



GEORGINA

Parking & Loading Study

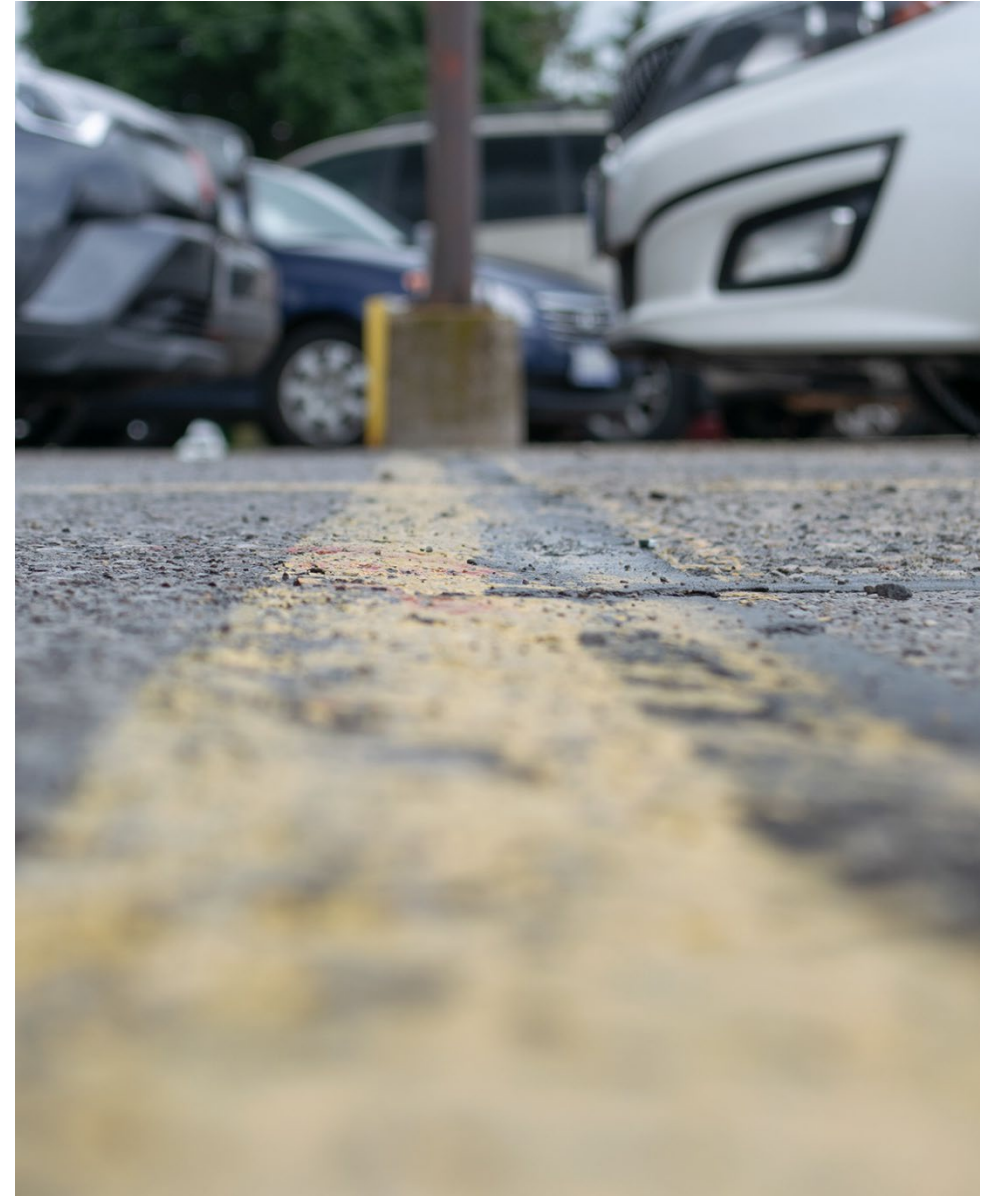
Town of Georgina

Virtual Public Open House
May 7, 2026



Agenda

1. Introductions
2. Public Open House Objectives
3. Study Background and Process
4. PIC 1 Feedback
5. Data Collection and Analysis
6. Preliminary Recommendations
7. Next Steps



