Final Report

King Township Core Areas Parking Study

Prepared for King Township
by IBI Group

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Executive Summary

The Villages of King City, Nobleton, and Schomberg, along with several hamlets and smaller communities, make up the predominantly rural King Township ("Township"), located within York Region on the northern edge of the Greater Toronto Area (GTA). Through the development of a Community Improvement Plan for the Village cores adopted by Council in September 2014, a need for a Core Areas Parking Study (CAPS) was identified. The main goal of the CAPS is to determine if a parking supply deficiency is present in any of the Core Areas, and to help address the lack of understanding about the location of public parking facilities.

The parking systems of the Core Areas are used by a variety of stakeholders including commuters, residents, businesses, and visitors, among others. The Township is anticipated to experience significant growth in the near future, and the parking system of the Core Areas will experience an increase in parking demand. The existing system will be analyzed to determine if any immediate improvements should be implemented, and the future parking system will be projected to determine what medium- and long-term changes may be needed.

The following subsections outline the findings for each of the primary tasks of the CAPS; a list of recommendations will be presented at the end of the Executive Summary.

Parking Supply and Demand

Based on the parking utilization surveys, in King City there are currently 12 privately owned off-street facilities, four GO Transit parking lots, five municipally owned lots, and 384 on-street spaces. In Nobleton, the parking system within the study area consists of 11 privately owned off-street facilities, two school boards (decommissioned schools), one municipal lot, and 127 on-street parking spaces. The Schomberg study area consists of two privately owned lots, three municipally owned lots, and 235 on-street spaces. Parking utilization surveys were conducted during three different peak periods (weekday, Friday evening, and Saturday) to gain an understanding of the parking operations during each peak period.

Existing Parking Demand

In general, based on new parking surveys undertaken, there is sufficient available on- and off-street parking opportunities to meet the existing parking demand. Considering the overall parking systems, the maximum peak parking demand was operating below capacity in King City (42% utilized), Nobleton (38%), and Schomberg (25%). It should be noted that in King City, the GO Transit parking lots were analyzed as their own system because of the nature of commuter parking. The GO Transit parking lots operated at 100% capacity. Several on-street segments and off-street lots may operate at or near capacity during various periods; however, there is sufficient parking supply within close proximity to accommodate the excess demand with the exception of the GO Transit lots. Considering these conclusions, efforts are generally recommended to be targeted towards improving upon current parking operations instead of expanding the parking supply.

Future Parking Demand

While the existing parking supply is sufficient to meet the current parking demand (with the exception of the GO Transit parking lots), the Core Areas are anticipated to experience significant changes in regards to the parking demand within the next 10 years. Population growth forecasts, auto-trip reductions, changes in parking supply, and potential developments were applied to the existing parking demand to forecast the future parking scenario. The King City (71% utilized), Nobleton (39%), and Schomberg (25%) Core Area parking systems are

anticipated to operate below capacity during the 10 year study period. The GO Transit system is anticipated to operate at 161% capacity, and a supply expansion is needed in the near future.

Parking Policies and Strategies

As part of the CAPS, the existing parking policies and strategies were reviewed, and in some cases compared to best practices of similar sized municipalities in Ontario. The parking policies and strategies include parking standards and zoning by-laws (ZBLs), cash-in-lieu of parking, parking management, parking signage and wayfinding strategies, parking supply strategies, accessible parking review, preferred parking space review, and GO Transit parking. For some policies and standards, a best practices review was conducted for similar sized municipalities in Ontario. The municipalities included the Town of Aurora, Town of Newmarket, Town of Orangeville, Township of Scugog, City of Thorold, and the Township of Uxbridge.

Parking Standards and Zoning By-Laws

The parking requirements of the King City, Schomberg, and Nobleton ZBLs were compared to those of the similar sized municipalities. The minimum parking requirements as per the ZBL for land uses such as residential, office, retail, and restaurants were compared, since they comprise the majority of urban land uses. It was found that King Township's parking requirements were consistent with the average ZBL rates of the comparative municipalities.

Cash-in-Lieu of Parking

Cash-in-lieu of parking is a policy commonly used by many Canadian municipalities as a mechanism to address parking supply management. Cash-in-lieu is a provision granted by the municipality to land owners that are not able to provide the sufficient number of parking spaces required as per the ZBL. A nominal fee is paid to the municipality and put toward a parking reserve fund to pay for parking related expenses, which may include the acquisition, construction, or maintenance of municipal parking facilities. The policy keeps land owners accountable for providing the required parking spaces as per the ZBL through financial means instead of a physical parking space. In addition, cash-in-lieu can be used to facilitate development where providing on-site parking is too costly or space is not available, intensify downtown core areas, and encourages shared or short-term parking strategies.

Currently, Schomberg has a cash-in-lieu parking rate of $3,300 per space; King City and Nobleton do not have an existing cash-in-lieu policy. A cash-in-lieu rate comparison was conducted for the comparative municipalities, and it was found that Schomberg's cash-in-lieu fee was in line with the average rate for the other municipalities.

Parking Management

Based on the results from the parking demand analysis and comments from residents, several concerns regarding vehicles parked in prohibited areas were brought forward. Currently, parking enforcement is acted on a complaint basis within the Core Areas, which has led to some driers parking in prohibited areas or during prohibited times without the fear of by-law enforcement.

Parking violations were observed in King City along Keele Street, where vehicles partially block driveways, or park in on-street facilities when parking restrictions are in effect. In Schomberg, residents complained about vehicles blocking driveways, and unauthorized vehicles parking in the on-street accessible parking space on Main Street. No enforcement of parking management issues were noted in Nobleton based on the parking surveys or stakeholder feedback.

Parking Signage & Wayfinding Strategies

As part of the wayfinding strategy, static street signage should help guide drivers to parking facilities once they enter the Core Area, with directional signage located closer to the facility, and

identification signage that identifies the facility once the driver arrives. In addition, there should be pedestrian wayfinding present once the driver leaves the facility to help orient themselves in the Core Area. An effective signage and wayfinding strategy should significantly reduce driver confusion, and should elevate the parking experience. Behaviour such as cruising while looking for a parking facility will be reduced, which will improve the safety and operational performance of the road network.

Another effective strategy to compliment the street-level signage and wayfinding systems is to have an online map that shows all the parking facilities that are available for public use. This helps to raise public awareness of parking facilities that are available for parking, which reduces confusion and may lead to an increase in use at often underutilized facilities.

Parking Supply Strategies

Shared Parking Access Investigation

Shared parking involves the use of one parking facility by more than one land use, taking advantage of different parking demand patterns by time of day to reduce the total amount of parking that would have been required if facilities were not shared. Shared parking ensures that parking spaces are not designated for any particular user, but operate as a pooled parking resource.

The biggest benefits are realized with mixed-use developments, where uses have different peak demand times. For example, a restaurant and an office can share a parking facility with fewer total parking spaces than would otherwise be required for two separate parking facilities because they have different peak periods. As a result, shared parking encourages more efficient use of the parking supply. In addition, the potential reduction of spaces from shared parking could make it easier for land owners to provide the minimum parking requirement.

Shared Use Agreements

Similar to shared parking, shared use agreements take advantage of the fact that different land uses experience peak demand at different times. For example, a coffee shop typically experiences peak demand during the day, and a restaurant experiences peak demand in the evenings. When one facility is at peak demand, the other facility has excess capacity to accommodate the excess demand. A shared use agreement alleviates the need to further expand parking supply when a nearby parking facility has excess capacity at the same time.

Accessible Parking Review

Municipalities are moving towards adopting accessible parking requirements that are consistent with those that are outlined in the Accessibility for Ontarians with Disabilities Act (AODA). This is mandatory for all municipal parking facilities by 2025. With regards to private parking lots, according to Section 80.32 of the AODA standards, and further confirmed by Service Ontario, only new private developments or existing private developments that are going through renovations or redevelopment are subject to comply with the AODA guidelines by 2025.

AODA outlines accessible parking space rates, as well as the dimensions for parking spaces, which are larger to accommodate accessible vehicles and the loading/unloading of persons with disabilities. The Township's accessible parking requirements were compared against similar sized municipalities to see if any changes to the accessible parking rates in the ZBL should be modified. The accessible parking rate for King Township are in line with the comparative municipalities, no changes need to be made regarding accessible parking requirements.

Recommendations

Based on the existing and future demand analysis and the parking policies and strategy review, a list of recommendations for each of the three core areas was created, and is shown in **Exhibit 0-1, Exhibit 0-2**, and **Exhibit 0-3**. The tables present the strategy, recommendation, the King

Township entity/team that is responsible for implementation, a high level cost estimate to implement the recommendation, and the implementation timeline. The proposed implementation timeline is split into short term (1-2 years), medium term (3-5 years), long term (5-10 years), and ongoing. Short term recommendations can be viewed as “quick wins”, and can be implemented within a short time frame with low cost and effort.

Exhibit 0-1: King City Parking Recommendations

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Accessible Parking	Add two accessible parking spaces along Doctors Lane, where existing on-street parking is available. Add signage and pavement markings to clearly demarcate the space.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	Municipal off-street parking lots should be brought up to AODA standards, existing accessible parking spaces should be painted and signed.	By-law Enforcement Services with support from Engineering and Public Works Department		Short term
	Work with existing private property owners to suggest moving toward AODA compliance, using the CIP Grand program to assist with the associated costs.	By-law Enforcement Services with support from Engineering and Public Works Department		Medium term
Improve Parking Management	One by-law officer should enforce the Core Area during typical commercial business hours (between 8am and 6pm Monday to Friday) and when the restaurants and bars are busy (Friday and Saturday evenings) as well as during any special events.	By-law Enforcement Services	Additional hourly pay for 6 hours (2 extra hours during the day and 4 hours total Friday and Saturday evenings)	Short term / Ongoing
	Implementation of cash-in-lieu of parking in King City should be provided at the same rate as Schomberg ($3,300/space), with the understanding that public parking should be available to meet the future public parking deficiencies identified in King City based on the growth of existing parking demand. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development	Planning Department & Parks Recreation & Culture	N/A	Ongoing

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Parking Signage and Wayfinding Strategies	King to create an online map of available on-street and off-street parking locations to display on the Township website. King to develop and distribute education and awareness materials for businesses located in the Core Area that addresses the importance of on-street parking for businesses and overall health of the Core Areas, encourages business owners to coordinate off-street parking with other neighbouring businesses (shared-use agreement) and to encourage businesses to share the online map with their customers (e.g., link to map on website).	Planning Department, Information Technology, and Economic Development With support from GIS & Planning Department	Minimal costs associated with these recommendations	Medium term
	King to install larger signage for the Green P lot as per the requirements outlined in Ontario Traffic Manual Book 8: Guide and Information Signs (2018). Illuminating the Green P sign may not be a viable solution to garner the attention of drivers. Instead, in addition to an online map showing the lot, wayfinding signage should be installed on Keele Street, south of the Core Area and on King Road to the east and west of Keele Street to direct drivers to the Green P lot.	Parks, Recreation & Culture Department	Signage already purchased by King Township Parks, Recreation and Cultures Additional $10,000 for static wayfinding signage directing traffic to the Green P lot.	Short term
	King Township should discuss with Metrolinx the possibility of adding dynamic wayfinding signage on Station Road ahead of the driveways to help guide traffic to the parking lots with available capacity.	Economic Development, with support from Engineering and Public Works Department	$25,000 to $30,000 per dynamic sign Plus an additional $50,000 for the automated data collection system.	Medium term
Improve Infrastructure	Add pavement markings and signage along Doctor's Lane to identify on-street parking spaces.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	Assess current parking layouts, specifically the Green P lot, for potential room for additional parking.	Parks, Recreation & Culture Department	Minimal costs associated with these recommendations	Short term

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Infrastructure *(continued)*	Annual maintenance, such as line painting and repairing/replacing signage, should be completed.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Ongoing
	Consider conducting a Road Safety Audit along King Road or review collision history within the Core Area to determine if King Road would be suitable for on-street pavement markings which delineate parking spaces.	York Region & Engineering and Public Works Department	$15,000 to $20,000 fee to hire a consultant	Short term
	Parking should be prohibited along the west side of Keele Street from King Road to just north of the Roost Café (approximately 195 metres south of King Road) from Monday to Friday 7am-9am and 4pm-6pm. Parking should be prohibited along the east side of Keele Street from King Road to Sculptors Gate (south of the King City GO Station) from Monday to Friday 7am-9am and 4pm-6pm. King Township should add 2 short-term duration (2 hours) parking spaces on Keele Street near the Roost Café (south of the above parking prohibition limits). Consider completing a turn over study to determine the maximum short term duration appropriate for the two spaces.	By-law Enforcement Services with support from Engineering and Public Works Department	Minimal costs associated with the implementing the prohibition (add signage and educate the public) Approximately $15,000-$25,000 to hire a consultant to complete the turnover study and analyze the results	Medium term
	Explore granting public access to the existing laneway through the All Saints Anglican Church lot to provide pedestrian access from Doctor's Lane to Keele Street to encourage parking on Doctor's Lane	Parks, Recreation & Culture Department with support from Economic Development	A sidewalk connecting Doctor's Lane to Keele Street that is 3 metres wide x 80 metres long (2,583 sq.ft) would cost approximately: $6,000 to purchase the property $1,000 to build the sidewalk $5,000 additional maintenance annually	Medium term

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Infrastructure *(continued)*	Consider adding a sidewalk at the south end of the Green P lot that connects with the sidewalk along the north side of King Road. The sidewalk should be designed to enhance the public realm and ensure pedestrian safety. Further civil engineering work would need to be investigated by King Township.	Parks, Recreation & Culture Department	Approximately $50,000 for consultation and design services Approximately $250 per linear foot to build a concrete switchback ramp Approximately $20,000 for landscaping services	Medium term
Increase Public Parking and Supply	Consider allowing public parking at the Community Centre and Arena and installing wayfinding signage to direct motorist. During events at the Community Centre and Arena, Township staff should place a portable sign at the parking lot to direct general public parking to another suitable location.	Economic Development, Planning Department, and Parks, Recreation & Culture Department	N/A	Short term
	Explore opportunities to acquire permission for public parking at businesses with under-utilized parking lots (e.g. Shoppers Drug Mart on King Road). This would be a low cost measure to increase the public parking supply.	Economic Development, Planning Department,	N/A	Long term

