



PLANNING AND BUILDING SERVICES

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October 18, 2016

DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES REPORT 2016-31

TO: Committee of the Whole

SUBJECT: Urban Centres Zoning By-law Project and Parking Standard Background Study
Marketing the Corridors
NP-16-31

ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Development and Infrastructure Services/Planning & Building Services Report 2016-31 dated October 18, 2016 regarding the Urban Centres Zoning By-law Project and Parking Standard Background Study be received and that the following recommendation(s) be adopted:

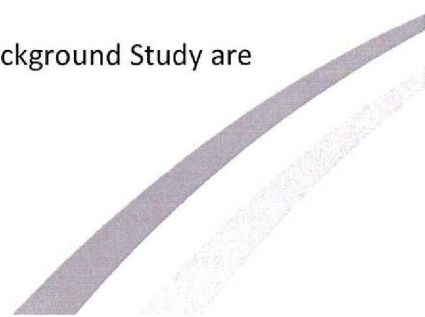
- 1. THAT the proposed amendment to comprehensive Zoning By-Law 2010-40, the recommended approach for the Urban Centres, specifically including the draft parking rates as described in this report and presented by HDR Inc., be referred to a public meeting;**
- 2. AND THAT following the public meeting, any issues identified in this report, together with comments from the public, Committee, and those received through agency and departmental circulation, be addressed by staff in a comprehensive report to the Committee of the Whole, if required.**

PURPOSE OF THIS REPORT

The purpose of this report is to provide an update regarding the overall status of the Urban Centres Zoning By-law project, provide details on the Parking Standard Background Study that is currently being prepared as an early deliverable of this project, and gain Council's direction to initiate the Zoning By-law Amendment process prescribed by the Planning Act, including the holding of a statutory Public Meeting.

BACKGROUND

The Urban Centres Zoning By-law Project and the associated Parking Standard Background Study are deliverables of the Marketing the Corridors initiative.



This project is being prepared in accordance with the direction and policies of the the Urban Centres Secondary Plan, and will implement its vision to redevelop the Town's urban centres and corridors to be an integrated, compact, complete and vibrant community with a diverse mix of residential, commercial, employment and institutional uses. This will be an area-specific zoning by-law applicable only to the Urban Centres, although elements of this by-law may be introduced in other intensification areas in the future as deemed appropriate.

In April, 2016 the consulting team was retained for this project. This team consists of R.E. Millward & Associates Ltd., Gladki Planning Associates, Robert Freedman Urban Solutions (with resources from DTAH), and HDR. The lead consultant is R.E. Millward & Associates Ltd.

The Urban Centres Zoning By-law project began in May, 2016. The project is planned to be complete in approximately 18 months (November, 2017).

COMMENTS

Project Overview

The Urban Centres Zoning By-law project consists of four Phases:

- Phase 1 - Project Start-up and Parking Standard Background Study
- Phase 2 - Background Review and Directions Report Preparation
- Phase 3 - Draft Urban Centres Zoning By-law Preparation
- Phase 4 - By-law Refinement and Enactment

Phase 1 is currently underway, and consists largely of the Parking Standard Background Study. The recommended approach and new parking rates summarized in this report is being recommended to be brought into Zoning By-law 2010-40 through an amendment. The Zoning By-law amendment process will be followed as per the requirements of the Planning Act, including holding a statutory Public Meeting which will provide an opportunity for feedback from the development industry and members of the public. The new parking rates that are brought into the existing zoning by-law will also be included in the Urban Centres Zoning By-law.

Phase 2 includes an assessment of the policy regime related to zoning by-laws and an examination of all variances and zoning by-law amendments approved within the corridors over the past 10 years. This Phase also includes an assessment of the various forms of zoning by-laws that currently exist, and which one would best achieve the goals of effectively implementing the Secondary Plan, reducing barriers to development, and providing a user-friendly document. In this assessment, conventional zoning by-laws, form-based zoning by-laws and by-laws that contain a Community Planning Permit System (formerly known as a Development Permit System) component will be examined. Once the preferred format is known, it will be taken to a stakeholder engagement session which will inform the preparation of a Directions Report which will then be taken to a Public Open House.

