

Newmarket Residential Parking Study

Council Workshop

December 9, 2024



Agenda

- **Respond to Council's questions from the October 21 presentation to the Committee of the Whole.**
- **Collaboratively set a vision for the future of residential parking in Newmarket.**
- **Obtain input on priorities and trade-offs for each of the 5 key observations we have made so far.**



About the Residential Parking Study

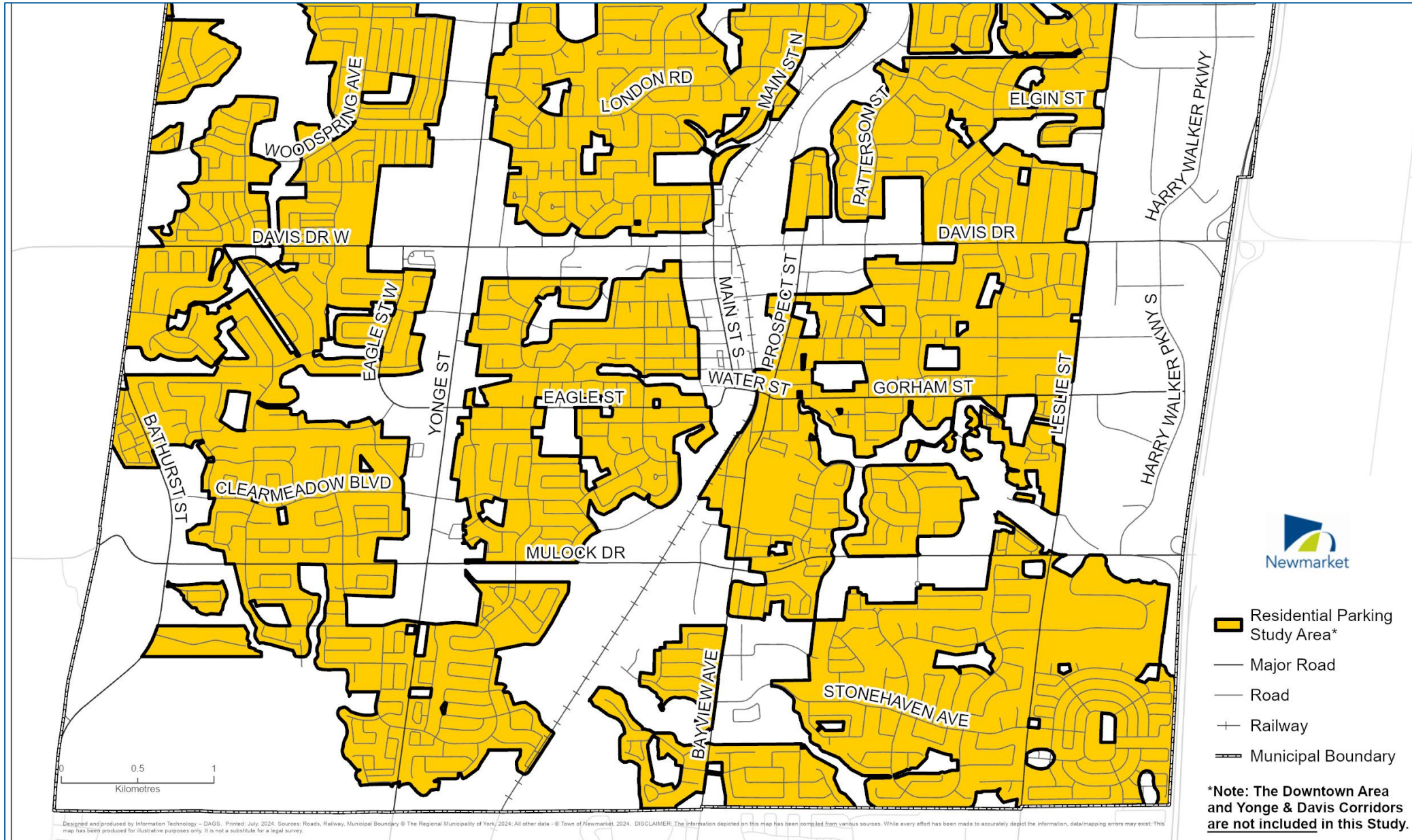
The purpose of the Residential Parking Study is to:

- ✓ Think about the role parking plays as Newmarket's population grows.
- ✓ Develop a strategy to meet residential parking demands while accommodating alternative forms of transportation.
- ✓ Explore recommendations for parking standards for residential areas, condominium roads, and driveways.
- ✓ Understand the value of residential parking and the trade-offs that may be necessary when considering how to plan for future parking needs.



Study Area

The Residential Parking Study focuses on residential areas outside the Urban Centres and the Historic Downtown, shaded in orange in the map.



Mayor and Council Questions

We will explore all the following topics in the next phase of the Study, as they relate to potential solutions to the 5 observations we have made:

- Front yard treatment / driveway widening.
- Condominium road standards.
- Overnight on-street parking.
- Residential on-street parking permits.





Vision



Vision

Why we need a vision

- The vision will guide us in how we develop and assess solutions to address the 5 key observations.

Considerations

- The ongoing **Official Plan Review (OPR)** has set out emerging guiding principles for Newmarket, including a **connected community and a green and resilient community**.
- This includes policy directions for transportation that focus on a **hierarchy of mobility** that **prioritizes sustainable transportation** and **increases connectivity to transit and active transportation facilities**. The OPR plans for 2051.
- Through the public survey, we received strong support from Newmarket residents for **green initiatives**, more **walkable spaces**, and **more public transportation opportunities** in the next 30 years. Residents also noted issues with parking supply today.
- There are trade-offs between providing more parking supply today and meeting the Town's longer-term aspirations.





What do you see as the future of residential parking in Newmarket?

Could the study require separate short and long-term visions to recognize both existing pressing issues and the Town's long-term transportation aspirations?

MentiMeter Exercise – Please
use the QR Code or log onto
menti.com and enter the code
provided





Key Observations



Key Observation 1: Off-Street Parking Demand (1/3)

Key Observation 1: Many Newmarket residents park on their driveway rather than in a garage.

What We Heard

- While most Newmarket residents have a private garage, **78%** of survey respondents said they regularly park only on their driveway.
 - Respondents who park on their driveway do so either because their garage is too small (**34%** of respondents), they use it for permanent storage (**39%** of respondents), or they use it for seasonal storage of ATVs, boats, and so forth (**19%**).
 - Developers told us they have not heard of issues with garages being too small. They also noted that electric vehicles are more likely to be stored in garages to charge.