Exhibit 0-2: Nobleton Parking Recommendations

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Accessible Parking	Municipal off-street parking lots should be brought up to AODA standards, existing accessible parking spaces should be painted and signed.	By-law Enforcement Services with support from Engineering and Public Works Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	Work with existing private property owners to suggest moving toward AODA compliance, using the CIP Grand program to assist with the associated costs.	By-law Enforcement Services with support from Engineering and Public Works Department		Medium term

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Parking Management	Facilitate a Shared-use agreement between Cappuccino Bakery and Nobleton Feed Mill (Raphaelle's Cantina).	Economic Development	N/A	Short term
	Implementation of cash-in-lieu of parking in Nobleton should be provided at the same rate as Schomberg ($3,300/space), with the understanding that public parking should be available to meet the future public parking deficiencies identified in King City based on the growth of existing parking demand. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development	Planning Department & Parks Recreation & Culture	N/A	Ongoing
Parking Signage and Wayfinding Strategies	Review existing signage and confirm / add all four layers of static wayfinding signs (introduction, directional, identification, and pedestrian).	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Approximately $10,000 to hire a consultant to complete the assessment Additional $10,000 to purchase various static wayfinding signage Cost for signage is dependent on assessment results.	Medium term
	Existing and future parking requirements could be resolved by introducing a shared-use agreement. Based on this parking study, there is no justification for constructing a Green P lot in Nobleton Core Area. Instead, King should create an online map of available on-street and off-street parking locations to display on the Township website.	Planning Department, Information Technology, and Economic Development With support from GIS & Planning Department	N/A	Medium term

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Infrastructure	Designate on-street parking along Wilsen Road by adding pavement markings along the north side of the road. The right-of-way width is sufficient to provide this additional parking.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	Annual maintenance, such as line painting and repairing/replacing signage, should be completed.	Engineering and Public Works Department		Short term / Ongoing
	Construct a raised curb on both sides of Old King Road. Designate on-street parking along Old King Road by adding pavement markings. Consider widening the ROW in order to provide parking on both sides.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Subject to further cost estimate -Approximately $30,000 for consulting and design fees -Approximately $35-$50 per linear foot to complete construction -Old King Road is approximately 550 feet -Cost is approximately $20,000 to $30,000 Total cost approximately $50,000 to $60,000	Long term
	Consider conducting a Road Safety Audit along King Road or review collision history within the Core Area to determine if King Road would be suitable for future on-street parking opportunities.	Engineering and Public Works Department	$15,000 to $20,000 fee to hire a consultant	Short term

Exhibit 0-3: Schomberg Parking Recommendations

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Accessible Parking	Add one accessible parking space in front of the Canada Post Office, where existing on-street parking is available. Add signage and pavement markings to clearly demarcate the space.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	Off-street parking lots should be brought up to AODA standards, existing accessible parking spaces should be painted and signed.	By-law Enforcement Services		Short term
	Work with private property owners to move toward AODA compliance, using the CIP Grand program to assist with the associated costs.	By-law Enforcement Services with support from Engineering and Public Works Department		Medium term
Improve Parking Management	The existing maximum 3 hour duration along Main Street should be enforced and monitored through the completion of a turn over study to determine a max time for short term parking on Main Street, push longer term parking on side streets and off-street.	Engineering and Public Works Department with support from Economic Development	Minimal costs associated with the implementing the prohibition (add signage and educate the public) Approximately $15,000 to $25,000 hire a consultant to complete the turnover study and analyze the results	Medium term
	One by-law officer should enforce the Core Area during typical commercial business hours (between 8am and 6pm Monday to Friday) and when the restaurants and bars are busy (Friday and Saturday evenings) as well as during any special events.	By-law Enforcement Services	Additional hourly pay for 6 hours (2 extra hours during the day and 4 hours total Friday and Saturday evenings)	Short term / Ongoing
	Maintain existing cash-in-lieu rate for Schomberg. Although no cash-in-lieu fees have currently been collected, any future collected fees should be used to maintain Green P lot and fix damaged bumpouts. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development.	Planning Department & Parks Recreation & Culture	N/A	Ongoing
	Review the ZBL to explore providing a future shared parking solution for land owners in the application stage.	Planning Department		Medium term

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Parking Signage and Wayfinding Strategies	King to install a larger signage for the Green P lot as per the requirements outlined in OTM Book 8: Guide and Information Signs document. Signage should be installed along Main Street, north and south of the Core Area, to direct traffic to the Green P lot.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Similar cost as new Green P signage in King City	Short term
	King to create an online map of available on-street and off-street parking locations to display on the Township website. King to develop and distribute education and awareness materials for businesses located in the Core Area that addresses the importance of on-street parking for businesses and overall health of the Core Areas, encourages business owners to coordinate off-street parking with other neighbouring businesses (shared-use agreement) and to encourage businesses to share the online map with their customers (e.g., link to map on website).	Planning Department, Information Technology, and Economic Development With support from GIS & Planning Department	Minimal costs associated with these recommendations	Medium term
	Install signage along Main Street notifying drivers of the 3-hour maximum duration.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with this recommendation	Short term
Improve Infrastructure	Improve winter maintenance for the Green P parking lot.	Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term / Ongoing
	Annual on & off street public parking stall maintenance, such as line painting and repairing/replacing signage, should be completed.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department		Short term / Ongoing

Strategy	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Infrastructure *(continued)*	Update the Schomberg Village Design Guidelines so that Section 4.2.6 Lighting section includes design standards for illuminating parking lots to enhance pedestrian safety	Planning Department	N/A	Short term
	Explore the opportunity with Canada Post to remove the median that is separating the Green P lot from the Post office lot to combine both into one large and open lot. Designate spaces for Post Office use only through the use of signage. Reconfigure the new parking lot to provide the most amount of parking spaces. Install lighting throughout the parking lot.	Parks, Recreation & Culture Department with support from Economic Development	$40,000 to $60,000	Medium term
Increase Public Parking Supply	Allow wayfinding for public parking at the Community Centre and Arena. Parks and Recreation staff should place a portable sign at the parking lot to prohibit parking in the lots unless attending the event when special events are running.	Economic Development and Parks, Recreation & Culture Department	N/A	Short term
	Explore opportunities to acquire permission for public parking at businesses with under-utilized parking lots (e.g. RONA on Main Street). This would be a low cost measure to increase the public parking supply	Economic Development, Planning Department	N/A	Long term
	An agreement with the Agriculture Society should be explored to create additional off-street parking in a central location	Economic Development and Planning Department	N/A	Medium term

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1 Introduction

1.1 Study Background and Objectives

The Villages of King City, Nobleton, and Schomberg, along with several hamlets and smaller communities, make up the predominantly rural King Township ("Township"), located within York Region on the northern edge of the Greater Toronto Area (GTA). Through the development of a Community Improvement Plan for the Village cores adopted by Council in September 2014, a need for a Core Areas Parking Study ("CAPS") was identified. The goals of the CAPS are to determine if a parking supply deficiency is present in any of the Core Areas and to help address the lack of understanding about the location of public parking facilities.

The parking systems of the Core Areas are used by a variety of stakeholders including commuters, residents, businesses, and visitors, among others. The Township is anticipated to experience significant growth in the near future, and the parking system of the Core Areas will experience an increase in parking demand. The existing system will be analyzed to determine if any immediate improvements should be implemented, and the future parking system will be projected to determine what medium- and long-term changes may be needed.

This study examines the parking operations within the King City, Nobleton, and Schomberg Core Areas. Currently, on-street and off-street parking is free in all three Core Areas; parking duration is restricted to a maximum of three hours on Regional and Municipal roads. In addition to numerous off-street parking facilities, there are two Green P parking lots for public use, one located in King City and the other in Schomberg. Both Green P parking lots are available to the public free of charge

In King City, the study area consists of 12 privately owned off-street facilities, four GO Transit parking lots, five municipally owned lots, and 384 on-street spaces. In Nobleton, the parking system within the study area consists of 11 privately owned off-street facilities, two school boards (decommissioned schools), one municipal lot, and 127 on-street parking spaces. The Schomberg study area consists of two privately owned lots, three municipally owned lots, and 235 on-street spaces.

It should be noted that the capacities stated above are comprised of the surveyed parking supply of the parking facilities selected to be included in the study. Other lots with only a few parking spaces were not considered as part of this assessment. Furthermore, additional parking facilities may be available for use outside of the Core Areas.

1.2 Study Scope

The CAPS is divided into three primary tasks:

- **Existing Parking Supply and Demand**: review of the current parking operations in the three Core Areas using collected supply and demand data;
- **Future Parking Assessment**: projection of the future parking demand, taking into account population growth and potential parking system changes, such as new developments, to identify future parking needs; and
- **Parking Policies and Strategies**: provide recommendations to help guide policies and strategies in the following areas:
    - Parking standards and zoning by-laws;
    - Cash-in-lieu of parking;
    - Enforcement strategies;
    - Parking wayfinding technology;
    - Parking supply strategies;
    - Parking management strategies;
    - Accessible parking review;
    - Preferred parking space review; and
    - GO Transit Parking.

2 Background Document Review

This section covers the summary of a review of relevant background materials used in the CAPS. The objective of this review was to help establish the groundwork for the study by examining the Core Area's parking history and identifying current policies and guiding principles to which the study recommendations should adhere to. The following documents were reviewed:

- King Township Draft Official Plan (2017);
- York Region Transportation Master Plan (2016);
- King City and Schomberg Core Area Zoning By-Law (2017);
- Nobleton Core Area Zoning By-Law (2016);
- King Township Economic Development Strategy (2013);
- Community Improvement Plan for the Communities of King City, Nobleton and Schomberg (2014); and
- Keele Street and King Road Intersection Functional Design & Parking Capacity Assessment, Draft Review (2017).

2.1 Community Improvement Plan for the Communities of King City, Nobleton and Schomberg (2014)

The Community Improvement Plan (CIP) is a document that was created to help Township staff achieve revitalization for the Core Areas of King City, Nobleton, and Schomberg while maintaining the cultural heritage of each community. The CIP presents a 10-year vision for each of the three communities, outlines financial incentive programs to promote revitalization and improvement of private property in each community, provides a framework for each incentive program, and provides other strategies to help guide the revitalization of the communities. Specific to parking, the CIP provides the following incentives:

- Building Accessibility Improvement Grant – This grant is available to assist eligible property owners with the cost of implementing measures to improve the accessibility of their property, including accessible parking spaces;
- Motor Vehicle & Bicycle Parking Improvement Grant – This grant is available to assist eligible property owners with the cost of installing or replacing on-site bicycle parking, or improving the supply or quality of rear or side yard parking areas; and
- Property Conversion, Reuse or Repurposing Grant – This grant is available to assist eligible property owners that are converting the land uses inside their property. The costs associated with zoning by-law amendments or minor variance requests may have an associated application fee rebate.

In addition, the CIP contains policies that are related to streetscape improvements which include demarcation of on-street parking, maintenance of sidewalks, and other public realm improvements. Any recommendations as part of this study will take into account the goals and visions of the CIP.

2.2 King Township Draft Official Plan (2017)

The King Township Draft Official Plan provides a policy framework which is intended to guide growth and development within the Township to the year 2031. The York Region Official Plan (2010) forecasts that King Township's population will to grow from 25,400 in 2016 to 34,900 in 2031, which equates to 37% over a 15 year period. The population growth is split between the three villages of King City (122% growth), Nobleton (25% growth), Schomberg (10% growth),

and the rural areas (7% decrease). In addition to population growth, each of the Core Areas contain pockets that are identified as potential intensification areas, which further reinforces the need for comprehensive growth management strategies and policies.

Specific to parking, the Draft Official Plan's main objective is to ensure sufficient parking opportunities are provided to accommodate the existing and future needs and to promote development in each of the Core Areas. The Draft Official Plan provides the following policies for parking in the Core Areas:

- Parking in the Core Areas shall be comprised of a combination of private and if available and/or planned, public parking facilities;
- The provision of adequate and convenient off-street parking is recognized as a necessity in the promotion and enhancement of the Core Areas. To this end Council shall encourage the coordination of existing parking facilities including the linkage of driveways and lanes for parking purposes. To the extent possible, new parking facilities shall be coordinated and linked with existing parking facilities;
- The Township may reduce or eliminate vehicular parking requirements in the Core Areas where shared parking is possible (on multiple properties and/or via on-street parking);
- The Township may consider a cash-in-lieu of parking by-law to exempt or partially exempt development/redevelopment from vehicle parking requirements where it is determined that public parking facilities can accommodate the demand; and
- The Township may consider updating the parking provisions of the Zoning By-law to not require additional on-site parking in circumstances where there is a change from one use to another within the confines of an existing building.

The transportation policies of the Draft Official Plan provide that:

- Where appropriate, the Township shall require new development applications to demonstrate how the proposed development is transit-oriented, supports trip reduction, and incorporates transportation demand management objectives, in accordance with the York Region Transit- Oriented Development Guidelines and Transportation Mobility Guidelines for Development Applications, as amended.

The recommendations formulated through this study will aim to support the policies and guiding principles set out by the Draft Official Plan.

2.3 York Region Transportation Master Plan (2016)

The York Region Transportation Master Plan provides a framework to guide the growth of the transportation system up until 2041. The Transportation Master Plan has five main objectives, which work together to encourage efficient development of a transportation network, facilitate economic growth through the Region, and promote active transportation, thereby reducing dependency on single occupant vehicles. In addition, one area of focus for the Master Plan is commuter parking management. By providing commuter parking facilities outside of urban areas, the number of vehicles travelling through the urban centres is greatly reduced. The Master Plan states efficient parking policies can help reduce vehicle demand, encourage sustainable modes of transportation, and provide first and last mile enhancements for commuters that use transit. The recommendations formulated through this study will aim to support the policies and guiding principles set out by the Regional Transportation Master Plan.