Introductions



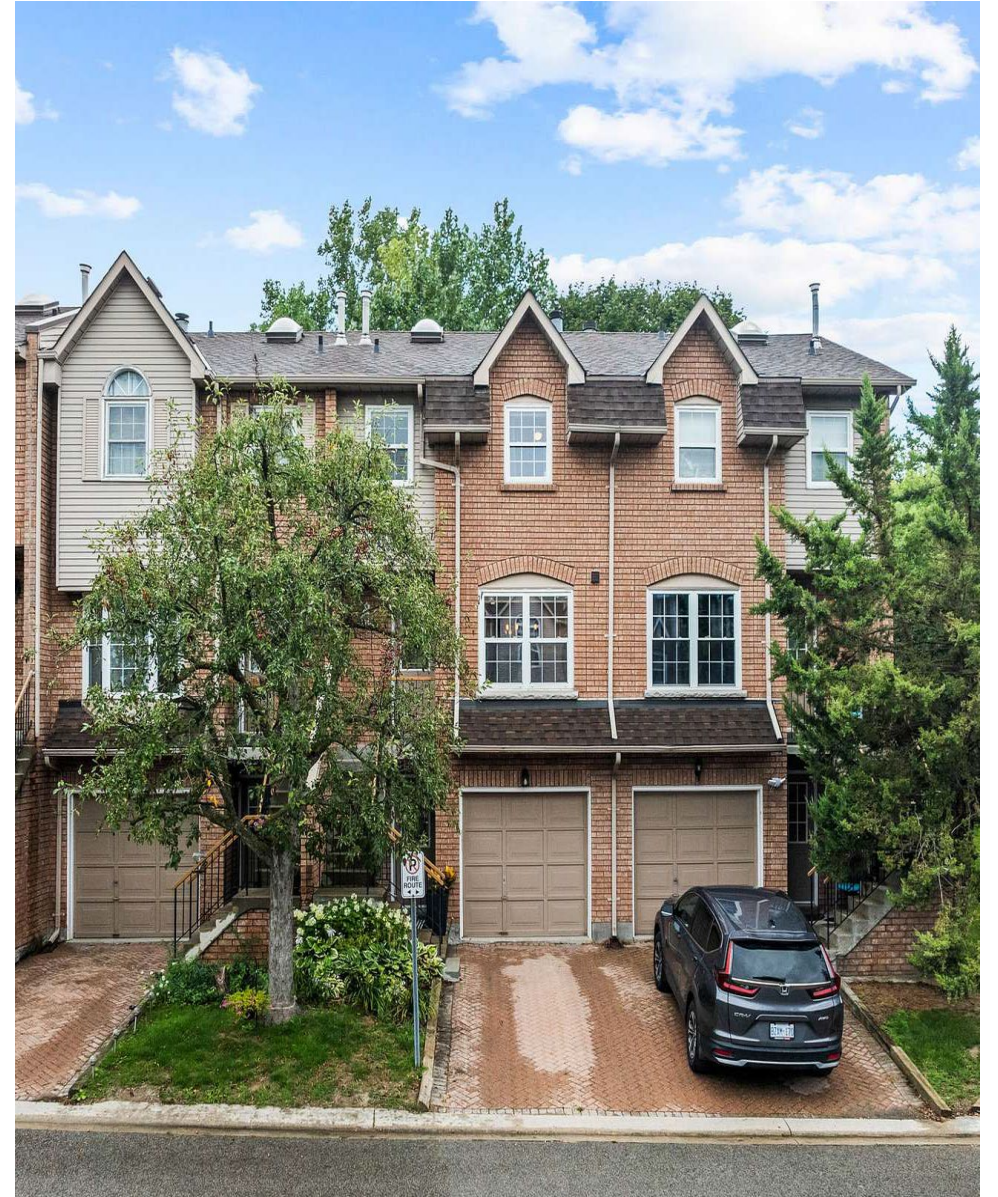
Palak Thakur – Senior Policy Planner
Alan Drozd – Manager, Planning Policy



Kevin Jones – Consultant Project Manager
Heather Hector – Consultation Lead

Public Open House 2 Objectives

- Introduce the study, provide background information, and explain the study process
- Summarize feedback received to date and how it has been considered
- Present preliminary review findings
- Present preliminary recommendations for feedback



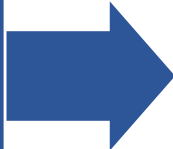
Study Background

- The Town's Comprehensive Zoning Bylaw, 500, was adopted by Town Council on July 7, 1994
- In 2021, the Town initiated a comprehensive review of their zoning by-law in a two-phase process
 - Phase 1 focused on the Countryside Areas which led to the Council adoption of Zoning By-Law 600
 - Phase 2 was initiated in 2025, to update the current Zoning By-law 500, and will focus on the Settlement Areas including Keswick, Sutton/Jacksons Point, Pefferlaw, and other settlement residential areas in Georgina
 - At the end of Phase 2, the two by-laws will be consolidated into a singular comprehensive zoning by-law covering the entire municipality
 - As part of the Phase 2 work, the Town initiated a review of the Parking and Loading Standards
- The primary focus of this review is to update older sections of the by-law and update parking rates and requirements for new development

Study Process

Phase 1 Benchmarking Analysis

- Review Current By-Law Requirements
- Issue Identification
- Best Practice Review
- Demand and Supply Analysis



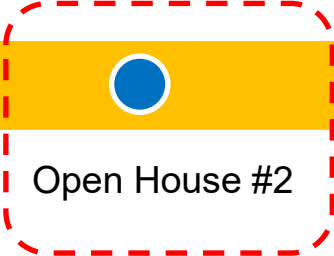
Phase 2 Recommendations and Reporting

- Preparation of Draft Recommendations
- Implementation Strategy
- Presentation to Council

Open House #1 (December 2025)



Public Meeting (Council)



Open House #2





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PIC 1 Feedback



PIC 1 Summary

- **A presentation was provided to introduce the study and present some information and findings from a review of parking requirements in other municipalities**
 - Available data suggests that Georgina residents have similar vehicle ownership patterns as other municipalities in York Region and across the GTA
 - Participants felt that residents of Georgina own larger vehicles than typical municipalities
 - Participants felt that Georgina households featured more intergenerational families resulting in more residents and vehicles per household
 - A number of concerns were noted with newer homes in subdivisions
 - Many have rental units resulting in too many vehicles and problems with on street parking
 - Garages tend to be too small for larger vehicles resulting in on street parking
 - Additional residential units on lots will increase parking demand
 - Small lot sizes and driveway restrictions result in parking on front lawns
 - Other issues to consider in study:
 - Loading space requirements
 - Electric vehicle charging in apartments
 - Accessible parking
 - Visitor parking