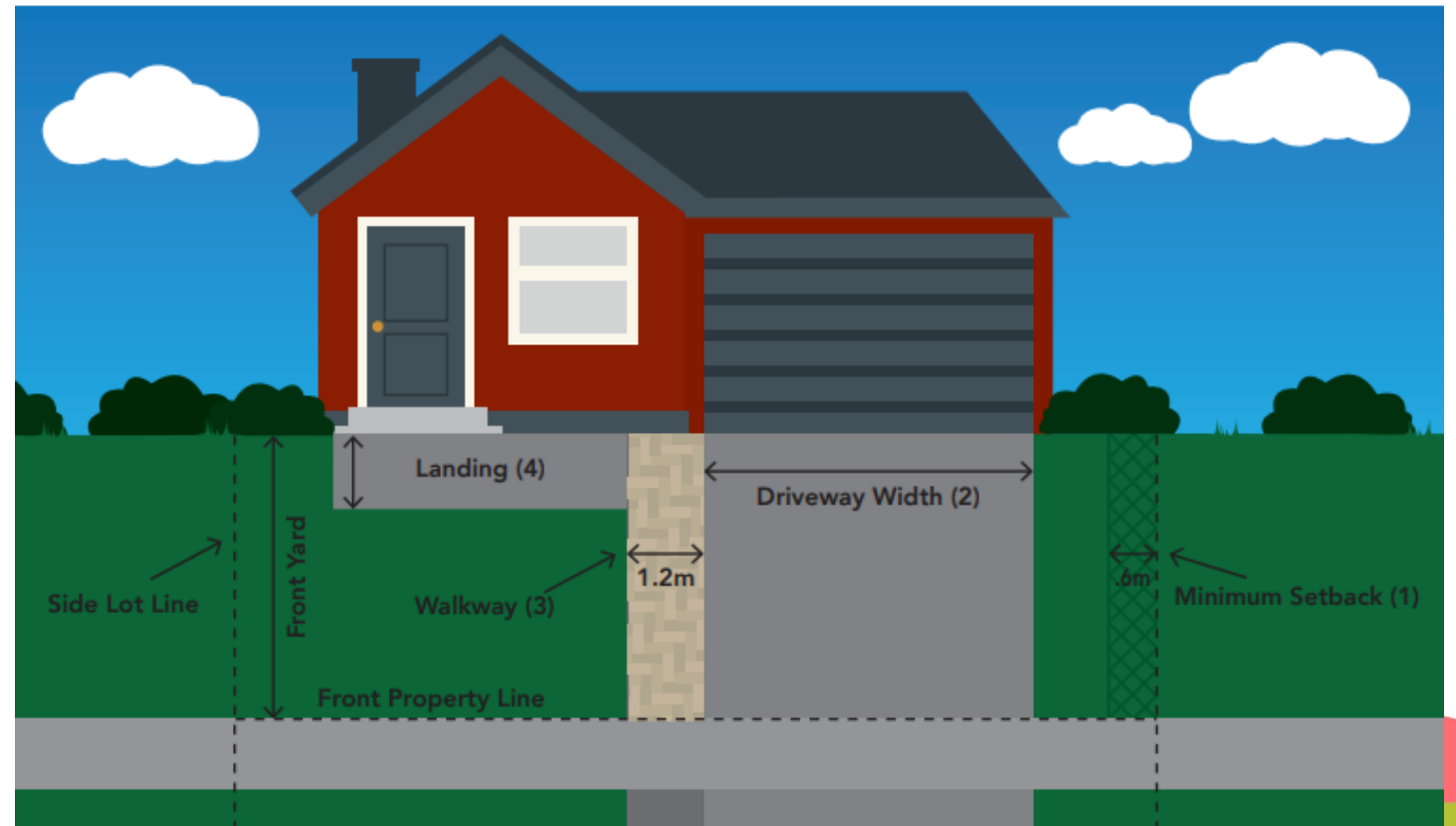


Key Observation 1: Off-Street Parking Demand (1/3)

Key Observation 1: Many Newmarket residents park on their driveway rather than in a garage.

What We Heard

- As a result, Newmarket residents told us they have expanded (or are thinking about expanding) the width of their driveway to accommodate more vehicles.
- Driveway expansion is allowed only up to a certain width (6 m for single-detached dwellings).



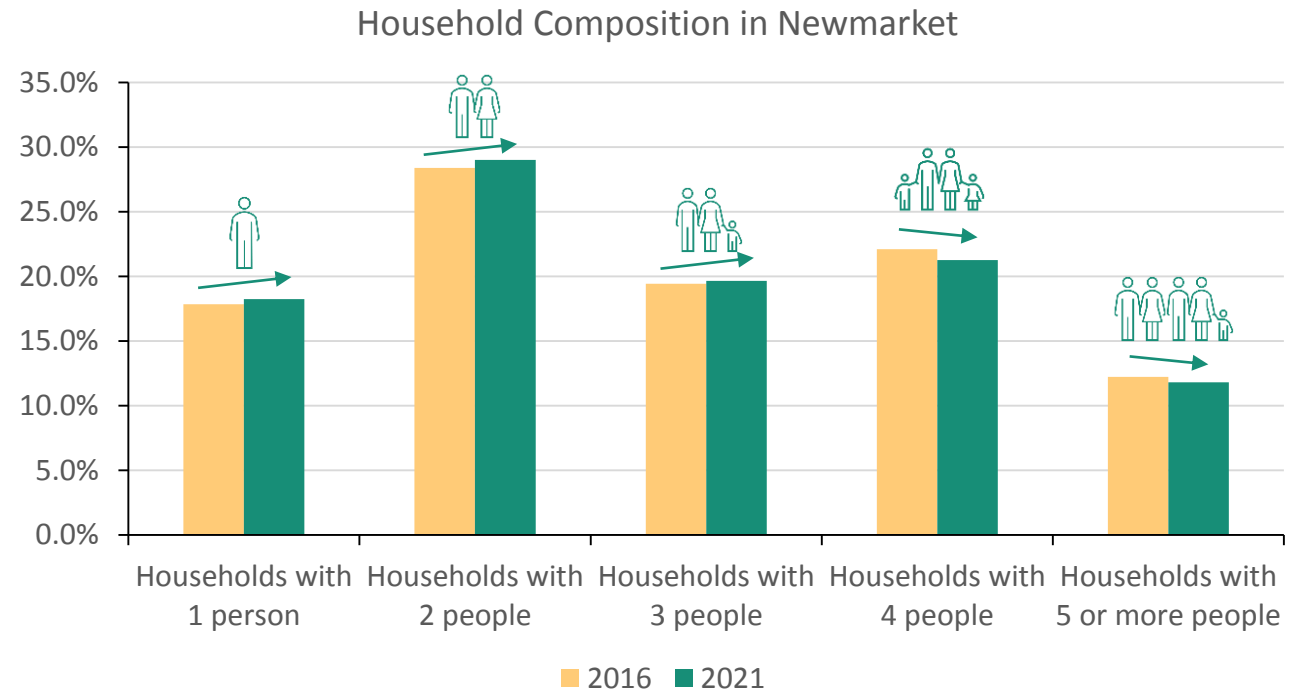
Key Observation 1: Off-Street Parking Demand (2/3)

Key Observation 1: Many Newmarket residents park on their driveway rather than in a garage.