2.4 King City and Schomberg Core Area Draft Zoning By-Law (2017) and Nobleton Core Area Zoning By-Law (2016)

The King City and Schomberg Core Area Zoning By-Law (ZBL) defines a set of provisions that are intended to regulate all aspects of development within the King City and Schomberg Core Areas. With respect to parking, the ZBL provides details such as required parking spaces based on land use, parking space dimensions, accessible parking requirements, bicycle parking, and loading space requirements. Special attention has been given to ensuring that the study conclusions and recommendations support the policies set out by the Township's ZBL. A separate ZBL for the Nobleton Core Area exists that is generally the same regarding parking provisions, but with slight variations in land uses and parking requirements. In addition, both by-laws have special parking requirements for the Core Area (CA) zone, which is presented in Section 4.5 of both by-laws. The provisions in Section 4.5 allow land owners to provide a lower number of parking spaces compared to a similar land use in a non-CA zone.

2.5 King Township Economic Development Strategy (2013)

The purpose of the King Township Economic Development Strategy is to guide sustainable growth of economic development over the long term horizon. The strategy outlines four overarching goals that are intended to help foster growth of new and existing businesses, balance economic growth with environmental responsibility, increase investment in the local economy, and promote the Township's cultural identity. There are action items that have been created to help achieve each of the four high level goals. In addition, a SWOT (strengths, weaknesses, opportunities, and threats) assessment of King Township was conducted to identify areas of focus to help achieve the long term economic goals.

Specific to parking, the Economic Development Strategy identifies a lack of transit connections to and from King City, which makes it difficult for potential workers to access the Core Area without a vehicle. The report highlights that there is limited GO Transit service to King City, but the existing parking supply is not sufficient to accommodate the commuter demand. In addition, GO Transit is moving toward two-way, all-day train service to King City, which will further increase ridership and parking demand at the station.

2.6 Keele Street and King Road Intersection Functional Design & Parking Capacity Assessment, Draft Review (2017)

WSP was retained by York Region to examine the impacts on the traffic and parking operations near the intersection of Keele Street and King Street in King City if northbound and southbound left-turn lanes were added on Keele Street. Parking on Keele Street just south of King Road was observed to operate near 100% capacity for a majority of the parking survey. Any reductions to the parking supply on Keele Street would have to be provided elsewhere within an acceptable walking distance of the removed spaces. The study outlines the number of parking spaces that would be removed along Keele Street to accommodate the new intersection geometry, considers the impact of the supply reduction on the parking system, and develops a parking plan to address the loss of the parking supply on the system. The preferred design would result in the loss of 10 on-street parking spaces on the east side of Keele Street, south of King Road. WSP proposes that the lost spaces could be accommodated on Doctor's Lane, and mitigation measures such as building connecting pathways, creating a signage and wayfinding plan, and a communication plan could be implemented to improve the parking conditions along Keele Street.

The parking demand observed by WSP was consistent with the parking demand analysis conducted by IBI Group presented in Section 3.4.1 of this study. Recommendations presented in this report will be evaluated, and if appropriate, be included as part of the recommendations of this study.

3 Existing Parking Supply and Demand

3.1 Parking Utilization Data Collection

A parking utilization survey was conducted for the Core Areas of King City, Nobleton, and Schomberg to capture utilization rates of on-street and off-street parking facilities. Parking demand data was collected on an hourly basis and counted on the following days:

- **Tuesday, March 20, 2018**: 8:00 AM to 12:00 AM (midnight) in Nobleton & Schomberg;
- **Wednesday, March 21, 2018**: 8:00 AM to 12:00 AM (midnight) in King City;
- **Friday, March 23, 2018**: 6:00 PM to 9:00 PM in King City, Nobleton, & Schomberg; and
- **Saturday, March 24, 2018**: 1:00 PM to 6:00 PM in King City, Nobleton, & Schomberg.

The parking supply of on-street and off-street facilities were counted on-site, prior to conducting the surveys. For on-street segments without pavement markings, supply was calculated by measuring the distance where parking was permitted, and dividing by 7 metres (m), the length of a typical parallel parking space. Areas where parking was not permitted, such as driveway openings or in front of fire hydrants, were not included as part of the calculation.

Spot counts were conducted by King Township staff in all three Core Areas for facilities where high parking demand was observed to ensure that parking demand previously counted by IBI Group was in line with typical conditions. The counts were conducted between Wednesday, May 30, 2018, and Monday, June 11, 2018.

The parking demand collected by IBI Group was higher than the spot counts conducted by King Township; therefore, the parking demand observed by IBI Group was used going forward.

In addition to the spot counts, GO Transit provided parking data for their off-street facilities in the King City Core Area (GO Lots 1-4, and King City United Church). The parking demand from GO Transit was higher than what was observed by IBI Group; therefore, the GO Transit parking demand numbers were used.

3.2 Parking Inventory

This section outlines the parking capacity for King City, Nobleton, and Schomberg that were collected during the data collection phase. Each Core Area has a block-by-block breakdown of surveyed on-street parking facilities, and a lot-by-lot breakdown for off-street facilities. All on- and off-street facilities do not require payment, but since many off-street facilities are privately owned, spaces in the lot are reserved for customers/users of the building.

3.2.1 King City Core Area

The surveyed King City Core Area parking system consists of 12 privately owned lots, four GO Transit lots, and five municipally-owned Green P lot. Additionally, there are 20 on-street segments. **Exhibit 3-1** and **Exhibit 3-2** show the surveyed off-street and on-street facilities, respectively.

Exhibit 3-1: Surveyed King City Off-Street Parking Inventory

Location	Parking Spaces
GO Lot 1*	237
GO Lot 2*	122
GO Lot 3*	140
GO Lot 4*	69
King City United Church*	58
Anglican Church	23
Paper Crane Sushi	26
Locale Restaurant**	12
Green P Lot**	30
King City Market**	35
Community Centre & Arena	108
Senior Centre	15
LGL Limited	19
CIBC	22
Canada Trust	22
King's Variety Plaza	9
Shoppers Drug Mart	63
RBC Royal Bank	29
Rockford's Bar & Grill	29
2075 King Road lot	84
Public Library	34
King City Off-Street Total (Without GO Parking)	**560**
King City Off-Street Total (With GO Parking)	**1186**

*Note: these lots are used by GO Transit during the weekday, therefore they were analyzed separately from the King City Core Area.
**Note: in lieu of pavement markings demarcating individual parking spaces, the supply for this lot was estimated based on the size of the parking lot and the size of a typical parking space.

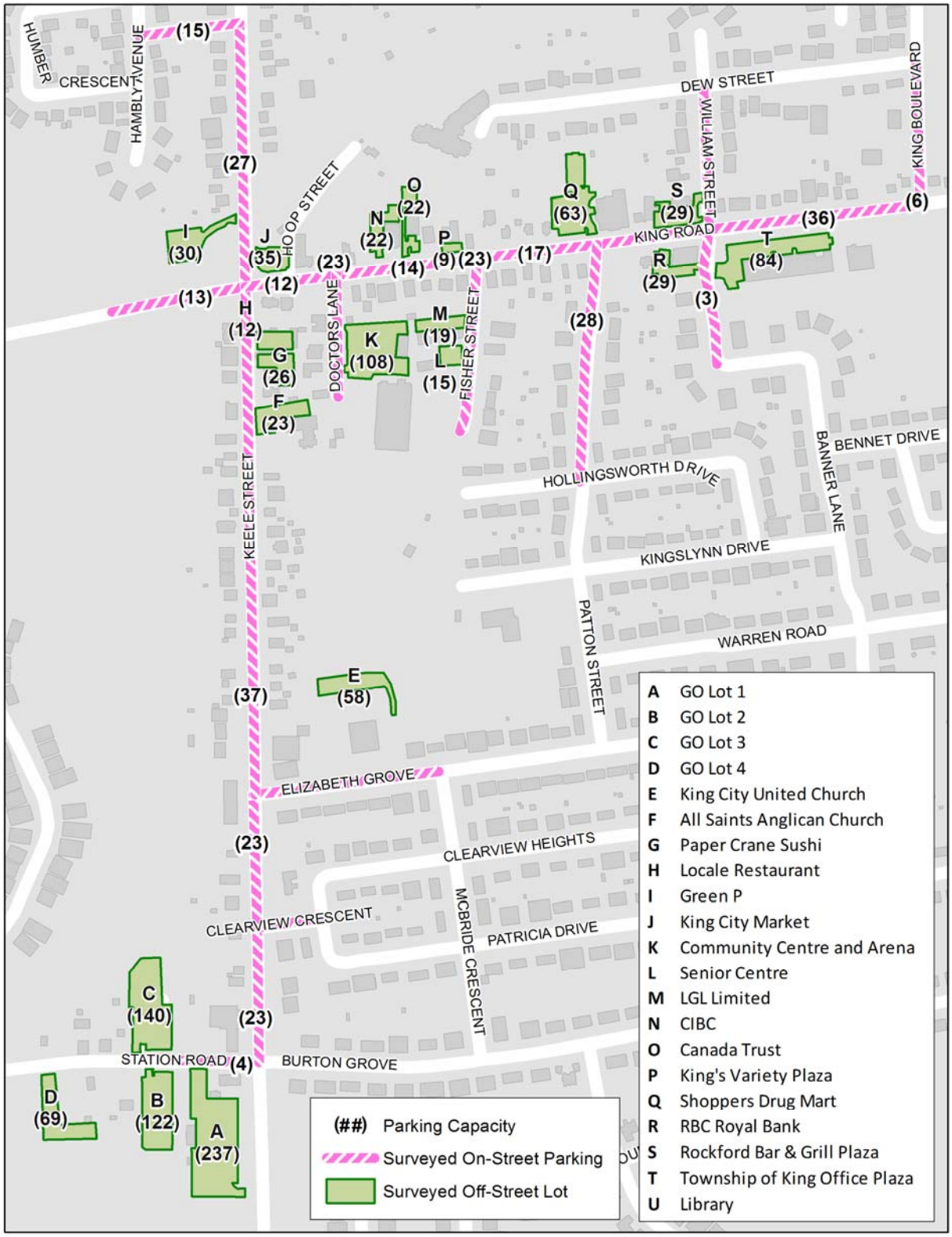
Exhibit 3-2: Surveyed King City On-Street Parking Inventory

Street	Between	Parking Spaces *	Comments
Keele Street	Station Road/Burton Grove to Clearview Crescent	23	No parking between 7:00 AM to 9:00 AM & 3:00 PM to 6:00 PM
Keele Street	Clearview Crescent to Elizabeth Grove	23	
Keele Street	Elizabeth Grove to King Road	62	
Keele Street	King Road to Heritage Street	27	
Doctors Lane	King Road to End	23	
Fisher Street	King Road to End	23	
Patton Street	King Road to Hollingsworth Drive	28	
Banner Lane	King Road to 100m south of King Road	3	
William Street	King Road to Dew Street	0	
King Boulevard	King Road to Dew Street	6	No parking between 9:00 AM to 5:00 PM
Clearview Crescent	Keele Street to Clearview Heights	5	
Elizabeth Grove	Keele Street to McBride Crescent	32	
King Road	100m west of Keele Street to Keele Street	13	No parking between 7:00 AM to 9:00 AM & 3:00 PM to 6:00 PM
King Road	Keele Street to Doctors Lane	12	
King Road	Doctors Lane to Fisher Street	14	
King Road	Fisher Street to Patton Street	17	
King Road	Patton Street to William Street/Banner Lane	22	
King Road	William Street/Banner Lane to King Boulevard	36	
Heritage Street	Hambly Avenue to Keele Street	15	
Station Road	West Street to Keele Street	0	
King City On-Street Total		**384**	

*Note: the parking supply shown in **Exhibit 3-2** do not reflect reductions in supply due to parking restrictions that occur throughout the day.

As shown in **Exhibit 3-1** and **Exhibit 3-2**, the King City Core Area parking supply, not including the GO lots, is comprised of 560 off-street parking spaces and 384 on-street spaces (944 total parking spaces). The capacity of the on-street segments were calculated by measuring the distance where parking was permitted and dividing by 7 metres, a typical length of a parallel parking space. Areas where parking was not permitted, such as driveway openings or in front of fire hydrants, were not included as part of the calculation. **Exhibit 3-3** shows a map of the King City parking facilities that were included in the utilization analysis.

Exhibit 3-3: King City Core Area Parking Inventory Map



3.2.2 Nobleton Core Area

The surveyed Nobleton Core Area parking system consists of 13 privately owned lots, and seven on-street segments. **Exhibit 3-4** and **Exhibit 3-5** show the surveyed off-street and on-street facilities, respectively.

Exhibit 3-4: Surveyed Nobleton Off-Street Parking Inventory

Location	Parking Spaces
Nobleton Guardian Pharmacy	25
CIBC	8
Community Centre & Arena	112
Nobleton Feed Mill (Raffaele's Cantina)	22
Heritage Home	11
Cappuccino Bakery	31
Nobleton Mini Mart Plaza	18
RBC Royal Bank	25
Daisy Mart	10
Misoya Sushi Plaza	17
Loconte Fine Meats Plaza	17
Nobleton Jr. Public School Lot 1	10
Nobleton Jr. Public School Lot 2*	16
Nobleton Off-Street Total	**322**

*Note: in lieu of pavement markings demarcating individual parking spaces, the supply for this lot was estimated based on the size of the parking lot and the size of a typical parking space.