PIC 1 Summary

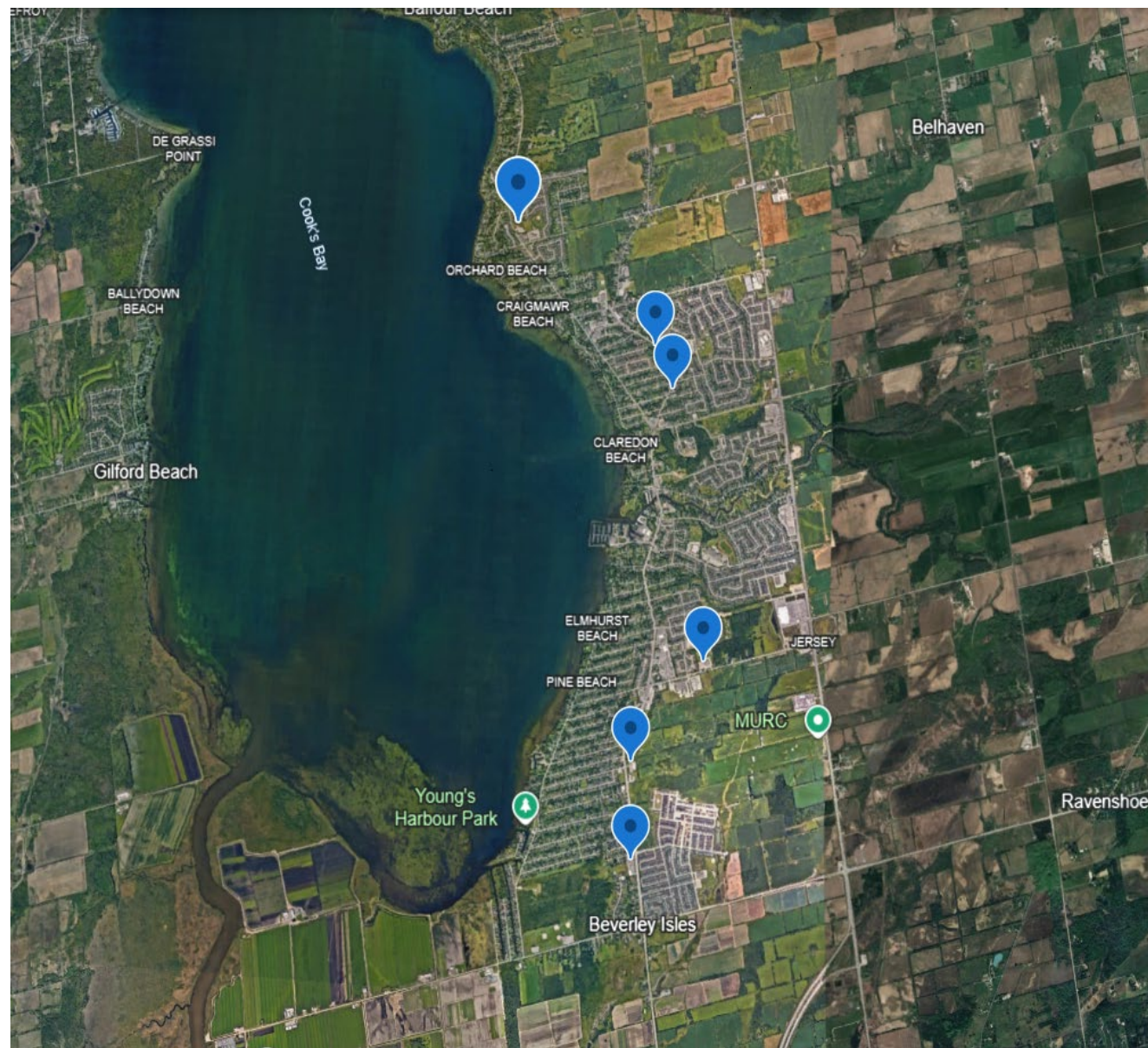
- **Peer Review**

- Parking requirements for residential land uses in Georgina are generally higher than other peer municipalities reviewed
- There are a wide variety of rates for different commercial land uses – but overall requirements in Georgina are similar to other municipalities
- Georgina has more categories for recreational land uses than other municipalities
- Parking for different uses on a site are stacked with no allowance for shared parking
- Parking requirements for assembly uses (church, convention centre, etc.) are generally consistent with other municipalities – requirements tied to Floor Area as opposed to seating or occupancy levels
- Georgina has similar parking requirements for schools (tied to classrooms), but rates for hospitals and clinics vary quite a bit and tend to be tied to Floor Area rather than beds
- Georgina requirements for Industrial uses are higher than other municipalities
- Many municipalities have adopted different (lower) parking rates in urban centres where transit is available and active transportation is used more frequently



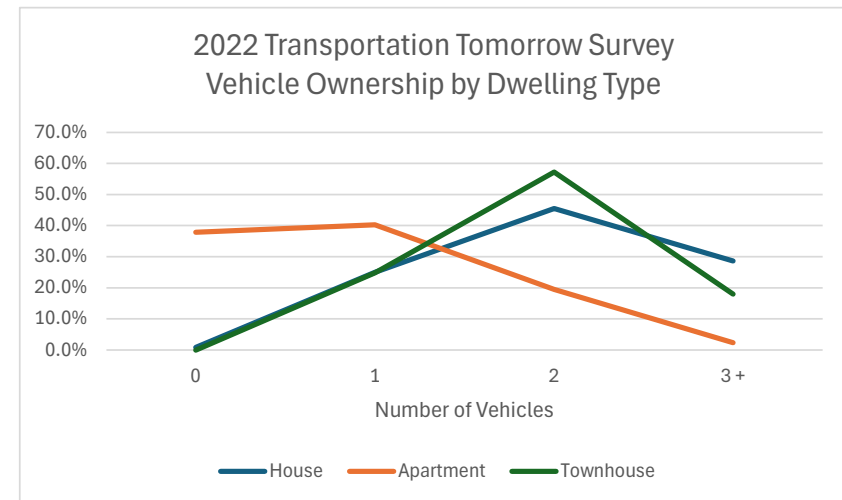
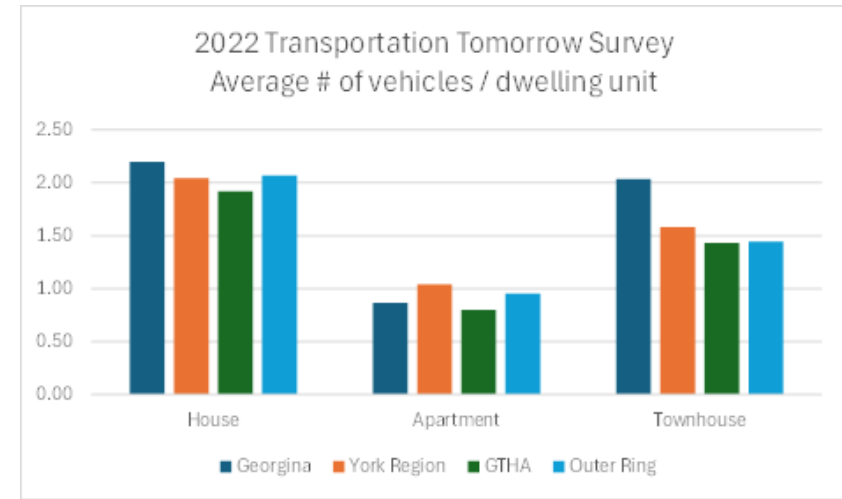
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Data Collection and Analysis



