



GEORGINA



Town of Georgina

Parking and Loading Study

FINAL REPORT

Paradigm Transportation Solutions Limited

REPORT #DS-2026-0046
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Project Summary



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Town of Georgina Parking and Loading Standards Review Final Report

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Executive Summary

Parking has the power to shape the design, form and function of the communities and neighbourhoods that residents live in. The historical approach to municipal zoning regulations for parking and for the provision of loading spaces has tended to set the minimum requirements to ensure that a development site can accommodate all users during the worst-case scenario or highest use period.

Conventional thinking about parking suggests that abundant and free parking is good for the economy, good for business, and good for consumers. But this way thinking does not consider who pays for parking – if users of parking do not pay, who does?

Unfortunately, the answer is – everyone pays for parking, even those who do not own or drive a car. They pay through increased housing prices, increased rates for rental accommodation, increased costs for goods and services, and increased rental rates for office and commercial space.

Loading requirements in the past have also been established assuming that loading and unloading activity happens at the same time as peak parking demands, with large trucks parked at loading bays being the primary method for deliveries. Much has changed in the way that goods are delivered to businesses, the types of vehicles used, and many sites now have designated loading spaces that go unused.

Left unchecked, excessive parking and loading regulations can lead to an oversupply of parking and less efficient use of land. In downtown areas where land supply is at a premium, it can also mean the difference between a financially viable project and no project at all.

On the other hand, parking and loading regulations that are strategically crafted can promote revitalization of existing downtown areas, support intensification, and contribute to a more balanced transportation system that supports travel by all modes, not just automobiles.

The review of the parking and loading standards in the Town of Georgina Zoning Bylaw has been informed by best practices successfully used in other municipalities. Consultation with the community was undertaken as part of the study, with an initial engagement session to discuss key issues and some potential opportunities for constructive change. A second engagement session was held to review preliminary recommendations emerging from the



review. Comments received during these two events have been considered in combination with a robust “evidence based” research approach to recommend 51 key updates to the parking and loading requirements for new developments in Georgina.

The provisions guiding development in any municipal zoning bylaw must consider today’s reality, but they also need to be responsive to broader changes in the community that are anticipated to evolve over the next generation. The land uses approved today represent investments in community infrastructure that will be in place for decades.

The recommendations outlined in Section 5 of this report, and summarized in **Table ES.1** below, have been carefully considered and strategically designed to reduce unnecessary parking for new residential development projects in areas where transit service is available and walking and cycling is used more.

To support ongoing growth and development within Keswick, separate requirements are proposed for some land uses where the focus on intensification and gradual increases to density, will support increased use of transit and active transportation over time as investments are made in services and infrastructure.

Changes have also been proposed that recognize the concept of shared parking between complimentary land uses in larger mixed use development sites - where the peak demands do not necessarily occur at the same time. Rationalizing parking requirements to reduce oversupply, where appropriate, can not only support urban design and transportation objectives but contribute to reducing the cost for housing and other development in the community.

In recognition of the growing popularity of cycling for transportation and recreation, formal bicycle parking requirements are being recommended for inclusion in the Zoning Bylaw to support users as they contemplate choosing cycling for more of their day-to-day travel. These requirements were based on standards adopted by other municipalities and may be updated upon completion of the Town’s ongoing Active Transportation Master Plan process.

While many municipalities are beginning to incorporate requirements for Electric Vehicle charging infrastructure into new developments, the recent adoption of Bill 98 made changes to the Planning Act that removes the ability to require these sorts of measures in municipal zoning bylaws. The Town should continue to monitor ongoing legislative changes in this regard and investigate opportunities to incorporate incentives rather than requirements into the update of their Zoning Bylaw.

The recommendations in this report are intended to support the Town as it embarks upon the process to update and consolidate their Zoning Bylaws into one integrated bylaw covering both urban and rural areas in the community. Additional public consultation will be undertaken as part of the broader bylaw update process, and final proposed updates to the Zoning Bylaw will be brought back to Council for approval.

Adopting the proposed changes recommended in this report does not constitute final approval of the report recommendations but will provide the background research and



framework to allow for a community conversation about changes to parking requirements in Georgina. **Table ES.1** summarizes the key recommendations for consideration as part of the new Comprehensive Zoning Bylaw.

Table ES.1: Summary of Recommendations

Number	Recommendation
R.1	Consider use of area based parking rates; one for the Keswick urban area and one for the rest of Georgina.
R.2	Reduce residential parking requirement for singles and semi detached dwelling with street fronting driveways to 2/unit from 3/unit in both the Keswick urban area and the rest of Georgina.
R.3	Reduce the residential parking requirement in the Keswick urban area for townhouse dwellings with common parking lots or common driveways from 2/unit + 0.25/unit for visitors to 1.5/unit + 0.25/unit for visitors. Reduce the rate in the rest of Georgina from 2/unit + 0.25/unit for visitors to 1.75/unit + 0.25/unit for visitors.
R.4	Reduce the residential parking requirement in the Keswick urban area for non-residential buildings with 1 to 3 units from 2/unit to 1.5/unit + 0.25 / unit for visitors. Maintain the current rate for the rest of Georgina.
R.5	Maintain the requirement for 1 additional parking space / Additional Residential Unit in both areas but remove the existing exemption for detached and semi-detached dwellings.
R.6	Reduce the residential parking requirement in the Keswick urban area for residential buildings with 4 or more units (including apartments) from 1.75/unit to 1.25/unit + 0.25/unit for visitors. Maintain the current rate for the rest of Georgina.
R.7	Require a clear space of 3.0m x 6.0m (18m ²) per vehicle in a garage that is used to satisfy parking requirements.
R.8	Permit tandem parking for dwellings with Additional Residential Units with a minimum driveway width of 5.5m required.
R.9	Consider increasing the maximum area of lot frontage that can be used for parking / driveways from 55% to 65% for lot sizes under 9.1m in width.
R.10	Driveways used to access a rear yard parking space should be a minimum of 3.0m in width.
R.11	Convert floor area requirements from a rate / 95m ² to a rate /100m ² for all land uses.
R.12	Convert the parking rate for restaurant uses in all areas from 10/95m ² to 10/100m ² .
R.13	Convert the parking rate for retail land uses in the Keswick urban area from 5.5/95m ² to 4/100m ² . Increase the rate for the rest of Georgina from 5.5/95m ² to 6/100m ² .



Number	Recommendation
R.14	Increase the parking rate for Service Commercial land uses in the Keswick urban area from 3.5/95m ² to 4/100m ² . Increase the rate for the rest of Georgina from 3.5/95m ² to 6/100m ² .
R.15	Change the parking requirement for small home occupation uses under 100m ² in all areas from 3.5/95m ² to 1 space plus the required spaces for the home use.
R.16	If the Town permits home occupations larger than 100m ² modify the parking rate from 3.5/95m ² to 4/100m ² plus the required spaces for the home use.
R.17	Modify the existing parking rate for other ancillary uses associated with Hotels from 10/95m ² to 10/100m ² . Maintain the per room rates in the existing bylaw.
R.18	Modify the existing parking rate for Golf Courses to require 3 spaces/100m ² of other ancillary uses in addition to 3 spaces / golf hole in the existing bylaw.
R.19	Modify the existing parking rate for RV Parks and Campgrounds from 1/site plus 5 for visitors to 1/site plus 3 spaces/100m ² of other ancillary uses.
R.20	Combine the Gym/Spa/ Heath Club land uses together and modify the current rate from 3.5/95m ² (personal service) and 10/95m ² (private club) to a common rate of 4/100m ² .
R.21	Modify the parking rate for entertainment and religious land uses to remove the option to base the parking requirements on the number of seats.
R.22	Modify the existing parking rate for Convention Centre, Banquet Hall, Theater land uses from 10/95m ² to 10/100m ² .
R.23	Modify the existing parking rate for Entertainment Club land uses from 10/95m ² to 10/100m ² .
R.24	Modify the existing parking rate for Place of Worship and Funeral Home land uses from 10/95m ² to 10/100m ² .
R.25	Modify the existing parking rate for Crematorium land uses from 2/95m ² to 10/100m ² .
R.26	Modify the existing parking rate for Art Gallery and Museum land uses from 10/95m ² to 3/100m ² .
R.26	Modify the existing parking rate for Post Secondary School and Adult Training School land uses from 5.5/95m ² to 5/100m ² .
R.27	Modify the existing parking rate for R&D Facility land uses from 2/95m ² to 5/100m ² .
R.28	Modify the existing parking rate for Hospital land uses from 1 / bed to the greater of 1/2 beds or 3/100m ² .
R.29	Modify the existing parking rate for Medical Clinic land uses from 5.5/95m ² to 7/100m ² .
R.30	Modify the existing parking rate for Daycare land uses from 2.5/Classroom to 3/100m ² .



Number	Recommendation
R.31	Modify the existing parking rate for Office land uses from 3.5/95m ² to 4/100m ² .
R.32	Modify the existing parking rate for Garden Centre and Greenhouse land uses from 5.5/95m ² to 6/100m ² .
R.33	Modify the existing parking rate for Industrial land uses from 2/95m ² to a graduated scale, as follows: For the first 2,000m ² provide 1 space/50m ² ; Between 2001-6000m ² – add 1 space/100m ² ; and Over 6000m ² – add 1 space/200m ² .
R.34	Modify the existing parking rate for Warehouse (storage) land uses from 1/95m ² to the Industrial Rate (R.33).
R.35	Modify the existing parking rate for Licensed Cannabis Production land uses from 2 + 2/95m ² to the Industrial Rate (R.33).
R.36	Modify the existing parking rate for Designated Cannabis Production land uses from 2 + 1/95m ² to the Industrial Rate (R.33).
R.37	Modify the existing parking rate for Dry Cleaning Outlet (storefront) land uses from 3.5/95m ² to 4/100m ² .
R.38	Add a new use for Dry Cleaning Depot (processing plant) requiring parking at the Industrial Rate (R.33).
R.39	Modify the existing parking rate for Equipment Sales and Rental land uses from 3.5/95m ² to the Industrial Rate (R.33).
R.40	Consider implementing a shared parking provision for mixed use sites requiring Zoning Bylaw approval in accordance with the recommended process in Section 5.2.8.
R.41	Consider adopting requirements and standards for short term and long term bicycle parking in accordance with Section 5.2.9.
R.42	Modify the drive-thru stacking requirements for restaurant land uses from 7 spaces to 16 spaces and require a minimum of 12 spaces to be located in advance of the order station.
R.43	Add drive-thru stacking requirements for automatic car wash land uses with a requirement for 10 spaces. For all other land uses with a drive-thru, require 4 stacking spaces.
R.44	Prohibit drive-thru lanes from side yards or between the building and the street.
R.45	Require the entrance to a drive-thru stacking lane to be located a minimum of 20.0m from the street line.
R.46	Replace the loading space requirements for commercial, institutional and industrial land uses with the following new requirements: For sites under 250m ² – no loading spaces required; For sites between 250m ² and 2,500m ² - provide 1 loading space; For site between 2,501m ² and 7,500m ² - provide 2 loading spaces; and



Number	Recommendation
	For sites over 7,500m ² – provide 3 loading spaces plus 1 space/7,500m ² of additional floor area.
R.47	Update the standard parking space size from 3.0m x 5.7m to 2.75m x 5.7m.
R.48	Update the standard parallel parking space size from 3.0m x 7.0m to 2.75m x 7.0m.
R.49	Consider removing the smaller parking space size for public schools and replacing with the standard size space.
R.50	Update the minimum aisle widths for angled parking from 3.5m to 4.0m and the minimum aisle width for one way parallel parking from 3.0m to 4.0m.
R.51	Continue to monitor the legislative changes and best practices to determine how best to support a wider network of Electric Vehicle charging stations in the community.

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1 Introduction

1.1 Study purpose and background

The Town's Comprehensive Zoning Bylaw, 500, was adopted by Town Council on July 7, 1994, and approved by the former Ontario Municipal Board on August 24, 1995. Zoning Bylaw 500 replaced the Town's first comprehensive zoning bylaw, Zoning Bylaw 911, which was passed on May 9, 1977. The Town updated their Official Plan in 2016 to bring it into compliance with various provincial and regional plans. The Town Official Plan establishes an updated vision, growth management framework, land use plan and associated policies to appropriately guide growth and development, while protecting the Town's natural systems and resources.

In 2021, the Town initiated a comprehensive review of their Zoning Bylaw in a two-phase process, with Phase 1 focusing on the Countryside Areas in the Town which led to the Council adoption of Zoning Bylaw 600 on November 15, 2023. Following dismissals of appeals by the Ontario Land Tribunal it is in force and effect to the date of passage by Council.

Phase 2 of the Zoning Bylaw update was initiated in 2025, to update the current Zoning Bylaw 500, and will focus on the Settlement Areas including Keswick, Sutton/Jackson's Point, Pefferlaw, and other Settlement Areas such as hamlets in Georgina. At the end of Phase 2, the two bylaws will be consolidated into a singular comprehensive zoning bylaw covering the entire municipality. As part of the Phase 2 work, the Town initiated a review of the Parking and Loading Standards (common to both bylaws).

As part of the review, a jurisdictional scan was conducted to examine how other comparable municipalities are approaching updating their parking and loading standards to account for changing policy contexts. This includes housing affordability considerations and integration with broader transportation planning directions. The review also examined opportunities to address implementation issues with the current bylaw, from clarifying language and definitions to proposing changes that take into consideration the changing nature of development in the community.

Consultation with the community was undertaken as part of the study, with an initial engagement session to discuss key issues and some potential opportunities for constructive dialogue. A second engagement session was held to review preliminary recommendations emerging from the review. Comments received during these two events have been combined with a robust "evidence based" approach to assessing options and recommending new standards for parking in Georgina.

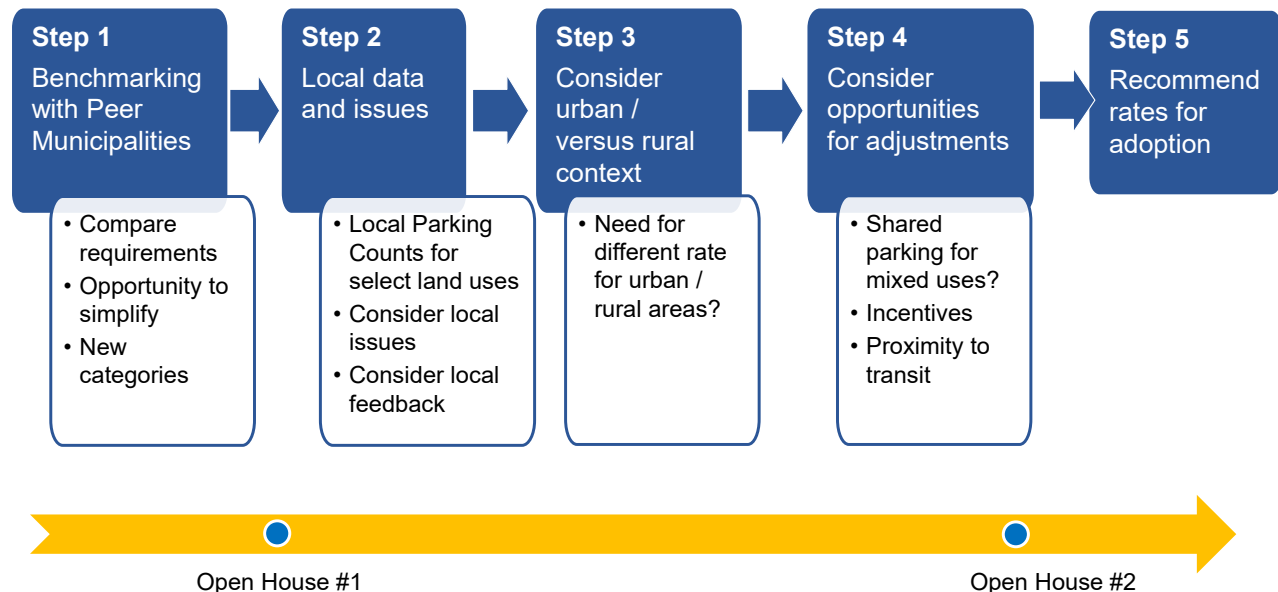
The update to the parking standards in the current bylaw can contribute to reduced costs for development, improved affordability, and reduced timelines to submit and review development applications, by reducing minimum parking requirements to reflect actual demand and best practices, clarifying design standards for off-street parking lots, and reducing the need for developers to prepare additional parking studies required to support development applications that could not achieve the old minimum parking requirements.



1.2 Methodology

The project has been structured into five key work program elements that generally follows a sequential series of steps as outlined in **Figure 1.1**.

Figure 1.1: Study Methodology



Step 1 Benchmarking: This initial phase of the project provided a review of parking requirements in peer municipalities with similar land use, density, and a similar planning context to Georgina. Opportunities to simplify requirements were examined, and a comparison of requirements was completed to identify opportunities for changes.

Step 2 Local Data and Issues: Local parking occupancy studies were completed at sites in the community to help understand existing parking demands and how they relate to requirements in the current zoning bylaw. These studies covered various types of land uses and also included sites with a mix of land use types to provide insight into the use of parking spaces over the period of day, where peak parking requirements can be different.

Step 3 Urban vs Rural Context: The need for different requirements for different areas of the community were considered incorporating policy considerations in the Town's Official Plan combined with data on vehicle ownership and travel patterns.

Step 4 Opportunities for Adjustments: The preceding steps all contributed to the assessment of opportunities to adjust and modernize the parking requirements in Georgina to reflect best practices, data collected on parking usage, and trends influencing the need for parking over the long term.

Step 5 Recommended Rates for Adoption: The culmination of the review provides the background research and recommendations for changes to the parking and loading requirements in Georgina to guide future updates to the Town's Zoning Bylaw.

1.3 Report outline

The report has been structured into five key sections that discuss the key elements and stages of the project.

The technical review and assessment of best practises and standards used in other comparable municipalities and preliminary findings and recommendations are summarized in this report organized in the following sections:

- ▶ Section 1 - Study Introduction
- ▶ Section 2 - Provides a background review of the Zoning Bylaw update project including the policy framework guiding the study.
- ▶ Section 3 - Provides a best practices review of the parking and loading requirements in 6 different municipalities with a size and/or planning context similar to Georgina and a summary of key findings for consideration in updating the parking and loading requirements in the Town's existing Zoning Bylaw.
- ▶ Section 4 - Provides a summary of data collected and assessed as part of the project with a focus on local patterns, demands, and trends to assist in evaluating the findings of the best practice review and to provide guidance on opportunities to update the parking requirements in a way that meets Georgina's current and future needs.
- ▶ Section 5 - Provides recommendations for the Town to consider in updating their zoning bylaw – requirements that reflect current data and emerging trends in urban municipalities.
- ▶ Section 6 - Summarizes feedback received from stakeholder groups that participated in consultation during the preparation of this review.
- ▶ Section 7 - Recommends an Implementation Plan including next steps and future work to update other aspects of the Zoning Bylaw.

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2 Background review

2.1 Policy framework

2.1.1 Provincial policy direction

The Planning Act

The Planning Act establishes the legal framework for land use planning in Ontario. It establishes the approval process for land development, outlines requirements for public consultation in land use decision-making, clarifies the role and responsibilities of municipal Councils in making land use planning decisions, and provides the ability to appeal local land use decisions through the Ontario Land Tribunal.

The Planning Act requires municipalities to develop Official Plans that integrate matters of provincial interest into the local land use planning and decision-making process.

While details regarding the provision of off-street parking for developments is generally deferred to municipal zoning bylaws there are some exceptions.

Section 16 (3) of the Planning Act provides approval for up to 3 dwelling units on a parcel of urban residential land. Section 16 (3.1) of the Act requires a maximum of one parking space can be required for any additional dwelling unit on a property, other than the primary residential unit. While a municipality can determine the number of parking spaces to be provided for each primary residential dwelling unit, any additional units on the property can only be required to provide one additional space each.

Section 34 provides authority for municipalities to pass zoning bylaws to enact restrictions on the use of land, regulating the types of land uses that may be operated on lands, regulating the construction of building or structures on lands (including the size, height, design elements, setbacks from property lines, and many other aspects of the site), and to regulate the number of parking and loading spaces to be provided. The parking and loading requirements outlined in the current Town Zoning bylaw (and summarized in Section 2.1) is the focus of the update work completed in this study.

Section 40 authorizes municipal Councils to enter into agreements with property owners wanting to develop or redevelop their properties with an exemption from the requirements in the Zoning bylaw requiring them to provide parking spaces on the site. These are known as cash-in-lieu of parking agreements, where the municipality can establish the cash payment to be provided in lieu of providing all or a portion of the required parking spaces on a site. The cash must be held in a special reserve fund, and municipalities typically use these funds to acquire land or construct new municipal parking lots.

Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) is a province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow:



Growth Plan for the Greater Golden Horseshoe, 2019. The PPS was issued under Section 3 of the Planning Act and came into effect October 20, 2024. The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The PPS establishes the land use planning framework for the province which includes policies to support the provision of a range and mix of housing options for residents, the achievement of complete communities (that offer access to the range of residential, commercial, institutional and public service land uses that contribute the overall quality of life for all residents), and the provision of infrastructure and services that residents use on a daily basis.

The PPS promotes intensification of land uses to ensure that land is used efficiently, in a way that optimizes existing infrastructure and services, supports active transportation and transit use, and supports the movement of goods that the provincial economy relies upon. The policy directions in the PPS are required to be incorporated into Regional and Local Municipal Official Plans to guide the land use planning decisions made at the local level.

The PPS also defines land use areas that are featured in many municipal Official Plans, including Settlement Areas, Strategic Growth Areas, Major Transit Station Areas, Employment Areas, Rural Areas, and various types of Natural Heritage Areas and Resources. The Transportation and Infrastructure section of the PPS primarily deals with Infrastructure Corridors and Airports Rail and Marine Facilities, but the need to consider parking in support of transit is recognized in Transit Station Areas, for example.

Provincial Housing Affordability Task Force

The Housing Affordability Task Force was established in 2021 to develop recommendations to address the housing supply crisis, reduce the cost of housing, and facilitate faster construction of new homes to meet the housing requirements of the province for the next 10 years.

Amongst the 74 recommendations contained in the report, the Task Force recommended the province create a more permissive land use, planning and approvals system which includes the establishment of province-wide zoning standards for a range of requirements such as setbacks, lot sizes, building heights, and the report recommends reduced minimum parking requirements or the elimination of minimum parking requirements. The report stated that:

“Minimum parking requirements for each new unit are another example of outdated municipal requirements that increase the cost of housing and are increasingly less relevant with public transit and ride share services. Minimum parking requirements add as much as \$165,000 to the cost of a new housing unit, even as demand for parking spaces is falling: data from the Residential Construction Council of Ontario shows that in new condo projects, one in three parking stalls goes unsold. We



applaud the recent vote by Toronto City Council to scrap most minimum parking requirements. We believe other cities should follow suit.”¹

While the cost to provide parking in the above quote was more representative of the cost to provide underground parking in downtown Toronto than parking costs in Georgina, the intent of the recommendation was to encourage municipalities to review and update their parking requirements for new development as a means of reducing the cost to provide new housing units.

Bill 23, More Homes Built Faster Act, 2022

Bill 23, also known as the More Homes Built Faster Act, was introduced by the Ontario government to implement changes to various statutes and regulations to support the government's goal to construct 1.5 million new homes by 2032. Bill 23 implements many of the recommendations from the Ontario Housing Affordability Task Force Report.

Bill 23 made fundamental changes to the land use planning system in Ontario through changes to various Acts including: the Development Charges Act; the Planning Act; the Municipal Act; and the Conservation Authorities Act.

While the scope and breadth of changes implemented through passage of Bill 23 are extensive, the key changes impacting the review of the parking section of the Zoning Bylaw include:

- ▶ Modifying the Planning Act to allow (as of right) up to two additional residential units associated with a single detached, semi-detached or row house dwelling on any parcel of urban residential land (i.e. with full municipal services).
- ▶ Modifying the Planning Act to limit the number of required parking spaces to 1 space per unit for an additional residential unit on a lot.
- ▶ Removal of Site Plan Control for residential development proposals with up to 10 units, except under certain conditions.
- ▶ Changes to the way Community Benefit Charges (used to fund infrastructure and services not eligible for Development Charges) are calculated and applied.

Bill 23 was approved by the Provincial government and received Royal Assent in November of 2022, and the provisions are now incorporated into the respective Acts.

Bill 98, Building Homes and Improving Transportation Infrastructure Act, 2026

Bill 98, also known as the Building Homes and Improving Transportation Infrastructure Act, 2026, is a set of amendments to various provincial statutes (including the Planning Act and the Building Code Act) designed to accelerate housing construction and streamline regional transit networks. The legislation made key changes to the Planning Act including:

¹ Report of the Ontario Housing Affordability Task Force. Pg 12, Feb 2022



- ▶ Standardizing Official Plans by mandating a simplified, provincially prescribed format for municipal Official Plans including the standardization of land-use designations.
- ▶ Implementing provisions for minimum lot sizes and granting the Minister the authority to set provincial minimum residential lot sizes (proposed at roughly 175 m²) in fully serviced urban zones to encourage gentle density.
- ▶ Standardizing the site plan process through use of compliance checklists and prohibiting municipalities from enforcing development standards that go beyond core health and safety rules. As an example, proposed amendments would restrict zoning bylaws from requiring developers to provide Electric Vehicle charging units as a condition of approval.
- ▶ Implementing changes to the way that parkland contributions are assessed, and
- ▶ Continuing to remove planning responsibilities from upper-tier regional governments.

Bill 98 was approved by the Provincial government and received Royal Assent in June of 2026.

Accessibility for Ontarians with Disabilities Act Legislation

The Accessibility for Ontarians with Disabilities Act, 2005 (AODA) outlines mandatory requirements for the private, public, and non-profit sectors in Ontario to remove barriers and ensure equitable access for all individuals with disabilities by 2025. Ontario Regulation 191-11 under the AODA establishes accessibility standards to apply when planning, designing, and building transportation facilities.

The minimum requirements guiding the provision of accessible parking spaces are outlined in Section 80.36 of the Ontario Integrated Accessibility Standards² (AODA Standard). The requirements outlined in the AODA Standard apply to “obligated organizations” which include the Government of Ontario, the Legislative Assembly, designated public sector organizations, and other organizations that provide goods, services or facilities to the public, and have at least one employee.

Municipalities are responsible for ensuring that their planning and development review processes incorporate the relevant accessibility requirements in the Act, and to review compliance with the Integrated Accessibility Standards as part of the site plan review process.

2.1.2 York Region Official Plan

The Regional Municipality of York is the upper tier municipality for the Town of Georgina. The York Region Official Plan was last updated in 2022 and provides planning direction for all lower tier municipalities in the region.

² Ontario Regulation 191/11: Integrated Accessibility Standards, under the Accessibility for Ontarians with Disabilities Act, 2005.



In June 2024, the Provincial Government passed Bill 185, which amended portions of the Planning Act and designated the Region of York as an Upper Tier Municipality Without Planning Authority. As such, the Region no longer is an approval authority for local municipal Official Plans. The policy direction contained in the Region of York Official Plan still applies and becomes policies of the Town of Georgina as they relate to the Town, until such time as the lower tier municipality adopts their own Official Plan amendment to incorporate the provisions of the Regional Official Plan.

While no longer an approval authority, the Region of York continues to support local municipal planning processes by commenting on development applications in relation to Regional interests like roads, transit and infrastructure; collaborating to maintain up-to-date growth estimates to ensure Regional infrastructure can be planned and delivered in a coordinated and financially sustainable manner; and sharing data including monitoring and reporting on growth and infrastructure needs.

The Regional Official Plan describes how York Region will accommodate 810,000 residents and 325,000 jobs by 2051. A strategic approach to growth management and aligning land use, financial sustainability, infrastructure and phasing has been integrated into the Plan to manage this magnitude of growth while maintaining York Region's commitment to building strong, caring, safe communities, in alignment with four areas of focus: Economic Vitality, Healthy and Complete Communities, Sustainable Environment and Good Government.

The Regional Official Plan designates much of the land area within the Town of Georgina as Agricultural and Regional Greenlands Systems, although the built-up areas within Keswick are designated as an Urban Area, and Sutton/Jackson's Point and Pefferlaw are designated as Towns / Villages; and these areas are the focus for growth and development. Growth forecasts for the Town of Georgina identify a 2051 population of 70,500 residents and 20,700 jobs to be used as the basis for planning.

In support of the objective of creating complete communities in the Region, the Official Plan adopts a number of policies that target the creation of compact, mixed use communities that are pedestrian friendly and have a built form that is supportive of transit. The Official Plan directs that local municipal official plans shall require appropriate facilities in new developments to increase the mode share of trips using active transportation, including features such as covered bicycle storage, lockers, and shower facilities. The Plan also requires local municipalities to incorporate parking management policies and standards that:

- ▶ Reduce minimum and maximum parking requirements that reflect walking distance to transit and complementary uses, where appropriate;
- ▶ Promote shared parking, where possible, to reflect variances in parking demand between complementary uses on a time of day, weekday/weekend, and monthly basis;
- ▶ Require site designs that orient the main building entrance to face the public street and provide a pedestrian friendly urban form, where appropriate;



- ▶ Anticipate the adaptive reuse of surface parking to above grade structure or underground parking over time;
- ▶ Provide for preferential locations of carpool parking, car sharing spaces, electric vehicle charging stations, and bicycle storage requirements; and
- ▶ Accommodate designated parking for on-demand deliveries and vehicles.

These policy directions are to be applied in the designated Urban Areas and Towns / Villages in Georgina, along with Protected Major Transit Station Areas and along designated Regional Corridors, which primary apply to the larger more urbanized municipalities in the Region.

2.1.3 Town of Georgina Official Plan

The Town of Georgina Official Plan was last updated and approved by the Region of York and the Province in 2016, although there have been various amendments to the Official Plan since the last approval date. The Official Plan sets out the land use policy to guide future development in the community and manage growth.

The Official Plan is guided by a vision for the Town which is translated into policies that describe how lands should be used and how changes to land use should be assessed, evaluated and implemented. Policies outlining where new housing, industry and commercial businesses should be located are provided, and are supported by plans for required servicing including roads, sewers, watermains, parks, and schools.

Given the mix of rural and urban areas contained within the Town, four Secondary Plans have been developed to outline in greater detail the land use and infrastructure planning policies for the urbanized areas of Keswick, Sutton/Jackson's Point, Pefferlaw and the Keswick Business Park.