Phase 3 includes the preparation of the draft Zoning By-law document, as well as another stakeholder consultation and Public Open House.

Phase 4 includes finalizing the draft Zoning By-law document, presenting the draft By-law to Committee, holding the statutory Public Meeting, finalizing the By-law and obtaining Council approval.

Parking Standard Background Study Component

An early deliverable of Phase 1 of this project is the preparation of a Parking Standard Background Study. This Study has been prepared by the Town's consultants, in conjunction with Town staff, the Executive Summary of which is included as Attachment 1.

The basis for the Parking Standard Background Study is centred on the principal that the planning context of the urban centres has changed sufficiently enough from when the existing parking rates were approved (2010) to warrant the creation of new rates. Specifically, three main changes have taken place since the existing parking rates were created: (i) Davis Drive and Yonge Street either has, or will soon have, higher-order transit service in the form of the vivaNext Rapidway; (ii) the approval of the Urban Centres Secondary Plan (and future Zoning By-law) which provides a planning regime that encourages urban intensification; and (iii) the identification of more frequent train service to the Newmarket GO Train Station as part of the Metrolinx Regional Express Rail (RER) project. These three elements will transform the urban centres into a connected, highly walkable complete community.

At the same time, there is a greater understanding of the relationship between parking costs and development potential. Through the Marketing the Corridors initiative, N. Barry Lyon Consultants Limited provided a better understanding of the Town's market conditions, and suggested that the Town find ways to reduce soft costs in order to be more competitive with other jurisdictions. Further, it was identified that reducing parking requirements, and therefore costs, is one of the most effective means of reducing such soft costs (second only to developing an incentive-based parkland dedication by-law).

Finally, many new innovative parking concepts and best practices have emerged since the current parking rates were prepared. For example, concepts such as carpooling, car-sharing and cash-in-lieu, as well as the development of the Davis Drive Rapidway have resulted in the need to create more refined parking rates for the Urban Centres. Such concepts and best practices have been examined and informed the development of the recommended approach that is described in this report.

These concepts support many policies of the Secondary Plan regarding supporting transit use, transit-oriented development, and encouraging active transportation. As part of the Marketing the Corridors initiative, the new parking rates are intended reflect market demands, provide design flexibility for developers, and reduce parking requirements where appropriate, thereby reducing overall development costs.

Recommended Approach

After thoroughly researching and assessing the innovative concepts, the consulting team, with staff, determined the applicability of each to the Urban Centres. "Table 1" below summarizes each concept and provides direction on each, as well as proposes a new set of residential and non-residential parking rates.

Table 1 – Recommended Approach

No.	Concept	
1	Application of maximum parking rates	Maximum parking rates are to be applied.
2	Determining rates based on number of bedrooms per unit	A "per bedroom" approach is to be applied.
3	Shared Parking	Carry-over the current approach from the existing zoning by-law.
4	Density Bonusing	Allow density bonusing where a parking public benefit is provided, specifically: (i) a minimum of 20 public parking spaces are provided; and (ii) a minimum of 10% of the public parking that is provided is dedicated car-share spaces, to a maximum of 6 spaces.
5	Cash-in-Lieu of Parking Spaces	Carry-over the current approach from the existing zoning by-law but adjust to more accurately reflect true cost of parking spaces (\$40,000 / below grade parking stall and \$26,000 / above grade structured parking stall).
6	Carpooling Spaces	Modify the current zoning by-law's approach to require carpool spaces for all employment uses at a minimum rate of: (i) 5% of the total required parking supply for any employment uses, or (ii) 2 spaces. Set preferential locational requirements for such spaces.
7	Car-share Spaces	Offer parking reductions for residential developments to developers where car-share is provided as follows: For any apartment (freehold or condominium) development, the minimum parking requirement should be reduced by up to 4 parking spaces for each dedicated car-share stall. The limit on this parking reduction should be calculated as the greater of: (i) $4 * (\text{total number of units} / 60)$, rounded down to the nearest whole number; or (ii) 1 space.
8	Transportation Demand Management (TDM)	Town request that TDM plans be incorporated into transportation impact studies and parking studies for all new developments. Where adequate TDM strategies are provided, and the development is within 500m of either the GO Rail Station or Bus Terminal, a project would be eligible for parking reductions as per no. 36 below.