Household Characteristics in Georgina

- 2022 Data from the Transportation Tomorrow Household Travel Survey:
 - Georgina detached homes have on average 2.20 vehicles - similar to other areas in York Region, the GTA and Hamilton, and outlying communities
 - Apartments in Georgina have an average 0.86 vehicles / unit – lower than average in York Region and other outlying communities
 - Georgina townhouse homes have on average 2.04 vehicles - higher than York Region, the GTA and Hamilton, and outlying communities
 - 40% of residents living in apartment dwellings have no vehicles – another 40% have one
 - 45 – 60% of house and townhouse owners have 2 vehicles, while 20 – 30% have 3 or more.
 - The urban area of Keswick has over double the share of daily trips made by transit and active transportation (7.6%) than the rest of Georgina (3%)



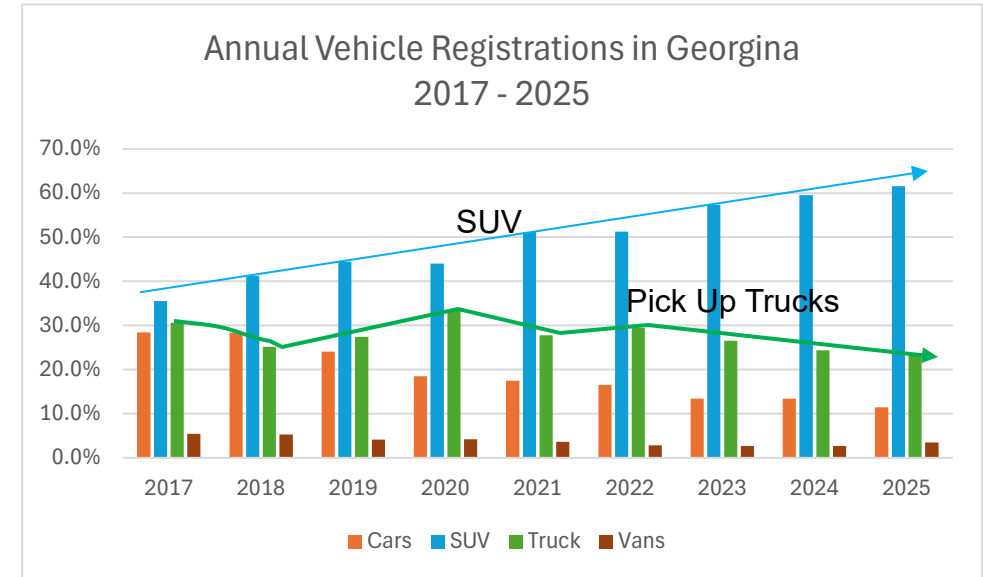
Average Daily Trips by Mode of Travel			
Area / Mode of Travel	Transit	Walk / Cycle	Auto
Keswick	1.2%	6.4%	92.4%
Rural Areas	0.6%	2.4%	97.0%

Based on 2022 Transportation Tomorrow Survey Data



Vehicle Characteristics

- Annual Vehicle Registration Data for 2017 to 2025 shows:
 - SUV's are the fastest growing vehicle type – making up 49% of all new vehicles in Georgina since 2017 – 54% province wide
 - Pick Up Trucks represent 27% of total new vehicles in Georgina – versus 19% province wide
 - In Georgina the percentage of pick-up trucks has been dropping since high in 2020 – similar to province wide trend
 - Vans and pick-up trucks (larger vehicles) represent 31% of fleet in Georgina versus 24% province wide



Total New Vehicle Registrations 2017 to 2025

Vehicle Class	Georgina	Ontario
Car	20%	22%
SUV	49%	54%
Pick-Up Truck	27%	19%
Vans	4%	5%

Based on Statistics Canada Vehicle Registration Data



Local Parking Surveys – Commercial / Mixed Use Sites

- Data collection at three sites (February 2026):
 - On all sites the observed peak parking rate is lower than the rate prescribed in the zoning by-law
 - Two Commercial sites had lower observed parking rates but did not capture Saturday peak demand

Criteria	131 Queensway South	716 Queensway South	589 Queensway South
Land Use	Mixed Use Residential / Commercial	Mixed Commercial	Commercial – building centre
Zoning By-Law Rate	Residential 1.75 per unit 5.5 per 95 m ² GFA	Commercial 5.5 per 95 m ² GFA	Building Supply Centre 3.5 per 95 m ² GFA Refreshment Vehicle 2 / vehicle
Site Size	16 Units 945 m ² Retail GFA	250 m ² Restaurant GFA 2420 m ² Commercial GFA	1340 m ² GFA 1 veh Food Truck
Observed Spaces	Retail = 17 (Henry St) Residential 32 (Queensway) Total = 49	148 (155 required)	64 (46 required)
Peak Demand	Retail = 14 (82% Occupied) Residential = 14 (43% Occupied) Total = 26 (53% Occupied)	110 (74% Occupied)*	11 (17% Occupied)*
Peak Rate observed	Retail = 1.5 per 100 m ² Residential = 0.88 per unit	4.1 per 100 m ²	0.82 per 100 m ²
Observed rate comparison to By-Law 500	Lower	Lower (weekday rate)	Lower (weekday rate)



Local Parking Surveys – School, Church, Residential

- Data collection at three sites (February 2026):
 - For the School site the observed peak rate at 8am is higher than the rate prescribed in the zoning by-law, but the average during the school day (9am-4pm) is consistent with the zoning by-law requirements
 - The Church and Residential sites have lower observed demand compared to the zoning by-law