The Official Plan is guided by a vision that strives - "To be a well-balanced and vibrant community that preserves and protects Georgina's natural environment and rural character, while providing for a high quality of life, growth and economic development in a sustainable manner."

Section 9.2 of the Official Plan includes transportation policies that emphasize:

- ▶ Road Network Classification - which outlines a hierarchy of various roads and their role in serving mobility needs of the community along with functional and design requirements for each class of roadway;
- ▶ Encouraging Multi-Modal Transportation – which aims to encourage the development of an integrated transportation system that accommodates all modes of transportation including pedestrians, cyclists, transit, automobiles and good movement, while reducing reliance on private automobiles;
- ▶ Transit Oriented Development – where new development applications must be designed to support transit use and reduction in automobile trip making through measures that incorporate transportation demand management;



- ▶ Parking Management – which aims to ensure adequate off-street parking and loading facilities for new development while supporting on-street parking to support businesses where it does not interfere with traffic flow; and,
- ▶ Active Transportation – that include the development of a comprehensive trails and active transportation network to enhance connectivity and support tourism and recreational activities.

Within the area of parking management, the Official Plan emphasizes the need to provide adequate off-street parking for land uses while promoting on-street parking in certain areas; ensuring that parking areas are designed to be accessible for all users, safe, and compatible with adjacent land uses; using parking management plans in certain areas to manage the supply and management of parking; and incorporating design elements that improve esthetics, promote walkability, reduce impervious surfaces, provide adequate snow storage and minimize environment and safety risks.

2.1.4 Secondary plans

Four Secondary Plans have been developed to outline in greater detail the land use and infrastructure planning policies for the urbanized areas of Keswick, Sutton/Jackson's Point, Pefferlaw and the Keswick Business Park. While each Secondary Plan has various transportation policies identified, the Keswick Secondary Plan is the only plan that provides specific policy direction for parking. Key policy directions outlined in the Parking Management Section of the Keswick Secondary Plan include:

- ▶ Requirements to provide context sensitive on-site parking for vehicles and bicycles, as required in the Zoning Bylaw (at the current time the zoning bylaw does not identify any bicycle parking requirements – so this was included in anticipation of future updates);
- ▶ Requirements to consider the appropriate placement of surface parking lots or above grade parking structures in a way that complements urban design considerations, incorporates active transportation users, and directs access points out to local roads;
- ▶ Policies that would enable the Town to consider partnerships for the provision of off-street parking and the use of shared parking spaces between public parks and public service facilities; and,
- ▶ Policies that support the need to consider reduced parking space requirements in proximity to existing transit, or in high-density mixed-use locations along with shared parking between complimentary uses, and the need for carpooling and/or car-sharing spaces.

2.1.5 Links to other Town projects and initiatives

Climate Action Plan (2025)

The Town of Georgina Climate Action Plan aims to reduce local contributions to climate change and help the community prepare for future risks that a changing climate may cause.



The Plan is an integrated approach to deal with sustainability-related issues and is based on six key objectives:

1. Protecting vulnerable people and promoting safe summer recreation
2. Reducing nutrient loading in Lake Simcoe
3. Protecting vulnerable people and promoting safe winter recreation
4. Ensuring infrastructure can accommodate more intense storms
5. Reducing corporate greenhouse gas emissions, mainly from buildings
6. Reducing community-wide greenhouse gas emissions, primarily from transportation

The plan recommends 43 supporting actions to address the objectives and includes both mitigation and adaption impacts. Encouraging the shift away from vehicles powered by fossil fuels was recommended as a key strategy that can reduce corporate and community-based emissions in the transportation sector. Some of the key actions related to planning and development include the incorporation of electric vehicle provisions in new buildings, incentive programs for electric vehicle infrastructure, and encouraging mixed use and compact development forms that reduce the need to drive and encourage more walking and cycling.

Active Transportation Master Plan, (ongoing)

In 2025, the Town of Georgina initiated a project to update the 2014 Trails and Active Transportation Master Plan. The updated plan will guide long-term investments in infrastructure that supports walking, cycling and other forms of active mobility (e.g. sidewalks, trails, multi-use paths, cycling routes, and pedestrian crossings). The plan will provide guidance to Council and Staff to assist in prioritizing where improvements will have the greatest impact, so investments are made fairly and effectively across the community. Key elements of the project³ include:

- ▶ Reviewing existing walking and cycling facilities to identify gaps, barriers, and opportunities for improvement;
- ▶ Improving safety, comfort, and accessibility using recognized best practices and design standards;
- ▶ Supporting equitable access to active transportation infrastructure across all Georgina communities;
- ▶ Providing short, medium, and long-term recommendations for improvements and policies; and,
- ▶ Positioning the Town to seek provincial and federal funding for future projects

³ Active Transportation Master Plan website, <https://buildinggeorgina.ca/active-transportation-master-plan>, accessed May 2026



The plan is scheduled for completion in 2026, and it is anticipated that key policy recommendations impacting land use and new developments will need to be considered as part of the overall zoning bylaw review and update.

2.2 Current Zoning Bylaws

This section of the report provides a summary of the current parking and loading requirements as outlined in Zoning Bylaw 500 and Zoning Bylaw 600 for the Town of Georgina. Both bylaws have the same provisions including loading space requirements, parking supply and design standards, and associated access and location considerations. The objective of the current bylaws is to ensure that proposed developments provide sufficient and functional parking and loading facilities for a wide range of land uses, including residential, commercial, industrial, institutional, and recreational developments.

2.2.1 Loading space requirements

Section 5.25 of Bylaw 500 and Section 5.20 of Bylaw 600 provide the Loading Space requirements that apply to commercial, industrial, business park, and institutional uses. The number of required loading spaces increases with gross floor area, as summarized in **Table 2.1**.

Table 2.1: Loading space requirements by non-residential floor area

Gross Floor Area	Number of Loading Spaces	
	Commercial/ Industrial / Business Park	Institutional
<= 185 sq m	None	None
186 sq m – 550 sq m	1	1
551 sq m to 2300 sq m	2	1
2301 sq m to 7400 sq m	3	2
>= 7401 sq m	3 plus 1 per additional 9,200 sq m	3 plus 1 per additional 9,200 sq m

In addition to the number of spaces required, the bylaws establish design and locational criteria. Loading spaces must be accessed by a driveway with a minimum aisle width of 4.0 metres, leading to a street or lane at least 6.0 metres wide. Spaces are generally required to be in the interior side or rear yard, unless they are set back at least 25 metres from the street line. A minimum setback of 1.5 metres from lot lines is also required.

Existing deficiencies in loading supply on a property are permitted to remain, although any additions or changes of use cannot increase the deficiency. Where the addition or change in use increases the requirements the development must meet the standards in the zoning bylaw. For developments containing multiple uses, each use must independently satisfy its loading requirements.



2.2.2 Parking space size and design standards

Section 5.28(a) of Bylaw 500 (Section 5.26(a) of Bylaw 600) specifies minimum parking space dimensions that apply to all land uses, except where noted. Standard angled parking spaces must measure 3.0 metres by 5.7 metres, while parallel spaces must measure 3.0 metres by 7.0 metres.

For public schools reduced dimensions apply:

- ▶ Angled spaces: 2.75 m × 5.7 m
- ▶ Parallel spaces: 2.5 m × 7.0 m

In low density residential zones, where private driveways serve individual units and are located in the front yard, a reduced parking space width of 2.5 metres is permitted within a driveway.

2.2.3 Minimum parking supply requirements

Section 5.28(b) of Bylaw 500 (Section 5.26(b) of Bylaw 600) also specifies the minimum number of parking spaces that are required on a site, which vary for different land uses. Requirements for residential land uses are typically based on the number of units provided while non-residential uses are primarily based on gross floor area, although there are some uses requirements that are based on other criteria that link to potential demand.

The current minimum parking requirements are summarized in **Table 2.2**.

Table 2.2: Current minimum parking requirements by land use

Land use	Required number of spaces
Residential	
Single Dwelling, Semi Detached, Linked (2 units)	3 per unit (2 may be in private driveway)
Non-Residential Building with one to three units	2 per unit (1 may be in private driveway)
Townhouse fronting public street	2 per unit (1 may be in private driveway)
Townhouse or linked townhouse with fronting access to a street or common driveway	2 per unit (1 may be in private driveway) Plus 1 visitor space per 4 units
Building with four or more residential units (excluding townhouse or linked townhouse)	1.75 per unit
Single, semi, townhouse with one additional residential unit	3 spaces must be on subject lot subject to: Only 1 space can be in a garage and 2 spaces must have direct driveway access to street



Land use	Required number of spaces
Single, semi, townhouse with two additional residential units	4 spaces must be on subject lot subject to: Only 2 spaces can be in a garage and 2 spaces must have direct driveway access to street
Non-residential uses - Commercial	
Restaurant	10 spaces / 95 sq m of non-residential floor space
Bakery, garden centre, health care clinic, retail store, laundromat, place of amusement, wholesale establishment	5.5 spaces / 95 sq m of non-residential floor space
Catering establishment	3.5 spaces / 95 sq m of non-residential floor space
Multi-unit commercial centre	5.5 spaces / 95 sq m of non-residential floor space except where 50% is devoted to restaurant, auditorium, arena, church, funeral home, hall, commercial or private club Parking for these uses to be separated by use. Theatre use shall be based on 5.5 / 95 sq m of non-residential floor space.
Bank, building supply and equipment, business or professional office, bowling alley, convenience retail, personal or light service shop, dry cleaning outlet, equipment sales, mechanical garage, motor vehicle sales or rental, studio, taxi stand	3.5 spaces / 95 sq m of non-residential floor space
Tourist info centre, veterinary clinic	3.5 spaces / 95 sq m of non-residential floor space
Driving range or mini golf	1 per tee / hole
Golf course	3 per hole
Hawker or peddler use	1 per hawker or peddler (except where license for fireworks issued – none req)
Home occupation	3.5 spaces / 95 sq m of res floor space used for home occupation - where home contains an accessory apartment one space required for home occupation and are in addition to spaces required for residential uses – permitted in front or exterior side yard



Land use	Required number of spaces
Marina	1 per slip + spaces required for retail space based on use
Hotel, motel, motor hotel	1 per rental unit for first 20 units plus 1 per every 2 units over 20 units plus 10 per 95 sq m of non-residential floor area for public uses
Motor vehicle fuel bar or washing	2 spaces per establishment
RV park or campground	1 per site plus 5 for visitors
Refreshment vehicle	2 per vehicle
Schools (commercial or private)	5.5 per 95 sq m
Tennis courts (commercial)	4 spaces / court
Temp structure/use commercial	none
Recreational batting cage	1 per batting station
Non-residential uses - Industrial	
Warehouse or public storage building	1 per 95 sq m of non-residential space
All other industrial (excluding mechanical garage)	2 per 95 sq m of non-residential space
Communications facility	2 per 95 sq m of non-residential space
Crematorium	2 per 95 sq m of non-residential space
Cannabis production facility, licensed	2 spaces plus 2 per 95 sq m of non-residential space
Cannabis production facility, designated	2 spaces plus 1 per 95 sq m of non-residential space
Research and development facility	2 per 95 sq m of non-residential space
Non-residential uses - Place of Assembly	
Airport, auditorium, arena, church or place of worship, funeral home, hall, commercial or private club, theatre	1 per 5 seats (or per 3m of bench seats) or



Land use	Required number of spaces
	If no fixed seating - 10 per 95 sq m of non-residential space (minimum 10)
Art gallery	10 per 95 sq m of non-residential space for public use
Convention centre	10 per 95 sq m of non-residential space for public use
Place of worship	1 per 5 seats (or per 3m of bench seats) or If no fixed seating - 10 per 95 sq m of non-residential space (minimum 10)
Non-residential uses - Institutional	
Hospital, nursing home	1 per bed
School, public - elementary	2 per teaching classroom or portable plus 5 for a day nursery
School, public - secondary	4 per teaching classroom or portable plus 10 for a day nursery
Day nursery	2.5 per classroom None required for day nursery in a church or apartment dwelling

Where a site has multiple uses the minimum parking requirements must include the number of spaces for all uses individually, unless otherwise prescribed. Existing deficiencies in the number of required parking spaces on a property are permitted to remain, although any additions or changes must meet the standards in the zoning bylaw. Parking is generally required to be located on the same lot as the building it serves, except where a cash-in-lieu arrangement is in place. Where a building contains both residential and commercial uses the parking areas shall be designated separately as part of the site plan, and where a home occupation use is permitted the parking for the home occupation shall not be located within the minimum front or side yard.

There are no restrictions in the parking and loading standards to outline the maximum number of parking spaces that can be provided on a site. The bylaw also does not specify requirements for the number or design and configuration of Accessible Spaces to be provided (this section was deleted by Bylaw 500-2011-0009), and the zoning bylaw refers to the Town's Traffic and Parking Bylaw to provide regulation for accessible parking spaces.



2.2.4 Cash-in-lieu of parking

Cash-in-lieu of parking is a policy approach that is often used to address parking supply management and encourage development in strategic areas of a community. A cash-in-lieu program will typically allow a development to provide fewer parking spaces that would otherwise be required by the zoning bylaw by permitting the applicant to pay a set fee to the municipality for each space that their property is deficient. Money collected from a cash-in-lieu program is required to be used to provide municipal parking infrastructure, related services or to fund transit programs, and are subject to specific provisions in the Planning Act for that purpose, as outlined below.

Cash-in-lieu programs can discourage high vehicle ownership rates which supports reduced auto use and encourages use of non-automotive modes of transportation. From a development perspective, cash-in-lieu programs are also strategically used to support re-urbanizing downtown cores, protecting heritage buildings and facilitating redevelopment and intensification where space for on-site parking is limited.

Section 40 of the Planning Act governs the application of cash-in-lieu programs and grants municipalities the power to enter into agreements with a property owner to waive parking requirements for a site on the condition that the applicant makes a payment to the municipality for granting the exemption. Money collected from the cash-in-lieu of parking program must be held in reserve fund account, with the administration of the reserve account governed by the Municipal Act. Cash-in-lieu agreements between an owner and the municipality are registered on title of the property.

The Town has a cash-in-lieu of parking provision in section 5.28(d) of Bylaw 500 (Section 5.26c of Bylaw 600) that allows for an applicant to provide fewer parking spaces than otherwise required under the zoning bylaw subject to entering into a cash-in-lieu of parking agreement with the municipality. There are no restrictions or parameters on the number of spaces that can be eliminated through this mechanism. In 1991 the Town updated the cash-in-lieu policy to require a cash payment of \$9,600 per parking space that is not being provided on a site, with the amount to be indexed annually by the same increase applied to lot levies or development charges. The policy has not been updated since 1991 and staff have noted that the cash-in-lieu provisions are not widely used.

2.2.5 Use of parking spaces

Section 5.28(f) of Bylaw 500 (Section 5.26(e) of Bylaw 600) restricts the use of parking spaces required under the bylaw. No parking spaces may be used for unlicensed vehicles and there are also restrictions on the use of parking spaces by certain commercial vehicles in residential zones.

Parking spaces in residential zones cannot be used for parking tow trucks, commercial motor vehicles or commercial trailers (as defined in the Highway Traffic Act), except:

- ▶ Commercial motor vehicles or trailers up to 7 m in length, 2.5 m width, and 2.5 m height.

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- ▶ One school bus is permitted per residential dwelling lot, provided the lot contains a dwelling.
- ▶ Large school buses (20 plus passengers) are permitted but are subject to the following set back requirements:
 - 1.5 m from interior side and rear lot lines
 - 4.0 m from front and exterior side lot lines

Parking of leisure vehicles in residential zones is covered in section 5.27A of Bylaw 500 (section 5.25 of Bylaw 600), with extensive requirements outlining the conditions and locations where parking of leisure vehicles is permitted.

- ▶ For lots equal to or greater than 4,000 m² (1 acre) a maximum of 6 leisure vehicles can be parked, with a maximum of two parked in front or side yard driveway. For lots between 270 m² and 4,000 m² a maximum of 3 leisure vehicles can be parked, with a maximum of one parked in front or side yard driveway. The permissions for both lot sizes are subject to the following requirements:
 - 6.0 m set back from front lot line and 1.2 m set back from interior or rear lot line.
 - Maximum vehicle height of 4.0 m and maximum length of 13.0 m.
 - There are some exceptions in the bylaw for setback requirements in front or side yard locations for seasonal parking of leisure vehicles.
 - The driveway width must be 5.0 m in width and not more than 55% of the lot frontage.
 - Leisure vehicle storage should not restrict access to the 3 required vehicle parking spaces.
 - No storage is permitted on the municipal road allowance including the boulevard areas.
 - Where two or more leisure vehicles are stored on a single trailer this counts as one vehicle.
 - Where a leisure vehicle is stored on the roof or rear portion of a vehicle and does not exceed the maximum 4.0 m height restriction this does not count towards the maximum number of leisure vehicles permitted.
 - For lots less than 260 m² – leisure vehicles must be stored in the rear yard and are subject to a maximum height of 3.0 m, a maximum length of 7.0m and must have a minimum rear lot line setback of 1.2m.

2.2.6 Access aisles and driveways

Section 5.28(a) of Bylaw 500 (Section 5.26(h) of Bylaw 600) provides design requirements and restrictions for access driveways and aisles for various types of land uses.



For single family, semi-detached, and linked dwellings or townhouses in Low Density Urban Residential Zones, a driveway in the front yard shall be a minimum of 3 m in width and not exceed 55% of the lot frontage. Access to parking areas shall have unobstructed driveways of at least 3 m in width (one way) and 6.0 m in width for two-way traffic flow – up to a maximum of 9.0 m in width. Access streets shall have a minimum width of 6.0 m except where the street serves as parking aisle, where required width of aisle shall govern. The minimum distance between a driveway and the intersecting street line shall be a minimum of 9.0 m for residential zones and 15 m for all other zones and the angle of a driveway entering a street shall be 60 degrees or greater. For parking areas, minimum aisle widths vary by the configuration of the parking spaces and aisles as summarized in **Table 2.3**.

Table 2.3: Requirements for Aisles

Angle of parking space to aisle	Aisle width	Traffic direction
Parallel	3.0 m	One-way
Parallel	6.0 m	Two-way
30 degrees	3.5 m (3.0 m) ¹	One-way
45 degrees	4.0 m	One-way
60 degrees	5.0 m	One-way
90 degrees	7.0 m	Two-way

Note: 1) The aisle width requirement in Zoning Bylaw 600 is 3.0 m for a parking space on a 30 degree angle to the aisle.

2.2.7 Drive-thru stacking requirements

Section 5.36(A) of Bylaw 500 (Section 5.36 of Bylaw 600) requires restaurants with a drive-thru to provide a minimum of 7 motor vehicle stacking spaces, to be provided within a curbed aisle designed to only serve the drive-thru. Each stacking space is required to be a minimum of 3.0 m wide and 7.0 m in length.

2.2.8 Accessibility requirements

The minimum requirements guiding the provision of accessible parking spaces are outlined in section 80.36 of the Ontario Integrated Accessibility Standards⁴ (AODA Standard). The requirements outlined in the AODA Standard apply to “Obligated Organizations” which include the Government of Ontario, the Legislative Assembly, designated public sector organizations, and other organizations that provide goods, services or facilities to the public, and have at least one employee.

Accessible parking requirements are typically not applied to residential dwelling units that are served by individual private driveways, as these are typically the same size or larger than an accessible space and are therefore capable of accommodating the accessibility

⁴ Ontario Regulation 191/11: Integrated Accessibility Standards, under the Accessibility for Ontarians with Disabilities Act, 2005.



needs of residents. For multiple unit residential uses, with common parking areas, and all other non-residential land uses the AODA requirements will require the provision of a certain number of accessible parking spaces based on the total number of available spaces in the lot.

In Georgina, accessible parking requirements are specified in the Traffic and Loading Bylaw (2023-0087), a separate bylaw administered by the Town's Operations and Infrastructure Department.

The current bylaw has adopted requirements to guide the number of accessible parking spaces required for new developments. **Table 2.2** summarizes the current requirement outlined in the AODA Standard and the Town of Georgina requirements for comparison.

In Georgina, accessible spaces are specified at 5.0 m in width x 5.7 m in length when located side by side and shall include an access aisle of 1.5 m in width, with high contrast diagonal pavement marking lines. The size of an accessible space in a parallel configuration is 4.6 m in width x 7.25 m in length, which also includes the 1.5 m access aisle at the rear of the space. These size requirements are in line or slightly exceed the requirements specified in the legislation.

The current bylaw does not permit the use of the smaller Type B Accessible parking spaces, while the legislation allows up to 50% of accessible spaces to be designed as Type B Spaces.

Table 2.4: Existing Accessible Space Requirements

Municipality	Required Number of accessible parking spaces
AODA requirements	<12 spaces = 1 Type A $13-100$ spaces = 4% of total (50% Type A / B) $101 - 200$ spaces = 1 + 3% of total (50% Type A / B) $201-1000$ spaces = 2 + 2% of total (50% Type A / B) >1000 spaces = 11 + 1% of total (50% Type A / B)
Georgina	< 25 spaces = 1 $26-100$ = 4% of total $101 - 200$ spaces = 1 + 3% of total $201-1000$ spaces = 2 + 2% of total >1000 spaces = 11 + 1% of total



2.2.9 Experience with current Bylaw requirements

Consultation with Town staff identified the following key issues and considerations that should be investigated and addressed as part of the parking and loading standards review:

- ▶ Updating terminology and definitions – there is a need to provide improved clarity and consistency in the definitions of common terms used in the bylaw including what constitutes a parking space, a garage, stacking spaces, warehouses, and other types of developments.
- ▶ Review and update parking rates – there is need to review the minimum parking rate requirements across all land uses to better align them with needs, provide consistency with other jurisdictions that are similar in nature to Georgina, and assess the need for increased or reduced parking requirements to better reflect actual usage and demand patterns.
- ▶ Clarifying residential parking requirements – there is need to review a number of items related to residential parking requirements, including:
 - Minimum parking requirements for all residential land use types considering current trends, auto ownership patterns, new provincial policy directions regarding Additional Dwelling Units, and how this may relate to on-street parking issues.
 - The need to clarify the requirements for residential garage dimensions and obstructions within the garage to ensure that these spaces are functional and can actually be used for parking.
 - Clarifying and standardizing parking space dimensions where appropriate.
 - Considering the need for designated visitor parking spaces and establishing the number of visitor spaces that should be provided for various land uses and how they should be provided for in site plans.
 - Considering the need for a broader range of multi-unit residential land uses and establishing parking requirements appropriate to each category to provide clear standards and reduce the need for parking justification studies where the requirements are not clear.
- ▶ Updating industrial and commercial parking requirements – a number of issues are emerging in the provision and interpretation of parking requirements for industrial and commercial lands in the Town, including:
 - Establishing minimum parking requirements for large format warehouses and commercial warehouses that occupy large Gross Floor Areas.
 - Considering the viability of parking requirements that have different rates based on the size of the site.
 - Re-evaluating the number of loading spaces required for commercial and industrial land uses of different sizes along with the need for different types of loading spaces.
- ▶ Drive-thru – parking and stacking spaces for drive-thrus need to be reviewed to ensure that the requirements are appropriate for the range of different uses that now



employ the use of drive-thru windows. The review should also consider the need for stacking spaces located after the pickup window.

- ▶ Mixed use considerations - there is a need to consider and clarify the parking requirements for properties with a mix of land uses and multi-unit commercial centres. This should also consider the need for establishing ratios for shared use of parking for land uses that do not have peak parking demands at the same time of day.
- ▶ Special generators – there is a need to consider the parking requirements associated with unique land uses that tend to generate much higher parking demands (such as places of worship, event venues, and medical offices – separate from general offices).
- ▶ Multi-modal integration - with the focus on supporting active transportation and new technologies, there is need to review the bylaw and update requirements for bicycle parking (minimum requirements and design considerations), electric vehicle parking and charging and space allocation for all land use categories.
- ▶ Other items – other miscellaneous items identified include:
 - Consider the need to establish standards for marina boat slip parking.
 - Review approaches to allowing off-site parking and consider if this should be incorporated into the bylaw.
 - Design requirements for parking lots considering large vehicle access and turning radii (waste collection).
 - Height requirements in parking structures or covered parking areas.



3 Parking requirements in peer municipalities

To benchmark the parking requirements in Georgina compared to other area municipalities the parking and loading study has included a review of parking requirements contained in the zoning bylaws of 6 municipalities in Southern Ontario, three of which are a similar size to Georgina with the remaining three being larger than Georgina but focused on a similar planning context.

The review also tried to focus on municipalities that have recently reviewed and updated their zoning bylaws to reflect a more modern approach to establishing parking requirements in line with new urban planning policy approaches to intensification, urban design and placemaking, and support for non-auto modes of travel.

3.1 Characteristics of peer review municipalities

For each municipality noted in **Table 3.1**, a review of key characteristics was undertaken to determine the degree to which they align with the context in Georgina. All of the selected peer municipalities had a population between 27,000 and 87,000 compared to the 47,642 residents of Georgina based on the 2021 Census. Most municipalities feature mixed or urbanized areas, rural hamlets or villages, and rural areas except Newmarket and Aurora which are primarily urbanized.

Innisfil, East Gwillimbury and King Township have a similar land area while the City of Kawartha Lakes has a much larger rural area. The population density in East Gwillimbury and Innisfil is similar to Georgina, while King Township and the City of Kawartha Lakes have much lower densities due to more rural nature of these communities. Aurora and Newmarket, as urban comparators, both have much higher population densities and more developed transit services than Georgina. All of the peer municipalities have updated their zoning bylaws in 2000 or later, with King Township and Aurora representing the most recent updates.

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Table 3.1: Characteristics of peer municipalities

Municipality	Population (2021)	Land area (km ²)	Density (people/km ²)	Vehicle ownership rate	Transit availability	Bylaw	Bylaw adopted
Town of Georgina	47,642	287.7	165.6	87.2%	Limited	Zoning Bylaw 500	1994
Town of Aurora	62,057	50.0	1,241.1	84.7%	Yes	Zoning Bylaw 6000-17	2017
Town of East Gwillimbury	34,637	244.9	141.4	86.6%	Limited	Zoning Bylaw 2018-043	2018
Town of Innisfil	43,326	262.4	165.1	88.7%	On-demand/ infrequent service	Zoning Bylaw 080-13	2013
Town of Newmarket	87,942	38.5	2,284.1	85.9%	Yes	Zoning Bylaw 2010-40	2010
Township of King	27,333	337.1	72.4	89.2%	Limited	Zoning Bylaw 2017-66	2017
City of Kawartha Lakes	79,247	3,033.7	26.1	89.1%	Limited	Lindsay Zoning Bylaw 2000-75	2000



3.2 Area based rates

Area based parking rates are used by some of the peer municipalities to varying degrees. Some municipalities require lower parking requirements in certain areas that are considered to be less auto dependent, where there is existing transit service and established walk and cycling use, where they are trying to accommodate intensification, where there are municipal parking options, or to incentivize development in certain areas, such as the downtown.

Newmarket uses 3 basic areas in its zoning bylaw for parking. There are Urban Centres identified in the Town's Official Plan that essentially align with the urban growth centre and intensification corridors along Yonge Street and Davis Drive. There is a separate designation for the historic downtown, which is contained within the Urban Centres.

Minimum parking requirements are identified for areas outside the Urban Centres and the downtown. In the Urban Centres, reduced parking requirements are specified for residential and non-residential uses, and maximum parking requirements are also identified for many land use categories. The Urban Centres are also used to designate areas where parking reductions will be permitted based on proximity to rapid transit, availability of carpool spaces for certain non-residential uses, and availability of carshare spaces for some residential uses.

Aurora applies lower parking requirements in the Promenade Downtown and Promenade Shoulder Zones within their downtown to encourage compact development patterns that support a walkable area within their mixed-use core area. Reduced rates apply to residential, retail and other non-residential land uses.

King has separate parking requirements in their rural and urban areas. Bylaw 2022-053 covers the Countryside areas of the municipality, while Bylaw 2017-66 provides separate requirements for the Schomberg and King City urban areas and Bylaw 2016-71 lists requirements for the Nobleton urban area.

Kawartha Lakes also differentiates between rural villages and urban areas in establishing parking requirements for development. Many of the bylaws in the City of Kawartha Lakes are based on the previous local municipal bylaws prior to amalgamation and the City is in the process of reviewing the original 14 bylaws in rural municipalities to create one consolidated rural area bylaw. The second phase of their review will review the 4 bylaws covering urban areas of the City. A review of the various existing bylaws noted that the urban centres of Lindsay and Fenelon Falls tend to have the most detailed parking requirements and for some uses, lower minimum parking rates are specified. Village Centres such as Bobcaygeon and Omemee are also similar and have simpler requirements with more general land use designations. In rural areas, the bylaw is applied more broadly with flexible requirements including basic residential requirements, broad commercial categories and general industrial requirements.



Considerations for Georgina

The use of area-based parking requirements is not uncommon in other peer municipalities. Where lower parking requirements have been applied in urban areas, the trend is for municipalities to require fewer parking spaces for most land uses compared to rural areas.

In some cases, this distinction is designed to reflect urban design and non-auto trip-making policy objectives (such as in Newmarket and Aurora) where the municipalities are actively trying to reduce auto ownership levels as part of a strategy to reduce auto usage patterns. In other municipalities, the different requirements applied to urban areas appear to be in recognition of more constrained land uses and higher rates of non-auto use due to increased walking.

The Town of Georgina recognizes that the urban area of Keswick, and to some extent the communities of Sutton/Jackson's Point and Pefferlaw, are different from the other rural areas of the municipality. The Official Plan promotes parking management policies in urban areas to manage the supply of parking, and the Secondary Plans covering Keswick, Sutton/Jackson's Point, and Pefferlaw all provide additional policy direction related to parking including the need to consider bicycle parking requirements, opportunities to reduce parking requirements in proximity to transit routes, and the need to integrate parking and urban design considerations.

There is an opportunity through the parking and loading standards review (and the subsequent update to the zoning bylaw) to consider different parking requirements in urban areas versus other rural areas of the municipality.

3.3 Residential parking requirements

The review of parking requirements for residential land uses in peer municipalities found that most municipalities have similar categories for their residential land uses although there are differences in the definitions for some land uses that make the direct comparison of parking requirements more challenging. In some municipalities, for example, townhouses include triplex and fourplex buildings, while in other municipalities these are treated separately with different requirements.

Most municipalities have similar parking requirements for detached dwellings such as single-family homes, with parking requirements ranging from 1.5 to 2 spaces per unit. Similar to Georgina, many municipalities have the same parking requirements for semi-detached dwellings as detached dwellings. Georgina is the only municipality that requires 3 parking spaces to be provided for all detached and semi-detached dwellings. Only Aurora allows for a reduction of parking for detached and semi-detached dwellings in their Promenade Zone, with a requirement for a minimum of 1 space.