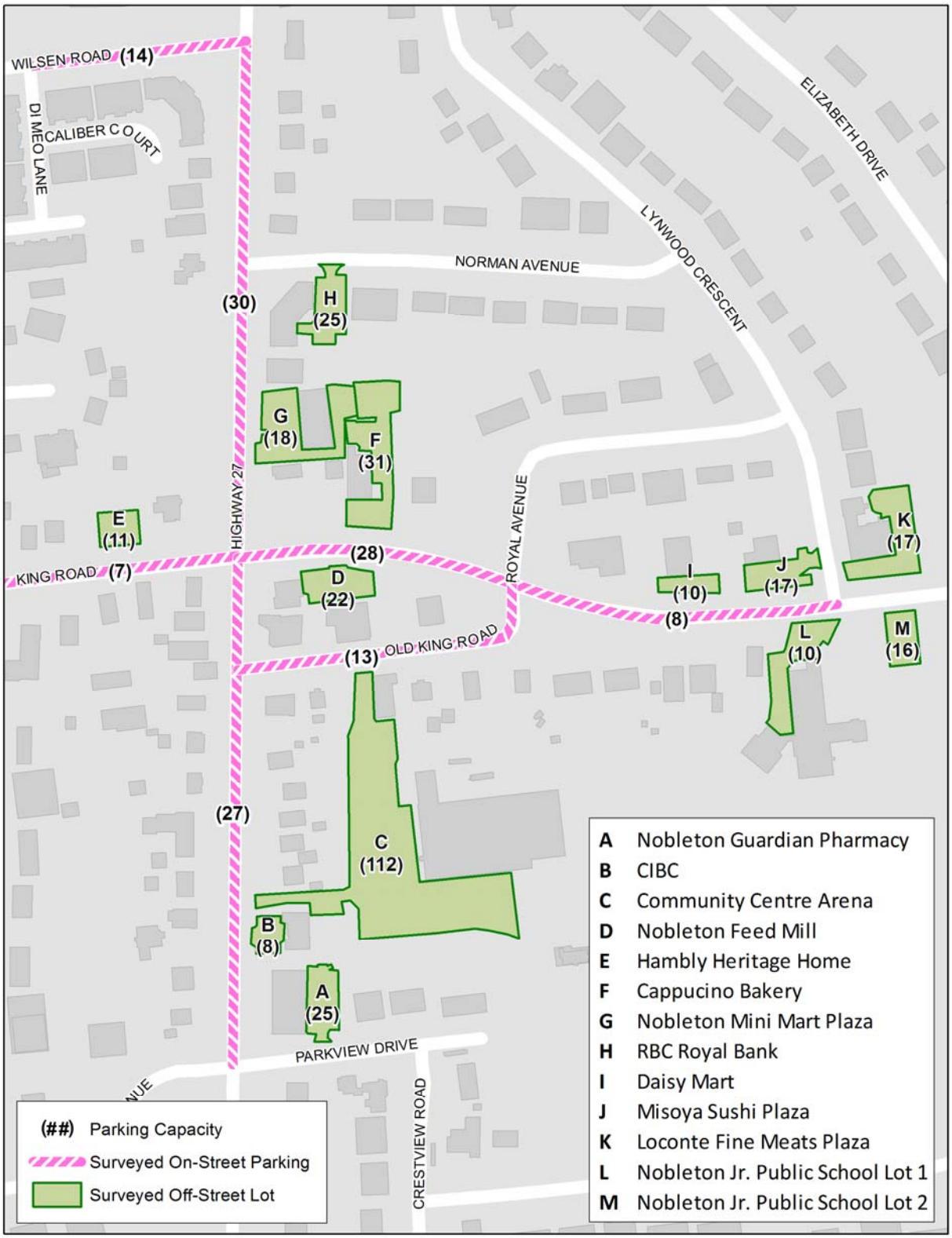
Exhibit 3-5: Surveyed Nobleton On-Street Parking Inventory

Street	Between	Parking Spaces *	Comments
King Road	100m west of Highway 27 to Highway 27	7	No parking between 7:00 AM to 9:00 AM & 3:00 PM to 6:00 PM
King Road	Highway 27 to Old King Road	28	
King Road	Old King Road to Lynwood Crescent	8	
Wilsen Road	Highway 27 to Di Meo Lane	14	
Old King Road	Highway 27 to King Road	13	
Highway 27	Ellis Avenue/Parkview Avenue to King Road	27	
Highway 27	King Road to Wilsen Road	30	
Nobleton On-Street Total		**127**	

*Note: the parking supply shown in **Exhibit 3-5** do not reflect parking restrictions that occur throughout the day.

As shown in **Exhibit 3-4** and **Exhibit 3-5**, the Nobleton Core Area parking supply is comprised of 322 off-street parking spaces and 127 on-street spaces (449 total parking spaces). The capacity of the on-street segments were calculated by measuring the distance where parking was permitted and dividing by 7 metres, a typical length of a parallel parking space. Areas where parking was not permitted, such as driveway openings or in front of fire hydrants, were not included as part of the calculation. **Exhibit 3-6** shows a map of the Nobleton parking facilities that were included in the utilization analysis.

Exhibit 3-6: Nobleton Core Area Parking Inventory Map



3.2.3 Schomberg Core Area

The surveyed Schomberg Core Area parking system consists of four privately owned lot, and one municipally owned Green P lot. Additionally, there are six on-street segments. **Exhibit 3-7** and **Exhibit 3-8** show the surveyed off-street and on-street facilities, respectively.

Exhibit 3-7: Surveyed Schomberg Off-Street Parking Inventory

Location	Parking Spaces
CIBC	13
RONA*	38
Green P	20
Former Schomberg Agricultural Arena & Community Centre*	104
Osins Lions Park*	60
Nobleton Off-Street Total	**235**

*Note: in lieu of pavement markings demarcating individual parking spaces, the supply for this lot was estimated based on the size of the parking lot and the size of a typical parking space.

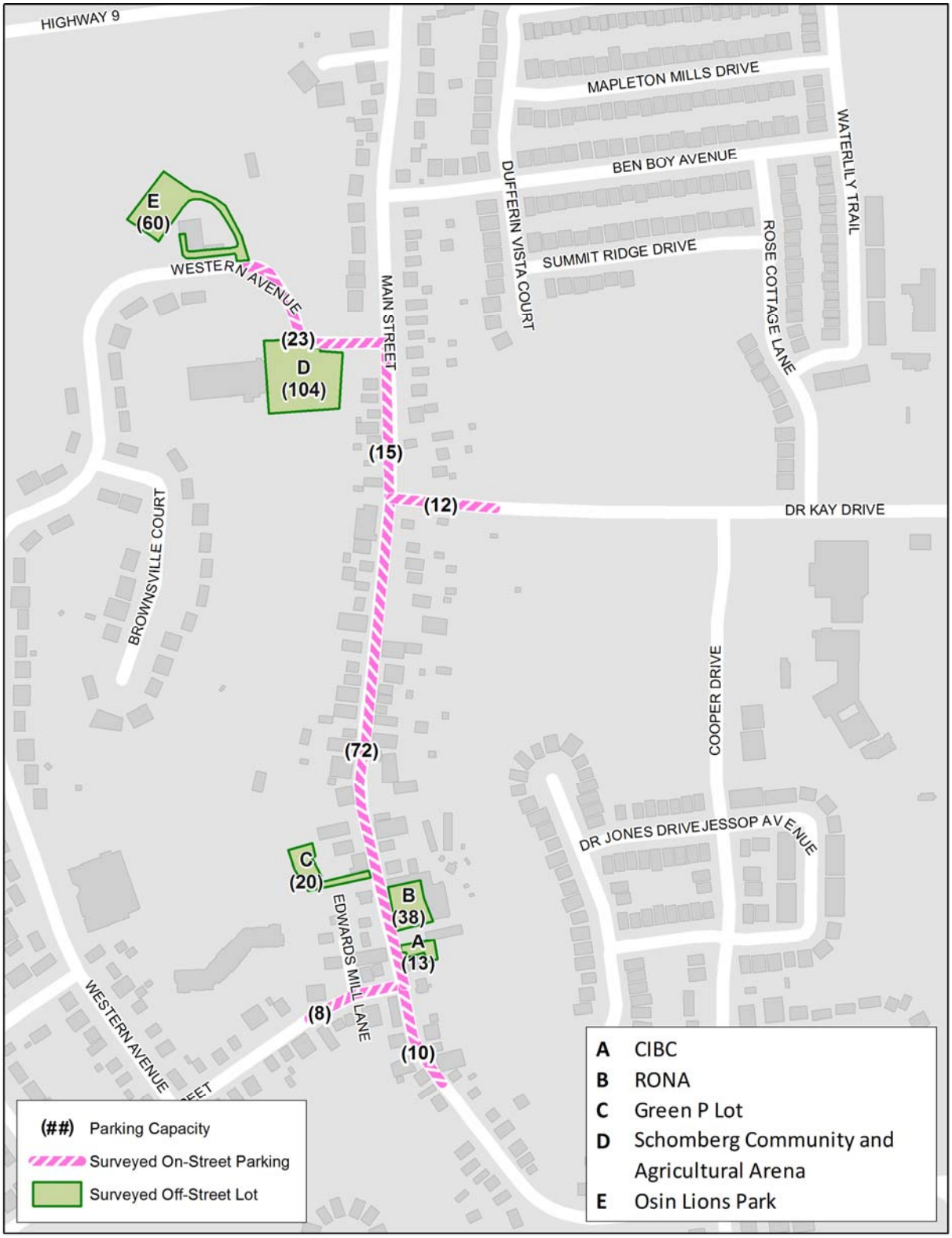
Exhibit 3-8: Surveyed Schomberg On-Street Parking Inventory

Street	Between	Parking Spaces *
Main St	100m south of Church Street to Church Street	10
Main St	Church Street to Dr Kay Drive	72
Main St	Dr Kay Drive to Western Avenue	15
Dr Kay Dr	Main Street to 100m east of Main Street	12
Church St	100m west of Main Street to Main Street	8
Western Ave	200m west of Main Street to Main Street	23
Schomberg On-Street Total		**140**

*Note: the parking supply shown in **Exhibit 3-5** do not reflect parking restrictions that occur throughout the day.

As shown in **Exhibit 3-7** and **Exhibit 3-8**, the Schomberg Core Area parking supply is comprised of 235 off-street parking spaces and 140 on-street spaces (375 total parking spaces). The capacity of the on-street segments were calculated by measuring the distance where parking was permitted and dividing by 7 metres, a typical length of a parallel parking space. Areas where parking was not permitted, such as driveway openings or in front of fire hydrants, were not included as part of the calculation. **Exhibit 3-9** shows a map of the Schomberg parking facilities that were included in the utilization analysis.

Exhibit 3-9: Schomberg Core Area Parking Inventory Map



3.3 Seasonal Parking Demand Fluctuation Assessment

Typically, parking patterns are known to vary throughout the calendar year. For example, parking demand during winter months are typically lower due to colder weather and heavy snowfall which may deter people from visiting the downtown core. In addition, parking systems are designed to accommodate the 85th to 90th percentile peak annual parking demand. This ensures that the parking system is capable of accommodating all but the highest demand throughout the year. If a parking system was designed to accommodate the peak demand, it would result in the system being underutilized for the remainder of the year.

To determine seasonal parking adjustment, monthly parking revenue is typically gathered from the municipality, and the 90th percentile monthly revenue is calculated. The 90th percentile revenue is compared to determine if parking demand in the month when surveys were conducted need to be adjusted to account for fluctuations in seasonal parking patterns. A seasonal adjustment factor would then be applied to the surveyed demand, which accounts for the fluctuation of parking demand that occurs month to month.

However, King Township does not currently have facilities that require hourly payment in any of the three Core Areas and so it is not possible to determine a seasonal adjustment factor by that process.

In lieu of revenue data, research was conducted to determine if other municipalities have typical seasonal adjustment factors. A study conducted by Fiez and Ratliff (2017)[1] examined the characteristics of curbside parking to better understand impacts on parking demand and pricing. The study compared Seattle's monthly on-street parking occupancy rates to determine if seasonality impacted parking demand. Fiez and Ratliff (2017) found that parking occupancies fluctuated by up to 10%, depending on which season is being transitioned to/from.

Based on the research conducted by Fiez and Ratliff (2017), and previous project experience, it is proposed that a seasonal adjustment factor of 1.10 is applied to all surveyed parking counts to account for the uncertainty of the impacts of seasonality on parking demand. This value is consistent based on our experience with other municipal parking master plan studies, and may result in slightly conservative results.

3.4 Parking Utilization

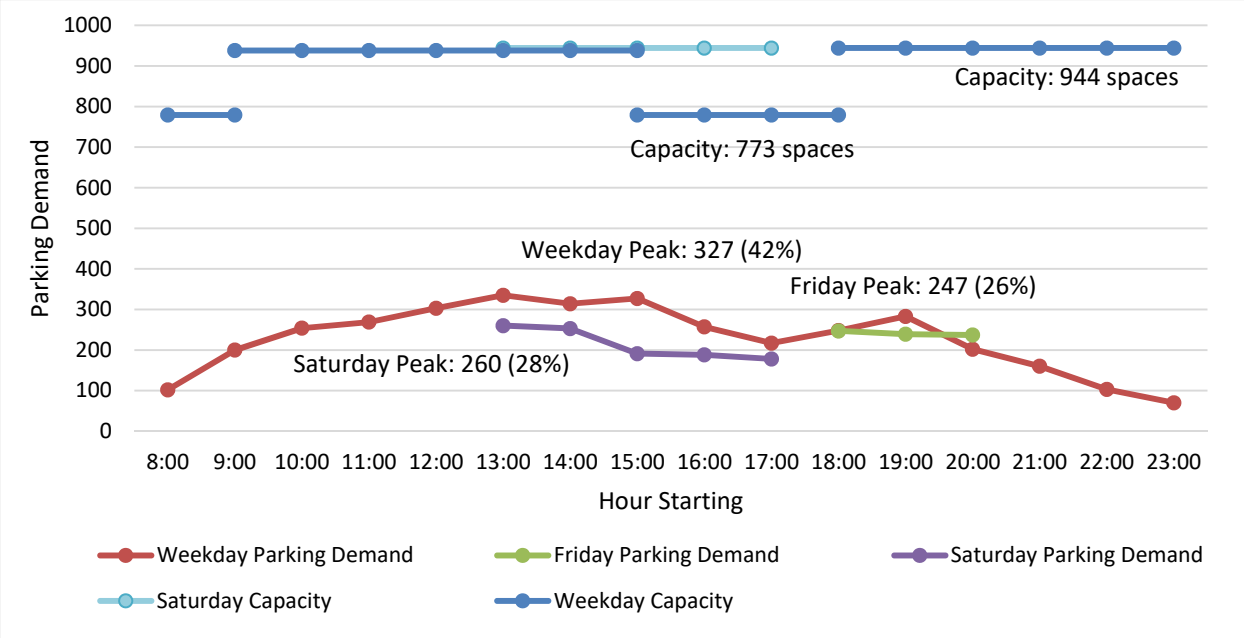
This section outlines the existing parking utilization for the three Core Areas, and identifies areas where parking demand is approaching capacity. Parking systems are considered "effectively full" when the utilization approaches 85-90% occupancy. Once parking demand exceeds this threshold, drivers typically begin to have difficulty finding an available parking space and assume a parking lot is completely full.