Criteria	176 Glenwoods Ave	129 Metro Rd N	74 Queensway South
Land Use	Elementary School	Place of Worship	Residential > 3 units
Zoning By-Law Rate	2 per classroom	1 per 5 seats OR 10 per 95 m ² GFA – public use	1.75 per unit
Site Size	18 Classrooms + before / after school rooms GFA = 2750 m ²	Seats = N/A 915 m ² GFA	18 Units
Observed Spaces	58 (41 required)	82 (96 required)*	30 + 2 in garage (32 required)
Peak Demand (observed)	52 (90% Occupancy) – 8 am 37 (64% Occupancy) – 9am – 4 pm	80 (97% Occupied)	17 (57% Occupied)*
Peak Rate (observed)	2.9 / classroom peak 2.1 / classroom average 1.9 / 100 m ² of GFA – peak 1.3 / 100 m ² of GFA – average	8.74 per 100 m ²	0.94 per unit
Observed rate comparison to By-Law 500	Higher in morning peak Similar for average of school day	Lower	Lower



Key Observations

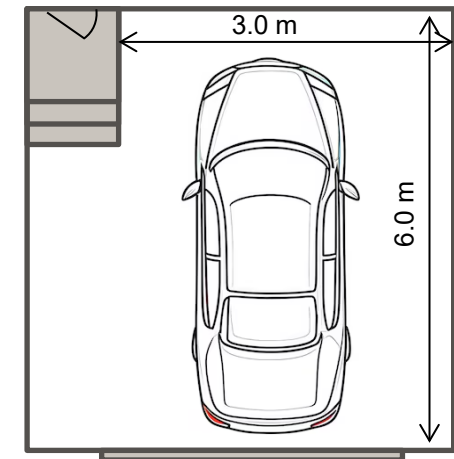
- Residents in higher density land uses generally have lower vehicle ownership levels (both in Georgina and throughout the GTA)
- New vehicle registration data indicates that Georgina does have a higher share of pick-up trucks than the provincial average – although the share has been dropping each year since 2020
- Residents of the Keswick urban area are 2.5 times as likely to take transit or walk and cycle compared to the rest of Georgina
- Surveys of representative sites in Georgina show that most land use types do not require as much parking as is currently required in the zoning by-law
- A review of parking requirements in other municipalities suggests that parking requirements in Georgina tend to be higher for many land use categories
- Parking requirements can influence the affordability and viability of new developments:
 - The cost to provide a surface parking space is ~ \$5,300 – \$6,000 + land costs
 - Excess parking can lead to fewer units / higher prices per unit on constrained sites

Draft Proposed Parking Rates - Residential

- Similar to other peer municipalities, adopting separate requirements for Urban (Keswick) vs Rural Areas could allow for lower parking requirements where transit and active transportation are more likely to result in lower auto use in the future
- Draft proposed rates based on peer review findings and parking occupancy studies

Residential Land Use	Existing Rate	Proposed Urban Rate	Proposed Rural Rate
Detached, Semi, Townhouse (street fronting)	3.0 / unit Detached / Semi 2.0 / unit Duplex, Townhouse	2.0 / unit (Note 1)	3.0 / unit (Note 1)
Townhouse (common parking/driveway)	2.0 + 0.25 visitor / unit (1 visitor / 4 units)	1.5 + 0.25 visitor / unit (1 visitor / 4 units)	2.0 + 0.25 visitor / unit (1 visitor / 4 units)
Triplex, Fourplex	2.0 / unit	2.0 / unit	2.0 / unit
Additional Residential Units	1 / unit (except detached / semi)	+ 1 space per ARU	+ 1 space per ARU
Apartment	1.75 / unit	1.25 + 0.25 visitor / unit (1 visitor / 4 units)	1.75 / unit

Garage Space Requirements for Parking



Notes:

1. One Space may be provided within a garage provided the garage has a clear space of 3.0 m x 6.0 m per vehicle, (excluding space used for stairs or interior door opening)

Draft Proposed Parking Rates - Commercial

- Similar to other peer municipalities, adopting separate requirements for Urban (Keswick) vs Rural Areas could allow for lower parking requirements where transit and active transportation are more likely to result in lower auto use in the future
- Draft proposed rates based on peer review findings and parking occupancy studies
- Floor Area requirements per 100 m²

Commercial Land Use	Existing Rate	Proposed Urban Rate	Proposed Rural Rate
Restaurant	10 / 95 m ²	10 / 100 m ²	10 / 100 m ²
Retail (including Grocery / Warehouse Club)	5.5 / 95 m ²	4 / 100 m ²	6 / 100 m ²
Service Commercial (bank, professional office, vet clinic, etc)	3.5 / 95 m ²	4 / 100 m ²	6 / 100 m ²
Home Occupation	3.5 / 95 m ²	<100 m ² = 1 + home requirement >100 m ² = 4 / 100 m ² + home requirement	<100 m ² = 1 + home requirement >100 m ² = 6 / 100 m ² + home requirement
Hotel	<= 20 = 1 / room, > 20 = + 0.5 / room + 10 / 95 m ² other uses	<= 20 = 1 / room, > 20 = + 0.5 / room + 10 / 100 m ² other uses	<= 20 = 1 / room, > 20 = + 0.5 / room + 10 / 100 m ² other uses

Draft Proposed Parking Rates - Recreational

- Requirements based on peer review findings
- Floor Area requirements per 100 m²

Recreational Land Use	Existing Rate	Proposed Rate
Golf Course	3 / hole	3 / hole + 3 / 100 m ² Other Uses
Driving Range / Mini Golf	1 / tee or hole	1 / tee or hole
RV Park / Campground	1 / site + 5 visitor	1 / site + 3 / 100 m ² Other Uses
Gym / Spa	3.5 / 95 m ² (personal service shop) 10 / 95 m ² (private club)	4 / 100 m ²
Food Truck (on retail or other site)	2 / vehicle	2 / vehicle

Draft Proposed Parking Rates – Entertainment / Religious

- Requirements based on peer review findings
- Floor Area requirements per 100 m²

Entertainment / Religious Land Uses	Existing Rate	Proposed Rate
Convention Centre, Banquet Hall, Theatre	1 / 5 seats OR 10 / 95 m ²	10 / 100 m ²
Entertainment Club (commercial or private club)	1 / 5 seats OR 10 / 95 m ²	10 / 100 m ²
Place of Worship / Funeral Home	1 / 5 seats OR 10 / 95 m ²	10 / 100 m ²
Crematorium	2 / 95 m ²	10 / 100 m ² (treat same as funeral home)
Art Gallery / Museum	10 / 95 m ²	3 / 100 m ²