Some municipalities allow reductions in parking requirements for their medium and higher density land uses (apartments, townhouses, triplexes and four plexes) in their urban areas. In Newmarket, maximum parking limits are specified in their urban centre to support transit



use, however this is the only municipality in the peer review that has adopted maximum parking limits.

For multi-unit residential land uses most municipalities differentiate between dwellings that have street frontage versus those that share common driveways or common parking lots. Where common parking areas are used, lower per unit rates are typically applied, but there are explicit requirements for visitor parking – typically in the range of 0.25 spaces per unit.

A comparison between the range of residential land use categories used in the peer municipalities to the categories in the current Town of Georgina Zoning Bylaw is included in **Table 3.2**.

Parking requirements for apartment buildings are generally lower in the peer municipalities than in Georgina, even with the visitor parking added to the base rates. Rates of 1.0-1.25 spaces per unit plus 0.25 spaces per unit for visitors are common – resulting in a total requirement of 1.25 – 1.5 spaces per unit. Only Innisfil has a higher requirement for apartments, with a requirement for 1.75 spaces per unit plus 0.25 spaces per unit for visitors. Innisfil does allow a reduced rate for apartments (of 1.25 spaces + 0.25 spaces for visitors per unit) in mixed use buildings, however.

Most municipalities require 1 additional space for each accessory or additional dwelling unit on a property, except Newmarket and City of Kawartha Lakes which have requirements that may not reflect recent provincial changes to the Planning Act regarding additional dwelling units.



Table 3.2: Residential parking requirements in peer municipalities

Municipality	Detached, Semi	Duplex	Townhouse	Townhouse (common drive)	Triplex / Quad	Apartment	Retirement Home / Long Term Care	Accessory Units
Georgina	3.0	N/A ⁶	2.0	2.0 + 1 Visitor / 4 units	2.0 / 1.75 ⁶	1.75	1.0 / bed	3.0 or 4 spaces in total
Aurora ¹	2.0	1.0	1.5 total 20% for visitor	1.5 total 20% for visitor	1.0	1.5 20% for visitor	0.5 / room	+1.0
East Gwillimbury ³	2.0	2.0	2.0	2.0 + 0.25 for visitors <3 units 1.0 + 0.25 for visitors >3 units	2.0 street front 2.0 + 0.25 for visitors with common parking	1.0 + 0.25 visitor	0.25 LTC 0.4 + 0.2 visitors for retirement	+1.0
Innisfil	2.0	2.0	2.0	2.0 + 0.25 visitor	Same as Townhouse	1.75 + 0.25 visitor ⁴	0.5 / bed LTC 1.0 room retirement	1.0
Newmarket	2.0	2.0	2.0 + 0.25 visitor	1.5 + 0.25 visitor	1.5 + 0.25 visitor	1.0 + 0.25 visitor	0.5 + 0.25 visitor ²	2 / unit
Newmarket (urban Centre)	2.0	2.0	1.0 + 0.15 visitor 1.2 + 0.15 visitor max		1.5 + 0.25 visitor	Varies by # of bedrooms 0.7 – 1.2 / unit min 0.85 – 1.4 / unit max	0.25 /unit + 1 /200 m ² medical use	1 / unit
King Rural area	2.0	N/A	N/A	N/A	N/A	N/A	0.25 / bed	+1.0



Municipality	Detached, Semi	Duplex	Townhouse	Townhouse (common drive)	Triplex / Quad	Apartment	Retirement Home / Long Term Care	Accessory Units
King Urban Areas	2.0	1.5	2.0	N/A	1.5	1.25 + 0.25 visitor	0.25 / bed LTC 1.0 room retirement	+1.0
Kawartha Lakes (Lindsay)	2.0	2.0	2.0	Same as Townhouse	2.0	1.3 + 0.25 visitor (condo) 1.1 + 0.25 visitor (rental)	0.5 / bed or unit 0.33 / bed Nursing home	1.0 or 0.5 / bedroom
Kawartha Lakes (Villages) ⁵	2.0	Same as detached	Same as detached	Same as detached	Same as detached	1.5 (Fenelon Falls)	1 / unit + 1 / staff 0.25 / bed + 1 / staff Nursing	1.0

- Notes: 1) Town of Aurora requires only 1.0 space per dwelling unit in their Promenade Zone
2) Newmarket treats LTC facilities separately and requires 0.33 spaces per bed + 1 space / 100 sqm of GFA for other uses
3) East Gwillimbury requires 1.0 space per dwelling unit in mixed use non-residential buildings
4) Innisfil allows a reduction to 1.25 spaces + 0.25 for visitors in a mixed-use building
5) Based on requirements for Bobcaygeon and Fenelon Falls
6) Georgina's Bylaw does not refer to duplex, triplex or quad/fourplex dwellings – parking rates of 2 spaces per unit are required for buildings with 1-3 dwelling units, and dwellings with 4 or more units require 1.75 spaces / unit





The parking requirements for retirement homes and long-term care facilities varies by municipality. Some include these uses under residential categories while others consider them as institutional or employment land uses. Parking requirements tend to be different for long-term care and retirement land uses, with long-term care facilities requiring 0.25 to 0.50 spaces per room versus retirement homes that typically require 0.5 to 1.0 space per room or bed. Many municipalities also require visitor parking for these land uses.

3.4 Commercial land use parking requirements

There are a wide range of commercial land use categories used in the various peer municipalities making direct comparisons or rates more difficult. In general, parking requirements for retail land uses are similar in most municipalities, with most requiring 5-6 spaces per 100m² of Gross Floor Area (GFA).

Banks and clinics often feature higher parking requirements than other general retail and other service commercial land uses. In some bylaws medical clinics and doctors' offices have higher parking requirements than veterinarian clinics.

Most municipalities have similar parking requirements for restaurant land uses, with 1 space required for every 8 – 11m² of GFA being typical, although some bylaws differentiate between takeout and sit-down restaurants.

Most of the parking requirements in the peer municipalities link their parking ratios to Gross Floor Area rather than occupancy levels or number of seats. For hotel uses, additional parking is often required for ancillary uses such as restaurants or banquet facilities, where the respective rates for those uses must be added to the base rate for the hotel.

Many of the peer municipalities have separate land use categories for warehouse club uses (such as Costco) that are distinct from other retail categories; however, the parking requirements are typically similar to rates for general retail uses.

A comparison between the range of commercial land use categories used in the peer municipalities to the categories in the current Town of Georgina Zoning Bylaw is included in **Table 3.3**.



Table 3.3: Commercial parking requirements in peer municipalities

Municipality	Restaurant	Retail	Retail Food Grocery	Multi-Use	Service (bank, professional, etc)	Vet Clinic	Hotel	Home Occupation	Warehouse Club (retail)
Georgina	10/95m ²	3.5/95m ²	5.5/95m ²	5.5/95m ²	3.5/95m ²	3.5/95m ²	1/room ≤20 + 0.5/Unit >20 + 10/95m ²	3.5/95m ²	5.5/95m ²
Aurora ¹	11/100m ²	6/100m ²	N/A	4.5/100m ² 5.4/100m ² >28,000m ²	3.5/100 m ² 8.0/100 m ² bank 3.3/100 m ² laundry	3.6/100m ²	1/room + other uses or 10/100m ²	1/25m ² 2/25m ² (clinic) + home requirement	5.5/100m ²
East Gwillimbury	1/15m ²	1/20m ² 1/40m ² Upper floor	Same as retail	Same as retail	1/25m ² bank 1/20m ² other	1/20 m ² 1/30 m ² kennel, office	1.3/room + 1/10m ² other uses	N/A	Same as retail
Innisfil	1/8m ² 1/6m ² take-out OR 1/4 persons	1/19m ²	Same as retail	Same as retail	1/28m ²	1/15m ²	1/room + other uses	1/37 m ² (max 3) + home requirement	Same as retail
Newmarket	1/9 m ² Exclude patios	1/18 m ² net	1/9 m ² min 5	5/90m ² 1/21m ² mall	1/28m ² 1/15m ² bank 1/20m ² laundry	1/27m ² 1/17m ² other clinics	1/room ≤20 + 0.5/room >20 + 1/4.5m ² other uses	1/9m ² over 24m ² + home requirement	1/20m ²



Municipality	Restaurant	Retail	Retail Food Grocery	Multi-Use	Service (bank, professional, etc)	Vet Clinic	Hotel	Home Occupation	Warehouse Club (retail)
Newmarket (urban Centre)	min 1/50m ² max 4/50m ² Excludes patios	min 1/40m ² max 2/40m ²	N/A	5/90m ² 1/21 m ² mall	min 1/40 m ² max 2/40 m ²	min 1/40m ² max 2/40m ²	Same as above	Same as above	Same as above
King Rural area	1/9m ² Includes patios	1 /22 m ²	N/A	N/A	1 /22 m ²	1/27m ² 1/22m ² Grooming	1.5/room	1 + home requirement	N/A
King Urban Areas	1/9m ²	1/22m ²	1/22m ²	1/22m ²	1/22m ² 1/27m ² bank	1/27m ² 1/22m ² Grooming	1/room + other uses	No additional	1/22m ²
Kawartha Lakes (Lindsay)	1/11m ²	1/25m ² 1/35m ² upper floor	1/17m ² + 1/90m ² staff/storage areas	Same as retail	1/25m ²	1/10m ²	1.2/room + other uses	N/A	Same as retail
Kawartha Lakes (Villages) ²	6/100m ² take-out 1/9.25m ² OR 1/4 persons	1/28m ²	6/100m ²	6/100m ²	1/28m ²	N/A	1.25/room + other uses	1/28m ²	N/A

Notes: 1) Where N/A is indicated there is no specific rate identified, a general rate for other similar uses would typically apply
 2) Based on requirements for Bobcaygeon and Fenelon Falls



3.5 Recreational land use parking requirements

Most of the peer municipalities regulate parking requirements for a limited variety of recreational land use categories in their zoning bylaws, with many using general parking rates instead of rates for specific uses. Most municipalities will include a general rate for recreational uses that are not specifically identified in the bylaw.

Where specific parking rates for recreational land uses are specified, there is a wide variety in the rates being required. For example, commercial gyms are often treated as recreational land uses and parking rates vary from 1 space for every 9 m² of floor space to 1 space for every 28 m² of floor space. Some municipalities base their parking requirements on building occupancy, but most use Gross Floor Area (GFA). Parking requirements based on occupancy range from one 1 space for every 4 persons or 1 space for every 6 seats.

A number of municipalities stack parking requirements for recreational properties that feature a number of different uses. For example, golf courses will have a separate rate based on number of holes, and some will add additional parking for ancillary uses such as restaurants or banquet halls – which often serve functions that are separate from the main golf activities. None of the municipalities incorporate considerations for shared parking when requiring the stacking of parking requirements for a specific land use.

A comparison between the range of recreational land use categories used in the peer municipalities to the categories in the current Town of Georgina Zoning Bylaw is included in **Table 3.4**.



Table 3.4: Recreational parking requirements in peer municipalities

Municipality	Driving Range / Mini Golf	Golf Course	Marina	RV Park Campground	Food Truck	Tennis Courts (Fitness Centre)	Batting Cage	Commercial Recreation (gym)	Health and Wellness (spa)
Georgina	1/tee or hole	3/hole	1/boat slip + retail uses	1/site + 5 Visitor	2/veh	4/court	1/ station	1/5 seats OR 10/95m ² commercial or private club	3.5/95m ² personal service shop
Aurora ¹	N/A	24/9holes + 3.5/100m ² club house + 2.5/100m ² other uses	N/A	N/A	N/A	5/court + 6/100m ² for other uses	N/A	3.5/100m ² studio	4/100m ²
East Gwillimbury	1.5/tee	3/hole + 1/50m ² club house	1/boat slip + 1/20 m ² retail uses	N/A	N/A	N/A	N/A	1/20m ²	1/20m ²
Innisfil	N/A	5.5/hole + other uses	1/boat slip + other uses	N/A	N/A	N/A	N/A	N/A 1/4 person	N/A 1/4 person
Newmarket	N/A	36/9 holes + 1/27m ² club house	N/A	N/A	N/A	4/court + 1/14m ² for other uses	N/A	1/20m ²	1/30m ²
Newmarket (urban Centre)	N/A	N/A	N/A	N/A	N/A	min 1/28m ² max 2/28m ²	N/A	min 1/28m ² max 2/28m ²	N/A
King Rural area	N/A	4/hole + 1/27m ² other uses	N/A	1/site + 1/27m ² other uses	N/A	N/A	N/A	N/A Same as spa	1/22m ²



Municipality	Driving Range / Mini Golf	Golf Course	Marina	RV Park Campground	Food Truck	Tennis Courts (Fitness Centre)	Batting Cage	Commercial Recreation (gym)	Health and Wellness (spa)
King Urban Areas	N/A	N/A	N/A	N/A	N/A	2/court + 10/field, rink, pool	N/A	1/22m ²	1/22m ²
Kawartha Lakes (Lindsay)	1/tee 2.3/hole	5.5/hole + other uses	N/A	N/A	N/A	4/court OR 30/field, rink, pool	N/A	1/6 seats OR 1/9m ²	1/25m ² personal service
Kawartha Lakes (Villages) ²	N/A	N/A	1/boat slip + 1/20 m ² retail uses	N/A	N/A	N/A	N/A	1/28m ²	1/28m ²

Notes: 1) Where N/A is indicated there is no specific rate identified, a general rate for other similar uses would typically apply





3.6 Entertainment and assembly land use parking requirements

Some municipalities have similar types of entertainment and assembly land use categories in the parking sections of their zoning bylaws, but there are wide range of rates used for similar land uses. Similar to the recreational uses, some municipalities have general or default rates to be used for entertainment uses that are not specifically referenced in their bylaws.

For land uses that feature the assembly of visitors, patrons or other customers, many municipalities have one common rate for each type of land use. An example of this is for convention centres, banquet halls, and some entertainment clubs. For assembly uses, parking rates are typically based on floor area or maximum person occupancy limits, with some providing rates for both and requiring the greater number of parking spaces be supplied. Parking for places of worship are also included in this category in many municipalities.

For large assembly uses, the rates in peer municipalities tend to range from 1 space for every 9-10m² of floor area, and while there are differences between various peer municipalities the rates only vary by about + or - 10%. The parking rates for assembly spaces in Georgina's Bylaw are in the same order of magnitude as the rates in peer municipalities.

There is a significant difference in the parking requirements in other municipalities for Art Galleries and Museums. Where Georgina requires 10 spaces per 95m² of floor area, many of the other peer municipalities require 2 to 4 spaces for the same floor area. The City of Kawartha Lakes is the only peer municipality with a similar parking requirement, at 1 space per 9m².

Parking rates for funeral homes vary between various municipalities with some rates based on the number of seats provided or the building occupancy and others using floor space as the metric. Newmarket requires a base number of spaces, at 30 spaces for the first 30m² of floor area plus an additional space for each additional 15m² of floor area. For a 1,000m² facility 95 parking spaces would be required, which is comparable to the 105 spaces that would be required for a similar sized facility in Georgina.

A comparison between the range of entertainment and other assembly land use categories used in the peer municipalities to the categories in the current Town of Georgina Zoning Bylaw is included in **Table 3.5**.



Table 3.5: Entertainment / religious parking requirements in peer municipalities

Municipality	Adult Entertainment	Art Gallery / Museum	Convention Centre	Banquet Hall	Entertainment - Club	Place of Worship	Funeral Home
Georgina	Not Permitted	10/95m ²	1/5 seats OR 10/95m ²	1/5 seats OR 10/95m ²	1/5 seats OR 10/95m ²	1/5 seats OR 10/95m ²	1/5 seats OR 10/95m ² 2/95m ² Crematorium
Aurora ¹	16/100m ²	3.5/100m ²	1/4 seats OR 11/100m ²	11/100m ²	11/100m ²	1/6 seats OR 6.5/100m ²	1/5 seats or 6/100m ² whichever >
East Gwillimbury ³	1/20m ²	1/20m ²	1/10m ²	1/10 m ²	1/4 persons	1/4 persons OR 1/9m ² + other uses	10 plus 1/13m ²
Innisfil	N/A	N/A 1/4 person	N/A 1/4 person	1/10m ²	1/4 persons	1/4 person	1/4 person
Newmarket	Same as entertainment club	1/50m ²	Same as banquet	1/9m ²	1/7.5m ²	1/9m ²	30 for first 30m ² + 1/additional /15m ²
Newmarket (urban Centre)	Same as entertainment club	min 1/100m ² max 2/100m ²	1/9m ² (no max)			min 1/9m ² max 2/9m ²	Same as above
King Rural area	N/A	1/27m ²	1/18m ² for place of assembly			1/5 seats OR 1/9m ²	N/A 2 min for cemetery
King Urban Areas	N/A	1/27m ²	1/18m ² for place of entertainment			1/5 seats OR 1/9m ²	1/18m ² 2 min for cemetery



Municipality	Adult Entertainment	Art Gallery / Museum	Convention Centre	Banquet Hall	Entertainment - Club	Place of Worship	Funeral Home
Kawartha Lakes (Lindsay)	N/A	1/6 seats OR 1/9m ²	1/6 seats OR 1/9m ²			1/6 seats OR 1/9m ²	1/6 seats OR 1/9m ²
Kawartha Lakes (Villages) ⁵	Same as entertainment club	1/38m ²	1/6 seats OR 1/9.5 m ² OR 1/4 persons			1/6 seats OR 1/9.5 m ² OR 1/4 persons	> of 10 OR 5/100m ²

Notes: 1) Where N/A is indicated there is no specific rate identified, a general rate for other similar uses would typically apply



3.7 Institutional land use parking requirements

Municipalities reviewed for this study tend to have similar categories for Institutional land uses, and many provide a general rate to be applied for land uses that do not align with uses specified in the bylaws.

Parking rates for schools are similar amongst the various municipalities, with requirements tied to the number of classrooms. Rates for secondary schools are approximately 3-4 times higher than for elementary schools, recognizing the number of students that drive to school. The 2 spaces per classroom required for elementary schools in Georgina compares to the rates in Innisfil and Newmarket (outside the urban area) but is higher than the other peer municipalities which require 1.5 spaces per classroom. The rates for secondary schools in Georgina are similar to rates used in Kawartha Lakes, Aurora, and East Gwillimbury, and for private schools in King Township.

Very few of the peer municipalities provide parking rates for post-secondary schools and very few provide rates for dorms, student residence buildings or specialized school uses such as research centres.

Hospitals, medical clinics and daycares feature a wide variety of parking rates in the peer municipalities. For hospitals, rates are tied to number of beds or floor area, and in the case of King Township and the City of Kawartha Lakes, the greater of each ratio is used. This makes the direct comparison of rates difficult as the number of beds will vary by room sizes and to some extent staffing ratios and funding levels. The rate of 1 space per bed in Georgina appears to be a little higher than the rates in the other peer municipalities.

For medical clinics, the rates vary from a high of 1 per 10m² to a low of 1 space per 35m² with an average rate of 6 spaces per 100m² – which is in line with Georgina's requirements.

Daycare parking requirements are occasionally based on the number of classrooms (like in Georgina), while some municipalities use gross floor area of the building to determine parking requirements. The use of classrooms may be impacted by funding levels or provincial operating requirements that can change over time, where use of gross floor area may avoid these issues. Where floor area is used, the average rate is 3.1 spaces per 100m² of floor area.

A comparison between the range of institutional land use categories used in the peer municipalities to the categories in the current Town of Georgina Zoning Bylaw is included in **Table 3.6**.



Table 3.6: Institutional parking requirements in peer municipalities

Municipality	Elementary School	Secondary School	Post Secondary	Research / Training	Commercial School	Hospital	Clinic	Daycare	Dorm
Georgina	2.0/classroom	4.0/classroom	5.5/95m ²	2/95m ² R&D facility	5.5/95m ²	1/bed	5.5/95m ²	2.5/classroom	N/A
Aurora ¹	1.5/classroom	4.0/classroom	1/100m ²	3.5/100m ² + 1/100m ² storage areas	5/100m ²	3/100m ²	6.5/100m ²	2.5/100m ²	0.5/room +20% for visitors
East Gwillimbury	1.5/classroom	4.0/classroom	1/20m ²	Same as commercial school	1/30m ²	3/4 beds	1/20m ²	1.5/classroom + 1/30 m ²	N/A
Innisfil	2.0/classroom	6.0/classroom	N/A	1/28m ² 1/37m ² upper floors	N/A	N/A	1/15m ²	1/30m ²	N/A
Newmarket	2.0/classroom + 10% visitors	3.0/classroom + 10% visitors	1/100m ²	N/A	1/20m ²	1/42m ²	1/17m ²	2.0/classroom + 1/ 4 children	0.5/room
Newmarket (urban Centre)	1.0/classroom +10% visitors max = 2x min	1.5/classroom + 10% visitors max = 2x min	min 1/200m ² max 2/200m ²	N/A	1/40m ²	Same as above	min 1/35m ² max 2/35m ²	1/classroom + 1/8 children max = 2x min	Same as above
King Rural area	1.5/classroom	3.0/classroom 4.0/classroom private school	N/A	N/A	1/27m ²	N/A	1/18m ²	1/27m ²	1/4 beds
King Urban Areas	1.5/classroom	3.0/classroom 4.0/classroom private school	N/A	N/A	1/27m ²	> of 1/2 beds OR 1/36m ²	1/18m ²	1/27m ²	1/room



Municipality	Elementary School	Secondary School	Post Secondary	Research / Training	Commercial School	Hospital	Clinic	Daycare	Dorm
Kawartha Lakes (Lindsay)	1.5/classroom + daycare req	4/classroom + daycare req	6/classroom	N/A	6/classroom	2.5/bed	1/10m ²	1/5 children	+ 0.25 / bed
Kawartha Lakes (Villages) ²	> of 1.5/classroom OR 1/9 m ² in gym or auditorium	> of 4/classroom OR 1/9 m ² in gym or auditorium	N/A	N/A	N/A	Greater of 1/2 beds OR 1/38m ²	5/doctor + 1 for each exam room >5	1/37m ²	N/A

Notes: 1) Where N/A is indicated there is no specific rate identified, a general rate for other similar uses would typically apply.



3.8 Employment / industrial land use parking requirements

There is a wide range of land use categories for the employment and industrial land uses in the various parking sections of the zoning bylaws in the peer municipalities.

For office space, the parking requirements are very similar between municipalities and range from 3-4 spaces per 100m² of floor area, which is in line with Georgina's rate of 3.5 spaces per 95m².

Many municipalities have numerous categories for various automotive related land uses where Georgina's requirements are captured under two different categories – a general service commercial category (covering mechanical garages, vehicle sales, and auto rental facilities) and gas station / carwash use.

There is a wide variety of parking rates for warehouse and storage uses, with rates that range from 1/38m² of floor area in the City of Kawartha Lakes (village areas) to 1 space per 185m² of floor space in East Gwillimbury. Georgina's rate of 1 space per 95m² of floor area is similar to the rates in Aurora, Innisfil (for sites under 7000m²), and Newmarket. A few municipalities treat warehouses the same as other industrial land uses.

Few municipalities have separate parking requirements for cannabis production land uses. Aurora and East Gwillimbury require fewer parking spaces than Georgina does for cannabis production facilities.

The current Zoning Bylaw uses a flat rate for all industrial uses, with 2 spaces required for every 95m² of floor area. Many of the peer municipalities use graduated parking requirements for industrial spaces, with higher rates for smaller floor areas and for larger sized facilities additional spaces are required, but at reduced rates per 100m².

Table 3.7 provides a comparison of the required parking for two hypothetical industrial developments in each municipality, one for a small facility at 2,000m² and one for a larger sized facility of 10,000m².

As illustrated in **Table 3.7**, the requirements for the smaller facility in Georgina is similar to the average of the peer municipalities, other than East Gwillimbury; however the larger sized facility requires approximately double the number of parking spaces than the average of the peer municipalities.



Table 3.7: Comparison of industrial parking requirements

Municipality	Required industrial parking	
	Small (2000 m ²)	Large (10,000 m ²)
Georgina	43	211
Aurora	40	100
East Gwillimbury	20	100
Innisfil	45	105
Newmarket	43	96
King	55	132
Kawartha Lakes	45 - 55	101-271
Average of Peers	41	106

A comparison between the range of institutional land use categories used in the peer municipalities to the categories in the current Town of Georgina Zoning Bylaw is included in **Table 3.8**.



Table 3.8: Employment / industrial parking requirements in peer municipalities

Municipality	Office	Warehouse (storage)	Cannabis production	Dry Cleaning Outlet / Depot ²	Equipment Sales / Rental	Garden Center / Greenhouse	Industrial < 2800m ²	Industrial to 5600m ²	Industrial > 5600 m ²
Georgina	3.5/95m ²	1/95m ²	2 + 2/95m ² 2+ 1/95m ² Designated	3.5/95m ²	3.5/95m ²	5.5/95m ²	2/95m ²	2/95m ²	2/95m ²
Aurora ¹	3.5/100m ²	1/100m ²	3.5/100m ² + 1/100m ² storage areas	4.5/100m ²	5.5/100m ²	3.3/100m ²	2/100m ²	1.5/100m ²	1/100m ²
East Gwillimbury	1/30m ²	1/185m ² + office / retail	1/100m ² + 1/200m ² If >10,000m ²	N/A	1/30m ²	1/30m ²	1/100m ² + 1/200m ² Area >10,000m ² OR 1/50m ² for building with multiple uses		
Innisfil	1/28m ² + 1/37m ² upper floors	1/650m ² self storage 1/100m ² <7,000m ² + 0.6/100m ² > 7,000m ²	N/A	N/A	Same as automotive	1/37m ² <3,000m ² >3,000m ² same as industrial	1/45m ² area < 2,000m ² + 1/100m ² area up to 6,000m ² + 1/200m ² area > 6,000m ²		
Newmarket	1/27m ²	1/90m ² up to 1860m ²	N/A	1/20m ²	Same as automotive	1/30m ²	1/45m ² - up to 1860m ² + 1/90m ² 1860 - 3720m ² + 1/185m ² > 3720m ² + 1/28 m ² retail space		



Municipality	Office	Warehouse (storage)	Cannabis production	Dry Cleaning Outlet / Depot ²	Equipment Sales / Rental	Garden Center / Greenhouse	Industrial < 2800m ²	Industrial to 5600m ²	Industrial > 5600 m ²
Newmarket (urban Centre)	min 1/50m ² max 2/50m ²	N/A	N/A	min 1/40m ² max 2/40m ²	Same as automotive	Same as above	N/A		
King Rural area	1/27m ²	Same as industrial	5 or 1/23m ²	N/A	1/27m ²	1/22m ² retail space + 1/37m ² storage	1/37m ² area < 3,000m ² + 1/100m ² area up to 6,000m ² + 1/200m ² area > 6,000m ²		
King Urban Areas	1/27m ²	Same as rural	N/A	N/A	Same as rural	Same as rural	Same as rural		
Kawartha Lakes (Lindsay)	1/25m ²	1/140m ² < 2,000m ² + 1/450m ² > 2,000m ²	N/A	1/25m ²	1/70m ²	N/A	1/45m ² area < 2,800m ² + 1/190m ² area > 2,800m ²		
Kawartha Lakes (Villages) ²	1/28m ²	1/38m ²	N/A	1/38m ²	N/A	N/A	1/38m ²		

Notes: 1) Where N/A is indicated there is no specific rate identified, a general rate for other similar uses would typically apply
2) Most municipalities have similar rates for Dry Cleaning Establishments (storefronts) and Depots which can be more industrial in nature



3.9 Drive-thru stacking

The Town of Georgina Zoning Bylaw requires every restaurant with a drive-thru to provide 7 motor vehicle stacking spaces that are separate from vehicle parking spaces on the site by a curbed aisle that only serves the drive-thru window. Each stacking space is required to be a minimum of 3.0 m in width and 7.0 m in length.

In general terms, drive-thru stacking refers to the number of vehicle queuing spaces in the drive-thru lane. Some municipalities designate a certain number of spaces that need to be provided from the entrance to the drive-thru lane up to the order kiosk, and then the remaining spaces are to be provided between the order kiosk and the pickup window. Some municipalities also designate a certain number of stacking spaces be provided after the pickup window, for vehicles waiting for their order to be filled after paying at the window.

A review of requirements in the peer municipalities found a variety of requirements for drive-thru facilities, with many municipalities having different requirements depending on the land use on the site. Given the unique nature of this land use category, the requirements in Guelph, Markham, Brantford and Oshawa were also reviewed to provide a wide range of experience.

The most common categories of land uses with drive-thru stacking requirements include financial institutions (banks), restaurants, retail stores, and car washes. Many municipalities also have a general requirement for any other land uses with a drive-thru that are not specified in the zoning bylaw.

For restaurant uses, the 7 stacking spaces required in Georgina is generally lower than most of the other peer municipalities. The highest requirement is in Oshawa, which requires 16 spaces or the minimum number of spaces determined through the completion of a traffic study – whichever is greater. The 16 spaces start at the pick-up window or automated service machine, and there is no reference to spaces after the pick-up window or in advance of the order kiosk.

Brantford requires a minimum of 13 spaces, with 3 of them to be located between the order kiosk (sign) and the pick-up window. Aurora and Newmarket both require 12 stacking spaces; Guelph, Markham, and Innisfil all require 10 stacking spaces, and King Township and East Gwillimbury require 8 and 7 stacking spaces respectively.

Stacking spaces for car wash facilities range from a low of 5 spaces in East Gwillimbury to a high of 13 spaces in the City of Kawartha Lakes, while Newmarket, Aurora, and Guelph all require 10 spaces. Some municipalities also require stacking spaces for manual car wash facilities, with 2 – 3 spaces required per wash bay being typical.

For land uses not specified in the zoning bylaws, most municipalities require 2 to 4 stacking spaces for a drive-thru. A comparison between the range of requirements for drive-thru stacking spaces in the peer municipalities compared to the requirements in the current Town of Georgina Zoning Bylaw is included in **Table 3.9**.