Household Composition

Newmarket's households are changing, which may impact the need for off-street parking:

- In 2021, there were **1,680 multigenerational** households in Newmarket, approximately **5.5%** of all households, up from **3.7%** multiple-census-family households in 2016*.
- However, households are becoming smaller overall: the share of households with 1, 2, or 3 people grew, while the share of households with 4 or more people **decreased between 2016 and 2021**.



* The 2016 census did not track multigenerational households, but instead tracks multiple-census-family household, which has a slightly different definition.



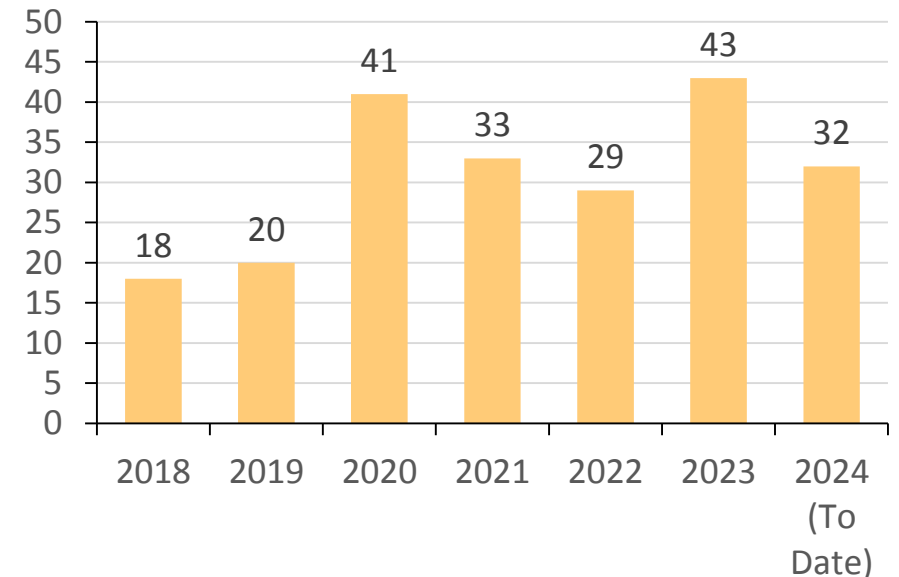
Key Observation 1: Off-Street Parking Demand (3/3)

Key Observation 1: Many Newmarket residents park on their driveway rather than in a garage.

Additional Residential Units (ARUs)

- In 2022, **Bill 23** amended the *Planning Act* to allow residential lots to provide a principal unit plus up to two ARUs. Municipalities may not require more than one parking spot per additional residential unit.
- While there was a significant increase in new ARUs between 2019 and 2020, registrations have remained fairly consistent since then.
- As ARUs will be constructed with a single parking space per unit, most of them are likely to be rented or purchased by families with only a single vehicle.

Yearly ARU Registrations

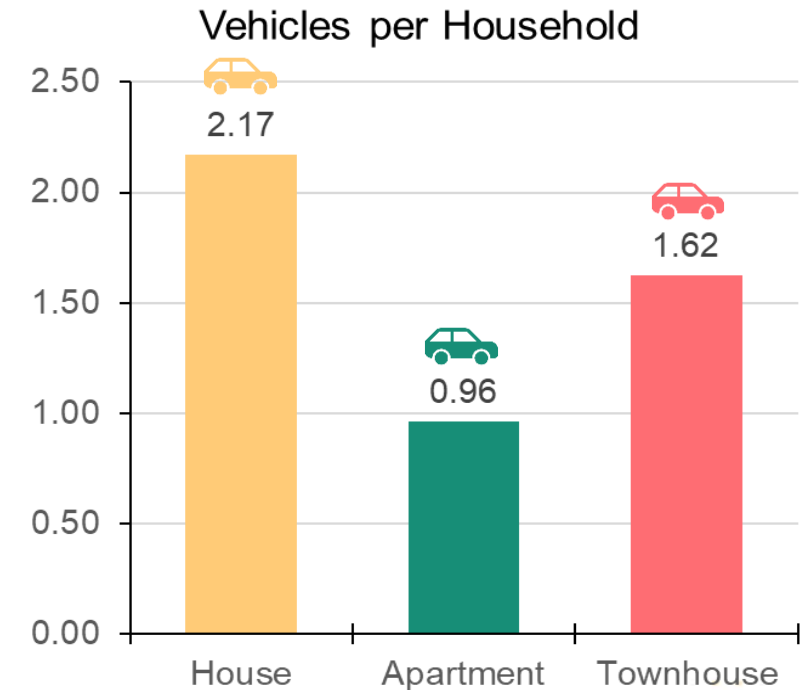


Key Observation 2: Minimum Parking Requirements (1/2)

Key Observation 2: For some development types, Newmarket's minimum parking requirements are not in line with other municipalities or with the number of cars owned by residents.

Analysis

- WSP examined Newmarket's parking requirements and compared these with vehicle ownership data and requirements in other municipalities.
- Apartment residents have **1 car**, less than the 1.5 required off-street parking spaces.
- Townhouse residents have **1.6 cars**, less than the 2 required off-street parking spaces on a public road, but slightly more than the 1.5 required along private roads.
- Single/semi-detached residents have **2.2 cars**, slightly more than the 2 required off-street parking spaces.



Based on the Transportation Tomorrow Survey (TTS). The TTS does not differentiate between public and private street townhouses.



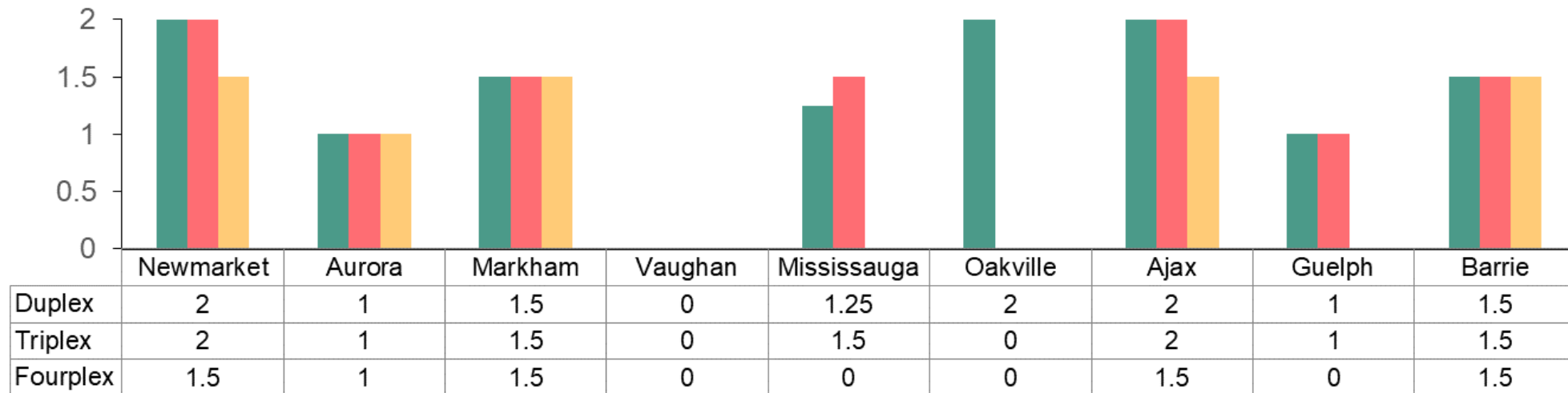
Key Observation 2: Minimum Parking Requirements (2/2)

Key Observation 2: For some development types, Newmarket's minimum parking requirements are not in line with other municipalities or with the number of cars owned by residents.