Draft Proposed Parking Rates - Institutional

- Requirements based on peer review findings and parking occupancy studies
- Floor Area requirements per 100 m²
- No Change to Elementary / Secondary Schools
 - Elementary school occupancy study shows higher rate in morning peak (8 am), but observed rate is similar to by-law requirement for the rest of the school day (9am - 4 pm)
 - Georgina's elementary school rates are typically higher than other peer municipalities
- Use of beds for hospital rate subject to staffing levels which can change after building built
 - Suggest basing parking on the greater of a revised rate per bed (in line with peer municipalities) or a rate per 100 m² of GFA (from other municipalities)

Institutional Land Uses	Existing Rate	Proposed Rate
Elementary School	2 / classroom	2 / classroom
Secondary School	4 / classroom	4 / classroom
Post Secondary / Adult Training School	5.5 / 95 m ²	5 / 100 m ²
R&D Facility	2 / 95 m ²	5 / 100 m ²
Hospital	1 / bed	Greater of: 1 / 2 beds OR 3 / 100 m ²
Medical Clinic	5.5 / 95 m ²	7 / 100 m ²
Daycare	2.5 / classroom	3 / 100 m ²

Draft Proposed Parking Rates – Employment Areas

- Requirements based on peer review findings
- Suggest simplified approach for industrial uses, with graduated rates based on size

Employment Land Uses	Existing Rate	Proposed Rate
Office	3.5 / 95 m ²	4 / 100 m ²
Garden Centre / Greenhouse	5.5 / 95 m ²	6 / 100 m ²
Industrial	2 / 95 m ²	< 2000 m ² = 1 / 50 m ² 2001 – 6000 m ² = + 1 / 100 m ² > 6000 m ² = + 1 / 200 m ²
Warehouse (Storage)	1 / 95 m ²	Same as Industrial
Cannabis Production (Licensed) Cannabis Production (Designated)	2 + 2 / 95 m ² 2 + 1 / 95 m ²	Same as Industrial for both
Dry Cleaning Outlet (storefront)	3.5 / 95 m ²	4 / 100 m ²
Dry Cleaning Depot (processing plant)	N/A	Same as Industrial
Equipment Sales / Rental	3.5 / 95 m ²	Same as Industrial

Draft Recommendations – Shared Parking

Allow for shared parking in mixed use developments

Different land uses have peak parking requirements at different times of day

Current by-law requires provision of sufficient parking for each land use and then adds them together to determine total required parking (assuming the peak demands happen at the same time)

Proposed a standardized approach:

1. Calculate minimum parking requirements for each use on its own as required in the parking by-law;
2. Apply the percentage for each time period to each category of land use from **Table** to calculate estimated parking demand by period;
3. Sum the estimated demand for each land use for each period to estimate the total parking demand by period; and
4. Provide sufficient parking on the site for the calculated demand during the highest demand time period.

Land Use	Weekday Percentage of Peak Period			Weekend Percentage of Peak Period		
	Morning	Afternoon	Evening	Morning	Afternoon	Evening
Multi-Unit Residential	100%	60%	100%	100%	70%	100%
Retirement Home	100%	80%	100%	100%	80%	100%
Hotel	80%	60%	100%	80%	60%	100%
Industrial	100%	75%	10%	10%	10%	10%
Assembly Spaces	40%	80%	100%	100%	80%	100%
Office	100%	100%	10%	10%	10%	0%
Retail	60%	100%	90%	70%	100%	70%
Restaurant	30%	75%	100%	50%	75%	100%

Draft Recommendations – Shared Parking

Applying the methodology to a sample development

1. Hypothetical development includes

- Residential Apartments on upper floors (67 units requiring 1.5 spaces / unit)
- Mixed use retail commercial on main level (12,500 m² requiring 4 spaces / 100 m²)
- A public gym on main level (5,000 m² requiring 4 spaces / 100 m²)
- A general office area (7,500 m² requiring 4 spaces / 100 m²)

Land Use	Required Parking Base	Weekday Percentage of Peak Period			Weekend Percentage of Peak Period		
		Morning	Afternoon	Evening	Morning	Afternoon	Evening
Multi-Unit Residential	100	100%	60%	100%	100%	70%	100%
Retail	30	60%	100%	90%	70%	100%	70%
Office	20	100%	100%	10%	10%	10%	0%
Gym	50	40%	80%	100%	100%	80%	100%
Total Spaces	200						

Land Use	Required Parking Base	Required Parking by Period			Required Parking by Period		
		Morning	Afternoon	Evening	Morning	Afternoon	Evening
Multi-Unit Residential	100	100	60	100	100	70	100
Retail	50	30	50	45	35	50	35
Office	30	30	30	3	3	3	0
Gym	20	8	16	20	20	16	20
Total Spaces	200	168	156	168	158	139	155

Instead of 200 required spaces the proposed development would require 168 spaces.