Table 3.9: Drive-thru stacking requirements in peer municipalities

Municipality	Financial Institution	Restaurant	Retail	Car Wash	Service Station	All Other Uses	Size of Stacking Space
Georgina	N/A	7	N/A	N/A	N/A	N/A	3.0m x 7.0m
Aurora	4	12	4	10	N/A	4	2.7m X 5.3m
East Gwillimbury	4 / (1)	7 / (3)	N/A	5 / (1)	N/A	4 / (1)	3.0m x 6.0m
Innisfil	N/A	10	N/A	N/A	N/A	4	3.0m x 5.5m
Newmarket	5 / (1)	12 / (2)	5 / (1)	10 / (3)	3 / (1)	2 / (1)	2.6m x 5.5m
King	N/A	8	N/A	6	N/A	3	3.0m x 5.5m
Kawartha Lakes	N/A	N/A	N/A	13 - conveyor 8 - auto 3 / bay	N/A	N/A	Same as parking space
Oshawa	4	16	4	N/A	N/A	4	3.0m x 6.0m
Guelph	3	10	3	10 – auto 3 / bay	N/A	N/A	2.7m x 6.0m
Brantford	5	13 ²	N/A	12 – auto 3 / bay	N/A	N/A	6.5m long
Markham	4	10 ³	N/A	N/A	N/A	4	Not specified

Notes: 1) (X) Egress spaces generally located after service or pick up window

2) 3 of 13 spaces to be located between order station or board and pick up window

3) Minimum of 7 spaces to be located in advance of order station (board)

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3.10 Bicycle parking requirements

The provision of secure and reliable bicycle parking, along with associated shower and change facilities is an important consideration in promoting cycling use. Many residents note that the lack of these features can be a barrier to cycling, especially for non-recreational trips.

In the context of residential land uses, amenities such as showers and change facilities may not be required in most developments however, the provision of secure bicycle parking is critical to allow residents, particularly in multi-unit residential buildings, to feel comfortable and confident that their bike is safe and conveniently accessible for regular use. Hence the location of storage facilities is just as important as the provision of the space, since inaccessible or hard to access storage facilities will typically not be used. Of the peer municipalities selected for this study, Newmarket, East Gwillimbury, Aurora and King Township have requirements for bicycle parking within their zoning bylaws. To provide a wide range of requirements, the review also considered requirements in Burlington, Guelph, Kingston and London.

A review of best practices for bicycle parking and storage requirements found:

- ▶ Most municipalities designate both long-term and short-term bicycle parking requirements in their bylaws, with short-term parking typically outdoors and intended for use by visitors or for short duration parking. Long term bicycle parking is generally intended for residents, and most municipalities identify a share of these that must be in secure, weather-proof locations. Of the peer municipalities, only Newmarket separated their requirements between short-term and long-term spaces.
- ▶ For residential land uses bicycle parking requirements typically apply to higher density land use categories such as apartments or various forms of townhouse developments without separate garages. In Guelph, the requirements apply for developments with 10 or more units and in London they apply for buildings with 5 or more units. Kingston and Newmarket do not have a minimum unit threshold.
- ▶ Most municipalities with residential bicycle parking requirements also have requirements for non-residential uses.
- ▶ Similar to auto parking requirements, most municipalities specify minimum design requirements for bicycle parking in their bylaws including size of spaces, horizontal storage versus vertical storage restrictions, and some even provide guidance on location and access provisions.

A summary of the bicycle parking requirements in peer municipalities is provided in **Table 3.10**.

3.10.1 Bicycle parking design requirements

Some of the peer municipalities had some level of bicycle parking design requirements incorporated into their zoning bylaw or into supplementary site design guidelines. The most extensive set of requirements was found in the City of Kingston Zoning Bylaw where in



addition to specifying short- and long-term bicycle parking requirements for a wide range of land uses, the design requirements for those spaces also included the requirement for end of trip facilities in non-residential land uses and the requirement for enhanced bike parking for multi-unit residential land uses.

The size of bicycle parking spaces seems to be relatively consistent between municipalities with a standard size of 0.6m x 1.8m required for most long term and short-term parking spaces, a standard vertical clearance of 1.9m and a typical access aisle width of 1.5m, where multiple rows of bikes are being parked.

Both Kingston and Guelph also require a form of enhanced bicycle parking for multi-residential unit buildings. In Guelph, this requirement applies to buildings with 10 or more dwelling units and includes a minimum of 5% of spaces being located within larger individual enclosures (1.0m x 2.6m) with access to an electrical outlet for charging. In Kingston, this requirement applies to all apartment buildings, mixed-use buildings, and various townhouses; and includes a minimum of 10% of long-term spaces be provided in secure lockers and another 10% be located in a shared bike room, with both of these featuring accesses to an electrical outlet for charging.

Some municipalities require covered parking for short term, outdoor bicycle parking spaces and most require that long term bicycle parking be provided in secure weatherproof enclosures with controlled access. This does not necessarily require indoor parking as most bylaws leave flexibility to allow these spaces to be located in an external accessory building or in outdoor bike lockers, provided they meet the requirements and are in easily accessible locations. In most bylaws, required bicycle parking cannot be provided within individual dwelling units or on balconies.

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Table 3.10: Peer municipalities – bicycle parking requirements

Municipality	Multi Unit Residential	Office	Retail	Restaurant	Schools	Industrial	Institutional
Town of Georgina	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Town of Aurora	1/5 units	2 + 1/1000m ²	2 + 1/1000m ²	Same as retail	0.25/classroom 0.50/classroom (secondary)	2 + 0.25/1000m ²	2 + 1/1000m ²
East Gwillimbury	1/3 units reduce vehicle parking 1 for 5 bike spaces	N/A	3/1000m ² min 3	N/A	1/10 students + 1/35 employees	Not specified	3/1000m ² min 3
Town of Innisfil	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Town of Newmarket	0.50/unit – LT + 0.1/unit ST	2/1000m ² – LT 5/1000 m ² - ST	2/1000m ² – LT 5/1000 m ² - ST	Not specified	0.06/100m ² – LT 0.06/100m ² –ST	2/1000m ² – LT 2/1000 m ² - ST	2/1000m ² – LT 5/1000m ² - ST
Township of King	0.25/unit	1/200m ²	1/200m ²	1/100m ²	5/classroom	Not specified	Not specified
City of Kawartha Lakes (Lindsay)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
City of Guelph	1/unit – LT + 0.1/unit - ST	0.2/100m ² - LT 0.13/100m ² - ST	0.1/100m ² - LT 0.2/100m ² - ST	0.1/100m ² - LT 2 spaces - ST	4% of required parking – ST + LT	0.07/100m ² - LT 0.03/100m ² - ST	4% of required parking – ST + LT



City of Kingston	0.9/unit – LT + 0.1/unit - ST	0.1/100m ² - LT None - ST	0.1/100m ² - LT 0.2/100m ² - ST	0.1/100m ² - LT 0.2/100m ² - ST	1/classroom – LT 1.5/classroom - ST	0.1/100m ² - LT None - ST	0.1/person assembly uses
City of London	0.9/unit – LT + 0.1/unit - ST	3 + 0.3/100m ² – ST only	3 + 0.3/100m ² – ST only	3 + 0.3/100m ² – ST only	3 + 0.2/100m ² – ST only	3 + 0.1/100m ² – ST only	3 + 0.2/100m ² – ST only

Notes: 1) LT= Long term bike parking space, ST=short term bike parking space

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3.11 Electric vehicle parking requirements

The transportation sector is responsible for around 25 percent of Canada's annual greenhouse gas emissions, a majority of which come from on-road transportation including light-duty vehicles (such as cars, and pickup trucks) and medium- and heavy-duty vehicles (such as larger pickup trucks, cargo vans, and freight trucks).

There is a growing recognition in most communities that increasing the share of Electric Vehicles (EV) in the municipal and private automobile fleets will be key to achieving the combined greenhouse gas emission reduction goals of the federal government and many municipalities.

Based on data collected by the Federal Government, the market share of light duty zero emission vehicles sold in Canada has been increasing steadily from approximately 3% in 2019 to just under 12% in 2023. To support the transition, the Federal Government initially proposed new regulations for zero-emission vehicle (ZEV) sales targets for vehicle manufacturers and importers. These regulations set a minimum target of 20% of new light-duty vehicles sold in Canada by 2026 to be ZEV's, with this increasing to 60% by 2030, and 100% by 2035. In 2026, the minimum targets for EV sales have been repealed with the government now focusing on a new enhanced rebate program, which will offer up to \$5,000 for battery electric vehicles and \$2,500 for plug-in hybrid vehicles valued at \$50,000 or less.

While the specific targets and timelines are subject to change in response to market realities and changes in government priorities, the trend towards encouraging the shift in consumer behaviour and purchasing patterns towards zero emission or electric vehicles and hybrids has been established and is supported by a number of complimentary federal, provincial and local policies.

Municipalities have little control over the broader automotive supply policies or the individual purchasing decisions of residents; however, they can play a role in providing the infrastructure to support increased levels of adoption of electric or zero emission vehicles by residents over time. Key barriers to EV purchase decisions include high initial purchase price, concerns about battery range and charging infrastructure, and the time it takes to charge an EV.

While there are some municipalities that are starting to incorporate EV charging requirements into their zoning bylaws, the technology around batteries in electric vehicles and the required charging infrastructure is rapidly evolving making it difficult to provide reliable design requirements or standards that are not susceptible to change.

None of the peer municipalities have requirements for EV charging infrastructure in their zoning bylaws. Only a few municipalities in Ontario have incorporated EV requirements into their zoning bylaws, including the Cities of Guelph, Kingston, Mississauga and Toronto, which have been included in this review for completeness. The requirements outlined in the zoning bylaws of municipalities reviewed are summarized in **Table 3.11**.



Amendments to the Planning Act, set out in Bill 98, restrict municipalities from establishing requirements for EV charging units in zoning bylaws. Given the recent legislation passed by the Province, it is recommended that the Town of Georgina continue to monitor the legislative changes and best practices to determine how best to support a wider network of Electric Vehicle charging stations in the community.

Table 3.11: E-Vehicle parking requirements in other municipalities

Municipality	EV Requirements
City of Guelph	20% of total required parking spaces for multi-unit buildings (3 or more dwelling units) shall be provided as “EV spaces” (with charging infrastructure installed). 80% of total required parking spaces for multi-unit buildings with 3 or more dwelling units shall be provided as “EV ready” parking spaces (equipped for future charging infrastructure). - For non-residential uses, a minimum of 10% of required parking spaces shall be provided as EV parking spaces. - For non-residential uses, a minimum of 20% of required parking spaces shall be provided as EV ready spaces. An “EV space” must be constructed with a minimum of Level 2 Electric Vehicle Charging Device.
City of Kingston	EV charging requirements are not required to be provided, except where an applicant wishes to exceed the maximum number of parking spaces designated for a property: - In the downtown urban areas (PA1 and PA2), the maximum number of parking spaces can be increased to 1.25 per dwelling unit if all extra spaces are EV ready. - In PA3 - PA5, the maximum number of parking spaces can be increased to 1.5 per dwelling unit if all extra spaces are EV ready.
City of Toronto	For new buildings the electric vehicle requirements include: (A) all residential parking spaces provided for dwelling units located in an apartment building, mixed use building, “multiple dwelling unit building”, detached house, semi-detached house, townhouse, duplex, triplex, fourplex, or for a secondary suite or laneway suite, excluding visitor parking spaces, must include an energized outlet capable of providing Level 2 charging or higher to the parking space; and (B) in cases other than those set out in (A) above, 25% of the residential and non-residential parking spaces must include an energized outlet capable of providing Level 2 charging or higher.



Municipality	EV Requirements
	Existing buildings are exempt from the requirements and for building expansions or changes of use, the requirement applies to any new parking spaces added unless a minor variance is granted.
City of Mississauga	“EV ready” parking spaces shall be provided for any new buildings as follows: • Dwellings with an exclusive use garage are required to provide 1.0 space. • Condominium and rental apartments or townhouse units without garages are required to have 20% of the total parking spaces or 1.0 space, whichever is greater, plus 10% of visitor parking spaces. • Non-residential uses, in a parking structure with 10 or more spaces are required to have 10% of the total parking spaces or 1.0 space, whichever is greater.

3.12 Shared parking

For developments featuring a mix of different land uses many zoning bylaws, including Georgina’s, require the applicant to calculate the required parking for each land use separately and the total required parking for the site is determined from the sum of the required parking for each land use.

Overall parking requirements can be reduced by allowing for various land uses to share the available parking spaces, particularly when the timing of their peak demands is different. For example, in a mixed-use building with residential dwellings and a mix of office and retail space, the peak time for residential parking is usually overnight and on weekends, while the peak use for an office is during the mid day period on weekdays, and retail use peaks in the mid day and evening on weekdays and on weekends. The total maximum demand for this type of site is much lower than the maximum demand for all of the individual land uses combined, and applicants may undertake parking studies to justify reducing the required amount of parking to account for sharing of spaces.

For shared parking studies, surveys are taken to determine the percentage of maximum daily demand for each hour of the day, and for each land use. The total demand for each hour of the day is calculated by adding the hourly demands for each land use, and the highest total hourly demand is used to determine how many spaces need to be provided on the site. In some cases, this process would be undertaken for both weekday and weekend conditions, with the maximum demand used to establish the overall parking requirements for the site. The need to undertake specialized studies to justify this approach to shared parking represents a significant cost to applicants and requires additional review time for the municipality.

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From the peer municipalities reviewed, only Newmarket and East Gwillimbury have an established process in their zoning bylaw to specify how shared parking can be utilized to determine overall parking requirements for mixed use developments.

The Town of East Gwillimbury allows for certain mixed-use developments to reduce the number of required parking spaces under certain conditions to account for shared parking. Where there are two or more dwelling units and one or more non-residential uses in the same building, the number of parking spaces for the non-residential uses can be reduced by 20% of what would otherwise be required. This is increased to 25% if the site is within 500m of the East Gwillimbury GO Station. For some mixed-use commercial sites, containing at least three commercial uses designed as a shopping centre style of development, an alternative parking rate is allowed requiring 1 space per 25m² of floor area. Where restaurant uses make up more than 20% of the floor area, the parking rate is set at 1 space per 15m² applied only to the portion of the restaurant floor area above the 20% level.

The Town of Newmarket Zoning Bylaw allows for the application of shared parking in mixed use developments based on a set of pre-established percentages applied to certain land use categories for the morning, afternoon and evening time periods and these are separated by weekday and weekend conditions. The shared parking approach only applies to four broad land use categories including: industrial / office; recreational; hotel; and assembly land uses. Land uses in a mixed-use development that are not included in this section of the bylaw are required to provide the full number of required spaces per the bylaw.

Table 3.12 summarizes the shared parking rates and percentages applied in the Town of Newmarket zoning bylaw.

Table 3.12: Shared parking ratios - Newmarket

Land use	Weekday percentage of peak period			Weekend percentage of peak period		
	Morning	Afternoon	Evening	Morning	Afternoon	Evening
Industrial or Office	100%	100%	10%	10%	10%	10%
Recreational	25%	80%	100%	90%	100%	100%
Hotel	80%	80%	100%	80%	80%	100%
Assembly Uses	10%	25%	100%	90%	90%	100%

While not included as one of the peer review municipalities, the City of Ottawa Zoning Bylaw also contains provisions for shared parking for non-residential land uses, and the process is structured the same as in the Town of Newmarket. Base parking requirements are calculated for each land use in the development based on the regular parking ratios and then for certain land uses, percentages are applied for each time period to reduce the required parking for each use. The sum of the required spaces for all uses during each



period is calculated and the time period with the highest total parking requirement is used as the basis for application of the minimum parking requirement.

The Institute of Transportation Engineers (ITE) Parking Generation Manual provides a summary of parking studies that have been completed at a range of sites across North America. The latest version of the manual provides parking demand rates for 121 different land use categories based on variables such as Gross Floor Area, Number of Units, Employees, or other variables that relate to the level of activity at the site. For many land uses, the manual also provides estimates of the parking demand by time of day, expressed as a percentage of the peak parking demand over the observation period.

Table 3.13 summarizes an analysis of the ITE data which was completed by grouping the land use codes into similar categories that were found in the bylaws used in peer municipalities. The percentage of observed maximum demand by time of day was averaged for all the land uses in the category and this value was used to calculate an average parking demand ratio for each land use grouping by time of day. The hourly data was then averaged to estimate the average ratio by time period.

Adopting a formal shared parking approach and ratios in the updated Zoning Bylaw would recognize industry standard practice, would eliminate the need for specialized parking studies to justify the use of shared parking approaches, and would simplify and reduce review times for Town staff.

Table 3.13: Peak parking demand by time period – ITE data

Land use	Weekday percentage of peak period			Weekend percentage of peak period		
	Morning	Afternoon	Evening	Morning	Afternoon	Evening
Residential	69%	55%	85%	87%	68%	85%
Retirement Home	74%	82%	N/A	97%	76%	N/A
Hotel	82%	57%	83%	81%	58%	88%
Industrial	60%	77%	7%	N/A	N/A	N/A
Assembly Spaces	58%	74%	78%	83%	66%	72%
Office	59%	78%	3%	N/A	N/A	N/A
Retail	43%	93%	30%	49%	89%	49%
Restaurant	69%	74%	58%	60%	76%	50%

Note: Based on an analysis of hourly parking demand data ITE Parking Generation Manual, 5th Edition.



3.13 Loading space requirements

Each of the peer review municipalities have a unique approach to the calculation of the required number of loading spaces required for a development.

In Georgina, loading spaces are required for non-residential land uses and the requirements are grouped under two categories; one for commercial, industrial and business park uses, and one for institutional land uses. The number of spaces is designated for four size categories of developments based on the building floor area.

The loading requirements in the peer review municipalities are structured in a similar manner to the requirements in Georgina, but the land use categories and space requirements vary.

Aurora has three land use groupings where loading spaces are required for commercial, office and employment uses. In East Gwillimbury, the number of loading spaces are not specified in the zoning bylaw, but the size of spaces is specified. In Newmarket, commercial and employment uses are required to provide loading spaces, and residential uses with 20 or more units are also required to provide one loading space.

King Township, Innisfil and the City of Kawartha Lakes also specify a minimum of one loading space for multi-unit residential buildings, with King and Innisfil requiring one space for developments with 30 residential units and City of Kawartha Lakes requiring 1 loading space for buildings over 4,500m² in size.

Aurora, King Township and Innisfil all have different requirements for office land uses compared to other commercial properties, with the need for a loading space only applying to larger building sizes.

Where the commercial requirements in Georgina also apply to industrial and office uses, in King the commercial rates also apply to institutional, agricultural and employment uses. In Innisfil the commercial requirements also apply to institutional and industrial land uses.

Three of the 5 peer municipalities have lower rates for office uses compared to other commercial uses and 3 of the 5 municipalities specify lower rates for employment land uses.

In general, the minimum size of building that requires a loading space is larger in most of the peer municipalities compared to Georgina. For both categories of land uses, the Zoning Bylaw requires one loading space for buildings that exceed 185m². For commercial uses in other municipalities, the threshold size that requires a loading space is approximately 250-300m² (except for Newmarket which is lower than Georgina). For municipalities that specify rates for office uses, the need for a loading space does not apply until the building size exceeds 1,000-2,000m². For other employment areas, Aurora's requirement for a loading space applies at a smaller size than in Georgina, but Newmarket and City of Kawartha Lakes have higher size thresholds.



The size of loading spaces also vary by municipality. In Georgina, a loading space is required to be 11.0m long x 4.0m wide and have clearance of 4.5m. This appears to be in the middle of the range of sizes specified in other municipalities. East Gwillimbury requires a 12.0m length, but a narrower 3.5m width. King Township requires a 14.0m length with a 3.6m width and 4.2m clearance, while Kawartha Lakes has the largest space at 15.0m in length x 4.0m in width and 4.5m for clearance.

Innisfil, Newmarket and Aurora all specify smaller loading spaces at 9.0m in length and 3.5-3.6m in width. Newmarket does require a larger loading space in employment areas, where the minimum size increases to 13.7m in length.

The requirements outlined in the zoning bylaws of municipalities reviewed are summarized in **Table 3.14**.



Table 3.14: Loading space requirements in peer municipalities

Municipality	Commercial	Office	Employment	Industrial	Institutional	Residential	Size of Loading Space
Georgina	$185\text{m}^2 > = 0$ $185-550\text{m}^2 = 1$ $550-2300\text{m}^2 = 2$ $2301-7400\text{m}^2 = 3$ $>7400\text{m}^2 = 3 + 1/9200\text{m}^2$	Same as commercial	Not specified	$185\text{m}^2 > = 0$ $185-550\text{m}^2 = 1$ $550-2300\text{m}^2 = 2$ $2301-7400\text{m}^2 = 3$ $>7400\text{m}^2 = 3 + 1/9200\text{m}^2$	$185\text{m}^2 > = 0$ $185-550\text{m}^2 = 1$ $550-2300\text{m}^2 = 1$ $2301-7400\text{m}^2 = 2$ $>7400\text{m}^2 = 3 + 1/9200\text{m}^2$	None	11.0m x 4.0m x 4.5m
Aurora	$300\text{m}^2 > = 0$ $300-1000\text{m}^2 = 1$ $1000-2500\text{m}^2 = 2$ $2500-7500\text{m}^2 = 3$ $>7500\text{m}^2 = + 1$	$1000\text{m}^2 > = 0$ $1000-2500\text{m}^2 = 1$ $2500-7500\text{m}^2 = 2$ $>7500\text{m}^2 = + 1$	$140\text{m}^2 > = 0$ $140-300\text{m}^2 = 1$ $300-2500\text{m}^2 = 2$ $2500-7500\text{m}^2 = 3$ $>7500\text{m}^2 = + 1$	$140\text{m}^2 > = 0$ $140-300\text{m}^2 = 1$ $300-2500\text{m}^2 = 2$ $2500-7500\text{m}^2 = 3$ $>7500\text{m}^2 = + 1$	None	None	9.0m x 3.5m x 4.0m
East Gwillimbury	None specified	None specified	None specified	None specified	None specified	None specified	12.0m x 3.5m
Innisfil	$250\text{m}^2 > = 0$ $250-2350\text{m}^2 = 1$ $2350-7500\text{m}^2 = 2$ $7500-14000\text{m}^2 = 3$ $>14,000\text{m}^2 = 3 + 1/9300\text{m}^2$	$2350\text{m}^2 > = 0$ $2350-11,600\text{m}^2 = 1$ $>11,600\text{m}^2 = 1 + 1/9300\text{m}^2$	None specified	$250\text{m}^2 > = 0$ $250-2350\text{m}^2 = 1$ $2350-7500\text{m}^2 = 2$ $7500-14000\text{m}^2 = 3$ $>14,000\text{m}^2 = 3 + 1/9300\text{m}^2$	$250\text{m}^2 > = 0$ $250-2350\text{m}^2 = 1$ $2350-7500\text{m}^2 = 2$ $7500-14000\text{m}^2 = 3$ $>14,000\text{m}^2 = 3 + 1/9300\text{m}^2$	$>30\text{ units} = 1$	9.0m x 3.6m x 4.5m



Municipality	Commercial	Office	Employment	Industrial	Institutional	Residential	Size of Loading Space
Newmarket	$140\text{m}^2 > = 0$ $140-280\text{m}^2 = 1$ $280-2323\text{m}^2 = 2$ $2323-7432\text{m}^2 = 3$ $>7432\text{m}^2 = + 1$	None specified	$225\text{m}^2 > = 0$ $225-550\text{m}^2 = 1$ $550-2323\text{m}^2 = 2$ $2323-7432\text{m}^2 = 3$ $>7432\text{m}^2 = + 1$	Not specified	Not specified	>20 units = 1	9.0m x 3.6m 13.7m x 3.6m employment areas
King	$250\text{m}^2 > = 0$ $250-2000\text{m}^2 = 1$ $>2,000\text{m}^2 = 2$	$2000\text{m}^2 > = 0$ 2000-10,000m ² = 1 $>10,000\text{m}^2 = 2$	Same as commercial	$250\text{m}^2 > = 0$ $250-2000\text{m}^2 = 1$ $>2,000\text{m}^2 = 2$	$250\text{m}^2 > = 0$ $250-2000\text{m}^2 = 1$ $>2,000\text{m}^2 = 2$	>30 units = 1 Urban areas only	14.0m x 3.6m x 4.2m
Kawartha Lakes	$1000\text{m}^2 > = 0$ 1000-1999m ² = 1 $2000-7999\text{m}^2 = 2$ $>8000\text{m}^2 = 4$	Same as employment	$1000\text{m}^2 > = 0$ $1000-4999\text{m}^2 = 1$ $5000-7499\text{m}^2 = 2$ $7500-13,999\text{m}^2 = 3$ $>14000\text{m}^2 = 4$ + 1 / 9000m ²	Same as employment	Same as employment	$>4,500\text{m}^2 = 1$	15.0m x 4.0m x 4.5m

Notes: 1) Also applies to community facilities



3.14 Parking stall sizes and design standards

The standard parking bay sizes specified in the current Zoning Bylaw are slightly larger than what most municipalities specify. The 3.0m x 5.7m standard parking space size is wider than most municipalities, where the width ranges from 2.7 to 2.8m.

For parallel parking spaces, the 7.0m length requirement in Georgina is also longer than the typical 6.7m length specified in peer municipalities.

East Gwillimbury, Innisfil and City of Kawartha Lakes require a 2.75m width, while Aurora requires a 2.7m width and the standard space in Newmarket is 2.6m (which increases to 2.7m in lots with 5 or more spaces). King Township specifies a 2.8m standard width.

Parking stall lengths also vary by municipality with most specifying a minimum length that varies between 5.0m in Newmarket (which increases to 5.5m on lots with more than 5 spaces) to 5.8m in East Gwillimbury, King Township and City of Kawartha Lakes. Given that an average short bed pick-up truck measures about 5.8m without a trailer hitch, adopting a shorter vehicle parking space may not work in Georgina, where pick up trucks are a significant portion of the vehicle fleet.

Minimum aisle widths for parking lots also vary by municipality. In Georgina, a standard aisle width of 7.0m is specified for 90 degree parking lot layouts, with a reduced width of between 5.0m to 3.5m for one way angle parking configurations. A standard 6.0m aisle width is required for two-way parallel parking applications which can be reduced to 3.0m in width for a one-way aisle.

Most of the peer municipalities require a smaller aisle width of 6.0m to 6.4m in width for standard 90 degree parking lot layouts. Minimum aisle widths for one way operations tend to be higher in the peer municipalities with widths ranging from 4.0m to 4.5m in width.

Tandem parking refers to parking one vehicle behind another within a driveway or parking lot application. Most municipalities have restrictions on the use of tandem parking due to concerns that one vehicle can block access for the other vehicle, and these types of configurations are typically only permitted for detached, semi-detached, or townhouse parking where each unit has their own driveway space. Provincial changes to the Planning Act permit tandem parking for Additional Residential Units (ARUs).

Each peer municipality has vastly different setback requirements that apply to parking lots and parking spaces in residential areas. In urban areas the setbacks from lot lines are typically 1.0 to 1.5 m for side yards, which do not apply to townhouses, semis or other multiple unit dwellings that share a common lot line. In rural areas, setbacks are typically larger and more flexible given the generally larger spacing between adjacent buildings.

A summary of the parking space design requirements in the zoning bylaws of municipalities reviewed are summarized in **Table 3.15**.



Table 3.15: Parking stall size and design standards in peer municipalities

Municipality	Size of Spaces	Angle	Drive Aisle Width	Use of Tandem Spaces	Accessible requirements	Setbacks / Location Controls
Georgina	3.0 × 5.7m (standard); 3.0 × 7.0m (parallel). Smaller for school	30°–90° permitted.	3.0–5.0m one way 7.0 m ; 6.0 m for parallel parking	Not specified	Not specified (removed from bylaw).	Side/rear yard 1.5 m.
Aurora	2.7 × 5.3m (standard); 2.7 × 6.5m (parallel).	≤45° to 90° configurations.	3.6–7.0m depending on angle.	Permitted in residential (excluding apartments).	Follow AODA	Min 1.5 m setback; landscaped buffers required.
East Gwillimbury	2.75 × 5.8m (standard); 2.75 × 6.0m (angled); 2.75 × 6.5m (parallel). 2.6 m × 5.5m (private garage)	Standard parking angles permitted.	min 6.0m. reduced requirements for parking garages	Single, Semi, Townhouse permitted	Follow AODA	Min 1.5m setback from buildings; driveway 0.3m set back from lot line
Innisfil	2.75 × 5.7m (standard);	Permitted but angles not specified	min 6.0m two-way; 4.0m one-way	Single, Semi, Townhouse permitted except for visitor	Custom requirements; do not meet AODA	Min 1.0m setback from lot lines (except residential) 40% front yard landscaped
Newmarket	2.6 × 5.0m (standard); 2.7 × 5.5m (standard 5 or more spaces);	45 and 90 degree	Min 6.0 m two-way; 4.5m one-way	N/A	Custom requirements; do not meet AODA 10% additional for medical offices, clinics,	3.0m set back from residential zones access spacing and driveway width controls.



Municipality	Size of Spaces	Angle	Drive Aisle Width	Use of Tandem Spaces	Accessible requirements	Setbacks / Location Controls
	2.6 × 6.7m (parallel).				outpatient services	
King	2.8 × 5.8m (standard); 2.8 × 6.7m (parallel).	Permitted but angles not specified	min 6.4m; 4.5m one way.	N/A	Custom requirements; do not meet AODA	3.0m set back from residential zones Access spacing and driveway width controls.
Kawartha Lakes (Lindsay)	2.75 × 5.8m (standard); 2.75 × 6.7m (parallel).	45°–90° typical.	~6.5–7.0m (90°); less for angled and one-way.	Not consistently defined.	Minimum 3% of spaces; not AODA-aligned in older bylaws.	vary; more flexible in rural/village areas.



3.15 Accessible parking

Most of the peer municipalities provide accessible parking requirements within their zoning bylaw, both in terms of the number of accessible spaces required and the design configurations for designated accessible parking spaces.

Most peer municipalities have adopted the requirements outlined in section 80.36 of the Ontario Integrated Accessibility Standards⁵, which specifies the number of accessible parking spaces that must be provided as a function of the overall number of parking spaces in the lot. The requirements in the Town of Georgina's Traffic and Parking Bylaw essentially comply with the provincial legislative requirements and no changes are needed at this time.

The size of accessible parking spaces are fairly consistent across the peer municipalities reviewed. For Type A (van sized spaces) most municipalities specify a minimum width of 3.4m, which is consistent with the minimum spacing specified in section 80.34 of Ontario Regulation 191/11. The minimum width for Type B spaces is specified at 2.4m in the legislation; however most municipalities adopt their standard parking space width, which is typically wider than the minimum specified. In addition to the parking space minimum width, the legislation also requires an access aisle be provided beside or between accessible spaces no less than 1.5m in width and must extend the full length of the parking space. This applied to both Type A and Type B spaces.

