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Residential Parking Study Update

Information Report

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In accordance with the Procedure By-law, any member of Council may make a request to the Town Clerk that this Report be placed on an upcoming Committee of the Whole agenda for discussion.

Purpose

The purpose of this information report is to provide an update on the progress of the Town's Residential Parking Study (the "Study"), including the results of the Phase 1 engagement program, and describe next steps in the Study process.

Background

Residential Parking Study

The Town is undertaking a comprehensive review of parking management in low- and medium-density neighbourhoods. This study examines on-street and off-street parking policies, regulations, and street design standards for private condominium streets. It also considers residential parking needs in the context of growth pressures, permissions for Additional Residential Units, and changing household patterns. The goal is to translate technical analysis and community feedback into policy tools, including updated zoning standards, Official Plan policies, permit programs, and revised parking regulations.

The work program includes four phases:

- **Phase 1** – **Completed:** Focused on background research, data analysis, and public engagement, and touchpoints with Council.
- **Phase 2** – **In Progress:** Includes a Committee of the Whole workshop, supported by a draft report and preliminary options for Council's consideration.

- **In Phase 3:** Will involve the preparation of a Study Report with recommendations to be reviewed by the Technical Advisory Committee, Growth Management Team, and Committee of the Whole.
- **Phase 4:** Will deliver the Final Study Report, including refined pilot programs, red‑line updates to the Zoning By-law and parking regulations, and a condominium street design concept for Council's consideration.

Since initiating the Study in 2024, the project team has provided ongoing updates through an Information Report (2024) and Council workshops in 2024 and 2025. At the December 9, 2024 Council Workshop, the project consultant, WSP Canada, presented the preliminary Phase 1 findings, including a comprehensive background study, jurisdictional analysis, demographic review, and a summary of inputs from virtual and in-person public engagement events and two surveys.

Five 'Key Observations' emerged from this initial phase of work:

1. Many Newmarket residents park in their driveway rather than in a garage.
2. For some development types (e.g., townhouses on a private road), Newmarket's minimum parking requirements are not aligned with standards in other municipalities or with the number of cars owned by residents.
3. A large share of parking violations in the Town relate to overnight parking.
4. Hotspot areas with high on-street parking utilization are in or near paid parking lots, particularly surrounding Southlake Regional Health Centre.
5. Some residents experience parking accessibility challenges in residential areas adjacent to high-activity destinations (e.g. Historic Main Street).

At the November 10, 2025 Council Workshop, the project team presented updates reflecting Council's feedback from the 2024 workshop. The material included a demographic review of hot spot areas, an enhanced jurisdictional scan, an overview of community feedback from Survey #1 and preliminary policy directions. At this meeting, Town staff introduced the Driveway AI pilot study, which is discussed in more detail in the Discussion Section of this report.

Key highlights from the 2025 workshop included:

- The highest parking pressures occur in older neighbourhoods near Davis Drive, rapid transit corridors, and areas with dense housing stock and limited driveway space.
- Survey #1 and in‑person engagement results indicated support for more flexible parking solutions, such as seasonal exemptions, paired with stronger enforcement of existing rules.
- Through the demographic review, the project team found that while Newmarket's households are becoming smaller on average, the 2021 Census indicates a

recent increase in the number of multi-generational households, increasing from 1,060 households in 2016 (3.7% of all Newmarket households) to 1,680 households in 2021 (5.5% of all Newmarket households). These households tend to have more adults and would therefore likely own more vehicles.

At this workshop, the Project Team also introduced preliminary policy directions, including:

- Adjusting overnight parking restrictions to better reflect resident needs and seasonal demand.
- Implementing permit-based systems in high-demand areas to manage spillover parking.
- Improving communication and signage to support compliance and reduce confusion around parking regulations.

Council provided direction on these potential policy approaches, which will be further evaluated in upcoming phases of the Study.

These municipal practices offer a range of approaches that can inform Newmarket's policy development, particularly in areas experiencing high residential demand, growing accessibility needs, and constraints related to driveway space and private road design. Overall, the Residential Parking Study continues to advance through its work program, with technical findings and community feedback shaping the development of policy options and tools to support parking management in Newmarket's residential communities.

Discussion

Phase 1 Background Report and Survey Findings

The consultant has submitted a comprehensive Phase 1 Background Report (Attachment 1), which consolidates all information gathered during Phase 1.

Field and Technical Analysis

The field and technical analyses identified several patterns influencing on-street parking demand:

- **Proximity to major institutions:** Streets around Southlake Regional Health Centre and nearby medical facilities experience higher on‑street utilization, suggesting that some visitors park on adjacent residential streets to avoid paid parking.
- **Transit‑adjacent neighbourhoods:** Residential streets within approximately 500 metres of rapid transit or cycling infrastructure show modestly higher on‑street utilization, reflecting increased travel activity.

- **Demand varies by dwelling type:** While most neighbourhoods exhibit low weekday on‑street utilization, townhouses consistently show higher demand than detached home areas. Utilization increases across all dwelling types on weekends, indicating greater reliance on on‑street parking during peak residential activity.
- **Parking violations:** Between 2020 and 2023, the most common violations were overnight parking (35%) and exceeding the three‑hour daytime limit (26%). Survey responses align with these findings, with many residents indicating a desire for greater flexibility in on‑street regulations.
- **Mode Split:** Car travel has increased alongside rising vehicle ownership, with the share of commute trips made by car growing from 87.9% in 2006 to 90% in 2021. This trend is partly due to a sharp decline in transit use in 2021, likely driven by COVID-19.

Jurisdictional Analysis

To support the development of policy options, the Study Team reviewed on-street and off-street parking practices across Ontario municipalities. Key themes included:

- **Permit‑based on‑street parking programs**: Municipalities such as Ottawa, Windsor, Milton, and Toronto operate various permit systems to address localized pressures, manage spillover, and balance resident and visitor needs. Programs differ by cost, duration (overnight, monthly, seasonal, annual), and eligibility.

- **Driveway and Off-Street Parking:** Driveway dimensions vary widely across the GTA and are typically linked to lot size and housing form. Many municipalities require 50 to 60% of the front yard to remain landscaped to manage stormwater and limit impermeable surfaces. Toronto allows front yard parking in select areas through strict licensing.

- **Private Road Design Standards:** Richmond Hill, Mississauga, and Toronto apply engineering standards to ensure private streets in new developments function similarly to public streets, including accommodating on‑street parking.

- **Sustainability and Stormwater Management:** Municipalities increasingly emphasize balancing parking needs with environmental considerations, such as permeable surfaces and minimizing excess paved areas.

- **Accessibility supports:** Some municipalities provide accessibility-related parking supports, such as exemptions from on-street time limits or winter restrictions. In Windsor, eligible households without off‑street parking may apply for an on‑street accessible space available to any driver with a valid accessible permit.

Community Survey Findings (Surveys 1 and 2)

Two surveys were conducted to gather resident feedback on parking behaviours and preferences. The first survey was distributed Town-wide, promoted through social media and local news; the second targeted hot spot areas via letter mail. Key findings included:

- **Reliance on driveway parking:** Most residents park in their driveways rather than in garages with ninety percent of hotspot-area respondents and 78% of Town-wide respondents reporting primarily using driveway space.

- **Interest in driveway expansion, with limits:** Over one-third of hotspot-area respondents would expand their driveway if permitted, with interest from multigenerational and multi-driver households. This may reflect growing pressure on off-street supply and the need to consider aligning zoning standards with evolving household characteristics.

- **On-street parking used for short-durations:** Nearly half of respondents use on-street parking regularly or occasionally—most commonly for visitors, home renovations, events, and local activities. Demand peaks during evenings, weekends, and special events.

- **Support for targeted permit solutions:** Fifty-five percent of hotspot survey respondents support a permit-based system, indicating openness to a zone-based approach where demand is highest.

Parking Standards and Vehicle Ownership

Phase 1 also assessed vehicle ownership relative to Newmarket's minimum parking requirements. Key findings included:

- Average household vehicle ownership increased from 1.77 vehicles in 2001 to 1.82 in 2022. Ownership levels also vary by dwelling type. For example, apartment households own fewer vehicles (0.96) than the minimum parking requirement. Townhouse households own slightly fewer vehicles (1.66) than the minimum requirement (2) when located on public roads and roughly exceed the required parking rate when located on private roads (1.5). Single and semi-detached households own slightly more vehicles (2.09) than the minimum requirement (2).

- Minimum standards for some housing types (e.g., duplexes, triplexes) may exceed actual demand.

These findings highlight opportunities to refine some minimum parking standards to better reflect actual vehicle ownership, changing household composition, land use efficiency, and local neighbourhood conditions.

Next Steps

Phase 1 findings provide a strong foundation for the next stages of the Study, offering clear insights into driveway and garage use, on-street parking behaviours, localized pressure areas, and accessibility needs. Building on this work, Phases 2 through 4 will focus on developing and evaluating options to update residential parking standards, pilot programs in higher demand areas, refine design requirements for private condominium streets, and explore approaches that balance parking needs with active transportation, sustainable design, and safe street design.

Ongoing engagement with the community, Council, and key stakeholders will guide refinements through 2026. Substantial completion of the Study is anticipated by the end of 2026.

Driveway/Pathway AI Pilot Project

The Town, in partnership with TELUS/IRIS GO, is advancing a Driveway/Pathway AI Pilot Project to develop a data-driven tool that identifies potential driveway and walkway widening infractions in low-rise residential neighbourhoods. As this tool is being developed from the ground up, it requires iterative testing, refinement, and validation to ensure accuracy and consistency.

The pilot study area is located in the northwest quadrant of the Town (Attachment 2). Within this area, the project team is developing an AI-supported model that integrates GIS data, relevant zoning provisions, and two years of aerial imagery (2024–2025) to detect potential non-compliance with driveway and walkway width requirements. The final deliverables will include GIS-integrated mapping and analysis to support future zoning updates and enforcement strategies.

Project Phases

- **Phase 1 - Data Acquisition & Preparation:** Collection and organization of GIS datasets and aerial imagery, along with an assessment of data quality and completeness.
- **Phase 2 – Model Development & Initial Testing:** Training and preliminary testing of the detection model, including multiple rounds of refinement due to the custom, ground-up nature of the algorithm.
- **Phase 3 – Validation & Manual Review (in progress):** Human verification of model outputs and continued adjustments to improve reliability.

Challenge and Next Steps

A key challenge encountered during development is the model's difficulty in distinguishing driveways from walkways in aerial imagery, requiring ongoing manual review. As training data expands, accuracy continues to improve.

A detailed report on the AI Pilot, outlining opportunities, limitations, and potential applications, will be provided alongside future policy options in an upcoming phase of the Residential Parking Study.

Consultation

Engagement activities included two public surveys (one town-wide and one targeting nine hotspot areas, summarized in the Discussion Section), pop-up events, and an Equity, Diversity and Inclusion focus group hosted by the project consultant. Together, the two surveys generated more than 1,200 responses, providing robust insight into community experiences with on-street and off-street parking.

Town staff also participated in two knowledge sharing sessions: one hosted by the project team with City of Toronto Transportation staff, and another hosted by the City of Brampton with representatives from Halton Hills, Milton, Markham, Burlington, Caledon, Oakville, Mississauga, and Richmond Hill. These sessions provided valuable perspectives on how other municipalities implement and manage residential parking programs (Attachment 3).

These engagement insights will help inform the development and evaluation of policy options in the next phase of the Study.

Conclusion

The Phase 1 background review, engagement results, and the Driveway/Pathway AI Pilot will inform the development of policy and program options for Council's consideration. A Council workshop is anticipated in early spring 2026 to review these options and discuss the detailed results of AI Pilot.

Council Priority Association

This report aligns with the following Council Priority: Extraordinary Places and Spaces

Human Resource Considerations

None

Budget Impact

No impact.

Attachments

Attachment 1: Residential Parking Study – Phase 1 Background Report (February 9, 2025)

Attachment 2: Driveway/Pathway AI Pilot Area

Attachment 3: Knowledge Sharing Meetings

Approval for Distribution

Paul Freeman, Chief Planner and Director, Planning and Building Services

Peter Noehammer, Commissioner, Development & Infrastructure Services

Report Contact

For more information on this report, contact info@newmarket.ca.

Newmarket

Newmarket Residential Parking Study: Background Summary Report

February 20, 2026

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Executive Summary

Newmarket's population is projected to grow by 35% between 2021 and 2051, reaching approximately 118,500 residents. This growth will inevitably increase parking demand in established residential neighbourhoods primarily composed of low- and medium-density housing, including single-detached, semi-detached, duplex, and townhouse dwellings.

As existing housing forms diversify to accommodate growth and changing household compositions, the balance between private and public parking supply is shifting. This evolution has resulted in localized pressures, particularly in areas in Newmarket with higher proportions of rental housing, multigenerational or multi-driver households, homes with smaller driveways and garages, and properties near major destinations. These trends underscore the need for a comprehensive residential parking management framework that reflects Newmarket's evolving context.

In response, the Town, together with WSP Canada, has initiated a Residential Parking Study (the Study) to develop strategies that align parking supply with community needs while supporting sustainable design and alternative modes of transportation. The Study focuses on low- and medium-density residential areas and examines on- and off-street parking standards and practices, including evaluating potential pilot programs, overflow parking needs, and interactions with bike lanes and private condominium road standards. A vision for the future of parking management in residential areas has been developed to guide the Study and provide a framework for assessing recommendations.

Phase 1 of the Study, summarized in this report, establishes the foundation for the next phase, which is developing parking options. This work included a review of relevant policies, by-laws, regulations, and standards; assessment of existing parking conditions through site visits, data analysis, on-street utilization review, by-law violation trends, and demographic profiling, as well as a jurisdictional scan of parking standards and practices in comparable municipalities in Ontario. Engagement activities included two public surveys (one town-wide, the second of 9 hotspot areas with a higher share of parking violations and complaints), pop-up events, an equity, diversity, and inclusion focused consultation, a Committee of the Whole presentation, and two Council workshops. The two surveys generated more than 1,000 responses, providing robust insight into community experiences with both off-street and on-street parking.

The technical analysis found:

- While on-street parking is generally under-utilized across most residential areas, enforcement and survey data point to specific locations and times where demand is more intense.
- Newmarket's current regulations permit on-street parking only during limited hours, with restrictions on overnight parking and parking beyond three hours.
- From 2020 to 2023, 35% of parking violations were related to overnight parking and 26% were for exceeding the three-hour time limit.
- Consistent with this, 54% of survey respondents indicated that current on-street regulations are too restrictive, suggesting a desire for more flexible or longer-term on-street parking options.

- Field observations in November 2023 found relatively low overall on-street parking utilization in seven of eight identified hotspot areas (17.7% on Wednesday evenings and 22.5% on Saturday afternoons), with 84% of survey respondents reporting no difficulty finding parking near their home in these areas.
- Areas around Southlake Regional Health Centre and other medical facilities with paid parking exhibit higher on-street demand, indicating that some visitors are using nearby residential streets to avoid parking fees, a trend echoed in prior Council reports (e.g., Mulock Court).

The jurisdictional scan found:

- Many municipalities use permit-based on-street parking programs to manage localized pressures in hotspot areas and to prioritize access for specific users such as residents, visitors, or businesses.
- These programs may be free or fee-based, apply overnight or year-round, and structured as monthly, seasonal, or term-based programs, either to address spill-over from nearby land uses or to supplement limited off-street parking supply.
- In Newmarket's hotspot areas, survey results show 55% of respondents support a permit-based system, 12% are unsure, and 33% are opposed. This indicates interest in a targeted, carefully-designed zone-based approach, informed by practices in comparable municipalities, to better manage on-street parking where pressures are most acute.

The analysis of off-street parking patterns revealed that:

- A strong reliance on driveway parking to supplement available garage parking. In the first public survey, 78% of respondents, and over 90% of respondents in the second hotspot area survey, reported parking only in their driveway and not in the garage.
- More than one-third indicated they would expand their driveway if regulations allowed for it, with particular interest among multigenerational and multi-driver households. These findings point to growing pressure on private parking supply and the need to consider how driveway and garage configurations, zoning standards, and urban design objectives intersect.

The analysis of vehicle ownership patterns relative to current minimum parking requirements suggests standards are not always aligned with actual demand.

- Average vehicle ownership in apartments (0.96 vehicles per unit) is below the current minimum of 1.5 spaces per unit, and townhouse ownership (1.66 vehicles per unit) is below the requirement of two spaces per unit on a public road.
- By contrast, average ownership in single- and semi-detached dwellings (2.09 vehicles per unit) slightly exceeds the two-space minimum.
- Newmarket's minimum parking requirements for certain dwelling types, such as duplexes and triplexes, are also higher than those in many peer municipalities. At the same time, the minimum parking requirements for townhouses on a private road is lower than in peer municipalities.
- At the same time, certain hot spot areas already experience off-street parking shortfalls today, with demand exceeding available private supply.

Together, these findings suggest there is an opportunity over the longer term to improve alignment between parking policies, actual vehicle ownership, and local conditions as the Town continues to grow.

Overall, Phases 1 and 2 provide a robust understanding of how parking currently functions across Newmarket's residential neighbourhoods, including patterns of driveway and garage use, on-street parking behaviours, localized pressure points, and accessibility needs. Building on this foundation, Phases 3 to 5 will develop and evaluate options to update residential parking standards, design and test pilot programs in higher-demand areas, refine design requirements for private condominium roads, and explore approaches that balance parking needs with active transportation, sustainable design, and safe streets. Ongoing engagement with the community, Council, and stakeholders will inform refinements through 2026, with substantial completion of the Study anticipated by the end of 2026.

1 Introduction

1.1 Project Background

WSP was retained by the Town of Newmarket to undertake a Residential Parking Study (the "Study"). The Study will result in recommendations for parking policies and zoning provisions in low- and medium-density residential areas in Newmarket, including the nine (9) hotspot areas, also referred to as Zones in this report. The Study Area is shown in **Figure 1-1**. The 9 hotspot areas can be found in **Figure 1-2**. Certain areas along the Yonge Street corridor and Davis Drive corridor are excluded from this Study as parking standards in these areas are addressed in the Urban Centres Secondary Plan, Zoning By-law 2019-06.

This report highlights the findings of the background review and analysis, and engagement to date.

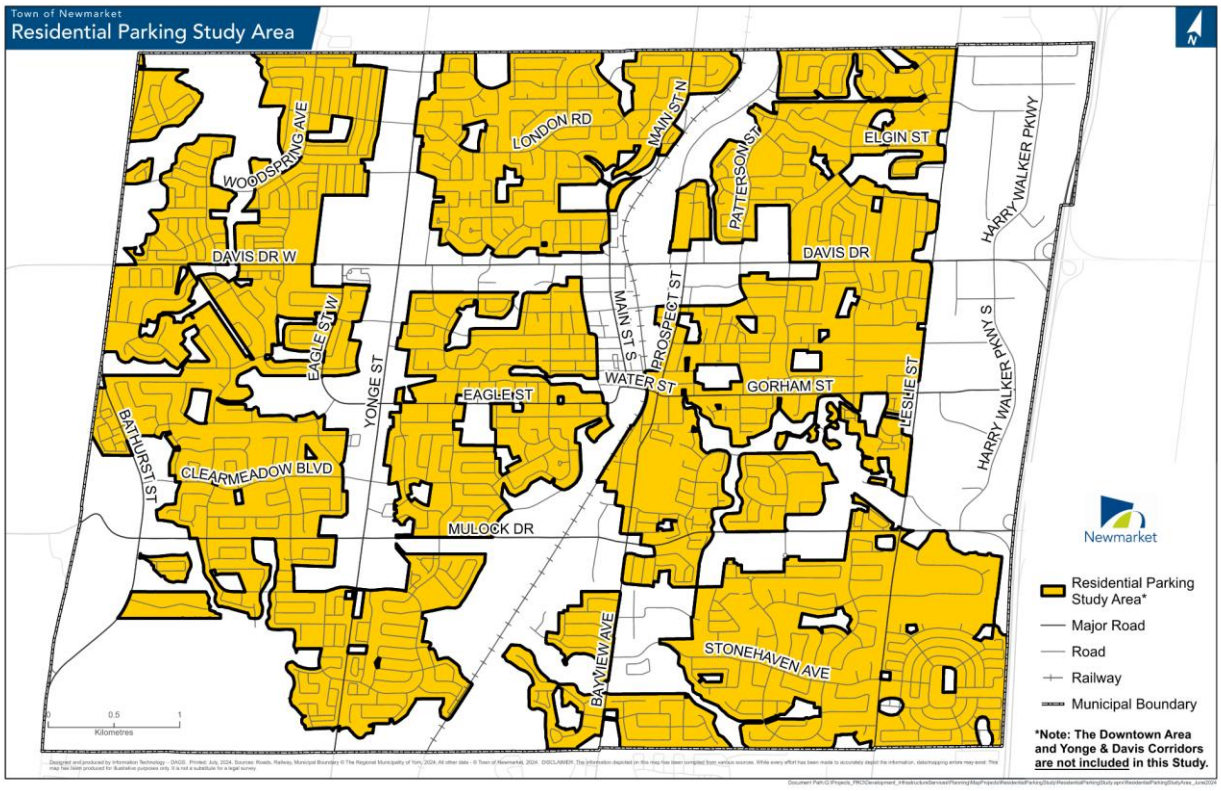


Figure 1-1: The Study Area

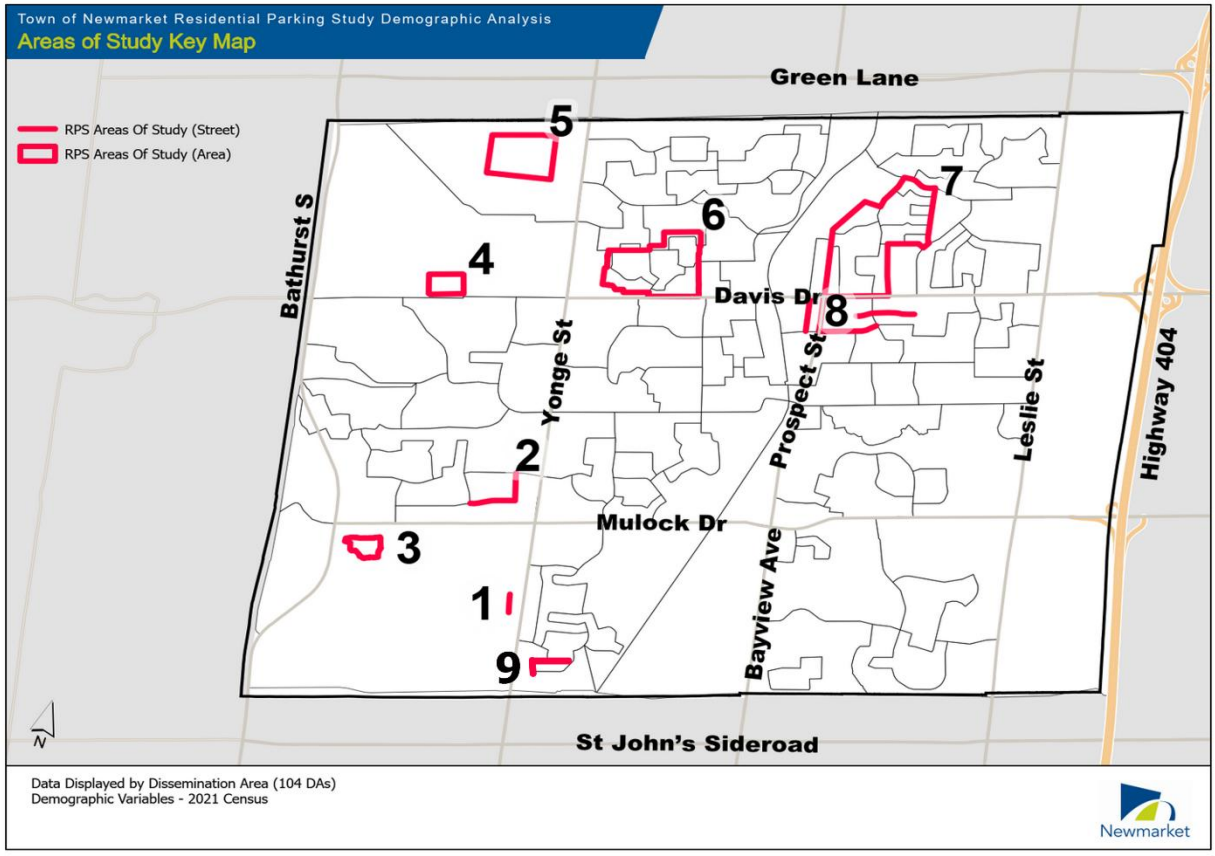


Figure 1-2: Hot Spot Areas

The Town of Newmarket (the "Town") is among Ontario's densest municipalities. With nearly 94,000 residents in 2025, in an area under 40 square kilometres, demands on public space are already high and will only increase as the Town continues to grow. Historically a semi-urban community, Newmarket's mix of uses and densities has long set it apart from more suburban communities in the Greater Toronto and Hamilton Area (the "GTHA"), positioning the Town as a leader in discussions about mobility and the allocation of public space.

As Newmarket continues to experience intensification, pressures are emerging not only in its urban places near traffic generators such as Southlake Regional Health Centre and higher order transit routes, but also within low- and medium-density residential neighbourhoods, though on a smaller scale. These moderate growth pressures in neighbourhoods stem from changing household composition, an increase in Additional Residential Units, and the needs of multigenerational households, and in new neighbourhoods – smaller lot sizes – all of which increase parking demand.

This growing demand can strain valued public assets, such as on-street parking. It can also create pressure to alter private property features such as landscaped areas. The challenge is to balance these competing priorities: providing housing and accommodating evolving household needs while advancing the Town's goals for complete, sustainable communities for all ages and abilities.

Parking plays a critical role in this balance. Decisions about how and where parking is provided influence land use, urban design, and mobility choices. As the Town plans for future growth, it will need to consider how to manage parking in a way that supports complete communities, encourages sustainable transportation choices, and maintains livability for residents. The Residential Parking Study is a practical first step in equipping the Town to manage parking pressures in low-rise neighbourhoods, aligning short-term actions with long term goals for complete, sustainable communities.

1.2 Project Overview

This Study analyzes and recommends parking solutions for the Town of Newmarket. The scope of the Study is limited to low- and medium- density residential areas in the Town, and excludes the Urban Centres Secondary Plan area and Employment/Commercial/Institutional areas.

The Study is being undertaken in five phases:

- **Phases 1 and 2 (summarized in this report)**: Includes project start-up tasks and a background review and analysis. This includes reviewing background materials such as existing Town policies and parking regulations, a jurisdictional scan, collecting necessary data to inform the Study recommendations, initial outreach with the public and parking-specific stakeholder engagement with the development industry and other stakeholders, and presenting the results to the Committee of the Whole.
- **Phase 3**: Based on the analysis and comments received in Phases 1 & 2, the study team will prepare a Draft Study Report and present options for solutions, which will be based on the outcomes of engagement and research completed during Phases 1 and 2.
- **Phase 4**: A revised Draft Study Report, based on feedback received in Phase 3, will be presented to the public and to Council, including draft recommendations for solutions.
- **Phase 5**: The Final Study Report, which will refine the recommendations and design standards presented in Phases 3 and 4, will be presented to Council.

This report highlights the findings of the first two Study phases and will form the basis for the future development of options for parking policies and standards for residential areas in Newmarket.

1.3 Report Outline

Following Section 1, the report is organized into the following sections:

- **Section 2:** Provides an overview of documents that influence parking in the Town. including relevant provincial, regional, and local plans and policies, the Town's parking-related by-laws, and parking standards and guidelines used in relevant municipalities in Ontario.
- **Section 3:** Examines trends affecting parking supply and demand in Newmarket, such as demographics, vehicle ownership, travel mode share, and parking violations. This section also contains an analysis of parking utilization in hot spot residential areas.

- **Section 4:** Highlights best practices for parking requirements and standards from other jurisdictions.
- **Section 5:** Summarizes the consultation and engagement approach and presents key findings.
- **Section 6:** Provides conclusions and next steps.

2 Background Documents Review

2.1 Provincial Policies

The Province has enacted several key policies that shape how parking is supplied and managed in Newmarket.

Key legislation affecting parking policies and standards in the Town include:

- Bill 23, *More Homes, Built Faster Act* (2022): Allows up to three residential units "as of right" on most residential lots including laneway homes and Additional Residential Units (ARUs) and limits municipalities' ability to require parking minimums for these units.
- Bill 185, *Cutting Red Tape to Build More Homes Act* (2024): Removes minimum parking requirements for new development within Major Transit Station Areas and Protected Major Transit Station Areas. Maintains AODA-mandated accessible parking spaces where parking is provided.
- Provincial Planning Statement (2024): Provides high-level direction on land use and infrastructure, with emphasis on supporting housing supply, multimodal transportation, and transit-focused development. While the Provincial Planning Statement does not prescribe specific parking ratios, it encourages integration of land use and transportation demand management and planning that influence parking standards and local policies.
- Oak Ridges Moraine Conservation Plan (2017): Protects ecological, hydrological, and agricultural lands in areas including parts of Newmarket. The plan restricts development in regulated zones, which indirectly affects parking supply and location, though it does not establish explicit parking requirements.
- Accessibility for Ontarians with Disabilities Act (2005): Requires accessible parking design, including on- and off-street spaces and access aisles with universal signage, in all new construction and major renovations of parking facilities.

Together, these provincial policies establish a framework that encourages compact growth, supports housing affordability, and promotes sustainable transportation choices while requiring municipalities like Newmarket to rethink traditional parking standards to align with evolving priorities.

2.1.1 Bill 23, More Homes, Built Faster Act, 2022

The *Planning Act* sets out the legislative framework for land use planning in Ontario. This Act was recently amended by Bill 23, *More Homes, Built Faster Act*, which received Royal Assent in November 2022 and is now in effect.

Alongside changes to the Official Plan process and other key components, Bill 23 makes changes to the *Planning Act* to support gentle intensification in residential areas. This includes specific changes to low-density residential development and parking through accelerating implementation of an updated "additional residential unit" framework. A residential parcel located within settlement areas with full municipal water and sewage services (not including legal non-conforming uses, such as existing houses on hazard lands) can now provide a principal unit plus up to two Additional Residential Units. Municipalities may not require more than one parking spot per additional residential unit, nor may they prescribe a minimum size per unit. This could have a significant impact on residential parking, as it means that if 3 units are provided on

a residential parcel, there is a minimum parking requirement of 3 spaces rather than the previous minimums set by municipalities (which would have been 6 in Newmarket).

2.1.2 Bill 185, Cutting Red Tape to Build More Homes Act, 2024

On June 6, 2024, Bill 185, the *Cutting Red Tape to Build More Homes Act*, received Royal Assent. The Bill prohibits municipalities from setting minimum parking requirements within Major Transit Station Areas (or other areas delineated in an Official Plan near transit where population and employment targets were identified). While the Newmarket Residential Parking Study does not cover Major Transit Station Areas, this Bill highlights the provincial desire to curb parking requirements to support the construction of new homes.

2.1.3 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 ("PPS") is issued under Section 3 of the *Planning Act* and provides policy direction on matters of provincial interest related to land use planning and development. It replaces the previous Provincial Policy Statement as well as A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The PPS seeks to support an increased supply and mix of housing options and a strong and competitive economy. It prioritizes compact and transit-supportive design where appropriate, as well as optimized investments in infrastructure to support convenient access to housing, quality employment, services, and recreation for all Ontarians.

The PPS provides limited direction related to parking specifically in low rise neighbourhoods, but it does encourage the redevelopment of surface parking lots within major transit station areas. It further calls for the implementation of transportation demand management strategies to make more effective use of existing infrastructure. It also seeks to promote active transportation and transit in support of complete, sustainable communities.

2.1.4 Oak Ridges Moraine Conservation Plan, 2017

The Oak Ridges Moraine is a significant landform located within southern Ontario, extending from the Trent River to the Niagara Escarpment. The segment within Newmarket is shown in Figure 2-1. Through the Oak Ridges Moraine Conservation Act, 2001, and the accompanying Oak Ridges Moraine Conservation Plan, 2017 (ORMCP), the Province established a policy framework for protecting the Oak Ridges Moraine, which comprises a portion of the southwest land base in Newmarket.

Municipal planning decisions are required to conform to the ORMCP. The ORMCP areas in Newmarket are designated 'Settlement Area' and 'Natural Core'. According to policy 18 in the ORMCP, the purpose of Settlement Areas is to focus and contain urban growth by, among other things, minimizing the encroachment and impact of development on ecological functions and hydrological features. For example, residential parking introduced via development and or Bill 23's "Additional Residential Unit" framework within ORMCP areas must abide by ORMCP policies. With respect to land in Settlement Areas, all uses permitted by the applicable official plan are permitted, subject to the provisions of the ORMCP.

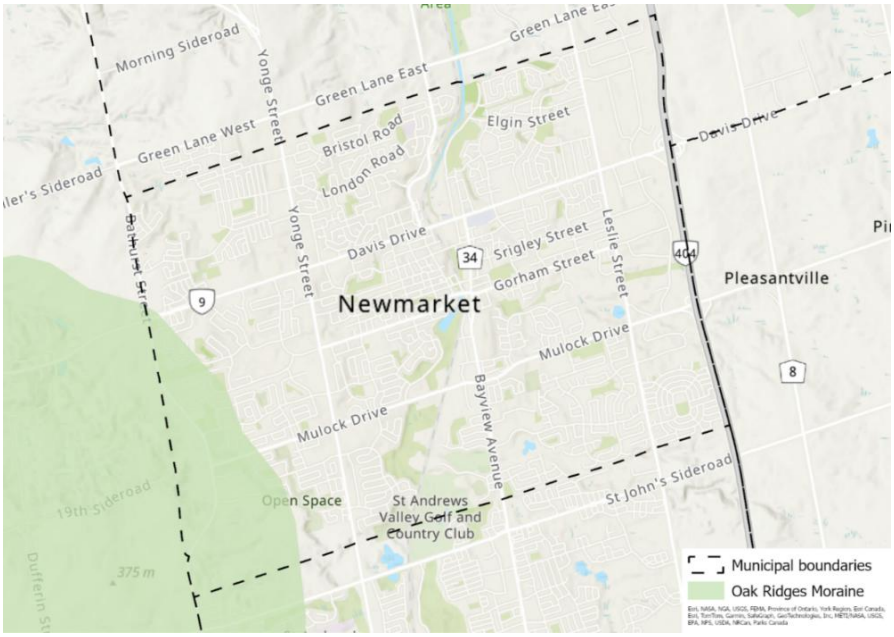


Figure 2-1: The extent of the Oak Ridges Moraine in Newmarket

2.1.5 Accessibility for Ontarians with Disabilities Act

The *Accessibility for Ontarians with Disabilities Act* (AODA) seeks to develop, implement, and enforce standards for accessibility related to goods, services, facilities, employment, accommodation, and buildings on or before January 1, 2025. The AODA applies to every organization in Ontario's public and private sectors. The Province and all upper, single, and lower tier municipalities must comply with the requirements outlined in the AODA.

The AODA sets out on-street and off-street accessible parking standards. Under these standards, parking spaces must be accessible to visitors with disabilities who hold accessible parking permits. There are two types of accessible off-street parking spaces contained within the AODA. Type A is a wider space and has signage identifying the space as “van accessible.” The intent is to provide parking for people using large mobility devices who may require more space to enter or exit a vehicle. Type B is the size of a standard parking space. These spaces intend to provide parking for users who do not use mobility devices or use smaller devices that do not require extra space. Type A and Type B spaces feature an adjacent walkway, which the parking spaces on either side can share.

Generally, facilities that require a larger number of total parking spaces will also require more accessible parking spaces. The standards for minimum required accessible spaces outlined by the AODA represent the minimum guidelines that must be provided. Organizations may choose to provide an increased amount of accessible parking. These standards apply to public and private off-street parking sites where the public can use parking. For example, residential visitor parking can be used by members of the public. Therefore, visitor parking must adhere to AODA standards. Resident parking is not publicly accessible, so the AODA standards serve as recommendations.

2.1.6 Metrolinx 2041 Regional Transportation Plan

The Regional Transportation Plan for 2041 (2018) emphasizes integrating land use and transportation to support transit-oriented development and sustainable mobility. While most strategies focus on regional transit expansion, two priority actions are relevant to residential parking:

- **Priority Action 4.7: Embed TDM in land use planning and development.** Encourages municipalities to incorporate TDM measures during the development approvals process to reduce car dependency and support active transportation. In low-rise neighbourhoods, particularly for new subdivisions proposing low and medium density, embedding TDM (e.g., required bicycle parking, carshare provisions, transit-pass programs, and reduced on-site parking supply) helps right-size residential parking from the outset, whereas small-scale infill projects may require a lighter, context-specific approach.

- **Priority Action 4.8: Rethink the future of parking.** Calls for municipalities to adopt comprehensive parking management approaches, including reviewing zoning standards, identifying common goals for on- and off-street parking management and reducing minimum parking requirements near transit stations and transit-supportive areas. It also promotes best practices for parking design that align with sustainable land use and transportation objectives. It also calls for municipalities to research and regularly publish existing parking-related data and emerging trends to improve parking planning and management.

These directions provide guidance for Newmarket as it considers how residential parking standards can evolve to support sustainable transportation and complete communities.

2.1.7 Summary of Provincial Policy Direction

Provincial policies collectively direct Newmarket toward housing affordability, compact growth, and sustainable mobility, thereby shaping residential parking standards in the process. Bill 23 (2022) enables up to three units per serviced lot and limits municipalities to no more than one parking space per ARU; Bill 185 (2024) removes minimum parking requirements within Major Transit Station Areas. The PPS (2024) reinforces transit-supportive design and Transportation Demand Management (TDM) to reduce car dependency. Finally, the AODA's Design of Public Spaces policies add an accessibility lens whereby resident-only parking can adopt AODA guidance as a best practice. Together, these directions guide Newmarket to rethink traditional parking minimums, embed TDM and accessibility into parking best practices, and align residential parking with complete, sustainable communities.

2.2 Regional Plans and Policies

2.2.1 York Region Official Plan, 2022

York Region Council adopted the Regional Official Plan (ROP) in June 2022, which was approved by the Province in November 2022. As of July 1, 2024, York Region no longer has planning authority under the *Planning Act;* rather, the ROP is deemed in force as part of Newmarket's Official Plan until the Town undertakes a comprehensive update under Section 26 of the Act. During this interim period, Newmarket is to have regard to regional policies,

particularly those guiding complete communities and parking management, as it reviews and amends its own documents.

The ROP provides guidance on managing growth and supporting complete communities. While many parking management policies focus on Urban Centres and Employment Areas, some directions are relevant to residential parking in low- and medium-density neighbourhoods. These policies include encouraging reduced parking minimums where transit access exists, promoting shared parking solutions in multi-unit developments, and supporting site designs that maintain walkability and minimize excessive surface parking. Newmarket will consider these policies as part of its Official Plan and this Study to ensure alignment with local needs and the Town's sustainability objectives.

2.2.2 York Region Transportation Master Plan, 2022

York Region's Transportation Master Plan (TMP), 2022, sets out the vision for the Region's transportation network through 2051. While most TMP policies address regional roads and transit corridors, a few directions are relevant to residential parking in low- and medium-density areas.

The TMP emphasizes reducing reliance on personal vehicles by promoting active transportation and transit. It encourages municipalities to consider lower parking requirements in new developments and to integrate parking management strategies that support walkable, complete communities. The TMP also recognizes that effective municipal parking programs can help achieve these goals by balancing parking supply with sustainable mobility options. The Region, through the TMP, promotes eco-friendly travel by encouraging local municipalities to adopt lower parking requirements and urban design that supports walking, cycling, and micromobility, especially in high-density zones, recognizing that reduced car use and improved active transportation lessen parking demand and help achieve a resilient transportation network.

2.2.3 Summary of Regional Policy Direction

In line with Provincial direction, regional parking-related plans and policies encourage local municipalities to explore eco-friendly travel options, integrate parking management into their planning and development toolkit, and consider reducing parking requirements in transit-supportive areas and the adaptive reuse of parking spaces.

2.3 Municipal Plans and Policies

Several Newmarket policies, plans, and guidelines provide direction for how parking should be provided and managed in the Town. Key policies and bylaws affecting parking are reviewed and summarized in this section.

2.3.1 Town of Newmarket Official Plan

2.3.1.1 In Effect Official Plan, August 2023 Consolidation

The Town of Newmarket's Official Plan (OP) is its primary land use planning document, establishing land use designations and setting policies for development and redevelopment, while having regard for social, economic, and environmental objectives.

The OP is guided by its vision - “A community well beyond the ordinary,” (Section 1.2) - and seven core goals, including “Develop sustainable transportation improvements,” (Section 1.3.4). This goal emphasizes expanding transportation choices, such as walking and cycling trails and transit facilities, and integrating land use planning with transportation, particularly around transit stations.

The OP’s transportation policies are set out in Section 15 (Transportation Network), which aims to ensure safe, convenient movement through the Town and beyond, incorporate pedestrian and cycling facilities into the existing transportation system, and encourage an efficient transit system. Section 15.2 outlines the Town’s road classification system:

- No parking is permitted along Freeways and Arterial Roads.
- No long-term parking is permitted along Primary Collectors and Minor Collectors.

Parking policies are primarily found in Section 15.5 (Parking) and include:

- Establishing parking standards in the Zoning By-law, including accessible spaces for persons with disabilities, and reduced standards for seniors’ housing in areas with frequent transit service and/or where the mix of uses enables parking to be shared.
- Requiring adequate off-street parking for all new development or redevelopment in accordance with the Town’s standards.
- Allowing on-street parking facilities only where it does not interfere with traffic flows or create traffic hazards.
- Ensuring parking areas have adequate buffering per Section 12, Urban Design and Compatibility.

Schedule C of the Official Plan lays out the Transportation Plan, including mapped pedestrian and cycling routes, which provide direction on where these facilities should be located.

2.3.1.2 Official Plan Review, Ongoing

The Town, together with WSP and its subconsultants, is undertaking an Official Plan Review (OPR) under Section 26 of the *Planning Act*. As part of this work, the project team has prepared reports that:

- Identify policy updates required for the in-effect Official Plan to bring it into conformity with Provincial Plans, and for consistency with the PPS (2024).
- Outlines policy directions for the modernized Official Plan based on best practices.

The updated Official Plan will establish innovative, proactive, and contemporary policies to reflect the changing characteristics and demographics of the community and manage growth and development to the 2051 planning horizon.