Residential Parking Rates			
	Multiple Dwelling Units	Min.	Max.
9	Bachelor	0.70/unit	0.85/unit
10	One bedroom	0.80/unit	1.00/unit
11	Two bedroom	0.90/unit	1.10/unit
12	Three bedroom +	1.10/unit	1.30/unit
Townhouse Dwellings			
13	All Townhouse dwellings (including stacked and back-to-back)	1.0/unit	1.2/unit
Visitor Parking			
14	Residential Visitor Parking for all unit types	0.15/unit	0.15/unit
Non-Residential Parking Rates			
15	School, Elementary	1 space per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking.	2x the minimum
16	School, Secondary		
17	School, Post Secondary	1 space per 200 m2 GFA used for instructional and/or academic purposes.	3x the minimum
18	Commercial School	1 space per 40 m2 of GFA	2x the minimum
19	Day Cares	1 space per classroom plus 1 space for every 6 children licensed capacity.	2x the minimum
20	Group Homes, Special Needs Housing	2 spaces	2x the minimum
21	Places of Worship	No change recommended. General rates will continue to apply.	2x the minimum
22	Libraries	1 space per 20 m2 of GFA	2x the minimum
23	Community/Recreation Centres		
24	Retail, Food/Grocery	1 space per 40 m2 of GFA	2x the minimum
25	Retail, Other		
26	Restaurants	1 space per 100 m2 of GFA, excluding any porch, veranda and/or patio dedicated as seasonal servicing areas.	5x the minimum
27	Office (Business)	1 space per 40 m2 of GFA	2x the minimum
28	Office (Medical), Medical Research		
29	Hotels	The aggregate of: • 1 space per guest room • 1 space per 10 m2 of GFA dedicated to administrative, banquet and meeting facilities.	3x the minimum
30	Long-Term Care Facilities	0.25 parking space per dwelling unit or	2x the minimum

		rooming unit plus 1 space per 200 m2 of GFA used for medical, health or personal services.	
31	Home Occupation	Based on residential land use requirement. Those visiting the practitioner within the Home Occupation can use visitor parking.	n/a
32	Cinemas, Arcades, Indoor Games	1 space per 20 m2 of GFA	2x the minimum
33	Adult Entertainment, Night Clubs		
34	Art Gallery, Museum	1 space per 100 m2 of GFA	2x the minimum
35	Reduction to residential rates where RGI (Rent-Geared-to-income) units are proposed (these units include affordable housing, cooperative housing, and subsidized housing.)	A 50% reduction to minimum and maximum rates is included.	
36	Parking reductions (residential and non-residential) based on proximity to transit.	A 50% reduction to minimum and maximum rates is included where the development is within 500m of either the GO Rail Station or Bus Terminal, and specific Transportation Demand Management (TDM) strategies are included in the development.	

Comparison with Parking Rates in Existing Zoning By-law

As was the goal of this exercise, the overall parking rates have been reduced from current requirements. However, these reductions are only possible due to the presence of higher order transit options that now exist, as well as the inclusion of industry best practices and concepts as per the recommended approach.

Specifically regarding residential parking rates, the recommended rate is reduced from 1.5 (apartment building) to 2.0 (townhouses) spaces per unit to a sliding scale ranging between 0.7 to 1.2 spaces per unit, based on the number of bedrooms of a unit. This is a more detailed approach that more accurately reflects the parking requirements on a per unit basis. In addition, the visitor parking requirement has been reduced from 0.25 spaces per unit to 0.15 spaces per unit. This approach responds to the growing trend seen in recent development applications seeking and obtaining reductions to the current parking requirements (e.g. 212 Davis Drive, 17645 Yonge Street, and 345 & 351 Davis Drive).