3.4.1 King City Core Area

Exhibit 3-10 shows the King City Core Area on-street parking utilization by hour for the weekday, weekday evening, and weekend survey periods. It should be noted that the parking supply varies throughout the day due to parking restrictions along Keele Street, King Road, and King Boulevard. Similar exhibits for on-street and off-street facilities, as well as the peak parking demand for each survey period are provided in the Parking Utilization Survey Results Memorandum in **Appendix A**.

[1] Tanner Fiez and Lillian J. Ratliff, "Data-Driven Spatio-Temporal Analysis of Curbside Parking Demand: A Case-Study in Seattle", *IEEE Transactions on Intelligent Transportation Systems* (December 2017)

Exhibit 3-10: King City Core Area Parking Utilization (System Total)

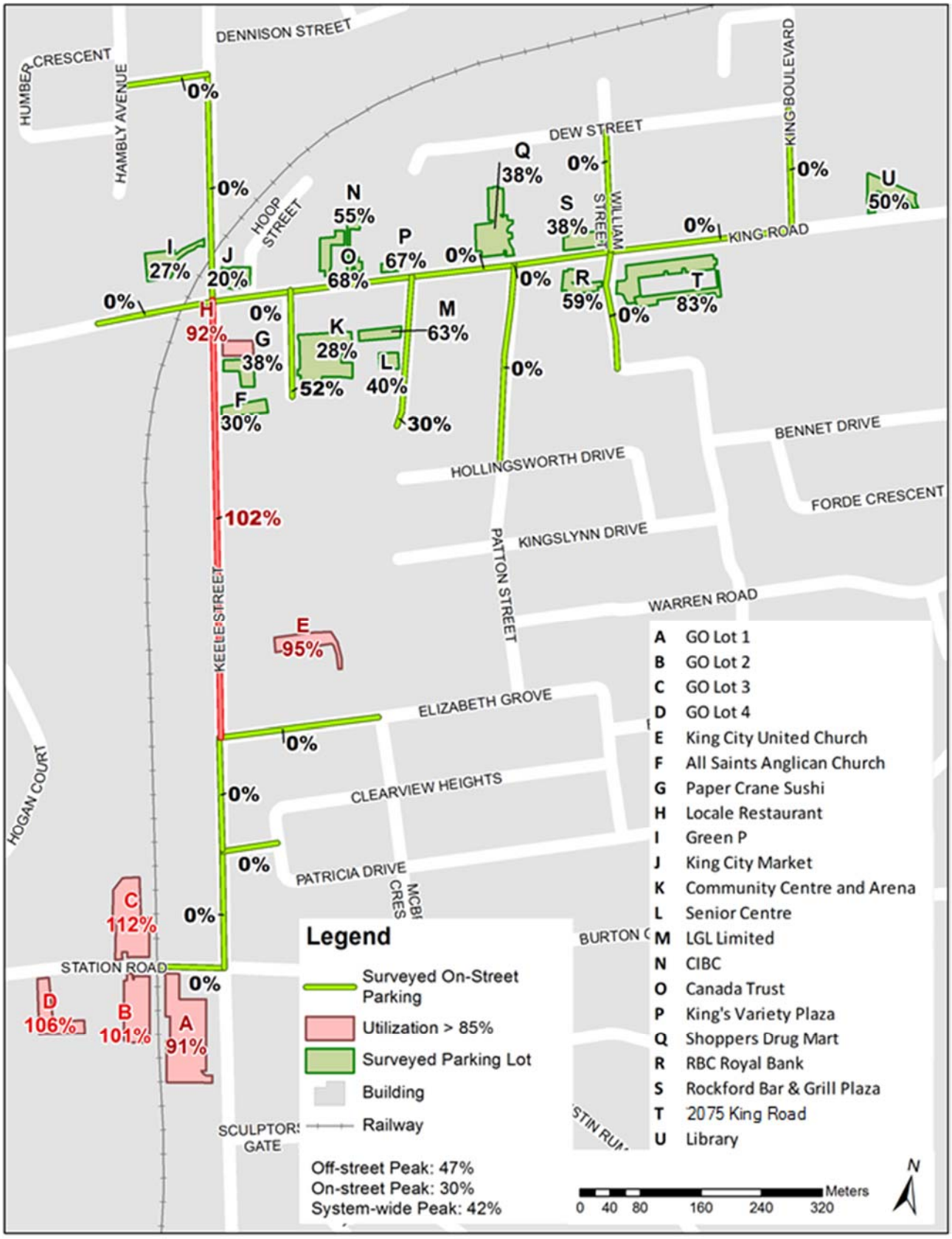


Some observations from the King City Core Area parking utilization results, with regards to the overall parking system, include:

- The weekday period had the highest overall parking utilization (42% occupied), followed by Saturday (28%), and Friday (26%);
- The weekday peak occurred at 3:00 PM, the Saturday peak occurred at 1:00 PM, and the Friday peak occurred at 6:00 PM; and
- The peak demand for all three survey periods operated below the 85% effective capacity at all times. Note that this is with respect to the entire parking system, and some individual parking lots or on-street areas do exceed the 85% parking utilization value.

The weekday peak had the highest parking demand; therefore, the future parking analysis will be based on the weekday peak hour. **Exhibit 3-11** shows the parking utilization of the King City Core Area during the peak hour.

Exhibit 3-11: King City Core Area | Peak Weekday Utilization Map (3:00 PM to 4:00 PM)



Based on **Exhibit 3-11**, the following conclusions can be drawn:

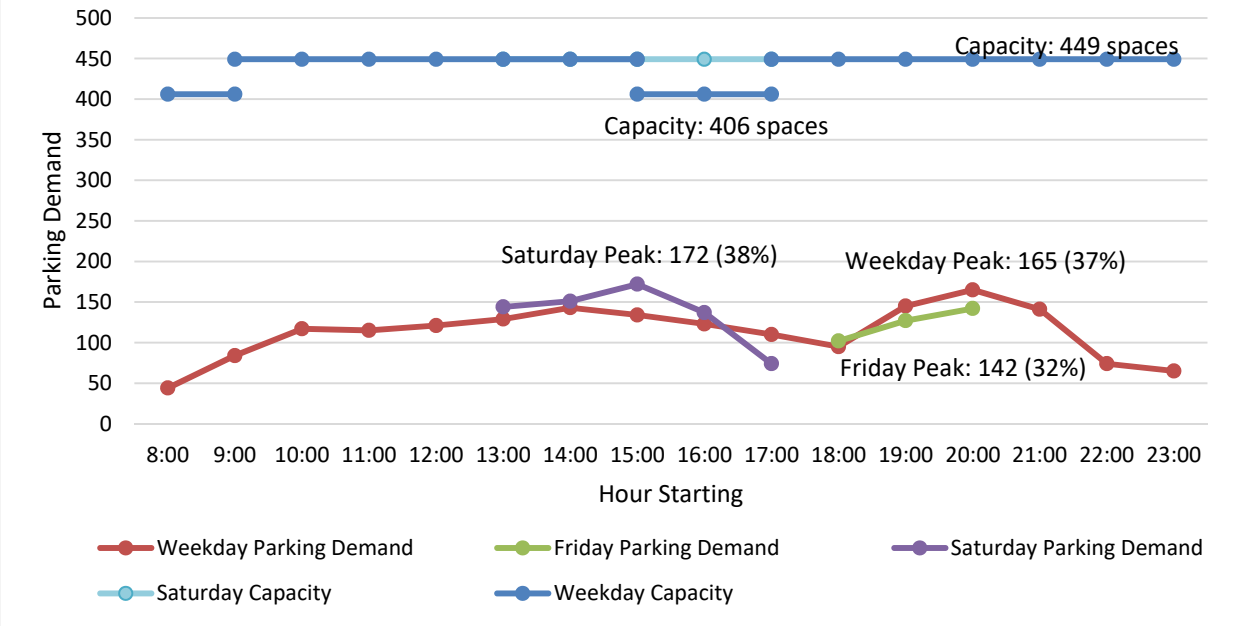
- One on-street segment operated above 100% capacity due to illegal parking. There is currently a parking restriction on the east side of Keele Street that is in effect from 3:00 PM to 6:00 PM, the first hour coincides with the surveyed peak period which accounts for the demand exceeding 100% capacity. Excess capacity exists along on-street segments that can accommodate the observed demand;
- All off-street lots operated below 85% capacity during the system peak period, with the exception of the Locale Restaurant lot;
- Overall, the GO Transit parking (lots A-E) operated at 100% capacity. The lots that exceeded 100% utilization were due to illegal parking; and
- In general, on-street facilities along King Road experienced very low parking demand throughout the day.

Based on the parking utilization results, the existing parking supply in the King City Core Area is sufficient to accommodate existing parking demand, with the exception of the GO Transit lots.

3.4.2 Nobleton Core Area

Exhibit 3-12 shows the Nobleton Core Area on-street parking utilization by hour for the weekday, weekday evening, and weekend survey periods. Similar exhibits for on-street and off-street facilities, as well as the peak parking demand for each survey period are provided in the Parking Utilization Survey Results Memorandum in **Appendix A**.

Exhibit 3-12: Nobleton Core Area Parking Utilization (System Total)

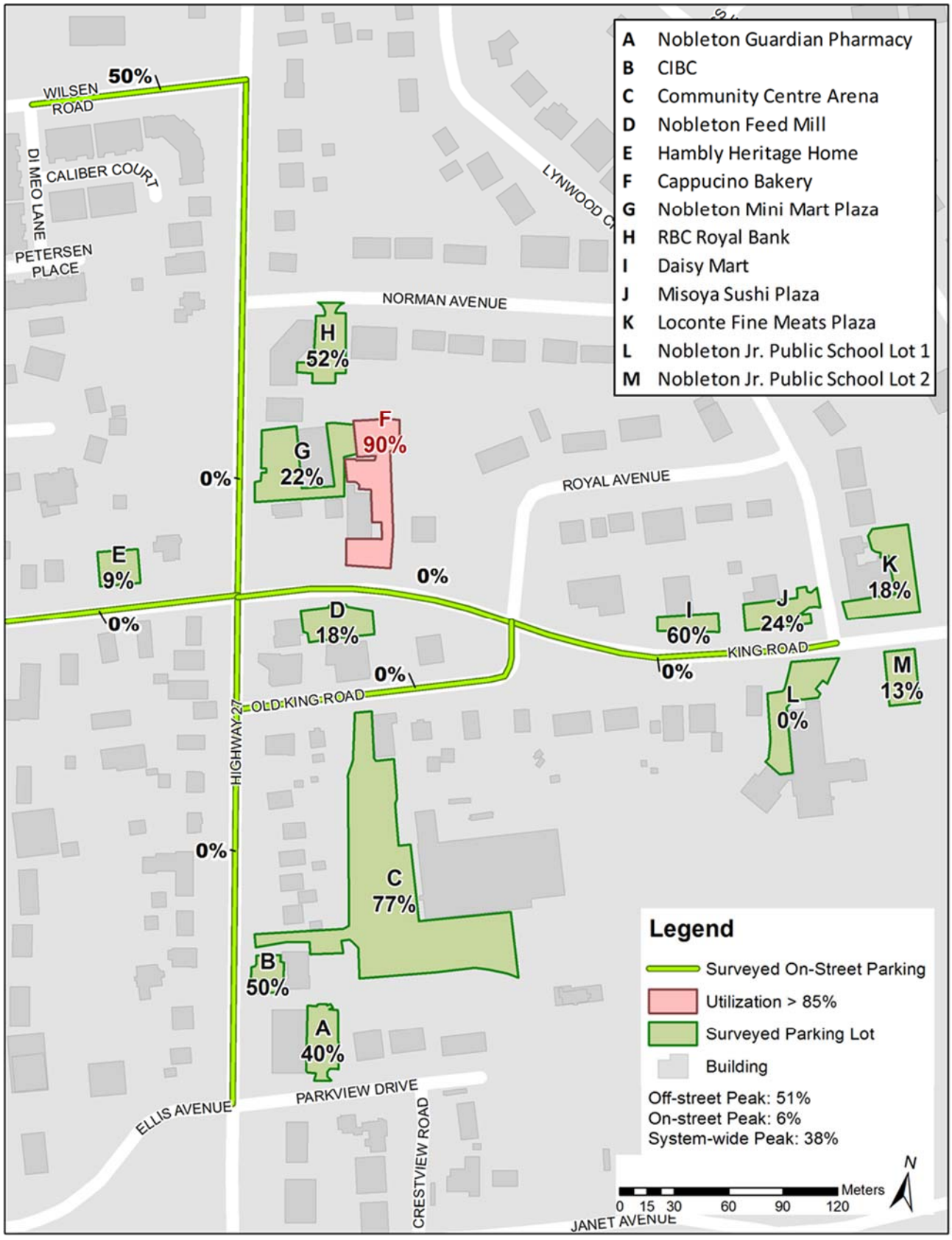


Some observations from the Nobleton Core Area parking utilization results, with regards to the overall parking system, include:

- The Saturday period had the highest overall parking utilization (38% occupied), followed by weekday (37%), and Friday (32%);
- The Saturday peak occurred at 3:00 PM, the weekday peak occurred at 8:00 PM, and the Friday peak occurred at 8:00 PM; and
- The peak demand for all three survey periods operated well below the 85% effective capacity at all times. Note that this is with respect to the entire parking system, and some individual parking lots or on-street areas do exceed the 85% parking utilization value.