Vision and Guiding Principles (Council-endorsed)

The Council-endorsed vision for Newmarket’s updated Official Plan emphasizes creating a sustainable, complete, and connected community that provides a high quality of life, supports a strong economy and tourism in the town, and is equitable, accessible, and celebrates its inclusive and diverse community.

Relevant guiding principles include:

- Creating a connected, green and resilient community, which includes promoting sustainable transportation and walkability. This guiding principle extends to exploring parking strategies to manage demand and support efficient modes of travel.

Policy Directions for the Official Plan were endorsed by Newmarket Council in June 2025.

Housing Affordability and Parking

Policy directions for the new OP recognize the link between housing affordability and parking requirements, including:

- Reducing minimum parking standards, especially for affordable housing and developments near transit.
- Allowing shared parking where contexts and mixed uses support it.

These changes aim to lower development costs and support inclusive, complete communities.

Transportation and Mobility Framework

Policy directions for the new OP emphasize reducing reliance on private automobiles and advancing a “people and transit first approach” by strengthening the integration of land use planning, growth management, and transportation through two key policy updates:

- Introducing Transportation Demand Management (TDM) measures to encourage alternatives to single-occupancy vehicle trips and reduce overall parking demand.
- Supporting a mobility hierarchy which prioritizes active transportation and transit, influencing how residential parking is planned.

Parking and TDM – Implementation Focus

In-effect policies and policy directions for the new Official Plan recognize that intensification and changing travel behaviour require a comprehensive approach, including:

- Removing minimum parking requirements for new developments in MTSAs and considering reduced parking rates in other growth areas with convenient transit access.
- Including zoning requirements for shared mobility (e.g., carshare, bikeshare) and secure bicycle parking in multi-unit development.
- Developing parking policies that complement TDM strategies, limiting excess parking supply, and encouraging alternative modes of travel.

Some of these directions can be operationalized through the Residential Parking Study, which focuses on low- and medium-density neighbourhoods and delivers near-term, practical tools: right-sizing residential parking standards, refining driveway and curbside (on-street) parking management options, integrating TDM measures tailored to subdivisions and small, multi-unit infill development, and balancing parking demand with streetscape and landscaped area protection. Through data analysis, resident and stakeholder engagement, and pilot programs in hot spot areas, the Study will provide actionable recommendations Newmarket can adopt in the short term while setting a clear pathway for policy updates that support complete, sustainable communities over the long term.

2.3.2 Town of Newmarket Active Transportation Plan

In 2019, the Town of Newmarket released its Active Transportation Implementation Plan (ATIP), a follow-up to the 2014 Active Transportation Study. It builds on the Official Plan Amendment 11, which establishes the foundational policy amendment introducing the active transportation network, and Schedule D, the mapped network showing where active transportation facilities exist or are intended to be located, of the in-effect Official Plan. The proposed network complements Newmarket's trail system and East-West Bikeway, which are currently well-used and enjoyed by residents and visitors, supporting walking and cycling as attractive and viable modes of transportation for both recreational and commuter purposes.

The ATIP reviewed facility type selection for active transportation to reflect more modern bikeway design practices, considering traffic data, stakeholder input, the physical and built environment, and feasibility of implementation. Parking impacts were assessed for routes where bike lanes could reduce on-street parking, with efforts made to minimize this impact. Best practices for network amenities, such as bike parking, were also included to help develop a holistic active transportation network. Bicycle parking is recommended at schools, places of employment, commercial areas, tourist destinations, mobility hubs, and near medium and high-density residential developments, with collaboration between the Town and property owners during the development review process to ensure visible, accessible locations.

While the ATIP focuses on improving walking and cycling infrastructure, its consideration of parking impacts, such as minimizing on-street parking loss for bike lanes and recommending bicycle parking at key destinations, underscores the need for integrated planning. For low- and medium-density neighbourhoods, this means balancing curbside parking with active transportation facilities and ensuring adequate bike parking in residential developments. In Phase 3, the Residential Parking Study will build on these principles by examining how parking standards and design can support sustainable mobility while meeting household parking needs.

2.3.3 Summary of Local Policy Direction

Newmarket's in-effect Official Plan and Council-endorsed policy directions emphasize sustainable transportation, housing affordability, and integrated land use planning. Current policies and parking standards require adequate off-street parking and restrict on-street parking where it affects traffic flow, while the Official Plan Review proposes modernized standards to reduce reliance on private vehicles. Key directions include removing or reducing minimum parking requirements, especially near transit and for affordable housing, introducing Transportation Demand Management (TDM) measures, and adding zoning requirements for shared mobility and bicycle parking.

The Active Transportation Implementation Plan (ATIP) complements these goals by promoting cycling and walking, minimizing on-street parking impacts when adding bike lanes, and recommending bicycle parking at key destinations and near higher-density housing. Together, these directions aim to balance parking supply with sustainability goals and respond to growth pressures in low- and medium-density residential neighbourhoods. The next phase of the Residential Parking Study will operationalize some of these directions through practical tools and recommendations for updated standards and pilot programs tailored to these contexts.

2.4 By-laws

Parking in Newmarket is governed by Parking By-law 2019-63 and Zoning By-law 2010-40. The latter is Newmarket's general zoning by-law that includes zoning information for land uses outside of the Oak Ridges Moraine Area and the Town's Urban Centres and sets out several parking requirements. Regulations pertaining to Newmarket's Urban Centres, including land uses along the Yonge Street and Davis Drive area, are contained in Zoning By-law 2019-06. Most of these lands are not part of the residential parking study.

2.4.1 Parking By-law 2019-63

Parking By-law 2019-63 governs parking in the Town. This By-law outlines:

- General prohibitions (Section 7).
- Stopping prohibitions within specified areas (Section 8).
- Parking within fire routes (Section 9).
- Methods of parking (Section 6).
- Stipulations for accessible parking (Section 14).
- Exemptions applicable to specific vehicles such as emergency services (Section 4).
- Short term exemptions (Section 15).
- Removal of unlawfully parked vehicles (Section 12) within the Town.

Specifics on residential parking prohibitions are listed in Table 2-1.

Table 2-1: Residential parking prohibitions in Newmarket

Section	Parking Prohibitions (Residential)
7.1.a.	• No Person shall park a motor vehicle within 9 m (30 ft) of a non-signalized intersection
7.1.b.	• No Person shall park a motor vehicle within 15 m (45 ft) of any signalized intersection
7.1.g.	• No person shall park a motor vehicle on any boulevard in a manner that causes obstruction to a sidewalk or pedestrian walkway
Section 7.1.v.	• No Person shall park a motor vehicle within 0.6 m (2 ft) of a driveway or laneway
Section 7.1.x.	• No person shall park a motor vehicle on any roadway having an overall width less than 6 m
Section 7.2	• No Person shall park a Commercial Vehicle on any street in any residential zone unless it is, at that time, being used to make a delivery or to provide service
Section 7.3	• No Person shall park a Trailer on any street in any residential zone unless it is, at that time, being used to make a delivery or to provide service

Schedule IV of By-law 2019-63 outlines the roads along which vehicles are not to be parked at any time and/or during specified times. Most roads in the schedule do not permit parking at any time, with a few exceptions allowing for parking outside of working hours (8 am – 4 pm; 8 am –

4.30 pm; 8 am – 6 pm) Monday to Friday, and some not allowing any parking from Monday to Saturday all day. Parking on the street on Sundays is allowed in these exceptional cases.

Schedule VI outlines areas where on-street parking is allowed for allocated periods. Parking for more than 3 hours is prohibited except between 7 pm and 11 pm unless otherwise posted. Generally, overnight parking is only permitted on the street for residents who have applied for the spring/summer parking exemption. Each resident has a 15-night per year limit at the cost of five dollars for one day and 15 dollars for 5 days. Additionally, Schedule VI indicates that Doug Duncan Drive allows for parking not more than 24 hours. Parking in Municipal Parking Areas (Section 13) provides specifications on where motor vehicles cannot park in municipal parking areas, including between the hours of 2:00 am and 6:00 am, unless otherwise posted.

The Town has reintroduced its off-street overnight parking program for the winter season. The initiative allows residents to park their vehicles for free overnight in select Newmarket lots between the hours of 5 pm and 7 am after obtaining a temporary parking permit. This program is particularly beneficial during the winter months when on-street parking may be restricted due to winter parking regulations. Winter parking restrictions are in effect from November 1 to April 15 each year, during which time vehicles are required to be off the roadway overnight. This is to provide a clear area for snow removal and to improve overall visibility. Regardless of whether there is snow on the ground, parking enforcement is in effect during this time.

2.4.2 Zoning By-law 2010-40

Parking regulations contained in Zoning By-law 2010-40 address the form and location of parking lots, areas, and spaces, specifically in relation to buildings, structures or uses. Parking space design (Section 5.2.2) specifications are included, outlining requirements for the parallel and perpendicular sizes of each parking space, differentiated based on whether the building, structure, or use requires fewer or more than 5 parking spaces, as shown in Table 2-2. Parking lots in residential zones where required (R4 and R5) are to be located in an area other than the minimum front yard or the exterior side yard (Section 5.4.1).

Table 2-2: Minimum parking space dimensions in Newmarket

Number of required spaces	Parking space configuration	Minimum size
Fewer than 5	Parallel	2.6m by 6.7m
	Perpendicular	2.6m by 5.0m
5 or more	Parallel	2.7m by 6.7m
	Perpendicular	2.6m by 5.5m

Zoning By-law 2010-40 also provides provisions for the percentage of space a parking space within a parking lot can take up on a side and rear yard (Section 5.4.1 ii). Vehicles are not permitted to park within 3 metres from any side or rear lot line (Section 5.4.1 iii) and in the case of an apartment, cannot be located within 3 metres of any residential zone (Section 5.4.1 iv). This By-law additionally includes provisions for visitor parking location for parking lots (Section 5.4.3), parking lot illumination (Section 5.4.4) and driveway entrances, exits and driveways (Section 5.5) and commercial, recreational, and utility vehicle parking restrictions (Section 5.8) in relation to residential parking. Special holding provisions (Section 8.2) are used to further define parking provisions for applicable non-residential and residential lands in Newmarket. This

can include different standards, rates, locations and permittance for parking spaces and areas when compared to the By-laws outlined in By-law 2010-40.

The minimum parking supply for lands zoned residential is summarized in Table 2-3. These requirements apply to the entire Town except for the Newmarket Urban Centres and Oak Ridges Moraine, governed by the Town of Newmarket's Zoning By-law 2019-06 and 2003-121, respectively.

Table 2-3: Residential parking requirements in Newmarket

Use	Minimum Off-Street Parking Requirement
Dwelling, Detached	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Link	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Semi-Detached	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Duplex	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Triplex	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Quadruplex, Fourplex or Maisonette	1.5 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit
Dwelling, Townhouse or Stacked Townhouse on Private Road	1.5 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit
Dwelling, Townhouse or Stacked Townhouse on Public Road	2 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit
Accessory dwelling unit	2 exterior parking spaces per accessory dwelling unit
A Mixed-Use Building containing up to 3 Dwelling Units	1.5 parking spaces per dwelling unit
Parcel of Tied Land Development	Minimum required parking spaces per dwelling unit shall be located on the parcel of tied land. Visitor parking shall be located on the common element condominium block which contains the condominium street
Bed and Breakfast Establishment	1 space for each room or suite used for the purposes of lodging for the travelling public, in addition to the required parking for the dwelling
Apartment Building	1.5 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit
Dormitory	0.5 parking spaces for each rooming unit
Group Home Halfway House	Greater of 2 parking spaces or 1 space per staff member on duty
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
Special Needs Facility	Greater of 2 parking spaces or 1 space per staff member on duty

*(*1) Where in combination with an accessory dwelling unit the required parking spaces shall be provided exterior of any garage or structure.*
*(*2) Required parking spaces shall be provided exterior of any garage unless otherwise permitted by this By-law.*

This Zoning By-law outlines minimum bike parking requirements as well. For residential apartment buildings, Newmarket's in-effect By-laws require developers to provide 0.5 long term bicycle parking spaces per apartment dwelling unit, plus 0.1 short-term spaces per dwelling unit.

2.4.2.1 Special Provisions, Holding Provisions, Temporary Use Zones, Interim Control Zones

Section 8 of By-law 2010-40 (Special Provisions, Holding Provisions, Temporary Use Zones and Interim Control Zones) provides further details on parking requirements in specific areas, including minimum parking space size, location of parking spaces, setback of parking spaces, and parking rate requirements for visitors in specific residential lots (within R4 and R5) defined as having exceptions (holding provisions, special provisions, temporary use zones and or interim control zones). For example, the minimum parking space size for (H) R5-T-125 is 2.6 x 5.5 m, differing slightly from the minimum parking space requirements shown in Table 2-2. Additionally, (H) R5-T-125 indicates that the parking location may be outdoor at grade, within garages and/or underground.

2.4.3 Zoning By-law Amendments and Minor Variances Review

A review of parking-related zoning by-law amendments was undertaken to identify potential inconsistencies between the provisions in the zoning by-law and what is built in practice. In the past five years, only seven zoning by-law amendments were received that were related to parking. The amendments included:

- Two amendments related to parking rates (the number of parking spaces required).
- One amendment to permit a parking space in a garage.
- Two amendments to permit minimum required parking spaces on a parcel of tied land.
- Four amendments to minimum parking space dimensions or design.

The reviewed zoning by-law amendments do not show a clear trend for parking inconsistencies in Newmarket.

A similar review was conducted for parking-related minor variances over the past five years. A total of 44 minor variances were approved. The proportions of the types of variances granted is shown in Figure 2-2: . Most of the variances were related to parking location and relief from the clause in Section 5.3.1 for detached, link[1], and semi-detached dwellings stating: "*Where in combination with an accessory dwelling unit the required parking spaces shall be provided exterior of any garage or structure*." The minor variances in this category allowed either one or two parking spaces for Additional Residential Units to be provided in the garage. This shows a potential inconsistency between the zoning by-law and the parking being provided for Additional Residential Units. It is likely that the owner of the property is not providing the occupants of the additional residential unit with the parking space inside the garage and is applying for the variance to provide less than the two required parking spaces. **Section 3.1** of this report reviews trends of vehicle ownership and finds that occupants of apartments, which include accessory dwelling units, typically own one vehicle.

[1] A dwelling that shares a wall with an adjacent dwelling in the basement or foundation only.

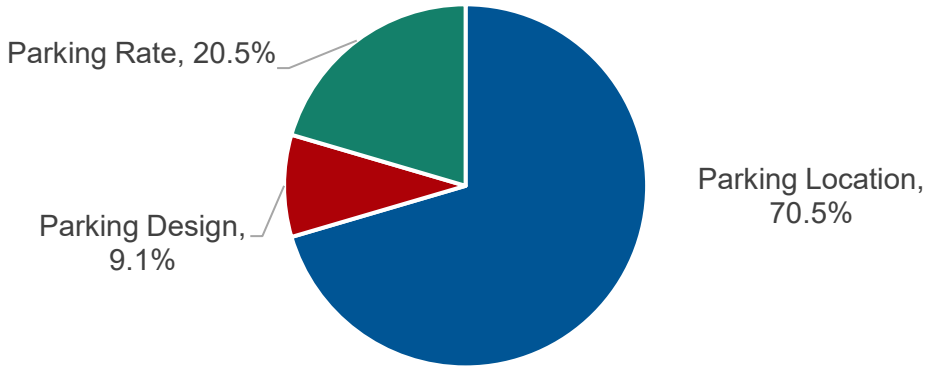


Figure 2-2: Frequency and types of parking-related minor variances granted in Newmarket between 2018 and 2023

Supporting Observation

Most minor variances (70.5%) granted for parking relate to allowing parking spaces in the garage to be counted for ARUs.

2.4.4 Traffic Zoning By-law 2011-24

By-law 2011-24 provides for the regulation of traffic within the Town of Newmarket on roadways, mainly pertaining to where motorized and non-motorized vehicles can stop and or park. This includes restrictions and exceptions to parking any vehicle in a bicycle lane (Section 22). This by-law further includes various schedules that could interact with residential parking, such as one-way traffic (Schedule 1), speed limits (Schedule 6), school crossing locations (Schedule 8) and bike lanes (Schedule 10).

2.4.5 Zoning By-law 2019-06

Zoning By-law 2019-06 governs zoning in Newmarket's Urban Centres, which includes parking requirements. While the Town's Urban Centres are outside the scope of this study, the applicable parking standards and requirements are included here for reference.

Most requirements (for example, parking space design specifications, barrier-free parking spaces, bicycle parking requirements, and parking lot requirements) are the same as for the Town's areas outside of Urban Centres as outlined in By-law 2010-40. Required off-street parking provision differs, however, with residential requirements summarized in Table 2-4. In areas close to transit, the minima and maxima included in the table are reduced by 30%. For apartment buildings and mixed-use buildings, parking spaces may be reduced by up to 3 for each dedicated car-share parking space up to a certain limit based on the total number of units. For detached, semi-detached and duplex dwellings, the main difference is the removal of the requirement to provide the parking spaces outside of any garage.

Driveway and loading space requirements differ slightly between the two By-laws as well.3

Table 2-4: Residential parking requirements in Urban Centres in Newmarket

Use	Minimum Off-Street Parking Requirement	Maximum Off-Street Parking Requirement
Dwelling, Detached	2.0 parking spaces per dwelling unit (*1)	n/a
Dwelling, Link	2.0 parking spaces per dwelling unit (*1)	n/a
Dwelling, Semi-Detached	2.0 parking spaces per dwelling unit (*1)	n/a
Dwelling, Duplex	2.0 parking spaces per dwelling unit (*1)	n/a
Dwelling, Triplex	/	n/a
Dwelling, Quadruplex, Fourplex or Maisonette	1.5 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit	n/a
Dwelling, Townhouse or Stacked Townhouse on Private Road	1.0 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)	1.2 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)
Dwelling, Townhouse or Stacked Townhouse on Public Road	1.0 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)	1.2 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)
Accessory dwelling unit	1.0 exterior parking spaces per accessory dwelling unit	n/a
Apartment Building Dwelling or A Mixed-Use Building Dwelling – Bachelor Unit	0.70 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)	0.85 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)
Apartment Building Dwelling or A Mixed-Use Building Dwelling – One Bedroom Unit	0.80 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)	1.00 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)
Apartment Building Dwelling or A Mixed-Use Building Dwelling – Two Bedroom Unit	1.00 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)	1.20 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)
Apartment Building Dwelling or A Mixed-Use Building Dwelling – Three or more Bedroom Unit	1.20 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)	1.40 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (*2)
Bed and Breakfast Establishment	1.0 parking space for each room or suite used for the purposes of lodging for the travelling public, in addition to the required parking for the dwelling	n/a
Dormitory	0.5 parking spaces for each rooming unit	n/a
Group Home Halfway House	2.0 parking spaces	4.0 parking spaces
Home Occupation	Where the area occupied by the home occupation exceeds 24.0 square metres, 1.0 parking space shall be required for every 9.0 square metres above the 24.0 square metres of the dwelling unit used for the home occupation	n/a
Special Needs Facility	2.0 parking spaces	4.0 parking spaces

*(*1) Where in combination with an accessory dwelling unit the required parking spaces shall be in addition to the required parking space for the accessory dwelling unit.*
*(*2) Where a dwelling unit is a financially assisted dwelling unit, the minimum parking space rate and the maximum parking space rate for the dwelling unit may be reduced by 30% of the standard minimum and maximum parking space rates for the applicable dwelling unit type. This reduction does not apply to the visitor Parking Space per dwelling unit rates.*

2.5 Municipal Standards and Guidelines

2.5.1 Engineering Design Standards

The Newmarket Engineering Design Standards and Criteria (2023) are meant to guide the production of designs for roads and services for all land development projects within the Town of Newmarket. A part of the analysis includes internal traffic studies seeking to balance a detailed assessment of various key factors that impact roads and services, including on-street parking restrictions, off-street or driveway parking issues and transit and pedestrian requirements (Section B). For example, local roads generally only permit parking on one side of the street. No parking zones are usually established on the side of the road where the sidewalk is located. Additionally, in some school zones, there is a combination of no parking permitted on the side of the road where the school is located, with no stopping permitted on the opposite side of the road or no stopping on both sides of the road along the school's frontage. In some cases, schools do not have parking restrictions at all.

2.5.2 Urban Design Guidelines

The Town's Urban Design Guidelines (2021) address a range of building typologies, including low-rise, mid-rise, and high-rise buildings, and apply to all development applications in the Town of Newmarket. The Urban Design Guidelines encourage site development that includes parking to have minimal impact on the established character of the neighbourhood. In the Town's in-effect OP, this refers to 4 established character areas, including the Historic Core Character Area, Traditional Suburban Character Areas, Contemporary Suburban Character Areas, and Estate Character Areas. Specific design visions are outlined based on dwelling type.

Objective 5 of the Urban Design Guidelines seeks to minimize vehicle presence in the public realm, specifically referring to on-street parking in neighbourhoods. Although the guidelines recognize that on-street parking is useful for residents' convenience, accessibility, and street narrowing, thereby reducing traffic speed, vehicles should not impede pedestrian access, sight, enjoyment or safety. Parking should be located on the street where permitted, or at the back of a dwelling where possible (Section 4.2.2).

The Town's Urban Design Guidelines recommend the following regarding parking in Newmarket:

- Where front-yard parking is proposed, and is a predominant characteristic of the neighbourhood, a 6.0m setback is recommended to accommodate a driveway (Section 4.2.3.1.c).
- Notwithstanding the above, slight variations in setbacks may be appropriate to create a more interesting streetscape (Section 4.2.3.1.d.).

- Parking should generally be accommodated at the rear of the property or through on-street permit parking, where permitted, to de-emphasize the role of vehicles within private properties (Section 4.2.3.5.a).
- Where front-yard access is provided to rear-yard garages on adjacent properties, driveway access should be consolidated (i.e. shared parking easement) to minimize curb cuts on the public sidewalk (Section 4.2.3.5.f).
- Where front-yard parking is provided, at least 50% of the front yard should remain landscaped (Section 4.2.3.6.e).

Based on dwelling type, there are specific recommendations for parking accommodations. For example, parking on a site with a townhouse is usually accommodated through individual garages at the back or front of the building (Section 4.3.1), while parking is located underground or at the rear of mid-rise buildings (Section 4.5.1). Most dwelling types are recommended to provide ample bicycle parking/storage opportunities. Where parking is provided underground, safe and convenient access should be provided (Section 4.3.3.4.d; Section 4.4.3.4.f). Additionally, any type of dwelling that abuts incompatible uses (parking) should be buffered through landscaping buffers (fences, vegetation).

2.6 Summary of Background Document Review

2.6.1 Summary of Policy Direction

The policies and plans reviewed at the provincial, regional, and local levels consistently emphasize reducing reliance on private automobiles and supporting sustainable modes of transportation, including active transportation. For residential areas, this translates into several key directions:

- Updating parking requirements to reflect changing household needs and sustainability goals, including reducing or removing minimum parking standards where appropriate.
- Supporting housing affordability by lowering development costs through reduced parking requirements, particularly for Additional Residential Units and affordable housing.
- Developing plans and policies to reflect contextually appropriate parking management strategies in the Town's low- and medium-density residential areas.
- Integrating shared mobility and active transportation into residential planning by requiring bicycle parking and considering carshare options.
- Ensuring flexibility in parking design to accommodate evolving needs while balancing the need for landscaped areas (for
- Creating a hierarchy of mobility that prioritizes sustainable transportation, including adding a requirement for shared mobility such as carshare, bikeshare and bike parking to the Town's Zoning By-law.
- The importance of eco-friendly, resilient and walkable communities through urban design and programming elements, including parking-specific interventions such as cash-in-lieu for parking requirements and a removal or reduction in parking requirements.

The Town's Official Plan Review reinforces these directions, calling for updated parking policies that align with active transportation and transit objectives.

2.6.2 Summary of Municipal By-laws

The Town's current overnight parking program—covering the spring and summer season and permitting overnight parking in designated municipal areas—offers residents additional flexibility while helping balance vehicle presence with the Town's broader sustainable mobility goals. Under Zoning By-law 2010-40, residential parking for dwellings smaller than a quadruplex, fourplex, or maisonette must be located outside of any garage or structure. When these dwelling types include an ARU, the required parking for the ARU must also be provided exterior of any garage or structure.

However, recent minor variances indicate that residents increasingly seek greater flexibility in parking location, including the ability to count garage spaces toward required ARU parking. Zoning By-law 2010-40 currently requires two parking spaces for an ARU, which is inconsistent with the Planning Act as amended by Bill 23, where one space is the maximum permitted. Although this change has not yet been incorporated into the By-law, the Town has already been applying a standard of one space per ARU in practice.

3 Existing Conditions

3.1 Demographic Trends Analysis

Parking demand is, in part, driven by the socio-demographic characteristics of Newmarket's households. This section identifies key demographic trends that could impact parking demand, including overall population growth, the dwellings in which Newmarket residents reside, vehicle ownership rates, mode shares, and household composition.

3.1.1 Population

Newmarket has been continuously attracting new residents for decades, with its population having grown from 65,788 in 2001 to 87,942 in 2021, an increase of 34%, as seen in **Figure 3-1**. Although this growth is significant, it is slightly slower than the average population growth in the province (representing a 4.4% increase from 2016 to 2021, compared to a provincial average of 5.8%).

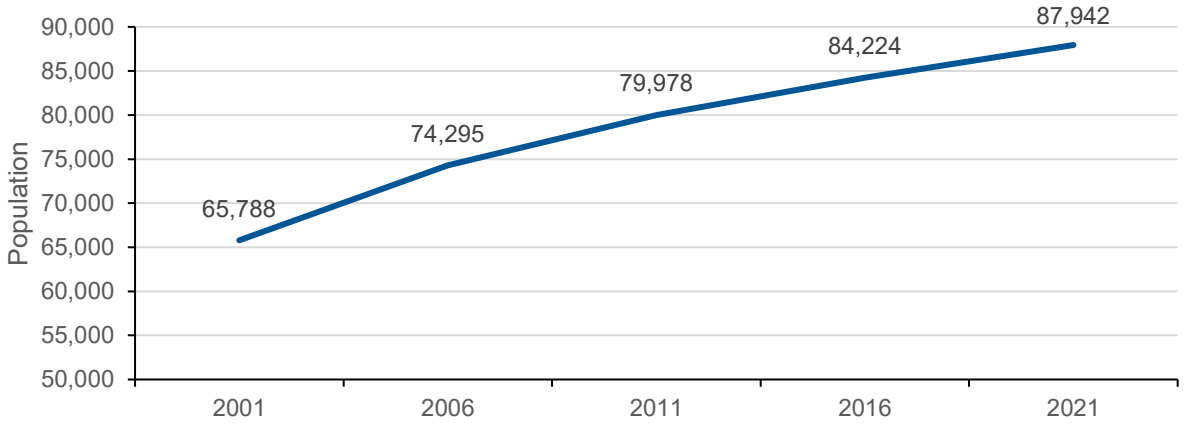


Figure 3-1: Population in Newmarket from 2001 to 2021[2].

Newmarket's population growth is expected to continue, with the Region's Official Plan forecasting a future population of 118,500 in the town by 2051, an increase of 35% compared to 2025. At the same time, the employment base is projected to grow from 45,000 to 58,100 jobs, an increase of 19%. These population and employment projections are highlighted as minimum requirements that the Town must plan for.

As Newmarket is forecasted to reach over 100,000 people by 2051, and its settlement area is nearly fully developed, intensification will be necessary to accommodate this growing population. This level of intensification could lead to pressures on the use of urban space – supplying additional parking spaces for every new resident may not be feasible within the future urban fabric. While intensification is intended to be directed mostly towards the Urban Centres Secondary Plan Area, the Council endorsed the Town Structure Plan for the updated Official Plan, which includes local nodes and corridors which would see moderate to gentle intensification. These local nodes and corridors may overlap with the areas examined in this Study.

[2] Derived from Statistics Canada Census data from 2001 to 2021.

3.1.2 Dwelling Type

The number of dwellings in the Town has grown from 21,589 in 2001 to 30,300 in 2021, an increase of 40%. Most of this growth was in the form of single-detached houses, with small increases in the number of rowhouses, as seen in **Figure 3-2**. In addition, although the total number of duplexes remains small at 2360 in 2021, the duplex housing supply increased by 45% between 2006 and 2021, suggesting that this dwelling type could make up more of Newmarket's housing in the future.

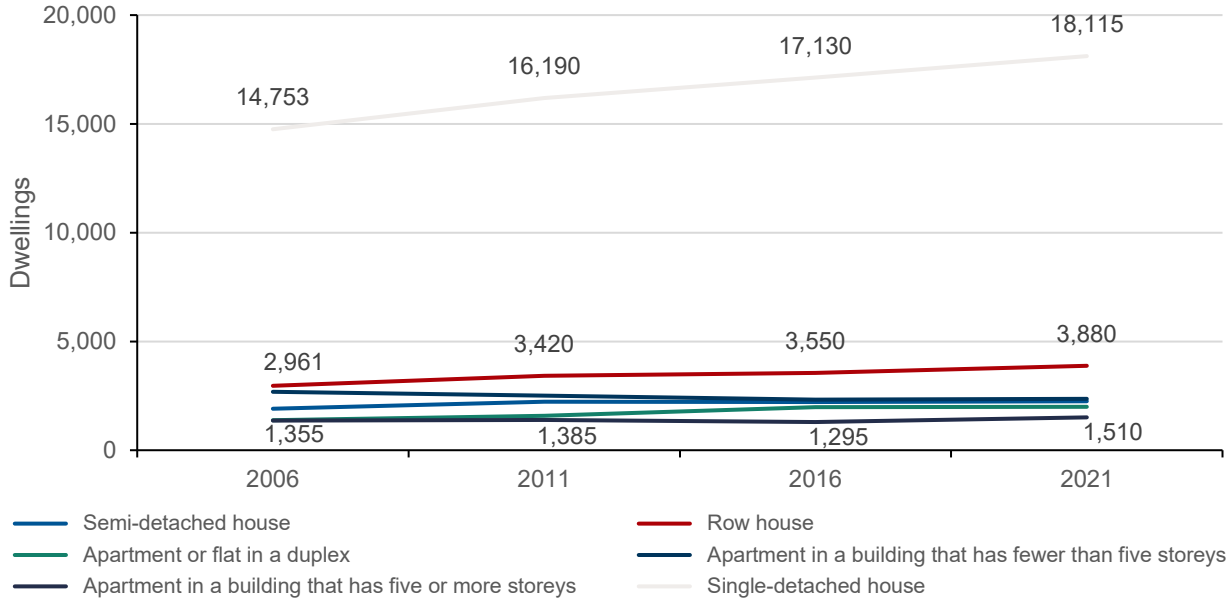


Figure 3-2: Number of dwellings in Newmarket from 2006 to 2021, by type[3].

Bill 23, the *More Homes, Built Faster Act*, received Royal Assent in November 2022. Among other matters, the legislation permits up to three residential units on serviced lots in settlement areas. For example, this may include the principal dwelling plus up to two additional units. Bill 23 also restricts municipalities from requiring more than one parking spot per ARU.

In Newmarket, all ARUs are required to be registered with the Town. Registration data reveal that while the number of new ARUs registered between 2019 (20) and 2020 (41) more than doubled, registrations have remained fairly consistent since then, from 29 to 43 per year (**Figure 3-3)**.

[3] Derived from Statistics Canada Census data from 2006 to 2021.

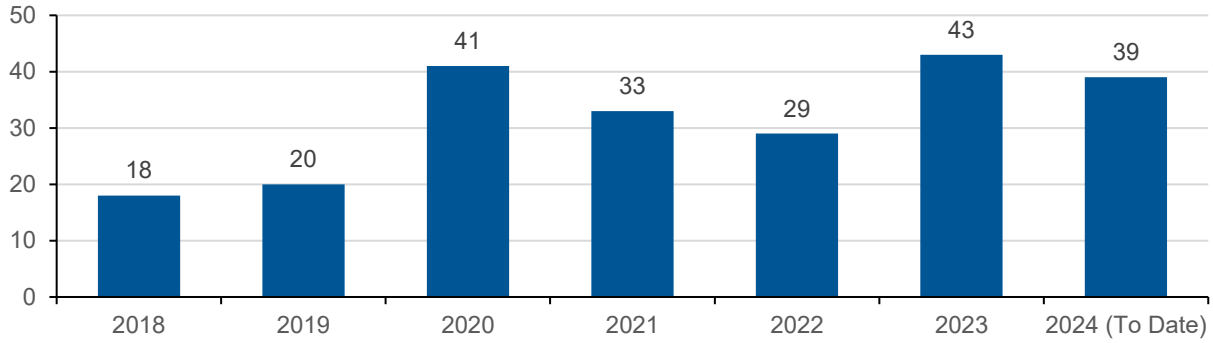


Figure 3-3: Number of new Additional Residential Units registered in Newmarket each year, from 2018 to December 1, 2024.

3.1.3 Vehicle

The average number of vehicles owned by Newmarket households increased slightly between 2001 and 2022, increasing from 1.77 to 1.82. This increase is mostly driven by residents living in ground-related houses, including detached, semi-detached, duplex/triplex homes and apartments, as seen in **Figure 3-4**. Vehicle ownership data highlights that:

- Households living in **apartments** have on average 0.96 cars, less than the minimum requirement of 1.5 off-street parking spaces, excluding visitor parking.
- Households living in **townhouses** have on average 1.66 cars, less than the minimum requirement of 2 off-street parking spaces for townhouses along a public road, but slightly more than the 1.5 required spaces for townhouses along private roads.
- Households living in **single/semi-detached dwellings** have on average 2.09 cars, slightly more than the minimum requirement of 2 off-street parking spaces.

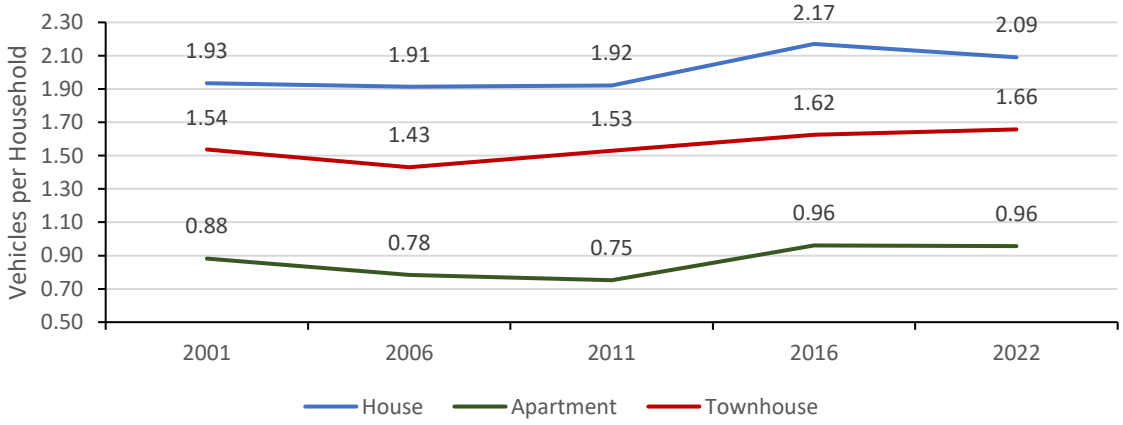


Figure 3-4: Average number of vehicles owned by Newmarket households from 2006 to 2022, by dwelling type[4].

[4] Derived from Transportation Tomorrow Survey data from 2001 to 2022.

Key Observation

For some development types, Newmarket's minimum parking requirements are not in line with the number of cars owned by residents.

3.1.4 Commuting Mode Share

With increasing vehicle ownership in the Town, the number of trips conducted by car has also risen: while car trips made up 87.9% of commute trips starting in Newmarket in 2006, they now make up 90% of all trips, as shown in **Figure 3-5**. This can be partly explained by a significant decrease in transit use in 2021, which is likely the result of COVID-19. If the Town can reclaim its transit momentum from 2006 to 2016, future transit ridership may lead to another decrease in car trips, and potentially ownership rates, going forward, consistent with the Town's long-term goals for increased reliance on sustainable transportation. If transit ridership does not recover and vehicle ownership continues to rise, the Town will face growing pressure on on-street parking and private property in low- and medium-density neighbourhoods, requiring more aggressive parking management strategies and potential trade-offs with landscaped areas and other valued community features.

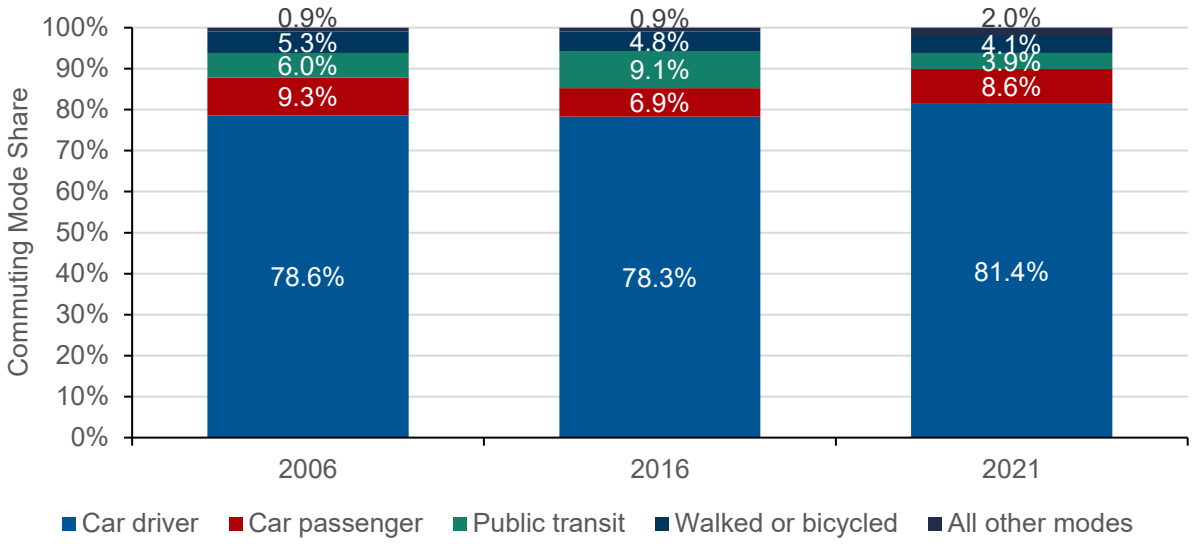


Figure 3-5: Mode share of commuting trips in Newmarket[5].

[5] Derived from Statistics Canada Census data from 2006 to 2021.

3.1.5 Household Composition

Census data reveals that Newmarket's households are changing. **Figure 3-6** illustrates the percentage of Newmarket households that consist of 1, 2, 3, 4, or 5 or more persons from 2011 to 2021. There has been a marked decrease in the share of Newmarket households that consist of 4 or more people from 22.3% to 21.3% between 2011 and 2021, with a noticeable increase in households with two or three people from 28.0% to 29.0% between 2011 and 2021. Smaller households are likely to own fewer vehicles.

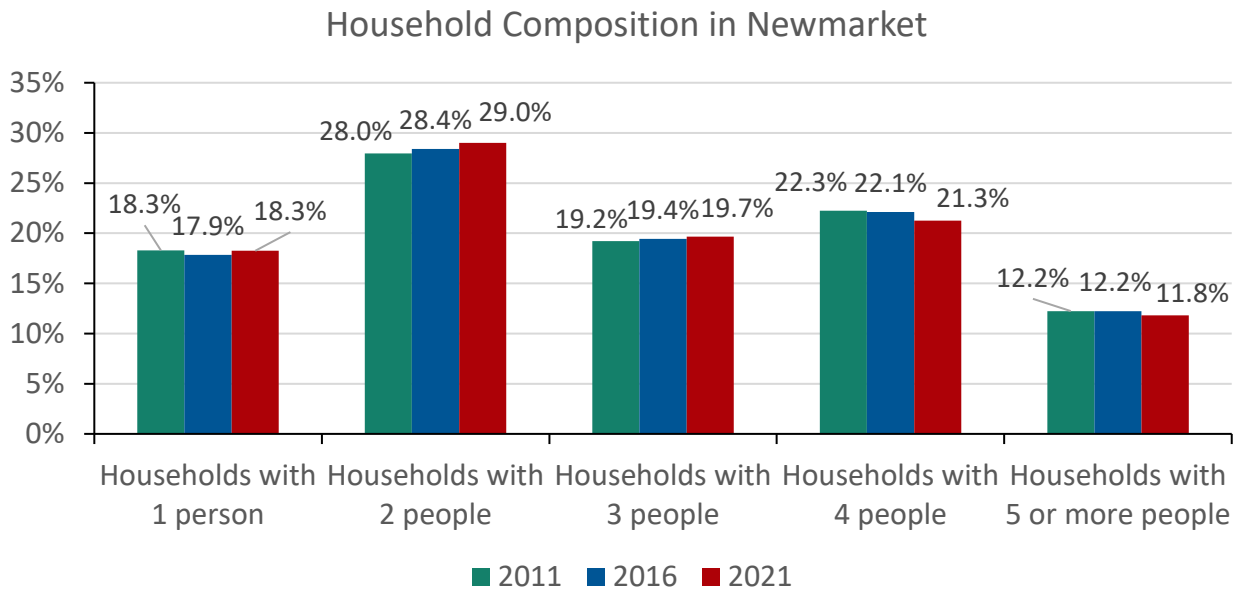


Figure 3-6: Household sizes in Newmarket, from 2011 to 2021[6]

While Newmarket's households are becoming smaller on average, the Census also reveals a recent increase in the number of multi-generational households, increasing from 1,060 households in 2016 (3.7% of all Newmarket households) to 1,680 households in 2021 (5.5% of all Newmarket households)[7]. These households tend to have more adults and would therefore likely own more vehicles.

Supporting Observation

Off-street parking demand is likely to change in Newmarket's future, with potential decreased demand in areas with smaller households and increased demand in areas with more multi-generational households.

[6] Derived from Statistics Canada Census data from 2011 to 2021.
[7] The 2016 census did not track multigenerational households, but instead tracks multiple-census-family household, which has a slightly different definition.

3.2 Demographic Profile of Zones 1 through 8

This section examines the demographic characteristics of the eight Zones identified as experiencing notable parking-related challenges within Newmarket. Zones 1 through 8, visually represented in **Figure 3-7,** serve as focal points for understanding the interaction between residential density, housing types, and parking demand.