Analysis

- Newmarket's parking requirements are generally similar to other municipalities, but are higher for duplexes and triplexes than other jurisdictions.

Parking Minimums for Duplexes, Triplexes, and Fourplexes



■ Duplex ■ Triplex ■ Fourplex



Key Observation 3: Overnight Parking

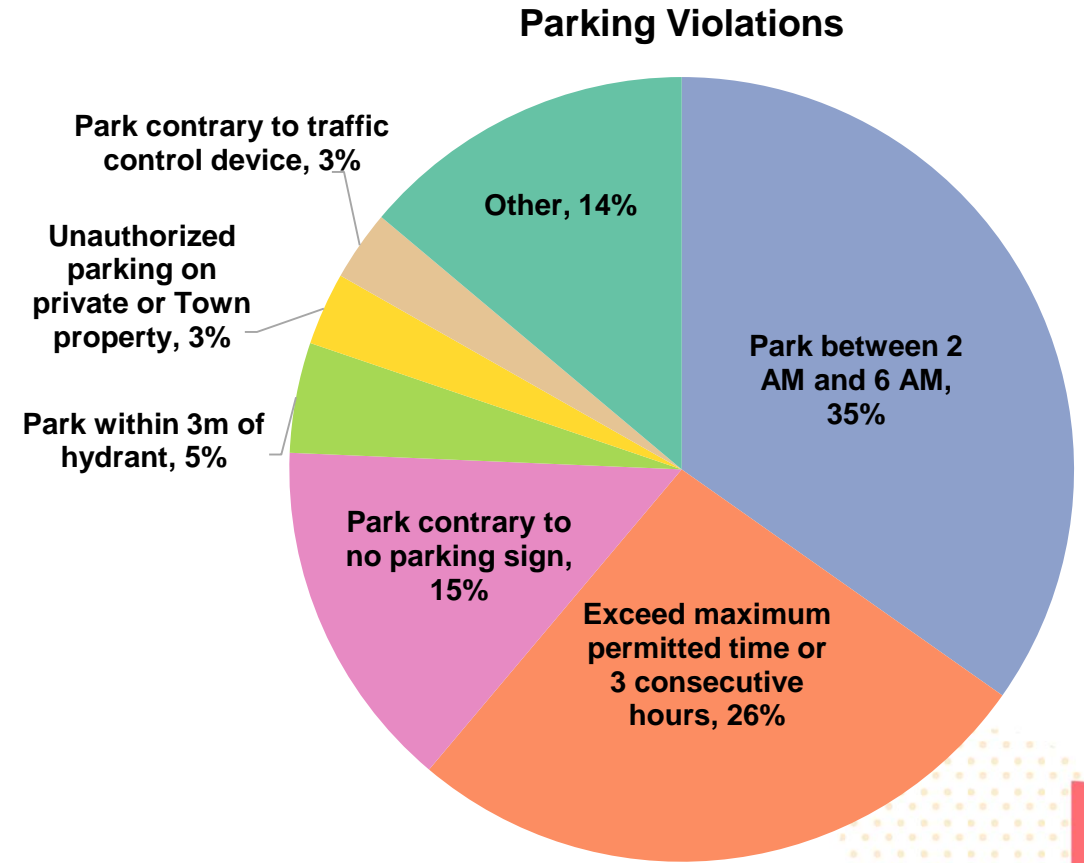
Key Observation 3: A large share of parking violations in the Town relate to overnight parking.

Analysis

- WSP analyzed on-street parking by-law violations in 8 areas across Newmarket from 2020 through 2023.
- 35% of violations are related to parking overnight. This suggests that many violations could be related to **residents storing their car on the street overnight** instead of in their garage or driveway.

What We Heard

- 55% of survey respondents find that parking by-laws are too restrictive.



Priorities to Address Key Observations 1, 2 & 3



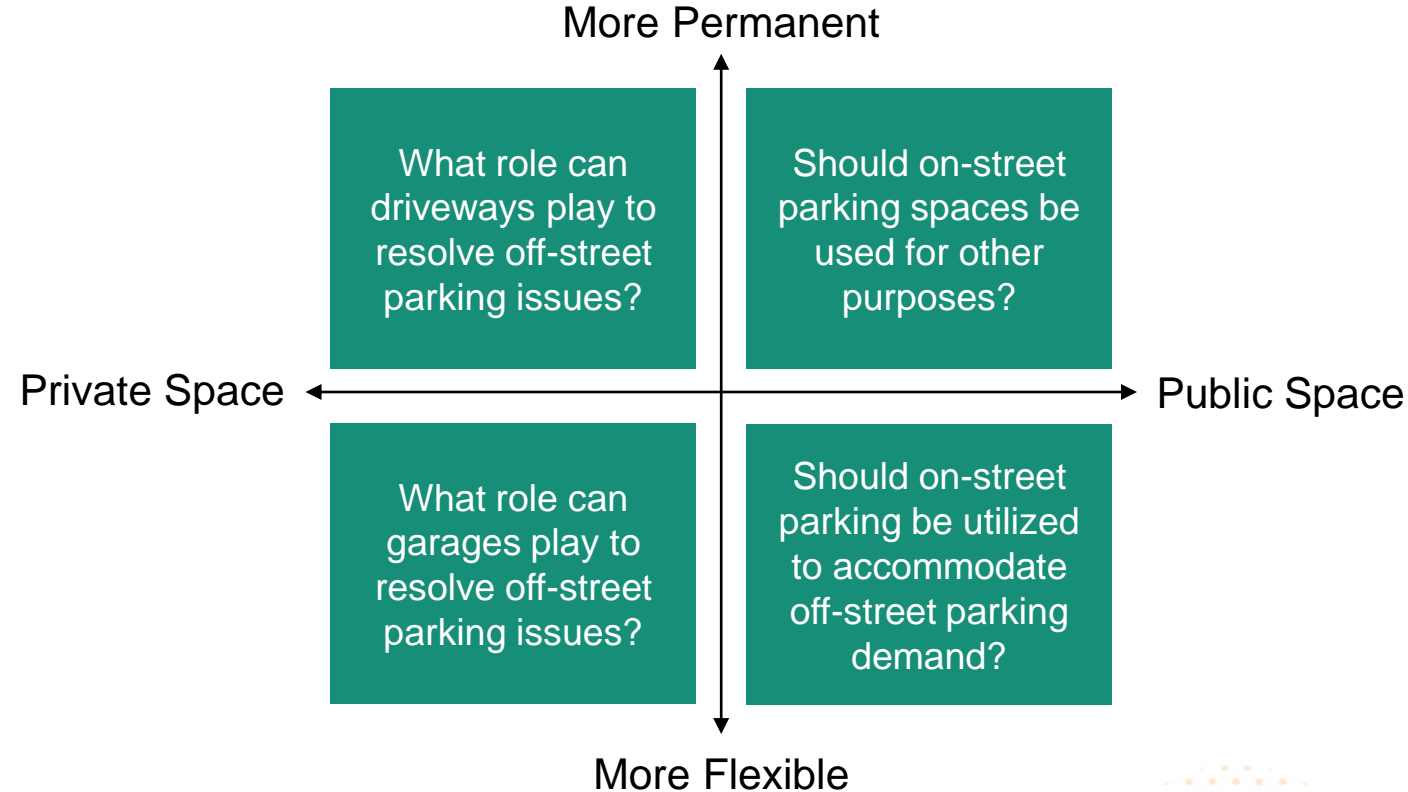
What are your priorities for addressing key observations 1, 2, & 3 related to parking demand? Do your priorities differ for different areas in the Town?