The Town of Georgina design requirements in their Traffic and Parking Bylaw prescribe the use of Type A spaces, with design configurations that are consistent with the legislative requirements. The current bylaw does not permit the use of the smaller Type B spaces.

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⁵ Ontario Regulation 191/11: Integrated Accessibility Standards, under the Accessibility for Ontarians with Disabilities Act, 2005.



4 Parking demand and supply

4.1 Data sources

Understanding the local characteristics of the community can provide some perspective to assist with the assessment of current parking requirements and the assessment of opportunities to make adjustments to requirements.

There are various data sources that can be used to provide information on various transportation topics that link to parking, including:

- ▶ **Transportation Tomorrow Survey Data (TTS)** – the TTS is a large-scale household travel survey undertaken every five years to collect information on all aspects of travel by residents living in the Greater Golden Horseshoe. The TTS survey is managed by the Ontario Ministry of Transportation in partnership with most of the municipalities in the survey area, from Niagara to Waterloo Region, to Georgian Bay, and east to the Peterborough area. The survey is designed to collect information from approximately 5% of households and residents in the area, and the results are expanded to represent the demographic profile and the travel behaviours of the entire region using Census data. The survey collects information on trip making behaviour by all modes of travel, origin-destination locations of trips, the purpose and time period when trips are made, and the locations where residents live, work, go to school, and undertake various discretionary activities. In addition to travel behaviour information the survey also collects demographic information useful for a variety of transportation planning and policy applications. The latest TTS data available was collected in 2022/2023. Historical data is available going back as far as the early 1990's in many municipalities.
- ▶ **Vehicle registration data-** Statistics Canada collects and assembles new vehicle registration data from provincial and territorial governments on a quarterly basis. The data includes the number and types of all new vehicle registrations by various geographic areas including provinces, census divisions (counties) and census subdivisions (municipalities). By tracking this data over time, a profile of the vehicle fleet in various areas can be estimated. To assist in developing an understanding of the vehicle fleet in Georgina, vehicle registration data for the years 2017 to 2025 were reviewed. The cumulative total of all new vehicles registered during this 8-year window is expected to provide a fairly representative estimate of the characteristics of the local vehicle fleet.
- ▶ **Parking surveys** – parking surveys at representative sites in a community can provide additional insight into the actual parking demands experienced for various types of land uses. While parking surveys provide a good local indicator of demand and usage, they are also only a snapshot of the overall usage pattern on a particular day, during a particular season, and in a particular neighbourhood or area.



4.2 Characteristics in Georgina

Transportation data collected from the TTS survey database included the average vehicle ownership by different types of dwelling types for Georgina, all York Region municipalities, all municipalities in the Greater Toronto and Hamilton Area, and representative municipalities in the outlying areas of the Greater Golden Horseshoe (often referred to as the “Outer Ring” municipalities). These include municipalities such as Orangeville, Innisfil, Barrie, Peterborough, Collingwood and smaller municipalities in Waterloo and Niagara.

Table 4.1 summarizes the average vehicles per household by type of dwelling for Georgina, York Region, the Greater Toronto and Hamilton Area (GTHA), the Outer Ring municipalities based on the latest TTS survey in 2022. **Figure 4.1**, illustrates the vehicle rates in graphical form.

Table 4.1: Average vehicles per household, 2022

Dwelling Type	Georgina	York Region	GTHA	Outer Ring
House	2.20	2.04	1.92	2.07
Apartment	0.86	1.04	0.80	0.95
Townhouse	2.04	1.58	1.43	1.45

The average detached home in Georgina has 2.2 vehicles, which is slightly higher than the overall average of 2.04 vehicles per household in all of York Region, and 2.07 vehicles per household in other Outer Ring municipalities.

Apartments, on the other hand tend to have a lower number of vehicles per household in Georgina than the average for York Region and the other Outer Ring municipalities. The GTHA has a lower rate of vehicles for apartment dwelling than Georgina, however this includes highly dense urban areas in Toronto where many residents living in condos and apartments do not own a car.

Residents living in townhouses in Georgina tend to have a higher number of vehicles than all other areas reviewed, with a rate 2.04 vehicles per household – just slightly lower than the rate for detached homes.

Figure 4.1: Average vehicles per household by dwelling type

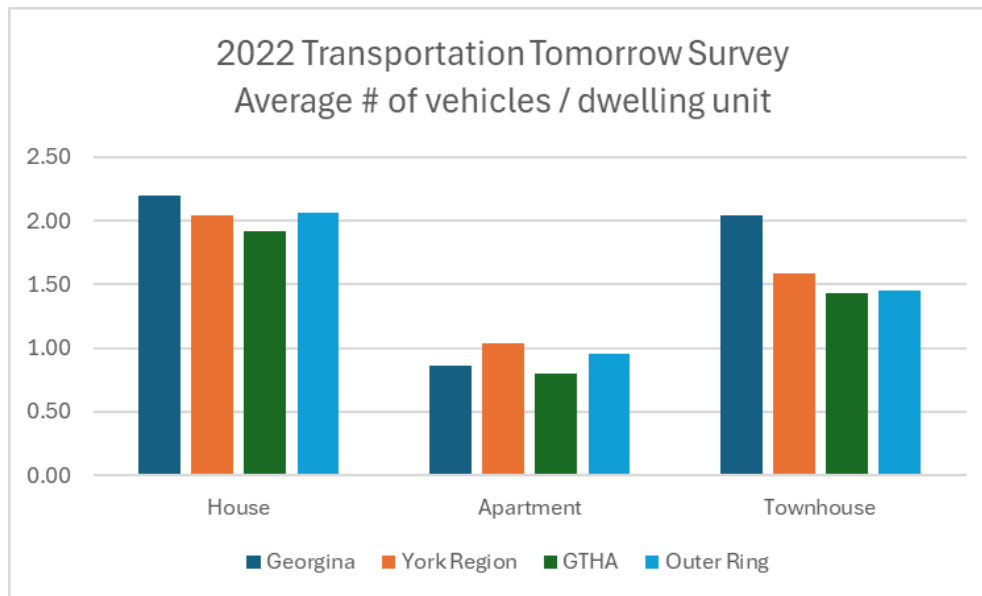
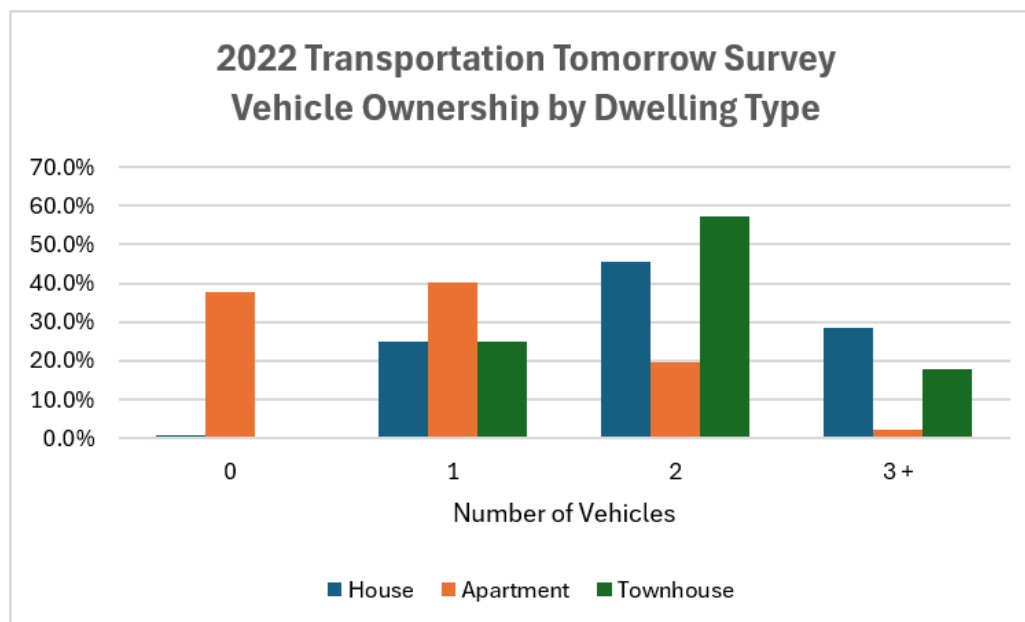


Figure 4.2 illustrates the vehicle ownership characteristics of Georgina residents in terms of the number of vehicles owned for different dwelling types. As illustrated, approximately 40% of Georgina residents living in apartment style dwellings have no vehicles, while another 40% only own one vehicle. By comparison 45-60% of residents living in detached homes and townhouses have 2 vehicles, while 20-30% have 3 or more vehicles.

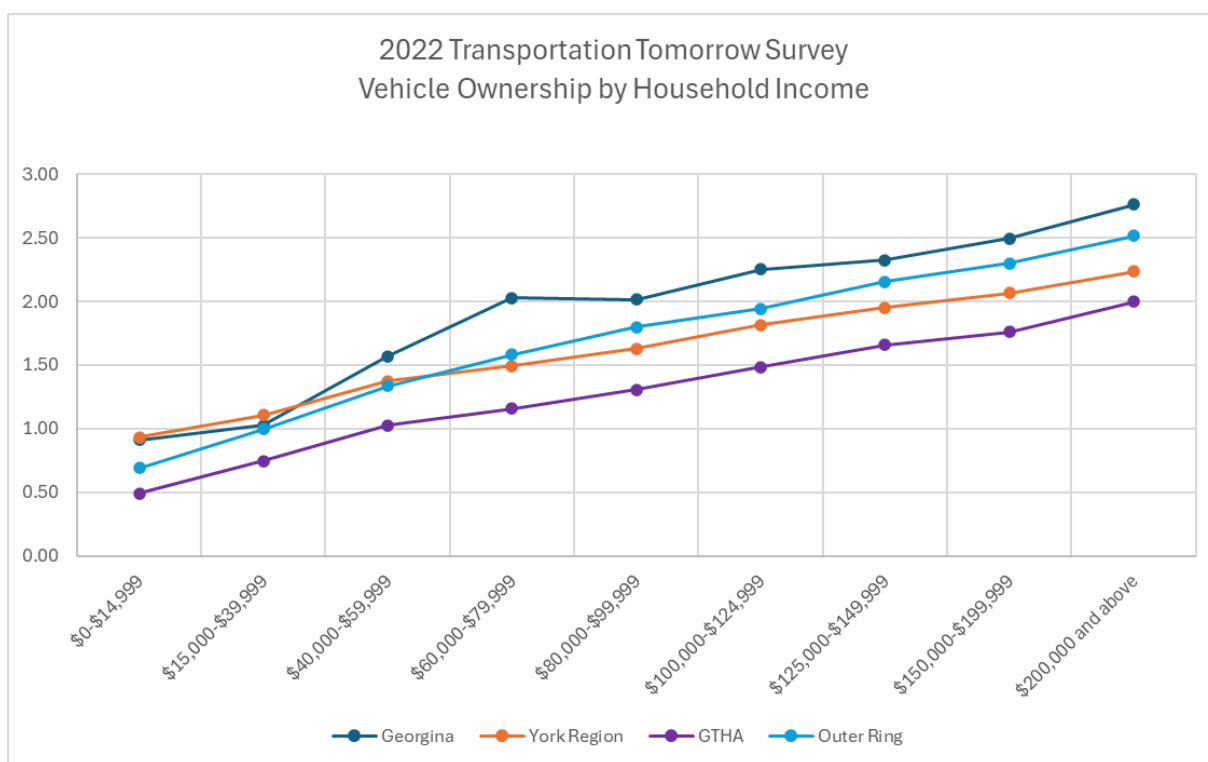
Figure 4.2: Number of vehicles owned by dwelling type



Vehicle ownership is also strongly related to household income as illustrated in **Figure 4.3**. As household income increases, the average number of vehicles per household also increases. Where income drops below \$15,000 per year, the average number of vehicles per household ranges from 0.50 to 0.93. As household incomes exceed \$200,000 per year the rate of vehicle ownership ranges from 2.0 to 2.76 vehicles per household, with the highest rates observed in Georgina.

While the pattern of increased vehicle ownership at higher income ranges for Georgina households is similar to the patterns for York Region, the GTHA and the Outer Ring municipalities, at all annual household income levels above \$40,000 Georgina residents own more vehicles per household than all other regions.

Figure 4.3: Vehicle ownership by household income



Residents of Georgina tend to have relatively low levels of transit use compared to other areas in the Greater Golden Horseshoe with well developed transit services. This is in part due to the lower frequency of bus service in the community, and the limited service area which is focused on the populated areas in Keswick. Large parts of the rural area in Georgina have no access to regular transit service.

On a daily basis, approximately 1% of all trips made by residents of Georgina use public transit while 5% of trips are made by walking or cycling. This is similar to East Gwillimbury (one of the peer municipalities) where about 6% of daily trips made by residents are walking or cycling trips, while less than 1% are made using public transit. In the more urban municipalities of Newmarket and Aurora transit use increases to approximately 2-3% of daily trip making and walking and cycling represents 7-9% of daily trip making activity.



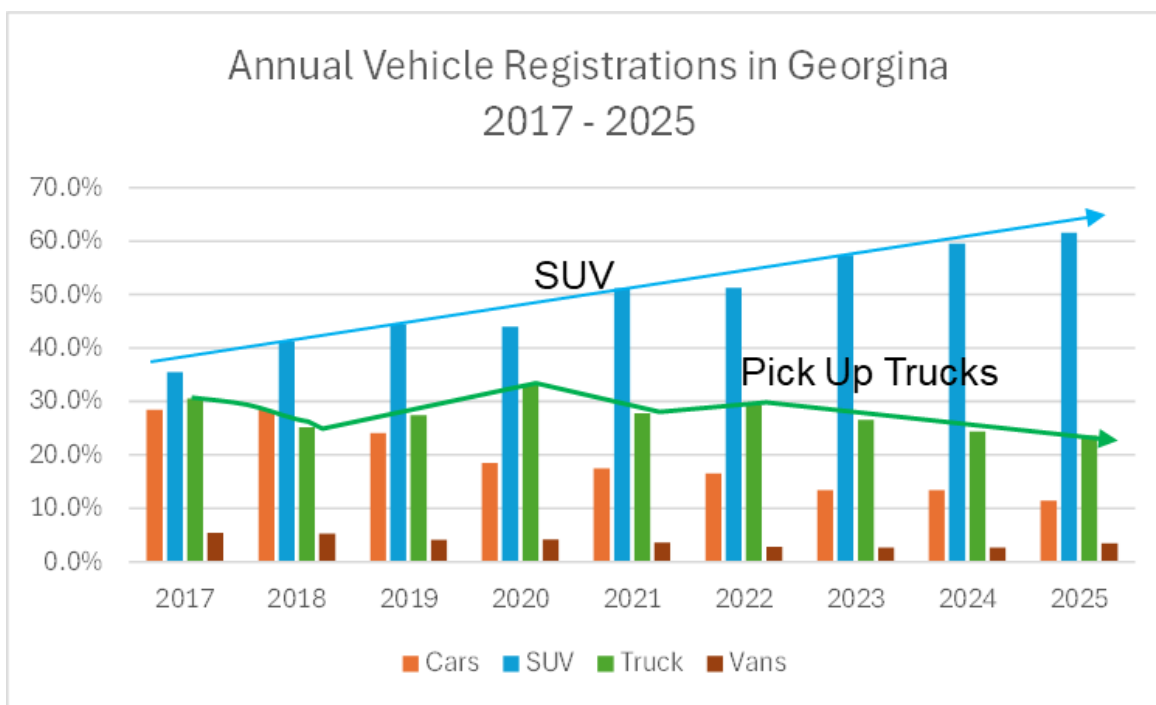
However, there are also some notable differences in different areas of Georgina. **Table 4.2** summarizes the share of trips made by transit, walking and cycling, and autos for Keswick compared to the rest of Georgina. In Keswick, approximately 1.2% of all daily trips are made by transit compared to 0.6% for the rest of Georgina. In Keswick, 6.4% of daily trips are made by walking and cycling compared to 2.4% for the rest of the community.

Table 4.2: 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%

The vehicle fleet in Georgina is dominated by SUV style of vehicles, which make up 49% of all new vehicle registrations recorded by Statistics Canada since 2017. This is similar to the rate for all of Ontario, where SUV vehicles represent 54% of the estimated fleet. SUV vehicles are the fastest growing vehicle type in Georgina, as illustrated in **Figure 4.4**.

Figure 4.4: Annual vehicle registrations in Georgina, 2017 to 2025



Pick-up trucks have historically made up approximately 30% of all new vehicle registrations in Georgina and based on the cumulative data between 2017 and 2025, it is estimated that they represent approximately 27% of the total vehicle fleet, compared to 19% for the entire province. In Georgina, the percentage of pick-up trucks in the new vehicle fleet has been dropping each year since the high levels observed in 2020. This is similar to the province-wide trend as well.



Table 4.3 summarizes the total share of vehicles by type registered in Georgina since 2017 compared to the province wide total. Given the 8 years of data covered during the period, these totals are likely representative of the vehicle fleet.

Table 4.3: Total new vehicle registrations by type - 2017 to 2025

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

Interest in battery electric and hybrid vehicles has also been growing in Georgina. Between 2017 and 2025, the share of new registrations in Georgina for vehicles using battery and plug-in hybrid electric power sources has increased from 0.9% in 2017 to a high of 9.4% in 2024, before dropping to 5.7% in 2025.

Table 4.4: Battery and hybrid vehicle registrations in Georgina

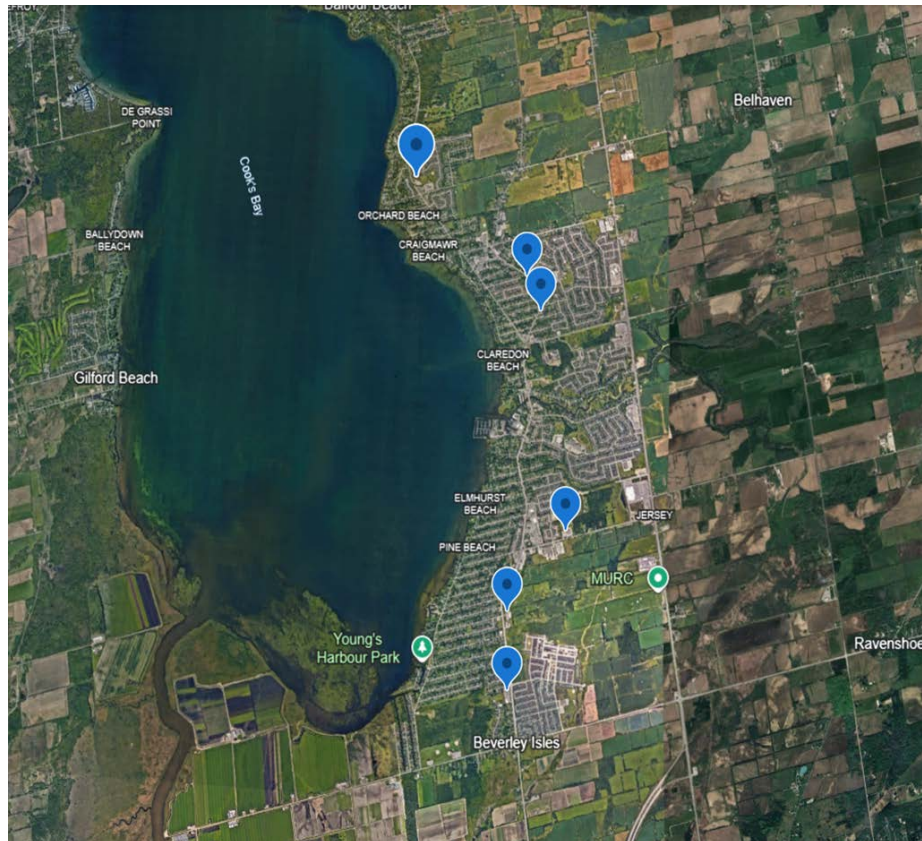
Vehicle Type	2017	2018	2019	2020	2021	2022	2023	2024	2025
All Vehicles	2411	2284	2213	1786	1835	1847	1926	2052	2030
Battery and Plug-in Hybrid Electric	21	53	31	27	49	93	147	192	116
Share	0.9%	2.3%	1.4%	1.5%	2.7%	5.0%	7.6%	9.4%	5.7%



4.3 Local parking surveys in Georgina

To collect data on local parking demands, local parking surveys were completed at 6 representative sites in the Keswick area. **Figure 4.5** illustrates the locations of the sites. Parking occupancy data was collected at each site in February 2026, with weekday surveys being used at all sites, except the place of worship land use, which was surveyed on a Sunday.

Figure 4.5: Parking survey sites



Three of the sites were commercial or mixed-use sites and the other three selected locations featured a school site, a place of worship and a multi-unit residential property. A brief description of each site is provided below:

1. **131 The Queensway South** – this is a mixed-use site featuring 16 residential units on the upper floors and approximately 950m² of commercial space on the main floor. The site is located at the corner of The Queensway South and Henry Street, and there are two parking areas with separate accesses from each roadway allowing for some separation of the parking uses on the property. The building was also constructed with an underground parking area, but the building property manager confirmed that this area was not used for parking during the survey:
 - a. The two separate surface parking areas were designed to separate the uses with the rear parking off of The Queensway (with 32 spaces) oriented to the

residential units and the lot accessed from Henry Street (with 17 spaces) oriented to serve the commercial uses. The parking data showed that this general pattern of use appeared to be the case however, some evening parking activity also occurred in the Henry Street lot suggesting some sharing of the parking spaces by users. During peak demand periods, the retail spaces were 82% occupied and the residential spaces were 43% occupied. Based on the Zoning Bylaw, the residential parking requirement is based on 1.75 spaces per dwelling unit and the commercial spaces require 5.5 spaces per 95m² of floor area. The observed occupancy pattern for the retail parking area showed a demand for 1.41 spaces per 95m² of floor area and 0.88 spaces per residential unit for the residential uses.

2. **716 The Queensway South** – this is a mixed-use commercial site configured as a retail plaza with one larger shared parking lot serving the two free standing commercial buildings and a separate restaurant with a drive-thru. The floor area for the commercial buildings was estimated at 2,420m² and the restaurant was estimated at 250m². The drive-thru and parking for the restaurant is configured separately from the main parking lot, but access is provided via two unsignalized entrances to The Queensway.
 - a. Based on the Zoning Bylaw, the site requirement for parking is 5.5 spaces per 95m² of floor area. There were 148 spaces observed on the site. During peak demand periods the site was 74% occupied. The observed parking rate during peak periods was 3.91 spaces per 95m².
 - b. It should be noted that this data reflects a weekday peak period and does not include weekend activity levels. The data collection for this site included the vehicle activity associated with the drive-thru restaurant on the property, but the parking accumulation was for the entire site including the restaurant parking. Vehicle activity at the drive-thru was captured in the entering and exiting volumes at the driveway. Most of these vehicles did not stay on the site. Those that did were captured in parking accumulation results and those that exited immediately were netted out from the observed parking rates.
3. **589 The Queensway South** – this site is a commercial retail site operating as a building supply centre. There is also a food truck parked on the site, but this is a seasonal use and was not in operation during the parking surveys. The building floor area was estimated at 1,340m² and the site was planned for a future expansion, that has not yet been implemented. There is outdoor storage for lumber and materials, and the site has one access from The Queensway.
 - a. Based on the Zoning Bylaw, the site requirement for parking is 3.5 spaces per 95m² of floor area, plus two spaces for the food truck. There were 64 spaces observed at the site. During peak demand periods the site was 17% occupied. The observed parking rate during peak periods was 0.78 spaces per 95m². It should be noted that this data reflects a weekday peak period and does not include weekend activity levels.
4. **176 Glenwoods Avenue** – this is an elementary school in the Keswick area, serving the local neighbourhoods. Access is provided from Glenwoods Avenue via three



driveways. The school features 18 classrooms and offers before and after school programs. The building size was estimated at 2,750m². Based on the Zoning Bylaw the site requirement for parking is 2 spaces per classroom. There were 58 spaces observed at the site. During peak demand periods the site was 90% occupied during the 8am-9am peak period coinciding with the school drop off time. For the rest of the day the site parking was 64% occupied. The observed parking rate during the morning peak period was 2.9 spaces per classroom, with 2.1 spaces per classroom used for the remainder of the day. In terms of floor area, the peak parking rate in the morning drop off period was 1.8 spaces per 95m², and 1.3 spaces per 95m² during the rest of the day.

5. **129 Metro Road North** – this is a place of worship site located in the northern portion of Keswick, north of Old Homestead Road. Access is provided to Metro Road North via a single driveway serving the entire site. The building size was estimated at 915m². It is not known how many seats are currently provided in the building or how much of the floor space is dedicated to office, administration or other non-public uses.
 - a. Based on the Zoning Bylaw the site requirement for parking is 1 space for every 5 seats or 10 spaces per 100m² of floor area. There were 82 spaces observed at the site. During peak demand periods the site was 97% occupied. The observed parking rate during peak periods was 8.31 spaces per 95m².
6. **74 The Queensway South** – this is a multi-unit residential site that operates as a condominium building. The site is served by one entrance from The Queensway and there is a common parking lot for tenants and visitors. The site also features a small storage garage building that has two bays capable of use for parking, but it is not known if this space is used for parking or for general storage of outdoor equipment. The building features 18 residential units although the unit sizes and number of bedrooms are not known.
 - a. Based on the Zoning Bylaw the site requirement for parking is 1.75 spaces per residential unit. There were 30 spaces observed at the site, plus 2 potential spaces in the garage. During peak demand periods the outdoor parking area was 57% occupied. The observed parking rate during peak periods (excluding the garage spaces) was 0.94 spaces per dwelling unit.

A summary of the key statistics for each site, including the land use, building sizes, zoning bylaw category and required parking rates, number of parking spaces, and peak parking occupancy rates is provided in **Tables 4.5 and 4.6**. A more detailed summary of the characteristics and parking activity at each site is provided in **Appendix A**.

For the commercial and mixed use sites, summarized in **Table 4.5**, the observed peak parking demand and parking rates were generally lower than the parking rates prescribed in the Zoning Bylaw.

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Table 4.5: Parking surveys – commercial / mixed use sites

Criteria	131 The Queensway South	716 The Queensway South	589 The Queensway South
Land use	Mixed use residential / commercial	Mixed commercial	Commercial – building centre
Zoning Bylaw rate	Residential 1.75/unit 5.5/95m ² GFA	Commercial 5.5/95m ² GFA	Building supply centre 3.5/95m ² GFA refreshment vehicle 2 / vehicle
Site size	16 Units 945m ² retail GFA	250 m ² restaurant GFA 2420 m ² commercial GFA	1340m ² GFA 1 food truck
Observed spaces	Retail = 17 (Henry St) Residential = 32 (The 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 = 1.41/95m ² Residential = 0.88/unit	3.91/95m ²	0.78/95m ²
Comparison to Bylaw rate	Lower	Lower (weekday rate)	Lower (weekday rate)

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Table 4.6: Parking surveys – other sites

Criteria	176 Glenwoods Avenue	129 Metro Road North	74 The Queensway South
Land use	Elementary School	Place of worship	Residential > 3 units
Zoning Bylaw rate	2/classroom	1/5 seats OR 10/95m ² GFA – public use	1.75/unit
Site size	18 classrooms + before/after school rooms GFA = 2750m ²	Seats = N/A 915m ² GFA	18 units
Observed spaces	58 (41 required)	82 (96 required)	30 + 2 in garage (32 required)
Peak demand	52 (90% occupancy) – 8 am 37 (64% occupancy) – 9am–4pm	80 (97% occupied)	17 (57% occupied)
Peak rate observed	2.9/classroom peak 2.1/classroom average 1.8/95m ² of GFA – peak 1.3/95 m ² of GFA – average	8.31/95m ²	0.94/unit
Comparison to Bylaw rate	Higher in morning peak Similar for average of school day	Lower	Lower

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Recognizing that these commercial sites did not capture Saturday peak periods, weekend rates were estimated based on the ITE Parking Generation Manual (5th Edition), which provides generalized parking rates based on studies undertaken in the United States at various locations. Average rates for the shopping centre land use for a typical Saturday peak period (outside of the December shopping period) are approximately 49% higher than the average rates for a typical weekday peak, based on 58 independent studies. For the hardware store land use, the Saturday peak rate is 2.8 times the rate for a peak weekday condition.

Table 4.7 estimates the Saturday peak parking rates at the three commercial sites using the observed weekday rates adjusted for Saturday conditions using the ITE rates. A comparison to the existing rate prescribed in the Zoning Bylaw suggests that smaller retail commercial land uses (including the building supply use) likely require less parking than is typically required based on vehicle usage patterns. Considering the adjusted Saturday demands, the bylaw requirements for the larger mixed use commercial sites appears to provide an appropriate level of parking.

Table 4.7: Commercial/ retail parking ratios adjusted for Saturday peaks

Site	Weekday rate	ITE Saturday to weekday adjustment	Saturday estimated rate	Existing Bylaw rate
131 The Queensway South	1.41/95m ²	1.49	2.1/95m ²	5.5/95m ²
716 The Queensway South	3.91/95m ²	1.49	5.8/95m ²	5.5/95m ²
589 The Queensway South	0.78/95m ²	2.8	2.2/95m ²	3.5/95m ²

For the school site, the observed rate for the majority of the day is in line with the rate prescribed in the Zoning Bylaw. During the morning peak during school drop off time, the observed demand at this site was 2.9 spaces per classroom.

The observed parking rate for the place of worship site at 129 Metro Road North was also closely aligned with prescribed rate in the zoning bylaw, with 8.31 spaces per 95m² compared to the required rate of 10 spaces per 95m². Staff have indicated that the place of worship property used in this study has explored opportunities to add more parking on their property and overflow parking demand typically uses the adjacent school parking lot.

The observed parking rate for the multi unit residential property at 74 The Queensway South was 0.94 spaces per unit, which is lower than the 1.75 per unit rate specified in the Zoning Bylaw, but is much closer to the rates used in the peer municipalities for similar types of land uses.

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5 Proposed parking framework

5.1 Introduction

5.1.1 The big picture

Parking is one of the most powerful factors that has the ability to influence the design, form and function of communities and neighbourhoods. As an example of this, a report prepared by the City of Regina estimated that close to 47% of privately owned land in Regina's downtown is dedicated to parking⁶.

Parking is often seen as a minor technical detail within the context of an overall development application, provided that "enough" parking is being provided on the site. But the definition of "enough" parking can vary depending on who you talk to. For a developer, enough parking may mean enough to support the needs of their intended tenants or customers. For a resident of the neighbourhood, enough parking may mean that there is zero potential for parking activity to spill over onto the neighbourhood streets. For a visitor to the site, enough parking may mean that users never have to search for an open space and there is always a space available close to the entrance they want to use.