- A savings of 32 spaces
- Peak parking demands are still satisfied

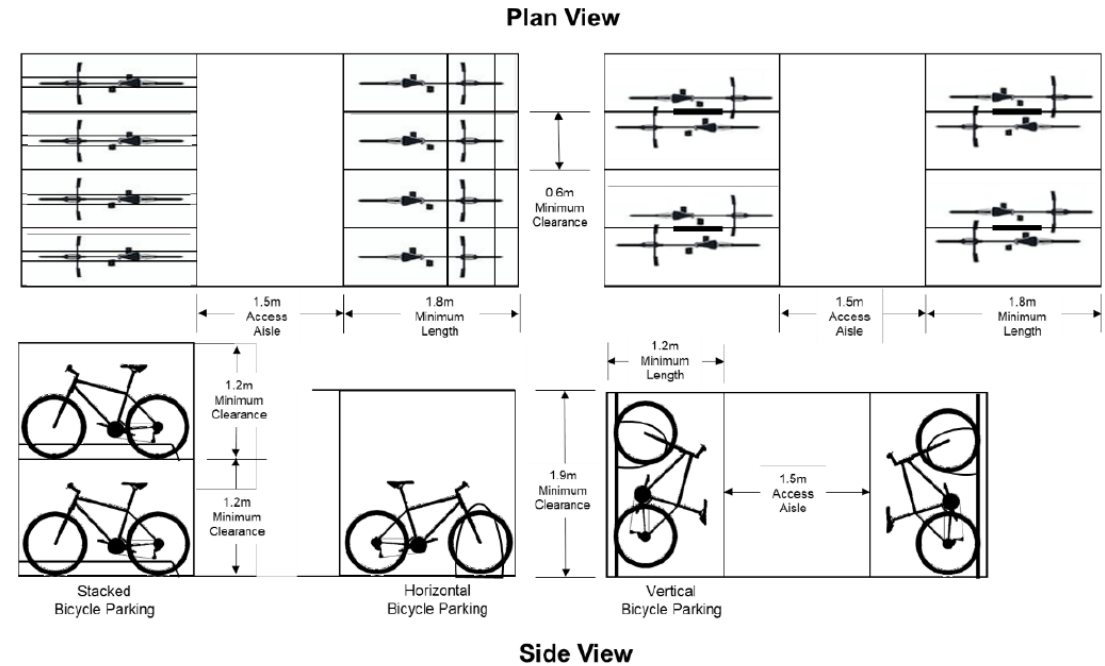
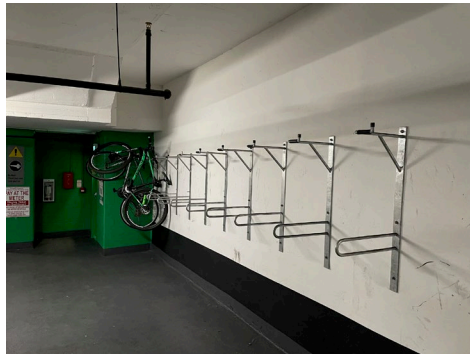
Draft Recommendations – Bicycle Parking

- Based on review of Newmarket, Kingston, Ottawa, ITE Parking rates
- Separate rates for short term and long term bicycle parking
- Long-term bicycle parking - spaces that are located in a building, or in an exterior area in a lockable locker, or in a secured area with controlled access.
- Short-term bicycle parking - spaces that are located outdoors, on a bicycle rack, or in an easily accessible location.
- Balconies cannot be used for long term bicycle parking

Land Use Category	Short Term Spaces	Long Term Spaces
Single, Semi Detached, Townhouse Dwelling (with separate driveways) ¹	N/A	N/A
Triplex, Fourplex, and Townhouses with common parking lots	0.25 / unit, minimum of 2	N/A
Apartments	0.1 / unit minimum of 5	0.50 / unit minimum of 4
Additional Residential Unit	N/A	N/A
Long Term Care Facility	Minimum of 5 spaces	N/A
Commercial / Retail / Service	Minimum of 5 spaces	1 / 1000 m ² GFA
Schools	3 / classroom	N/A
Institutional	Minimum of 5 spaces	1 / 1000 m ² GFA
Industrial	Minimum of 5 spaces	0.5 / 1000 m ² GFA

Draft Recommendations – Bicycle Parking

- Long-term bicycle parking
 - Interior space or exterior secure storage
 - Bikes can be stored horizontally or vertically
 - Spaces 0.6 m wide x 1.8 m length x 1.2 m height



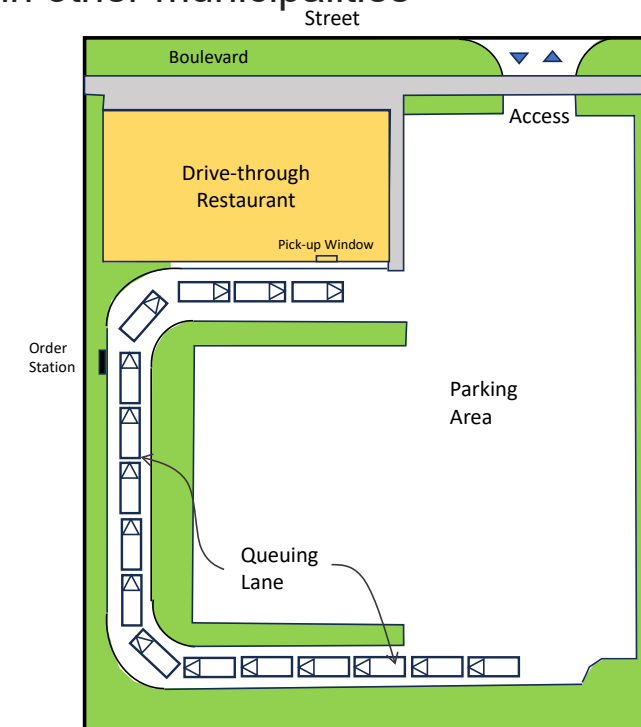
- Short-term bicycle parking
 - Bike racks with two connection points are generally preferred from a theft deterrent perspective



Draft Recommendations – Drive Thrus

- Land uses where drive-thrus are permitted shall provide separate stacking spaces in the drive through lane based on a traffic study (or per Table) in addition to site required parking spaces
 - Stacking spaces shall be 3m x 7.0m and be provided in a separate marked lane
 - Drive thru lanes shall not be located in side yards or between the building and street line unless approved through a Site Plan Approval process
 - Entrance to the queuing aisle shall not impact or impede any parking spaces or drive aisles and shall be located a minimum of 20.0 m from the street line
 - Restaurant stacking space requirements rates range from 10 -16 in other municipalities

Land Uses	Existing Rate	Proposed Rate
Restaurant	7 Spaces	16 spaces, minimum of 12 before the order station
Automatic Car Wash	No requirement	10 spaces
All other uses (bank, pharmacy, beer store)	No requirement	4 spaces



Draft Recommendations – Loading Spaces

- Loading space requirements adjusted to modify size ranges
 - Reduction in number of spaces required for smaller sites
 - One common rate for Commercial / Institutional / Industrial uses
 - Add requirement for 1 space for larger +30 unit residential buildings in urban areas