What are the trade-offs between your different priorities? Consider framing the trade-offs using the matrix shown on the right.



Are there related issues that have not been covered for these observations?



Break – 10 Minutes (Optional)



Key Observation 4: On-Street Parking Hot Spots (1/3)

Key Observation 4: There are areas in the Town near paid parking lots with high on-street parking utilization.

What We Heard

- Most survey respondents did not have issues finding on-street parking near their home for themselves (**84%**) or for visitors (**66%**).
- Residents noted concerns with many people parking on residential streets to avoid paid parking: **18%** of survey respondents that live near a paid parking lot noted their street is often or always negatively impacted by parked cars.



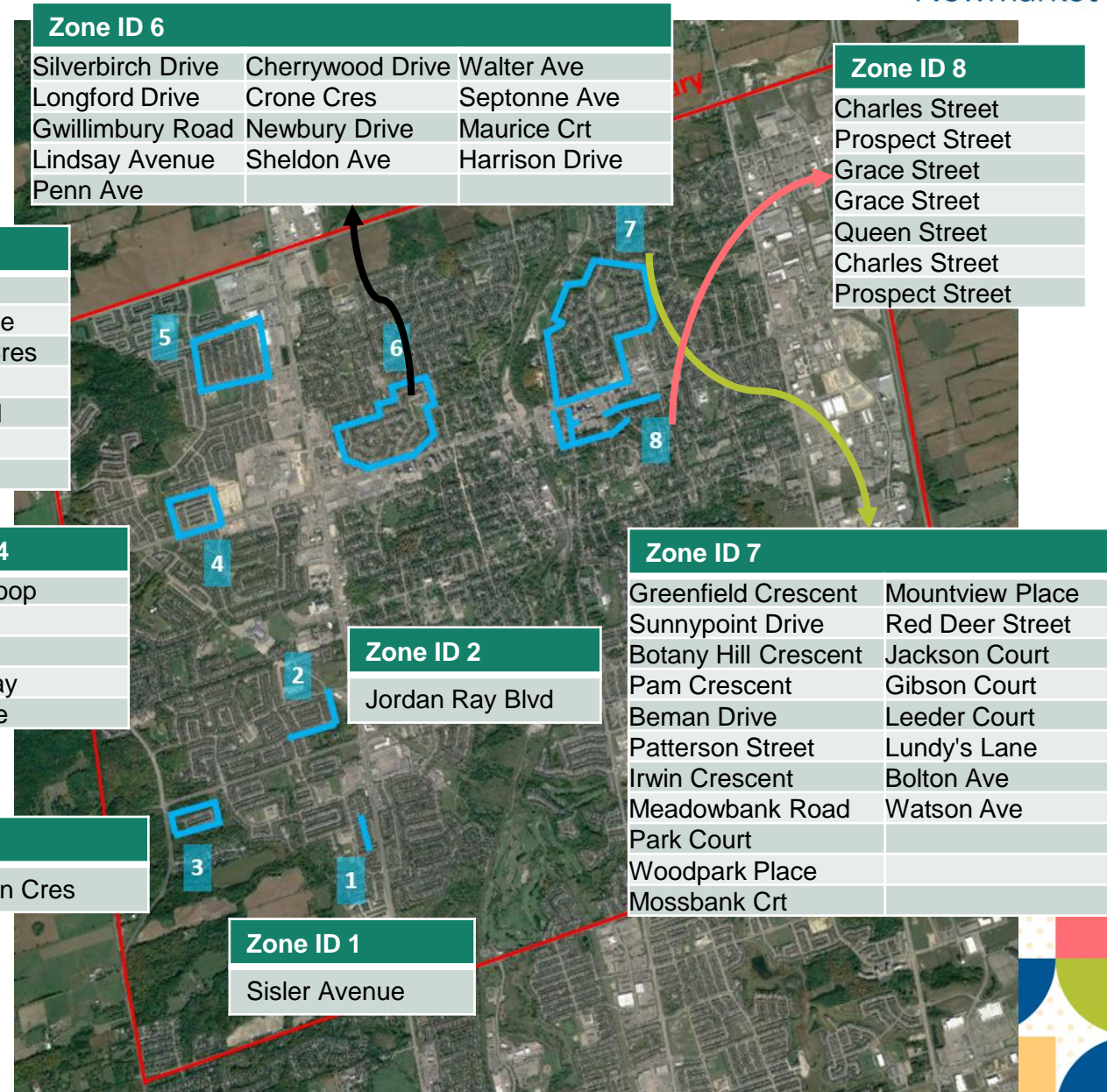
Key Observation 4: On-Street Parking Hot Spots (2/3)

Key Observation 4: There are areas in the Town near paid parking lots with high on-street parking utilization.

Analysis



- WSP analyzed on-street parking utilization in 8 areas across Newmarket using dashcam footage on the following 6 days:
 - Wednesday November 8, 15, 22, 2023** from 5:30 PM to 8:30 PM
 - Saturday November 4, 11, 25, 2023** from 12:00 PM to 3:00 PM



Key Observation 4: On-Street Parking Hot Spots (3/3)

Key Observation 4: There are areas in the Town near paid parking lots with high on-street parking utilization.