The historical approach to municipal zoning regulations for parking has tended to emphasize providing parking requirements that ensure that a development site can accommodate all users trying to visit the site during the worst-case scenario or highest use period, in an attempt to minimize negative impacts to the community.

Parking regulations not only dictate the number of spaces that need to be provided, but they also regulate the size of parking spaces, the size of driveways, the width of drive-aisles within a lot, and the minimum offsets between adjacent property limits and parking spaces. The multitude of requirements in zoning bylaws can easily become the primary consideration that influences the built form of the site, the orientation of buildings, and the allocation of space to other amenities, such as landscaping. On highly constrained sites, parking regulations can result in the need to provide a structured parking solution, significantly increasing the capital cost to build the project and ultimately the cost to the end user in terms of the purchase or rental price of the units.

Loading requirements in the past have also been established assuming that loading and unloading activity happens at the same time as peak parking demands, with large trucks parked at loading bays being the primary method for deliveries. Much has changed in the way that goods are delivered to businesses, the types of vehicles used, and many sites now have designated loading spaces that go unused.

Left unchecked, excessive parking and loading regulations can lead to an oversupply of parking and less efficient use of land. In downtown areas where land supply is at a

⁶ Regina Planning Commission Report RPC21-3 Temporary Downtown Surface Parking Lots, January 6, 2021



premium, it can also mean the difference between a financially viable project and no project at all.

On the other hand, parking and loading regulations that are well thought out and linked to other strategic objectives can provide a catalyst for change and support the development of well-connected, mixed-use neighbourhoods that do not require residents to own two or more cars to meet their daily needs. Parking regulations that are strategically crafted to reflect the unique needs of various areas, consider market factors that impact costs and demand, and provide flexibility to deal with site specific conditions can promote revitalization of existing downtown areas, support intensification, and contribute to a more balanced transportation system that supports travel by all modes, not just automobiles.

5.1.2 Parking and mode shift

There are direct obvious links between parking and the choice of travel modes – when someone chooses to walk, cycle or take transit they do not require a parking space at their destination. Where people use non-auto modes of travel for most of their trip making, they may not need a parking space at their residence either.

However, the links between parking and choice of travel mode go deeper than the obvious. The availability and price of parking at the destination is one of the most powerful factors that influences choice of travel mode, particularly when there are viable alternatives available. A study comparing downtown parking supply and transit use in Calgary compared to other Canadian cities found a strong relationship between parking supply and transit use, where the proportion of downtown commuters using public transit was found to be inversely proportional to the ratio of parking stalls per downtown employee⁷.

A similar study examined parking pricing and transit use relationships across 107 cities in the United States and found that in large cities, there was a strong relationship between the cost of parking (defined as parking rates, fines and fees) and transit use, where cities with high parking costs reported about 2 times the rate of transit use than cities with lower parking costs⁸. Complimentary research on the impact of parking costs and vehicle use found that a 10% increase in parking costs can reduce vehicle trips by 1-3%, depending on demographic and geographic considerations, along with the availability of alternatives⁹.

The availability of parking in residential buildings has also been linked to the higher likelihood of auto use for work related trips, even for areas well served by transit¹⁰. Controlling the oversupply of residential parking, therefore, is also an important policy

⁷ Morrall, J. and Bolger, D., The Relationship Between Downtown Parking Supply and Transit Use, (Institute of Transportation Engineers, 1996)

⁸ Auchincloss, A. H., Weinberger, R., Aytur, S., Namba, A., & Richezza, A. Public Parking Fees and Fines: A Survey of U.S. Cities. (Public Works Management & Policy, 2015 20:1), 49-59.
<https://doi.org/10.1177/1087724X13514380>

⁹ Litman, T., Parking Pricing, (Victoria Transport Policy Institute, 2019) <https://www.vtpi.org/tdm/tdm26.htm>

¹⁰ Weinberger R., Death by a thousand curb-cuts: Evidence on the effect of minimum parking requirements on the choice to drive. Transport Policy, 20 (2012), 93-102



approach to support the goal of reducing dependency on auto use and encouraging increased use of transit, walking and cycling.

5.1.3 The cost of parking

Conventional thinking about parking suggests that abundant and free parking is good for the economy, good for business, and good for consumers. But this way thinking does not consider who pays for parking – if users of parking do not pay, who does?

Unfortunately, the answer is – everyone pays for parking, even those who do not own or drive a car. They pay through increased housing prices, increased rates for rental accommodation, increased costs for goods and services, and increased rental rates for office and commercial space.

The cost of parking is also increasingly becoming an issue of equity, where the imbedded costs of “free” parking are passed on from the developer to the purchaser to the tenant and finally to the consumer – and are being paid by all rather than the users of the parking spaces. For lower income residents, who may not have access to a car, this impacts them through higher costs for housing and higher costs for the goods and services they use. Lower income residents therefore pay a higher percentage of overall housing costs on the provision of “free” parking, yet they also tend to have the lowest auto ownership rates – meaning they are paying for parking that they don’t use.

The impact on housing affordability was estimated by Todd Litman, a Canadian transportation policy expert with a background in economics, when he suggested that “Based on typical affordable urban housing development costs, one parking space per unit increases total development costs by about 12.5% and 2 parking spaces increases costs by about 25%.”¹¹ For a typical two storey multi-unit housing development in a suburban context, the same study noted that the cost increase is approximately 6% for one parking space and 16% for two parking spaces.

As intensification in urban areas increases, the opportunity to provide relatively inexpensive surface parking for new developments will become harder to achieve. The typical cost for a surface parking space is approximately \$5,300 plus the cost of land, while parking in a structure can range from \$46,100 per space for an above grade structure, to \$61,200 per space for an underground parking lot (excluding land costs)¹².

Reducing the requirements for parking in the zoning bylaw can reduce the costs to provide new residential housing, can increase the financial feasibility of higher density housing projects, and can support intensification of the urban areas and strategic growth areas.

¹¹ Litman, T. Parking Requirement Impacts on Housing Affordability, Victoria Transport Policy Institute (2023), 13-14

¹² Based on typical construction costs for a 20 unit parking lot using unit costs from the 2023 Canadian Cost Guide, Altus Group



5.1.4 How parking shapes communities

The way communities develop can be heavily influenced by the approach taken to off-street parking. Traditional thinking was to provide lots of parking and locate the parking, so it was clearly visible from the street – as if to suggest that a busy parking lot meant a good business to visit. To some extent that same perspective is still prevalent in the business community, which shows up in the design of many commercial developments.

The downside of this approach is that customers to commercial developments must walk a long distance through an uncontrolled parking lot to actually reach their intended destination, and many will spend time circling the parking lot in search of a parking space closer to the door they want to use. This form of urban design makes it hard for transit, walking and cycling to compete with auto use, as navigating parking lots is difficult for buses, awkward and potentially unsafe for pedestrians, and problematic for cyclists.

When parking requirements are high, the design of the parking lot can often dictate many other aspects of the site design, often to the detriment of good urban design principles. Communities are increasingly becoming more aware of the link between busy pedestrian-oriented streetscapes and improved safety, lower travel speeds, and an improved community quality of life. Attracting pedestrian activity requires closely spaced buildings along the street front, with a direct connection to the street to make access easy.

Too much parking in urban areas can reduce building density and increase the space between buildings, creating voids in the continuity of the street fabric and interrupting the continuity of sidewalks and pedestrian amenity spaces. Density is needed for urban vibrancy and to support a variety of different commercial and retail uses that allow more goods and services to be available within walking distance. As a result, dense urban areas are linked to higher rates of transit use, and increased walking and cycling use.

Ideally the most vibrant neighbourhoods tend to locate buildings close to the street, move parking lots to the rear of the site, encourage shared parking in common lots, and encourage a welcoming and safe pedestrian realm through connecting buildings and amenity space directly to the sidewalks. Even in medium density residential areas, orienting buildings to the street is becoming more common as new residents are looking for high quality urban design features that create attractive and appealing neighbourhoods.

The opportunity to rethink the approach to parking is an opportunity to rethink how a community will look and feel in the future, and use the space now dedicated to parking to enhance the community through improved urban design, accessible public spaces, and better-connected neighbourhoods.

5.1.5 A New Normal?

One of the lasting effects of the COVID-19 pandemic is the way that public restrictions on gatherings impacted the way residents work and shop, the types of entertainment activities they pursue, and their level of connection to their local neighbourhoods and communities. The degree to which these changes will continue in the future is still largely unknown, but it



is becoming apparent that some of the structural changes appear to be continuing as the world returns to a new normal.

Work at home is still playing a significant role, and while more businesses are recalling employees back to the office, many are doing this on a gradual basis or employing hybrid work arrangements that allow for a mix of office work and work from home, where jobs permit.

The work from home and hybrid work arrangements have had a dramatic impact on parking needs in downtown areas and in major employment areas, with parking lots often half empty during traditional peak times.

Online shopping and online food delivery services have changed the retail landscape significantly in the post COVID period. A travel survey undertaken by the Data Management Group at the University of Toronto on behalf of Peel Region, Halton Region, York Region, and the City of Toronto¹³ found that that 38% of households reported ordering meals online, 43% ordered groceries online, and 35% purchased clothing online in the period just after COVID restrictions were being relaxed. While data on these patterns prior to COVID were not collected in the survey, the results confirm the anecdotal observations of lower parking use at malls, restaurants, and other commercial establishments.

While many of the changes to travel behaviour experienced during COVID are expected to return to pre-COVID patterns, some of the changes appear to be more ingrained – particularly related to hybrid work arrangements and online shopping. All of these trends point to a reduced demand for parking at non-residential land uses which should be considered as the Town updates the parking requirements in the Zoning Bylaw.

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¹³ Data Management Group, COVID-19 influenced Household's Interrupted Travel Schedules Survey: Fall 2021 Cycle Report, University of Toronto, 2021



5.2 Updated parking and loading standards for Georgina

As noted in the previous section, there are a number of public policy reasons to consider a new approach to establishing parking requirements for development. Most relevant, in today's environment, is the additional cost that providing excess parking can have on housing affordability. However, beyond simple affordability, parking is one of the most powerful factors that can influence the way a community grows, the form that growth takes, and the role of non-auto modes of travel in meeting transportation and climate change objectives.

There is growing evidence that broader societal changes impacting the way people work, the way they shop, and the way they will travel around their communities in the future are all pointing towards a reduced need for parking both at home and at many of the places people travel to each day. While the pace of change will be more gradual in smaller communities like Georgina, it is important to keep in mind that the infrastructure being provided by new development happening today will last for decades, and during that period some of the changes already happening in larger centres is anticipated to materialize in smaller communities like Georgina as well.

Key findings for the background review, peer review of parking requirements in other municipalities, and the data collected and review for this study suggest that:

- ▶ 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 many land use types do not require as much parking as is currently required in the zoning bylaw.
- ▶ 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

Within that context and based on an extensive review of policies and approaches used in other communities similar to Georgina, the following key recommendations are presented for consideration in the update to the current Zoning Bylaw.

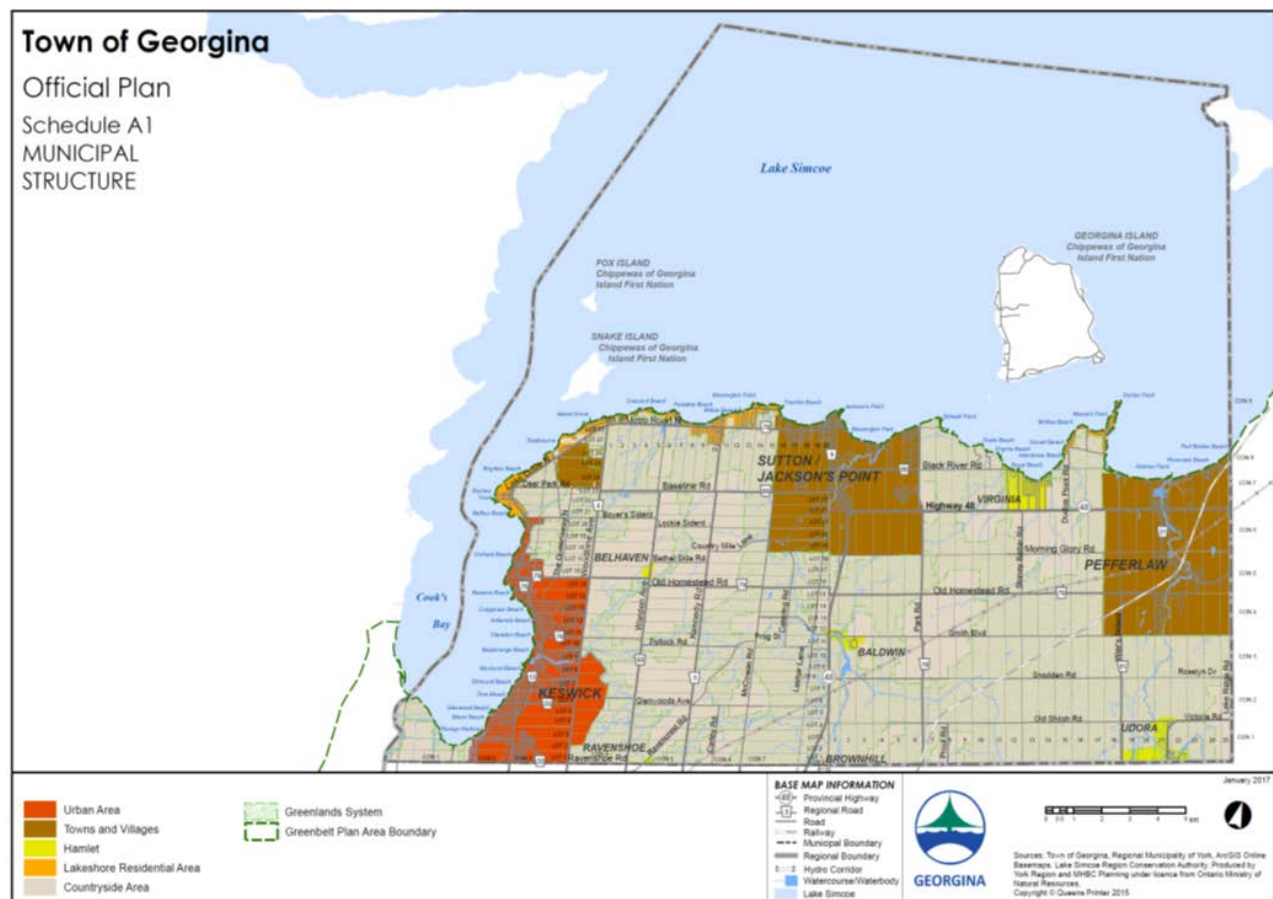


5.2.1 Use of area based parking rates

The Official Plan for Georgina and the Secondary Plans for the Keswick, Sutton/Jackson's Point and Pefferlaw areas all recognize the need to manage the supply of parking to encourage use of transit, walking and cycling for more trip making and to support redevelopment and intensification of land uses. The data collected as part of this study shows that Keswick is somewhat different than other areas in Georgina in terms of use of travel modes, and parking demands at representative sites.

Based on these considerations, and a review of zoning bylaws in comparable peer municipalities it is recommended that the Town consider incorporating different parking requirements in the Keswick urban area versus the rest of the Town as depicted in the Official Plan, and illustrated in **Figure 5.1**.

Figure 5.1: Proposed area for urban parking requirements



5.2.2 Updated residential parking requirements

Based on the review of land use categories and parking requirements used in the peer municipalities along with the data collected and reviewed as part of this study, the following proposed residential parking rates are recommended for consideration in the updated Zoning Bylaw for Georgina, as summarized in **Table 5.1**.

Table 5.1: Recommended residential parking requirements

Residential land use	Existing rate	Proposed rate urban area (Keswick)	Proposed rate remainder of Town
Detached, Semi, Townhouse (street fronting)	3.0/unit Detached / Semi 2.0/unit Townhouse	2.0/unit (Note 1)	2.0/unit (Note 1)
Townhouse (with common parking lot /common driveway)	2.0 + 0.25 visitor/unit (1 visitor/4 units)	1.5 + 0.25 visitor/unit (1 visitor/4 units)	1.75 + 0.25 visitor/unit (1 visitor/4 units)
Non-residential building with 1 to 3 units	2.0/unit	1.5 + 0.25 visitor/unit (1 visitor/4 units)	2.0/unit
Additional Residential Units (1)	3 total spaces	+ 1 space/ARU	+ 1 space/ARU
Additional Residential Units (2)	4 total spaces	+ 1 space/ARU	+ 1 space/ARU
Apartment or building with four or more units	1.75/unit	1.25 + 0.25 visitor/unit (1 visitor/4 units)	1.75/unit

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 (18m²) per vehicle, (excluding space used for stairs or interior door opening)

For detached, semi-detached, and townhouse dwellings with separate driveways facing a public or private roadway the minimum parking ratios have been reduced to 2 spaces per unit. This change aligns with the rate currently in place for townhouse dwellings fronting onto public or private roads and is consistent with the requirements in most peer municipalities reviewed.

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For multi-unit developments with shared parking lots, parking for residents has been separated from parking for visitors, which is a common feature in most zoning bylaws reviewed as part of this study. It is expected that visitor parking spaces for these developments will be marked and signed as visitor spaces, which will be part of the site plan review and approval process. In Keswick a reduction in the required parking rate for multi-unit townhouse and apartment dwellings with shared parking lots is recommended for consideration. This is consistent with trends in other urban municipalities and is supported by local data collected during the study.

The proposed reductions for the urban multi-unit land use types should also help to reduce the cost of housing by requiring fewer parking spaces, which often go unused, and can represent a significant upfront capital cost for a housing project. The cost to construct surface parking in the GTA¹⁴ is estimated at between \$12 and \$28 per square foot, with parking in an above grade structure rising to \$140 - \$210 per square foot, and underground parking ranging from \$195 - \$270 / square foot. For a typical 20 space parking lot these costs translate into an average of \$5,300 per space for a surface parking lot, \$46,100 per space for an above grade structure, and \$61,200 per space for an underground parking lot. These estimates do not include the cost of land.

Parking for ARUs should be permitted in the front or rear yards provided that required setbacks can be achieved. Where tandem parking is being proposed for an Additional Residential Unit, the driveway should be a minimum of 5.5m in width, consistent with recent Zoning Bylaw amendments for Additional Residential Units¹⁵. On smaller lot sizes, less than 9.1m in width, this will not be possible without modifications to the requirement that parking in the front yard can only occupy up to 55% of the width of the lot frontage. The Town may want to consider increasing this ratio to 65%, which would allow for a 5.5 m wide driveway in the front yard on lots as small as 8.5 m wide.

Where a driveway is used to access a rear yard parking area, the driveway should be a minimum of 3.0m wide, while maintaining appropriate setbacks from lot lines for landscaping.

Provisions in the Zoning Bylaw should be clarified with respect to parking spaces located in garages. For a garage to be functional for parking vehicles there must be a minimum clear space of 18m² per vehicle, with a clear width of at least 3.0m and a clear length of 6.0m. This clear area excludes space required for stairs within the garage or space to allow for door opening, as illustrated in **Figure 5.2**.

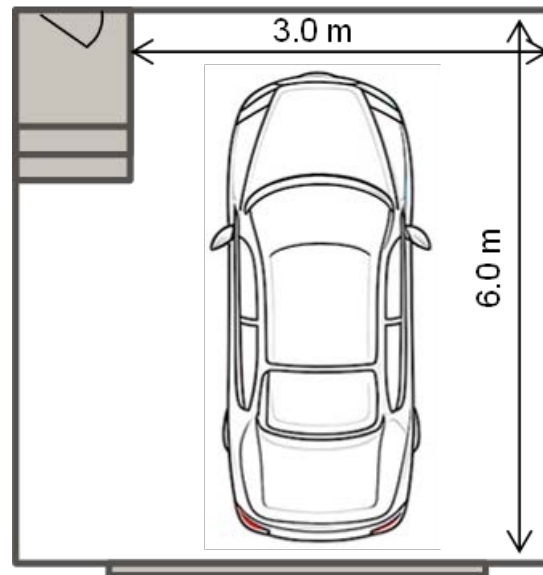
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¹⁴ 2023 Canadian Cost Guide, Altus Group

¹⁵ Per Report DS-2025-0065, Applications to amend the Town of Georgina Official Plan and Zoning Bylaw No 500 – Additional Residential Units (Files:OPA-2025-0004 and ZBA-2025-0007)



Figure 5.2: Space requirements for garage parking



5.2.3 Commercial parking requirements

Based on review of parking requirements in the peer municipalities combined with a review of parking occupancy data collected at different types of commercial land uses in Georgina, base minimum parking requirements have been proposed for each land use category as summarized in **Table 5.2**.

One minor proposed difference for most of the non-residential land use categories is the conversion of the required parking rates from a rate per 95m² to a rate per 100m². This does not make a major difference in the parking requirements but is easier to administer and easier for users to calculate parking requirements. Similar to the existing parking requirements in the Zoning Bylaw, the calculated number of parking spaces required for a site should be rounded up to nearest whole number.

For restaurant land uses and hotels, the existing rates in the Zoning Bylaw have been maintained as they are consistent with the rates prescribed in many of the peer municipalities.

Retail requirements have been separated, with lower rates recommended for the Keswick urban area to align with the peer review findings and data collection at representative sites in the community. The rate for the rest of Georgina has been maintained at a level similar to the existing Zoning Bylaw.

The parking requirements for service commercial land uses such as banks, professional offices, and vet clinics have been maintained at current levels in the Keswick urban area but have been increased in the rest of Georgina to reflect the rates used in many of the peer municipalities.

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Parking requirements for Home Occupations are proposed to be redefined where small uses (under 100m²) would only be required to provide 1 space in addition to the spaces required for the home use. As part of the overall Comprehensive Zoning Bylaw, the Town may be considering if larger home occupations may be appropriate for some areas within the community. In the event that larger home occupations (greater than 100m²) are permitted, a rate of 4 spaces per 100m², similar the existing rate is proposed, although these are in addition to the requirement for the home use.

Table 5.2: Recommended commercial parking requirements

Commercial land use	Existing rate	Proposed rate urban area (Keswick)	Proposed rate remainder of Town
Restaurant	10/95m ²	10/100m ²	10/100m ²
Retail (including Grocery, Shopping Plaza, Warehouse Club)	5.5/95m ²	4/100m ²	6/100m ²
Service Commercial (bank, professional office, vet clinic, etc.)	3.5/95m ²	4/100m ²	6/100m ²
Home Occupation	3.5/95m ²	$<100\text{m}^2 = 1 + \text{home requirement}$ $>100\text{m}^2 = 4/100\text{m}^2 + \text{home requirement}^2$	$<100\text{m}^2 = 1 + \text{home requirement}$ $>100\text{m}^2 = 4/100\text{m}^2 + \text{home requirement}$
Hotel	$\leq 20 = 1/\text{room}$, $> 20 = + 0.5/\text{room}$ + 10/95m ² other uses	$\leq 20 = 1/\text{room}$, $> 20 = + 0.5/\text{room}$ + 10/100m ² other uses	$\leq 20 = 1/\text{room}$, $> 20 = +0.5/\text{room}$ + 10/100m ² other uses



5.2.4 Recreational parking requirements

Based on review of parking requirements in the peer municipalities, base minimum parking requirements have been proposed for each recreational land use category as summarized in **Table 5.3**. For the recreational land uses there is no difference between urban areas and only one rate is recommended for the entire town.

One minor proposed difference for most of the recreational land use categories is to add the requirement for parking for other ancillary uses on the site, such as a restaurant, commercial facility, or banquet hall. This is consistent with the approach used in most of the peer municipalities and recognizes that some of the ancillary uses at recreational sites can operate like independent business operations that do not necessarily rely on the main use and may have peak parking activities that coincide with the main use of the site.

For recreational land uses (including food trucks) and hotels, the existing rates in the Zoning Bylaw have been maintained as they are consistent with the rates prescribed in many of the peer municipalities.

The parking requirements for gyms / spas/ and other health club facilities have been consolidated into one consistent rate that is similar to the existing rate in the Zoning Bylaw for other service-related commercial uses.

Table 5.3: Recommended recreational parking requirements

Land use	Existing rate	Proposed rate
Golf Course	3/hole	3/hole +3/100m ² for other uses on site
Driving Range / Mini Golf	1/tee or hole	1/tee or hole
RV Park or Campground	1/site + 5 for visitors	1/site +3/100m ² for other uses on site
Gym / Spa / Health Club	3.5/95m ² (personal service shop) 10/95m ² (private club)	4/100m ²
Food Truck (on retail or other site)	2/vehicle	2/vehicle



5.2.5 Entertainment and assembly land use parking requirements

Based on review of parking requirements in the peer municipalities, base minimum parking requirements have been proposed for various land uses serving entertainment uses, religious facilities, and other places where people assemble in groups for events, as summarized in **Table 5.4**.

One minor proposed difference for most of the entertainment and religious land uses is to remove the reference to seating in the calculation of required parking spaces. While many sites may have an occupancy limit based on the Fire Code, that does not necessarily translate into seating for all occupants. Many spaces are adopting more flexible layouts that do not require fixed seating in order to be used for a variety of purposes. The rate based on floor area has not been changed significantly from the requirements in the current Zoning Bylaw and are consistent with the approach used in most of the peer municipalities.

For art galleries and museums, the peer review findings suggest that the current rate in the Zoning Bylaw requires too much parking and the proposed rates have been adjusted to align more closely with rates used in other municipalities. The rate for the Crematorium use has been aligned to match the rate for Funeral Homes, similar to other municipalities.

Table 5.4: Recommended entertainment and assembly use parking requirements

Land use	Existing rate	Proposed rate
Convention Centre, Banquet Hall, Theater	1/5 seats OR 10/95m ² of floor space	10/100m ² of floor space
Entertainment Club (private or commercial)	1/5 seats OR 10/95m ² of floor space	10/100m ² of floor space
Place of Worship / Funeral Home /	1/5 seats OR 10/95m ² of floor space	10/100m ² of floor space
Crematorium	2/95m ²	10/100m ² of floor space
Art Gallery / Museum	10/95m ² of floor space	3/100m ² of floor space



5.2.6 Institutional parking requirements

Based on review of parking requirements in the peer municipalities combined with a review of parking occupancy data collected in Georgina, base minimum parking requirements have been proposed for each Institutional land use category as summarized in **Table 5.5**.

No changes have been proposed to the parking rates prescribed in the existing Zoning Bylaw for school uses as these generally confirm to rates required in the peer municipalities and data collected as part of this study. Rates for research and development facilities have been increased to match the rate proposed for post secondary schools as many of these types of uses are now affiliated with a college or university.

The proposed rates for hospital uses has been updated to lower the per bed parking rate in line with other municipalities, but also allows for a rate based on floor space to be used where bed counts at the time of zoning approval or construction may not be an appropriate measure of long term parking demand. Bed counts can be influenced by funding levels from the province, which can fluctuate or be increased after the building has been constructed. For new builds, many hospitals will provide additional floor space for future beds, beyond the initial beds assumed for opening of the facility. The proposed rate requires the greater of both approaches be used and protects for future expansion of services at a site.

Requirements for medical clinics have been increased in line with the rates observed in other peer municipalities.

The parking requirements for daycare uses have been proposed to be converted to a rate per floor area rather than the current rate based on classrooms. This is also consistent with the approaches used in many peer municipalities and recognizes that traditional formal classrooms may not be an appropriate measure of parking demands in more modern daycare facilities.



Table 5.5: Recommended institutional parking requirements

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



5.2.7 Parking requirements for employment areas

Based on review of parking requirements in the peer municipalities, base minimum parking requirements have been proposed for various employment land use categories as summarized in **Table 5.6**.

No changes have been proposed to the parking rates prescribed in the existing Zoning Bylaw for office and garden centre / greenhouse land uses as these generally conform to rates required in the peer municipalities. The rates for storefront dry-cleaning outlets are also consistent with other commercial uses and the rates in other peer municipalities. Some municipalities have a different rate for dry cleaning processing facilities, which generally do not cater to the public, however we recommend that these be treated the same as other industrial land uses.

Georgina is one of the few municipalities that have separate parking requirements for cannabis related land uses, with a separate rate for licensed facilities versus designated facilities. We also suggest that these be treated the same as other industrial uses.

Requirements for storage warehouses in the current Zoning Bylaw are higher than in the peer municipalities and we have suggested that these also be treated the same as other industrial land uses.

The biggest change in this category is the approach used for industrial properties. The current flat rate used for all industrial uses in the current Zoning Bylaw may provide too much parking for larger building footprints, and the assessment showed that for a building of 10,000m² the requirements in Georgina would be much higher than in other municipalities.

We are recommending a graduated rate be applied to industrial properties, to recognize that higher floor spaces may not necessarily require higher parking demands. The proposed rates and size thresholds are modelled after the requirements in other peer municipalities. For small sites under 2,000m² a base rate of 1 parking space for every 50m² of floor area is required. For buildings between 2,001- and 6,000m², an additional space is required for each additional 100m² of floor space. For large buildings over 6,000m², an additional space is required for every 200m² of floor area above the 6,000m² size threshold.



Table 5.6: Recommended employment area parking requirements

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



5.2.8 Shared parking for mixed-use developments

The use of a formalized shared parking approach is recommended for consideration in the new Town of Georgina Zoning Bylaw to reduce overall parking requirements for mixed-use developments, reduce costs to develop these important types of land uses, and to provide a simplified approach that promotes certainty for applicants and reduces review time for staff.

The recommended shared parking ratios were developed considering a balance of the results of the comparison of peer municipalities and the demand data from ITE depending on the land use category and the peak patterns typically observed.

For residential land uses, peak parking demand is typically in the evening and early morning hours, and most peer municipalities do not permit reductions for this use. However, usage data from ITE shows that residential demand is typically lower in the mid day periods. Other uses that are typically associated with residential uses in a mixed-use setting (such as retail, office, restaurant, and some recreational / assembly uses) typically peak during the afternoon period.

For specific applications proposing land uses not covered in the proposed standardized approach, a parking justification study could still be submitted to rationalize a lower ratio for shared parking.

A summary of the recommended shared parking ratios for Georgina is summarized in **Table 5.7**. For any land uses not covered in **Table 5.7**, the full parking requirements should apply.