The Saturday peak had the highest parking demand; therefore, the future parking analysis will be based on the weekday peak hour. **Exhibit 3-13** shows the parking utilization of the Nobleton Core Area during the peak period.

Exhibit 3-13: Nobleton Core Area | Peak Saturday Utilization Map (3:00 PM to 4:00 PM)



Some observations from **Exhibit 3-13**:

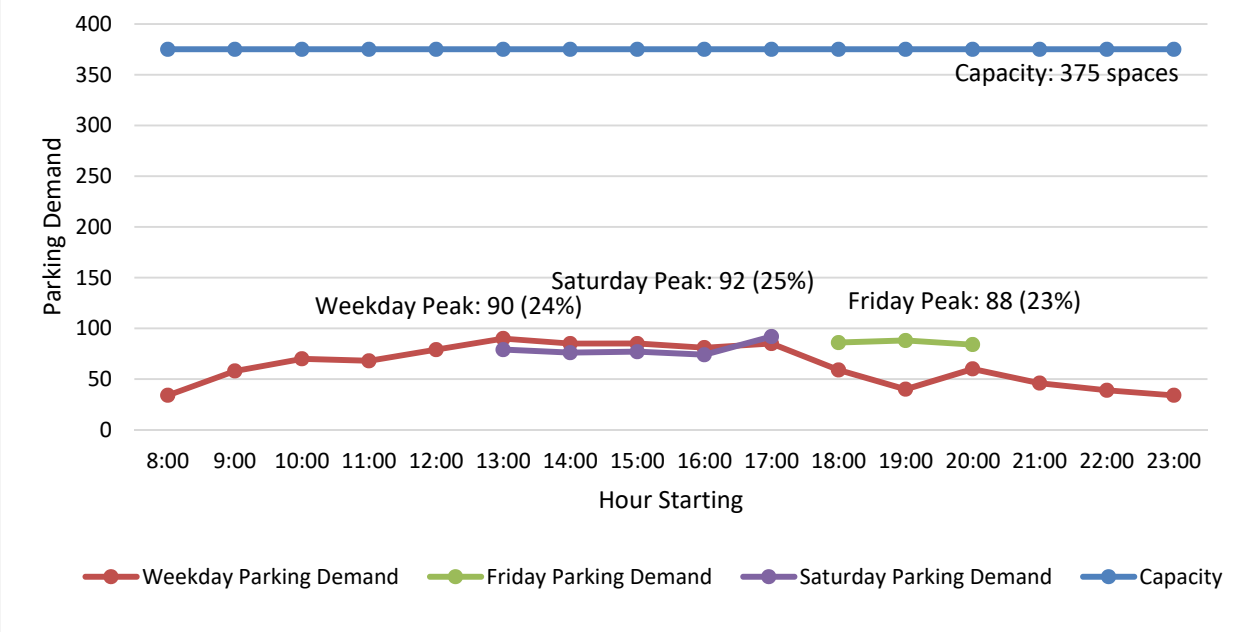
- All on-street segments operated below 85% capacity during the system peak, and all surveyed periods; and
- All off-street segments operated below 85% capacity during the system peak period, with the exception of the Cappuccino Bakery parking lot. Note that this is with respect to the system peak period, and some individual parking lots (i.e., Nobleton Guardian Pharmacy, Nobleton Feed Mill/Raffaele's Cantina, and Community Centre & Arena) exceed the 85% parking utilization value during other surveyed periods.

Based on the parking utilization results, the existing parking supply in the Nobleton Core Area is sufficient to accommodate existing parking demand.

3.4.3 Schomberg Core Area

Exhibit 3-14 shows the Schomberg Core Area on-street parking utilization by hour for the weekday, weekday evening, and weekend survey periods. Similar exhibits for on-street and off-street facilities, as well as the peak parking demand for each survey period are provided in the Parking Utilization Survey Results Memorandum in **Appendix A**.

Exhibit 3-14: Schomberg Core Area Parking Utilization (System Total)



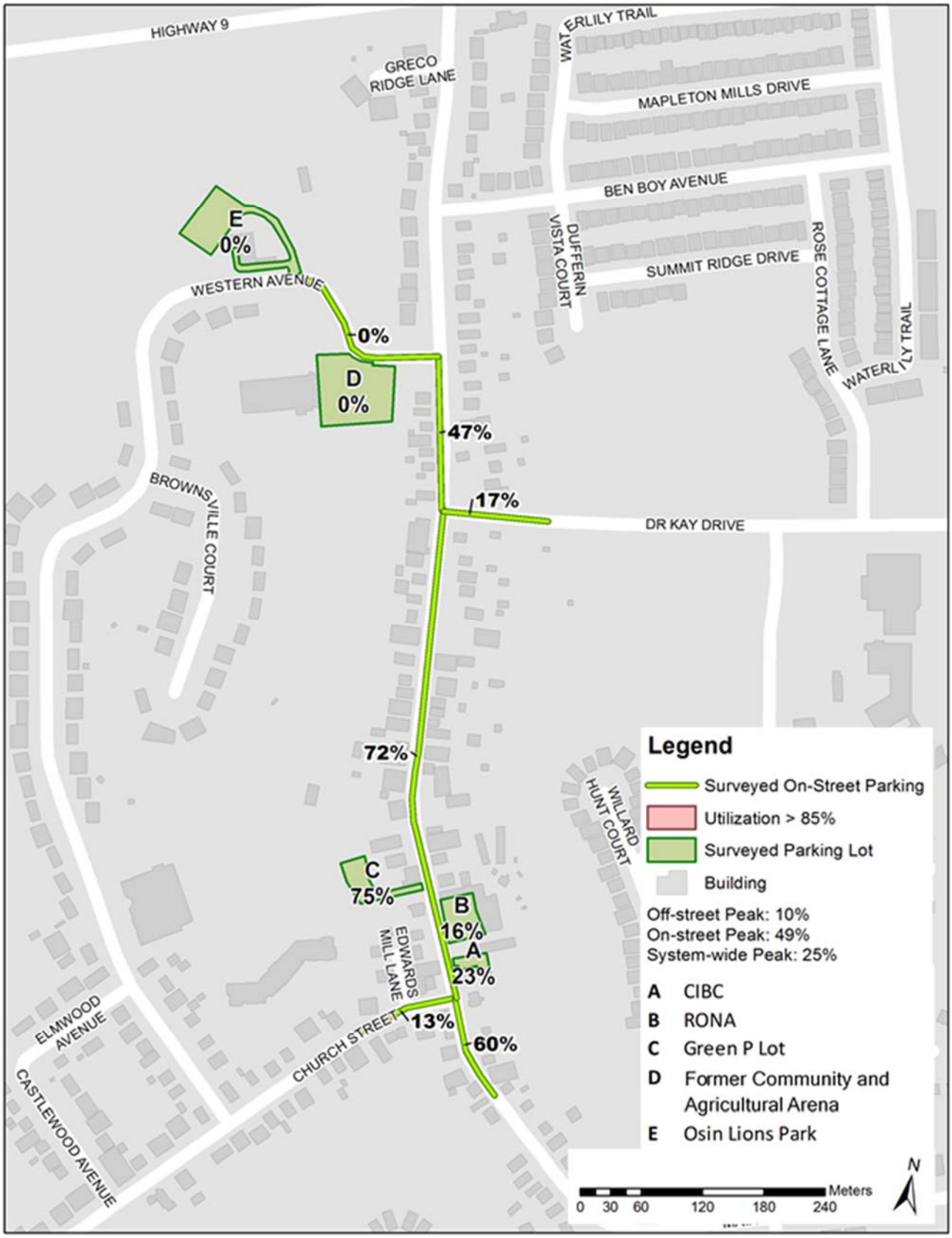
Some observations from the Schomberg Core Area parking utilization results:

- The Saturday period had the highest overall parking utilization (25% occupied), followed by weekday (24%), and Friday (23%);
- The Saturday peak occurred at 5:00 PM, the weekday peak occurred at 1:00 PM, and the Friday peak occurred at 7:00 PM; and
- The peak demand for all three survey periods operated well below the 85% effective capacity at all times. Note that this is with respect to the entire parking

system, and some individual parking lots or on-street areas do exceed the 85% parking utilization value.

The Saturday peak had the highest parking demand; therefore, the future parking analysis will be based on the weekday peak hour. **Exhibit 3-15** shows the parking utilization of the Schomberg Core Area during the peak period.

Exhibit 3-15: Schomberg Core Area | Peak Weekday and Saturday Utilization



As shown in **Exhibit 3-15**, all on-street and off-street parking facilities operated below 85% capacity. Note that this is with respect to the system peak period, and some individual parking lots do exceed the 85% parking utilization value during other surveyed periods. Based on the parking utilization results, the existing parking supply in the Schomberg Core Area is sufficient to accommodate existing parking demand.

4 Future Parking Assessment

4.1 Future Parking Needs

While the existing parking supply in the King City, Nobleton, and Schomberg Core Areas are sufficient to accommodate current parking demand, each of the Core Areas are anticipated to experience growth in the 10 year analysis period. Given the anticipated growth in the Core Areas due to population growth and new developments, long term planning is required to ensure the parking supply remains sufficient to accommodate the future demand.

4.1.1 Acceptable Walking Distance

While the fear that having no parking immediately in front of an establishment may cause customers an initial minor concern, research indicates that the distance travellers are willing to park from their final destination varies depending on other factors such as type of establishment and the type of parking facility. Research by Mary S. Smith, Thomas A. Butcher, and the Victoria Transport Policy Institute, suggest the maximum walking distances presented in **Exhibit 4-1** for the corresponding land uses in **Exhibit 4-2**.

Exhibit 4-1: Maximum Walking Distance

WALKING ENVIRONMENT	LOS* A	LOS B	LOS C	LOS D
Climate Controlled	300 m	730 m	1150 m	1580 m
Outdoor / Covered	150 m	300 m	450 m	600 m
Outdoor / Uncovered	120 m	240 m	360 m	480 m
Through Surface Lot	100 m	210 m	320 m	420 m
Inside Parking Facility	90 m	180 m	270 m	360 m

LOS = Level of Service

Exhibit 4-2: Walking Distance Targets

ADJACENT	MINIMAL (LOS A OR B)	MEDIAN (LOS B OR C)	LONG (LOS C OR D)
People with disabilities	Grocery stores	General retail	Airport parking
Deliveries and loading	Residents	Restaurant	Major sport / cultural event
Emergency services	Medical clinics	Employees	Overflow parking
Convenience store	Professional services	Entertainment center	
		Religious institution	

Land uses within the Downtown core primarily consist of general retail, restaurant, employees, and entertainment centres. Considering **Exhibit 4-1** and **Exhibit 4-2**, outdoor / uncovered parking opportunities within 240 – 360 metres are considered acceptable in terms of walking distance for these land uses.

Further research was completed to validate the acceptable walking distances proposed by the Victoria Transport Policy Institute study. A public survey was completed as part of the Parkville

(British Columbia) Downtown Core Parking Study, and the responses suggest that an acceptable walking distance between an available parking space and the destination is two to three blocks. In general, city blocks tend to be approximately 100 meters in length. Therefore, according to the Parksville study, the publically accepted walking distance ranges between 200 and 300 metres, which supports the findings of the Victoria Transportation Policy Institute study.

Relating to this study, the acceptable walking distances are considered when determining if parking facilities are close enough to accommodate excess demand from another facility that is effectively full.

For example, in the King City existing demand analysis, Locale Restaurant's parking lot is operating above 85% effective capacity. According to **Exhibit 4-2**, the walking distance target for a restaurant should be a LOS C or better, which would require a walking distance of 360 metres to meet the target, as shown in **Exhibit 4-1**. There are six on-street segments and a Green P lot for public use with excess capacity all within 360 metres of Locale Restaurant Therefore, it can be concluded that sufficient parking opportunities are present for Locale Restaurant, based on the Victoria Transport Policy Institute study.

4.1.2 Parking Demand Growth Due to Population Growth

The future parking demand in the Core Areas are anticipated to grow, even without any new developments within the study area. This occurs because the activity drawn by the existing land uses is anticipated to grow as a function of population growth outside the study area. The King Township population growth projections are based on the King Township Draft Official Plan (November 2017). It is assumed that an increase in population will result in a proportional increase in parking demand. Therefore, the observed core area parking demand will grow at the same rate as the respective Villages.

Exhibit 4-3 presents the projected parking demand growth when accounting for growth outside the area resulting in increased activity of existing land uses in the downtown Core Areas for the 10 year analysis period.

Exhibit 4-3: Parking Demand Growth due to Increased Activity

Core Area	Type	Existing Peak Demand	10 Year Demand Growth	Comments
King City	On-Street	64	45	5.5% growth per year for 10 years
	Off-Street	324	227	
	King City Total	**388**	**272**	
Nobleton	On-Street	7	1	1.5% growth per year for 10 years
	Off-Street	165	26	
	Nobleton Total	**172**	**27**	
Schomberg	On-Street	68	11	0.7% growth per year for 10 years
	Off-Street	24	4	
	Schomberg Total	**92**	**15**	

Assuming the population growth rates are achieved the 10 year analysis period, there is anticipated to be a parking demand growth of 272 vehicles in King City, 27 vehicles in Nobleton, and 15 vehicles in Schomberg.

Note that while population is a significant contributor to parking demand, parking demand growth is not directly proportional to population growth. For the purposes of this planning exercise, the estimated growth in demand is considered a conservative forecast. The population of King City is expected to grow significantly in the next 10-15 years.