Regarding non-residential parking rates, various minimum rates have been created for each land use permitted in the Secondary Plan. The minimum rates are reduced from current requirements. To avoid an excess of parking being constructed and allow some design flexibility, the approach also includes a parking 'maximum' which is 2, 3 or 5 times the minimum requirement. This approach provides a range of acceptable parking requirements that will be determined through the approval process, without the need for a zoning by-law amendment.

In addition, the recommended approach provides for the opportunity to reduce the parking requirements for residential and non-residential development based on its proximity to higher order transit. A 50% reduction in parking requirements, applicable to both the minimum and maximum calculated parking supplies, is available where both of the following are met: (i) the proposed development main entrance is within 500m walking distance of either the GO Rail Station or Bus Terminal main entrances; and (ii) it is demonstrated that adequate Travel Demand Management (TDM) strategies will be in place.

The recommended approach responds to an evolving urban setting that now exists in our corridors, while also encouraging higher density development that will further increase active transportation and public transit usage.

Parking Management and Governance

The Parking Standard Background Study examined parking management and governance over the longer term in the Urban Centres. The Study recommends that the Town prepare a public parking strategy and outlines several criteria, implement a residential parking permit system for on-street parking, and manage public parking lots. While staff agree with many of these objectives, this is a longer-term objective and is therefore not recommended to be included in the zoning by-law amendment, therefore this is not included in the “recommended approach” chart.

Zoning By-law Amendment

It is proposed that the Town’s current Zoning By-law, 2010-40, be amended to include the above-described recommended approach. The same approach will be brought into the final Urban Centres Zoning By-law.

COMMUNITY CONSULTATION

The recommended approach, as described in the above table, is being recommended to go to a statutory Public Meeting. This would provide the opportunity to gain feedback from the development industry and members of the public.

Furthermore, the parking rates that the Parking Standard Background Study recommends are to be included in the Urban Centres Zoning By-law, which will be subject to its own statutory public consultation and approval process as per the requirements of the Planning Act.

HUMAN RESOURCE CONSIDERATIONS

There are no human resource considerations associated with this report.

BUDGET IMPACT

There are no budget impacts directly associated with this report.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Living Well

- Contributing to sustainable practices including innovative traffic and growth management strategies.

Well Balanced

- Encouraging a sense of community through an appropriate mix of land uses and amenities.

Well Planned and Connected


- Strategically planning for the future by promoting transportation linkages, transit options and active transportation.

CONTACT

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Attachment(s):

Attachment 1 - Executive Summary, Parking Standard Background Study.

Attachment 1

Executive Summary

Introduction

The Town of Newmarket Urban Centres Secondary Plan area is envisioned to be an integrated, compact, complete and vibrant community. It will be sensitively integrated with adjacent neighbourhoods and will focus on higher density development that facilitates increased active transportation and public transit usage.

To achieve these goals, a review of the parking standards and management practices within the Urban Centres and Growth Areas is required to support the development of an area specific Zoning By-law. This report includes a background review of standard practices amongst other municipalities in Southern Ontario, as well as select municipalities from the United States, to provide the Town with an understanding of a variety of innovative approaches to parking requirements.

Findings

Residential Parking Rates

There are two general residential land uses permitted within the Secondary Plan area and this includes **multiple dwelling unit buildings** and **townhouses**. Multiple dwelling unit buildings include freehold and condominium apartments. Townhouses include standard and stacked townhouses (including freehold and condominium), and they may be located on either public or private roads.

One set of parking rates is recommended for multiple dwelling unit buildings, and another set of rates is recommended for all forms of townhouses. The recommendation for multiple dwelling unit buildings is based on the number of bedrooms per unit. The recommended parking rates are provided in **Table ES-1** and these rates apply to the entire Secondary Plan area.