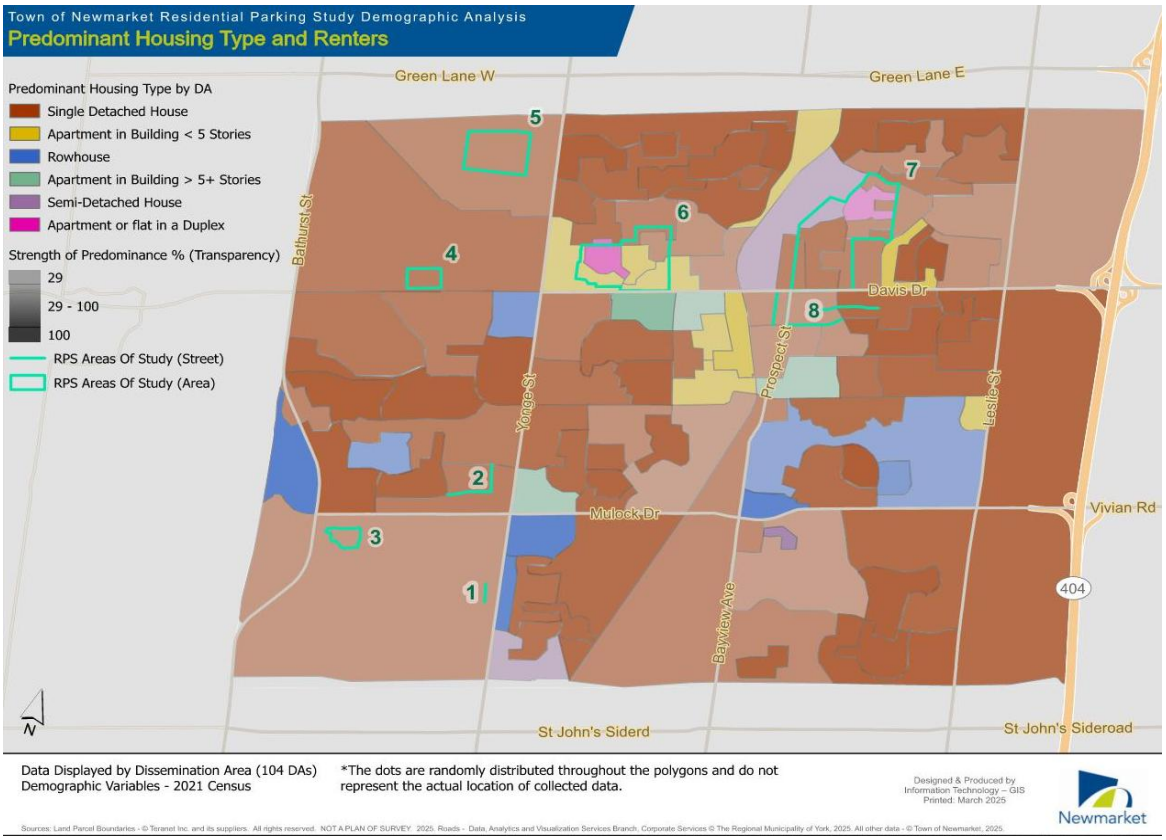


Figure 3-7: The location of the eight hotspot study areas within Newmarket.

Zones 1, 2, and 8 were excluded from the demographic analysis because their geographic size was too small to provide a demographic profile. The focus was placed on Zones 3 to 7, where the data could be mapped and analyzed.

3.2.1 Population

Zones 3 to 7 encompass a population of 8,173 residents, distributed across 2,835 households. Key demographic indicators provide a foundation for understanding parking dynamics, as seen in **Figure 3-8**:

- **Multigenerational Family Households:** 5%
- **Dwellings that include an ARU:** 16%
- **Owner Ratio:** 72%
- **Renter Ratio:** 28%

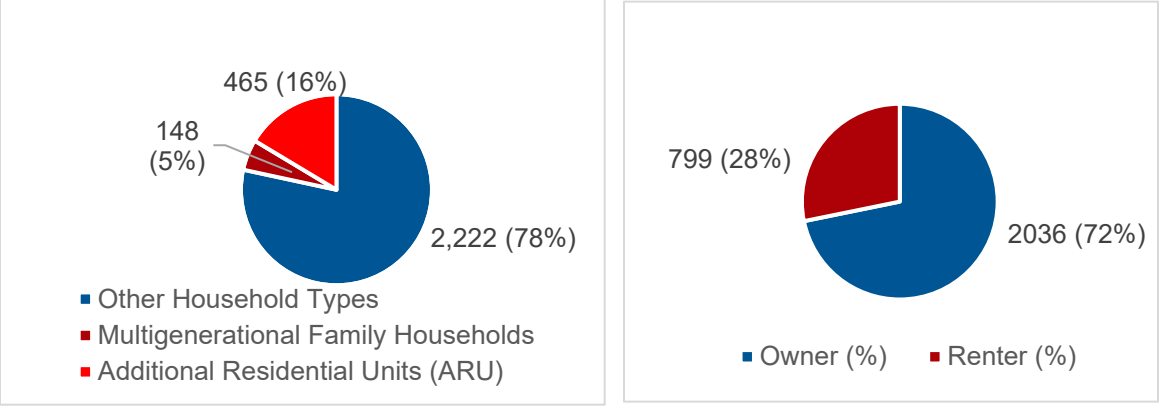


Figure 3-8: Household structure & tenure across Zones 3 to 7

Figure 3-9 illustrates the percentage of home ownership across the Zones. Notably, Zone 6 stands out with the highest proportion of renter-occupied units compared to other areas. This area also has a significant concentration of ARUs, reflecting a distinct built form characterized by higher-density housing such as semi-detached dwellings and duplexes. These factors suggest that vehicle ownership and parking demand in Zone 6 may differ from predominantly owner-occupied neighbourhoods.

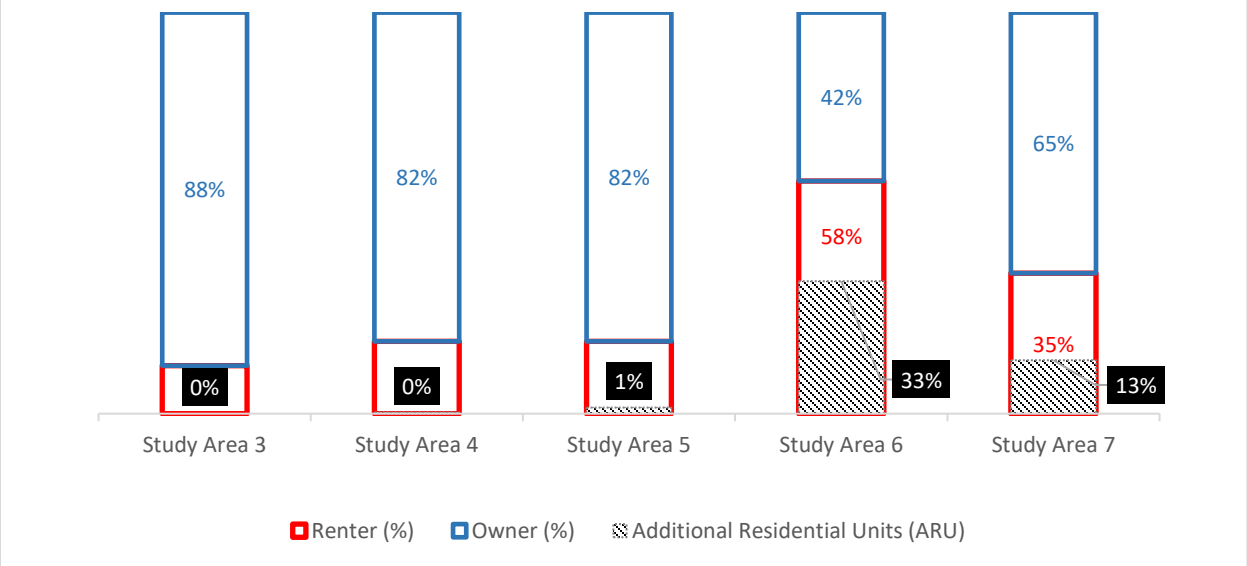


Figure 3-9: Home ownership percentage for the Zones compared to ARUs %

Key Observation

Parking demand in Newmarket's Zone 6 differs significantly due to its higher density of renters, Additional Residential Units, and multi-unit dwellings, influenced by distinct housing forms and tenant patterns, unlike other zones dominated by owner-occupied single-detached homes. This highlights the need for tailored parking strategies based on local built form and demographic patterns.

3.2.2 Zones 3 through 7 Dwelling Type

The composition of housing types within these Zones further influences parking dynamics. The following distribution in **Figure 3-10** reflects the percentage of units by type across all eight Zones:

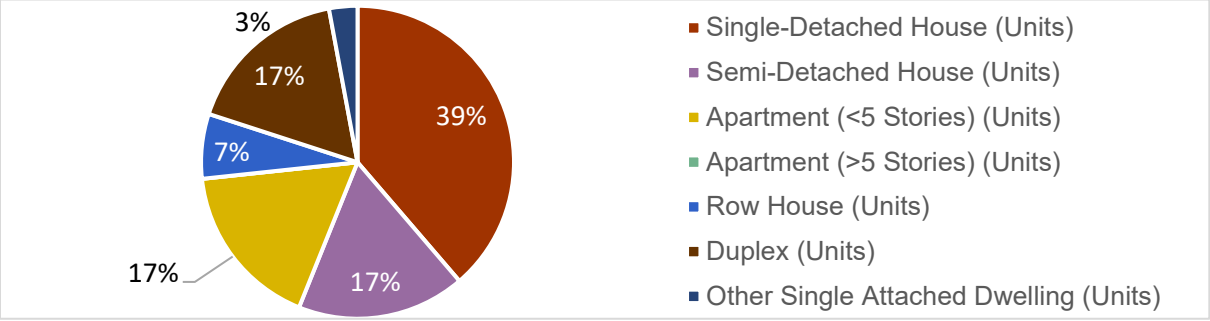


Figure 3-10: Housing stock composition across 8 Zones

As shown in **Figure 3-11,** Zones 3 through 7 exhibit a diverse array of dwelling types, ranging from predominantly single-detached homes to areas with a significant presence of multi-unit dwellings. The chart shows that the majority of housing in these areas consists of single-detached dwellings. However, Zone 6 stands out as the only area where apartments and row houses are more common than single-detached homes.

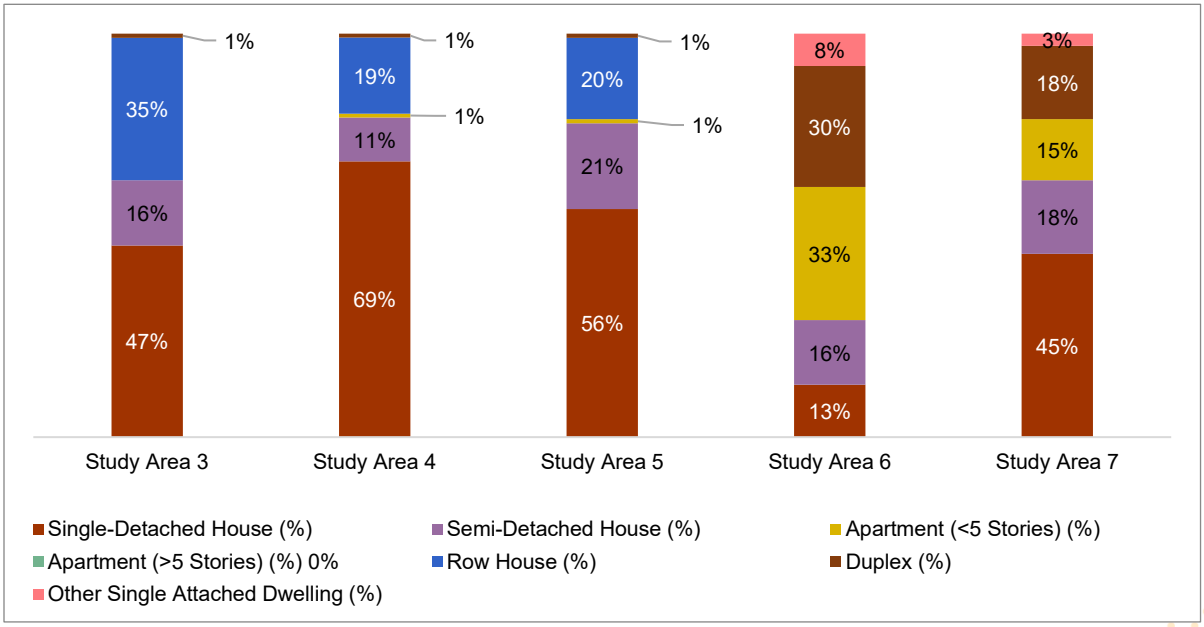
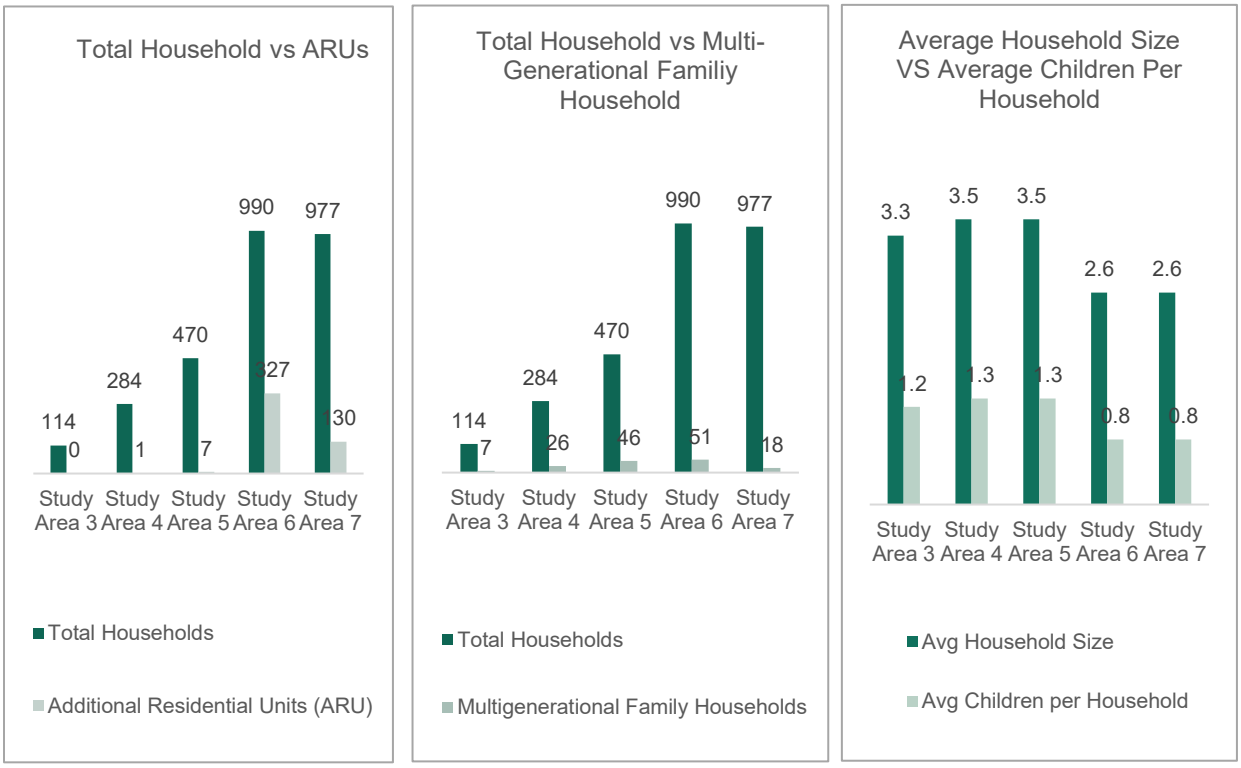


Figure 3-11: Dwelling type composition across 8 Zone

Figure 3-12 illustrates key relationships in the data, providing insights into household composition and housing characteristics across the Zones.

The first chart, “Total Household vs ARUs,” compares total household size to the number of ARUs, illustrating how secondary dwelling units contribute to residential density and housing diversity. The second chart, “Total Household vs Multi-Generational Family Household,” shows the proportion of multigenerational households within the total population, reflecting evolving family structures. The third chart presents average household size alongside the average number of children per household, revealing demographic trends that can influence community needs and resource allocation.

Figure 3-12: Household Structure & Household Composition Comparison for Zones 3-7



Key Observation

The key finding is that while most Zones 3 to 7 have mostly single-detached homes, Zone 6 stands out with more apartments and row houses, and more Additional Residential Units, which affects parking demand and community needs.

3.2.3 Zones 3 through 7 Vehicle Ownership

WSP reviewed household vehicle ownership data from the 2022 Tomorrow Transportation Survey (TTS). This data, illustrated in **Figure 3-13**, breaks down vehicle ownership by ward in Newmarket, categorizing households by the number of vehicles they own.

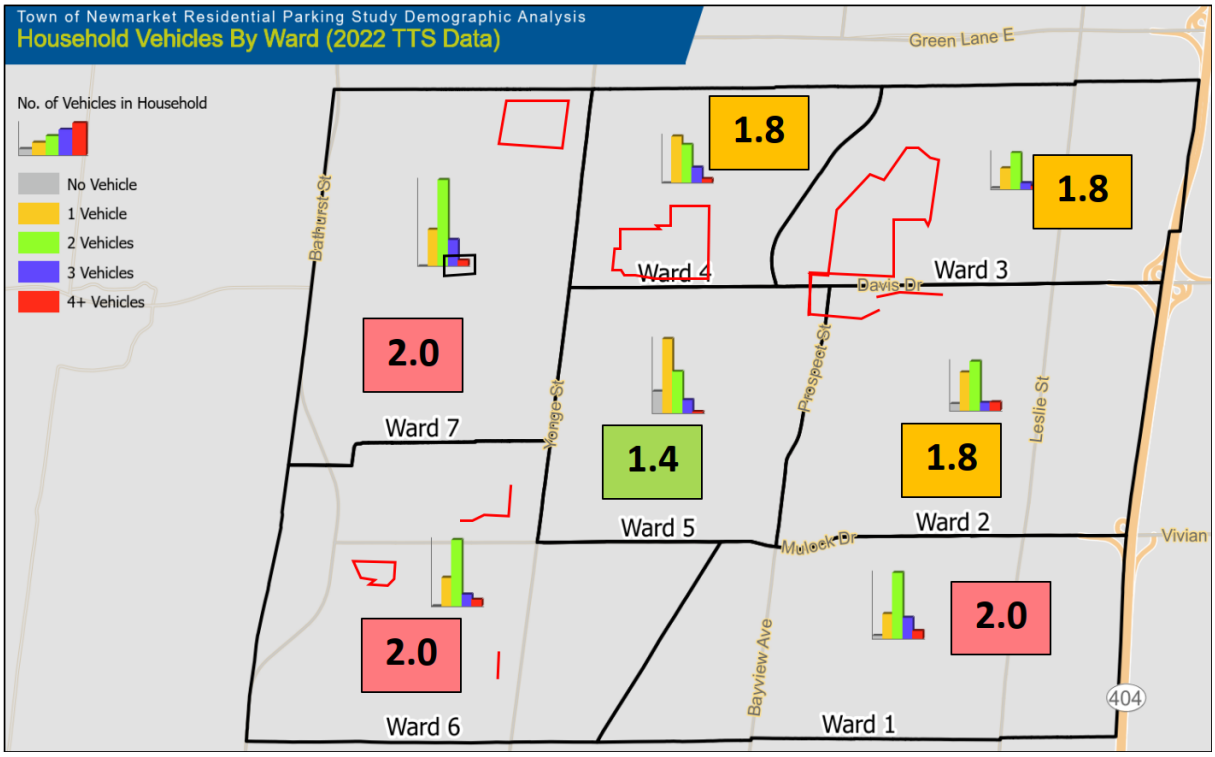
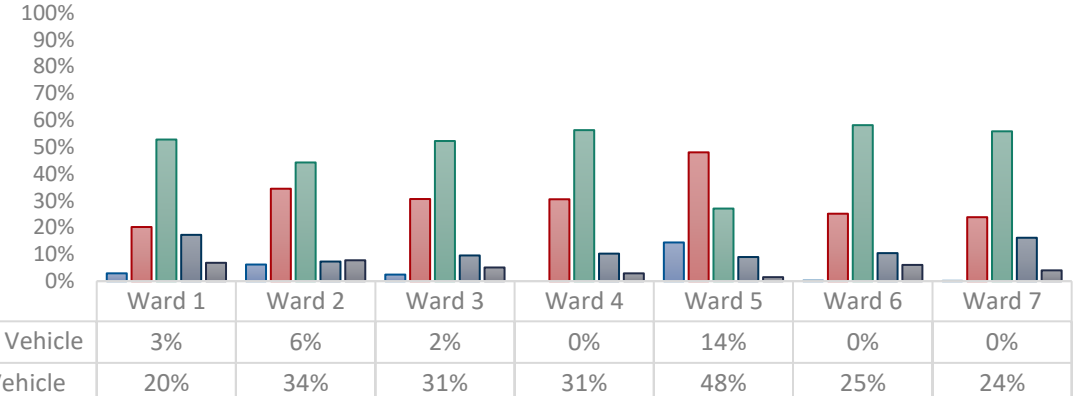


Figure 3-13: 2022 Vehicle ownership by Newmarket ward

Analysis of the 2022 Tomorrow Transportation Survey (TTS) data reveals clear patterns in vehicle ownership across Newmarket's wards. The data, converted to percentages for comparative ease, are shown in **Figure 3-14** and indicate a general trend of households owning



	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7
No Vehicle	3%	6%	2%	0%	14%	0%	0%
1 Vehicle	20%	34%	31%	31%	48%	25%	24%
2 Vehicles	53%	44%	52%	56%	27%	58%	56%
3 Vehicles	17%	7%	10%	10%	9%	10%	16%
4+ Vehicles	7%	8%	5%	3%	1%	6%	4%

two vehicles exceeding those owning one vehicle, except for Ward 5. Ward 5, located near rapid transit and downtown, features a grid street system and a mix of building types and uses. It has lower overall car ownership rates, with single-vehicle households notably more common than in other wards, reflecting its unique downtown land use pattern.

Figure 3-14: Household vehicle ownership per ward

The concentration of high-rise apartments (over 5 stories) and proximity to a transit station likely reduce the necessity for multiple vehicles per household due to limited parking availability and enhanced accessibility to alternative transportation options. Furthermore, Ward 1 exhibits the highest percentage of households owning three or more vehicles, while Ward 5 registers the lowest percentage of households with four or more vehicles (1%), reinforcing the impact of urban land use on vehicle ownership trends.

To facilitate a comparative analysis across Zones, the vehicle ownership ratios derived from town-wide Tomorrow Transportation Survey (TTS) data (2022) were applied to each specific area. For instance, Ward 4 ratios were applied to Zones 4 and 5 to enable a direct comparison of vehicle ownership patterns alongside dwelling type and household composition characteristics. **Figure 3-15** illustrates these patterns. A similar trend to Ward 5 is observed in Zone 6, which exhibits the highest proportion of apartments and, correspondingly, the lowest ownership rates for households with three or more vehicles. Specifically, Zone 6 presents the highest single-vehicle ownership (30.5%) and the lowest ownership of 3+ vehicles (13.2%) and 4+ vehicles (2.9%). Across all Zones, ownership of two vehicles remains remarkably consistent, suggesting a potential standard vehicle preference or necessity for households, regardless of the built environment or housing density.

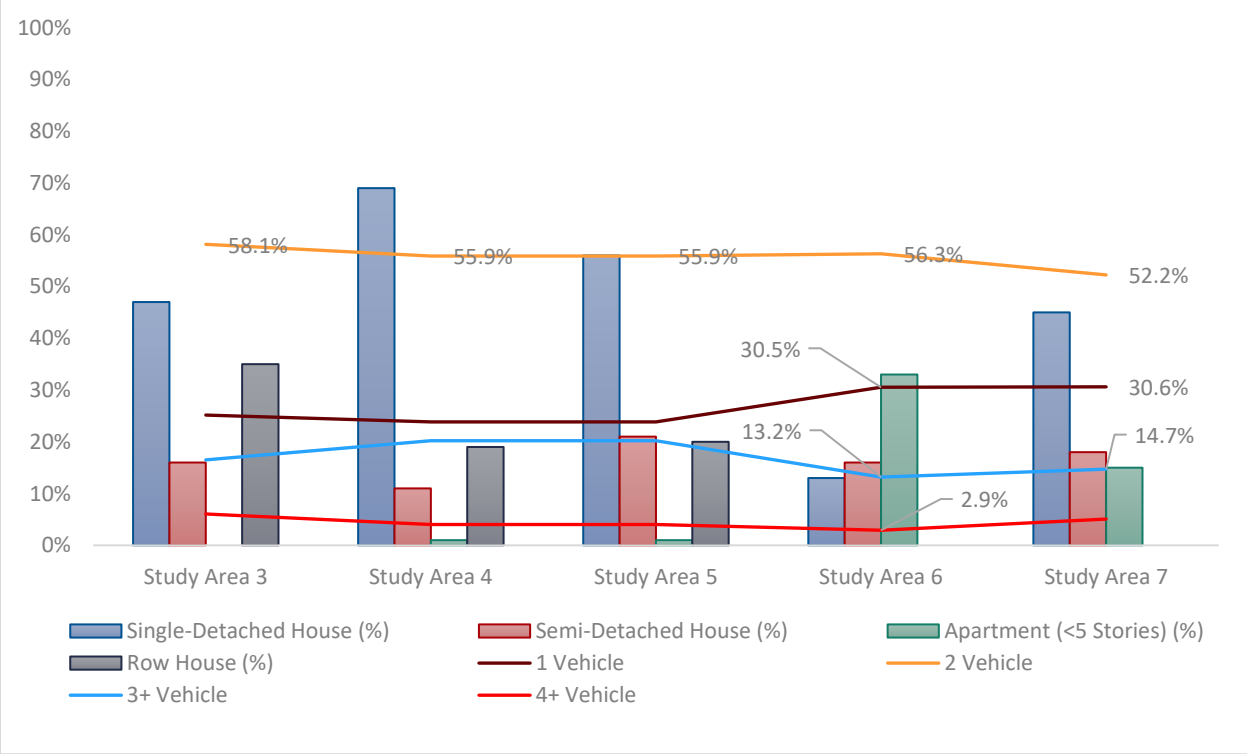
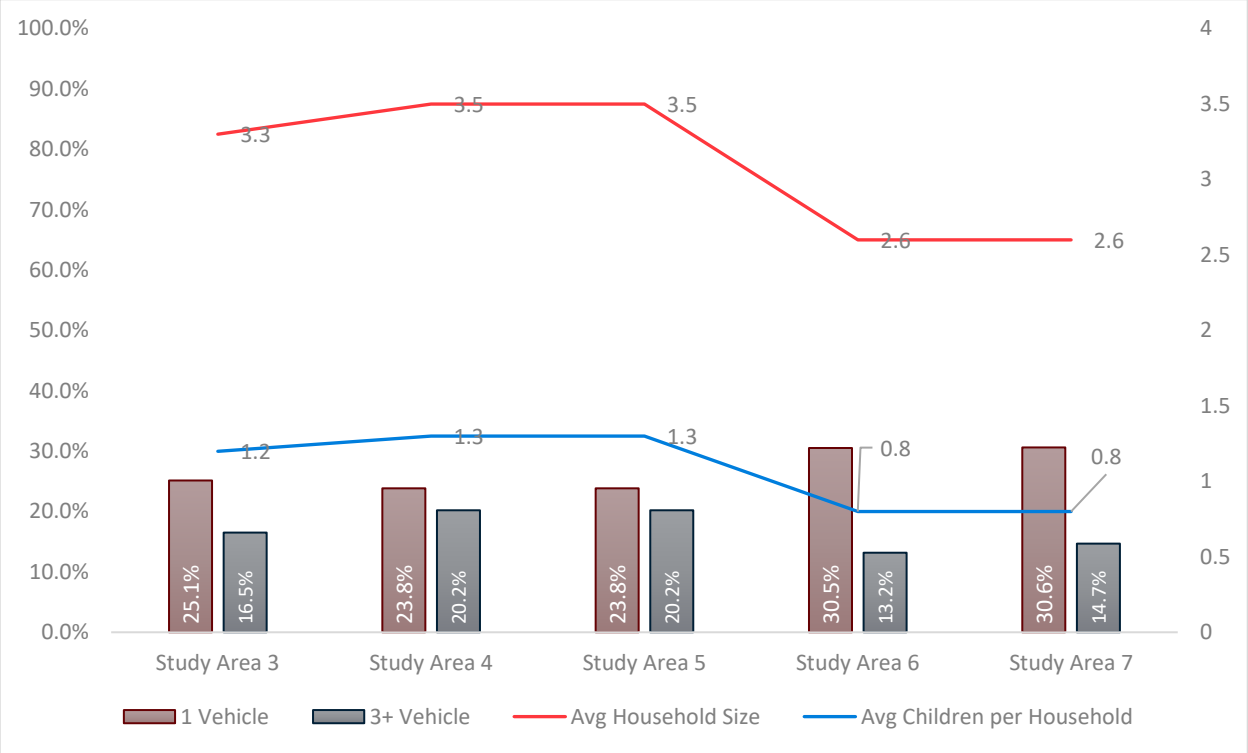


Figure 3-15: Relationship between housing types and vehicle ownership

Figure 3-16 highlights the relationship between car ownership, household size, and the average number of children across the Zones. In Zones 6 and 7, smaller average household sizes and lower numbers of children per household likely contribute to reduced vehicle ownership. The smaller average household size aligns with the higher number of apartments in these Zones. Multigenerational living and ARUs are often not feasible in apartments due to spatial and structural limitations.

Figure 3-16: Relationship Between Household Size, Number of Children, and Vehicle Ownership



Key Observations

Across most wards, households with two vehicles predominate, except in Ward 5, where single-vehicle ownership is highest, reflecting its downtown character, street network, proximity of transit, land use mix, and urban fabric, reducing the need for multiple cars.

Applying ward ownership ratios to Zones reveals that Zone 6 follows a pattern similar to Ward 5, with the highest share of single-vehicle households (30.5%) and the lowest share of households owning three or more vehicles, consistent with its denser built form and smaller household sizes.

Ward 1 has the highest share of households owning three or more vehicles (24%), while Ward 5 shows the lowest share of households with three or more vehicles (10%).

Two-vehicle ownership remains stable across all zones, suggesting a common baseline vehicle need irrespective of housing density.

Smaller household sizes and fewer children in Zones 6 and 7 correlate with lower vehicle ownership, likely influenced by the predominance of older and more urban dwelling types (semis/duplexes).

3.3 On-Street Parking Utilization

3.3.1 Methodology Overview

To better understand on-street parking conditions in residential neighbourhoods in Newmarket, WSP developed and conducted a data collection program. The program, which consisted of driving through eight pre-selected neighbourhoods in Newmarket with a dashcam, aided in quantifying on-street parking conditions. The neighbourhoods were identified as representative samples of typical residential streets in the Town of Newmarket and were identified as Zones 1 through 8, as shown in **Figure 3-17**.

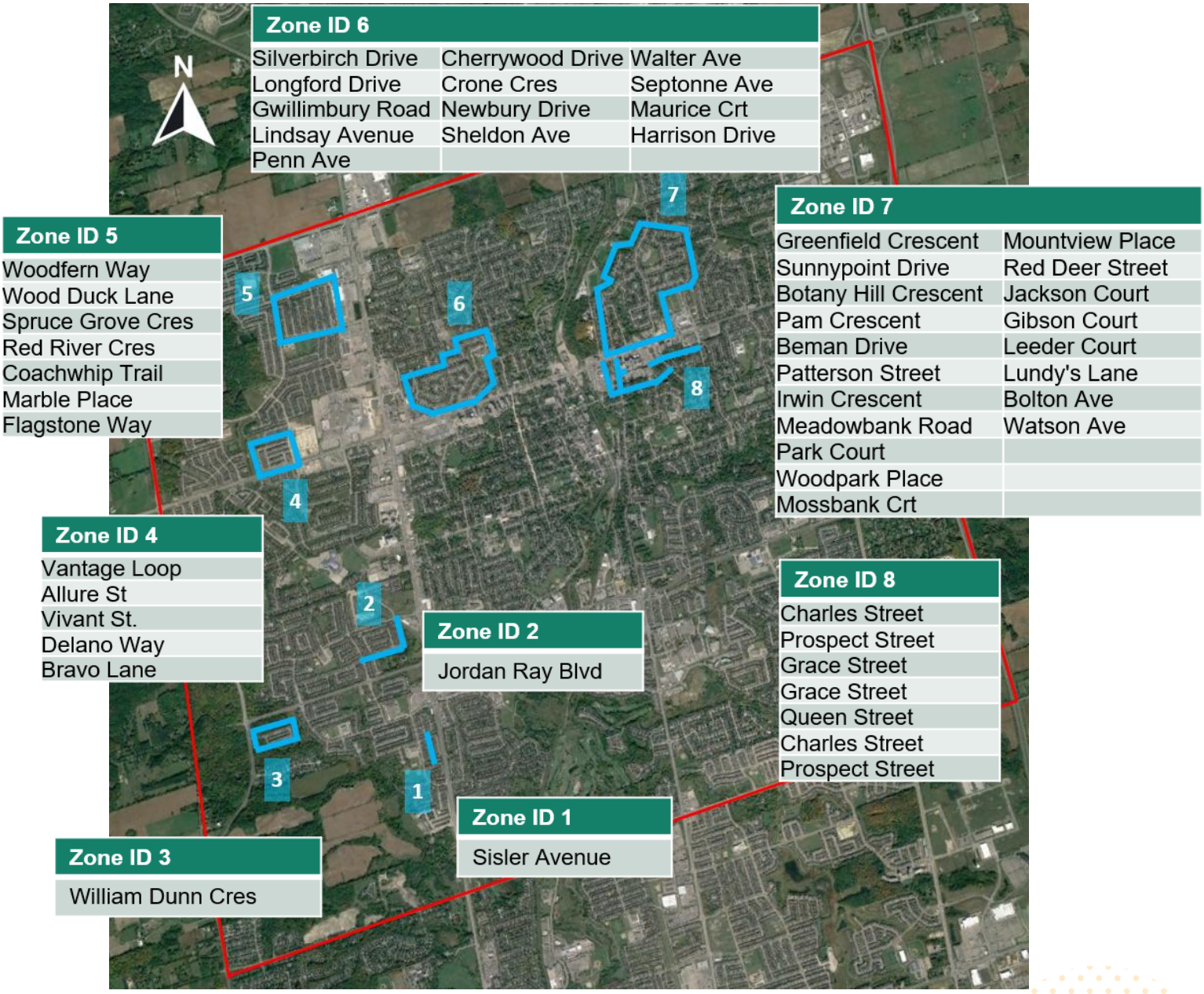


Figure 3-17: Map of 8 residential areas in Newmarket where parking data was collected by WSP.

WSP drove through the study area on three weekday evenings and three weekend afternoons, as summarized in **Table 3-1**. The weekday visits were conducted during three consecutive Wednesday evenings. The Saturday visits were not consecutive due to Newmarket's Santa Claus Parade occurring on Saturday, November 18, 2023.

Table 3-1: Summary of when site visits were conducted.

Day of the Week	Dates	Approximate Time
Wednesday	November 8th, 15th, 22nd	5:30pm – 8:30pm
Saturday	November 4th, 11th, 25th	12:00pm – 3:00pm

3.3.2 Site Visit Details

All six site visits were conducted without any significant issues. However, Zone 6 had portions of its roadway under construction for the duration of the data collection period. Throughout the neighbourhood, there were small sections spanning the width of the road that were a few inches lower than the rest of the asphalt. Most construction occurred at intersections and at locations where on-street parking was prohibited. There were construction improvements with several sidewalks near intersections, which blocked off part of the intersection and some sides along roads as shown in **Figure 3-18** and **Figure 3-19**.

Figure 3-18: EB on Penn Ave, at Lindsay Ave (Zone 6).

Figure 3-19: NB on Longford Drive, at Cherrywood Drive (Zone 6).

Construction equipment occupying sections of certain streets only minimally affected on-street parking availability at Zone 6. The two areas where on-street parking availability was reduced were:

- A segment of the west side of Longford Drive south of Cherrywood Drive.
- The north side of Gwillimbury Road between Lindsay Avenue and Penn Avenue.

These regions are also shown in **Figure 3-20**.

Figure 3-20: Map of Where Construction Impacted Available On-street Parking in Zone 6.

3.3.2.1 Weather Conditions

As data was collected in November, the Saturday visits were conducted during daylight hours while the Wednesday evening visits were completed in the dark. Additionally, the first weekday evening site visit, on Wednesday, November 8, 2023, was performed during heavy precipitation. A mix of snow, hail, and rain was periodically observed across the Town of Newmarket throughout that evening. No other site visits had noteworthy weather conditions.

3.3.2.2 Illegal Parking

Numerous instances of illegal parking were observed in all six site visits across several neighbourhoods. Examples include parking on bicycle lanes, in the centre of cul-de-sacs, near intersections, mailboxes and fire hydrants, and in other areas where prohibited parking signs are clearly posted. Sample images from the dashcam of illegal parking are shown in **Figure 3-21.**

Figure 3-21: Images from dashcam highlighting illegal parking. Photos taken on November 11th and 25th, 2023.

3.3.3 Results

To complete the parking analysis, the volume of on-street parked vehicles was compared to the availability of on-street parking for every street in the 8 Zones. The inventory counts were completed using Google Maps Street View for parking signs and to measure distances along the streets. The following criteria were used to determine availability:

- A minimum length of 6.7m is required per vehicle.
- No parking 9m from an intersection.
- No parking 9m from a fire hydrant.

All dashcam recordings were reviewed to obtain the volumes of on-street parking utilization for the streets in the Zones. The volume of on-street vehicles during weekday evenings and Saturdays was compared with the availability of on-street parking.

An initial overview of the compiled data for all eight surveyed neighbourhoods is shown in **Figure 3-22**. This highlights that there is sufficient parking supply to serve current demands in the studied areas, with 17.7% of on-street spaces occupied on Wednesday evenings and 22.5% occupied on Saturday afternoons.

Supporting Observation

On average, there is sufficient on-street parking supply in Newmarket to meet current demand.

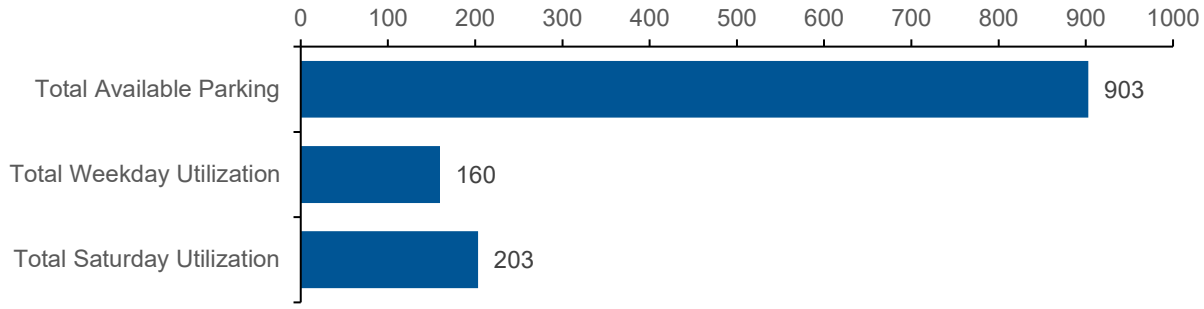


Figure 3-22: Number of available parking spaces compared to the utilization of those spaces in the 8 Zones , for weekdays and Saturdays.

3.3.4 Analysis

3.3.4.1 Utilization by Zone

On-street parking utilization was identified for each of the 8 examined zones, see **Figure 3-23**. This again highlights there is sufficient parking supply to accommodate demand in most zones.

However, there is significantly higher utilization in Zone 8 near Southlake Health. The health centre has paid parking, likely causing visitors to park in the nearby residential area to avoid paying. Reports to Newmarket's Council reveal similar issues with other medical buildings that have paid parking policies, including along Mulock Court.

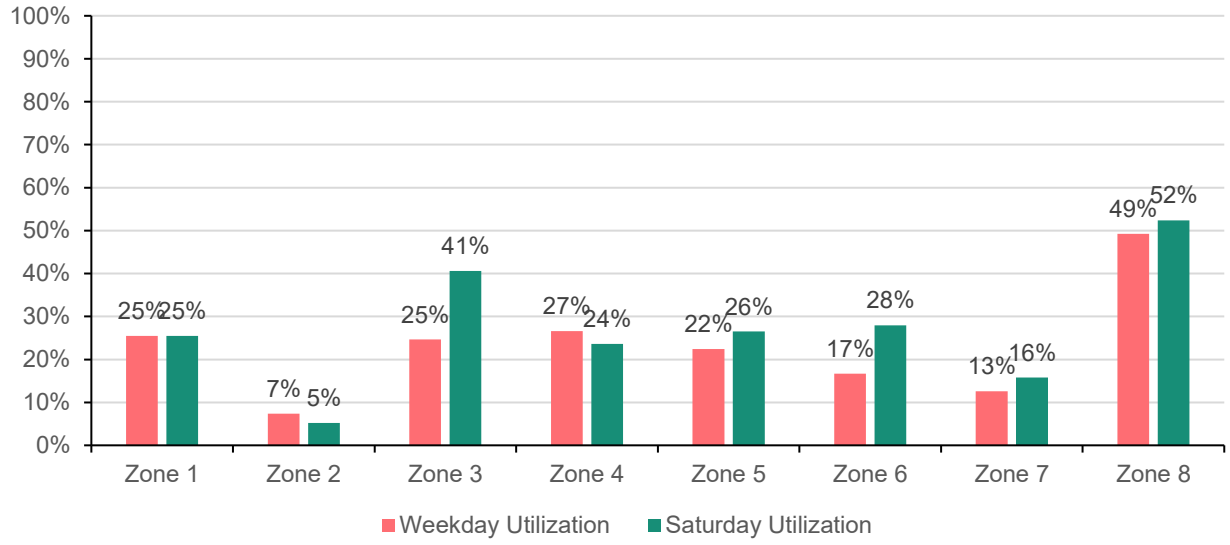


Figure 3-23: Parking utilization in the 8 Zones

Key Observation

There are areas in the Town near paid parking lots (such as the parking lot of Southlake Health) with high on-street parking utilization.

3.3.4.2 *Utilization by Dwelling Type*

The number of available on-street parking spaces and their utilization were compared for the different dwelling types present in the studied zones. The buildings that were found in the surveyed Zones were single-detached homes, townhouses, mixed developments, and townhouses with single-detached homes. Findings are summarized in **Table 3-2**.

Less than 50% utilization occurs for all dwelling types, except for Saturdays in mixed development areas, where 57% of the availability is used. This higher utilization results from the proximity of these dwelling types to Southlake Health, where people park on residential streets to avoid paying the hospital's parking charge.

