



Newmarket Residential Parking Study: Responses to Council's Questions

December 2024



1 Mayor's Questions after the October 21, 2024, Committee of the Whole Meeting

Question 1: Have we considered the Provincial three units as of right impact – and four as of right Federal position.

We are considering recent changes related to additional residential units (ARUs) introduced by the Province through Bill 23, the More Homes Built Faster Act, 2022. Under Regulation 462/24 and Ontario Regulation 299/19, lots within settlement areas that are fully serviced with municipal water and sewage services are now allowed to have both a principal unit plus up to two ARUs. Municipalities are prohibited from requiring more than one parking spot per ARU. This means that the minimum parking requirement for a development in Newmarket with one principal unit and two ARUs would decrease from 6 spaces (2 per unit) to 4 (2 for the principal unit, and 1 per ARU). Local by-laws can reduce the parking space requirement for ARUs to zero (if the by-law states the primary dwelling does not require a parking space, then neither do the ARUs).

As many ARUs will be constructed with only one parking space, we anticipate that these units may be rented by single occupants or purchased by families with only a single vehicle. Studies have shown that the availability of parking spaces significantly impacts a household's decision to own and use a car, more so than household income^{1,2}. For example, research has found that generous parking requirements have been linked to increased vehicle ownership and use, as well as higher housing costs: constrained residential parking can lead to a 10-23% decrease in vehicle miles travelled³, while free street parking increases car ownership by 9%⁴.

These findings support the idea that the number of parking spaces available to a household influences their decision to buy and use a car.

However, the increasing unaffordability of housing may lead multi-car households to rent or purchase an ARU. If there is not sufficient off-street parking to accommodate this demand, the Town will need to look for alternatives, such as on-street parking, to accommodate residential parking needs for ARUs in Newmarket. Our analysis of on-street parking utilization highlights that there will be sufficient on-street spaces to accommodate future Newmarket residents through 2051, including those families in ARUs. In the next phase of the Study, we will continue to explore parking options that could allow cars to be parked on the street for longer than the current three-hour parking limit.

¹ Guo, Z. Does residential parking supply affect household car ownership? The case of New York City. *Journal of Transport Geography* **26**, 18-28 (2013). <https://doi.org/10.1016/j.jtrangeo.2012.08.006>

² Chatman, D. G. Does TOD Need the T? On the Importance of Factors Other Than Rail Access. *Journal of the American Planning Association* **79**(1), 17–31 (2013). <https://doi.org/10.1080/01944363.2013.791008>

³ Currans, K.M., Abou-Zeid, G., McCahill, C. *et al.* Households with constrained off-street parking drive fewer miles. *Transportation* **50**, 2227–2252 (2023). <https://doi.org/10.1007/s11116-022-10306-8>

⁴ Guo, Z. Residential Street Parking and Car Ownership: A Study of Households With Off-Street Parking in the New York City Region. *Journal of the American Planning Association*, **79**(1), 32–48. <https://doi.org/10.1080/01944363.2013.790100>



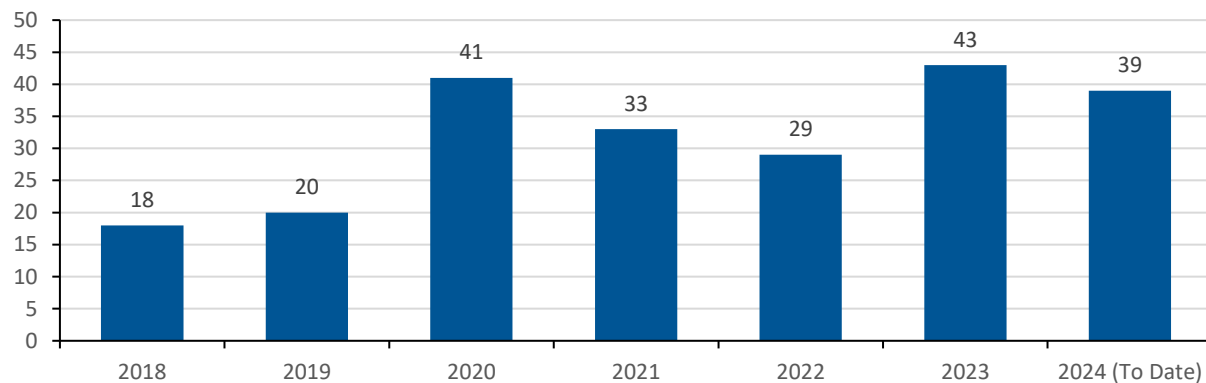
Question 2: Will we get info on front yard treatment in other cities?

We can examine front yard treatments in other municipalities, such as driveway widening, in a future jurisdictional scan in the next phase of this Study.

Question 3: Trends/data on 3 and 4 as of right and multi generational?

The number of new ARUs registered in Newmarket each year is shown in **Figure 1.1**. While there was a significant increase in new ARUs between 2019 and 2020, registrations have remained fairly consistent since then.

Figure 1.1: Number of New ARUs Registered in Newmarket Each Year



Data related to the prevalence of multi-generational households only started to be collected by Statistics Canada in the 2021 census (6% of Newmarket households at the time were multi-generational). As the next census is in 2026, only one data point is available. While we can speculate that the number of multi-generational households is likely increasing due to housing affordability challenges, there are no relevant data to confirm this trend.