Table ES-1: Recommended Residential Parking Rates

Town of Newmarket Recommended Residential Parking Rates for the Urban Centres Secondary Plan Area			
Multiple Dwelling Unit Buildings (spaces per unit based on # bedrooms)	Minimum	Maximum	RGI Units ¹
Bachelor	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 (or more)	1.10/unit	1.30/unit	
Townhouse Dwellings (spaces per unit)	Minimum	Maximum	
Townhouses	1.0/unit	1.2/unit	Same as Non-RGI
Residential Visitor Parking Requirements (Multiple Dwelling Unit Buildings or Townhouses)	Minimum	Maximum	
Visitor	0.15/unit	0.15/unit	

1. RGI = Rent-Geared-to-Income and includes affordable housing, cooperative housing, and subsidized housing.

Non-Residential Parking Rates

The recommended parking rates in this section apply to all non-residential land uses permitted within the Secondary Plan area. Maximum parking supplies will be calculated by factoring the minimum parking requirements. The recommended non-residential parking rates are provided in **Table ES-2**.

Table ES-2: Recommended Non-Residential Parking Rates

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
Commercial School	1 space per 20 m ² of GFA	1 space per 40 m ² of GFA	2x the minimum
Day Cares	2 spaces per classroom plus 1 space for every 4 children licensed capacity	1 spaces per classroom plus 1 space for every 6 children licensed capacity	2x the minimum
Group Homes, Special Needs Housing	Greater of 2 spaces or 1 space per staff member on duty	2 spaces	2x the minimum
Places of Worship	1 parking space per 9 m ² of the aggregate GFA of the nave, public hall, banquet hall or other community/multi-use hall used as a place of assembly	No change recommended. General rates will continue to apply.	2x 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: • 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
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		
Hotels	The aggregate of: • 1 space per guest room • 1 space per every 2 guest rooms over 20 • 1 space per 4.5 m ² of GFA dedicated to administrative, banquet and meeting facilities	The aggregate of: • 1 space per guest room • 1 space per 10 m ² of GFA dedicated to administrative, banquet and meeting facilities	3x the minimum
Long-Term Care Facilities	0.5 parking space per dwelling unit or rooming unit plus 1 space per 100 m ² of GFA used for medical, health or personal services	0.25 parking space per dwelling unit or rooming unit plus 1 space per 200 m ² of GFA used for medical, health or personal services	2x the minimum

Town of Newmarket Zoning By-law 2010-40		Recommended Secondary Plan Area Rates	
Land Use	General Rates	Minimum	Maximum
Home Occupation	Where the area occupied by the home occupation exceeds 24 m ² , 1 parking space shall be required for every 9 m ² above the 24 m ² of the dwelling unit used for the home occupation	Based on residential land use requirement. Those visiting the practitioner within the Home Occupation can use visitor parking.	n/a
Cinemas, Arcades, Indoor Games	1 parking space per 9 m ² of floor area dedicated to public use	1 space per 20 m ² of GFA	2x the minimum
Adult Entertainment, Night Clubs	1 parking space per 7.5 m ² of GFA		
Art Gallery, Museum	1 space per 50 m ² of GFA	1 space per 100 m ² of GFA	2x the minimum

GFA = Gross Floor Area

m² = square metres

Reduced Parking Based on Proximity to Transit

The recommended parking rates outlined above will be applicable to the entire Secondary Plan area. However, because the area is planned to be highly transit oriented, reductions reflecting the accessibility to transit are also recommended. These reductions will be applied to both the minimum and maximum parking supplies calculated using the above rates.

There are two GO Stations located within the Secondary Plan area: Newmarket GO Rail Station and Newmarket Bus Terminal. The proposed reductions apply to proximity to both of these stations.