- Loading Space size maintain at 11 m x 4.0 m x 4.5 m clearance

Land Use	Existing Rate	Proposed
Commercial	185m ² > = 0 185-550m ² = 1 550-2300m ² =2 2301-7400m ² =3 >7400m ² = 3 + 1 / 9,200m ²	250m ² > = 0 250-2500m ² = 1 2500-7500m ² =2 >7500m ² = 3 + 1 / 7,500m ²
Institutional	Not specified	Same as commercial
Industrial	Same as commercial	Same as commercial
Multi-Unit Residential	Not required	>30 units = 1 Urban areas only

Draft Recommendations – Parking Design Standards

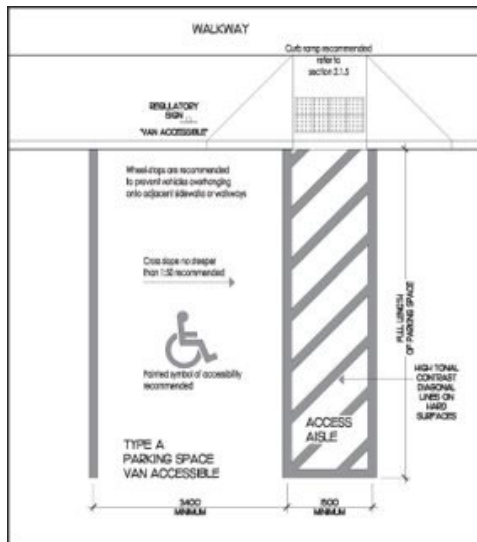
- Remove provision for smaller parking spaces sizes for public schools
- Adopt standard size 2.75m x 5.7m (2.75m x 6.7m for parallel parking)
- Increase minimum aisle width to 4.0 m (for a one way aisle)
- Tandem parking permitted for Additional Residential Units (per provincial regulations)

Item	Existing	Proposed
Size	3.0 x 5.7 m (Standard) 3.0 x 7.0 m (Parallel) 2.75 x 5.7 m (public school)	2.75 x 5.7 m (Standard) 2.75 x 6.7 m (Parallel)
Aisle Width	7.0 m standard 3.5 m – 5.0m angled 3.0 m one way parallel 6.0 m two way parallel	7.0 m standard 4.0 m – 5.0m angled 4.0 m one way parallel 6.0 m two way parallel

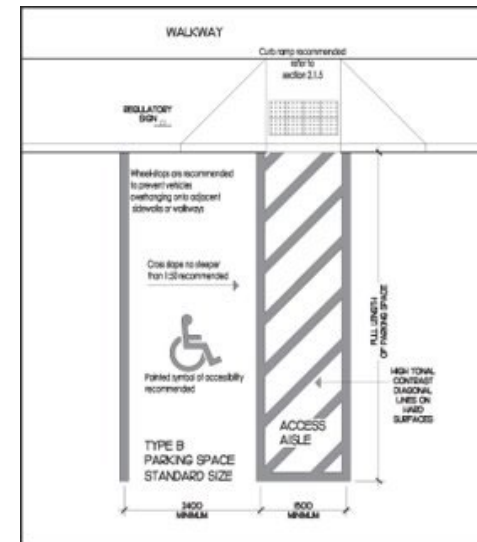
Review of Accessible Parking Requirements

- Update Accessible Parking requirements per AODA requirements
 - Number of spaces based on number of overall spaces in parking lot
 - Where more than one accessible space is required 50% must be Type A (wider)

Item	Existing	Proposed
Accessible Spaces	Traffic and Loading By-Law 1 – 29 spaces = 0 30-75 = 1 76-150 = 2 151-400 = 3 401-800 = 6 >800 + = 6 + 5 per 800 additional spaces	Adopt AODA requirements 1 – 12 spaces = 1 (Type A) 13-100 = 4% of spaces (1-4) 101-200 = 1 + 3% of spaces (4 -7) 201- 1000 = 2 + 2% of spaces (6-22) >1000 = 11 + 1% of spaces (min 21 spaces)



Type A
3.5 m x 5.7 m
1.5 m access aisle



Type B
2.4 m x 5.7 m
1.5 m access aisle

Source: Illustrated Technical Guide to the Design of Public Spaces

Review of Electric Vehicle Charging Requirements

- Availability of Electric Vehicle charging stations is key to building confidence for vehicle buyers
- Electric Vehicle charging is primarily required at the household level, but a network of publicly accessible chargers are also needed to serve residents and visitors to a community
 - Research suggests that one public charging station is needed for every 10-15 electric vehicles in a community – to reduce wait times, ensure sufficient coverage and provide access
 - Some larger municipalities (Guelph, Kingston, London, Toronto, Mississauga) have implemented Electric Vehicle Charging requirements into their zoning by-laws for residential properties and/or other non-residential land uses.
 - Other municipalities are considering implementing policies to support the provision of Electric Vehicle Chargers through various incentive programs
- The Province recently introduced Bill 98, which includes proposed amendments to the Planning Act that would restrict the ability of municipalities to require Electric Vehicle Charging infrastructure be provided as part of their zoning by-laws
- It is recommended that the Town continue to monitor legislative changes and best practices to determine how best to support a wider network of Electric Vehicle Charging infrastructure in Georgina.

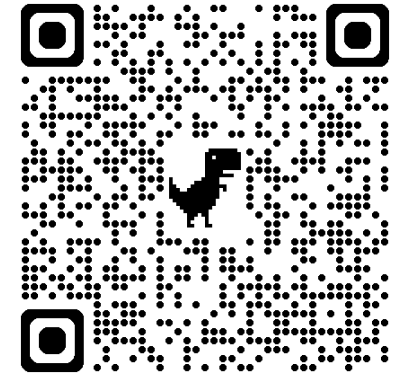


Next Steps

- Review public and stakeholder feedback from consultation
 - Please share any feedback you have by May 22
- Finalize recommendations and present to Council for approval (June 2026)

Thank you for attending!

Your input is very important to us. There are several ways for you to provide feedback. You can fill out and return a comment form or complete the online survey on the study website.



<https://www.georgina.ca/living-here/planning-and-development/zoning/zoning-bylaw-update>

You can also contact the study team by email at ZoningBylawUpdate@georgina.ca

or by phoning:

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We would appreciate receiving any comments or questions by **May 22, 2026**.