Table 3-2: Parking utilization by dwelling type

Dwelling Type	Available Spaces		On-Street Parked Vehicles		Percentage of Utilization	
	Spaces with No Restrictions	Spaces with Restrictions	Weekday	Saturday	Weekday	Saturday
Single-detached homes	448	61	68	104	**13%**	**20%**
Townhouses	71	0	23	24	**32%**	**34%**
Mix of low-rise development types	36	0	17	21	**47%**	**57%**
Townhouses, single-detached homes	281	0	49	53	**17%**	**19%**

Mixed developments aside, on-street parking utilization for all dwelling types is less than 40% during both weekday evenings and Saturdays. This again suggests there is sufficient on-street parking supply in all identified areas to accommodate existing demand. As shown, there is greater on-street parking utilization on Saturdays than weekday evenings for every type of dwelling. This may suggest that visiting family and friends could be the biggest driver for parking demand in the examined areas, which is confirmed through responses to the public survey, as shown in Section 5.

3.3.4.3 *Utilization by Proximity to Rapid Transit*

Further analysis was conducted to observe the impacts of the proximity of rapid transit on on-street parking, to identify whether residents living near transit are less likely to need parking.

The Town of Newmarket is home to two Bus Rapid Transit lines managed by the Viva Rapid Transit System from York Region:

- **Viva Yellow:** Operates in an east-west direction from Newmarket Terminal to Highway 404 Park 'n' Ride.
- **Viva Blue:** Operates in a north-south direction from the Finch GO Bus Terminal to the Newmarket Terminal. Only the portion of the line from the Savage stop to the Newmarket Terminal is within the Town of Newmarket.

The Bus Rapid Transit lines are shown in **Figure 3-24**.

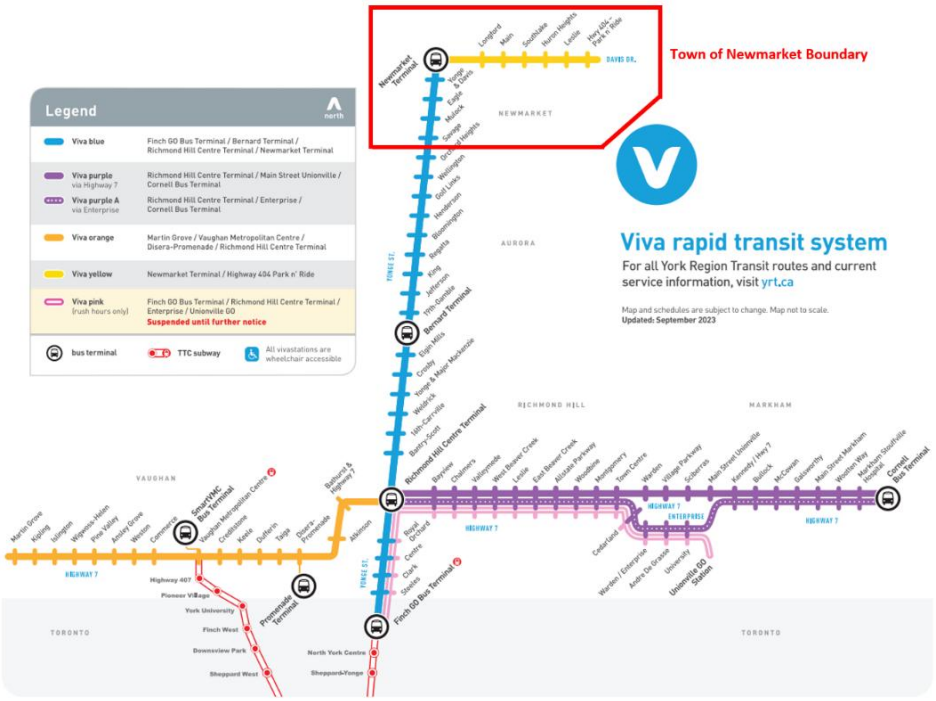


Figure 3-24: Bus Rapid Transit in the Town of Newmarket

The studied streets were considered near rapid transit if they were within 500m of either of the two Bus Rapid Transit routes. On-street parking availability was then compared to the utilization for streets within and outside a 500m radius of rapid transit. The results are summarized in **Table 3-3**.

Table 3-3: Parking Utilization Near and Further Away from Rapid Transit

	Utilization				
	Available Spaces	Weekday Utilization	Saturday Utilization	**Weekday**	**Saturday**
Within radius	417	83	103	**20%**	**25%**
Outside radius	516	77	100	**15%**	**19%**

Parking utilization was approximately 5% higher in areas near transit, both on weekdays and on Saturday, suggesting that residents living near transit have similar parking habits to others in Newmarket. In both areas near transit and farther away from transit, there is higher on-street parking utilization on Saturdays than on weekdays, but overall utilization remains low.

3.3.4.4 Utilization by Proximity to Cycling Infrastructure

Proximity to cycling infrastructure was another factor that was assessed in the analysis to identify if the reduction in parking supply along roads with cycling infrastructure has impacts on utilization in nearby streets. Similar to rapid transit, streets within a 500m radius of any biking facility were considered near cycling infrastructure. **Figure 3-25** shows the cycling facilities in the Town of Newmarket at the time of data collection.

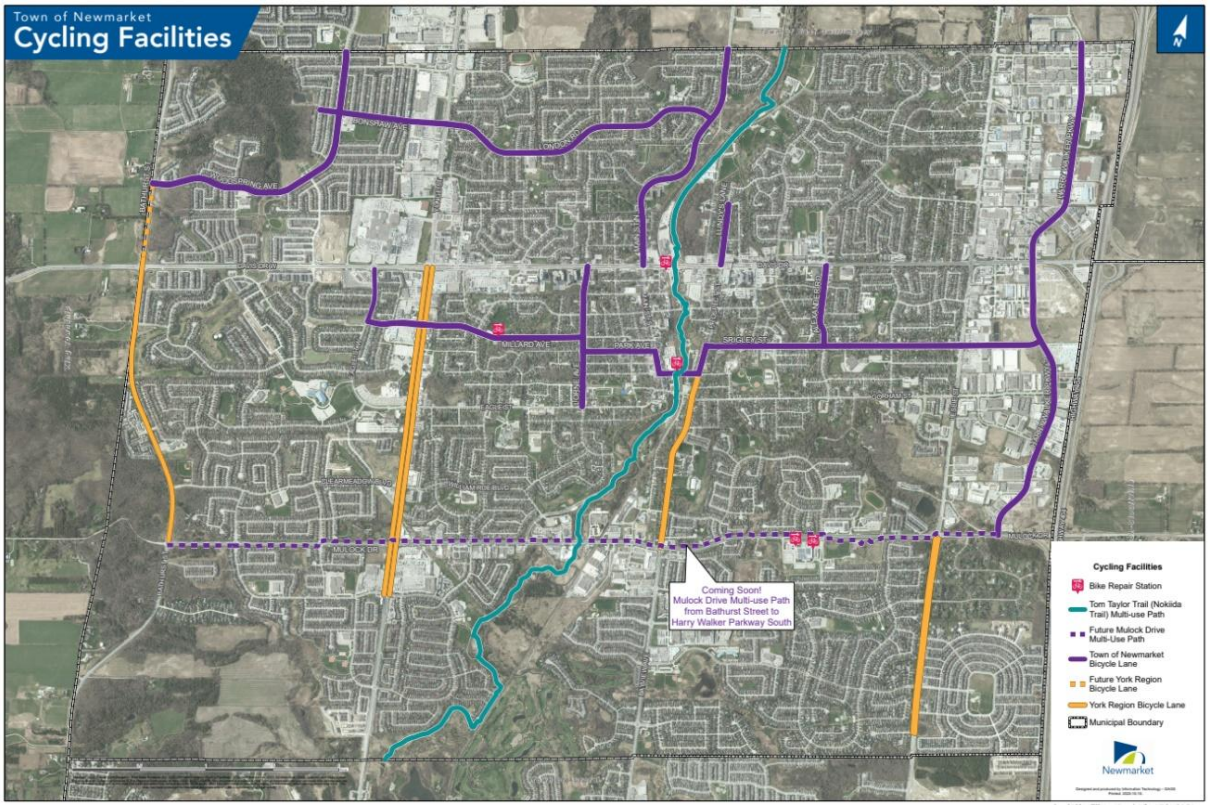


Figure 3-25: Map of Cycling Infrastructure in the Town of Newmarket at the time of data collection

A comparison was made between the available spaces and utilization for streets within proximity to biking facilities and outside. These results are summarized in **Table 3-4**. In both areas, utilization rates are similar, with Saturday utilization again higher than that on weekdays**.** The data shows that the presence of cycling infrastructure is associated with only minor differences in parking utilization.

Table 3-4: Parking utilization near and further away from biking facilities

	Utilization				
	Available Spaces	Weekday Utilization	Saturday Utilization	Weekday	Saturday
Within radius	442	82	94	18%	21%
Outside radius	491	78	109	16%	22%

Supporting Observation

On-street parking utilization is slightly higher in areas closer to bike lanes or transit.

3.3.4.5 Future Conditions

While the above analysis indicates there is currently sufficient parking supply to accommodate demand, increasing trends in Newmarket's vehicle ownership rates, as well as the Town's significant population growth, may impact future parking utilization. A preliminary analysis was conducted to obtain a first order of approximation of future parking utilization, assuming a

"worst-case scenario" of recent trends continuing until 2051, with no modal shift towards transit and active transportation, and only infill development.

A future horizon year of 2051 was chosen for this assessment, to match the current Official Plan (OP) planning horizon. In addition, it was assumed that:

- The Town's population will grow to 118,500 in 2051, as noted in the OP projections, constituting a 31% increase from 2021.
- Population growth will occur only through infill in existing neighbourhoods and will be spread evenly across the Town.
- The average household size in Newmarket will remain constant until 2051 at the rate observed in the 2021 census (2.9 persons per household).
- The number of vehicles per household in Newmarket will increase at the same rate as the past increase in vehicle ownership between 2001 and 2016 for detached homes (12% over 15 years - a compound annual growth rate of 0.78%).
- Parking demand in the 8 studied zones will increase by one spot per additional vehicle in Newmarket.
- No new parking spaces are created.

With these assumptions, parking demand will increase by 65% until 2051. Even with this increase, parking utilization will remain below 60% across all zones and for all dwelling types, except for mixed developments in Zone 8 near the hospital, see **Table 3-5**. This suggests that there is adequate on-street parking to accommodate growth, even under a 'worst case' scenario for parking demand, and shows that hot spots near paid parking areas are predicted to worsen.

This analysis only provides a first order approximation of the effects of proposed growth, assuming vehicle ownership growth continues, and population growth is spread evenly throughout the Town. As the Town is rapidly expanding its active transportation network, combined with significant investments in transit and a focus on intensification in Urban Centres, vehicle demand in residential areas may not increase as fast as predicted in this analysis, causing utilization rates to be lower than predicted.

Table 3-5: Potential Future Parking Utilization Based on a First Order Approximation Linear Forecast of Parking Demand

Dwelling Type	Available Spaces		On-Street Parked Vehicles		Linearly Forecasted Parked Vehicles, 2051		Linearly Forecasted Utilization, 2051	
	Spaces with No Restrictions	Spaces with Restrictions	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Single-detached homes	448	61	68	104	111	171	22%	34%
Townhouses	71	0	23	24	37	40	53%	57%
Mixed developments	36	0	17	21	28	34	78%	95%
Townhouses, single-detached homes	281	0	49	53	81	88	29%	31%

Supporting Observation

On average, there is sufficient on-street parking supply to meet predicted 2051 parking demand. Hot spots near paid parking areas will persist and are likely to see even higher utilizations.

3.4 Parking Violations

To obtain a better understanding of parking gaps and opportunities in the Town, WSP analyzed parking violations in the zones identified in the previous section. Data was available relating to the type and number of parking violations on each of the streets in the 8 zones, for 2020 through 2023.

An overview of how parking violations were distributed is shown in **Figure 3-26**. A total of 35% of all parking violations examined were related to parking overnight, while 26% of parking violations were related to parking for more than 3 hours. This suggests Newmarket residents are storing their cars more permanently on the street, rather than in their garage or driveway. This could be caused by residents using their garages for storage purposes or by having more cars than space available on private property. Qualitative data gathered from residents through in-person public consultation events and surveys to affected areas confirm this finding (see Section 5).

Figure 3-26: Prevalence of Different Parking Violations in the 8 Zones

Key Observation

A large share of parking violations in the Town relate to overnight parking and parking for more than 3 hours.

Violations were also examined by zone, as shown in **Figure 3-27**. To support visualization of this more detailed analysis, violations were classified into three main groups, related to:

- The time availability/utilization of parking, including parking overnight or exceeding the permitted parking time/parking for more than 3 hours.
- The spatial availability/utilization of parking, including parking where there is a no parking sign, near a fire hydrant, near a traffic control device, in front of a driveway, and so forth.
- Behaviour, for example, double parking, not parking parallel/sufficiently close to the curb, facing the wrong direction, and so forth.

Time-related violations make up the largest share of all violations across all zones. Violations related to the availability of parking were more common in Zones 4 and 8. This could be that people avoiding the paid parking at the hospital near Zone 8 are more likely to park where it is not permitted, while people in newer developments in Zone 4 with less parking provided have not reduced the number of cars and are parking illegally (or are simply not aware of the parking restrictions on their road).

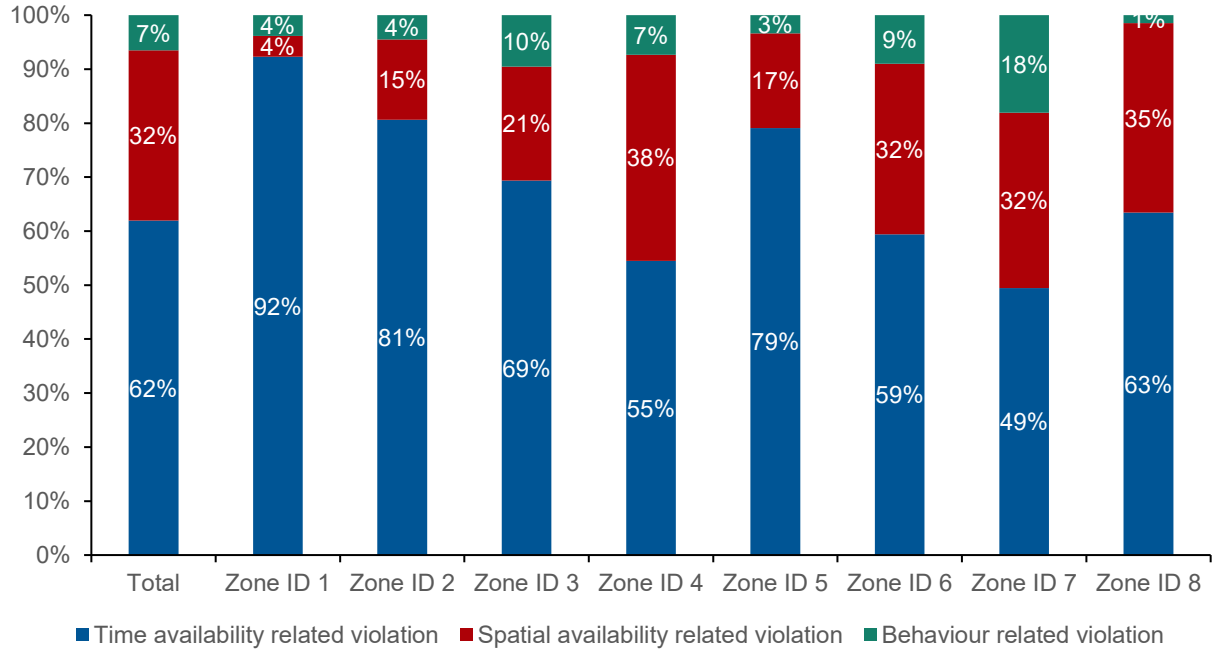


Figure 3-27: Frequency of different parking violations by zone ID

Violations were also analyzed based on the proximity of on-street parking spots to transit, see **Figure 3-28**. This highlights that, in the hotspot areas, there is a higher concentration of related violations within 500 metres of transit. While utilization may not be much higher in these areas near transit, as identified in Section 3.3.4.3, there is a clear difference in the nature of violations.

This may suggest that spots near transit are deemed more valuable (potentially because of the proximity to other destinations people want to reach), and people are more likely to park illegally than search for other parking within the neighbourhood. Note that the areas near the hospital are also near transit, where people park illegally to avoid paid parking, which may skew the results. However, even when removing the zone near the hospital the trend of higher spatial violations near transit persists.

Violations were further analyzed in relation to the dwelling types on each street. Both areas with townhouses and areas with single detached homes had similar proportions of spatial contraventions (37% and 33%, respectively). This suggests that on-street parking issues are similar across different dwelling types. Streets with both dwelling types had a lower share of spatial violations (20%).

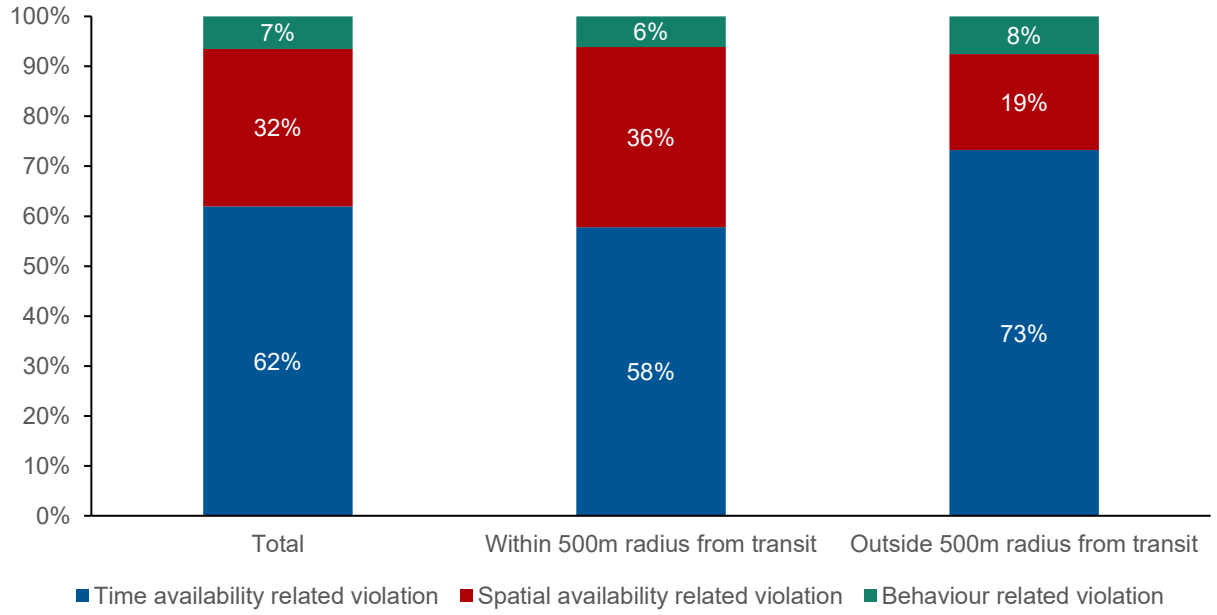


Figure 3-28: Frequency of Different Parking Violations Near Transit

A correlation analysis (see **Table 3-6**) found a small positive relationship between parking violations and parking utilization per street on both weekdays and Saturdays. This indicates that higher utilization is associated with more violations. Adjustments to parking requirements should consider that increased utilization may lead to a slight rise in violations.

Table 3-6: Correlations Between Parking Violations and Utilization in the 8 Examined Zones

Correlations	Weekday utilization	Saturday Utilization
Total violations	0.12	0.19
Time availability-related violation	0.11	0.18
Spatial availability-related violation	0.14	0.19
Behaviour-related violation	-0.03	0.00

Supporting Observations

Areas with higher parking utilization experience more parking violations, particularly in areas next to key trip generators such as South Lake Health Centre.

While most parking violations relate to parking too long/overnight, there is a higher prevalence of parking violations related to spatial constraints in areas near transit (for example, parking in front of a driveway or fire hydrant).

3.4.1 Parking Violations in Hotspot Areas

WSP has conducted an analysis of parking violations across the Zones. Their findings reveal key trends and insights that contribute to our understanding of parking dynamics. Data for time-related infractions from 2020 and 2025 were analyzed, shown in **Figure 3-29**. Ticketing dropped during COVID-19 due to lenient enforcement, and data for 2025 is only for the first quarter of that year. The majority of tickets issued were for overnight parking restrictions, which are proactively enforced only between Nov and April, compared to tickets for exceeding 3 consecutive hours, which are issued year-round on a complaint basis.

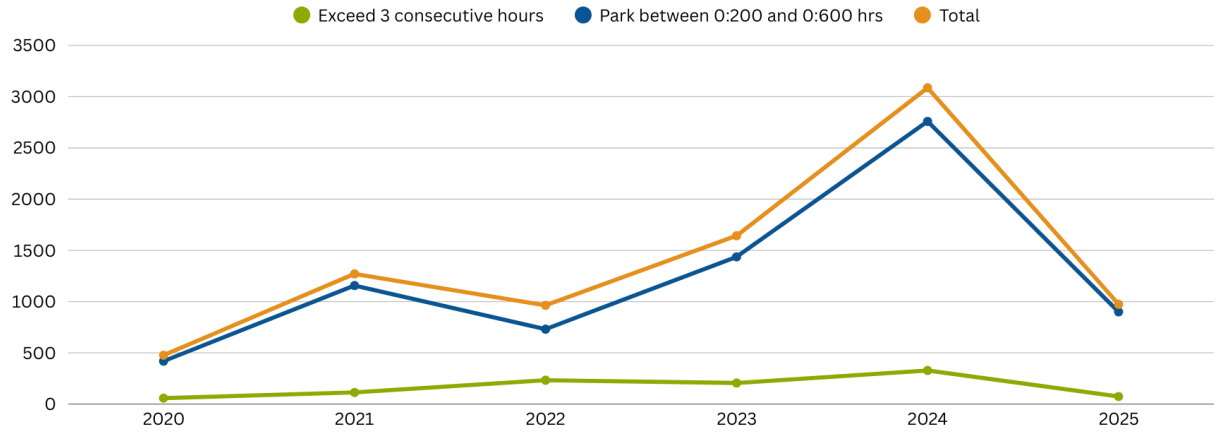


Figure 3-29: Town-wide parking tickets issued related to time-restrictions

As shown in Error! Reference source not found.**,** Zone 5 had the highest number of parking violations, peaking at 125 in 2024 and 421 overall for the 2020-2025 data set. This area is characterized by a relatively large average household size of 3.5 persons, which suggests a higher likelihood of multiple vehicles per household, thereby increasing parking demand. Additionally, Zone ID 5 has a significant concentration of duplex units, totalling 298, which indicates a dense residential fabric with limited off-street parking availability. The presence of 46 multigenerational households further compounds this demand, as such households tend to own more vehicles, which may contribute to the elevated violation rates observed.

Zone 6 follows closely with the second-highest violation count of 123 in 2024 and 399 overall. This area stands out due to its substantial number of multigenerational households, numbering 51, which likely increases the number of vehicles per household and thus parking pressure. Moreover, Area 6 has the highest number of ARUs at 327, which adds to the established residential density and increases competition for on-street parking spaces. These factors combined help explain the consistently high violation levels in this area.

When considering Zones 7 and 8 together, the combined number of ARUs is 148, surpassing the ARU numbers in Zone 5 and approaching those in Zone 6. This cumulative ARU presence, along with their proximity to major institutional uses such as Newmarket Hospital, creates significant parking demand.

Population data, along with the number of households featuring multigenerational families and ARUs, are shown next to the parking violation data. This combined analysis reveals no clear or consistent correlation between these demographic factors and the frequency of parking violations, suggesting that other variables may be more influential in driving parking enforcement outcomes within the zones.

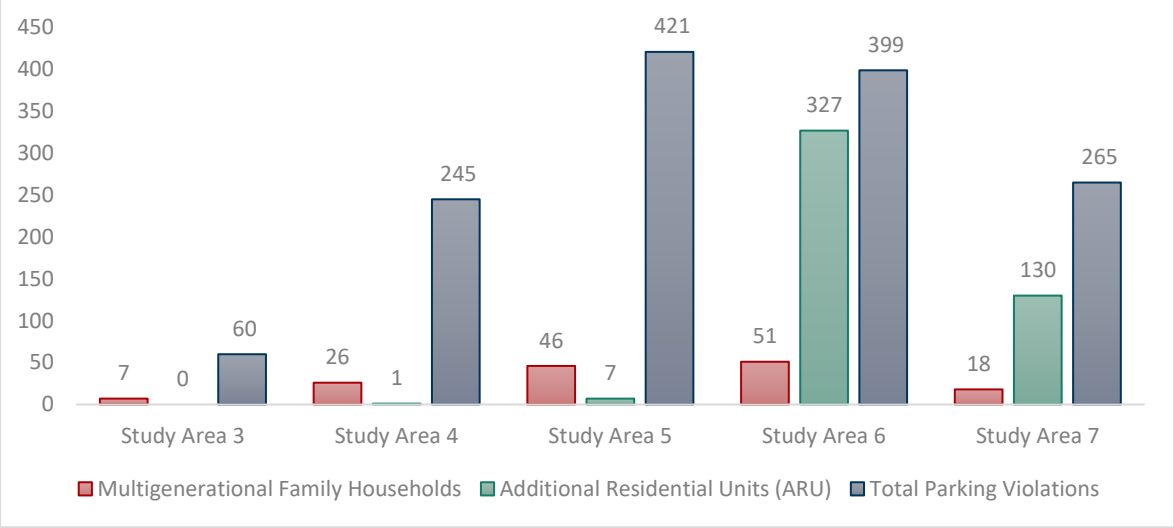


Figure 3-30: Total parking violation ticket comparison to ARU numbers and MFH numbers

This analysis recognizes that parking violations in Newmarket are influenced by a diverse set of factors extending beyond demographic or housing characteristics alone. Key contextual elements such as the presence of medical facilities, schools, and specific parking restrictions play a significant role in shaping violation patterns. For instance, near medical centers often experience higher parking violations as visitors may avoid paid parking and instead park on nearby streets, increasing ticketing incidents. Similarly, school zones, particularly during opening and closing times, present concentrated challenges for parking enforcement. Parking restrictions as no parking or no stopping zones, also directly impact violation rates, with complaint-driven enforcement leading to variability in ticket issuance. Additionally, neighbourhoods with frequent complaints and lower-income populations, which tend to have more renters and unregistered Additional Residential Units, may experience elevated violation rates. These factors highlight the complexity of parking dynamics in Newmarket and emphasize the importance of incorporating land use, enforcement practices, and community-specific characteristics into any comprehensive parking management strategy.

Key Observation

The key finding from the parking violation analysis across Zones 1 through 8 is that Zones 5 and 6 record the highest violations due to a combination of large household sizes, high concentrations of duplex units, multigenerational families, and a higher number of ARUs, all of which increase parking demand. However, the overall data shows no consistent correlation between violations and demographic or housing factors alone, indicating that contextual elements, such as proximity to medical facilities, schools, specific parking restrictions, enforcement practices, and community complaint patterns, play significant roles in driving parking violations.

3.5 Summary of Existing Conditions

Three key observations were made based on the analysis conducted.

Key Observation

For some development types, Newmarket's minimum parking requirements are not in line with the number of cars owned by residents.

The Town of Newmarket is steadily growing and intensifying, with a projected population growth of 35% between 2021 and 2051. Many of these residents will call the Town's residential neighbourhoods home, settling in its apartments, townhouses, single detached homes, and semi-detached homes, likely increasing future parking demand.

Over the past few decades, households in Newmarket have become increasingly reliant on the car, with household vehicle ownership having grown from 1.77 to 1.82 between 2001 and 2022. Parking, therefore, will remain important in people's residential choices and the proper functioning of the Town's transportation system.

Households living in single-detached and semi-detached homes, as well as in duplexes, triplexes, and townhouses along private roads, have slightly more cars on average than the number of parking spaces that are required to be provided by the Town. Vehicle ownership trends further reveal that households living in apartments, as well as households living in townhouses along public roads, have fewer cars than the minimum requirement. Newmarket's minimum parking requirements are therefore not fully in line with vehicle ownership trends.

Parking demand in Newmarket is likely to change in the future. Areas in the Town that will experience an increase in multi-generational households are likely to see increases in parking demand, while areas in the Town that see decreases in their household size will likely experience decreases in parking demand.

Key Observation

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

The utilization analysis highlights that Newmarket's residential areas generally have sufficient on-street parking supply to meet current demand, with 17.7% of on-street parking spaces in the studied zones utilized on weekdays and 22.5% on Saturdays.

However, higher utilization occurs near Southlake Health, suggesting that demand is likely driven by spill-over from the hospital's paid parking. Reports to Newmarket's Council reveal similar issues with other medical buildings that have paid parking policies, including along Mulock Court.

Even when considering Newmarket's projected population growth and recent trend of increasing car ownership, utilization levels in residential areas are likely to remain below 60% until 2051. However, utilization near the hospital may create larger issues in the future.

Key Observation

A large share of parking violations in the Town relate to overnight parking and parking for more than 3 hours.

The analysis of parking violations identifies that most violations (61%) are related to parking overnight or parking for more than 3 hours. Violations related to parking where it is not permitted make up a larger share of violations near Zone 8, suggesting that the hospital's paid parking policies not only cause people to park in permitted areas in residential streets, but also along areas where parking is prohibited.

The analysis also indicates that as parking utilization increases, parking violations increase as well, highlighting that there remains a risk that if utilization increases dramatically in the future, illegal parking will increase as well. This may be of particular concern in Zone 8, near Southlake Health.

4 Jurisdictional Scan

4.1 Context and Purpose

4.1.1 Introduction

To inform Newmarket's evolving parking needs, a jurisdictional scan was completed to identify best practices in parking requirements, barrier-free parking, and parking management policies for low- and medium-density residential areas. These findings do not represent recommendations to Newmarket's transportation planning context; they will be considered alongside the Town's unique context and future aspirations in the next phase of this Study.

Municipalities listed in **Table 4-1** were selected for their relevance to Newmarket's transportation planning context, sharing similar population sizes, densities, household structures, and vehicle ownership rates with comparable low- to medium-density residential neighbourhoods. Others were included for their innovative approaches to parking policy and management.

Table 4-2 lists additional jurisdictions with progressive parking policies; while their contexts differ, some practices may inform tailored solutions for Newmarket. The jurisdictional scan focused exclusively on parking-related requirements and design standards in the residential areas.

This chapter is organized as follows:

- **Section 4.2 reviews physical design standards and practices**, including parking and driveway dimensions, accessible parking requirements, condominium road design standards, and enforcement mechanisms related to driveway widening and front yard parking.
- **Section 4.3 explores parking policy and management tools**, such as minimum and maximum parking requirements, permit and paid parking programs, parking strategies for affordable housing, visitor parking standards, and on-street parking management for condominium roads.
- **Section 4.4 summarizes key findings** from the jurisdictional scan and identifies opportunities for Newmarket to align with best practices, respond to recent legislative changes, and support its evolving transportation and land use goals.

Table 4-1: Municipalities included in the jurisdictional scan due to similarities with Newmarket in policy, population density, household size, car mode share or car ownership. (Source: 2021 Census of Canada and 2022 Transportation Tomorrow Survey)

	Transportation Planning Context and Goals	Population	Population density (per sq km)	Average household size	Car mode share for commutes	Average number of cars per household
Newmarket	The Town is focused on complete, connected communities and is promoting sustainable transportation.	87,942	2,284	2.9	90%	1.8
Markham	Same provincial / GGH and regional context as Newmarket. Local focus on complete communities and increasing mobility options that reduce environmental impacts.	348,000	1,604	3.0	87%	1.7
Aurora	Same provincial/GGH and regional context as Newmarket. Local focus on promoting active transportation and supporting an integrated transportation system	62,057	1,241	2.9	89%	1.8
Vaughan	Same provincial/GGH and regional context as Newmarket. Local focus on providing more travel choices, improving sustainability, and creating an equitable system that promotes health.	323,103	1,186	3.1	89%	1.8
Mississauga	Same provincial/GGH context as Newmarket. Regional and local focus on enabling the freedom to move and providing new travel options, particularly transit.	717,961	2,452	2.9	83%	1.6
Oakville	Same provincial/GGH context as Newmarket. Regional and local focus on creating complete and connected communities and fostering sustainable modes of travel.	213,759	1,538	2.9	85%	1.7
Ajax	Same provincial/GGH context as Newmarket. Regional and local focus on enhancing its sustainable and multi-modal transportation system.	126,666	1,901	3.2	87%	1.8
Guelph	Same provincial/GGH context as Newmarket. Local focus on sustainability and providing easy, accessible movement.	143,740	1,644	2.5	87%	1.6
Barrie	Same provincial/GGH context as Newmarket. Local focus on fostering the use of a sustainable transportation network and offering a real alternative to cars.	147,829	1,493	2.6	91%	1.8
Toronto	Focus on transit-oriented development, Complete Streets, and reducing car dependency.	2,794,356	4,428	2.4	66%	1.4
Edmonton	Emphasis on mode shift, parking reform, and integration with LRT and bus rapid transit.	1,010,899	1,360	2.5	77%	1.6
Vancouver	Strong focus on sustainable transportation, active modes, and zero-emission mobility.	662,248	5,749	2.2	58%	1.3
Hamilton	Context-sensitive Complete Streets, active transportation, and transit-supportive planning.	569,353	1,245	2.5	78%	1.6
Ottawa	Integrated mobility strategy with LRT expansion and sustainable mode shift	1,017,449	334	2.5	70%	1.5
Kingston	Focus on compact urban form, active transportation, and parking management.	132,485	1,016	2.3	72%	1.5
Windsor	Emphasis on multimodal connectivity and reducing car dependency in urban core.	229,660	1,484	2.4	80%	1.6
Brampton	Focus on sustainable mobility, parking reform, and intensification corridors.	656,480	2,469	2.8 – 3.0	85%	1.9
Pickering	Transit-supportive development and active transportation integration	99,186	1,016	2.8	83%	1.8
Kitchener	Multimodal planning with LRT integration and parking flexibility.	256,885	1,700	2.5	81%	1.7

Table 4-2: Municipalities included in the jurisdictional scan due to their innovative policies and standards related to parking.

	Toronto	Edmonton	Vancouver
Sample of innovative policies	Employs a district-based approach to managing parking, setting maximum parking rates.	Sets maximum parking rates, similar to Toronto.	Employs mandatory requirements for electric vehicle charging requirements in parking spaces.

4.2 Parking Standards and Street Design Practice Across Jurisdictions

This section explores how municipalities physically design parking, focusing on parking and driveway dimensions and condominium road standards. It reviews standard, parallel, and accessible parking dimensions for residential uses, compares Newmarket's requirements to those of peer municipalities, and highlights innovative approaches to manage high-demand areas. The section also addresses regulations and enforcement practices related to illegal driveway widening.

4.2.1 Parking Space and Access Standards Across Municipalities

This subsection provides a comparative analysis of parking spot dimensions and access standards across a range of municipalities, focusing primarily on residential parking outside of parking garages. The review covers standard, parallel, and accessible parking dimensions, as well as minimum driveway widths and parking aisle requirements.

The municipalities examined do not differentiate between parking requirements for private versus public roads, indicating a consistent approach to parking design regardless of road ownership. Newmarket's parking dimensions and access standards generally align with those of peer municipalities, although some slight variations exist, such as Newmarket's slightly smaller parking spot sizes and slightly wider minimum driveway dimensions compared to certain municipalities like Vaughan and Mississauga. The variation in aisle widths according to parking angles reflects a nuanced approach to maximizing spatial efficiency without compromising vehicle maneuverability.

Table 4-3 summarizes the standard, parallel, and accessible parking spot dimensions across 11 municipalities. The data reveal common design ranges, while also highlighting local variations that reflect different urban contexts and policy priorities.

Table 4-3: Summary of Parking Spot Standards

Municipality	Standard Parking Dimensions (W x L)	Parallel Parking Dimensions (W x L)	Accessible Parking Dimensions (W x L)	Source
Newmarket	2.7m x 5.5m	2.6m x 6.7m	N/A	Newmarket Zoning By-law 2010-40
Markham	2.75m x 5.8m	N/A	N/A	Markham Zoning By-law 28-97
Aurora	2.7m x 5.3m	2.7m x 6.5m	3.65m x 5.30m (Type A), 2.70m x 5.30m (Type B)	Aurora Zoning By-law 6000-17
Vaughan	2.7m x 5.7m	2.5m x 6.7m	3.4m x 5.7m (Type A) 2.4m x 5.7m (Type B)	Vaughan Zoning By-law 001-2021
Mississauga	2.6m x 5.2m	2.6m x 6.7m	3.4m x 5.2m (Type A) 2.4m x 5.2m (Type B)	Mississauga Zoning By-law 0225-2007
Oakville	2.7m x 5.7m	2.7m x 7.0m	3.65m x 5.7m (Type A) 2.7m x 5.7m (Type B)	Oakville Zoning By-law 2014-014
Ajax	2.6m x 5.5m	2.5m x 6.7m	4.5m x 6m	Ajax Zoning By-law 95-2003
Guelph	3m x 6m 2.5m x 5.5m 2.75m x 5.5m See Note	2.6m x 5.5m	3.4m x 5.5m (Type A) 2.4m x 5.5m (Type B)	Guelph Zoning By-law 2023-20790
Note : 3m x 6m (low density in a garage or carport) 2.5m x 5.5m (low density outside) 2.75m x 5.5m (medium density)				
Barrie	2.7m x 5.5m	2.7m x 6.7m	3.4m width (Type A) 3.1m width (Type B)	Barrie Zoning By-law 2009-141
Toronto	2.6m x 5.6m	2.6m x 6.7m	3.4m x 5.6m	Toronto Zoning By-law 569-2013
Edmonton	2.6m x 5.5m	2.6m x 7.0m	2.4m x 5.5m	Edmonton Zoning By-law 12800
Vancouver	2.5m x 5.5m	N/A	4m x 5.5m	Vancouver Parking By-law 6059

Table 4-4 presents the minimum driveway dimensions and aisle widths required to ensure safe vehicle access and circulation. These standards vary by parking angle and traffic flow direction (one-way or two-way), reflecting tailored design approaches to optimize space and functionality.

Table 4-4: Summary of Parking Access Standards

Municipality	Minimum Driveway Dimensions	Aisle Width	Source
Newmarket	If 4 or fewer spaces required: 3m If 5 or more spaces required: 7.9m to 9m	45°: 4.5m 90°: 6.0m	Newmarket Zoning By-law 2010-40
Markham	Equal to the garage door width	Not specified	Markham By-law 28-97
Aurora	Only maximums are provided, which vary depending on lot frontage	Not specified	Aurora Zoning By-law 6000-17
Vaughan	2.6m for residential uses	One way: 90°-60°: 6m 59°-45°:5m 44° or less: 4m Two-way: 6m	Vaughan Zoning By-law 001-2021
Mississauga	2.6 m	One-way, 60° or less: 5.5m Two-way: 7m	Mississauga Zoning By-law 0225-2007
Oakville	3 m	One-way: 60° or less: 4.0m Two way: 60° or greater: 5.5m Otherwise: 6.0 m	Oakville Zoning By-law 2014-014
Ajax	Not specified	60° - 90°: 6.7m, 45° - 59°: 5.5m, 44° or less: 4.5m (one-way)	Ajax Zoning By-law 95-2003
Guelph	3m	One way: 60° - 90°: 6.5m, 45° - 59°: 5.5m, 44° or less: 4.5m Two way: 6.5m	Guelph Zoning By-law 2023
Barrie	Not specified	One-way: 90°: 6.4m 60°: 5.2m 45°: 3.4m 30°: 2.8m Two-way: 6.4m	Barrie Zoning By-law 2009-141
Toronto	For apartment buildings: 5.5 m for two-way driveway, 3.0 m for one way.	70° - 90°: 6.0m, 50° - 69°: 5.5m, 49° or less: 4.0m	Zoning By-law for the City of Toronto, July 31, 2023
Edmonton	Only maximums are provided, which vary based on the number of parking spaces in the garage.	90°: 7.0m 60°: 5.5m 45°: 3.6m	Edmonton Zoning By-law 12800
Vancouver	Not specified	Varies by angle for every 5° change, from 3.6m to 6.6m	Vancouver Parking By-law 6059 Design Supplement

Municipalities have started implementing stacked and tandem parking policies to increase potential parking supply in areas where demand may be high. While these are not specific to private roads only, they can be applied to them. For example, in Guelph, stacked parking solutions are used in medium-density zones to effectively double the capacity of parking lots without increasing their footprint.

4.2.2 Condominium Road Design Standards

This section provides an overview of best practices for residential condominium parking across the municipalities included in this scan. Private condominium roads are generally the responsibility of the condo boards that own them. As such, none of the municipalities included in this scan have mandated within their zoning bylaws on-street parking-related design standards that apply specifically to condominium roads. Rather than providing parking requirements specific to condominium roads, municipalities usually set out general requirements that apply to condos city/town-wide, regardless of whether they are on a private or public road.

Municipalities guide the design and regulation of condominium roads and associated parking through a combination of frameworks. These include urban design guidelines, which provide high-level direction on parking integration and streetscape character; geometric design standards and parking by-law guidelines, which specify technical requirements for road dimensions, pavement structure, parking layouts, and accessibility; and Complete Streets design guidelines, which promote safe, accessible, and multi-modal street environments. Together, these complementary approaches inform the development application process, where elements such as on-street parking supply and road design are reviewed and refined to meet municipal standards.

4.2.2.1 Urban Design Guidelines

Urban design guidelines in Ontario municipalities generally provide high-level direction on integrating parking into new developments, emphasizing streetscape character, pedestrian safety, and flexibility in design. According to the City of Toronto's Broadview Urban Design Guidelines (2018), these documents are intended to reflect local context and complement Official Plan policies, but they rarely prescribe detailed parking dimensions or mandate the number of on-street spaces for condominium roads. Instead, they recommend that on-street parking be considered as part of a broader approach to supporting walkable, mixed-use neighbourhoods. A review of urban design guidelines from several municipalities reveals the following common themes:

- **General encouragement of on-street parking**: Guidelines often recommend that on-street parking be considered in new developments, particularly to support visitor parking and reduce traffic speeds, but do not set minimum or maximum numbers of spaces.
- **Emphasis on flexibility and context**: Municipalities typically allow for site-specific solutions, with the expectation that parking design will be refined through the development application and site plan control process.
- **Reliance on technical standards elsewhere**: Detailed requirements for parking space dimensions, aisle widths, and pavement structure are usually found in zoning by-laws, engineering standards, or referenced documents such as the Transportation Association of Canada's Geometric Design Guide for Canadian Roads (2017) and Ontario Provincial Standard Drawings.