Table 5.7: Recommended shared parking ratios

Land use	Weekday percentage of base parking demand			Weekend percentage of base parking demand		
	Morning	Afternoon	Evening	Morning	Afternoon	Evening
Multi-Unit Residential	100%	60%	100%	100%	70%	100%
Retirement Home ¹	100%	80%	100%	100%	80%	100%
Hotel	80%	60%	100%	80%	60%	100%
Industrial ²	100%	75%	10%	10%	10%	10%
Assembly Spaces ³	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%

Notes:

1) Includes all assisted living and full-time care facilities where resident units do not have self-contained kitchens and staff are on duty to provide services to residents.

2) Applies to industrial and manufacturing or warehousing uses that are in a mixed-use setting with a separate establishment supporting a different use. Does not include office uses that are part of an industrial use. Industrial uses that also feature retail uses shall be calculated as separate uses with shared parking ratios applied.

3) Assembly uses include municipal and private community centres, fitness clubs, gyms, dance studios, recreation centres, activity centres, libraries, places of worship, movie theatres, bowling alleys.



Application of the shared parking approach

The shared parking calculation would only be applied at the time of Zoning Bylaw approval based on the proposed land uses for the site.

In the event that a new tenant moved into the complex and the land use for the new tenant does not comply with the existing zoning a Zoning Bylaw amendment would be needed. As part of the Zoning Bylaw amendment a new calculation would be done to determine if the existing site has enough parking to accommodate the change in use or if additional parking needs to be added, or a site specific Zoning Bylaw amendment may need to be considered to permit the exception.

If the new land use for the new tenant is permitted under the existing zoning then no approvals would be needed and there would be no requirement to update the required parking on site even if the new use requires more parking than what was approved for the original site. This is no different to the way the current Zoning Bylaw is applied.

Similar to other peer municipalities we would recommend that the parking requirements for mixed-use developments be calculated in a four-step process including:

1. Calculate minimum parking requirements for each use on its own as required in the Zoning Bylaw;
2. Apply the percentage for each time period to each category of land use from **Table 5.7** 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.

Table 5.8 illustrates the application of this methodology for a hypothetical development site to illustrate the process and the potential change in parking requirements.

The hypothetical development for the assessment includes:

- ▶ Residential Apartments on the upper floors of new building with 67 units (requiring 1.25 spaces / unit plus 0.25 visitor spaces per unit at the new proposed parking rates)
- ▶ Mixed use retail commercial on the main level (assuming 12,500m² requiring 4 spaces / 100 m²)
- ▶ A public gym on the main level (assuming 5,000m² requiring 4 spaces / 100 m²)
- ▶ A general office area (assuming 7,500m² requiring 4 spaces / 100 m²)



Table 5.8: Application of shared parking ratios

Land use	Required base parking	Weekday percentage of base parking demand			Weekend percentage of base parking demand		
		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	200						
	Required base parking	Required weekday parking			Required weekend parking		
		Morning	Afternoon	Evening	Morning	Afternoon	Evening
Multi-Unit Residential	100	100	60	100	100	70	100
Retail	30	18	30	27	21	30	21
Office	20	20	20	2	2	2	0
Gym	50	20	40	50	50	40	50
Total	200	158	150	179	173	142	171

In this application the peak parking demand for the site would occur on a weekday evening, with 179 spaces anticipated to be needed, compared to the 200 spaces that would be required applying the requirements for each use individually. Applying the shared parking model results in a savings of 21 parking spaces while still accommodating peak parking demands on the site.

Saving 21 parking spaces represents a potential cost saving of \$111,300 in direct capital costs for surface parking lot construction and saves approximately 531m² of land that could be used for other purposes on the site¹⁶.

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¹⁶ Based on estimated cost of \$5300 per surface parking space. Land savings based on 25.3m² of land required per parking space based on proposed parking space sizes (2.75mx5.7m) and standard aisle widths



5.2.9 Bicycle parking

The Town of Georgina is developing an **Active Transportation Master Plan (ATMP)** to improve how people walk, cycle, and move safely around the municipality. Many Active Transportation plans also contain recommendations for new or enhanced parking policies that can be implemented to support walking and cycling in the community.

Based on review of parking requirements in the peer municipalities many have implemented formal requirements in their zoning bylaws for bicycle parking facilities to be included in new developments. Based on the peer review findings minimum bicycle parking requirements have been proposed for many land use categories.

The recommended bicycle parking requirements, as summarized in **Table 5.9**, should form the base bicycle parking requirements for all new development applications. These may be updated as the Town finalizes their ATMP but are presented for consideration as part of the Zoning Bylaw review.

Table 5.9: Recommended bicycle parking requirements

Land use category	Short term spaces	Long term spaces
Single, Semi Detached, Townhouse Dwelling (with separate driveways)	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	1/1000m ² GFA
Schools	3/classroom	N/A
Institutional	Minimum of 5 spaces	1/1000m ² GFA
Industrial	Minimum of 5 spaces	0.5/1000m ² GFA

The Town may want to consider applying development size thresholds where the long-term spaces requirements would be required. For multi-use residential developments, we would suggest that a development with 20 or more dwelling units should provide the long-term bicycle parking spaces recommended in **Table 5.9**. For non-residential land uses we would



suggest that the long-term bicycle parking requirements be applicable for developments over 5,000m² in size.

Where the parking requirements result in a fraction, the minimum required bicycle parking should be rounded up to the nearest whole number.

In addition to the bicycle parking space requirements the following bicycle parking design standards are recommended for consideration in the updated Zoning Bylaw:

1. Long Term bike parking spaces required by the Zoning Bylaw:

- a) Must be provided in a secure, weatherproof enclosure with controlled access where bicycles can be parked with at least two points of contact with the frame of the bicycle;
- b) Must not be provided within a dwelling unit or on a balcony;
- c) Where indoor bicycle parking is provided it must be located on the ground floor (or 1 level lower or higher than the ground floor if access is provided by a suitable ramp or elevator) and must have direct access, by way of a hallway or aisle, to a building exit that features a continuous accessible walkway to the street;
- d) Where outdoor bicycle parking is provided it must be located at grade, in a well-lit location, within 15 m of a building entrance used by pedestrians, and must have direct access to the street, by way of a continuous accessible walkway, or as approved through a Site Plan and Zoning Bylaw Amendment process;
- e) For residential developments requiring 30 or more long term bicycle parking spaces, a minimum of 10% shall be located indoors, each with direct access to a standard electrical outlet (in a bicycle storage room, individual bike lockers, or an accessory building); and,
- f) A minimum of 25% of the required long term bicycle spaces shall be horizontal spaces. The remainder of required long term spaces may be vertical or stacked bike spaces.

2. Short Term bike parking spaces required by the Zoning Bylaw:

- a) Must be provided at grade or on the first storey of a building, in a well-lit location, within 15m of a building entrance used by pedestrians, and must have direct access to the street, by way of a continuous accessible walkway;
- b) Must be provided as horizontal bike spaces; and,
- c) A minimum of 25% of the required short term bicycle spaces shall be weather protected.

3. Horizontal bike parking spaces must:

- a) be a minimum size of 0.6m x 1.8m, with a minimum vertical clearance of 1.9m;
- b) be equipped with a bike rack where a lock is capable of securing the bike frame and front wheel to the rack; and,
- c) be accessed by an aisle with a minimum width of 1.5m.

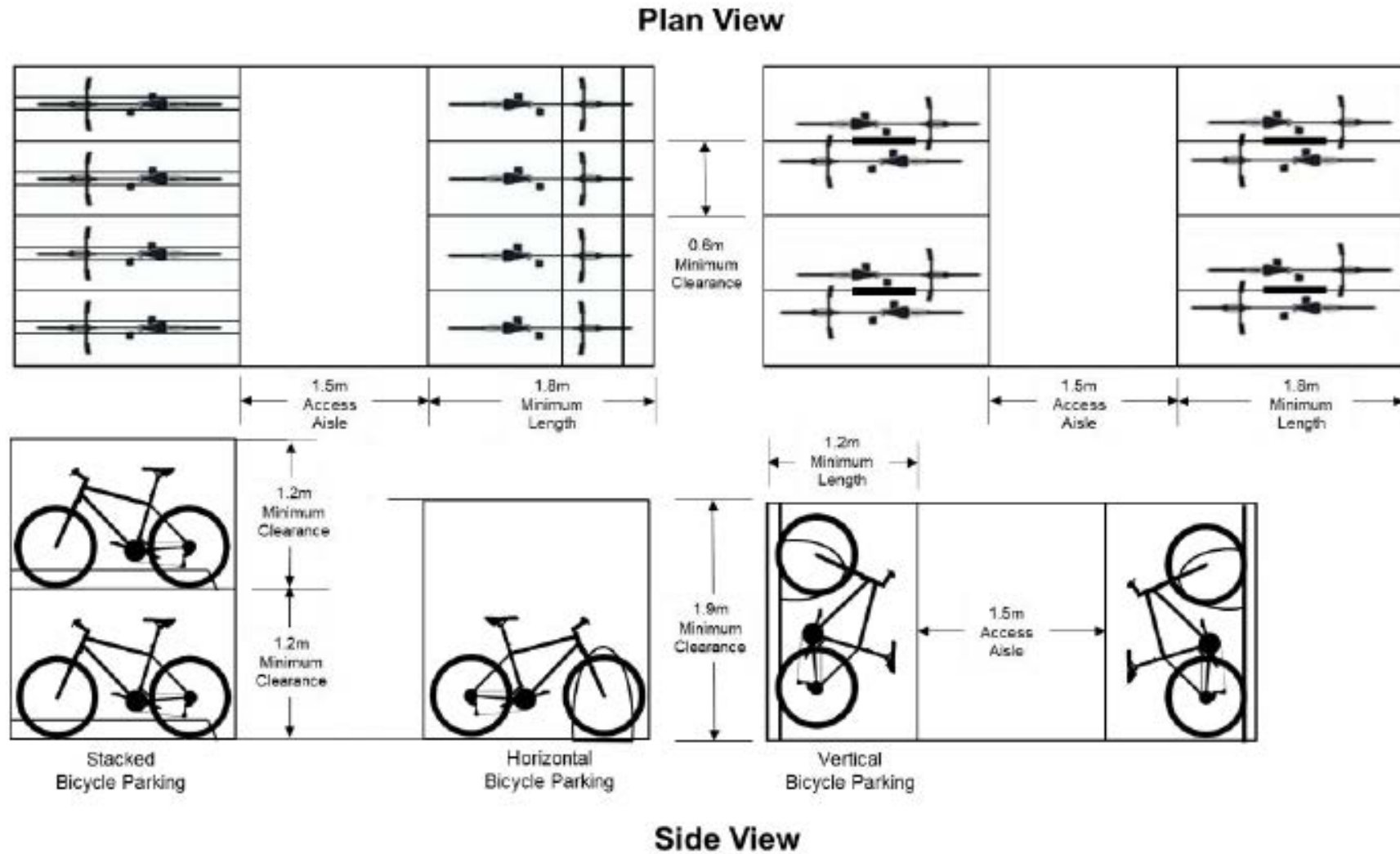


4. Vertical bike parking spaces must:
 - a) be a minimum size of 0.6m x 1.8m, with a minimum clearance of 1.2m from the wall;
 - b) be equipped with a storage rack that supports the bike without having the bike suspended by its wheels and where a lock is capable of securing the bike frame and front wheel to the rack; and,
 - c) be accessed by an aisle with a minimum width of 1.5m.
5. Stacked bike parking spaces must:
 - a) be a minimum size of 0.6m x 1.8m, with a minimum vertical clearance of 1.2m;
 - b) be equipped with a storage rack where a lock is capable of securing the bike frame and front wheel to the rack;
 - c) be equipped with a lift mechanism providing floor level access to both bike spaces; and,
 - d) be accessed by an aisle with a minimum width of 1.5m.

Figure 5.3 and **Figure 5.4** illustrate the various bicycle parking configurations referred to in the recommended guidelines.



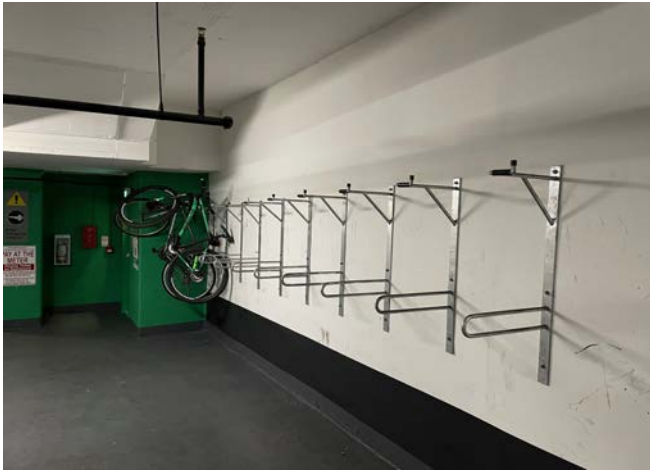
Figure 5.3: Typical bicycle parking configurations



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Figure 5.4: Long term and short term bicycle parking



Long term bicycle parking



Short term bicycle parking

5.2.10 Drive-thru stacking requirements

A review of the zoning bylaw requirements in the peer municipalities found that many of these bylaws contained provisions for vehicle queuing (often referred to as stacking) that exceed the requirements in Georgina. Problems with drive-thru stacking are common in many municipalities and can cause operational and or safety concerns if queued vehicles extend out into the roadway.

The recommended drive-thru stacking requirements, as summarized in **Table 5.10**, should form the base requirements for all new development applications. The proposed changes increases the requirement for restaurant uses and provides new rates of other land uses with a drive-thru.

Table 5.10: Recommended drive-thru stacking requirements

Land use category	Existing rate	Proposed rate
Restaurant ¹	7	16
Automatic Car Wash	N/A	10
All Other Uses	N/A	4

Notes:

1) A minimum of 12 spaces shall be located in advance of the order station.

The update to the Zoning Bylaw should consider increasing the stacking requirements for restaurant uses to 16 spaces, with a minimum of 12 spaces located in advance of the order station (sign). As summarized in **Table 5.10**, additional requirements for automatic car washes should be added and a default requirement of 4 spaces should be considered for any other land use that has been approved for a drive-thru.

The Bylaw should maintain the size requirements for stacking spaces at the current requirement of 3.0m x 7.0m which is a little larger than many peer municipalities but consistent with the higher share of larger sized vehicles in the local fleet.

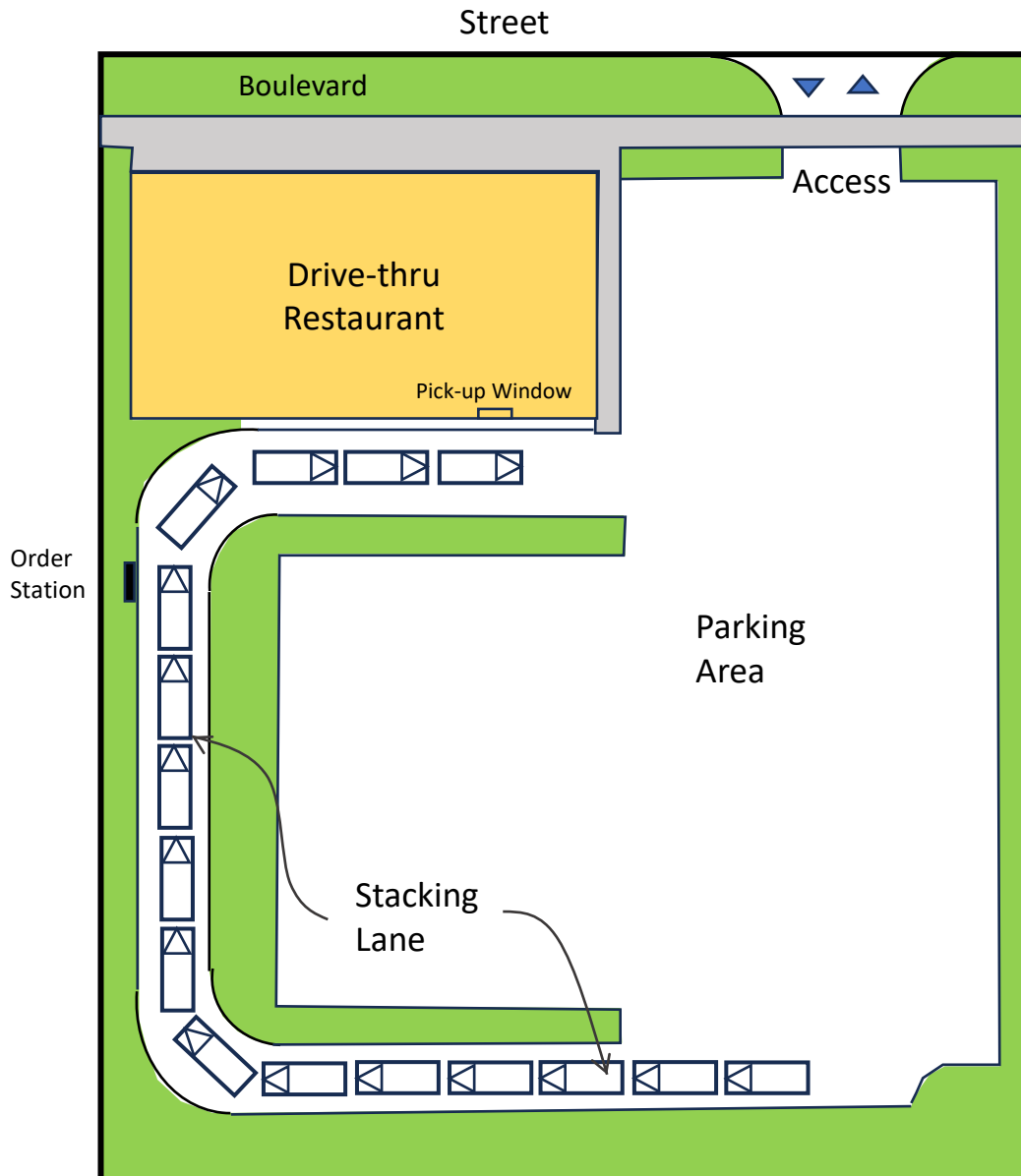
Some additional requirements that should be considered in the Zoning Bylaw, include:

- ▶ Drive-thru lanes shall not be located in side yards or between the building and street line unless approved through a Site Plan and Zoning Bylaw Amendment approval process.
- ▶ Drive-thru lanes shall be designed such that the entrance to the queuing aisle does not impact or impede any parking spaces or drive aisles and is located a minimum of 20.0 m from the street line.

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Figure 5.5: Typical drive-thru stacking lane configuration



5.2.11 Loading space requirements

Based on a review of the loading requirements in peer municipalities, some suggested modifications to the current requirements are recommended for consideration in Georgina, as summarized in **Table 5.11**.

The proposed changes maintain one common set of loading requirements across all land use types. The recommended minimum size of a building that would require a loading space has been increased from 185m² to 250m², and the size thresholds for adding additional loading spaces have been modified to require one fewer space for buildings up to 7,500m².

The current Zoning Bylaw does not require loading spaces for any multi-unit residential land uses, where in other municipalities larger residential apartments are requiring at least one loading space to accommodate deliveries and moving trucks. It is recommended that Georgina consider adding a requirement for one loading space for multi-unit residential buildings with over 30 units.

Table 5.11: Recommended loading space requirements

Land use	Existing requirement	Proposed requirement
Commercial	$<185\text{m}^2 \text{ GFA} = 0$ $185 - 550\text{m}^2 = 1$ $550 - 2,300\text{m}^2 = 2$ $2,301 - 7,400\text{m}^2 = 3$ $>7,400\text{m}^2 = 3 + 1 \text{ Additional} / 9,200\text{m}^2 \text{ GFA}$	$<250\text{m}^2 \text{ GFA} = 0$ $250 - 2500\text{m}^2 = 1$ $2,501 - 7,500\text{m}^2 = 2$ $>7,500\text{m}^2 = 3 + 1 \text{ Additional} / 7,500 \text{ m}^2 \text{ GFA}$
Institutional	$<185\text{m}^2 = 0$ $185-550\text{m}^2 = 1$ $550-2300\text{m}^2 = 1$ $2301-7400\text{m}^2 = 2$ $>7400\text{m}^2 = 3 + 1 / 9,200\text{m}^2$	Same as Commercial
Industrial	Same as Commercial	Same as Commercial
Multi-Unit Residential	Not required	$>30 \text{ units} = 1$ urban areas only

The required size for loading spaces in the current zoning bylaw should be retained at 11.0m in length, 4.0m in width, with 4.5m of overhead clearance required. This size will comfortably accommodate a typical single unit truck with three or four axles and will also accommodate some smaller combination trucks with short trailers.



5.2.12 Updated stall sizes and design standards

The review of parking design standards used in other peer municipalities has found that most municipalities feature only the most basic parking lot design standards in their Zoning Bylaws, given that these represent legal requirements that can only be waived through a bylaw amendment or Committee of Adjustment process.

The best practice approach used in most municipalities is to provide more detailed design expectations or detailed standards within separate design guideline documents, as application of these standards are highly dependent on the proposed land use on the site, the surrounding neighbourhood context, and the physical attributes of the site.

The Town of Newmarket has developed an Urban Design Guideline¹⁷ document that provides built form guidelines covering a number of different types of developments and the policy objectives that explain the desired design elements and qualities that are intended to guide the preparation of site plans for new developments, improvements within the public realm, including public streets and parks.

Two items that should be considered for update as part of the new Zoning Bylaw include the standard size for parking spaces and the aisle widths. **Table 5.12** summarizes the recommended changes.

Table 5.12: Recommended stall size and design standards

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

The proposed changes would reduce the standard width of a parking space from 3.0 m to 2.75 m, which is in line with the requirements in most of the peer municipalities reviewed. This removes the need for the separate public school parking space size provision in the current Zoning Bylaw.

The other main change is the minimum aisle widths, increasing the current 3.0m minimum width for one way aisle width for angled and parallel parking configurations to 4.0m to align with requirements in other municipalities and in recognition of the higher proportion of pick up trucks in Georgina compared to the provincial average.

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¹⁷ Urban Design Guidelines, Town of Newmarket, August 2021



6 Stakeholder feedback

As part of the engagement program for this project two meetings were held with members of the community to solicit feedback on the parking requirements in the current Zoning Bylaw and potential changes being recommended for consideration.

The first public open house meeting was held on December 10, 2025 to introduce the study and seek feedback on issues and opportunities and the second public open house meeting was held on May 7, 2026 to present preliminary recommendations and seek feedback from participants.

6.1 Public open house 1 – December 10, 2025

The Town of Georgina hosted an online public open house on Wednesday December 10, 2025, between 4:00 pm and 6:00 pm to discuss the ongoing Parking and Loading Study.

The purpose of the open house meeting was to:

- ▶ Introduce the study, provide background information, and explain the study process;
- ▶ Provide an overview of the planning context and role of the Zoning Bylaw;
- ▶ Present some information about parking trends in Georgina;
- ▶ Provide a summary and key findings from a review of what other municipalities require in their zoning bylaws; and,
- ▶ Provide an opportunity for open discussion about current issues, opportunities, and considerations for updating the parking and loading requirements in Georgina.

Attendees included 4 members of Town staff, the project consultants, one municipal Councillor and 7 members of the public. A presentation was provided by the consulting team summarizing information for discussion at the meeting.

Following the presentation there was an open question and answer session where attendees could provide comment or ask questions about the study and the information presented.

Key points from that discussion are summarized in the points below:

- ▶ The study was initiated by the Town to update the parking and loading standards in their current zoning bylaw, many of which have not been reviewed or updated since 1994. While current issues with parking for new developments in the Town will be considered in the review at a general level, the study was not initiated in response to complaints about parking or any specific developments. In response to a question asked, the Town noted that the overall study budget is \$75,000.
- ▶ One participant noted that the next meeting should provide more advanced notice for people to participate. The Town acknowledged the need to look for ways to enhance access to notices for the next meeting.



- ▶ In response to a question about the source data used in the presentation, it was noted that data showing the average number of vehicles per household in Georgina was obtained from the Transportation Tomorrow Survey, which was most recently completed in 2022. This is a large-scale household travel survey undertaken every 5 years covering all of the municipalities in the Greater Golden Horseshoe. The survey asks questions about how, where, and why people travel and includes demographic questions about household type, vehicle ownership and other factors to assist in interpreting the data. The data is publicly available, but only summary level information is contained in formal reports.
 - Post Meeting Note: Summary reports from the survey can be obtained from the following link <https://dmg.utoronto.ca/transportation-tomorrow-survey/tts-reports/>
- ▶ It was noted by one participant that many residents in Georgina own larger vehicles (such as pick-up trucks, minivans, SUVs) and existing parking spaces tend to be small. The study should look at the percentage of people who drive larger vehicles.
- ▶ It was also noted that there are some single-family residential houses that have attached garages that are too small to accommodate anything other than a small car. This was acknowledged and it was noted that the study will look at developing specifications for garages to ensure that there is sufficient space for them to be used for parking.
- ▶ It was noted transit and cycling use in Georgina is currently limited and it is felt that people will continue to own cars to do their day-to-day travel. In some newer subdivisions (Simcoe Landing for example), it was suggested that there is not enough parking to accommodate all the vehicles.
- ▶ One participant noted the need for specific requirement for Business Improvement Areas (in older areas in Town) where there may not be sufficient space for parking on site. This concern was acknowledged and it was noted that this is a constraint that needs to be considered in developing overall policies – so that downtown areas can support development. It was noted that some municipalities have policies (known as cash-in-lieu) where a development that cannot provide all of the required parking on their property can pay cash to the municipality in lieu of providing all of the required parking spaces. Municipalities often use these payments to invest in municipal parking lots to accommodate all of the different users that cannot provide parking on their site.
- ▶ It was noted by one participant that some older areas in town do not have sidewalks and there are ditches along the road making on street parking unsafe. Concern was expressed about the unintended consequences of reducing the number of parking spots for new development in light of legislation allowing up to four units on one lot which may cause overflow parking on streets.
- ▶ One participant noted that using King City and Aurora as comparison municipalities may not be valid due to the difference in household incomes in these communities compared to Georgina which tends to have lower incomes and more multi-generational families or people renting basement apartments. This was



acknowledged and it was noted that these factors need to be taken into consideration when determining recommendations on the appropriate number of parking spaces to provide for different land uses. It was noted that data collected as part of the review (not included in the presentation) does show a direct correlation between household income and auto vehicle ownership, which needs to be considered. The study also includes the completion of some parking occupancy studies at various locations in Town to collect local data on observed parking demand for various types of land uses to assist with assessing appropriate requirements.

- ▶ It was noted that there are many development proposals that include large mixed-use buildings along with residential uses, and there is concern that reducing parking requirements may be intended to approve these developments. Town staff noted that the zoning bylaw review is not focusing on any specific developments but is intended to update town-wide requirements and standards for parking and loading spaces, many of which are out of date. The study will examine how to approach parking requirements for mixed use developments. In some municipalities the peak requirements for each use are added together while other municipalities recognize that the peak uses do not always occur at the same time of day. For example, residential parking is highest at night, when people are home, while peak times for some commercial uses are often in the mid day or early evening. This study provides the opportunity to establish new standards for dealing with mixed land uses to ensure that enough parking is provided for typical use patterns without requiring too much parking that results in massive parking lots or lots that are only partially used most of the time.
- ▶ One participant noted that the cost of housing is resulting in a lot more young adults living at home and therefore many more vehicles. It was noted that some newer subdivisions also get a lot of rental activity, which can increase the number of people in these units compared to a traditional single-family homes. With respect to costs factors it was noted that a typical surface parking space for a multi-use development can cost about \$5,600 on average to build and parking garages can cost up to \$40,000 per space. The cost to provide parking is also a factor in housing affordability and requiring too much parking can increase the costs for new housing units as well. These are considerations that need to be incorporated and balanced in developing recommended parking rates for different types of land uses.
- ▶ It was noted that employees having to provide in-home services also require parking and in some areas parking is already an issue – where on street parking is not allowed and parking in driveways is not available. It was recognized that the need for visitor parking is an important factor in establishing required parking rates. Most municipalities tend to allow on-street parking for a limited amount of time, but it is noted that some areas in Town also restrict on street parking. Many municipalities are starting to require visitor parking as part of the bylaw requirements for multi-unit developments (townhouses or apartments) where there are shared parking lots.
- ▶ One participant noted a concern with the additional residential units that have been proposed on lots, and how this could create parking issues because there would be two families living on one lot and sometimes an additional family in a basement



apartment. It was noted that this is being considered in the review, and that there are some provincial restrictions and guidelines about what you can require in terms of parking for additional residential units. Many municipalities require one additional space in addition to the requirements for the original dwelling.

- ▶ One participant asked about the Town's requirements for accessible parking, which is not part of the Town's current zoning bylaw. Town staff noted that several years ago the provisions related to accessible spaces were taken out of the zoning bylaw and put into a separate bylaw. It was also noted that many municipalities include accessible parking space requirements in their zoning bylaws and it may make sense to consider this as part of the update.
- ▶ One participant noted a concern with the idea of decreasing parking space size, noting that most municipalities often require spaces about 2.7 metres wide, while Georgina is currently requiring spaces that are 3.0 m wide – which should accommodate the concern about larger vehicles that was noted previously.
- ▶ Another concern expressed was the current provision in the zoning bylaw which says that a driveway can only be a maximum of 55% of the frontage of the lot. This can result in people parking on front lawns. It was requested that Town consider adding some flexibility for this with a suggestion that a maximum of 60% may be more appropriate.
- ▶ A participant noted that the number of spaces provided for commercial uses in Georgina seems high compared to other municipalities. A reduction would be beneficial and would offer some other benefits such as reducing heat island effects, allowing space for infiltration of stormwater, and for maintaining water balance on sites. It was suggested that a reduction of 10 to 15% in parking space requirements would be beneficial.
- ▶ It was also noted that the number and size of loading spaces the Town requires in their bylaw is excessive. Developments are often forced to seek relief for the number of loading spaces for developments in the Town. It was noted that loading space requirements have changed since the original bylaw was created and the number of spaces and the size of spaces for newer forms of development are also changing. This will be included as part of the review.
- ▶ One participant asked about the need to include requirements for electric vehicle charging stations for apartments. It was noted that the study will be examining whether there needs to be some requirement or percentage of the parking spaces allocated to electric vehicle charging stations. Not many municipalities have included requirements in their bylaws, and the review will need to consider an appropriate requirement for the zoning bylaw update.

Meeting participants and other members of the community who could not attend the public meeting were provided access to the presentation material on the project webpage at

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



A project specific email address was also provided for the submission of comments at ZoningBylawUpdate@georgina.ca

6.2 Public open house 2 – May 7, 2026

The Town of Georgina hosted an online public open house on Thursday May 7, 2026, between 4:00 pm and 6:00 pm to discuss the ongoing Parking and Loading Study.