4.1.3 Modal Split Reduction

Based on the King Township Transportation Master Plan (2015) and the Regional Municipality of York Transportation Master Plan (2016), there is a push to explore Transportation Demand Management (TDM) initiatives aimed at promoting alternative modes of transportation, such as transit, cycling, and walking, to reduce single-occupant vehicle use, and thereby parking demand. No vehicle modal split reduction target was specified in either of the Master Plan documents; therefore, a TDM reduction of 5% was assumed over the 10 year analysis period. A value of 5% is fairly conservative, and has been a value used in other comparable parking projects for other municipalities. **Exhibit 4-4** presents the projected peak hour parking demand reduction due to TDM over the 10 year horizon period.

Exhibit 4-4: Parking Demand Growth due to Increased Activity

Core Area	Type	Existing Peak Demand	10 Year Demand Reduction	Comments
King City	On-Street	64	3	5% reduction over 10 years
	Off-Street	324	16	
	King City Total	**388**	**19**	
Nobleton	On-Street	7	0	
	Off-Street	165	8	
	Nobleton Total	**172**	**8**	
Schomberg	On-Street	68	3	
	Off-Street	24	1	
	Schomberg Total	**92**	**4**	

Assuming a 5% modal split reduction is achieved over the 10 year analysis period, there is anticipated to be a parking demand reduction of 19 vehicles in King City, 8 vehicles in Nobleton, and 4 vehicles in Schomberg.

4.1.4 Parking Supply Losses and Gains

Parking demand growth due to population growth and parking demand reduction due to TDM initiatives are anticipated to result in a net growth in parking demand in the three Core Areas. The impact of new developments and parking supply changes are anticipated to have a localized effect surrounding the new site or supply change. A micro-level assessment of each potential development or supply change was conducted to examine the effect on the parking system. Through discussions with Township staff, planned/anticipated future developments were identified to be included in the assessment.

4.1.3.1 King City Core Area

The planned and anticipated future developments and their respective impacts on the King City parking system are shown in **Exhibit 4-5**.

Exhibit 4-5: King City Planned/Anticipated Future Developments

Location	Development	Municipal Parking System Impact*
Parking Supply Changes		
King City Market	Proposed development that will remove the existing public parking lot	35 spaces lost
SUB-TOTAL – Parking Lot Changes		**35 parking spaces lost**
Planned and Anticipated Future Developments		
12800 Keele Street (Keele One)	Proposed mixed-use development consisting of 60 stacked townhouse units	8 spaces deficient, developer responsible to account for deficiency
12789 Keele Street (Strmota)	Proposed development consisting of 48 stacked townhouse units	20 spaces deficient, developer responsible to account for deficiency
King City Library	Proposed library expansion and seniors centre	Unknown**
30 & 50 Station Road	Proposed townhouse redevelopment	Unknown**
2075 King Road	Proposed redevelopment	Unknown**
12984 Keele Street	Proposed redevelopment	Unknown**
2220 King Road	Proposed mixed-use development	Unknown**
1986 King Road	Proposed development consisting of 12 townhouse units	Unknown**
SYSTEM WIDE TOTAL		**35 parking spaces lost**

**Note: the parking system estimates are current as of August 2018 and may be subject to change as project details are finalized and more developments are proposed.*
***Note: as of August 2018, there is not enough information known to determine if these developments will be providing sufficient parking, therefore it was assumed that sufficient parking would be provided on-site.*

There are no nearby municipal parking facilities to accommodate reductions in parking for residential intensification developments on Keele Street. Residential land uses need parking available 24 hours a day. There are no municipally owned off-street lots nearby, and residents cannot park on-street for 24 hours a day because of the on-street parking restrictions on Keele Street. Consequently, residential intensification projects should demonstrate to the Township that the proposed parking supply is sufficient, or they will need to propose an off-site shared parking arrangement.

For the purposes of this study, the parking demand at the current King City Market parking lot is associated to be reallocated to the nearby Green P lot.

In addition, the King Township office currently located at 2075 King Road will be relocating. It is unknown how parking demand will be affected; therefore, the future analysis will assume the demand is unchanged to be conservative.

4.1.3.2 Nobleton Core Area

The planned and anticipated future developments and their respective impacts on the Nobleton parking system are shown in **Exhibit 4-6**.

Exhibit 4-6: Nobleton Planned/Anticipated Future Developments

Location	Development	Municipal Parking System Impact*
Parking Supply Changes		
Nobleton Public School	Potential redevelopment of the park area behind the school and community centre	35 spaces gained
Nobleton Heritage Developments	Potential redevelopment surrounding Hambly House which will remove the existing lot	11 spaces lost, developer responsible for accommodating supply
SUB-TOTAL – Parking Lot Changes		**35 parking spaces gained**
Planned and Anticipated Future Developments		
Nobleton Heritage Developments	Proposed mixed-use development consisting of 45 apartment units	39 spaces deficient, developer responsible to account for deficiency
13105 & 13113 Hwy 27 (Dalmao)	Proposed mixed use development consisting of 2 apartment units	No impact
2 Royal Avenue	Proposed three-storey commercial building	Unknown**
12959 Hwy 27	Proposed conversion of dwelling unit and garage for office use	No impact
SUB-TOTAL – Lost to Proposed Developments		**0 parking spaces lost**
SYSTEM WIDE TOTAL		**35 parking spaces gained**

**Note: the parking system estimates are current as of August 2018 and may be subject to change as project details are finalized and more developments are proposed.*
***Note: as of August 2018, there is not enough information known to determine if these developments will be providing sufficient parking, therefore it was assumed that sufficient parking would be provided on-site.*

Similar to the situation in King City, the developers of the proposed Nobleton Heritage residential development should be responsible for accounting for the parking supply deficiency, as well as replacing the existing parking lot west of the Hambly House. The surrounding off-street facilities are for private use, and on-street parking should be reserved for short-term parking. The Nobleton Heritage Developments parking supply deficiency will not be included in the future parking analysis.

4.1.3.3 Schomberg Core Area

The planned and anticipated future developments and their respective impacts on the Nobleton parking system are shown in **Exhibit 4-7**.

Exhibit 4-7: Schomberg Planned/Anticipated Future Developments

Location	Development	Municipal Parking System Impact*
Planned and Anticipated Future Developments		
215 Main Street	Proposed addition for commercial and residential purposes	No impact
326 Main Street	Proposed development	No impact
356 Main Street	Proposed conversion of dwelling unit to a dental clinic	No impact
SYSTEM WIDE TOTAL		**0 parking spaces lost**

**Note: the parking system estimates are current as of August 2018 and may be subject to change as project details are finalized and more developments are proposed.*

As shown in **Exhibit 4-7**, there are no developments anticipated to impact the parking demand in the Schomberg Core Area.

4.1.5 10 Year Parking Utilization (2028)

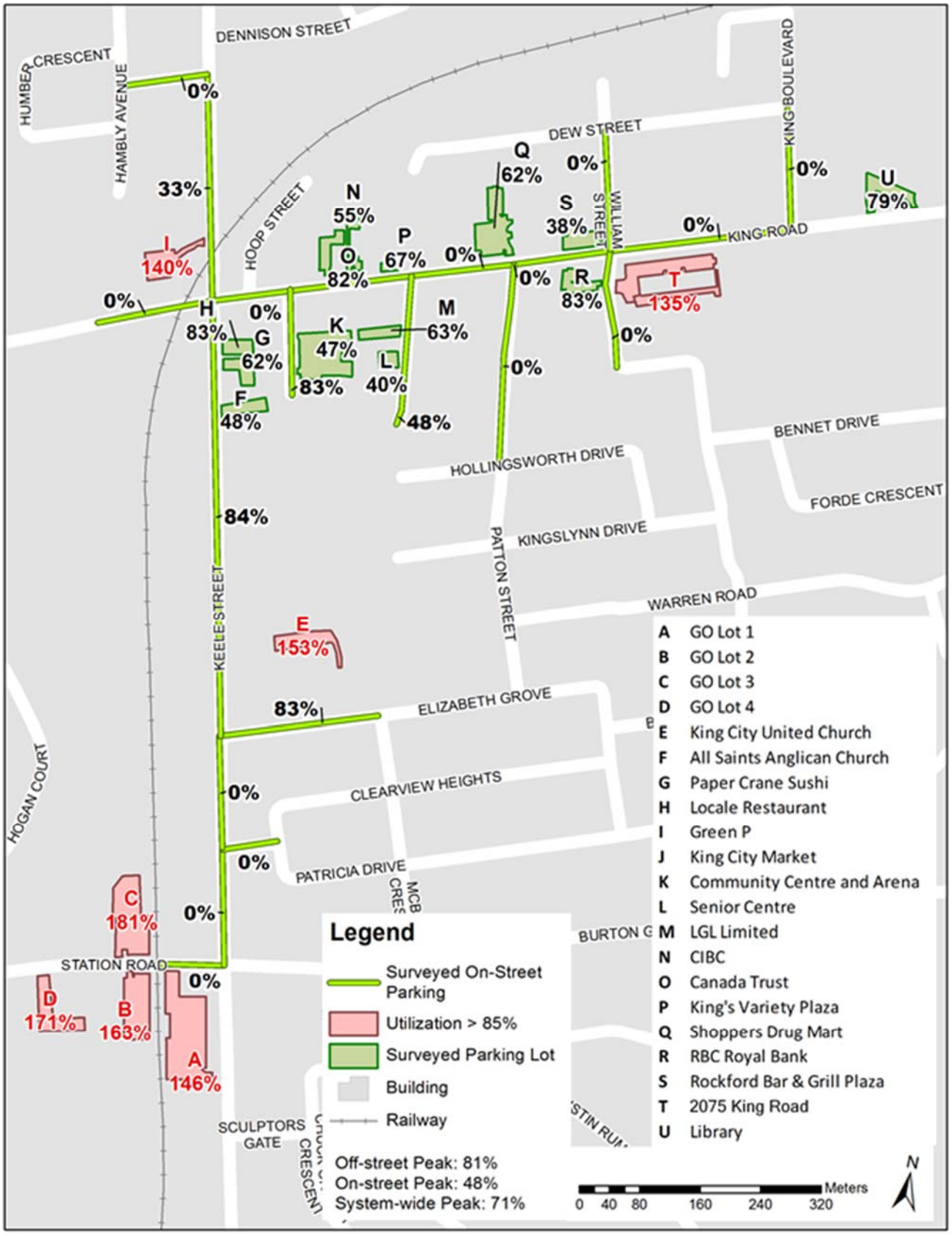
This section consolidates all parking supply and demand changes outlined in the previous sections, and examines the respective Core Areas projected future parking demand over a 10 year horizon period.

It should be noted that the parking projections in the following sections are based on all known and potential redevelopment projects identified at the time this report was prepared, and is therefore subject to change as the details of these projects affecting the Core Area parking supply are finalized.

King City Core Area

Exhibit 4-8 illustrates the projected future parking utilization during the period of peak demand in King City.

Exhibit 4-8: King City Core Area 10 Year Parking Utilization (2028)



In summary, the assessment of King City's future 10 year parking utilization based on known and potential parking supply changes and redevelopment projects revealed the following, which is anticipated to happen during the peak hour of the parking system (and is not in discussion with any specific, individual parking lot peaks):

- During the peak hour of parking demand, the Core Area parking system is anticipated to operate below capacity (71%);
- The off-street parking system is anticipated to operate below capacity (81%). The Green P Lot and the 2075 King Road lot are projected to operate above capacity (140% and 135%, respectively);
- The on-street parking system is anticipated to operate below capacity (48%), with no on-street segments operating above 85% utilization;
- The GO Transit parking lots are anticipated to operate above capacity (161% utilized), and will require approximately 575 parking spaces to achieve 85% utilization.

The Green P Lot requires approximately 20 spaces to operate below the 85% utilization threshold. The existing lot should be able to accommodate a potential parking expansion. More details are presented in Section 5.5.1.

The GO Transit parking system is projected to operate significantly above capacity (161% utilized). In the Metrolinx Station Access Plan (2013), GO Transit has identified King City station as a location where additional parking is required. More details are presented in Section 0.