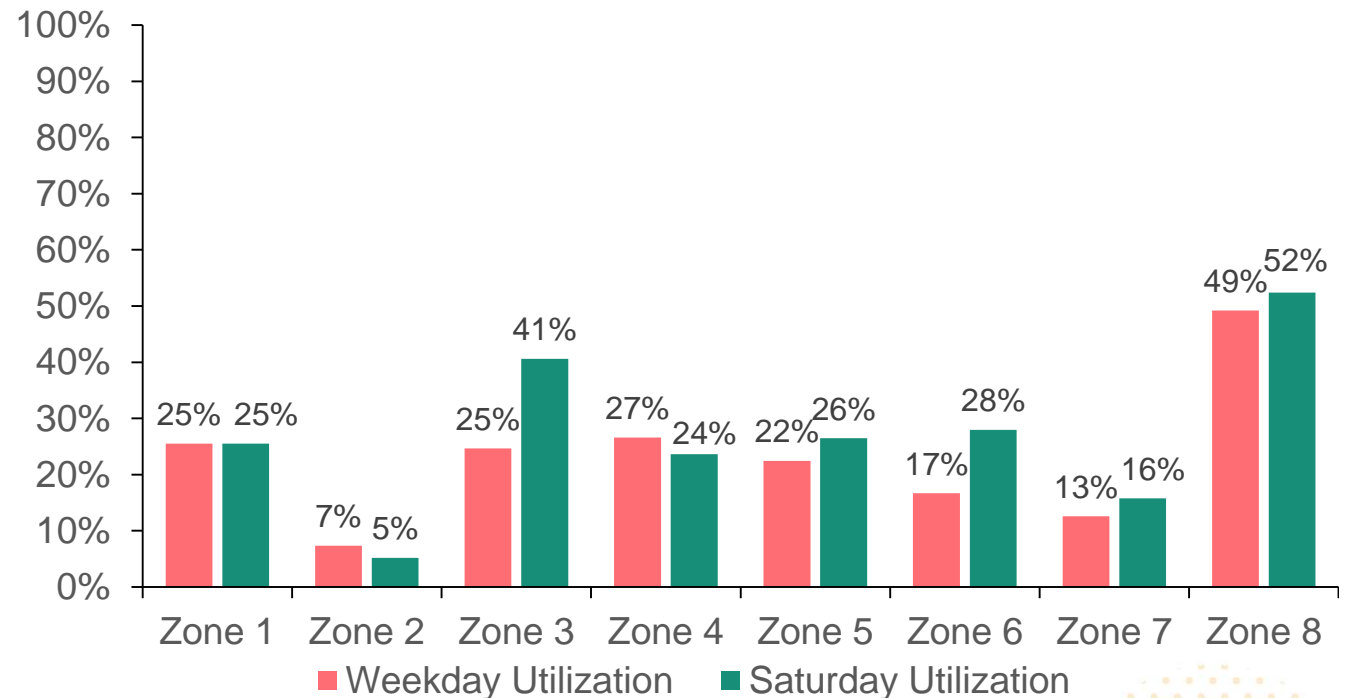
Analysis

- Analysis found that there is sufficient on-street parking supply to meet current and future 2051 demand in most residential areas in the Town.
- More people use on-street parking **near areas with paid parking** to avoid paying, such as near the South Lake Regional Health Centre (Zone 8). These are considered **high utilization areas**.

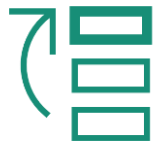
On average, 17% of on-street parking spaces are used on weekday evenings* while 23% of on-street parking spaces are used on Saturday afternoons.

*data collected on Wednesdays

Percentage of parking spaces utilized on weekdays and Saturdays



Priorities to Address Key Observation 4



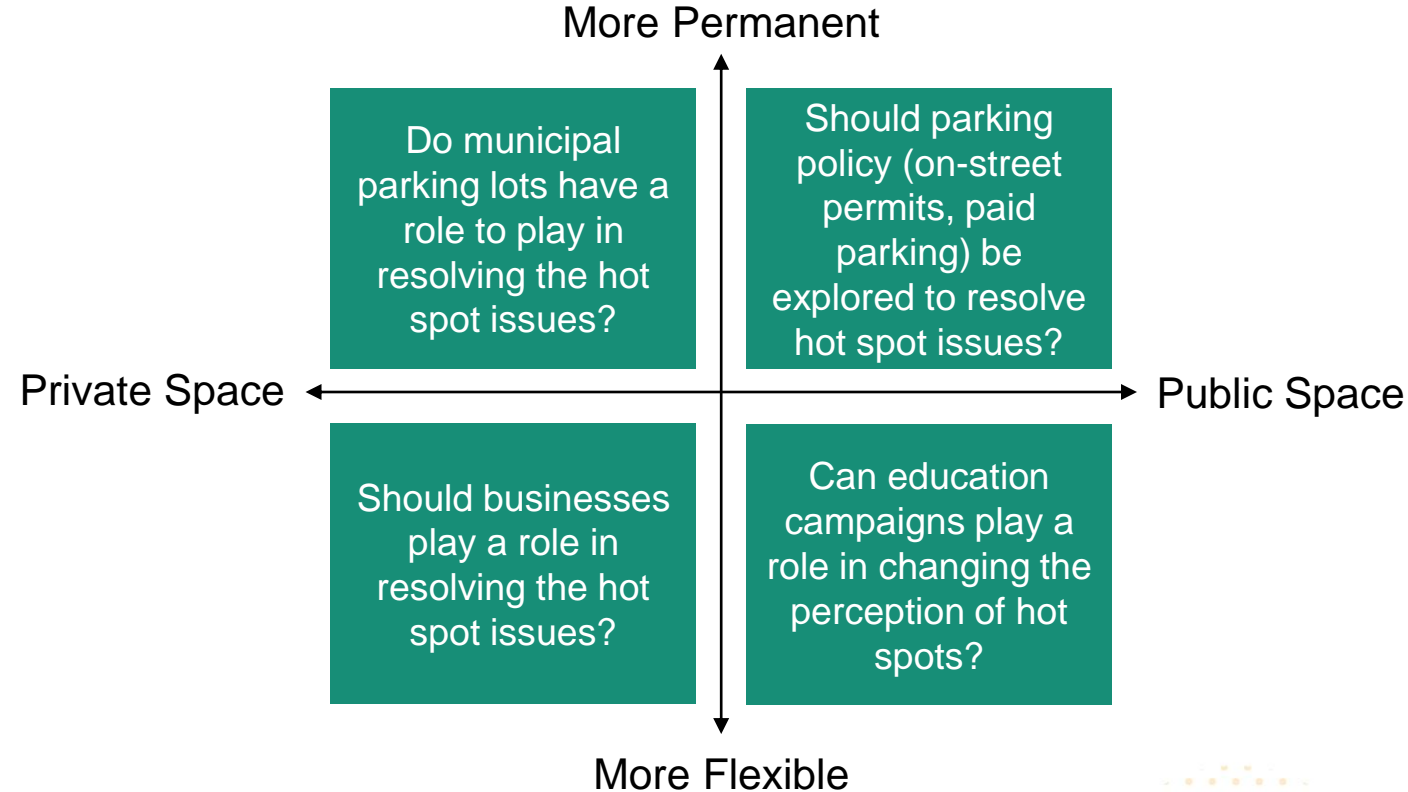
What are your priorities for addressing on-street parking hot spots / key observation 4? Do your priorities differ for different areas in the Town?



What are the trade-offs between your different priorities? Consider framing the trade-offs using the matrix shown on the right.



Are there related issues that have not been covered for these observations?