The purpose of the open house meeting was to:

- ▶ Provide a recap of the background review and feedback received at the first open house;
- ▶ Provide an overview of the data collection, review and analysis work about parking trends in Georgina;
- ▶ Present preliminary recommendations for discussion; and,
- ▶ Provide an opportunity for open discussion about concerns and the preliminary recommendations prior to updating the parking and loading requirements in Georgina.

Attendees included 4 members of Town staff, the project consultants, one municipal Councillor and 2 members of the public. A presentation was provided by the consulting team summarizing information for discussion at the meeting.

Following the presentation there was an open question and answer session where attendees could provide comment or ask questions about the study and the information presented.

Key points from that discussion are summarized in the points below:

- ▶ Concerns were expressed about the outreach of the PIC to the broader community and Council. It was noted that a video of the presentation will be placed on the Town's website for those who were not able to attend to view the presentation and provide feedback.
- ▶ Identified concern that the Municipal comparators in the study: Aurora, East Gwillimbury, Innisfil, Newmarket and King Township, 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. It was noted that a variety of peer municipalities were selected to provide insight as to requirements in municipalities that are already experiencing changes due to intensification and growing transit use, which may apply to Georgina as well as transit service is improved in the future.
- ▶ The parking survey was conducted in winter, and the summer parking requirements would vary from the winter parking requirements. It was noted that many of the parking rate changes applied to residential land uses and some commercial land



uses that are less sensitive to tourist or summer traffic peaks. Parking requirements for recreational land uses did not change significantly.

- ▶ 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 noted that this can be addressed through design requirements for new subdivisions, most of which do require urban street designs with sidewalks.
- ▶ It was suggested that there is a need to differentiate parking requirements between roads that have sidewalks and those that don't. It was noted that this can be addressed through design requirements for new subdivisions, most of which do require urban street designs with sidewalks.
- ▶ Lower vehicle ownership rates may reflect affordability constraints rather than reduced parking need. It was noted that there is a link between household income and auto ownership and that can be a factor in recognizing that some land uses will not require as much parking as other land uses.
- ▶ 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. This is noted as a concern and parking rates for single detached and semi detached dwellings with separate driveways have not changed. Recommendations to clarify minimum sizes for garage parking may help to ensure these spaces are available for parking.
- ▶ What is the synergy with the other municipal studies such as Active Transportation Master Plan? It was noted that some requirements for bicycle parking are being proposed to align with the Active Transportation Master Plan.
- ▶ Support expressed for reduction in parking space width dimension from 3.0 m to 2.75 m x 5.7 m. It was noted that this aligns with the sizes being required in most other municipalities reviewed.
- ▶ 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 2.5 m 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. It was noted that tandem parking is permitted for Additional Residential Units and requirements for application of tandem parking have been incorporated.
- ▶ Requested that staff look into whether drive-thru provisions could be implemented for daycare centres, thereby allowing for reduced parking requirements. It was noted that the drive-thru stacking does not reduce parking requirements for a site. A new default rate would be applied to any land use where a drive-thru is permitted.



- ▶ Concern that the Zoning Bylaw lacks clear parking standards for transitional housing, emergency housing, and social housing. Requested guidelines for parking requirements for these types of uses. It was noted that very few municipalities have different rates for these types of land uses, which can be difficult to monitor over time as the use of the properties can change without requiring a change to the zoning.
- ▶ 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. It was noted that the recommended requirements consider up to 2 Additional Residential Units per lot and the land use categories have been changed to eliminate references to triplexes and fourplexes. Rates have been provided for buildings with 1-3 units, and buildings with 4 or more dwellings are being treated similar to apartments.

7 Implementation and next steps

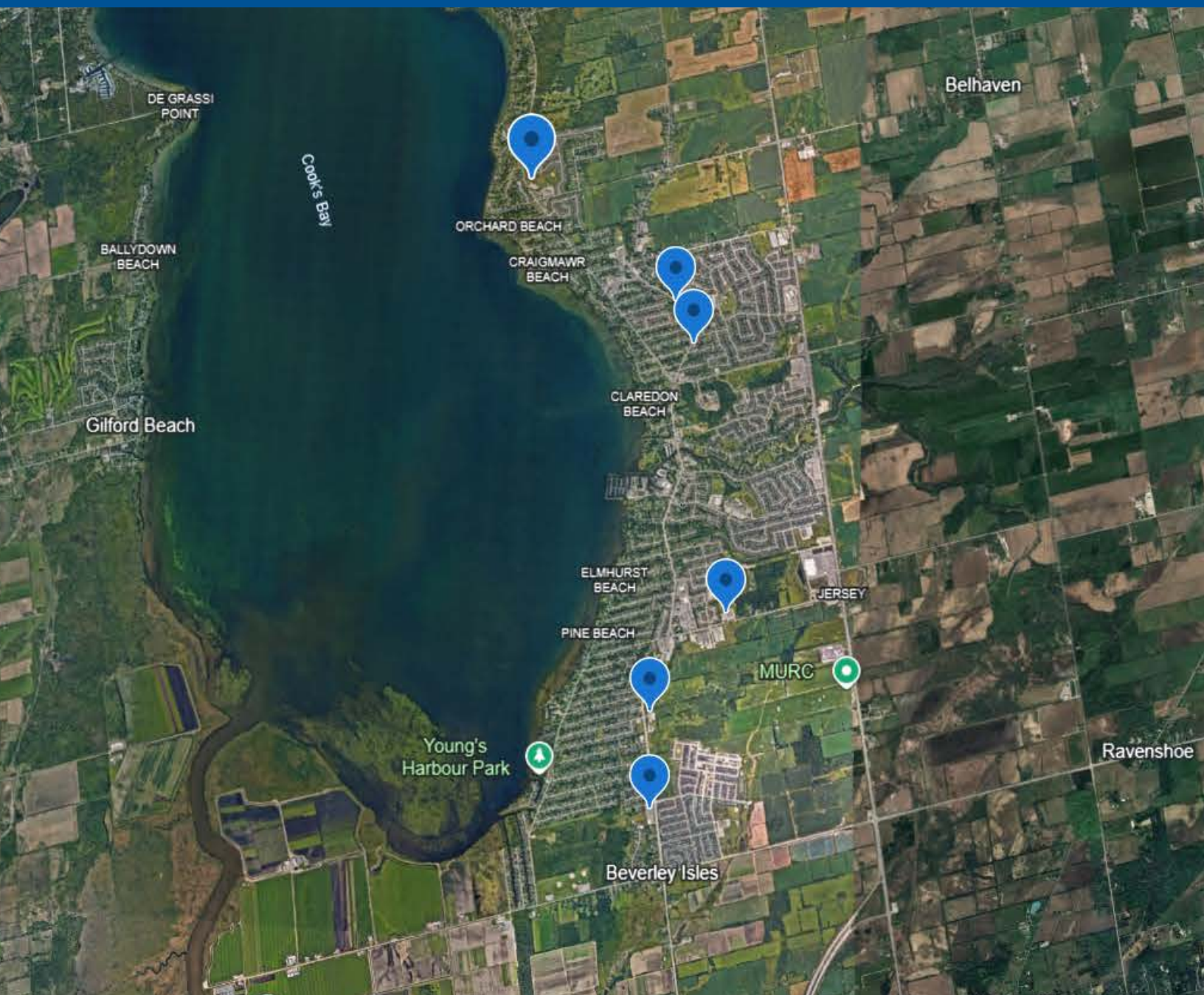
The research and recommendations in the preceding sections of this report are presented to the Town for consideration as it works to develop parking and loading provisions in a new Comprehensive Zoning Bylaw. It is anticipated that this report, in addition to other materials will form the background and general basis of a draft Comprehensive Zoning Bylaw that will be released for public consultation in 2027.

The parking and loading provisions in the draft Comprehensive Zoning Bylaw will be subject to additional review, comment and revision along with other provisions of the Bylaw through the consultation process including the formal Planning Act process leading to the adoption of a new Comprehensive Zoning Bylaw for the Town.



Appendix A

Parking Survey Data

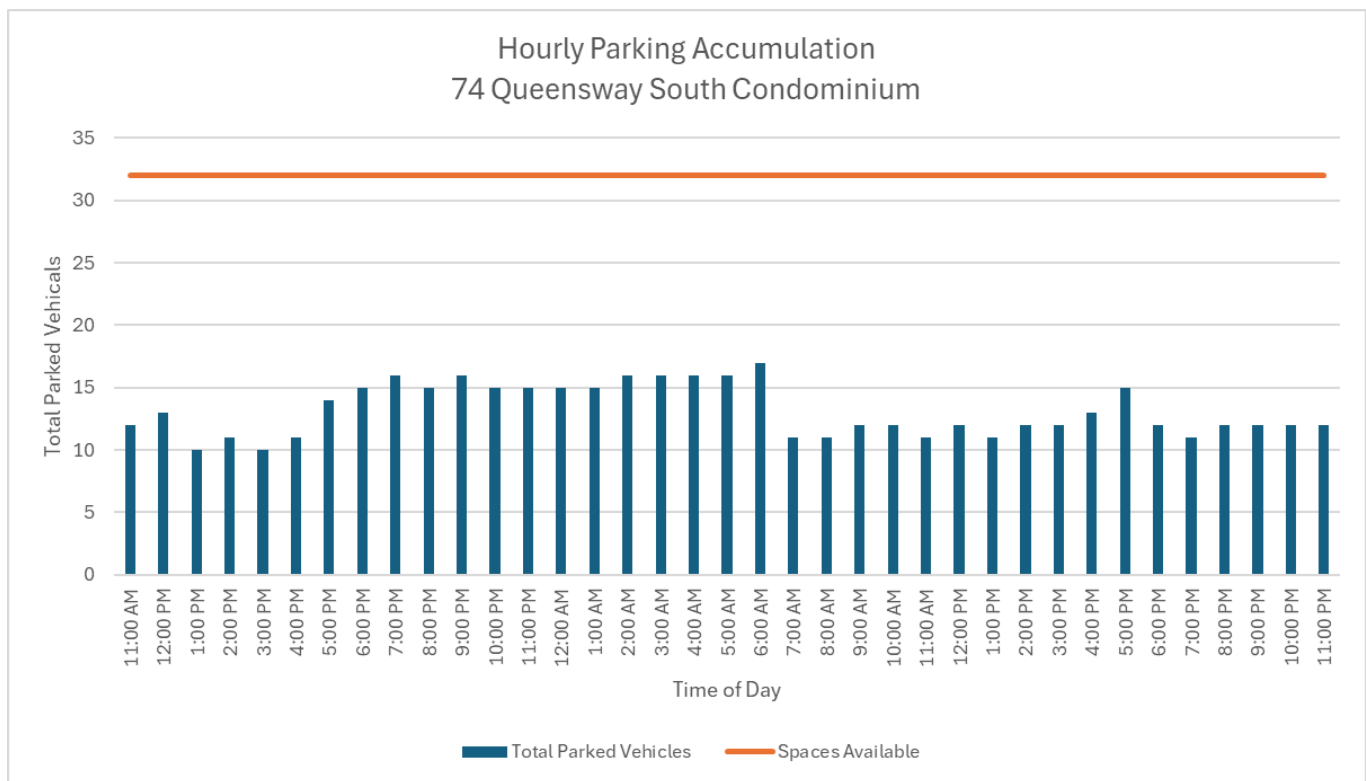




Criteria	Site Conditions
Land Use	Residential > 3 units
Zoning Bylaw Rate	1.75 per unit
Residential Units	18
Observed Spaces	30 + 2 in garage (32 required)
Peak Demand	17 (57% Occupied)*
Peak Rate	0.94 per unit

Data collection – 1 camera

* Occupancy excludes 2 garage spaces



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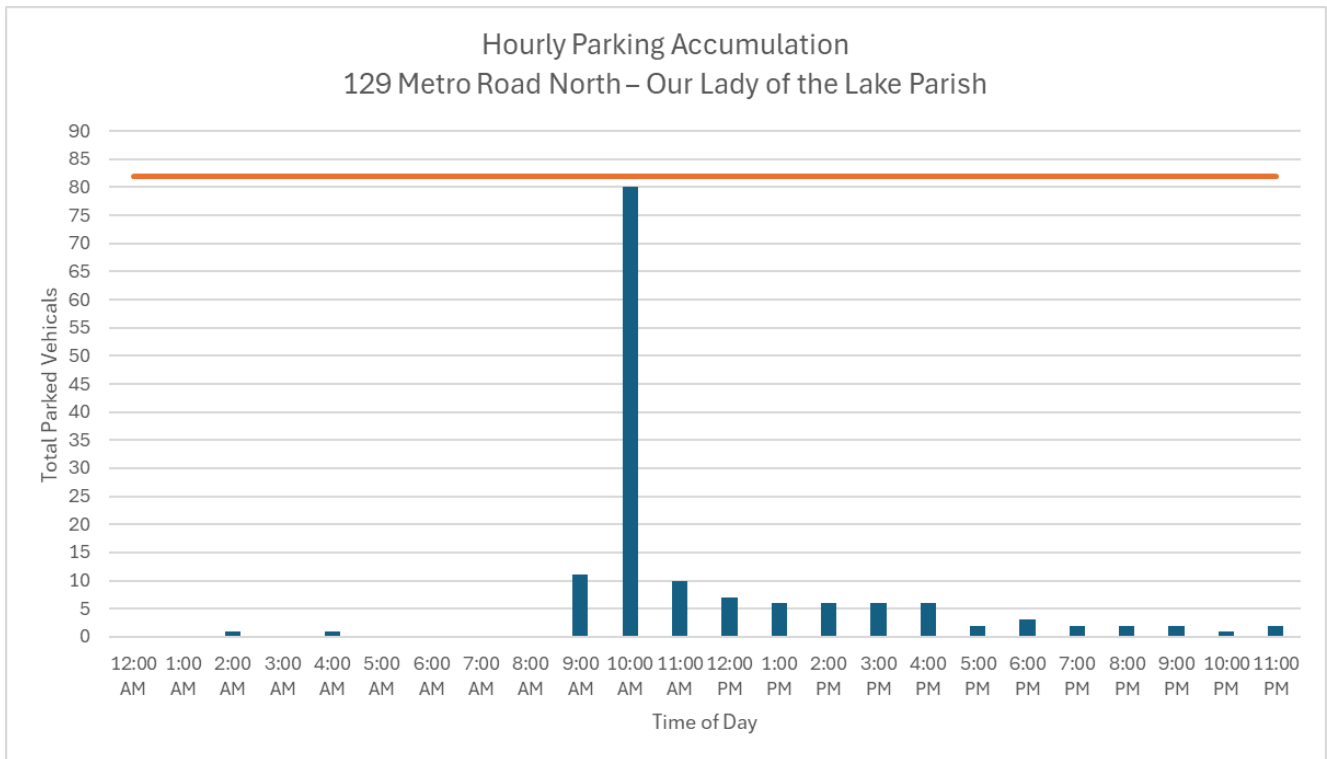
74 Queensway South Condominium



Criteria	Site Conditions
Land Use	Place of Worship
Zoning Bylaw Rate	1 per 5 seats OR 10 per 95 m ² GFA – public use
Seats Public GFA	Not Available 915 m ²
Observed Spaces	82 (96 required)*
Peak Demand	80 (97% Occupied)
Peak Rate	8.31 per 95 m ²

Data collection – 1 camera on Sunday

* Based on total GFA - No data on # of seats or share of space used for public use



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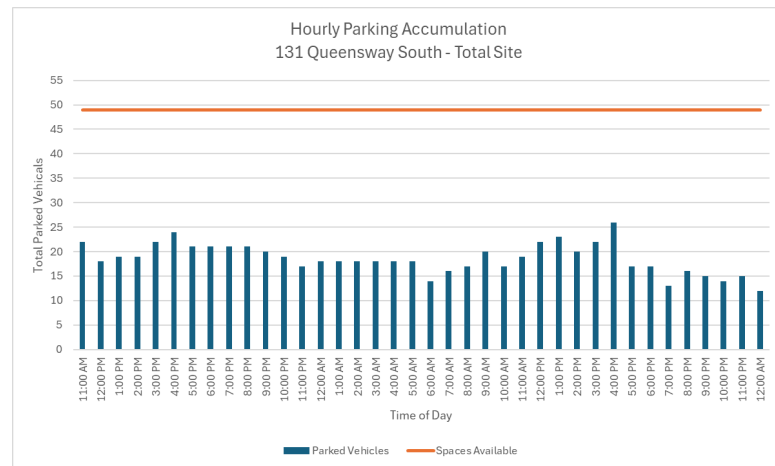
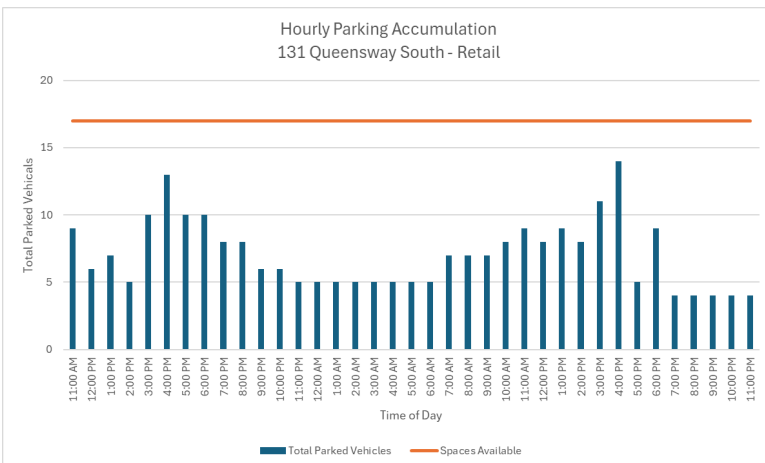
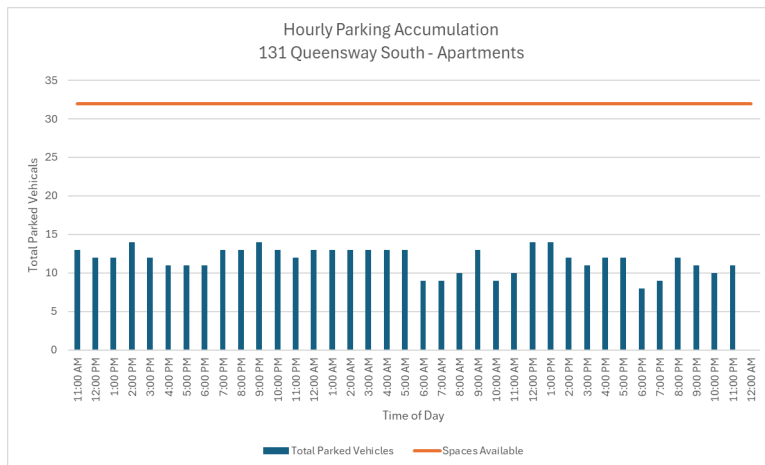
129 Metro Road North Our Lady of the Lake Parish



Criteria	Site Conditions
Land Use	Mixed Use Residential / Commercial
Zoning Bylaw Rate	Residential 1.75 per unit 5.5 per 85 m ² GFA
Residential Units Retail GFA	16 945 m ²
Observed Spaces	Retail = 17 (Henry St) Residential 32 (Queensway) Total = 49
Peak Demand	Retail = 14 (82% Occupied) Residential = 14 (43% Occupied) Total = 26 (53% Occupied)
Peak Rate	Retail = 1.41 per 95 m ² Residential = 0.88 per unit

Data collection – 2 cameras

* Weekday rate – data collected Thursday and Friday



131 Queensway South Ground Floor Retail & Apartments

Town of Georgina Parking and Loading Study
250588

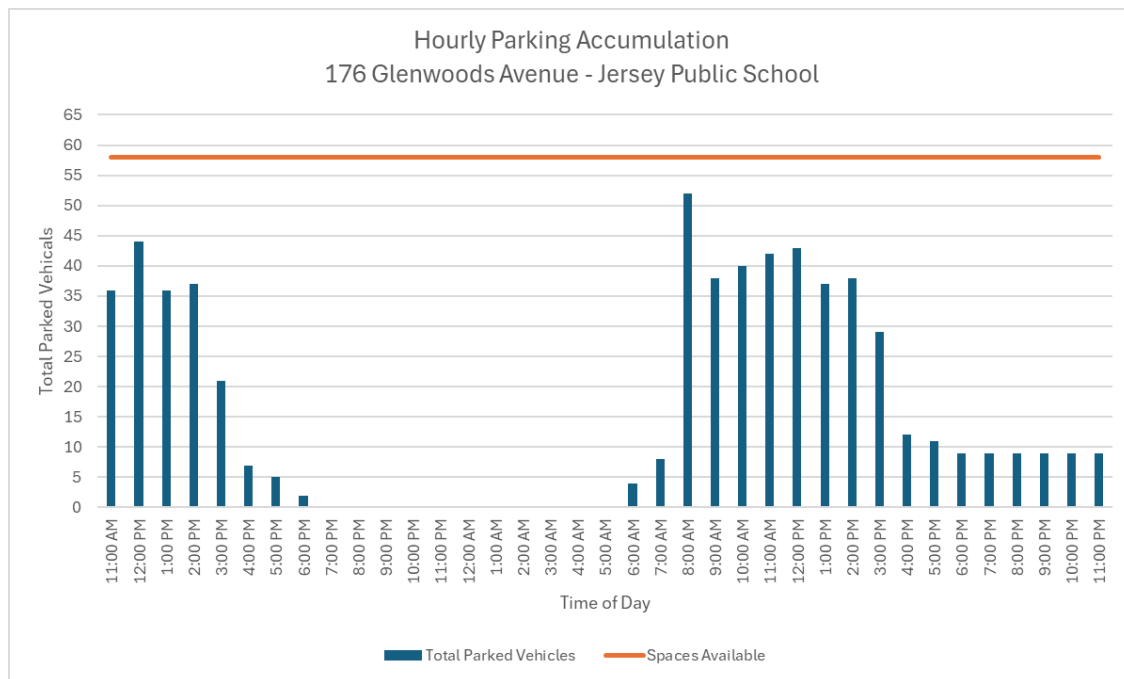
Appendix A

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Criteria	Site Conditions
Land Use	Elementary School
Zoning Bylaw Rate	2 per classroom
Classrooms	18 2,750 m ²
Observed Spaces	58
Peak Demand (8-9 am) Average (9-4 pm)	52 (90% Occupancy) 37 (64% Occupancy)
Peak Rate Average Peak Rate Average	2.9 / classroom 2.1 / classroom 1.8 / 95m ² 1.3 / 95 m ²

Data collection – 1 camera on west driveway



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176 Glenwoods Avenue Jersey Public School

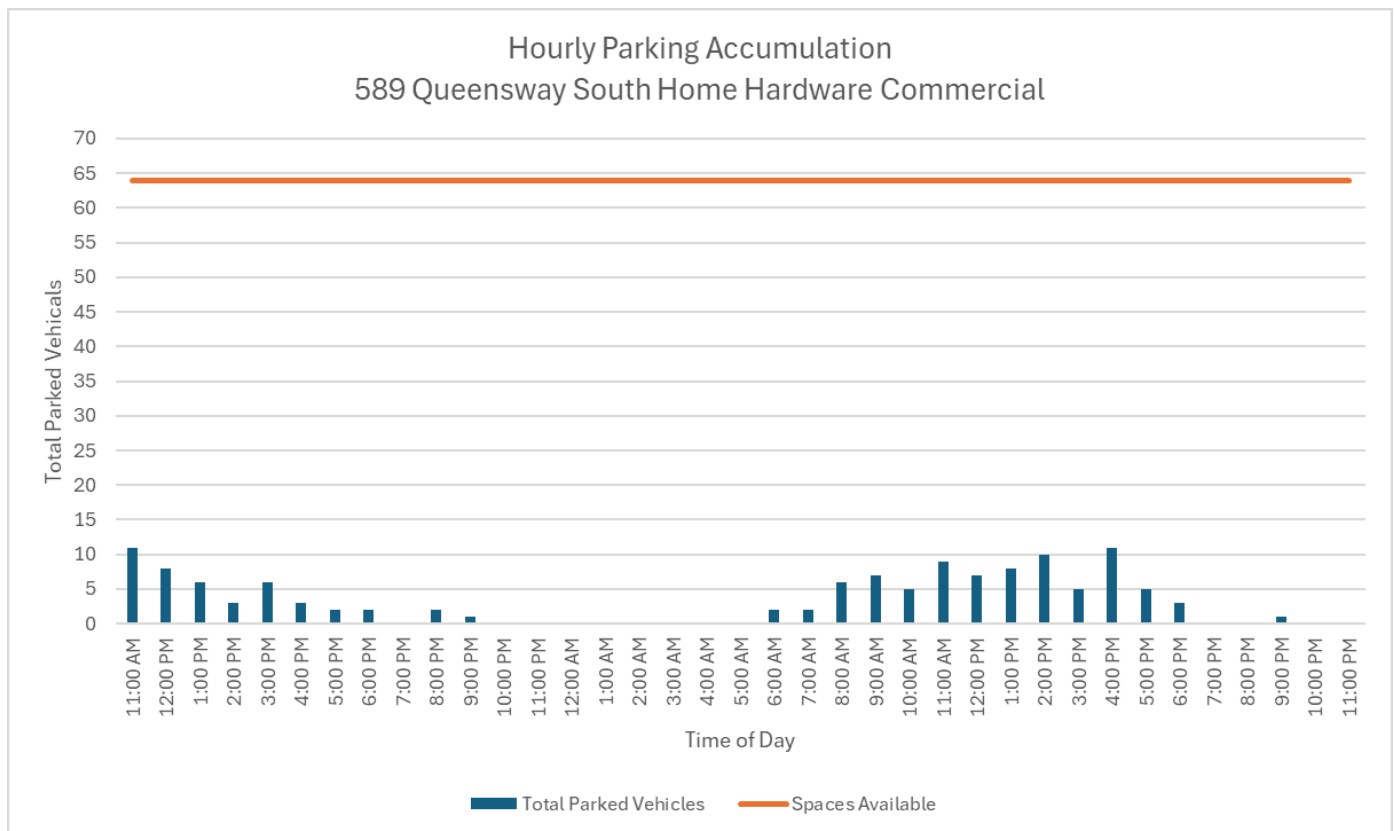


Criteria	Site Conditions
Land Use	Commercial – building centre
Zoning Bylaw Rate	Retail 3.5 per 95 m ² GFA Food Truck – 2 / vehicle
Commercial GFA Food Truck	1340 m ² 1
Observed Spaces	64 (46 required)
Peak Demand	11 (17% Occupied)*
Peak Rate* **	0.78 per 95 m ²

Data collection – 1 camera

* Rate excludes area used as outdoor storage

** Weekday rate – data collection on Thursday and Friday



589 Queensway South Home Hardware Commercial

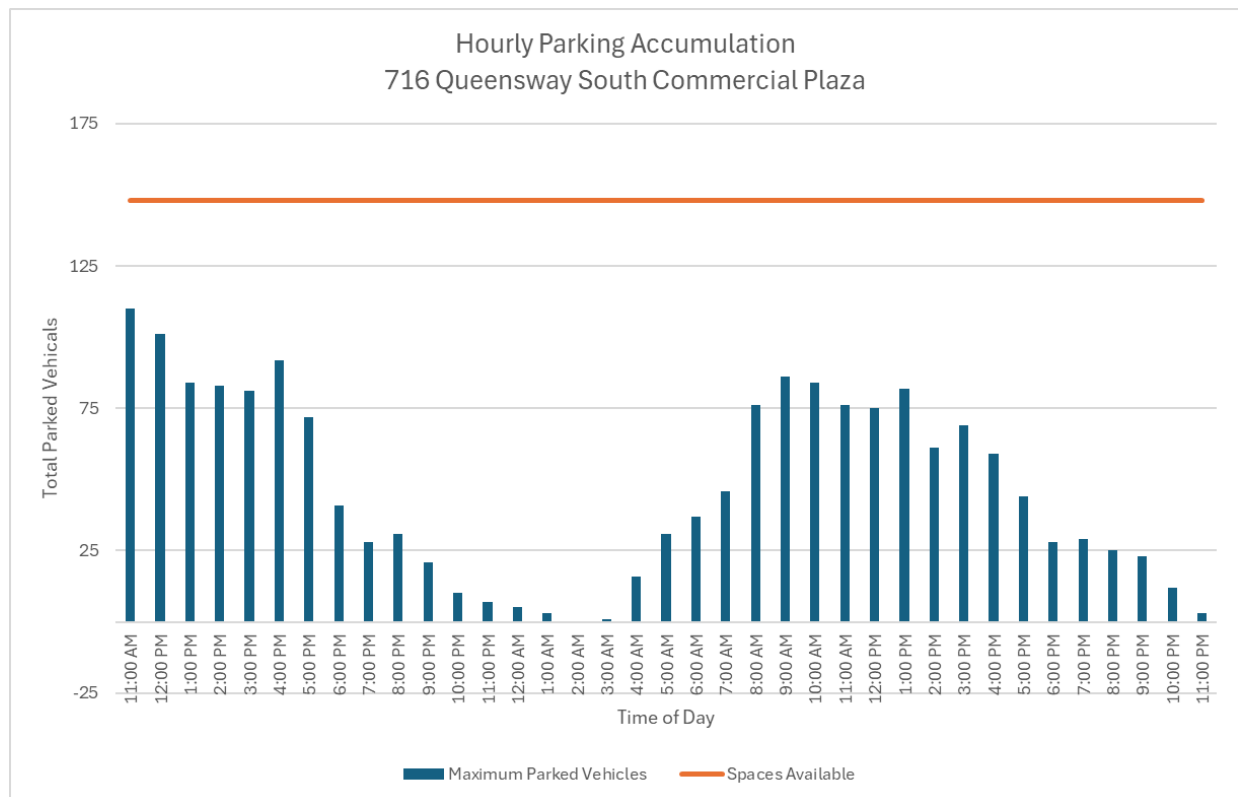


Criteria	Site Conditions
Land Use	Mixed Commercial
Zoning Bylaw Rate	Commercial 5.5 per 95 m ² GFA
Restaurant GFA Commercial GFA	250 m ² (15 required) 2420 m ² (140 required)
Observed Spaces	148 (155 required)
Peak Demand	110 (74% Occupied)*
Peak Rate	3.91 per 95 m ²

Data collection – 2 cameras

* Ins and Outs using drive-thru accounted for

** Weekday rate – data collected Thursday and Friday



716 Queensway South Commercial Plaza