

## What We Heard:

### PIC – Parking and Loading Study May 7, 2026

- Concerns were expressed about the outreach of the PIC to the broader community and Council.
- Identified concern that the Municipal comparators in the study: Aurora, East Gwillimbury, Innisfil, Newmarket and Town of King, may not reflect conditions in Keswick. These municipalities have access to GO Transit and more reliable regional transit services which may skew parking demand comparisons.
- The parking survey was conducted in winter, and the summer parking requirements would vary from the winter parking requirements.
- With the launch of Housing Accelerator Fund, parking demand might increase as the municipality grows and intensifies increasing demand for on-street parking on roads with ditches and no sidewalks not intended to accommodate high numbers of cars, thereby raising safety concerns.
- It was suggested that there is a need to differentiate parking requirements between roads that have sidewalks and those that don't.
- Lower vehicle ownership rates may reflect affordability constraints rather than reduced parking need.
- Existing parking challenges in Keswick, residents currently experience overflow of parking, reducing requirements could worsen congestion.
- Specific references were raised concerning on street parking difficulties in the Simcoe Landing development.
- What is the synergy with the other municipal studies such as Active Transportation Master Plan?
- Support expressed for reduction in parking space width dimension from 3.0m to 2.75m x 5.7 m.
- Appreciated the review of the AODA Standards from Traffic Bylaw and to regulate with the provincial standard.
- Suggestion to extend reduced driveway width permissions of 2.5m to townhouse driveways serving individual units as it does for single detached and semi-detached dwellings.
- Suggestion made to consider permitting tandem parking arrangements for condominium developments where two spaces are assigned to a single unit owner.

- Requested that staff look into whether drive thru provisions could be implemented for daycare centres, thereby allowing for reduced parking requirements.
- Concern that zoning bylaw lacks clear parking standard for transitional housing, emergency housing, and social housing. Requested guidelines for parking requirements for these types of uses.
- Positive comments received concerning the examination of the study of possible shared parking regulations for mixed use developments.
- Consistency should be considered between parking standards for purpose-built triplexes and fourplexes in the R3 zone and three-unit ADUs and fourplexes, as recently established in the zoning bylaw.