Key Observation 5: Parking Accessibility

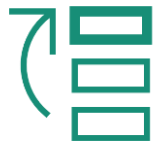
Key Observation 5: Some Newmarket residents experience challenges with parking accessibility.

What We Heard

- 18% of all respondents to the survey noted there are not enough accessible/barrier-free parking spaces in areas they are visiting.
- Most of the respondents with accessibility needs (59%) noted that accessible parking spots can be better located and sized to meet their needs. An additional 13% of respondents with accessibility needs had concerns about illegal parking in barrier-free spaces.
- 15% of all respondents noted that parking costs related to permits and fines pose a moderate to significant effect on their household finances.



Priorities to Address Key Observation 5



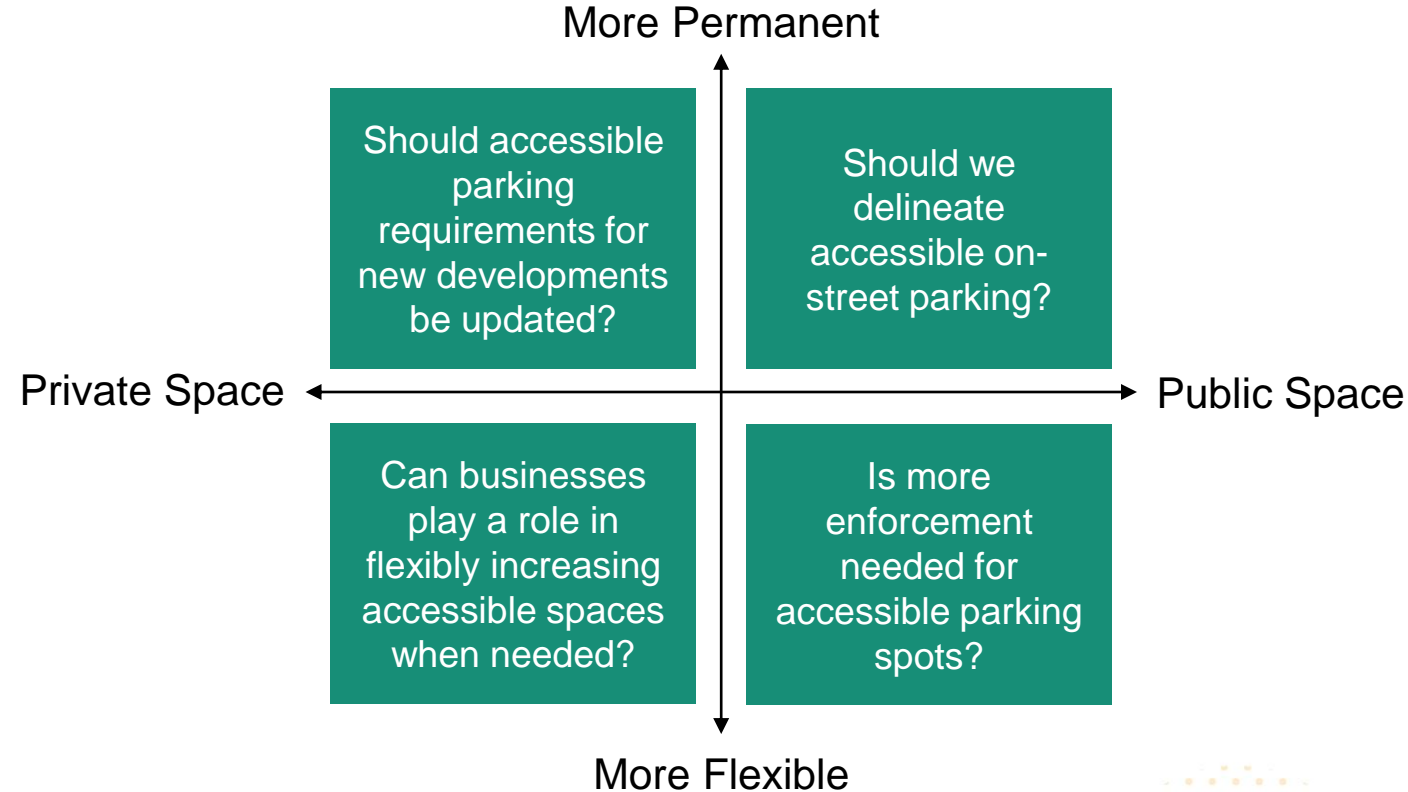
What are your priorities for addressing parking accessibility / key observation 5? Do your priorities differ for different areas in the Town?



What are the trade-offs between your different priorities? Consider framing the trade-offs using the matrix shown on the right.



Are there related issues that have not been covered for these observations?



Next Steps

We will:

- **Develop draft recommendations for each of the key observations throughout the winter, based on the shared vision and priorities.**
- **Consult on the initial draft recommendations with Newmarket residents, visitors, employees, and a Technical Advisory Group in the next phase of engagement in Winter/Spring 2025.**
- **Hold a workshop with Council in Spring 2025, reporting on the draft recommendations and consultations.**

The Study is expected to be substantially completed by the end of 2025.





Appendix



Study Scope (1/2)

Analysis

Background Review

- Review parking standards and By-laws.
- Review relevant provincial, regional, and Town direction.

Parking Data Analysis

- Analyze parking utilization in residential neighbourhoods.
- Analyze parking violations.
- Analyze Zoning By-law amendments and minor variance applications.

Demographic Analysis

- Examine current demographics and household composition.
- Analyse household trends and associated impacts on residential parking demand.

Jurisdictional Scan

- Identify parking requirements and policies in other municipalities, and compare to those in Newmarket.

Post-Covid Work Patterns

- Examine remote work/hybrid work patterns and impact on residential parking.
- Identify effects and make recommendations to address them.



Study Scope (2/2)

Recommendations

Parking Requirements

- Parking requirements for uses permitted in residential areas.
- Design options for bike lanes and on-street parking.
- Recommendations to update the parking by-law.
- Exploring front yard parking, rentable driveway spaces, on-street parking permissions, off-site parking, centralized parking areas for common element condominiums, TDM, and innovative solutions.
- Financial & human resource analysis of recommendations.
- Effects of Connected Vehicles/ Automated Vehicles.

Private Road Design Standards

- Width recommendations.
- Alternate design scenarios.

Residential Driveway Standards

- Location.
- Dimensions.
- Materials.
- Width in relation to frontage.
- Front yard landscaping.

Study Schedule

We are here!