Three municipalities provide general guidance related to parking on condominium roads within their urban design guidelines, as identified in **Table 4-5**. This guidance is usually vague, noting that on-street parking should be considered, but not specifying specific cross-sections that would accommodate on-street parking, nor specifying the number of on-street parking spaces that should be accommodated.

Table 4-5: Parking-related Guidance for Condo Roads in Urban Design Guidelines

Municipality	Parking-related guidance for condominium/private roads
Vaughan	"On-street parking on private roads should be considered to provide informal visitor parking and to provide street friction to slow traffic."[8]
Guelph	"Private roads should have an asphalt road and should include pedestrian sidewalks and tree planting. Off-peak on-street parking can be accommodated on either side of the road. Private road design should be informed by engineering and emergency service standards." [9]
Barrie	"Private streets should be designed to similar standards as public streets by providing vegetated landscape zones, a sidewalk on one side of the road (at minimum), and on-street parking, where feasible."[10]

4.2.2.2 Geometric Design Standards and Parking Bylaws

As Newmarket seeks to enhance the flexibility and functionality of its local road network, the integration of on-street parking laybys within road cross-sections is increasingly being considered. The design of these features must adhere to established engineering standards and best practices to ensure safety, accessibility, operational efficiency, and compatibility with municipal objectives such as traffic calming and streetscape quality.

Geometric design standards and parking by-laws provide the technical foundation for designing roads and parking facilities. These standards define critical dimensions such as lane widths, parking stall sizes, aisle widths, curb extensions, and boulevard widths, all of which influence the capacity, safety, and user experience of residential streets and condominium roads.

Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017)

The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017) serves as the national reference for roadway design and is widely adopted by Ontario municipalities, including for private roads within condominium developments. While the Guide primarily addresses public roadways, its principles are considered best practice and are often applied to condo roads to ensure safety, accessibility, and efficient operations. Key Cross-Section Elements for TAC are listed in **Table 4-6**.

Table 4-6: TAC Cross-Section Elements for Condominium Roads

Cross-Section Element	TAC Recommended Standard/Range
Parking Lane (Layby) Width	For parallel parking, the parking lane width for design speeds up to 70 km/h should be 2.5 m.
Travel Lane Width	2.75–3.0 m (40-50 km/h speed), and minimum of 3.3m if frequent trucks or buses
Boulevard Width	2.0–3.0 m
Sidewalk Width	1.5-2.3 m

[8] City of Vaughan. *City-Wide Urban Design Guidelines* (Draft), December 2022.
Section: Performance Standard No. 5.2.7 Private Roads

[9] City of Guelph, Built Form Standards for Mid-Rise Buildings and Townhouses, Section 6.0 Site Organization & Design, July 2020

[10] City of Barrie, DRAFT City-Wide Urban Design Guidelines, Section 3.1.1 Streets and Blocks

Ontario Provincial Standard Drawings:

The Ontario Provincial Standards (OPS) provide a set of technical drawings and specifications that are widely adopted by municipalities across Ontario for the design and construction of municipal roads, including those within condominium developments. While OPS primarily focuses on construction methods, materials, and roadside infrastructure details, it does not explicitly specify geometric lane widths, such as parking or travel lane widths. These dimensional standards are typically established by municipal or regional design guidelines

Key cross-section elements aligned with OPS specifications are summarized in **Table 4-7**.

Table 4-7: OPS Cross-Section Elements for Condominium Roads

Cross-Section Element	OPS Recommended Standard/Range
Sidewalk Width	≥1.5 m (per OPSD 310.010 – See Appendix B)

GTA Municipal Standards for Road Cross-Sections

Many Greater Toronto Area (GTA) municipalities have established their own technical standards for local and condominium roads, building on national and provincial guidelines. **Table** 4-8 summarizes typical cross-section elements for condominium roads in selected GTA municipalities, including Toronto and municipalities with parking pressures or similar size to Newmarket.

Table 4-8: GTA municipal standards for cross-section elements for condominium roads

Cross-Section Element	Toronto *	Mississauga	Newmarket	Brampton
Parking Lane (Layby) Width	2.6 metres (City of Toronto Chapter 200 Parking Space Regulations)	2.6 metres (City of Mississauga Engineering Design Standards)	2.7 metres (Town of Newmarket Engineering Design Standards, May 2023)	N/A
Accessible Parking Layby	Length 7.1 m; Width 2.6 m (City of Toronto Chapter 200 Parking Space Regulations)	Length 7.25 m; Width 2.6 m (Mississauga Accessible Parking By-law 0010-2016)	N/A	Minimum width 2.7 m + 1.35 m access aisle (Brampton Accessible Parking Standards)
Travel Lane Width	40 km/h: 3.0 m; 50 km/h: 3.0 to 3.3 m (Road Engineering Design Guidelines	3.0 to 3.7 m (Peel Region / Mississauga Standards)	3.3 to 3.5 m (Newmarket Engineering Design Standards, May 2023)	Typically, 3.0 m minimum (City of Brampton Engineering Standards)

Cross-Section Element	Toronto *	Mississauga	Newmarket	Brampton
	2.0 Lane Widths)			
Sidewalk Width	Minimum 1.5 m (AODA), typical new sidewalk width 2.1 m (City of Toronto Pedestrian Master Plan 2021, DIPS)	Typically, 1.5 m, desired 1.8 m in residential areas (Mississauga Standards)	Minimum 1.8 m in residential/collector roads (Newmarket Standards May 2023)	Minimum 1.8 m recommended (Brampton Development Guidelines)

* City of Toronto Development Infrastructure Policy & Standards (DIPS) provides the technical and functional standards for the design of public local residential streets and private streets in Toronto. It includes minimum requirements for right-of-way widths, pavement widths, parking lanes, and other cross-section elements, ensuring safety, accessibility, and municipal acceptance for both public and private (condominium) roads

The City of Toronto Development Infrastructure Policy & Standards (DIPS) document outlines the standards for new public local residential streets and rear lanes, summarized as follows:

- **Major Local Streets** have a right-of-way (ROW) width of 20.0 meters, with pavement widths of 8.5 meters, and sidewalks on both sides, either adjacent to or set away from the curb.
- **Intermediate Local Streets** have a ROW width of 18.5 meters, pavement widths of 8.5 meters, and sidewalks similarly on both sides, adjacent to or away from the curb.
- **Minor Local Streets** have a ROW width of 16.5 meters, pavement widths of 8.0 meters, with sidewalks either on both sides adjacent to the curb or on one side only.
- **Rear Lanes** have a ROW width and pavement width of 6.0 meters and do not include sidewalks.

City of Mississauga Transportation and Works Standard Drawings (Dec 2015) include a detailed cross-section for a private common element condominium road with off-street parking in the City of Mississauga, shown in **Figure 4-1**Figure 4-1. This drawing specifies two travel lanes, each 3.0 meters wide, and a minimum 1.5-meter-wide AODA-compliant sidewalk on one side. Parking bays measure a minimum of 2.6 meters in width for parallel parking. Utility easements of 3 meters are provided on both sides to accommodate municipal infrastructure such as hydro, watermain, and gas lines. The design maintains a minimum clearance of 3.1 meters from the pavement edge to adjacent building doors and windows to ensure safety and access.

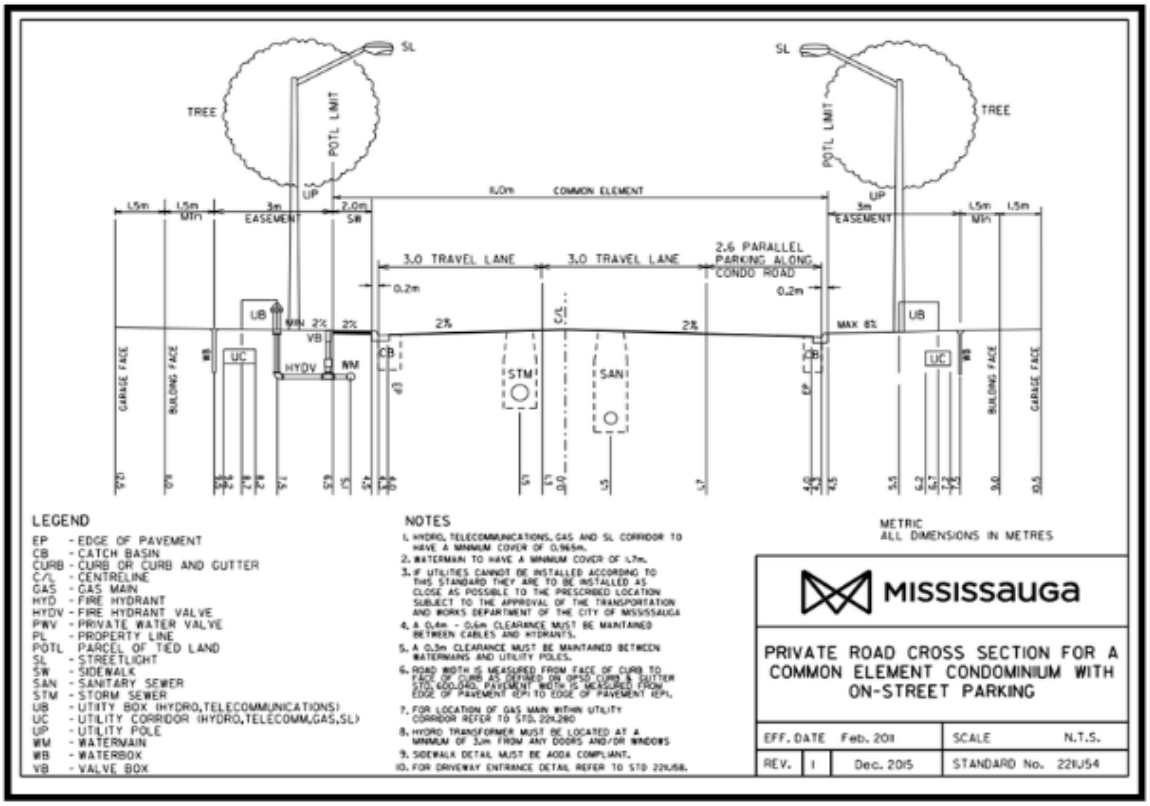


Figure 4-1: Example of City of Mississauga condominium road standard with on-street parking

A review of the TAC, OPS, and GTA municipal cross-section standards reveals that most recommended values for key elements-such as parking lane width, travel lane width, boulevard width, and sidewalk width-are highly consistent across all sources. This alignment demonstrates a shared commitment to safety, accessibility, and efficient design for condominium roads. While municipalities may make minor adjustments to address unique local needs or parking pressures, the core dimensions remain largely the same, providing a reliable and proven framework for road design in Newmarket and similar communities.

4.2.2.3 Complete Street Design Guidelines

In recent years, municipalities across Ontario have increasingly adopted Complete Streets design guidelines to ensure that all new and redeveloped streets, including those serving condominium communities, are safe, accessible, and functional for all users. These guidelines provide a framework for balancing the needs of pedestrians, cyclists, transit riders, and motorists while also addressing the unique operational and design requirements of condominium roads. The integration of on-street parking laybys, accessible sidewalks, and appropriate boulevard widths within these cross sections is a common theme, reflecting a commitment to safety, accessibility, and efficient curbside management. This section provides a comparative review of how select municipalities apply Complete Streets principles to the design of condominium roads, with a particular focus on cross-section standards and the provision of on-street parking laybys.

Toronto

Toronto's approach to road cross-section and on-street parking layby design for condominium and local residential streets is governed by the Development Infrastructure Policy & Standards (DIPS) and further guided by the City's Complete Streets Guidelines. These documents establish technical and functional criteria for both public and private streets, ensuring that cross-section elements such as parking lanes, sidewalks, and boulevards are designed to support multi-modal transportation and high-quality public spaces.

Toronto's Complete Streets Guidelines were published in 2017 as a comprehensive framework for designing streets that are safe and accessible for all users, regardless of mode or ability. A key feature of the Guidelines is their street type-based approach: Chapter 2 defines a variety of street types found throughout Toronto, including neighbourhood streets, main streets, and mixed-use streets, with each type characterized by its adjacent land use, transportation function, and design priorities of particular relevance to condominium roads are the following street types:

- **Apartment Neighbourhood Residential Streets:** These streets are typically lined with a mix of residential buildings, including townhouses, walk-ups, mid-rise, and tall apartment buildings. They often feature sidewalks that connect directly to building entrances, and may include auto drop-offs, parking entrances, and short-term parking areas. The guidelines note that these streets are commonly found in higher-density areas, often near transit, and are designed to accommodate moderate vehicular traffic, higher pedestrian activity, and sometimes surface transit routes. The presence of large building setbacks and fewer driveways can allow for flexible use of curb space, including on-street parking laybys and stormwater management features. This street type closely aligns with the internal and perimeter roads commonly found in condominium developments.
- **Neighbourhood Residential Streets:** These streets serve lower-density residential areas but may also be applicable to townhouse or stacked condominium developments. They prioritize local access, slower vehicle speeds, and high-quality walking environments, with on-street parking often provided to support residents and visitors.

Table 4-9 summarizes the recommended parking strategies and right-of-way considerations for street types most relevant to condominium developments.

Table 4-9: Toronto complete street design guideline recommendations on parking

Street Type	Parking Approach	ROW Guidance
Apartment Neighbourhood Street	Flexible curbside management, on-street & accessible parking	Context-sensitive, generous ROW
Neighbourhood Residential Street	On-street parking where feasible, balanced with other uses	Typically narrower, flexible ROW

Mississauga

Mississauga takes a clear and practical approach to the design of condominium roads and associated parking, guided by its Complete Streets Guidelines and supporting engineering standards. The city recognizes that private condominium roads must function safely and efficiently for residents, visitors, service vehicles, and emergency responders, while also supporting active transportation and accessibility. A standout feature of Mississauga's standards is the inclusion of detailed cross-sections and dimension requirements specifically for condominium roads. These standards are closely aligned with those for minor public residential streets, ensuring consistency and compatibility with municipal operations.

For condominium roads, Mississauga's cross-section drawings show how these roads can accommodate on-street parking laybys, travel lanes, sidewalks, and boulevards. On-street parking is encouraged where appropriate, typically provided through laybys. Sidewalks are separated from the roadway by boulevards, which also provide space for utilities, landscaping, and snow storage, further enhancing the streetscape and functionality.

Table 4-10 summarizes the key dimensional standards for condominium roads in Mississauga:

Table 4-10: Mississauga's complete street design guideline recommendations on parking

Element	Standard/Requirement
Minimum Road Width	7.0 m (6.0 m in some cases)
Parking Layby Width	2.5–2.7 m
Accessible Parking Layby	Up to 3.9 m (with access aisle)
Travel Lane Width	3.0–3.5 m
Sidewalk Width	Minimum 1.5 m (AODA-compliant)
Boulevard Width	1.5–2.0 m

Hamilton

Hamilton's Complete Streets Design Guidelines (2022) provide a practical and adaptable framework for designing streets in all urban contexts, including those serving condominium developments. The City's guidelines focus on creating safe, accessible, and attractive streets that balance the needs of residents, visitors, and service vehicles while supporting active transportation and placemaking.

A notable aspect of Hamilton's guidelines is their emphasis on context-sensitive solutions. For local and neighbourhood streets, street types most relevant to condominium communities, the guidelines recommend flexible cross-sections that can accommodate a variety of uses, including on-street parking, cycling, and generous pedestrian space. The design process encourages practitioners to consider the unique needs of each site, adjacent land uses, and the broader community. On-street parking is supported and can be integrated into the street design through laybys or curbside lanes. The guidelines also highlight the importance of accessible parking and loading zones, particularly near building entrances and areas of high activity. Curbside management is treated as a dynamic element, with the allocation of space for parking, pick-up and drop-off, deliveries, and green infrastructure determined through a balanced, multi-modal lens.

Hamilton does not prescribe a fixed right-of-way for all neighbourhood or condominium streets. Instead, the Complete Streets Design Guidelines provide a design domain with typical ranges that allow for flexibility based on local context, traffic demand, and urban form.

- **Right-of-Way (ROW):** Generally, 15–20 m for neighbourhood streets (often 20 m in newer subdivisions, but many existing ROWs, especially in the lower city, are as narrow as 10–15 m).
- **One-Side Parking:** A curb-to-curb width of about 6.0–7.0 m supports on-street parking on one side of the street while maintaining two-way vehicle flow.

Note: The Municipal Code Chapter 880 on Fire Routes states:

"The minimum width capable of allowing any Fire Department vehicle or Fire Department equipment unobstructed access to the building" must be provided for fire routes. Section 880-3A(2)(a) specifically requires "a clear driving width of not less than 6 metres" for fire routes serving Part 3 buildings under the Ontario Building Code.

Because of this, if a curb-to-curb width is less than 8.6 meters, which would allow only 6 meters of unobstructed width after accounting for parking or other elements, it is not recommended to allow on-street parking. This is necessary to ensure the fire route clearance and maintain safe emergency vehicle access.

- **Both-Sides Parking:** A curb-to-curb width of about 8.0–8.5 m supports parking on both sides.
- Some streets may be one-way only for motor vehicles to fit within narrower roadway widths; however, contraflow cycling is recommended where it improves network connectivity.
- **Lane and Element Dimensions:** Parking lanes are a minimum of 2.0 m wide. Travel lanes generally range from 3.0–3.3 m. Sidewalks are at least 1.8 m wide and fully AODA-compliant, with boulevards providing additional space for landscaping, utilities, and snow storage.

Table 4-11 summarizes Hamilton's typical standards for streets serving condominium developments:

Table 4-11: Hamilton Complete Street Design Guideline recommendations on parking

Element	Standard/Typical Range
Right-of-Way (ROW)	15–20 m
Parking Lane/Layby	2–2.5 m
Travel Lane	3.0–3.3 m
Sidewalk	≥1.8 m
Boulevard	≥1.5

4.2.2.4 Conclusion: Summary of Parking Dimensions and Practices

This section has provided a detailed comparative review of parking standards, driveway dimensions, and condominium road design practices across multiple municipalities, with a focus on residential uses outside of parking garages. The analysis reveals several consistent themes and best practices that can guide Newmarket and similar communities in optimizing parking design and street functionality.

Parking Dimensions:

- **Standard Parking Spaces**: Most municipalities specify standard parking stall widths ranging from 2.0 to 2.75 metres and lengths between 5.2 and 5.8 metres, balancing vehicle accommodation with efficient land use. Newmarket's standard dimension of 2.7m x 5.5m aligns well within this range, supporting compatibility with peer municipalities.
- **Parallel Parking**: Parallel stall widths generally range from 2.0 to 2.7 metres, with lengths typically between 6.5 and 7.0 metres, ensuring safe and accessible curbside parking. Newmarket's dimension of 2.6m x 6.7m is consistent with these standards.
- **Accessible Parking**: Accessible stalls are typically longer for abour 1.5 m
- **Driveway and Aisle Widths**: Minimum driveway widths vary depending on parking demand, with typical values around 3.0 metres for low parking counts and up to 7.9 to 9.0 metres for higher demand. Aisle widths are tailored to parking angle and traffic flow, ranging from 4.5 metres for 45° parking to 6.0 metres for 90° parking, optimizing circulation and safety.
- **Typical ROW widths** for local and residential streets range from 15 to 20 metres, allowing space for travel lanes, parking lanes, sidewalks, and boulevards.
- **Travel lanes** are generally between 3.0 and 3.5 metres wide, with narrower lanes (2.75–3.0 m) used in traffic-calmed or low-speed environments.
- **Sidewalk widths** are a minimum of 1.8 metres, meeting accessibility standards such as the Accessibility for Ontarians with Disabilities Act (AODA).
- **Boulevard widths** range greater than 1.75, providing space for utilities, landscaping, and snow storage.

Implications for Newmarket

Newmarket's current parking and driveway dimensions are generally consistent with peer municipalities, positioning the Town well to adopt best practices from across the region. Emphasizing flexible aisle widths, supporting innovative parking configurations, and integrating Complete Streets principles can enhance the functionality and livability of residential neighbourhoods and condominium developments.

4.2.3 Driveways Widening and Front Yard Parking: Municipal Standards and Enforcement

4.2.3.1 Driveway Dimension Regulations and Related Standards

As detailed in **Table 4-4,** minimum driveway dimensions and aisle widths vary across municipalities to ensure safe vehicle access and circulation. This section does not repeat those specific dimensional standards but instead focuses on complementary regulations and practices that influence driveway design and management in the Greater Toronto Area (GTA).

Municipalities set maximum driveway widths based on lot frontage and property type to limit impervious surfaces and preserve streetscape character. For example, the City of Toronto's policy[11] allows:

- A maximum of 6.0 metres for a single driveway entrance and up to 9.0 metres total for two entrances on larger lots with frontages over 20.7 metres.
- Minimum driveway widths are generally 3.0 metres, ensuring sufficient space for safe vehicle passage.
- For lots between 15.2 and 18.3 metres wide, Toronto permits driveway entrances up to 6.0 metres regardless of garage width, balancing parking needs with landscaping requirements.
- Driveway widths cannot exceed the width of the garage or parking space behind the front wall of the building unless otherwise authorized.

Similarly, Mississauga[12] proposes a tiered approach with maximum widths of 3.0 metres for one-car driveways, 6.0 metres for two-car driveways, and up to 8.5 metres for wider lots, reflecting lot size variations and aiming to reduce excessive paving. Brampton's[13] 2024 zoning amendments seek to reduce maximum widths in mature neighbourhoods while expanding enforcement citywide. Oakville [14] enforces strict limits of 3.5 metres for single driveways and 6.5 metres for double driveways under its zoning by-law, emphasizing consistency and environmental protection.

Beyond dimensions, municipalities impose front-yard landscaping requirements to mitigate environmental impacts. Toronto mandates that between 50% and 60% of the front yard be landscaped, with at least 75% of that as soft landscaping (grass, plants, trees), excluding hard surfaces. These landscaping rules help reduce stormwater runoff and maintain green space.

Slope and drainage standards are also critical. Vaughan[15], for instance, requires driveway slopes between 2% and 8%, ensuring positive drainage away from buildings toward the street to prevent water pooling. Toronto similarly requires the driveway elevation at the vehicle entrance to be higher than at the lot line, promoting runoff toward municipal infrastructure.

Table 4-12 summarizes key driveway dimension regulations across GTA municipalities, including maximum widths that vary from 3.0 to 9.0 meters and typical minimum lengths of at least 5.5 meters.

Table 4-12: Key Driveway dimension regulations across GTA municipalities

Regulation Area	Typical GTA Practice	Example Municipal Policies

[11] City of Toronto, Driveway Entrance Policy for Residential Properties, 1993, https://www.toronto.ca/legdocs/2000/agendas/council/cc/cc000801/ny9rpt/cl017.pdf

[12] City of Mississauga, BL.09-DWY (All Wards) – Information and Recommendation Report, July 29, 2024, https://www.mississauga.ca/wp-content/uploads/2024/07/25144036/bl.09-dwy-all-wards-information-recommendation-report.pdf.

[13] City of Brampton, City-Initiated Zoning By-law Amendment: Maximum Driveway Widths in Mature Neighbourhoods, June 17, 2024, https://www.brampton.ca/EN/City-Hall/Documents/Planning%20Notices/2024/2024-06-17/Item%202%20-%20Maximum%20Driveway%20Widths%20in%20Mature%20Neighbourhoods%20Wards%201,%203,%204,%205,%207,%208.pdf.

[14] Town of Oakville, Zoning By-law 2014-014, https://www.oakville.ca/assets/general%20-%20business/2014-014-zoning.pdf

[15] City of Vaughan, Individual Lot Grading Plans, 2020, https://www.vaughan.ca/sites/default/files/Section%202.2%20Lot%20Grading%20-%20Individual%20Lot%20Grading%20Plans.pdf

Maximum Width	3.0–9.0 m (varies by lot size/type)	– Toronto: 6.0 m for single driveway, 9.0 m for double (City of Toronto Chapter 200 Parking Space Regulations) – Oakville: 3.5 m single, 6.5 m double (Town of Oakville Driveway Permits Procedure)
Minimum Length	≥ 5.5 m	– Toronto: 5.5 m minimum (City of Toronto Chapter 200 Parking Space Regulations) – Mississauga: 6–9 m culvert length (City of Mississauga Engineering Design)
Side Yard Setback	~0.9 m	– Toronto: 0.9 m minimum side yard setback for detached houses (City of Toronto Zoning By-law)
Slope/Grade	2%–8%	– Vaughan: 2%–8% grades permitted (municipal engineering standards) – Toronto: elevation higher at entrance for drainage (Official municipal grading standards)
Front Yard Landscaping	50%–60% landscaped; 75% soft landscaping	– Toronto: 50–60% landscaping requirement, 75% soft landscaping target (City of Toronto Landscape and Planting Guidelines, Chapter 80 and related bylaws)
Curb Cut Width	Matches driveway width, capped at max	– Toronto: max 6.0 m curb cut for single driveway, varies by lot size (City of Toronto Chapter 200 Parking Space Regulations)
Permit/Enforcement	Required for construction/widening; fines for violations	– Driveway permits required in Toronto, Mississauga, Brampton, Oakville (City of Toronto, Mississauga Zoning & Building FAQs , Brampton By-law reviews, Oakville Procedures)

4.2.3.2 Driveway Widening Process

Driveway widening refers to expanding an existing driveway to create more space, typically by extending its width or length. Common reasons for widening driveways include the need for off-street parking, space for larger vehicles like trucks or SUVs, and improved maneuverability for loading and unloading. The practice of driveway widening can lead to several issues, including increased stormwater runoff, reduced green spaces, and disruptions to neighbourhood aesthetics.

Illegal driveway widening concerns municipalities across Ontario, with various cities implementing distinct planning regulations and by-law enforcement mechanisms to address the issue. This section reviews the approaches of Mississauga, Brampton, Toronto, Oakville, and other municipalities like Pickering and Kitchener to understand how they regulate driveway widening and enforce compliance.

Mississauga

Mississauga has been actively addressing illegal driveway widening through a combination of by-law updates and enforcement measures:

- Pre-2022: The city regulated driveway widths under its zoning by-laws but faced challenges with widespread non-compliance. Thousands of illegally widened driveways were identified, prompting the need for updated policies. [16]
- 2023: Mississauga introduced a stormwater fee based on impervious surface coverage to discourage excessive paving and mitigate environmental impacts.[17]

Brampton

Brampton has implemented several measures to regulate driveway widening:

- 2019: A permit system was introduced, requiring homeowners to obtain approval for most driveway upgrades. This ensured compliance with zoning regulations.[18]
- 2024: The city drafted zoning by-law amendments to reduce maximum allowable driveway widths in mature neighborhoods while expanding enforcement citywide. Brampton also strengthened its contractor licensing system, requiring licensed contractors to provide financial securities for compliance. [19]

Toronto

Toronto enforces driveway widening regulations through a mix of zoning controls and permit requirements [20]:

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[16] "Residents Who Want to Widen Driveways Push for Clear, Fair Rules in Mississauga," InSauga, February 21, 2024, https://www.insauga.com/residents-who-want-to-widen-driveways-push-for-clear-fair-rules-in-mississauga/.

[17] Cobourg Taxpayers Association. "Storm Water Management." June 1, 2024. https://cobourgtaxpayers.ca/storm-water-management/.

[18] City of Brampton, Office Consolidation Driveway Permit By-law 105-2019, January 27, 2021, https://www.brampton.ca/EN/City-Hall/Bylaws/All%20Bylaws/Driveway%20Permit.pdf.

[19] City of Brampton, City-Initiated Zoning By-law Amendment: Maximum Driveway Widths in Mature Neighbourhoods, June 17, 2024, https://www.brampton.ca/EN/City-Hall/Documents/Planning%20Notices/2024/2024-06-17/Item%202%20-%20Maximum%20Driveway%20Widths%20in%20Mature%20Neighbourhoods%20Wards%201,%203,%204,%205,%207,%208.pdf.

[20] City of Toronto, "Permit - driveway widening - on private property," accessed April 29, 2025, https://www.toronto.ca/home/311-toronto-at-your-service/find-service-information/article/?kb=kA06g000001cwPeCAI.

- A street work permit is required for any driveway widening project affecting public property, issued by the District Right-of-Way Management office. Applicants must submit detailed metric-scale drawings of the proposed design and location, along with financial securities to guarantee compliance with approved plans. These securities are refundable once the work is confirmed complete, but can be drawn upon by staff to finish any incomplete work.
- Driveways must comply with zoning standards for width and location. If the proposed driveway dimensions do not conform to zoning by-law standards, approval from the Committee of Adjustment is required before proceeding.
- Unauthorized work or failure to restore municipal boulevards after construction results in fines. Only contractors licensed by the City's Municipal Licensing and Standards Division may obtain street work permits for driveway projects.
- Additional restrictions include prohibitions on driveways with substandard turning sight distances, those located within intersection corner radii, or those requiring the removal of existing trees.
- A building permit is not required to widen a driveway on private property, but zoning regulations and site plan controls may restrict width and location, so applicants must first verify compliance with the zoning by-law at the local Toronto Building Office
- The process typically requires submitting applications at least eight weeks before work begins.

Oakville

Oakville enforces strict regulations on driveway widening under its Zoning By-law 2014-014 and Boulevard Maintenance By-law 6831/08 [21]:

- Oakville's Zoning By-law 2014-014 limits driveway widths based on property type, typically allowing up to 3.5 metres for single driveways and 6.5 metres for double driveways. These limits aim to preserve neighbourhood aesthetics and reduce impervious surfaces.
- A driveway permit is mandatory for any modifications, new driveway constructions, curb cuts, or second driveway installations. Applications must include detailed, scalable plans showing existing and proposed driveway locations, topography, property boundaries, curb modifications, culvert details, and utility locations.
- Materials used for driveway widening must match the existing driveway surface to maintain visual consistency across the neighbourhood.
- The Town emphasizes protecting municipal and private trees during construction. Tree protection permits may be required if municipal trees are affected, and licensed arborists may be involved.
- Unauthorized driveway widening or construction without permits can result in fines or orders to restore the property. The Town's Development Engineering Permit process enforces these standards.

Burlington

[21] Town of Oakville, "Driveways," accessed April 29, 2025, https://www.oakville.ca/home-environment/building-renovations/building-permits-inspections/construction-projects/driveways/.

Burlington use data-driven approaches (e.g., GIS analysis of on-street capacity and visitor parking needs) to inform decisions about whether to permit driveway widening on a given street. This ensures that off-street expansion does not undermine the availability of on-street parking for visitors and service vehicles.

These municipalities have implemented various strategies, including permit systems, bylaw updates, and targeted enforcement mechanisms to regulate driveway modifications and ensure compliance with zoning standards. Common themes across jurisdictions include the establishment of clear regulations on driveway widths, materials, and slopes, as well as the importance of balancing residents' parking needs with environmental concerns and neighbourhood aesthetics.

Based on the jurisdictional scan of municipalities, from this review, several best practices emerge, shown in **Table 4-13.**

Table 4-13: Overview of regulatory and enforcement strategies across Ontario municipalities for driveway widening

Category	Description	Municipalities Adopting This Solution
Permit System	Require permits for driveway widening, including submission of detailed drawings and financial securities to ensure compliance.	• Toronto: Street work permits with financial securities required. • Kitchener: Permits required for curb cuts and widening, with restrictions on parking removal and tree protection. • Brampton: A Permit system was introduced in 2019, requiring approval for driveway upgrades. • Oakville
Zoning Controls	Driveway widths are regulated by zoning by-laws; deviations require approval from committees or minor variance applications.	• Toronto: Driveway dimensions must comply with zoning or get Committee of Adjustment approval. • Mississauga: Zoning by-laws regulate driveway widths, but faced compliance issues pre-2022. • Brampton: Drafted zoning amendments to reduce driveway widths in mature neighbourhoods (2024)
Stormwater Fees	Fees are based on impervious surface area to discourage excessive paving and manage runoff.	• Mississauga: Introduced a stormwater fee in 2023 based on impervious coverage.
Material and Aesthetic Controls	Requirement that driveway widening materials match existing surfaces to maintain neighbourhood aesthetics.	• Oakville: Materials must match the existing driveway surface.
Enforcement and Fines	Fines for unauthorized work, failure to restore boulevards, or non-compliance with permits and zoning.	• Toronto: Fines for work without permits or boulevard restoration failure. • Mississauga: Enforcement is ongoing to address illegal widenings. • Oakville: Unauthorized widening can lead to fines or a restoration order.
Additional Restrictions	Restrictions on driveway location, such as corner radii, sight distances, tree removal, and access to controlled roads.	• Toronto: Prohibits driveways with substandard sight distances, in intersection radii, or requiring tree removal.

4.2.3.3 Front Yard Parking

Front yard parking refers to the practice of parking a vehicle in the area between the front property line (the street) and the front wall of the house, excluding the legal driveway. This includes lawns, gardens, and landscaped areas; parking on the driveway itself is not considered front yard parking.

Municipalities across the Greater Toronto Area (GTA) and other Ontario cities regulate front-yard parking to address several key objectives. The primary reasons for these regulations include protecting the environment by preserving permeable surfaces and reducing stormwater runoff, maintaining neighbourhood character and curb appeal, preserving green space and urban tree roots, ensuring pedestrian and traffic safety by preventing sightline obstructions, and simplifying by-law enforcement to prevent illegal paving and unplanned hardscaping. The approach to front yard parking varies by municipality, but in general, most GTA municipalities prohibit parking on lawns or landscaped areas outside of the legal driveway. Exceptions exist in specific situations or legacy areas, where front-yard parking pads may be permitted under strict licensing requirements.

Toronto

Front yard parking and driveway design in Toronto are regulated under Zoning By-law 569-2013, which establishes requirements for driveway widths and landscaping in the front yards of small residential buildings. These regulations are intended to balance vehicle access, neighbourhood character, stormwater management, and the preservation of green space.

In 2007, Toronto revised its front yard parking permissions as part of the City's Wet Weather Flow Master Plan. These changes significantly reduced eligibility for new front yard parking pads, with the goal of increasing permeable surfaces and supporting sustainable stormwater management. As a result, new front yard parking pads are now only permitted in the former City of Toronto (pre-1998 boundaries) and are subject to strict licensing and design requirements. Driveway widths in Toronto vary based on lot frontage, and landscaping requirements ensure that a significant portion of the front yard remains permeable and green.

The by-law distinguishes between general landscaping and soft landscaping:

- **Landscaping**: Any area used for trees, plants, decorative stonework, retaining walls, walkways, or other landscape/architectural elements. Driveways and areas for parking/loading/storing vehicles are not landscaping.
- **Soft Landscaping**: An area used for trees, plants, or similar elements, excluding hard-surfaced materials such as stonework, walkways, or artificial turf. Soft landscaping must be a living, permeable material

Table 4-14 illustrates Toronto's driveway and landscaping requirements by lot frontage.

Table 4-14: Toronto driveway and landscaping requirements by lot frontage

Lot Frontage	Maximum Driveway Width	Minimum Front Yard Landscaping	Minimum Soft Landscaping (of landscaping)
Less than 6 m	2.6 m	100% (excluding driveway)	75%
6 m to <15 m	6.0 m	50%	75%

15 m to 23 m (inclusive)	9.0 m	60%	75%
Greater than 23 m	9.0 m	60%	75%

According to the Public Works and Infrastructure Committee report on Front Yard Parking Regulations by Transportation Services dated June 8, 2017, front yard parking zones are

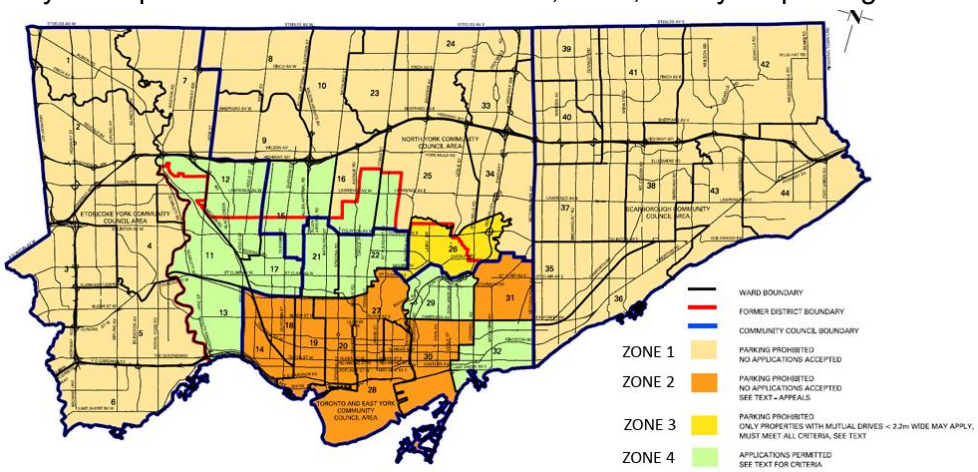

Figure 4-2: Toronto Front Yard Parking Zones

with specific distinctions across the City of Toronto. The by-law only allows front yard parking licensing on the private property portion of the front yard within the geographical area of the former City of Toronto, as shown in **Figure 4-1**. In areas formerly known as the City of York and the Borough of East York, front yard parking on private property requires a variance to the zoning by-law, which must be obtained through the Committee of Adjustment. This committee reviews applications for such variances, ensuring they meet zoning regulations and community standards. The report emphasizes that despite attempts to harmonize regulations across former municipalities, the approach remains complex due to differing requirements. The Committee of Adjustment plays a crucial role in balancing the need for residential parking with environmental considerations such as stormwater management, by enforcing design and landscaping standards that promote permeable surfaces and preserve the character of neighbourhoods.

In Toronto, front yard parking is categorized into different types based on where the parking space is located and how it integrates with the property and public land as shown in **Figure 4-3**.

These types include:

- **Front Yard Parking:** Most of these parking pads are located on city property or the boulevard, with some portions on private property.
- **Boulevard Parking:** Predominantly found on flanking streets, these parking spaces are mainly on city property or boulevard land but can occasionally extend onto adjacent private property.

- **Driveway Widening:** This type usually occurs on city property or the boulevard where existing mutual or narrow driveways are widened to accommodate additional parking.

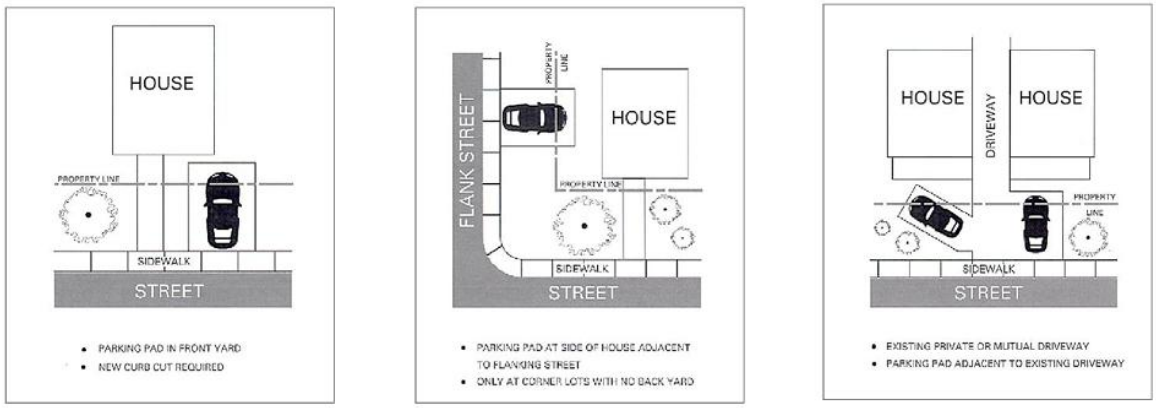

Figure 4-3: Toronto Type of Front Yard Parking

Vaughan

Front yard parking and driveway standards in Vaughan are regulated through the City's Zoning By-law and enforced by municipal by-law officers. The City's approach emphasizes neighbourhood character, environmental protection, and the maintenance of green space.

Parking on lawns or landscaped areas is strictly prohibited. Vehicles may not be parked or stored on the grass portion of any yard, as this damages vegetation and creates an unsightly appearance.Vaughan's by-law sets out clear rules for driveway dimensions and landscaping to balance vehicle access with the preservation of green space and neighbourhood aesthetics as set out in **Table 4-15**.

Table 4-15: Vaughan driveway and landscaping requirements

Lot Frontage	Maximum Driveway Width	Minimum Front Yard Soft Landscaping	Parking on Lawn Allowed?	Permit Required for Widening?
Less than 6 m	3.0 m (minimum only)	Not specified	No	Yes
6 m – <9 m	4.0 m	33% of the front yard	No	Yes
9 m – <12 m	6.5 m	33% of the front yard	No	Yes
12 m or greater	9.0 m	60% of front yard (if >135 m²)	No	Yes

4.3 Parking Policy and Management Tools

This section reviews best practices in parking policy from peer and innovative municipalities, highlighting both the tools already used in Newmarket and additional approaches that could be

considered for residential areas. These tools include permit parking programs, paid parking, and parking requirements for affordable housing.

4.3.1 Parking Demand

To determine how off-street parking requirements in Newmarket align with those of peer municipalities, parking minimums embedded in zoning by-laws were compared for the following residential building/unit types:

- Detached dwellings
- Semi-detached dwellings
- Additional Residential Units (ARUs)
- Duplexes, triplexes, and fourplexes
- Mixed-use buildings
- Apartment
- Townhouses

For detached and semi-detached dwellings, as well as fourplexes, Newmarket's parking requirements are in line with those of peer municipalities, as shown in **Figure 4-3**. However, for ARUs, Newmarket is the only municipality examined requiring two spaces, with all other jurisdictions requiring one per dwelling unit. As Bill 23 has capped the maximum spaces for an ARU at one per dwelling unit, Newmarket will need to update its by-laws. While not formally incorporated in its by-law, however, Newmarket has been using a standard of one space per unit for ARUs in its decision-making.