Question 4: New development condo roads (they will not have room for on street parking): should we consider different parking standards for condo roads vs roads that can support on street parking?

Our jurisdictional scan highlighted that only Newmarket has different off-street parking standards for developments alongside condominium roads compared to municipally owned roads. However, we have seen that some municipalities are starting to address on-street parking on condo roads through design standards and the Site Plan process. For example, Vaughan's Urban Design Guidelines require that on-street parking is considered along private roads to provide informal visitor parking. This is something that we can explore as a solution in the next phase of the Study. We can also explore requiring certain right-of-way widths for condo roads to ensure parking can be accommodated.

Question 5: Should we consider paid on street overnight (pros, cons)?

We have heard from residents and developers that overnight parking should be allowed in Newmarket and will consider this in the next phase of our work. Paid and free parking options can be explored, and trade-offs can be identified in the next phase



Question 6: If we are ‘over supplying’ townhomes why are there so many town home developments that have challenges with parking?

Newmarket has a requirement of two parking spaces for townhomes on public roads but a requirement of 1.5 parking spaces for townhomes on private roads. There are an average of 1.62 cars per townhome. In the next phase of the Study, we will examine this difference more closely to determine if there are any deficiencies in the number of parking spaces for townhomes on private roads.

Question 7: We asked people about the ‘future’ but do we know if they think the future is in 10 years or 50 years?

In our survey questions, we specified a 30-year timeline to broadly align with the planning horizon of the Official Plan Review (2051).

Question 8: Will we get guidance on how to transition to new guidelines including how to deal with existing non compliant?

A transitioning enforcement plan is out of scope for this Study.

Question 9: In the last four years we have seen three units as of right, working from home, and increase in multi generational living. Why does everyone still think less parking is needed?

Our Study does not start from a “less parking is needed” lens; nor does it start from a “more parking is needed” lens. Rather, we intend to recognize Newmarket’s current context as well as its transportation goals. We will examine solutions using two different timeframes to account for these different perspectives. Although our thinking is still evolving on this subject, we know Newmarket needs near-term solutions to cope with increased parking demand, while longer-term solutions could focus on managing parking in a way that meets the Town’s future goals that focus on sustainability and a balanced multi-modal transportation system.

Near term

In the near term, Newmarket must be proactive in the way it addresses the impacts of Bill 23, increases in the number of ARUs, an aging population, and an increasing population. Considering the current and near-term transportation landscape in the Town, where people are more or less required to drive to access destinations, these trends will increase parking demand. We will explore solutions that could accommodate this demand such as allowing overnight parking so people can reliably park on the street in addition to their driveways and garages, on-street permit parking, driveway widening, and so forth. Solutions will need to be flexible to ensure that the long term solutions are not impeded.

Working from home (WFH) trends are not likely to impact overall residential parking demand. As people working from home already need a place to park their car at night, they can continue to use that place when they park during the day. While WFH does lead to more local trips to shops, these parking demands fall outside the scope of this Study (only residential parking is being examined).



Long term

Long term solutions are intended to focus on helping Newmarket achieve the aspirational goals it has set out for itself (and those goals imposed by the Region and Province). In particular, Newmarket has expressed a desire to promote sustainable modes of transportation, including in the existing Official Plan and as part of the emerging vision of the Official Plan Review, which focuses on enhancing mobility choice and creating bike-friendly, walkable areas with public transportation. At the same time, the Town declared a climate emergency in 2020. Part of the solution to this emergency would include solutions that reduce reliance on the car. In addition, York Region is focusing on reducing automobile dependence, while Provincial direction requires that the Town further support the use of transit and active transportation.

In the long-term, parking should be managed to allow Newmarket to achieve these goals. This would necessitate a critical evaluation of how parking access plays a role in encouraging car use and discouraging the use of more sustainable modes of transportation. Solutions that reduce the overall parking supply would therefore likely be needed. We recognize that this cannot be achieved in the short term – reliable and fast alternatives to the car must exist before such solutions are implemented.

Question 10: Can I see the survey questions please.

The questions have been provided to the Mayor.

2 Councillor Kwapis Questions after the October 21, 2024, Committee of the Whole Meeting

Question 1: We currently have overnight parking permits available. This permit is not allowed during winter months because of snow plowing. Would it make sense to allow overnight parking permits during winter nights , especially if there is no snow or plowing interference. If so, what would be the impact?

Please refer to the response to the Mayor question 5.

Question 2: Overflow parking is naturally street parking. How can it be managed on narrow Condominium roads?

Please refer to the response to the Mayor question 4.

Question 3: ARU and Short term rental units have a need for more parking however sometimes there is a need for more parking than the property can handle. How can a balance be achieved to continue encouraging ADUs and still balance the need for more parking or street parking?

Please refer to the response to the Mayor question 1.

Question 4: Paid parking lots naturally attract people to park on street. Would street parking permits for residents of that street work? Have any other Municipalities tried resident street parking permits successfully?

On-street residential parking permits have been used in other jurisdictions to cope with issues related to parking spill-over. For example, Barrie created a free permit in the Allandale



neighbourhood, with residents of that neighbourhood able to apply for a parking permit through a parking app. The system was established to prevent spill-over parking from the Allandale GO station. A similar solution could work to address spillover from paid parking lots.

We can explore on-street parking permit solutions in the next phase of the Study process.