We recommend that the reductions be applied as follows:

A 50% reduction in parking requirements, may be applied to both the minimum and maximum calculated parking supplies, for residential and non-residential land uses where it is demonstrated that:

- 1. The proposed development main entrance is within 500m walking distance of either the GO Rail Station or Bus Terminal main entrances; and,*
- 2. Adequate Travel Demand Management infrastructure and programs will be in place to the satisfaction of reviewing agencies, in accordance with Town's Urban Centres Secondary Plan policies and York Region Mobility Plan Guidelines for Development Applications.*

The door-to-door walking distances will be determined on a case-by-case basis since they are dependent on site location and site design. It is noted that the additional reduction opportunity (no. 2) applies to GO Rail or bus terminal proximity since these locations, combined with Viva service throughout the Secondary Plan area, provide residents with transit options for both longer and shorter trips, and thus the potential for residents to not own a car is much higher in these locations.

Recommended Approach to Shared Parking

It is recommended that the current approach to shared parking contained within the existing Town of Newmarket Zoning By-law 2010-40 be carried over to the Secondary Plan area Zoning By-law. This approach is an industry standard throughout Canada and the United States. It is based on first principle methodology but eliminates the need for proxy studies to determine time-of-day utilization

as well as peak parking demand. This methodology can be applied to shared parking supplies serving multiple (more than 2) land uses with different parking characteristics.

For non-standard land uses such as Park-'N'-Rides and transit stations that may share parking supplies with other land uses, the shared parking approach should be applied using first principle methods and informed through closely working with transit agencies since the parking demand characteristics of these land uses depend on many factors and vary considerably depending on the location.

The first principle shared parking approach and final recommendations for these land uses would be provided to the Town in the form of a Parking Study as requested based on the Town's discretion. It will be up to the Town to determine when a land use does not fit into the general land use definitions within the shared parking formulas.

Recommended Approach to Bonusing

Bonusing refers to leniency with respect to height and density requirements awarded to a developer in return for providing a public benefit. As per the Secondary Plan, an applicant within the Secondary Plan area may elect to request increases in the *Permitted Maximum Heights* and/or *Permitted Maximum FSIs* up to, but not exceeding the *Discretionary Maximum Heights* or *Discretionary Maximum FSIs With Bonusing* without an amendment to this Plan in exchange for providing structured parking for vehicles where a significant portion of the parking is to be transferred to a public authority for use as public parking.

We further recommend that the Town apply the following criteria to qualify for bonusing:

1. A minimum of 20 public parking spaces must be provided; and
2. At a minimum, 10% of the public parking that is provided shall be dedicated car-share spaces, to a maximum of 6 spaces.

This will encourage developers to engage car-share providers in introducing car-share into the Town of Newmarket. Furthermore, it will ensure that parking is in a reasonably accessible area, otherwise car-share providers may not be interested. Finally, it ensures that the parking supply will be large enough to provide at least 2 car-share spaces, which is further incentive to car-share providers.

Cash-in-Lieu of Parking Spaces

The Town's current Zoning By-law already permits cash-in-lieu of parking spaces, and cash-in-lieu should continue to be a provision within the Secondary Plan area. As a starting point, the fee structure can be based on the current fee structure used within the Town. The need and potential for cash-in-lieu will become clearer as the Secondary Plan develops and parking needs are balanced with transit accessibility in addition to the bonusing provisions.

Carpool Parking for Employment Uses

Carpool spaces are an important initiative towards transit oriented development as well as reducing the parking supplies for employment uses. The recommended approach involves dedicating a portion of the required parking supply for an employment use towards carpool spaces as opposed to providing reductions to the parking supply. The recommended approach is as follows:

Carpool spaces must be provided at a minimum rate of:

1. 5% of the total required parking supply for any employment uses, or
2. 2 spaces.

This will ensure that carpool is being provided for all employment uses and will encourage participation in SmartCommute, otherwise the spaces will go unused. Carpool spaces should be located closest to the building entrances, signed, and enforced. Only accessible spaces would be prioritized over carpool spaces in terms of location.