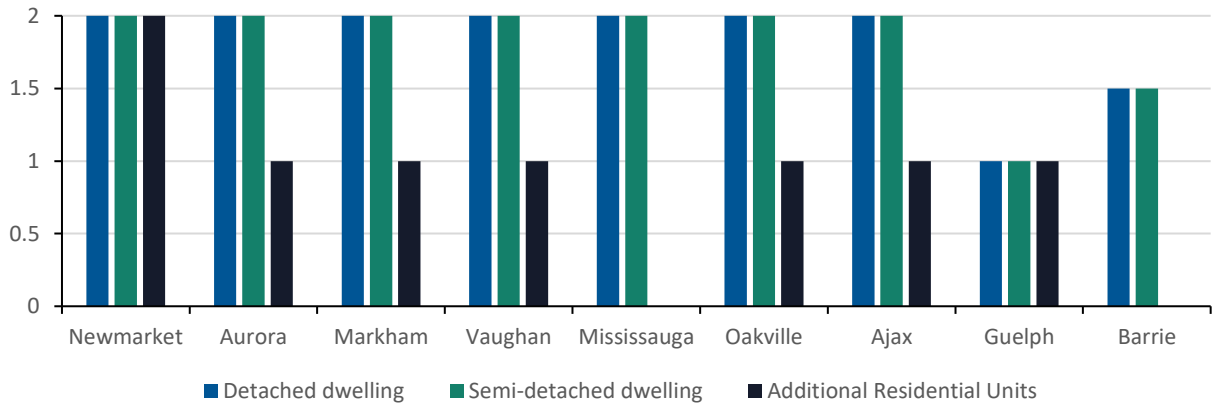

Figure 4-4: Parking minimums for detached and semi-detached dwellings and ARUs.

Newmarket also generally requires more parking than its peers for duplexes and triplexes, requiring 2 spaces compared to 1 to 1.5 per dwelling unit, as seen in **Figure 4-4**. the bars in the chart signify that that municipality does not set minimum parking requirements for this development type.

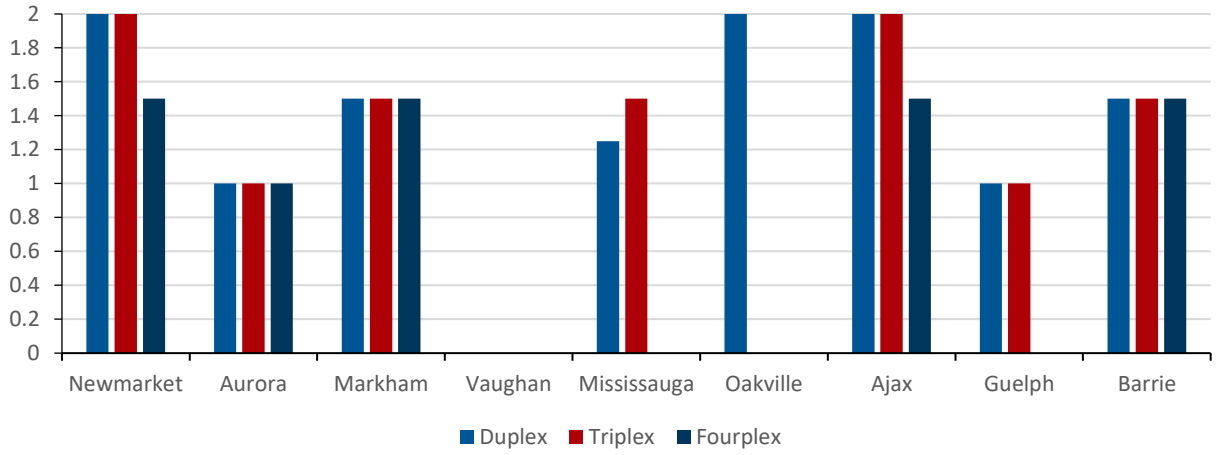

Figure 4-5: Parking minimums for duplexes, triplexes, and fourplexes.

Requirements for apartment buildings are generally comparable to those of peer municipalities, as seen in **Figure 4-5**. However, some municipalities choose to differentiate requirements for apartments based on size, allowing smaller units to have less parking (as is also the case in Newmarket's Urban Centres, although not in its residential areas).

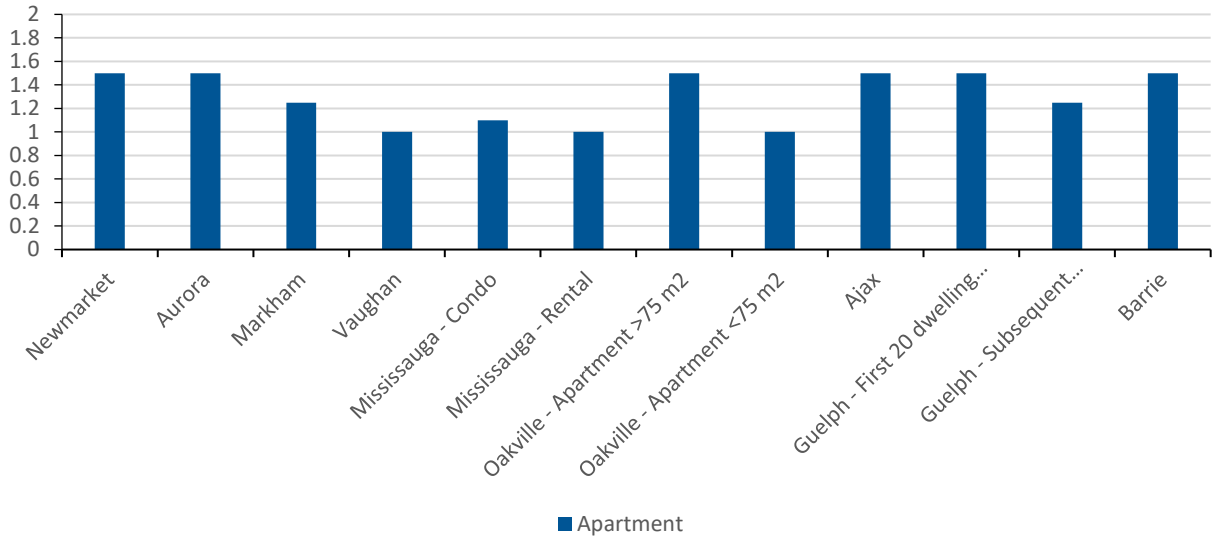

Figure 4-6: Parking Minimums for Apartments.

Newmarket's parking requirements for townhouses are mostly aligned with those of peer municipalities at 1.5 to 2 spaces per dwelling unit, as seen in **Figure 4-6**. Except for Ajax, the municipalities studied have the same requirements for townhouses on private and public roads. This Study will closely review why Newmarket has a different approach.

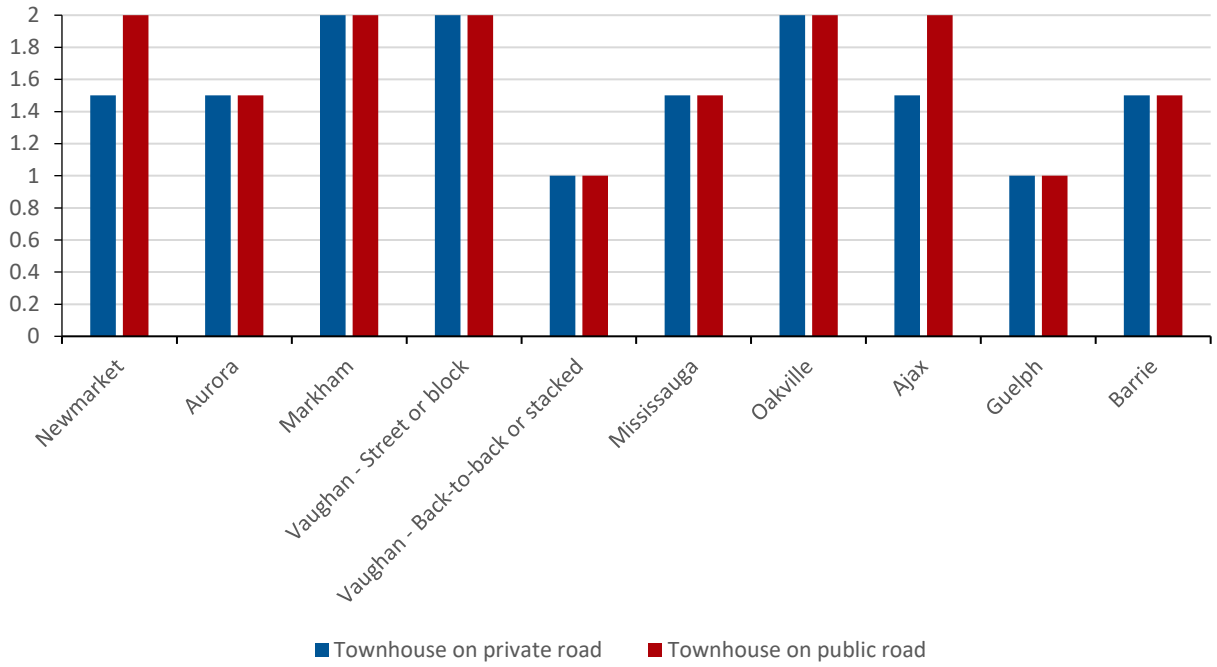

Figure 4-7: Parking Minimums for Townhouses.

Among the innovative municipalities examined, minimum parking requirements have been removed city-wide in Edmonton and Toronto. These two cities also employ parking maximums to limit parking supply in particular areas where the alternative transportation infrastructure to support lower parking supply is available. Vancouver has eliminated minimums in certain areas of the city, mostly in its higher density areas near transit, with most other areas requiring 1 space per unit for detached and semi-detaching dwellings as well as duplexes.

After the removal of parking minimums in June 2020 in Edmonton, developers have continued to provide parking, though a number of developments were constructed with minimal parking[22]. In Toronto, analysis from Urban Toronto highlights that developers have, on average, provided a similar amount of parking spaces as before the requirements were removed[23], though on a development-by-development basis, there is more variability in how much parking is provided, and the number of bike parking spaces has increased considerably. These examples highlight that even with no parking minimums, developers will continue to provide sufficient parking for residents. The higher variability in parking provided also shows that the removal of minimums allows developers to right-size parking provision for each specific development based on anticipated resident needs.

On April 2, 2024, the federal government announced that, as part of its 2024 budget, it would require that municipalities eliminate parking minimums within 800 metres of high-frequency transit lines in order to access upcoming federal long-term transit funding. In addition, on June 6, 2024, Bill 185, the Cutting Red Tape to Build More Homes Act, received Royal Assent. This

[22] CBC News (2022). Edmonton got rid of parking minimums 2 years ago. What has happened since then? Retrieved from: Edmonton got rid of parking minimums 2 years ago. What has happened since then? | CBC News
[23] Urban Toronto. (2024). Policy Matters; Charting when and how developers react to new urban planning rules. Retrieved from: Policy Matters: Charting When and How Developers React to New Urban Planning Rules | UrbanToronto

bill prohibits municipalities from setting minimum parking requirements within Major Transit Station Areas, as well as in any other areas identified in an Official Plan near transit where population and employment targets were identified. Examples from the innovative municipalities above highlight that removing such minimums may not necessarily lead to a lack of parking spaces.

Key Observation

For some development types, Newmarket's minimum parking requirements are not in line with those of other municipalities. Higher minimum parking rates contribute to higher vehicle ownership. There is an opportunity for adjustments to right-size the parking requirements.

4.3.2 Accessible (Barrier-Free) Parking Spaces

This section reviews how Newmarket's off-street parking requirements compare to those of peer municipalities, focusing on both general and barrier-free (accessible) parking spaces for residential uses. It also highlights recent legislative changes and emerging trends in parking policy across Ontario and other leading jurisdictions.

4.3.2.1 Off-Street Accessible Parking Requirement

Most municipalities have similar requirements for the number of barrier-free parking spaces to be provided. If the requirements result in fractions, they are most commonly rounded up. Type A and B spaces are to be provided equally if the number of spaces required is even, with one additional type B space provided if the number of spaces is odd. With the exception of the town of Aurora, these spaces are allowed to be accommodated within the total spaces requirement.

For the municipalities examined outside of Newmarket, barrier-free spaces are only required for non-residential uses or for the visitor parking component of residential uses. Some municipalities limit this to apartment buildings only (Aurora, Guelph) or for apartments, dormitories, and stacked townhouses (Oakville).

Newmarket's barrier-free parking requirements align with those of other municipalities, though values are shown explicitly in the By-law instead of being presented as a percentage of the total requirement.

Barrier-free parking space width requirements differ by municipality, with Newmarket's requirement generally falling in the middle of the dimensions set out by other jurisdictions.

Table 4-16 outlines the most common barrier-free parking requirements, including the number of spaces required based on the total parking spaces available. These requirements are in effect in Aurora, Vaughan, Mississauga, and Guelph, with Oakville differing only slightly.

Table 4-16: Most Common Barrier-Free Parking Requirements.

Total parking spaces to be provided	Barrier-free spaces to be provided
1 to 12	1
13 to 100	4% of total parking spaces
101 to 200	1 space + 3% of total parking spaces
201 to 1000	2 spaces + 2% of total parking spaces
1001 or more	11 spaces + 1% of total parking spaces

4.3.2.2 On-Street Accessible Parking on Residential Roads

Ontario's accessible parking policies are governed by Ontario Regulation 581/90 (Accessible Parking for Persons with Disabilities) and the Accessibility for Ontarians with Disabilities Act (AODA).

Accessible on-street parking refers to designated parking spaces on public roads that are reserved for individuals with disabilities. These spaces are typically marked with signage and pavement markings and are designed to provide convenient access to homes, businesses, and public facilities. While Ontario's provincial regulations establish general requirements for accessible parking, there are no specific minimum numerical requirements for on-street accessible parking spaces in residential neighbourhoods mandated by the province. Despite the lack of specific provincial numerical mandates for residential areas, some municipalities in Ontario have implemented policies to designate accessible parking spaces in residential areas for homeowners with accessibility needs, allowing them to park on the street. Below is an overview of relevant practices and considerations:

Toronto

- Accessible Parking Permit holders are exempt from certain parking restrictions, such as signed time limits, permit-only areas, and payment at on-street meters during legal hours.[24]
- Permit holders can park for up to 24 hours in permitted areas but are not allowed to park overnight on residential streets if their vehicle exceeds 3,000 kilograms.[25]

Ottawa

- Residential parking permits include provisions for accessible permit holders to park on assigned residential streets for extended periods (up to 48 hours).[26]
- During winter weather bans, accessible permit holders are allowed exemptions, ensuring they can continue to park near their homes despite seasonal restrictions.

Kingston

- Provides residential accessible parking permits with monthly fees and limits on the number of spaces per address, helping residents without private parking access on-street accessible spaces. [27]

Windsor

- Offers a residential on-street accessible parking application process for residents without off-street parking, which enables them to request a designated on-street accessible parking space near their home. If approved, the designated space is not

[24] City of Toronto, "Permits - Accessible Parking Permits - parking exemptions and holder responsibilities," updated March 27, 2024, https://www.toronto.ca/home/311-toronto-at-your-service/find-service-information/article/?kb=kA06g000001cwQ6CAI.
[25] City of Toronto, Update to Parking Bylaws Associated with Accessible Parking Permit Exemptions, November 13, 2024, https://www.toronto.ca/legdocs/mmis/2024/ie/bgrd/backgroundfile-250569.pdf.
[26] City of Ottawa, "On-street parking permit (residential)," accessed April 29, 2025, https://ottawa.ca/en/city-hall/creating-equal-inclusive-and-diverse-city/accessibility-city/transportation/parking-permits/street-parking-permit-residential.
[27] City of Kingston, "Residential accessible parking permits," accessed April 29, 2025, https://mycity.cityofkingston.ca/app/answers/detail/a_id/478/\~/residential-accessible-parking-permits.

reserved specifically for the resident making the application but can be used by anyone with a valid MTO Ontario Accessible Parking Permit.[28]

4.3.2.3 On-Street Parking and Winter Snow Removal

Parking restrictions are enforced during winter snow removal operations to maintain public safety and support effective snow clearance. Municipalities across Ontario employ a range of strategies to manage on-street parking during winter snow removal operations.

Burlington, for example, enforces a full ban on on-street parking throughout the winter to accommodate windrow machines and ensure streets are clear for snow removal. Brampton is exploring the feasibility of providing overnight parking at city-owned facilities during major snow events, a solution that requires coordination across multiple departments, including emergency services and public works.

Toronto enforces winter snow route parking bans with no exemptions for permit type. The City of Toronto states:

“Parking on a designated snow route during a major snow event is prohibited. Vehicles parked in violation may be ticketed or towed regardless of permit type” as noted in City of Toronto Snow Removal Policy, 2025. Enforcement efforts continue consistently throughout the winter to ensure that snow routes remain clear for emergency vehicles and snowplows as mentioned in City of Toronto News, 2025.

In Toronto, enforcement of winter parking bans is split between police (overnight) and by-law officers (daytime and all-weather), reflecting the need for both safety and operational efficiency.

The City of Ottawa implements winter overnight parking bans to ensure that streets remain clear for snow removal and emergency vehicle access. These bans are typically called when there is a forecasted snowfall of more than 7 cm, and they remain in effect until the city lifts the ban. During these periods, residents are advised to park in designated areas or use park-and-ride locations to avoid fines and ensure the safety of snow removal operations. The city encourages residents to remove their vehicles from the street to facilitate faster snow clearing and to help maintain the safety of the community. The ban is called by 9 am for an overnight parking ban, which runs from 7 pm to 7 am. Vehicles without a residential parking permit parked on the street during a parking ban may be ticketed and towed. Residents with a residential parking permit are exempt from the ban. Some commercial main streets are exempt from winter parking bans, and residents can park in identified areas while observing all posted signage and pay-and-display requirements.

4.3.3 On-Street Parking Policy, Compliance and Enforcement in Residential Area

4.3.3.1 Permit Parking Programs

Permit parking is a system in which drivers are allowed to park in certain areas after obtaining a permit. There are, in general, two distinct systems for such parking:

[28] City of Windsor, “Accessible Parking | City of Windsor,” accessed April 29, 2025, https://www.citywindsor.ca/residents/traffic-and-parking/on-off-street-parking/accessible-parking.

- Exemption permits: A permit may grant a driver the right to park in a way that would normally be in contravention with the parking By-law, for example, allowing a driver to park overnight or for longer than the limit set out.
- Residential permit programs: A permit system may designate certain on-street parking spots for use solely by permit holders who live on the street or in a nearby area.

Exemption Permits

Many municipalities provide exemption permits, either free or paid, to allow residents to park in certain circumstances prohibited by the By-law. For example, Oakville provides paid overnight downtown parking as well as free temporary on-street parking permits that allow residents to park (up to 15 days per year) overnight or for longer than 3 hours. Newmarket already uses such a permitting system through its Parking Exemption Program. There is also a free permit available to Newmarket residents to park overnight in select municipal parking lots.

Exemption permits differ from residential parking permits as they are municipality-wide: anyone in the municipality can obtain the permit and use it to park anywhere else in the municipality.

Residential Permit Programs

Some municipalities issue permit systems that are area or street-specific – called residential parking permit programs. In such a system, people are only allowed to obtain a permit for a specific street or neighbourhood if they live there. These permits also often come with exemptions to restrictions related to overnight parking and time limits.

Within the Ontario municipalities examined, Markham, Vaughan, Barrie, Toronto, Milton, Windsor, and Ottawa issue residential parking permits. Each municipality has a different approach: some programs were established to combat parking spill-over, whereas others were created to accommodate insufficient off-street parking; some permits are free, whereas others charge a fee; some permits allow only overnight parking, whereas others apply during daytime or year-round; some permits are monthly, whereas others cover specific seasons or terms. A summary of each municipality's program is provided in the **Table 4-17**, with a brief description highlighted afterward.

Table 4-17: Summary of Residential Parking Permit Programs.

Municipality	Rationale for Program	Permit Validity / Restrictions	Additional Notes
Markham	Mostly overnight parking	Overnight parking tied to specific licence plates	Permit holders may only park on their home street; no parking over 24 consecutive hours in the same location
Vaughan	Resident requests, case-by-case	Mostly Mon–Fri, 6 a.m. to 6 p.m.	Number of permits depends on street size and characteristics; 12-month permits available
Barrie	Spill-over parking near Allandale GO station	Mon–Fri, 7 a.m. to 9 a.m.	Linked to licence plates; permits free
Toronto	Mitigate low off-street parking supply	Varies by location and area	Permit hours can differ substantially across the city
Milton	Extended residential street parking	Up to 15 hours on one side; other side no parking	Limited to homeowners (not tenants); 25 'exceptions' allowed per year between April 15 and Nov 14

Windsor	Institutional area spill-over management	Year-round permit	Up to two permits per household, plus an additional non-resident permit; temporary guest permits require a visitor permit
Ottawa	Winter weather bans and year-round parking zones	Summer and winter-specific permits	Tenants must provide proof of residency and vehicle registration; short-term rentals ineligible

In Markham, residents in certain communities can obtain permits that allow overnight parking on their streets. These permits are tied to specific licence plates and restrict parking to the resident's home street. The system is designed to regulate overnight parking and prevent misuse, ensuring that vehicles are not parked for more than 24 consecutive hours in the same location.

Vaughan's residential parking permits are typically valid during daytime hours on weekdays, mostly from 6 a.m. to 6 p.m., Monday through Friday. The number of permits issued depends on the size and characteristics of each street. This program was developed mainly in response to resident requests and is managed on a case-by-case basis.

Barrie's permit system is specifically aimed at preventing spill-over parking caused by proximity to the Allandale GO station. Residents of the affected neighbourhood can apply for permits linked to their licence plates, allowing them to park free of charge during designated restricted hours, primarily in the early morning on weekdays.

Toronto's residential parking permits are focused on addressing the challenges posed by low off-street parking supply. Permit provisions vary widely depending on the location and specific area concerns. The program includes options for permits restricted to single streets or areas spanning multiple streets, with operating hours differing substantially across the city to best meet local needs.

In Milton, permits allow homeowners to park on one side of a residential street for up to 15 hours, while the opposite side is designated as no parking at any time, reserved exclusively for homeowners (not tenants). Homeowners must submit requests to qualify, demonstrating the use of all temporary parking exceptions and proving garage parking usage.

Windsor's residential permit program supports areas impacted by nearby institutions, issuing permits year-round with limits on the number of permits per household. The program also provides special provisions for landlords, month-to-month tenants and students, and includes temporary courtesy permits for guests, which require the purchase of a visitor permit.

Ottawa offers seasonal permits for summer and winter, enabling eligible residents to park on assigned streets, including during winter weather bans within Residential Parking Permit Zones. Tenants and students must provide proper documentation, including lease agreements or enrollment proof and landlord authorization. Short-term rentals such as Airbnb are excluded from eligibility for on-street parking permits.

Revenue and Cost of Residential Parking Permit Programs

Residential parking permit programs across GTA municipalities generate revenue primarily from permit fees and incur costs related to administration, enforcement, and system maintenance. Fee structures vary by municipality, permit type, duration, and eligibility as listed in below table,

Table 4-18: Residential Parking Permit Fees and Program Costs in GTA Municipalities (2025)

Municipality	Permit Fees (2025)	Notes on Fees and Costs
Markham	Approx. $55 per month for overnight permits	Covers permit issuance, administration, and site review costs
Richmond Hill	$5/day	Limit of 50 days/year
Vaughan	$59/month for monthly permit; $686/year annual permit	Fees cover application processing, enforcement, and system maintenance
Barrie	Free permits	Costs relate to digital permit app maintenance and enforcement
Toronto	$23.08/month for first vehicle (no on-site parking); up to $93.33/month with on-site parking	Significant revenue stream supporting admin, enforcement, and compliance activities
Milton	Limited data available	Administrative costs for permit issuance and monitoring
Windsor	$36.50 per residential vehicle permit (first and second vehicles); $36.50 for visitor permits	Permits are vehicle- and address-specific; strict documentation required; visitor permits valid up to 5 days; enforcement and administrative overhead
Ottawa	Seasonal permits: Summer $50; Winter $35	Eligibility verification required for tenants and students; exclusion of short-term rental vehicles; enforcement during winter parking bans

4.3.3.2 Paid Parking

Paid parking is an effective tool to manage parking demand and thereby ensure optimal use of the existing parking supply throughout the day and week. Imposing parking fees also encourages commuters to explore other modes of transportation, such as public transit and active transportation. The Regional Parking Policy Study (2017) prepared for the Metrolinx Regional Transportation Plan (2018) recommends that "for transit corridors that are identified as intensification corridors, municipalities shall set out policies in their Official Plans and Transportation Master Plans that discourage free parking, and transition to paid parking to recover capital and maintenance costs."

The Regional Parking Policy Study further suggests that jurisdictions consider the implementation of dynamic pricing, also known as demand-responsive pricing, in areas where parking supply and demand are not well-aligned. The most common strategy is to maintain an occupancy rate of around 85% to 90%. This rate is seen as the ideal balance between ensuring parking availability for potential visitors and maximizing the facility's use. When and where demand is high, parking prices increase, and when availability is high, prices decrease. Dynamic pricing can be implemented in two common ways: performance-based and live occupancy-based. Performance-based pricing relies on historical usage trends and peak periods and is reassessed periodically, every few months or years. This approach requires regular updates but is relatively inexpensive to implement. Recent technological advancements have made real-time monitoring of parking usage possible, enabling live occupancy-based pricing. This method dynamically adjusts parking fees based on real-time parking usage, allowing the system to respond to changing parking patterns and regulate parking fees to achieve the desired parking usage.

Many municipalities examined have adopted paid on-street parking policies (Vaughan, Mississauga, Oakville, Ajax, Barrie, Toronto, Edmonton, and Vancouver). Paid parking is often restricted to high traffic locations such as downtowns. For example, Vaughan charges for on-

street parking in the Vaughan Metropolitan Centre, at $1.25 per 20 minutes or $3.75 per hour for up to three hours. Similarly, Oakville charges 25 cents per 20 minutes for parking in its downtown as well as in Kerr Village and Bronte Village. Cities such as Toronto, Edmonton and Vancouver extend their on-street paid parking to residential neighbourhoods as well.

4.3.3.3 Parking for Affordable Housing

Minimum parking requirements can impede the development of affordable housing, as they significantly increase development costs. For example, one surface lot space can add up to $15,000 per unit in development costs, whereas an underground space can add up to $80,000. Reducing the parking supply can therefore reduce construction costs and, consequently, ownership costs. This is especially important when constructing affordable housing[29]. Residents of affordable housing are also more likely to rely on non-car modes of transportation. Lower parking rates for affordable housing would therefore not likely cause parking undersupply while keeping costs down.

One example of such a policy can be found in Mississauga: while a condo apartment requires 1.1 parking spaces per unit and a rental apartment requires 1, only 0.7 spaces per unit are required for not-for-profit rental apartments. Other municipalities examined do not lower parking requirements for affordable housing.

Supporting Observation

Newmarket employs several parking policies in its Urban Centres that could be beneficial to residential areas. There are also additional policies, such as permit parking, paid parking, and parking changes for affordable housing, that could be explored.

4.3.3.4 Condominium Road Policies and On-Street Parking Management

Condominium road policies and on-street parking management are increasingly influenced by the lack of adequate parking spaces in modern condominium developments, often caused by limited designated parking and garage capacities. This spillover often results in increased demand for on-street parking, creating challenges for residents and city planners. Common issues include limited parking availability for residents and visitors, conflicts between different user groups, and the need to balance parking needs with other urban design considerations.

The management of condominium roads and associated parking is a growing challenge across Ontario, with various municipalities implementing distinct planning regulations and enforcement mechanisms to address these concerns. This section reviews the approaches of Toronto,

[29] Affordable means:
a) in the case of ownership housing, the least expensive of:
1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or
2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
b) in the case of rental housing, the least expensive of:
1. a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or
2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Brampton, Mississauga, and other municipalities to understand how they regulate condominium roads, manage on-street parking, and enforce compliance.

Condominium roads are typically managed by the condominium corporation, which is responsible for their maintenance, repair, and regulation of parking. The management of these roads often involves:

- Establishing clear parking rules and regulations within the condominium's governing documents (declaration, by-laws, and rules).
- Implementing parking control measures such as assigned parking spaces, visitor parking areas, and permit systems.
- Using technology solutions like automated access control systems, license plate recognition (LPR), and online guest parking reservation systems to manage parking efficiently.
- Regular maintenance of parking areas, including line painting, signage, and infrastructure repairs.

While condominium roads are typically private, municipalities may have some involvement, such as:

- Ensuring that condominium roads meet standards for emergency vehicle access.
- Regulating on-street parking in the vicinity of condominiums, which can affect overflow parking.
- Approving plans for new condominium developments, including parking provisions.

To address parking availability and avoid the spillover of parking onto condominium roads, different municipalities in the Greater Toronto Area (GTA) have adopted a variety of approaches. These solutions aim to balance the needs of residents, visitors, and urban design considerations while addressing the challenges posed by limited parking spaces in condominium developments.

Permit-Based On-Street Parking on Neighbourhood Roads

Permit-based on-street parking is a system where municipalities issue permits to regulate and prioritize parking access for specific groups, such as residents, visitors, or businesses, on public roads neighbouring the condo property. This approach helps address parking shortages, reduce congestion, and ensure fair allocation of limited parking spaces. Permit parking systems are typically implemented in two ways:

- Street-Name Basis: Parking is restricted to specific streets for permit holders.
- Area-Based Permits: A group of streets is designated as a permit area, allowing flexibility for residents to park on multiple streets within the area.

Reduced Minimum Parking Requirements

Some municipalities have eliminated or reduced minimum parking requirements for new residential developments to promote transit-oriented development and reduce reliance on personal vehicles.

Visitor Parking Requirements in the GTA

Visitor parking requirements for new condominium developments vary across Greater Toronto Area (GTA) municipalities, reflecting different approaches to balancing resident needs, urban density, and sustainable transportation goals. **Table 4-19:** below summarizes the minimum visitor parking standards currently in effect in Toronto, Brampton, Mississauga, and Newmarket. This comparison provides context for the more detailed review of municipal policies and parking management strategies that follows in this section.

Table 4-19: Minimum Visitor Parking Requirements for New Condominium Developments in Selected GTA municipalities

	Minimum Visitor Parking Requirement (per unit)	Context/Notes
Toronto	0.03–0.05 (recent average); 2 spaces for up to 50 units	Minimums reduced since 2021; lower rates in transit-rich areas; visitor minimums retained
Brampton	0.10 (Downtown), 0.20 (Queen St. Corridor), exempt <12 units	Minimums removed in intensification areas; visitor rates vary by location
Mississauga	0.15 (standard and LRT corridor)	Minimums reduced in transit-oriented areas; supports sustainable transport
Newmarket	0.15 (apartments/townhouses)	Lower rates on private roads; some flexibility by housing type and location

The following sections provide a detailed review of how each municipality approaches visitor parking requirements, enforcement, and parking management strategies in condominium developments.

Toronto

Prior to December 2021, Toronto's zoning by-laws, specifically By-law 569-2013, mandated minimum parking requirements for new developments, including visitor parking. These requirements aimed to ensure sufficient parking spaces to support new developments and accommodate visitors.

In December 2021, Toronto City Council adopted amendments to the city-wide Zoning By-law 569-2013. These amendments removed most minimum parking requirements for new residential developments with the intent of encouraging alternative modes of transportation and allowing market forces to play a larger role in influencing parking supply. However, visitor parking minimums were maintained to ensure space for service vehicles and a small number of visitor spaces, particularly in areas with limited access to alternative transportation. Despite retaining minimums, the required ratios were significantly reduced. For example, buildings with up to 50 dwelling units previously had to provide at least five visitor parking spots, but this was reduced to just two. [30]

[30] City of Toronto. *Review of Parking Requirements for New Developments*. Report to City Council, January 9, 2025. Accessed April 29, 2025. https://www.toronto.ca/legdocs/mmis/2025/ph/bgrd/backgroundfile-252037.pdf.

Following the 2021 changes, a monitoring program was established to assess the impacts of these policy changes, collecting data between 2016 and 2024. The data revealed a continued decline in the amount of visitor parking being proposed in new developments.

As of 2025, the reduced visitor parking minimums in Toronto remain in place, but opinions on their adequacy vary. Some community advocates and residents express concern that these lower requirements may not sufficiently accommodate the needs of families, seniors, and individuals with disabilities, especially in suburban neighbourhoods where transit options are limited. They argue that visitor parking standards should be tailored to the specific context of each neighbourhood to ensure accessibility and social connectivity. Conversely, developers and industry representatives emphasize the flexibility these reduced minimums provide, which they say is essential for maintaining housing affordability and allowing market-driven solutions. They caution that rigid parking mandates can increase construction costs and may lead to inefficient use of space. [31]

Below is a summary of the key changes in visitor parking requirements for Toronto's new residential developments over recent years [32] :

- In 2016, the average residential visitor parking provision was 0.11 spaces per unit.
- By 2022, when updated policies took effect, this rate had decreased to 0.05 spaces per unit.
- In areas within a 10-minute walk of frequent transit service, visitor parking rates stabilized around 0.03 spaces per unit between 2023 and 2024, reflecting lower parking requirements due to strong transit access.
- In areas with moderate transit service but not within close walking distance, visitor parking rates averaged approximately 0.04 spaces per unit during the same period, indicating slightly higher parking needs than areas next to transit.
- In neighbourhoods with limited or low transit accessibility (typically suburban or outer areas), visitor parking rates remained higher, averaging about 0.07 spaces per unit, to accommodate greater dependence on private vehicles.
- The reduction in visitor parking was most pronounced in areas well-served by transit.

Brampton

Prior to 2021, Brampton's zoning by-laws included minimum parking requirements for residential developments, including visitor parking. On March 24, 2021, Brampton City Council adopted By-Law 45-2021, which removed minimum parking requirements for most uses within the Downtown, Central Area, and Hurontario-Main Corridor, but retained specific visitor parking rates based on location[33 & 34]:

- Downtown Brampton: 0.10 visitor parking spaces per unit, due to the availability of public and on-street parking.

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[31] Lily Cheng, "Councillor Calls for More Visitor Parking in Toronto Developments," CBC News, May 27, 2024, https://www.cbc.ca/news/canada/toronto/visitor-parking-toronto-1.7214275.
[32] City of Toronto. *Review of Parking Requirements for New Developments*. Report to City Council, January 9, 2025. Accessed April 29, 2025. https://www.toronto.ca/legdocs/mmis/2025/ph/bgrd/backgroundfile-252037.pdf.
[33] City of Brampton, Recent Parking By-laws, updated April 2, 2025, https://www.brampton.ca/EN/Business/planning-development/municipal-parking-strategy/Pages/Recent-By-laws.aspx.
[34] WSP, Zoning By-law Review, August 12, 2024, https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=7461

- Queen Street Corridor: 0.20 visitor parking spaces per unit.
- Developments with fewer than 12 units are exempt from providing visitor parking.

This change sought to promote sustainable development by encouraging transit and active transportation use while managing parking demand responsibly. The city has also been advancing a comprehensive parking strategy that includes removing minimum parking requirements in intensification areas, reducing them elsewhere, and setting parking maximums for select land uses city-wide.[35]

Mississauga

Mississauga required a minimum of approximately 0.15 visitor parking spaces per residential unit for apartment and condominium developments, reflecting the city's goal to balance adequate parking provision with urban density and sustainable transportation objectives. [36] Visitor parking requirements generally remain consistent across most areas but can be adjusted in transit-oriented developments, where reduced minimums have been proposed to encourage transit use and walkability.[37] For example, In April 2024, a proposal was approved to reduce minimum resident parking requirements along the Hazel McCallion LRT line, allowing developments to provide as low as 0.15 visitor parking spaces per unit, down from previous higher minimums, to support sustainable modes of transportation and reduce construction costs.[38]

Newmarket

Newmarket's zoning by-laws established minimum visitor parking requirements for residential developments, generally set at 0.15 visitor parking spaces per dwelling unit for apartment buildings and townhouses within urban centers.[39] Visitor parking rates vary depending on the location and type of development, with some areas applying both minimum and maximum parking limits to balance demand and urban form.[40]

Newmarket's parking standards also differentiate between public and private roads: residential developments on private roads require slightly lower visitor parking rates compared to those on public roads. The town has recognized that minimum parking requirements for some housing types, such as duplexes and triplexes, may be higher than necessary relative to actual vehicle ownership patterns observed in the community.[41]

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[35] City of Brampton, Recommendation Report - Brampton Parking Plan (RM 44/2022), November 15, 2023, https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=96937.

[36] City of Mississauga, Draft Zoning By-law Amendment OZ-OPA 25-7, February 2025, 6, https://www.mississauga.ca/wp-content/uploads/2025/03/26102343/Draft-Zoning-By-law-Amendment-oz%E2%80%94opa-25-7-w3-february-2025.pdf.

[37] City of Mississauga, BL.01-PAR (All Wards) Information Recommendation Report, October 7, 2024, https://www.mississauga.ca/wp-content/uploads/2024/10/11150608/bl.01-par-all-wards-information-recommendation-report.pdf.

[38] "New highrise buildings won't need as many parking spots under proposal in Mississauga," InSauga, April 10, 2024, https://www.insauga.com/new-highrise-buildings-wont-need-as-many-parking-spots-under-proposal-in-mississauga/.

[39] Town of Newmarket, Urban Centres Secondary Plan Area Parking Standards, May 2017, 14, https://www.newmarket.ca/LivingHere/Documents/Planning%20Department/Secondary%20Plan/2017-05%20A%20by-law%20to%20amend%20by%20law%20number%202010-40,%20as%20amended%20zoning%20by%20law%20(parking%20standards-%20UC).pdf.

[40] Town of Newmarket, By-law 2019-63 - Parking By-law Consolidation, 2019, 16-18, https://tonformapps.newmarket.ca/LivingHere/Documents/Bylaws%20and%20Consolidations/2019-63%20-%20Parking%20By-law%20-%20Consolidation.pdf.

[41] Town of Newmarket, Parking Provisions Report, December 2020, 8-9, https://www.whitby.ca/Final-Parking-Report-January-2021_web2.pdf.

4.3.3.5 *Existing Use of Best Practices in Newmarket*

The Town of Newmarket already leverages several best practices in parking policy. The best practices currently employed by Newmarket include (practices applicable to residential areas outside of the Urban Centres are marked with an asterisk):

- A zonal system allowing for different parking minimums in the Urban Centres compared to other areas of the Town.
- Maximum parking rates for certain uses (for example, townhouses and apartment buildings) in the Urban Centers.
- Lower parking minimums near higher order transit (as expressed through Zoning By-law 2019-06).
- Requirements related to carpooling spaces for non-residential uses and car-sharing parking spaces in mixed use and apartment buildings.
- Cash-in-lieu of parking in the Downtown Zone.
- Shared parking policies, allowing a lower total parking provision in mixed-use developments where parking can be shared between uses.
- Requirements related to electric vehicle-ready parking spaces in mixed use zones.
- Bicycle parking requirements. *

Many of these best practices are only implemented within the Urban Centres and do not apply to the residential areas of the Town examined in this Study. The Town can consider expanding such innovative practices to its residential neighbourhoods. For example, parking minimums in residential neighbourhoods near transit could be lowered, maximum parking rates set, and electric vehicle-ready and car-sharing spaces mandated.

This remainder of this section reviews those best practices not currently leveraged by Newmarket and highlights how other municipalities have implemented them in their residential neighbourhoods.

4.4 Summary

The jurisdictional scan offers a detailed comparison of parking standards, design practices, and policy tools across a range of municipalities, with a focus on residential areas. It is organized into three main sections: physical design standards (Section 4.2), parking policy and management tools (Section 4.3), and a synthesis of findings and opportunities for Newmarket (Section 4.4). The findings highlight both areas of alignment and divergence between Newmarket and its peers, as well as opportunities for innovation and policy refinement.

4.4.1 Physical Design Standards

Newmarket's parking spot dimensions, driveway widths, and access aisle standards are generally consistent with those of peer municipalities. Most municipalities specify standard parking stall widths between 2.5 and 2.75 metres and lengths between 5.2 and 5.8 metres. Newmarket's standard of 2.7 x 5.5 metres fits well within this range. Similarly, its parallel and accessible parking dimensions align with regional norms.

Driveway and aisle widths vary depending on parking angle and traffic flow, with Newmarket's standards again falling within the typical range. However, the Town's slightly wider minimum

driveway dimensions and slightly smaller parking spot sizes compared to some municipalities (e.g., Vaughan, Mississauga) reflect local design preferences.

The scan also found that municipalities do not typically differentiate between parking standards for public and private roads. This raises questions about the rationale for Newmarket's current approach, which does make such distinctions, particularly for townhouses. For condominium roads, no municipality in the scan has specific zoning by-law requirements for on-street parking. Instead, guidance is provided through urban design guidelines, engineering standards, and Complete Streets frameworks. These documents emphasize flexibility, safety, and accessibility, but rarely prescribe detailed parking dimensions. Newmarket could provide leadership by developing clear, context-sensitive standards for condominium roads.

4.4.2 Parking Policy and Management Tools

Newmarket already employs several progressive parking policies, particularly in its Urban Centres. These include reduced minimums near transit, maximum parking rates, shared parking provisions, and requirements for electric vehicle-ready and car-sharing spaces. However, these tools are not currently applied to residential areas outside the Urban Centres.

The scan identifies several areas where Newmarket's minimum parking requirements diverge from those of peer municipalities. Most notably, Newmarket is the only municipality in the scan that still requires two parking spaces per Additional Residential Unit, despite Bill 23 now capping this at one space per unit. Similarly, Newmarket requires two spaces per unit for duplexes and triplexes, while most peers require only one to 1.5 spaces. These discrepancies suggest an opportunity to review and potentially reduce these minimums to better reflect actual vehicle ownership patterns and support more flexible housing options.

Key Observation

Newmarket's minimum parking requirements for certain development types—particularly duplexes, triplexes, and Additional Residential Units (ARUs)—are not aligned with those of other municipalities:

- Newmarket is the only municipality in the scan that still requires two parking spaces per ARU, despite Bill 23 capping this at one space per unit.
- For duplexes and triplexes, Newmarket requires 2 spaces per unit, whereas most peer municipalities require 1 to 1.5 spaces.

Visitor parking requirements in Newmarket are generally aligned with peer municipalities, though some municipalities have adopted more flexible or location-specific standards. For example, Toronto and Brampton have reduced or eliminated visitor parking minimums in transit-rich areas, while maintaining them in lower-density neighbourhoods.

The scan also highlights the potential for Newmarket to introduce a residential permit parking program. While the Town currently offers a municipality-wide exemption program, other municipalities (e.g., Toronto, Mississauga) operate area- or street-specific permit systems that may better address localized parking challenges. These programs often include exemptions for overnight parking, time limits, and seasonal restrictions.