Q2 2024 – Q4 2024

Phase 1

Background
Research and
Analysis

Q4 2024 – Q2 2025

Phase 2

Draft Study Report

Q2 2025 – Q3 2025

Phase 3

Revised Draft Study
Report

Q4 2025

Phase 4

Final Study Report

Engaging the Community

Project Webpage, Social Media

Community Pop-Ups; Industry Interviews; Focus Group Meetings; Online Engagement and Survey; Committee of the Whole presentation

Public Open House; Council workshop

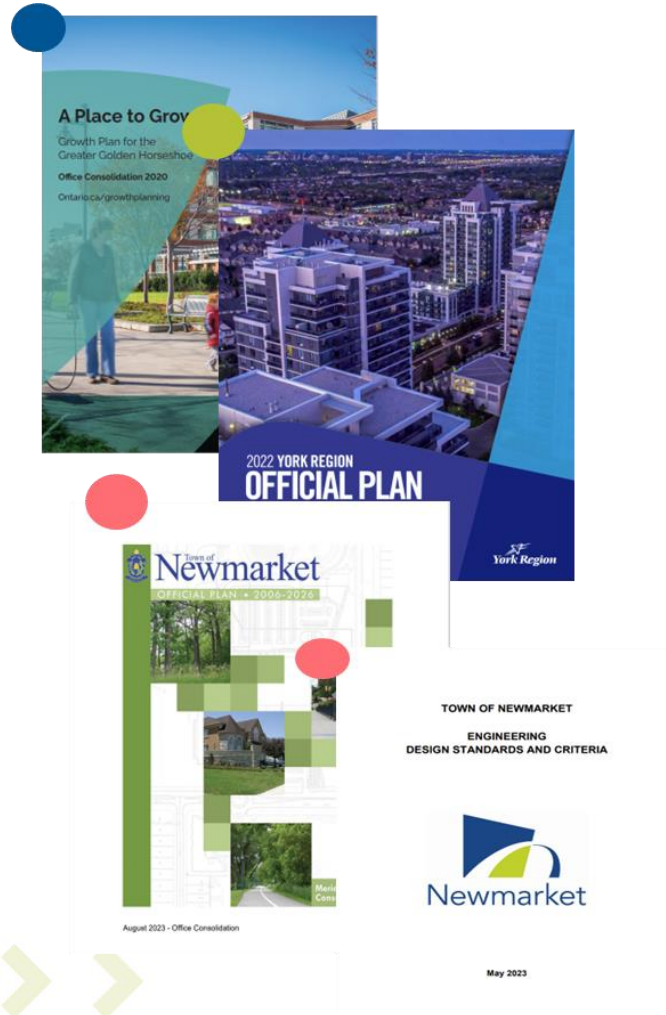
Public Open House; Committee of the Whole presentation

Committee of the Whole and Council presentation



Where Newmarket is Going

Provincial, **Regional** and **Town** policies, plans, and guidelines provide standards related to parking and overall aspirations for developing a sustainable transportation network.



- **Provincial** plans direct Newmarket to prioritize transit and minimize the number of vehicle trips.
- **Regional** and **Town Official Plans** highlight goals related to promoting sustainable transportation.
- The Town's ongoing Official Plan Review is examining, pending Council approval:
 - A more connected community through transit-oriented development.
 - Enhanced mobility choice: bike-friendly, walkable areas with public transportation.

The Residential Parking Study will help implement the emerging vision and guiding principles from the Official Plan Review (OPR) and inform policy directions within the OPR.



Summary of Phase 1 Engagement

Phase 1 Engagement took place between **July and October 2024** and involved online tools and in-person engagement events. Outcomes of the engagement events will be presented in the forthcoming **Phase 1 Engagement Summary**.

Key engagement activities included:

- **2** Community Pop-ups
- **3** Knowledge Exchange interviews with Developers
- Online Survey - **880** survey respondents (726 who live in Newmarket, 135 who regularly visit or work in Newmarket, and 19 with other connections to the Town)
- Equity Diversity and Inclusion Focus Group



What We've Done So Far

We have:

- ✓ Reviewed relevant background policy documents, by-laws, standards, and guidelines.
- ✓ Collected data through site visits and conducted data analysis, including analyzing on-street parking utilization and by-law violations, as well as demographic trends.
- ✓ Completed a jurisdictional scan of parking standards and policies in similar municipalities.
- ✓ Consulted with over 900 people and the developer community in Newmarket.

Based on this analysis, we identified **5 key observations** for parking in residential areas in Newmarket.



What We've Heard On The Future of Parking

Through the public survey, Newmarket residents, visitors, and employees expressed how they see the future of residential parking in the Town:

- **56%** of respondents see a future in which there is **more demand for electric vehicle charging stations**.
- **47%** of respondents see a future in which there are **more green initiatives**, such as green roofs over parking areas.
- **35%** of respondents see a future that is **more walkable**, with **less reliance on personal automobiles**, **reducing the need for surface parking**.
- **30%** of respondents see a future that provides **more public transportation opportunities**, **allowing green spaces to be prioritized over surface parking**.

Recommendations to support these future vision elements will be explored in the next phase of the Study. This may include potential Zoning By-law amendments, recommendations for parking-related policy directions that will inform the Official Plan, updates to driveway and private road design standards, recommendations related to parking permit systems, and opportunities to implement new technologies and innovative parking solutions.



Survey Questions (1/3)

Q1 What is your connection to Newmarket?

Q2 Please provide your postal code.

Q3 When do you park on the street in Newmarket's residential areas?

Q4 What type of dwelling do you live in?

Q5 Do you own a vehicle?

Q6 Do you have a garage in your home?

Q7 If you own a vehicle, where do you usually park in relation to your home?

Q8 Where do other members of your household normally park?

Q9 Not counting you or someone from your household, on average how often do cars park on your street?

Q10 If you or someone in your household predominately park on your driveway, why do you do so?

Q11 If you or someone in your household predominately park in your driveway, what can the Town do to assist so that you can park in your garage?

Q12 What are the biggest challenges you experience when finding on-street parking your neighbourhood?

Q13 What are the biggest challenges you experience when parking in residential areas in the neighbourhood you are visiting?

Q14 When do you typically park on the street in Newmarket's residential areas?

Q15 How long do you typically park on the street in Newmarket's residential areas?



Survey Questions (2/3)

Q16 Are you or your family members impacted by disabilities that affect parking accessibility?

Q17 To what extent do current parking arrangements meet your needs or the needs of people with disabilities in accessing residential areas?

Q18 Please provide any specific suggestions or descriptions of how parking accessibility could be improved in your area?

Q19 What is one effective way to improve residential parking accessibility for people with disabilities, families with children, and seniors?

Q20 How do the costs associated with parking (such as permits, meters, and fines) affect your household budget?

Q21 If parking costs are a burden, what changes or solutions would you suggest to make parking more affordable for you and others in similar financial situations?

Q22 When addressing parking challenges in the Town, it's an important to strike a balance between hard surface areas and increasing the Town's green spaces. What are your priorities regarding converting under-used parking spaces to other uses.

Q23 Is there a parking lot with paid parking near your home?

Q24 If you answered yes to the question above, does the paid parking lot impact on-street parking on your street?



Survey Questions (3/3)

Q25 What is your preferred method of travel?

Q26 On a scale of 1-5, how important are the approaches listed below to supporting parking solutions in Newmarket's residential areas?

Q27 How do you envision parking evolving in residential areas in the next 30 years?

Q28 What parking improvements (if any) do you hope to see in Newmarket's residential areas the near future (5-10 years)?

Q29 Do you have any other comments or suggestions regarding parking in residential areas in Newmarket not covered in the survey?