Car-Share Parking

Car-Share is an important consideration within a Transit Oriented Development area because it encourages those who do not own personal vehicles to live and work in those areas. Many who participate in car-share programs do not rely on vehicles to go to work, but may occasionally need a vehicle for personal use or employment purposes. We recommend that reductions to residential parking supplies be awarded to developers for providing car-share as follows:

For any apartment (freehold or condominium) development, the minimum parking requirement should be reduced by up to 4 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.

The provision of car-share in a public parking structure through the bonusing provision could also leverage this policy towards reducing the resident parking supply for new developments. As with the bonusing provision, this will further encourage developers to engage car-share providers.

Car-share can be provided at employment uses and this should be investigated as part of the Transportation Demand Management Plan for new developments, if the anticipated tenants would benefit from this service as determined on a case-by-case basis. However, since car-share at employment uses has less of an impact on day-to-day mode choice, we do not recommend reductions to the overall parking supply for the provision of car-share at employment uses.

Parking Management and Governance within the Secondary Plan Area

Consistent with Section 9.3.6.1 of the Secondary Plan, the potential role for a municipal parking authority has been assessed. It is recommended that the Town maintain **internal municipal operation** of public parking within the Secondary Plan area.

Section 9.3.6.1 of the Secondary Plan also states that the Town may prepare a public parking strategy and outlines several criteria that encourage the **parking district** approach. Internal municipal operation is the ideal approach to meeting these goals and applying the parking district approach because it will allow the Town the greatest control over the size and location of public parking structures, to capitalize on shared parking opportunities. The parking districts approach also complements cash-in-lieu.

The Town would also be responsible for residential parking permits for on-street parking. The Town should maintain all control over the approach to parking so that the visions and goals are met, and any public feedback is dealt with and addressed directly rather than through a third party. Outsourcing management to a third party should only be considered when the parking infrastructure demand and needs within the Secondary Plan area have stabilized and economy of scale justifies the transition.

Additionally, it is recommended that all public parking be paid and that the fees be determined through further economic analysis. The fees will be determined based on target rates of 85% occupancy. It is further recommended that the Town have one single entity manage enforcement of

parking spaces including carpool spaces, car-share spaces, electric vehicle spaces, accessible spaces, and on-street permit parking.

Transportation Demand Management

As per the direction of the Secondary Plan, Transportation Demand Management (TDM) has been incorporated into the recommended parking requirements for the Secondary Plan area through inclusion of the following policies and initiatives:

- a) preferential parking for carpool vehicles in non-residential developments;
- b) provision for car share opportunities in major residential developments;
- c) reduced parking requirements reflecting proximity to transit;
- d) bonusing incentives for provision of public parking with car-share;
- e) cash-in-lieu of parking spaces for the provision of public parking;
- f) application of shared parking formulas for public parking structures and joint development;
- g) transit incentive programs, including subsidized transit fares;
- h) secure indoor bicycle parking and showers in conjunction with major office and commercial uses, institutional and civic uses;
- i) provision for bicycle parking in close proximity to building entrances and transit stations; and,
- j) incorporating paid parking requirements with non-residential development.

It is also recommended, as per direction provided by the Secondary Plan as well as York Region's Mobility Plan Guidelines for Development Applications, that the Town request TDM plans to be incorporated into transportation impact studies and parking studies for all new developments. Although some incentive can be given to the developer within the Zoning By-law, it is often the developer or employers responsibility to leverage these incentives and ensure they are being applied to new developments. Requiring TDM plans to be provided will ensure that potential TDM opportunities are being considered and implemented whenever possible. When it can be demonstrated that TDM initiatives are adequate, and when the development is within close proximity to transit, further reductions to the parking supplies will be permitted.

The Town may further encourage developers and employers to consider SmartCommute, green or electric vehicle parking, carpool parking, dedicated carpool pick-up areas, and bicycle parking in excess of the minimum requirements, be provided as part of TDM initiatives for new developments.