Finally, the scan identifies a range of parking management tools adopted by other Greater Toronto Area municipalities that Newmarket could consider. These include:

- Reduced minimum parking requirements to support transit-oriented development (e.g., Toronto, Brampton, Richmond Hill).
- Visitor parking standards tailored to development type and location (e.g., Mississauga, Brampton).
- Shared parking facilities in mixed-use developments (e.g., Vaughan, Richmond Hill).
- Permit-based on-street parking to manage residential and visitor demand (e.g., Toronto, Mississauga).
- Sustainability measures such as EV charging and bike parking (e.g., Mississauga, Toronto).
- Travel demand management (TDM) strategies including car-sharing and transit incentives (e.g., Richmond Hill).
- Cash-in-lieu of parking policies to support public infrastructure (e.g., Oakville, Richmond Hill).
- Exclusion from on-street permits for new developments in high-demand areas (e.g., Toronto).
- Tiered parking rates based on proximity to transit and land use intensity (e.g., Richmond Hill).
- Technology integration such as license plate recognition and real-time availability tracking (e.g., Mississauga, Toronto).

4.4.3 Opportunities for Newmarket

The jurisdictional scan concludes that Newmarket is well-positioned to build on its existing strengths and adopt new strategies that reflect best practices across Ontario. Key opportunities include:

- Updating minimum parking requirements for ARUs, duplexes, and triplexes to align with provincial legislation and peer practices.
- Extending Urban Centre policies to residential areas, particularly those near transit.
- Clarifying and potentially standardizing the distinction between public and private road parking requirements.
- Developing standards for condominium roads to ensure consistent and accessible design.
- Introducing a residential permit parking program to manage localized demand due to spillover around paid lots, and for overnight parking.
- Exploring additional tools such as visitor parking flexibility, cash-in-lieu policies, and TDM incentives.

Table 4-20 lists a range of parking management solutions adopted by various Greater Toronto Area municipalities. These solutions represent potential strategies that Newmarket could consider to address its parking challenges, particularly as the town grows and seeks to balance sustainable transportation goals with community needs.

Table 4-20: Parking Solutions Implemented Across GTA municipalities

Solution	Description	Municipalities Adopting This Solution
Reduced Minimum Parking Requirements	Eliminating or reducing minimum parking requirements for new developments to promote transit-oriented development and reduce parking spillover.	Toronto (2021), Brampton (2021), Richmond Hill (varied by Parking Strategy Areas)
Visitor Parking Requirements	Maintaining or increasing minimum visitor parking requirements for multi-unit residential developments to address spillover from insufficient on-site parking.	Toronto, Mississauga, Brampton
Shared Parking Facilities	Encouraging shared parking arrangements in mixed-use developments to optimize parking space utilization and reduce the need for additional spaces.	Richmond Hill, Vaughan
Permit-Based On-Street Parking	Implementing permit systems to regulate on-street parking for residents and visitors, including time-limited and overnight permits.	Toronto, Mississauga
Sustainability Measures	Promoting electric vehicle (EV) charging infrastructure and bike parking to encourage alternative transportation and reduce reliance on personal vehicles.	Mississauga, Toronto, Richmond Hill
Travel Demand Management (TDM)	Incorporating TDM strategies such as car-sharing programs, transit incentives, and reduced parking rates tied to sustainable travel measures.	Richmond Hill
Cash-in-Lieu of Parking	Allowing developers to pay a fee instead of providing on-site parking, with funds used to improve public parking infrastructure or transit services.	Richmond Hill, Oakville
Exclusion from On-Street Permits	Restricting residents of new developments from obtaining on-street parking permits in high-demand areas to prevent overuse of public streets.	Toronto
Tiered Parking Rates	Establishing tiered parking rates based on location (e.g., areas near transit corridors have lower requirements) while tying reductions to TDM measures.	Richmond Hill
Technology Integration	Using technologies like license plate recognition (LPR), guest reservation systems, and real-time availability tracking to manage limited parking resources.	Mississauga, Toronto

5 Consultation and Engagement

5.1 Engagement Format

To gain a comprehensive understanding of residential parking issues in Newmarket, a series of public engagement activities was conducted from mid-2024 through the end of 2025. These engagements were meant to capture diverse community and stakeholder perspectives on parking conditions, challenges, and desired policy improvements across residential neighbourhoods. The activities included online surveys, virtual and in-person consultations, community pop-up events, focus groups, targeted stakeholder interviews, and council workshops. Together, these initiatives provided valuable insights into resident experiences, parking behaviours, and future needs. A summary of the full range of engagement opportunities and participation is outlined in **Table 5-1**.

Table 5-1: Summary of Engagement Opportunities and Participation

Phase	Engagement Type	Date/Period	Participation	Purpose
Phase 1 & 2	Online Survey (General)	June – Aug 2024	Over 850 responses	Gathered broad feedback on parking behaviours, challenges, and preferences town-wide.
	Community Pop-Up Events	July 2024	40+ participants	In-person engagement at Ray Twinney Recreation Complex and Magna Centre.
	Equity, Diversity & Inclusion Focus Group	Oct 2024	11 participants	Explored accessibility, equity, and inclusion in parking policy.
	Developer Knowledge Exchange Interviews	2024	3 interviews	Collected industry perspectives on parking and zoning.
	Council/Committee Workshops	Oct–Dec 2024	All Council members	Gathered policy direction and feedback from municipal leadership.
	Project Website & Digital Outreach	May 2024–Dec 2025	2,942 visits	Provided ongoing information and engagement via website and social media.
	Online Survey (Hotspot Areas Zone Id 1-8)	Nov – Dec 2025	Approx. 355 responses	Collected detailed feedback from residents in designated hotspot neighbourhoods (Zones 1–8) on parking conditions, driveway use, and local regulations.
	Online Survey (Hotspot Area Zone Id 9)	Nov – Dec 2025	Approx. 40 responses	Extended the online survey to Zone 9 (Foxtail Ridge and Widdifield Avenue) to capture resident feedback on parking conditions, driveway use, and local regulations, at the request of the Ward Councillor.
	Stakeholder Consultations	March- Dec 2025		Consultations with Town staff to discuss parking observations and gather input on policies and standards.
	Council Workshop	Nov 2025	All Council members	Report back on additional information requested from Council in Dec 2024.

5.2 Phase 1 & 2 Consultation and Engagement Approach

Phase 1 & 2 Engagement took place between May and December 2025 and involved online tools and in-person engagement events.

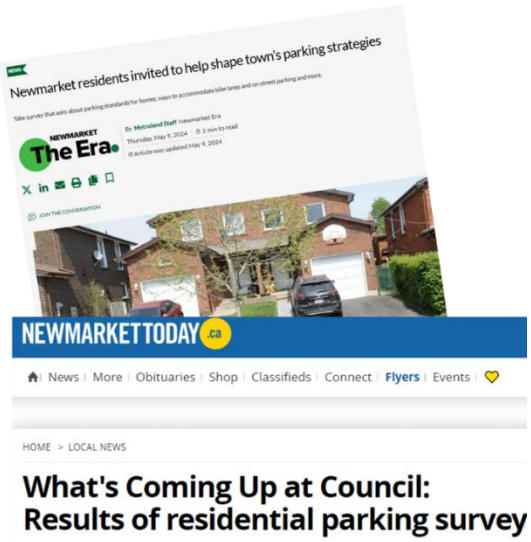
5.2.1 Engagement Objectives

The engagement objectives for Phase 1 were to:

- Maintain a transparent process that informs the public about key project milestones and opportunities to get involved.
- Be inclusive and respectful towards the local community's needs and values.
- Learn from and listen to residents, community groups, and parking influencers.
- Establish open lines of communication that are met with a timely response.
- Encourage collaboration among the community to develop a shared vision for Newmarket's future.

5.2.2 Communications

Communication activities included:



- Project notification issued on newmarket.ca
- Dedicated Project Website heynewmarket.ca/residentialparkingstudy
- Social Media posts:
  - Six Facebook posts: 31,419 impressions.
  - Four Instagram Stories: 4,400 impressions.
  - Six X posts: 6 Posts with 3,000 impressions.
  - One LinkedIn post: 1 post with 1,694 impressions.
- News Media articles: approximately 2,820 views.
- Three articles in Newmarket Today.
- One article on Yorkregion.ca: The Era Newmarket.

5.3 Phase 1 & 2 Engagement Activities

Engagement events and tactics in Phase 1 included:

- Two Community Pop-ups.
- Three Knowledge Exchange interviews with Developers.
- Online Surveys - 880 and 335 survey respondents.
- Equity Diversity and Inclusion Focus Group.

- Committee of the Whole Presentation and two Council Workshops.

5.3.1 Project Website

The project website was launched in May 2024: heynewmarket.ca/residentialparkingstudy. The purpose of the project website is to provide background information about the Study, access to relevant reports, information about meetings and events, as well as opportunities for engagement.

During Phase 1 of the project an online survey was used to gather feedback on the current conditions and future vision for parking in Newmarket's residential areas. Members of the public were also able to use the Question feature to submit questions to the project team. There were 1,607 visits to the project website from May through October 2024, and 1,335 visits from November 2024 to December 2025. Fifteen questions were submitted to the project team using the Question function.

5.3.2 Community Pop-up Events

During the Summer of 2024, Town Staff and the Project Team led two Community Pop-Ups to meet people where they were and to hear directly from the public about their ideas on residential parking. The Pop-Ups also gave the Project Team an opportunity to promote the study, as well as direct individuals to the project website to register for updates and to provide feedback by participating in the online survey.

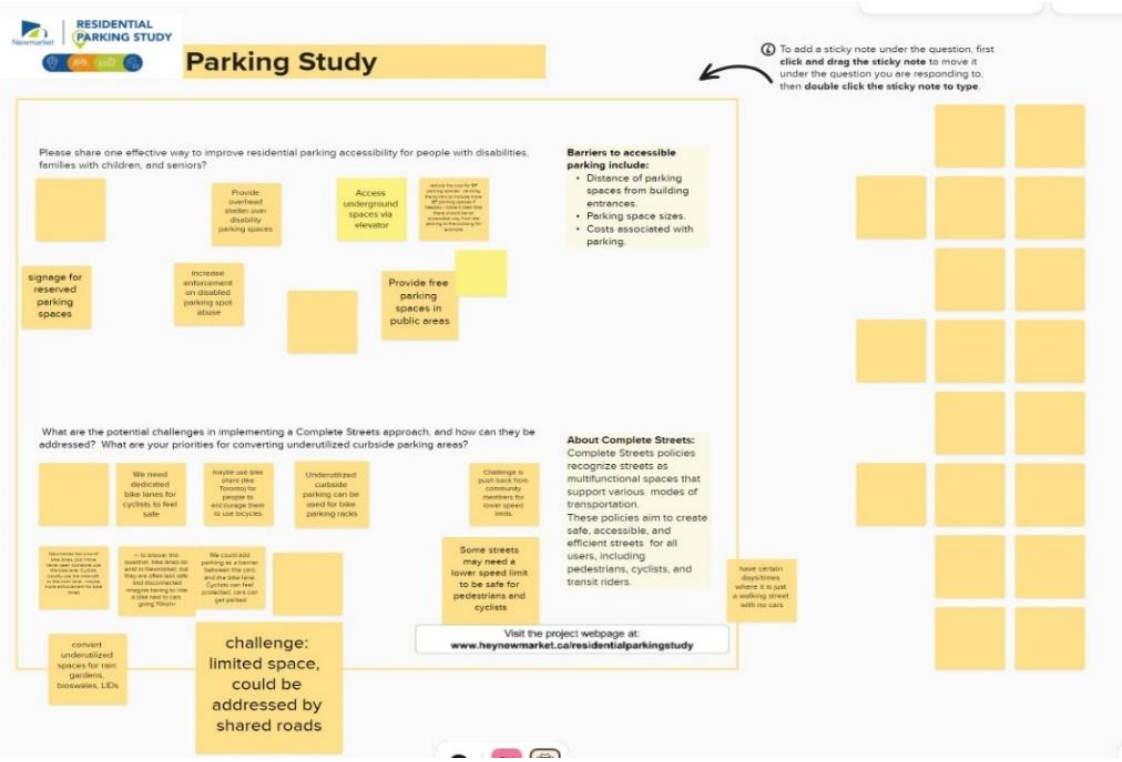
Community Pop-ups were hosted at the Ray Twinney Recreation Complex on July 15, 2024, and at the Magna Centre on July 22, 2025. Each Pop-Up was activated with activity boards to encourage conversation about current conditions on parking and the vision for residential parking. The Project Team talked to approximately 40 people at the pop-ups.

5.3.3 Online Survey

An online survey was available on the Hey Newmarket project webpage from June through to August 2024. Survey participants were able to reflect on the following: parking behaviours for those who live or visit in Newmarket's residential areas, parking restrictions in residential areas and challenges with accessibility; the vision for sustainable parking options in the future. A total of 880 participants provided feedback on residential parking matters through the survey.

5.3.4 Equity, Diversity and Inclusion Focus Group

In a commitment to promoting equity, diversity, and inclusion (EDI) in land use planning, an EDI virtual Focus Group meeting with local community representatives was held on October 7, 2024. The meeting included an update on the ongoing Official Plan Review, Housing Needs Assessment, and the Residential Parking Study. Members of each project team delivered brief presentations on their projects, providing and overview of the progress made, upcoming steps, and opportunities for the community to stay engaged. The meeting included facilitated discussions to gather feedback on draft policy directions, parking in residential areas, and housing and affordable housing needs in the Town. There were 11 participants from various organizations and resident members of the local community at the EDI focus group meeting.



5.3.5 Developer Knowledge Exchange Interviews

The Developer Knowledge Exchange Interviews sought to facilitate two-way learning about parking conditions in Newmarket's residential areas. Members of the project team provided an overview of key findings from the background research and then asked target questions to discuss challenges with providing residential parking, including design considerations, parking supply, and zoning requirements. Three interviews were conducted with developers.

Developers emphasized that addressing the housing crisis must take precedence over avoiding potential parking or drainage challenges. They noted that constructing parking—especially off-street parking—is extremely costly, directly increasing housing prices. To reduce these costs and support more housing supply, developers suggested:

- Greater flexibility in parking regulations, including allowing driveway widenings using permeable materials and counting garage spaces toward parking requirements.
- Allowing unrestricted on-street parking, including year-round overnight parking, which should enable the lowering of minimum parking requirements for new developments.
- Exploring a parking permit system as another tool to manage parking without requiring excessive on-site supply.
- Improving active transportation and transit options to reduce overall vehicle demand and reliance on parking infrastructure.
- Notably, developers did not identify issues with parking garages being too small.

5.3.6 Committee of the Whole and Council Meeting and Workshop

The key observations uncovered through Phase 1 of the Study were presented to Newmarket Council at a Committee of the Whole Meeting on October 21, 2024. At that meeting, Councillors requested a more in-depth workshop to discuss their questions, which was held on December 9, 2024. Newmarket Councillors noted the desire for additional analysis before recommendations are formed, including:

- Identifying the prevalence of widened driveways in Newmarket (including those that have not been registered with the Town).
- Identifying the prevalence of ARUs in Newmarket (including those that have not been registered with the Town).
- Identifying how demographic trends (for example, household composition) may differ in different areas of the Town, and how those correlate to parking utilization, the prevalence of driveway widening, and so forth.
- Examining parking violations in more depth to determine if select vehicles are receiving multiple violations and select neighbourhoods are receiving the majority of violation citations.
- If required, conducting more in-depth surveys in areas that have parking-related concerns.

5.4 Additional Engagement

Additional Phase 2 Engagement was conducted between November and December 2025, focusing on targeted outreach in Newmarket's residential "hotspot" areas. The approach combined digital engagement tools, direct community consultation, and stakeholder discussions to deepen understanding of parking challenges and opportunities in specific neighbourhoods.

5.4.1 Additional Engagement Objectives

The objective of Phase 2 engagement was to collect in-depth input from residents living in hot spot areas, neighbourhoods facing increased parking pressures and distinct local conditions. The consultation process was designed to capture perspectives from a broad spectrum of community members, such as property owners, tenants, and individuals with accessibility requirements, ensuring that all voices were heard. The insights gathered build upon earlier findings and will help shape recommendations for improving residential parking in Newmarket in the next Phase.

5.4.2 Communications

Phase 2 communications included:

- Targeted notifications to residents in Zones 1–8 (hotspot areas) through a flyer mailout with an invitation to participate in an online survey to over 2,250 households, plus another 200 households in Zone 9 (Widdifield Avenue and Foxtail Ridge area).
- Updates, responses to questions, and resources were posted on the project website.
- A report back presentation to Council on Nov 10, 2025 and workshop discussion on additional data requested by Council in the December 2024 workshop.

5.4.3 Additional Phase 2 Engagement Activities

Engagement activities in Phase 2 included:

5.4.3.1 Online Survey

In November 2025, a detailed online survey about parking conditions, driveway use, and local regulations was issued to residents in 8 hotspot areas that had a high number of parking violations and complaints. The survey explored:

- Current parking behaviours and challenges.
- Driveway and property characteristics.
- Attitudes toward zoning, landscaping, and sustainable parking solutions.
- Accessibility and equity considerations.
- Preferences for communication and future engagement.

A ninth hotspot area was added at the request of a member of Council and the public. In total, approximately 400 responses were received, representing approximately 16% response rate, providing a robust dataset for analysis to inform future phases of the project.

5.4.3.2 Stakeholder Consultations

Meetings were held with the Town's Strategic Leadership Team, Technical Advisory Committee and Legislative Services from March to November 2025 to discuss additional data collection, analysis and findings requested by Council.

5.4.3.3 Council Workshops

A report back to Council was held on November 10, 2025, in a dedicated workshop for feedback and direction. At that meeting, the following was heard:

- **Demographic Review:**
    - **Multigenerational households:** Council asked to confirm the % of multigenerational households in Newmarket based on census definitions (two or more adult generations living together).
    - **Cars per household increasing:** Rising auto ownership continues to drive parking demand.
    - **Housing age impacts driveway size:** Homes built between **2001–2010** tend to have larger driveways; older homes often have **narrower driveways** that may only functionally support two cars.
    - **Driveway widening & ADUs:** Council raised whether the Town could create an incentive to register Additional Dwelling Units (ADUs) when applicants widen driveways.
    - **Winter parking bans:** Council wanted more detail on options. They noted residents will "learn quickly" because snowplows block in cars during bans, suggesting a behavior-shaping effect.

- **Driveways**
    - **Core challenge:** "Where do the cars go?"—on the driveway or on the street.
    - **Licensed contractors:** Council sought clarity on how licensing works and how contractor regulation might help manage driveway modifications.
    - If the Town adopts more aggressive enforcement, Council would like to know what the **transition** looks like, whether non-conforming driveways would be grandfathered, and what rules would apply moving forward.

- **Design Standards & Private Condo Roads**
    - Council explored why certain design permissions such as private condo roads exist and what standards the Town should require
    - Council highlighted the need for minimum requirements and clearer criteria

- **Cycling Integration**
    - Council noted **resistance to removing parking** to add cycling facilities (e.g., Woodspring example).
    - They emphasized that **active transportation infrastructure (ATIP) and on-street parking must be planned together**, not in conflict.

- **AI Pilot on Driveway Widenings**
    - Initial AI-driven analysis results are scheduled for release in three months
    - Council wants the pilot to help answer questions such as:
        - Why residents widened their driveways
        - Whether widened driveways may be associated with illegal rental units or unregistered ADUs.
- **Public Survey**

- Council discussed options to extend or promote the ongoing survey.
- They agreed to wait and see response levels first.
- Since the survey is targeted (not Town-wide), promoting it through broad channels (newsletters, social media) could cause confusion—so these were not recommended.

5.5 What We Heard

Below is a summary of what we heard from engagement with the public including the pop-ups, online survey, EDI focus group, interviews with developers, and Councillor meetings. Responses are organized by theme.

5.5.1 Parking Habits in Residential Areas

Through responses to the online survey, we were able understand the parking habits of residents and visitors in Newmarket. Survey respondents were asked if and when they use on-street parking, why they use it, and the times during the day they are most likely to use on-street parking. They were also asked to share their observations of when people outside of their household use on-street parking.

The majority of respondents, about 82%, reported having a private garage at their home. When it comes to parking their vehicles, approximately 78% of respondents usually park in their driveway. Additionally, around 57% of respondents indicated that they park in their garage, on the street, or in a dedicated parking space within their building. For those who primarily park in their driveway, the top reasons are that they use their garage for storage (39%) or seasonal storage (18.5%) or find their garage too small for their vehicle (34%). This sentiment was further reinforced by residents at various community pop-ups, revealing that many have already expanded their driveways, or are thinking about expanding it, to accommodate more vehicles.

In the second survey, which targeted hotspot residential zones in Newmarket, 46% of households reported using on-street parking regularly or occasionally, with peak demand during evenings (36%), weekends (37%), and special events or holidays (46%). While most residents rely primarily on driveways and garages, on-street parking remains an important supplement, especially for multi-vehicle households. Notably, 24% of respondents avoid inviting guests due to limited or unclear on-street parking rules, and 36% have received tickets or warnings for on-street parking, underscoring the need for clearer regulations and more flexible permit systems in these high-demand areas.

Key Observation

Many Newmarket residents park in their driveway rather than in a garage.

When asked about when they use on-street parking, 64% of respondents indicated that they park on residential streets when visiting friends or family or move their cars to the street to provide driveway space for guests (57%). Respondents also use on-street parking during local community events (59%), renovations (58%), and when accessing local businesses (50%).

Respondents were more likely to use on-street parking during the evenings from 3 pm to 7 pm (44%) and 7 pm to 12 am (35%). A smaller proportion of survey respondents indicated they park

during the afternoons from 12 pm to 3 pm. The duration of on-street parking for most respondents was within 30-minutes to 2 hours (59%). A slightly lower proportion of respondents indicated that they use on-street parking for 3 or more hours a day (49%). Please note that respondents had the option to choose from different ranges of parking duration when responding to the question.

Newmarket Councillors noted that there should be adequate parking to meet residents' needs, including by allowing driveway widenings to a certain extent, and extending on-street parking where/when it is safe to do so. There was low support among Councillors to re-use on-street spaces for other purpose and to use private garages to resolve off-street parking challenges.

5.5.2 Residential Parking Challenges

Participants of the EDI focus group, developer interviews, pop-ups, and online survey were asked about the challenges associated with parking in Newmarket's residential areas.

When it comes to finding on-street parking in their neighbourhood, survey respondents identified the top three challenges associated with parking, including restrictive bylaws (36%), challenges finding parking for visitors (34%), and narrowed streets when cars are parked on both sides of the street (31%).

In residential areas they visit, the biggest parking challenges were also highlighted. About 55% of respondents found parking by-laws too restrictive, such as the 3-hour time limit or no overnight parking. Around 41% reported that visiting friends and family cannot find nearby parking. Nearly 29% mentioned difficulties accessing visitor parking to reach nearby businesses.

Regarding the availability of paid parking lots, 70% of respondents did not have one near their home, while 19% indicated that they did. Of those living near a paid parking lot, 18% indicated that it always or often impacted on-street parking on their street, and 15% said it sometimes or rarely had an impact. Councillors noted the need to examine on-street parking permits or paid parking in these areas to resolve issues or using municipal parking lots to reduce these hot spot issues.

Participants were asked about what could be done to improve parking experiences in residential areas. They advocated for allowing street parking close to homes with fewer restrictions, such as removing the 3-hour limit and permitting overnight parking outside of winter months with free registration. They also asked for a review and adjustment of strict parking bylaws to reduce high ticket fines and enhance accessibility. There were also comments that winter parking restrictions are outdated due to less snow and that removing these restrictions could generate revenue. Relatedly, participants noted that there is a need for better planning of current bus routes, especially in developments like those on Davis Drive, where residents avoid high parking fees, leaving spots vacant as residents use other transit options.

Participants also offered suggestions for design improvements. These suggestions included developing new homes with larger garages and dedicated storage spaces, including built-in shelves or second-level storage, to accommodate modern vehicles and reduce clutter and to encourage more people to use their garages. They also suggested expanding driveways to fit at least two vehicles and permitting additional driveways for corner lots. Increasing the number of public parking lots, promoting shared parking to maximize parking space utilization, and

addressing zoning issues that complicate parking for common element condos were also highlighted.

In the Phase 2 survey of hotspot residential areas, 46% of households reported using on-street parking regularly or occasionally, with peak demand during evenings, weekends, and special events. The most common challenges identified were difficulty finding available on-street spaces (39%), restrictive time limits (23%), and a lack of accessible parking nearby (19%). Additionally, 25% of respondents avoid inviting guests due to limited or unclear parking rules, and 37% have received tickets or warnings for on-street parking. These findings highlight the need for clearer regulations, improved accessibility, and more flexible permit systems to address the unique parking pressures in Newmarket's high-demand neighbourhoods.

5.5.3 Equity, Diversity and Inclusion

Identifying opportunities to promote inclusion in the Town's transportation infrastructure is a priority for the Study. Through the online survey, EDI focus group and pop-ups, participants were asked how the Town could improve accessibility and safety for people impacted by disabilities, families with children, and seniors through improvements to residential parking.

Persons who live with a disability or who have a family member with a disability represented 15% of survey respondents. For these respondents, 52% indicated that their current parking arrangements either moderately or barely meet their needs, while 13% said their parking needs are unmet due to illegal parking, and 8% cited insufficient or poorly designed accessible spots. Respondents indicated that parking accessibility could be improved by minimizing distance between parking areas and residential entrances (16%), clearly marked accessible space close to building entrances (15%), enhanced pathways from parking areas to residential buildings (13%), and conducting an awareness campaign (9%).

Participants were asked for suggestions on how to improve parking accessibility in the Town's residential areas and noted that there is a need for accessible parking spaces in parks and neighborhoods. Participants offered design solutions such as improved sidewalks and ramps for better mobility, overhead shelters for accessible parking spaces, and improved signage. They further suggested that efforts should be supported by increasing enforcement against the misuse of accessible parking spots.

They emphasized the need for equitable and accessible street parking for all residents, with suggestions for special concessions and fee reductions for seniors, persons with a disability, and other equity-deserving groups. Examples of these concessions included: free parking in public spaces, reducing fees in garages and paid lots, offering long-term parking passes at reduced rates, implementing tiered pricing for short-term parking, and implementing preferential parking packages for residents.

Councillors noted the need to consider parking spaces for personal support workers conducting home care. They also identified that engagement with the Town's Accessibility Committee in future phases of the Study would be beneficial.

In the Phase 2 survey of hotspot residential areas, 11% of respondents reported having an Ontario Accessible Parking Permit, and 18% identified a lack of barrier-free parking spaces in the areas they visit. Over half (52%) of those who answered accessibility program questions supported the designation of on-street accessible spaces, prioritizing clear signage,

enforcement, and reserved spaces close to homes. Residents with accessibility needs emphasized that accessible parking spots could be better located and sized, and raised concerns about illegal parking in barrier-free spaces. These findings highlight the importance of targeted improvements—such as enhanced signage, enforcement, and proximity to entrances—to ensure equitable and accessible parking for all residents in Newmarket's high-demand neighbourhoods.

Key Observation

Some Newmarket residents experience challenges with parking accessibility.

5.5.4 Future of Residential Parking

Participants of the pop-ups, online survey, developer interviews, and EDI focus group were asked to reflect on the future of parking in Newmarket's residential areas.

Survey respondents highlighted several priorities and future visions for parking in Newmarket. The top priorities for converting any underused parking spaces included enhancing the Town's natural beauty and providing recreational spaces (44%), transforming these spaces into green areas, parks, and gardens (43%), and exploring mixed-use parking areas that serve as parking lots during the day and community gathering spots in the evenings and weekends (42%).

Looking ahead 30 years, respondents envisioned more dedicated EV charging stations (57%), green initiatives like solar-powered carports (48%), and a shift towards walking as areas become more walkable (35%). In the next 5-10 years, participants prioritized increasing green spaces and incorporating green infrastructure (22%), implementing smart parking systems (21%), and improving local public transportation and cycling infrastructure (19%). Parking solutions include implementing a permit parking system (43%), building parking garages (41%), and increasing parking By-law enforcement (38%).

The need for sufficient parking provisions was emphasized by participants. Further, designing two-car garages to accommodate large vehicles was desired. Participants noted that there is a trend towards garage parking that is influenced by EV charging needs, especially in high-rise developments, and due to car theft concerns.

Participants highlighted several strategies to address parking as well as property maintenance issues that impact parking in Newmarket. Participants wanted to see the Town encourage homeowners to take responsibility for their property maintenance, with increased By-law enforcement to manage street parking violations. To promote recycling and decluttering of storage areas, it was recommended that the Town organize community garage sales, increase curbside giveaway days, and schedule more bulky waste pickup days. Further, finding opportunities to enhance access to local donation centres and hosting educational workshops on organization and decluttering were also suggested.

Participants offered suggestions for promoting access to non-car transit options and reducing parking needs. Suggested measures included improving public transport, including bike racks in parking areas, and offering shuttle services to local amenities. Overall, implementing complete communities is proposed to encourage alternative transportation options and address parking issues.

Newmarket Councillors identified that the study should account for both short- and long-term visions that are sufficiently flexible to meet changing needs. There was support for the Study to focus mostly on addressing the short-term vision to ensure the current parking needs of residents are met.

In the survey of hotspot residential areas, residents emphasized the importance of balancing parking needs with accessibility and sustainability. Survey participants supported future strategies such as permit-based systems, improved enforcement, and expanded accessible parking, while also prioritizing green infrastructure and walkable communities. Respondents advocated for policies that address both immediate parking pressures and long-term visions, including enhanced signage, enforcement against illegal parking, and the integration of accessible spaces close to homes. These insights underscore the need for adaptable, inclusive, and environmentally conscious parking policies to meet the evolving needs of Newmarket's residential neighbourhoods.

6 Conclusion & Next Steps

6.1 Summary of Key Observations

The Town of Newmarket has initiated a Residential Parking Study to develop a strategy to meet parking demands while supporting and promoting urban design standards, enhanced economic development, and accommodating alternative forms of transportation. To date, the first two phases of the study have been completed. This first phase focused on background analysis and research to identify existing parking conditions in Newmarket. Five key observations were made:

- Many Newmarket residents park in their driveway rather than in a garage.
- For some development types, Newmarket's minimum parking requirements are not fully in line with other municipalities or with the number of cars owned by residents.
- A large share of parking violations in the Town relate to overnight parking and parking for more than 3 hours.
- There are areas in the Town near paid parking lots with high on-street parking utilization.
- Some Newmarket residents experience challenges with parking accessibility.
- Nearly half (46%) of households in hotspot areas use on-street parking regularly or occasionally, with peak demand during evenings, weekends, and special events.
- A quarter of respondent 25% avoid inviting guests due to limited or unclear on-street parking rules, and 37% have received tickets or warnings for on-street parking.
- Residents expressed strong support for future parking solutions that balance accessibility, sustainability, and flexibility, including permit-based systems, green infrastructure, and more walkable communities.

A vision was also created as part of the first phase to guide the rest of the Study.

6.2 Next Steps

In the next phase, the Newmarket Residential Parking Study will:

- Consider ways to address the additional analysis requested by Council, to further strengthen the evidence base uncovered through Phases 1 and 2.
- Explore preliminary draft options to address the five observations and support the vision. Options will be informed by practices in other municipalities and include an assessment of their benefits and challenges. Options may be examined for parking standards for low and medium-density residential dwelling types, strategies for accommodating bike lanes and on-street parking, design standards for private condominium roads, and updated driveway standards.
- Conduct additional consultation with Newmarket residents, visitors, employees, and Councillors on the options.

The Study is expected to be substantially complete by the end of 2026.

Appendix A – Demographic Profiles and Mapping

Appendix B – Council Presentation Materials

Attachment 2 - Driveway AI Pilot Area

Residential Permit Parking Programs

Municipal Knowledge Sharing Session

November 19, 2025

BRAMPTON

CITY OF BRAMPTON

LAND ACKNOWLEDGEMENT

The City of Brampton is located on the traditional territories of the Mississaugas of the Credit, Haudenosaunee and Wendat Nations who have called this land home since time immemorial.

We recognize the Mississaugas of the Credit as the original rights holders and the signatories of Treaty 19 – the Ajetance Purchase of 1818 – and that the agreements made therein are foundational to our nation-to-nation relationship.

As a City, we are committed to our ongoing role in reconciliation through meaningful action rooted in truth, justice and respect. We are grateful to the original caretakers of this land who have ensured we are able to work, play and live in Brampton now and in the future.

BRAMPTON

INTRODUCTIONS

Please introduce yourself in the chat

Participating Municipalities:

- City of Brampton
- City of Mississauga
- Town of Caledon
- Town of Halton Hills
- Town of Milton
- City of Burlington
- Town of Oakville
- Town of Newmarket
- City of Richmond Hill
- City of Markham

Brampton's Consultant:
Arcadis Canada

AGENDA

- Background & Context
  - Parking Challenges & the Brampton Parking Plan
  - Context of Newer Development Areas
  - Residential Parking Permit Feasibility Study

- Discussion Topics
  - Existing Residential/Overnight Parking Programs
  - Program Feasibility Studies
  - Informed Decision Making
  - Operational & Safety Constraints
  - Snow Removal
  - Parking at City-Owned Facilities
  - Program Administration

BACKGROUND & CONTEXT

BRAMPTON

PARKING CHALLENGES

- **Brampton Parking Plan** was endorsed by Brampton City Council in 2023
  - Brampton's city-wide parking policy framework

- <u>Some things explored include:</u>
  - Minimum parking requirements
  - Latest technologies
  - Revenue streams
  - Parking constraints in newer development areas

CONTEXT OF NEWER DEVELOPMENT AREAS

- Narrower Streets
- Greater Density
- Reduced Driveway and Garage Size

Car ownership rates and parking demand remain high during the early/intermediate stages of Brampton's transition from a predominantly suburban to urban municipality

<u>Some Challenges:</u>

- Illegal driveway widenings
- Illegal overnight on-street parking
- Parking on boulevard
- Unfavourable garage usage
- Parking for ARUs
- Residents requesting for AT removal

RESIDENTIAL PARKING PERMIT FEASIBILITY STUDY

- Ongoing study; early stages
- Identified as part of the Brampton Parking Plan
- Initial scope to explore the feasibility of a city-wide on-street overnight parking permit program
- Brampton City Council asked to explore overnight parking at City-owned facilities as well
- Arcadis Group was retained to complete the study

DISCUSSION TOPICS

BRAMPTON

EXISTING RESIDENTIAL/OVERNIGHT PARKING PROGRAMS

- Did your municipality consider a residential permit parking program?
  - On-street or at municipally-owned facilities

Brampton:

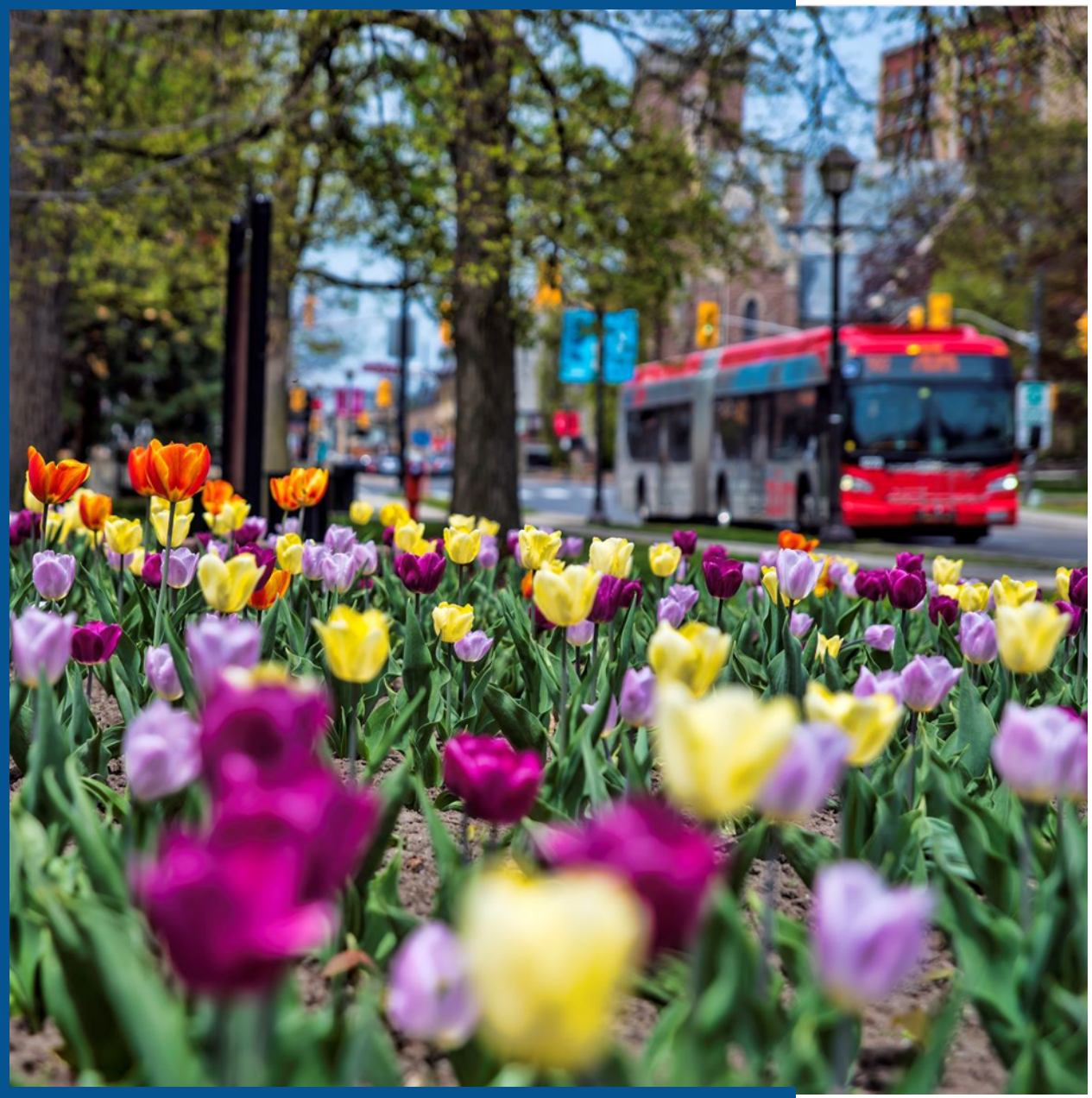
- Parking considerations to park on City streets
  - 14 days per year, per licence plate
  - No cost to applicant
- Conducting feasibility study for overnight parking program
  - On-Street and at Municipally-Owned Facilities

PROGRAM FEASIBILITY STUDIES

- For municipalities that issue/are exploring residential parking permits, what did/what does your study look like?
- Is there anything you wish you had explored but didn't?
- What considerations have informed your selection to implement or not implement the program?

Brampton:

- Conduct Best Practices Review
- Location of Program
- Enforcement Resources
- Financial Implications to City and Cost to Permit Holder
- Operational Constraints and Mitigation
- Public Engagement Strategy



INFORMED DECISION MAKING

- What did public consultation look like?
- How did you select the locations?
  - Size and Scope (By street? By neighbourhood?)

Brampton

- Parking complaint and violation data
- Field Supply & Demand Surveys
- MTO Car Ownership Data
- Planning a City-wide Survey and targeted PICs to better understand support for program

OPERATIONAL & SAFETY CONSTRAINTS

- How are you mitigating the constraints of providing residential on-street permit parking?
- Have any unforeseen operational constraints been noticed since implementing a residential parking permit program?

Brampton:

- Restricting parking to one side
- Concurrently exploring the feasibility of providing overnight parking at city-owned facilities
- Engaging EMS, Fire, Police, Road Operations, Waste Collection, and Facilities in the decision-making process

SNOW REMOVAL

- Are vehicles permitted to park on streets during major snow events?
- Where are permit holders allowed to park during a major snow event?

Brampton:

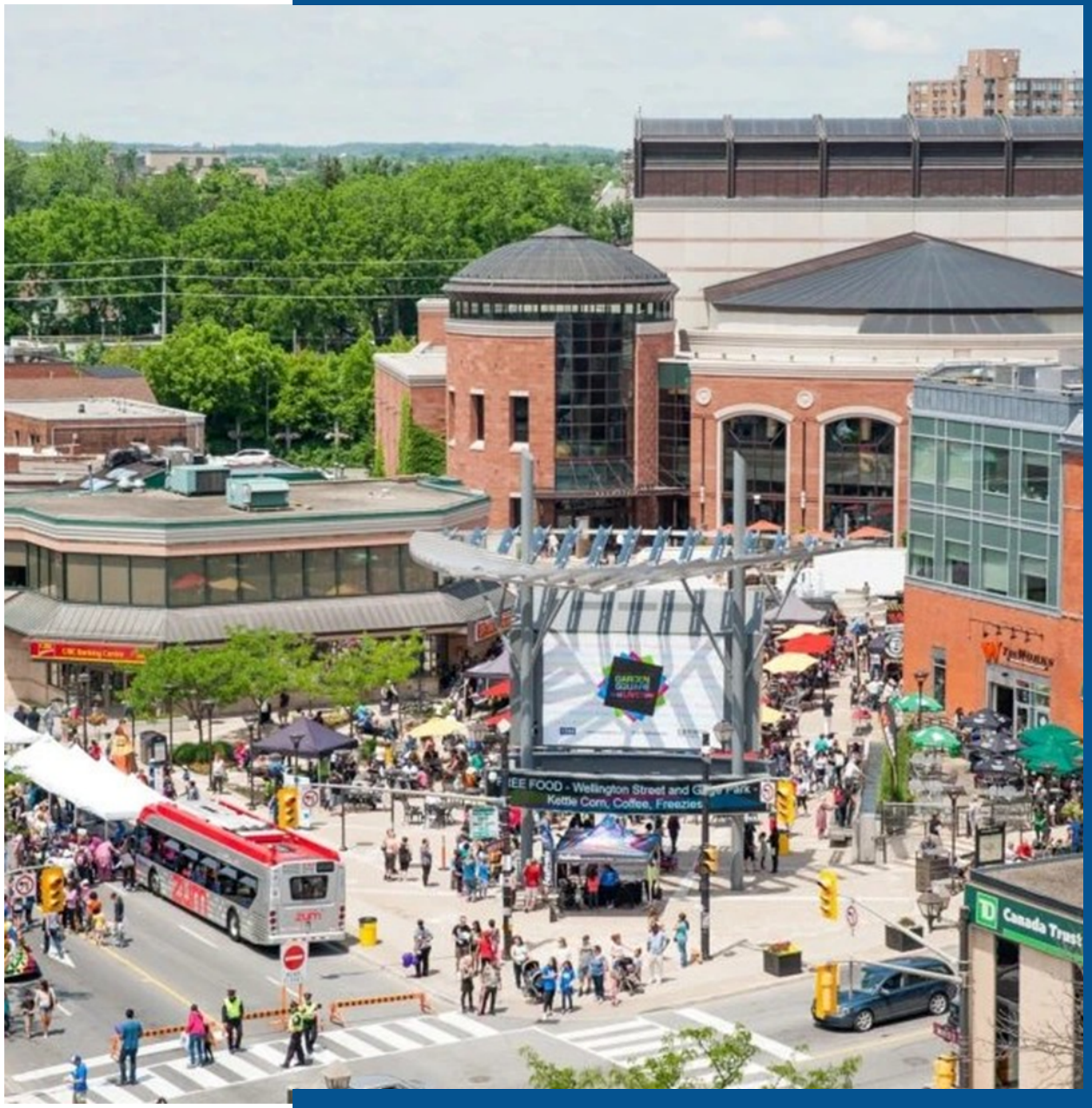
- When a major snow event is announced, no parking considerations are accepted
- Feasibility study explores possibility of providing parking at city-owned facilities (potential parking during major snow events)

PARKING AT CITY-OWNED FACILITIES

- Does your municipality make use of parking at city-owned facilities?
  - Which facilities?
  - How were the facilities selected?
  - Is parking permitted during snow events?
  - How do you manage security & liability concerns?

Brampton

- Actively exploring this as a solution
- Some preliminary considerations: parking supply & demand, operational constraints, lighting, pedestrian facilities, accessibility, proximity to residential areas



PROGRAM ADMINISTRATION

- How are you administering the issuing of parking permits?
- How do you manage supply and demand?
- What is the eligibility criteria?
  - Limit per household?
  - Existing number of parking spaces?
  - ARUs?
- Do you have any specific software or tools to highlight?

Brampton:

- Actively exploring this issue

THANK YOU

BRAMPTON

Agenda/Meeting Minutes

SUBJECT
Knowledge Sharing - On-Street Parking Permit Practices

DATE
November 19, 2025

OUR REF
30275518

TIME START/END
11:00AM ET/12:00 PM ET

CHAIRPERSON/ORGANIZER
Richa Dave (City of Brampton)

PARTICIPANTS
Brampton: Richa Dave, Paul Brioux, Peter Bryson, Rowaidah Chaudhry, Anthony Luo, Scott McIntyre, Humna Khurshid
Halton Hills: Roumen Kotev, Carla Bonacci
Milton: Mary Beth Mitchell, Heide Schlegl
Markham: Harmeet Bhatia, Shemmiah Cort, Richard Ehrlund, Samson Wat
Newmarket: Christopher Pumo, Andria Sallese
Burlington: Kaylan Edgcumbe
Caledon: Gurpreet Walia, Joel Assaly
Oakville: Hania Ellison, Jessika Dack
Mississauga: Jo-Ann Sutherland, Nisha Bhakhana
Richmond Hill: Jonathan Sealey
Guelph: Helya Oghabi
Toronto: Michael Cude, Mathulan Manikkarajan
Arcadis: Daniel Vriend

MINUTES TAKEN BY
Daniel Vriend

COPIES TO
Rowaidah Chaudhry, Richa Dave (Brampton)

Notes:

City of Brampton Staff facilitated the discussion with a slide deck.

The below is a summary of relevant points made during the discussion.

Joel Assaly (Caledon):

- Do limit the number permits per household or address?

Kaylen Edgcumbe (Burlington):

- Have about 300 people registered now.
- Don’t permit overnight parking now, and people were exhausting their 15 night
- ARUs were the reasoning for advancing program. Didn’t want parking to be a barrier to ARU development. We give preference to ARU, and do technical analysis of all streets.
- Flood of applications once program launched.
- Assessment is of the street block, estimate how many on street parking streets can accommodating. Bring it down to 80% of the block.
- Did consider doing first permit is $300 and next is for more expensive. Didn’t pursue this for financial equity. Did first come first serve. Downtown was exempt.
- Gave people a month notice, a lot of work to get going
- A lot of permits dropped off in September as university students went back to school.
- As requests come in they analyze the street and then record it

- Permits are block by block – not neighborhood wide.

Jo-ann Sutherland (Mississauga):

- Supposed to be parking master plan – due to snow clearing had to pull back. Had a proposal to have lower parking on street. As much as want to allow folks to park on street

Michael Cude (Toronto):

- Program resident driven. Cases where councillors request an exemption to bylaw.
- Program has run over 70 years. Two types: area by area (small neighborhoods) and block face.
- Have a good understanding of parking supply.
- Do parking supply by person and not household.
- Exclude new developments from parking programs in very dense neighborhoods.

MaryBeth Mitchel (Milton):

- Look at on street program, in 2023.
- 25 per calendar per license pate. Was a tough process.
- Transitional strategy = various options. parks
- Looked at infraction data. And 15 parks for $60 per month per license plate. Not cap.
- No availability. Some times locations are too far to walk.
- Some caveats – cant break other rules like for snow clearing

Hania Ellison (Oakville):

- Did not have Oakville's' full program on the slides, only North Oakville is represented.
- Have temporary parking.
- We look at zones and assess parking space in zone and then limit to 75% of spaces.
- Challenge when new developments come on in north Oakville.
- During COVID – where we have temporary parking to exceed that. Pilot – 30 day permits.
- Sometimes there are a lot permits in some areas and residents aren't happy.
- Usually just a few residents complaining because they are living near student housing
- Resident administered – apply and park and follow the rules. No restrictions
- Downtown – grandfathered – locations such apartments over stores. Can get a permit or pay for one night with HAWK.

Joel Assalay (Caledon):

- Uses Gtechna. We tie permits to address. Working with Gtechna to create an account and tie it to an address, so we are working with software developer to add this feature.

Heyla Oghabi (Guelph):

- How is enforced? Complaint based? Or proactive?

Michael Cude (Toronto):

- The TO Police have a parking unit and proactive enforcement. Looking forward to paperless (now its stickers) and police scour parking program areas.

Gupreet Wailia (Caledon)

- Question about snow clearing in other municipalities (note: discussion comes later)

MaryBeth Mitchel (Milton):

- It's the responsibility of owner to ensure vehicle is clear - we expect this is going to be a issue

Roumen Kotev (Halton Hills):

We have been issuing monthly permits 7-7. Creating first programs year round.

Kaylen Edgcumbe (Burlington):

https://www.burlington.ca/en/roads-parking-and-traffic/citywide-on-street-residential-parking-permi…

- Citywide On-Street Residential Parking Permit - City of Burlington
- If you need to park on your street regularly, you can apply for a Citywide On-Street Residential Parking Permit. It will let you park your vehicle on your street all day and overnight, for up to tw...

https://burlingtonpublishing.escribemeetings.com/Meeting.aspx?Id=8e008e5f-04ba-4561-a17d-699c7e5702…

- Citywide on-street residential parking permit (PWS-10-25) - Committee of the Whole - March 03, 2025

- Made money on parking enforcement. Used LPR (License Plate Recognition). So warned council that fine money will go down. Permit money is less than enforcement money,
- Big effort on engagement was internally – parks/forestry.

- Soley first come first serve.
- Looked at more in 2016 with stricter criteria. Was very tough to justify if people needed it. Difficult to assess how many can park on site.
- If our permit was more expensive, perhaps more than a storage unit, that might incentivise people to clean out garages.

Michael Cude (Toronto):

- Parking permit price is based on how much on street parking they have. This as been validated by staff. Is intensive to assess,

Richa Dave (Brampton):

- could be an equity consideration. This is interesting.

Mary Beth (Milton):

- Consulted with Risk team as part of pilot. Consulted with Police and aware of locations. Some social messaging. No additional measures were put in place.
- Theres terms and conditions with permit - a disclaimer that town is not responsible for lost or stolen vehicles

Gurpreet Walia (Caledon)

- Thought about risk of vehicle being stolen – so it's a condition of permit.

Richa Dave (Brampton)

- what is the ROW width that you would approve overnight parking on? One side, both side?

Gurpreet Walia (Caledon)

- Because of town of Caledon. Parking restrictions on all local roads with one side so we don't have concerns.

Nisha Bhakhana (Mississauga):

- same process – and discussing right now. Street width more than 9m park on both sides. Less than 9m we don't allow.

Michael Cude (Toronto)

- We do have thresholds for width and based on one-way and two-way. Depends on dynamics.
- Default is alternating because of arguments among residents.
- Issue parking on 6 month terms. 1-15th on one side. 16th to 31st on other side. Signage indicates which side can park on. If vehicle hasn't moved in 7 days then its considered storing and we ticket. Mainly resident complaint .

- Most municipalities don't allow street parking during a snow event.

Kaylen Edgcumbe (Burlington):

- whatever the permit is, you have to get off the road during the event. Can park in parks. If your car gets snowed in then it gets snowed in. We also relocate vehicles (which is above and beyond).
- There is signage at the parks where you can park. There is a few neighborhoods where this is an issue. Also, there are permit information on what to do, and communications campaigns.

Jessika Dack (Oakville):

- Oakville never used to allow for parking during snow. Used to tell people to figure it out with schools and churches.
- Now, you have a permit you can park – and we send communication to al permit parking. People are responsible for removing snow around their vehicle, and if they are obstructing then they are ticketed.
- Oakville is only place that allows people to stay on street during snow. Hasn't been any major issues yet – but haven't had major snow yet.

Jo-ann Sutherland (Mississauga):

- Permits are online., can call 311. Permit folks get email about
- on street parking exceptions are submitted online. With snow, there is no exception

Relevant text discussion from the meeting chat:

Wat, Samson (Markham):

- Markham is finalizing our Citywide Parking Strategy, and one short term recommendation includes expanding the overnight parking permit program. I would be happy to exchange information and continue the conversation.

Jessika Dack (Oakville):

- Oakville has officers who do proactive and complaint based enforcement 24/7

Hania Ellison (Oakville):

- In Oakville enforcement is proactive enforcement using LPR

Carla Bonacci (Halton Hills)

- Halton Hills have officers who also do proactive and complaint based enforcement from 2-6am.

Kaylan Edgcumbe (Burlington)

- Same in Burlington. Paperless permits & LPR

Hania Ellison (Oakville):

- for our commercial lots in downtown Oakville, the snow clearing contractor hand shovels around parked cars - while this gets expensive we want to maximize the available parking for daytime paid parking customers

Carla Bonacci (Halton Hills):

- Halton Hills is also first come first serve with proof of ownership and proof of residency.

Michael Cude (Toronto)

- Because of the density of the city, apparently some thieves will apply for an online visitor permit so they can store the vehicle. We work with TPS to exchange data.

Hania Ellison (Oakville):

- Oakville issues digital permits using the AIMS software

Michael Cude (Toronto)

- Currently the City of Toronto requires in-person applications for new resident applicants however you can renew online. temporary victors are online. We are working on an online permit process.

Appreciation for the session expressed from: Andria Sallese and Helya Oghabi.

City of Brampton Residential On-Street Parking Knowledge Sharing Virtual Meeting

Date: November 19, 2025

Attendees Directory

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Carla	Town of Halton Hills	—
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Harmeet	City of Markham	—
Richard Ehrlund	City of Markham	—
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Michael Cude	City of Toronto	—
Mathulan Manikkarajan	City of Toronto	—
Daniel Vriend	Arcadis (Consultant)	—

Intro from Hosts – City of Brampton

Brampton is in a period of transition, from a suburban to a more urban context, and experiencing significant parking constraints in newer development areas. These communities feature narrower streets and higher densities compared to older neighbourhoods, while driveway and garage sizes have been reduced to accommodate shrinking lot sizes. At the same time, family compositions are growing, or more non-family households are living in units in lower density neighbourhoods, despite smaller lot sizes and limited availability of both off-street and on-street parking.

Key Highlights (detailed notes on page 2)

Common Challenges Across Municipalities:

a. Increased density and smaller lot sizes driving demand for on-street parking.
b. Enforcement varies: complaint-based vs proactive (Oakville uses 24/7 LPR).
c. Liability concerns addressed through waivers and messaging.
d. Technology integration issues (e.g., G-Techna not syncing with AMANDA).

Seasonal restrictions: Mississauga suspends permits in winter; Oakville sends snow alerts. This doesn't address the fact that there is still parking demand that needs to go somewhere.

Innovative Approaches:

- **Burlington:** City-wide on-street parking program informed by GIS-based street-by-street analysis; Housing Accelerator Funding supports affordability.
- **Milton:** Pilot program allowing parking in municipal lots for $60/month; uncapped in terms of how many are issued per household.
- **Oakville:** HONK digital system for downtown overnight parking.
- **Toronto:** Tiered pricing based on access to off-street parking; ALPR enforcement.

Risk Management:

- Municipalities disclaim liability for theft and encourage users to take necessary and ordinary precautions against automobile theft.
- Snow clearing communication critical (Oakville emails, Mississauga postcards).

Technology Trends:

- License Plate Recognition (LPR) is widely adopted.
- Digital permitting systems are becoming standard.

- Paperless enforcement transition in Toronto.

Detailed Notes by Municipality

1. Burlington – Citywide On-Street Residential Parking Program

- Launching early March; citywide program (except downtown).
- 300 registrations so far; demand linked to pandemic (students at home, seniors, ARUs).
- Housing Accelerator Funding offsets costs for affordable units.
- Catalyst for program now is influx of ARUs.
- **Technical assessment:** street-by-street, block-by-block.
- **Reviewed:**
    - Existing parking restrictions on the street.
    - On-street stall count.
    - Included 20% contingency for visitor parking.
- GIS summer student assisted with analysis.
- Not adopting Toronto's escalating fee model.
- Low-income considerations included.
- Observing decline in requests post-secondary term start.

2. Mississauga

- Winter windrow program requires cars to move during storm events.
- $150 fine for non-compliance.
- Internal consultation with Road Operations, Parks, Forestry to initiate the program for on-street program
- Revenue generation from parking offences emphasized.
- Uses LPR technology.
- Permits suspended in winter for snow clearing/windrow machines
- Courtesy notifications and postcards sent to permit holders.
- Parks lots allowed for winter parking; signage provided.

3. Toronto

- Resident-driven applications.
- **Two systems:** street-specific and area permits (downtown).
- Operational for 70 years; they have a comprehensive inventory.
- Permits issued by block, per individual (not household).
- Excludes new developments (must meet current parking standards).

- **Enforcement:**
  - Toronto Police Services ticket overnight using ALPR.
  - Transitioning to paperless tickets.
  - Local bylaw officers handle daytime enforcement.
- Pricing tiers based on access to off-street parking.
- **Communications:** 6-month permit terms; signage critical.
- **Storage rule:** vehicle unmoved for 7 days is considered to be 'storing' the vehicle = ticket.

4. Milton

- 25 exemptions per license plate.
- **Technology:** G-Techna (doesn't integrate with AMANDA).
- 2024 transitional strategy; internal working group.
- **Pilot program:** parking in municipal park parking lots at $60/month; uncapped.
- **Long-term program:** 15 hours anytime (including overnight); snow removal restrictions apply.

5. Oakville

- Initial program in North Oakville; temporary permits.
- **COVID pilot in 2020:** options for 1-night, multi-night, 30-day permits.
- **Enforcement:** proactive 24/7 using LPR technology.
- Downtown overnight parking in municipal lots via HONK digital system.
- **Challenges:**
  - Sheridan College student housing demand.
  - Operating budget and staffing.
- **Communications:** email alerts during snow events; digital permitting system.

6. Halton Hills

- Monthly permits for municipal lots (7 PM–7 AM).
- **12-hour zones:** first-come, first-served overnight parking.
- Waivers and terms/conditions for liability; municipality not responsible for theft.

7. Caledon

- Parking restrictions apply to one side of the street; compliance required.

Enforcement & Risk Management

- Oakville: proactive enforcement; contractor cleans around parked cars.
- Toronto: ALPR for overnight ticketing.

- Liability concerns addressed via waivers; messaging encourages precautions.
- Complaint-based enforcement common; some proactive approaches.

Technology & Integration

- G-Techna used by Milton and Oakville; integrates license plates with addresses.
- HONK digital system for Oakville municipal lots.
- Toronto moving to paperless enforcement.

Communications & Public Engagement

- Burlington: survey and webpage engagement.
- Mississauga: internal consultation; courtesy notifications.
- Oakville: email alerts during snow events.
- Toronto: signage and permit term communications.

Comparison of Municipal Approaches

Municipality	**Program Type**	**Technology**	**Enforcement**	**Seasonal Rules**
Burlington	Citywide permits	GIS analysis	Complaint-based	None
Mississauga	Permits + exemptions	LPR	Complaint-based	Permits suspended in winter
Toronto	Street-specific & area permits	ALPR	Police overnight + bylaw	Alternate side parking in winter
Milton	Pilot + exemptions	G-Techna	Complaint-based	Snow removal restrictions
Oakville	Temporary + digital	LPR + HONK	Proactive 24/7	Snow alerts via email
Halton Hills	Monthly lot permits	—	Complaint-based	None
Caledon	Restrictions only	—	Complaint-based	None

Technology Glossary

1. G-Techna

A parking enforcement and permit management software platform used by municipalities. It supports:

- Digital parking permits (residential, visitor, temporary).

- Integration with enforcement tools like LPR.
- Citation issuance and payment processing. **Note:** Integration challenges exist with other municipal systems (e.g., AMANDA).

2. LPR (License Plate Recognition) Technology
A system that uses cameras and optical character recognition (OCR) to:

- Automatically read and record license plate numbers.
- Verify permits and identify violations in real time.
- Enable paperless enforcement by linking plates to digital permits. **Common Use:** Mounted on enforcement vehicles or stationary cameras for proactive monitoring.

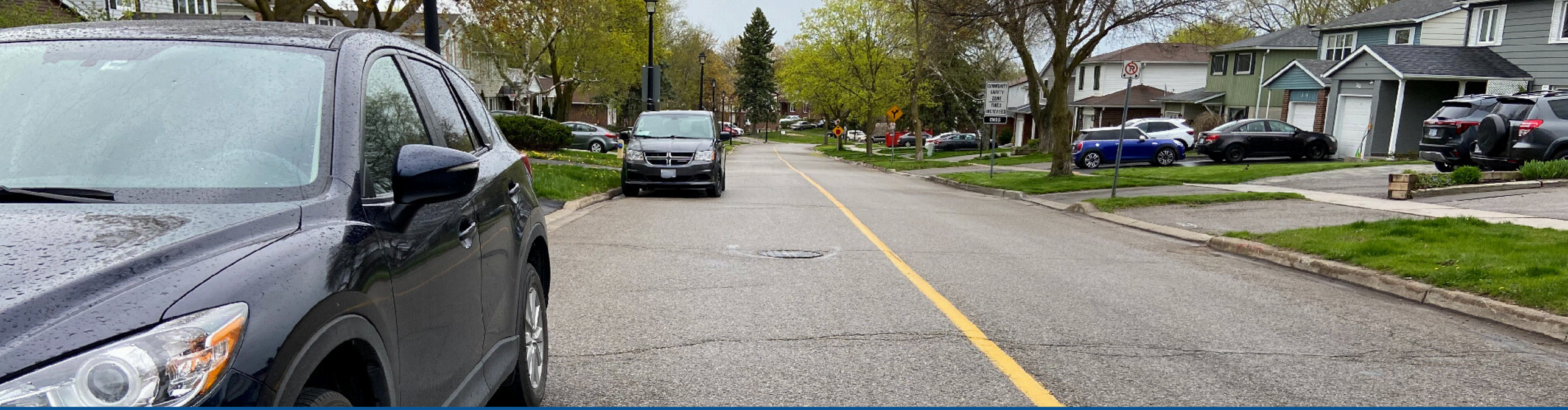
3. ALPR (Automated License Plate Recognition)
Similar to LPR but often refers to advanced systems used by police for enforcement and security.
Toronto Example: Used for overnight parking enforcement and transitioning to paperless ticketing.

4. HONK Digital System
A mobile and web-based platform for:

- Digital parking payments.
- Permit management for municipal lots. **Oakville Example:** Used for overnight parking in downtown municipal lots.

5. AMANDA
A municipal software platform primarily used for:

- Planning and permitting processes.
- Integration with other systems can be challenging (e.g., G-Techna).



Town of Newmarket
Knowledge Sharing Meeting with City of Toronto

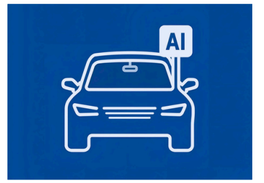
September 19, 2025 (Virtual, Teams Meeting)

Newmarket

01 AGENDA

1. **Welcome and Introductions** (10 mins)
2. **Artificial Intelligence and Transportation/Parking Initiatives – Town of Newmarket** (25 mins)
3. **Development Infrastructure Policy & Standards (DIPS) – City of Toronto** (25 mins)
4. **Open Discussion and Cross-Jurisdictional Insights** (15 mins)
5. **Potential Areas for Collaboration** (5 min)
6. **Next Steps and Closing Remarks** (5 mins)

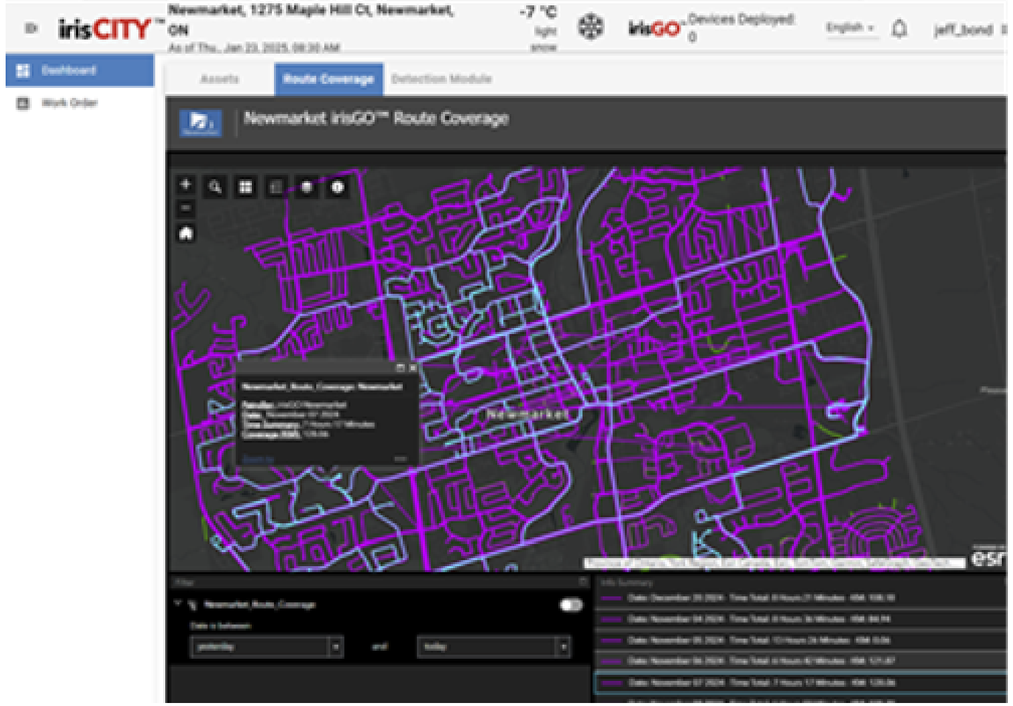
02 Artificial Intelligence and Transportation/Parking Initiatives



- Automated Road Patrol – October to December 2024
- iris Pavement Condition Survey
- iris Roadway Asset Inventorying

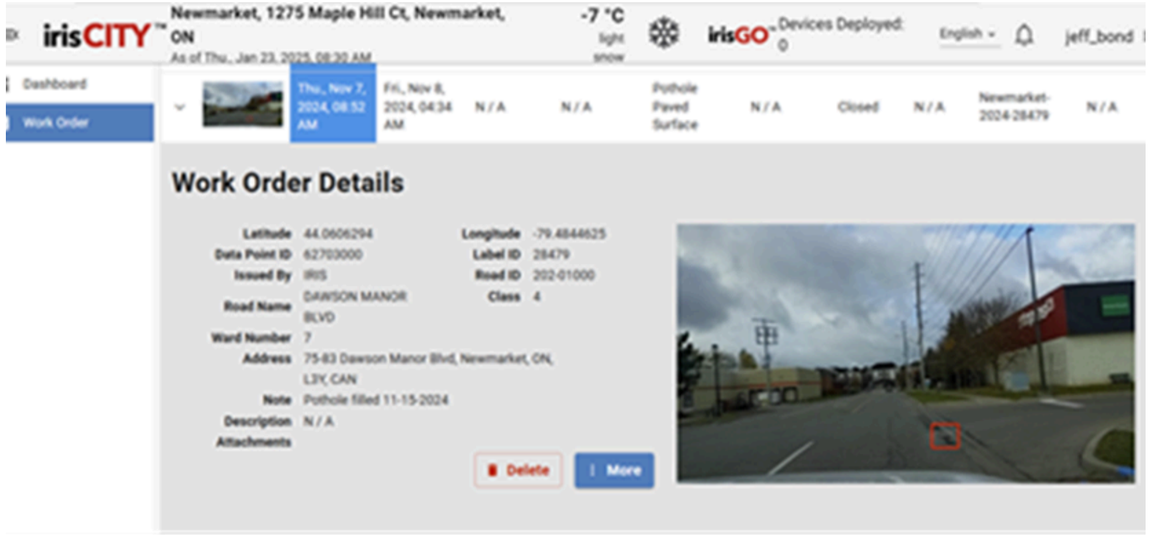
02 iris Automated Road Patrol

- AI-powered dash camera mounted inside patrol vehicles
- Privacy-centric: faces and license plates redacted
- Real-time data sent to irisCity work order system
- Identifies issues: potholes, cracks, damaged/missing assets, graffiti



02 iris City Work Order System

- Tracks issues with location, images, status, and due dates
- View options: table and map
- Export formats: PDF and Excel
- Integration potential with future CMMS/CRM systems
- Route coverage maps and daily patrol metrics available



02 Work Order Summary (Oct–Dec 2024)

- irisGO Automated Road Work Order Review

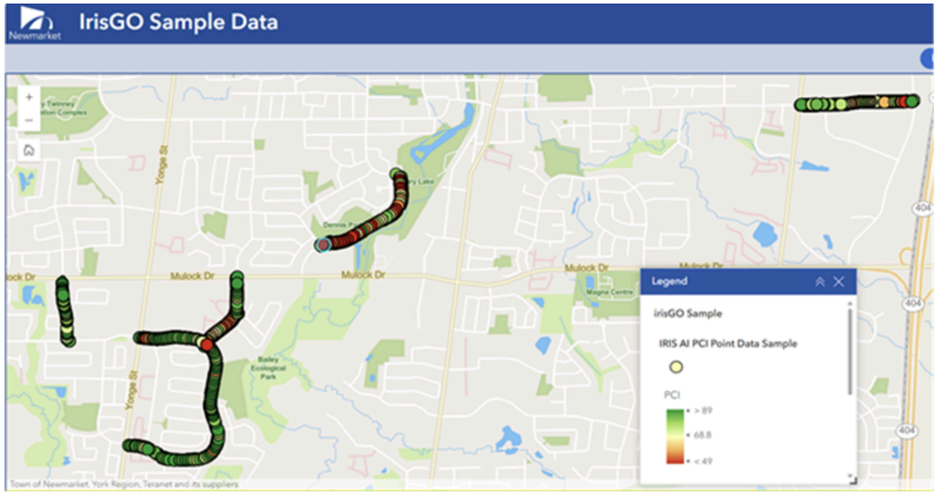
Work Order Type	Count of Work Order Type
Animal Pickup	1
Cable & Post Guiderail	1
Catch Basin	1
Catch Basin Block	53
Cracks	29
Damaged Electrical Box	1
Debris	15
Graffiti - Normal	26
Illegible Sign	3
Improperly Oriented Sign	10
Luminaire	12
Obscured Sign	12
Overgrown Vegetation	3
Pothole Paved Surface	28
Road Markings Defect	4
Shopping Cart	4
Steel Beam Guiderail	1
Grand Total	**204**

- Staff Road Patrol with GIS App Reported Issues

Type of Reported Issues	Count
Boulevard Hazard	1
Curb/Shoulder	1
Roadway Related Issues	17
Signs Related Issues	45
Street Luminaries Related Issues	28
Grand Total	92

02 Pavement Condition Survey (PCI)

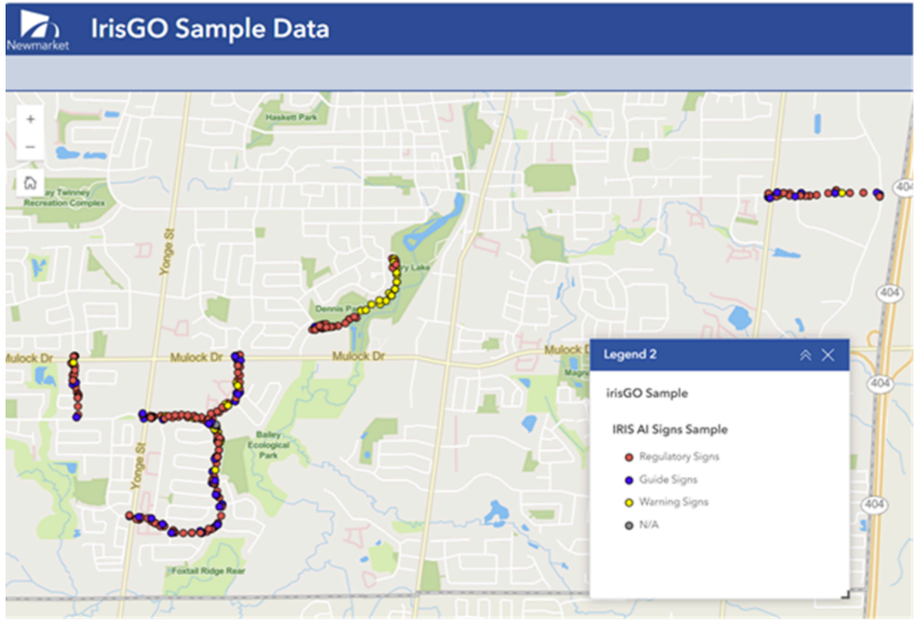
- 10 km sample across selected streets
- Metrics:
- Pavement Condition Index (PCI): 0–100 scale
- Riding Condition Rating (RCR): 0–10 scale
- Data used for maintenance prioritization and budget planning



Full Name	From	To	# of Lanes	Ward	PCI Average	RCR Average
SANDFORD ST	UNITED CIR	STELLICK AVE	3	6	60.8	7.8
SANDFORD ST	HOPE CIR	NELSON CIR	3	6	70.6	8.5
SANDFORD ST	STELLICK AVE	CHAMBERS CRES	3	6	75.3	8.1
CANE PKWY	LORNE AVE	WILLIAM ROE BLVD	4	5	39.6	7.5
SANDFORD ST	MULOCK DR	UNITED CIR	3	6	81.6	8.2

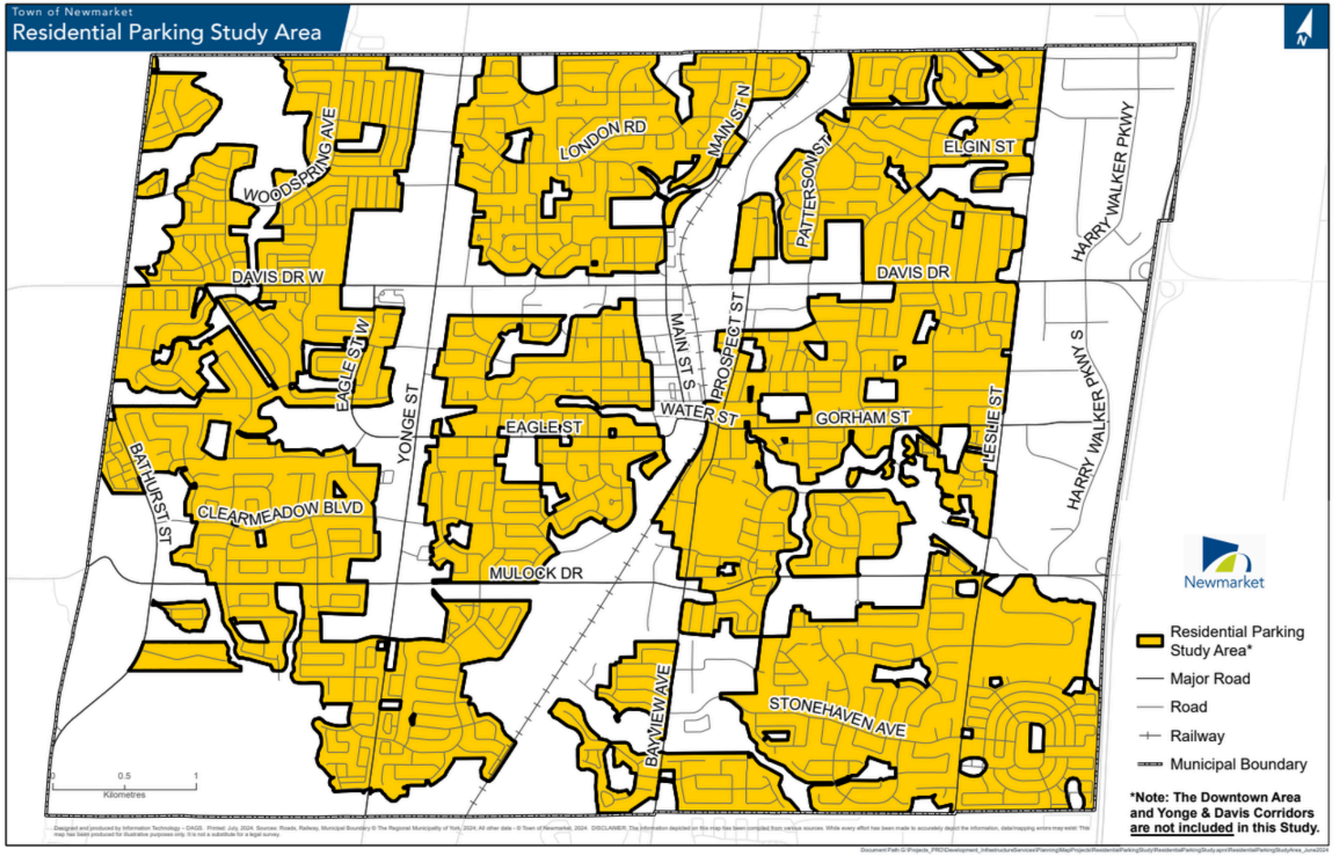
02 Pavement Condition Survey (PCI)

- 316 signs catalogued across 10 km
- Categories:
  - Regulatory: 180
  - Guide: 81
  - Warning: 53
- Pole types:
  - Metal: 168
  - Hydro: 147
  - Detailed attributes: sign type, condition, mounting, location



02 Residential Parking Study

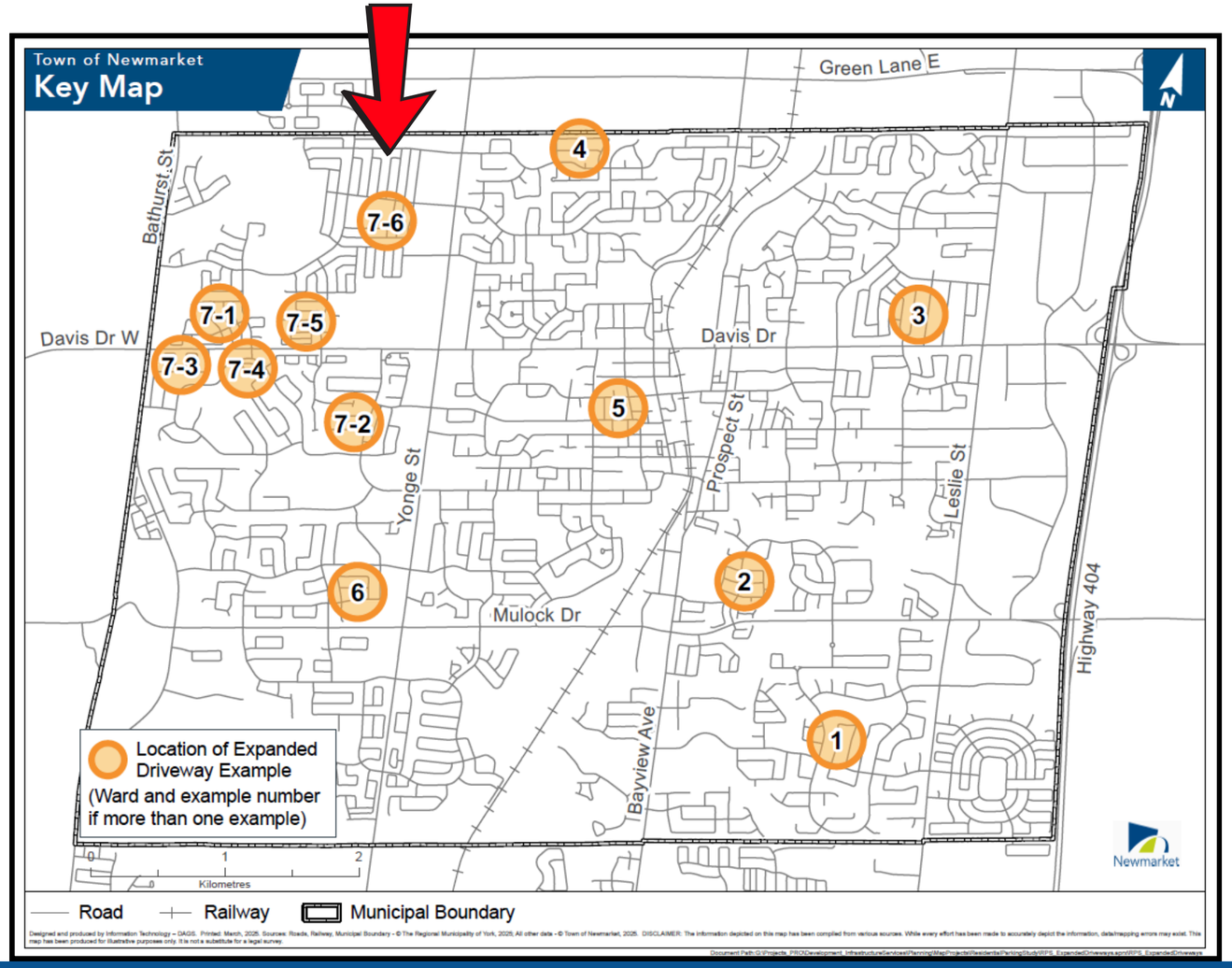
- Residential Parking Study examining on-street and off-street parking requirements in the Town's low and medium density areas.
- Better understand the needs of households and evolving household compositions.
- Balance paved areas and parking needs with stormwater management.



02 iris Driveway AI Proof of Concept

- Residents widening driveways for convenience or need for more parking.
- Will use a combination of **GIS data, zoning provisions, and visual scans of aerial photographs** to identify non-compliant driveway and walkway widenings in a pilot area in Newmarket over a 2-year period.
- Opportunity to use LiDAR scans to supplement the scans of aerial photographs.

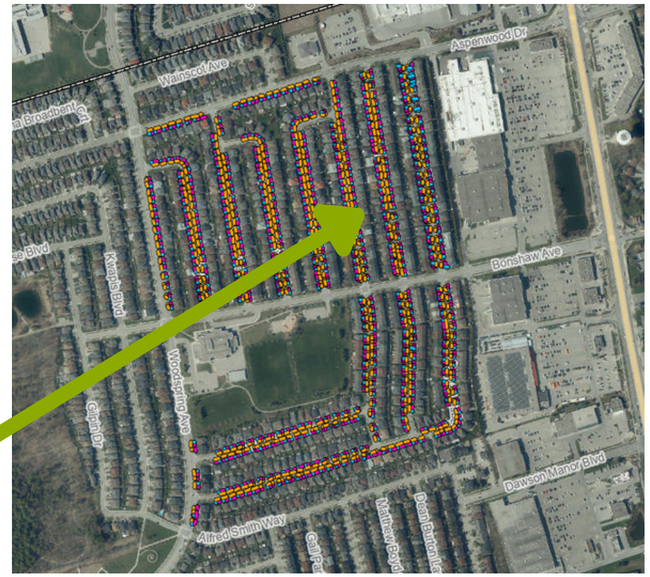
Pilot Area



02 iris Driveway AI Proof of Concept

- **First stage:** Measured to the property line (boulevard only)
- **Second stage:** will measure to **4m** within the property line
- Out of **4602 segments,** only two required manual verification.

Accuracy	No. of Segments
<= 1mm	2864
1 - 2mm	1713
2 - 3mm	23
Complete mismatch	2



02 What's Next?

Council Workshop #2	October 6, 2025
Staff Report to Council	Q4 2025/Q1 2026
Phase 3 - Parking Options	Early 2026

You are invited to a knowledge-sharing meeting between the Town of Newmarket and City of Toronto Planning and Transportation staff! This session aims to foster collaboration and share insights on key planning and transportation-related topics. Please find the agenda below. We look forward to your participation!

Knowledge Sharing Meeting Agenda

Town of Newmarket & City of Toronto – Planning and Transportation Staff

Date: September 19, 2025

Time: 10:00 a.m. to 12:00 p.m.

Location: Virtual/Teams

Facilitator: Andria Sallese (Town of Newmarket) & Andrew Au (City of Toronto)

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1. **Welcome and Introductions (10 mins)**

    - Opening remarks by meeting facilitator
    - Roundtable introductions
    - Overview of meeting objectives and desired outcomes

2. **Artificial Intelligence and Transportation/Parking Initiatives** – Town of Newmarket (25 mins)

    - Presentation by Newmarket staff on:
        - Residential Parking Study - Use of AI in Analyzing Driveway Expansions & Patterns (Planning)
        - TELUs/Iris Roads Maintenance Pilot Project (Operations)
        - Key findings and insights
        - Impacts on policy and planning
        - Q&A and discussion

3. **Development Infrastructure Policy & Standards (DIPS)** – City of Toronto (25 mins)

    - Presentation by Toronto staff on:
        - 20 Years of Lessons learned from DIPS implementation
        - Challenges and successes
        - Planned or proposed updates
        - Q&A and discussion

4. **Open Discussion and Cross-Jurisdictional Insights** (15 mins)

    - Shared challenges and opportunities (No Parking Minimums for Residential Uses; Transportation Demand Management Policies)
    - Potential areas for collaboration or follow-up

5. **Next Steps and Closing Remarks** (5 mins)

    - Summary of key takeaways
    - Action items and follow-up contacts
    - Thank you and adjournment