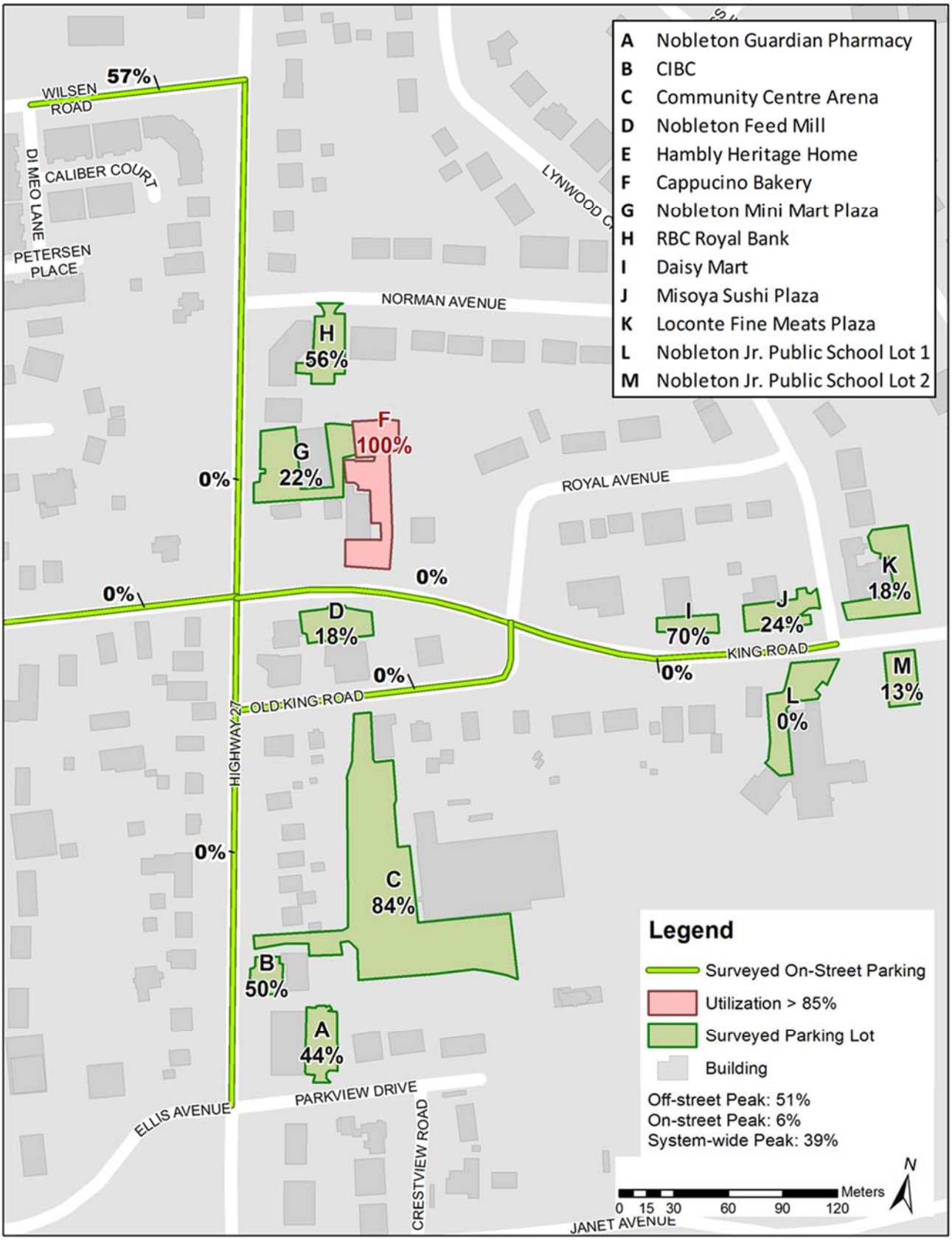
Based on population growth projections, the property located at 2075 King Road is anticipated to be operating well above parking capacity (i.e.: there will be a parking deficiency). IBI Group was informed by the Township that their existing office located at 2075 King Road is being relocated, but due to limited information on if the final location is within the study area and how many Township employees park in the lot, the relocation was not included in the analysis. It is anticipated that the lands located at 2075 King Road will redevelop for uses permitted in the Core Area. Through the redevelopment process, parking impacts should be evaluated.

King Township should conduct annual parking occupancy surveys, continue to monitor population growth and compare to growth targets to determine if the demand and population grew as anticipated.

Nobleton Core Area

Exhibit 4-9 illustrates the projected future parking utilization during the period of peak demand in Nobleton.

Exhibit 4-9: Nobleton Core Area 10 Year Parking Utilization (2028)



In summary, the assessment of Nobleton's future 10 year parking utilization based on known and potential parking supply changes and redevelopment projects revealed the following, which is anticipated to happen during the peak hour of the parking system (and is not in discussion with any specific, individual parking lot peaks):

- During the peak hour of parking demand, the Core Area parking system is anticipated to operate below capacity (39%);
- The off-street parking system is anticipated to operate below capacity (51%), with the Cappuccino Bakery lot operating at 100% capacity;
- The on-street parking system is anticipated to operate well below capacity (6%), with no on-street segments operating above 85% capacity.

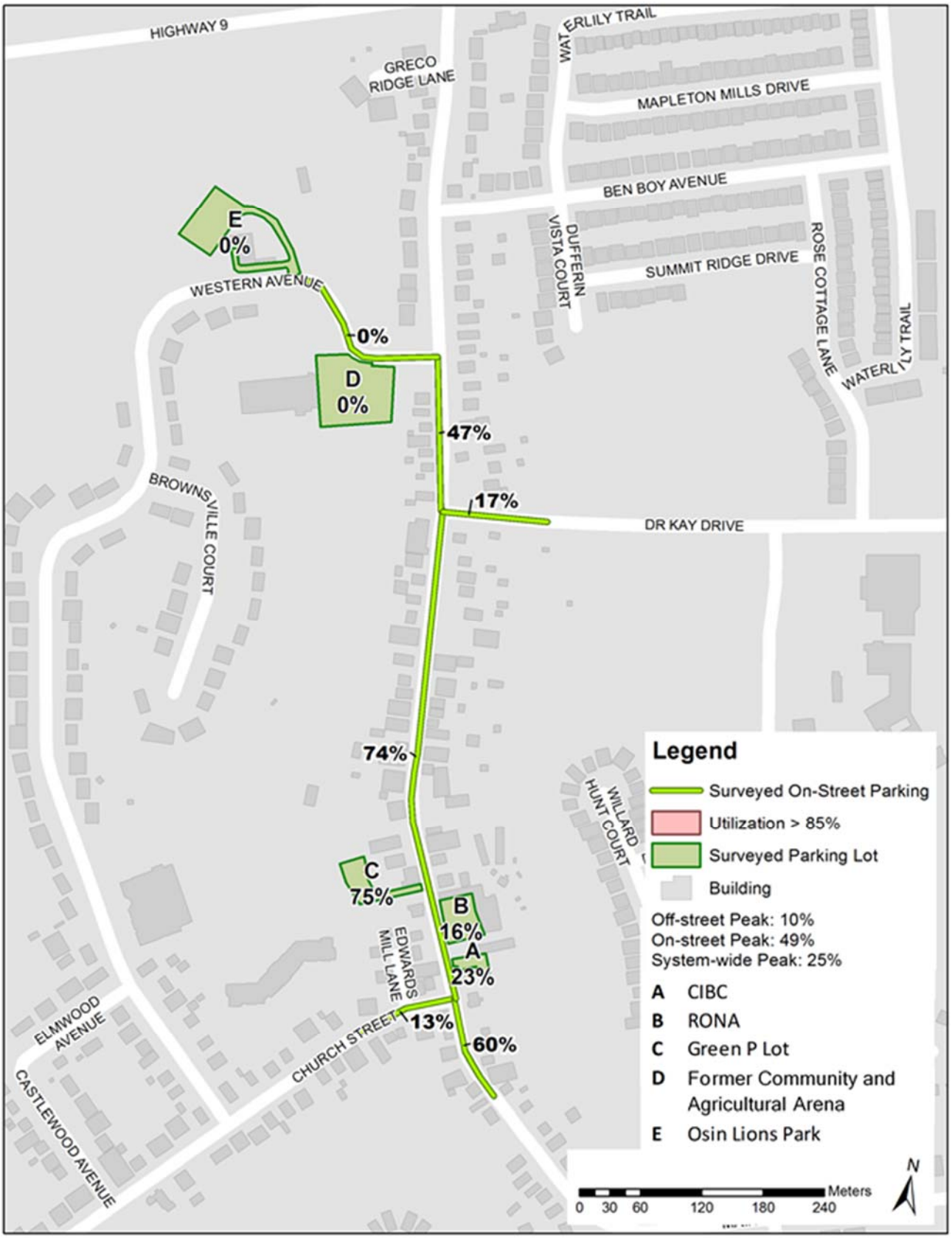
Based on these results, the Nobleton Core Area parking system is not anticipated to require a parking supply expansion to accommodate the projected parking growth. Section 5.5.4 provides recommendations of implementing a shared-use agreement with other establishments to accommodate the high parking demand at the Cappuccino Bakery lot.

King Township should conduct annual parking occupancy surveys, continue to monitor population growth and compare to growth targets to determine if the demand and population grew as anticipated.

Schomberg Core Area

Exhibit 4-10 illustrates the projected future parking utilization during the period of peak demand in Schomberg.

Exhibit 4-10: Schomberg Core Area 10 Year Parking Utilization (2028)



In summary, the assessment of Schomberg's future 10 year parking utilization based on known and potential parking supply changes, and redevelopment projects revealed the following, which is anticipated to happen during the peak hour of the parking system (and is not in discussion with any specific, individual parking lot peaks):

- During the peak hour of parking demand, the Core Area parking system is anticipated to operate well below capacity (25%);
- The off-street parking system is anticipated to operate below capacity (10%), with all off-street facilities operating below capacity;
- The on-street parking system is anticipated to operate well below capacity (49%), with no on-street segments operating above 85% capacity.

Based on these results, the Schomberg Core Area parking system is not anticipated to require a parking supply expansion to accommodate the projected parking growth. Based on the recommendations presented in Section 5.5.2 (Changes to Parking Restrictions), parking demand is anticipated to shift from on-street to off-street facilities as the existing on-street maximum parking durations are enforced. This will result in a more balanced distribution between on-street and off-street parking, which is beneficial for both businesses and residents that park in the Core Area.

King Township should conduct annual parking occupancy surveys, continue to monitor population growth and compare to growth targets to determine if the demand and population grew as anticipated.

4.1.6 Summary of Future Parking Needs

Based on the future parking analysis of the King Township Core Areas, the following conclusions are drawn:

- The Core Areas of King City (71% peak capacity), Nobleton (39%), and Schomberg (25%) are all operating below capacity during their respective peak periods;
- With the anticipated increase in parking demand due to demand growth and the loss of existing facilities, the King City Green P lot will require approximately 20 addition spaces to maintain the target 85% utilization; and
- No parking supply expansions are warranted in Nobleton or Schomberg.

4.1.6.1 Recommendations

For future parking needs, it is recommended that the Township:

i. Conduct annual parking occupancy surveys, and continue to monitor population growth and compare to growth targets;

ii. Continually monitor developments/redevelopments in the Core Areas to evaluate any losses in the existing supply of off-street and on-street parking and any cumulative impacts; and

iii. Review the Core Area Parking Study every three years to ensure the recommendations adequately address future parking demands.

5 Parking Policies and Strategies

This section assesses King Township's existing parking policies and strategies and provides recommendations aimed at optimizing and improving overall operations. The following policies and strategies are reviewed:

- Parking Standards and Zoning By-Laws (Section 5.1);
- Cash-in-Lieu of Parking (Section 5.2);
- Parking Management (Section 5.3);
- Parking Signage & Wayfinding Strategies (Section 5.4);
- Parking Supply Strategies (Section 5.5);
- Accessible Parking Review (Section 0);
- Preferred Parking Space Review (Section 0); and
- GO Transit Parking (Section 0).

5.1 Parking Standards and Zoning By-Laws

The parking requirements specified in Part 4 of the King City, Schomberg, and Nobleton ZBLs were compared to those of similar sized municipalities. The municipalities used in the comparison were as follows:

- Town of Aurora;
- Town of Newmarket;
- Town of Orangeville;
- Township of Scugog;
- City of Thorold; and
- Township of Uxbridge.

If multiple parking requirements exist for a municipality, the requirements of the downtown zones were used in the comparison. The residential, office, retail, and restaurant land use types were selected for the comparison as these land uses are anticipated to comprise the majority of the downtown land uses, and is the most effective comparison. **Exhibit 5-1** shows the comparison results.

Exhibit 5-1: Comparison of Municipal Parking By-Law Requirements

Municipality	Land Use				
	1 or 2 Dwelling Units	3 or more Dwelling Units	Office (GFA)	Retail (GFA)	Restaurant
Aurora	2 per unit	1.5 per unit	1 per 30.3 m^2	1 per 16.7 m^2	1 per 9.1 m^2
Newmarket	2 per unit	1.5 per unit + 0.25 per unit for visitors	1 per 27 m^2	1 per 18 m^2	1 per 9 m^2, with a minimum of 5 spaces
Orangeville	1 per unit (1 dwelling) and 1.5 per unit (2 dwellings)	1.5 per unit	1 per 20 m^2	1 per 20 m^2	1 per 9 m^2
Scugog	2 per unit	1.5 per unit	1 per 30 m^2	1 per 30 m^2	1 per 10 m^2
Thorold*	2 per unit	1.5 per unit	1 per 27 m^2	1 per 28 m^2	1 per 9 m^2
Uxbridge	1 per unit	1.5 per unit	1 per 20 m^2	1 per 20 m^2	Greater of 1 per 9 m^2 or 1 space per 4 person capacity
King City	**2 per unit**	**1.25 per unit + 0.25 per unit for visitors**	**1 per 27 m^2**	**1 per 22 m^2**	**1 per 9 m^2**
Nobleton	**2 per unit**	**1.25 per unit + 0.25 per unit for visitors**	**1 per 27 m^2**	**1 per 18 m^2**	**1 per 9 m^2**
Schomberg	**2 per unit**	**1.25 per unit + 0.25 per unit for visitors**	**1 per 27 m^2**	**1 per 22 m^2**	**1 per 9 m^2**
Average	**1.78 per unit**	**1.42 per unit**	**1 per 26.1 m^2**	**1 per 21.6 m^2**	**1 per 9.1 m^2**

*The City of Thorold is currently undergoing changes to their ZBL, the rates shown in Exhibit 5-1 show the rates in the 2017 draft.

Based on the parking requirements comparison, King Township's parking requirements in all three Core Areas are observed to be consistent with the average of comparable municipalities.

The by-law parking requirements between the three Core Areas were observed to be inconsistent for some land uses. For example, the Retail land use in King City and Schomberg requires 1 parking space per 22 m^2 GFA whereas in Nobleton 1 parking space per 18 m^2 GFA is required. While discrepancies exist, the difference between the required parking rates are small, and would not significantly impact the required parking.

5.1.1 Recommendations

i. In considering an application to reduce the minimum number of parking spaces on a site specific basis, regard should be had to impacts on the overall supply of parking in the Core Area.

ii. Where on-site parking cannot be provided, applicants should, through the development review process, demonstrate that any parking deficiencies can be met through private lease agreements with parking lots located within a certain walkable distance from the proposed development. Shared parking agreements should have an extendable expiry date to avoid potential orphan parking issues if the lease changes between property owners.

iii. Parking utilization studies to justify parking demand should be completed using proxy parking surveys (at a minimum of 2 different sites with comparable land uses and sizes), conducted on back to back days and on back to back weeks. These surveys should capture the typical peak parking demand of these land uses.

5.2 Cash-in-Lieu of Parking

Cash-in-lieu of parking is used by many Canadian municipalities as a mechanism to address parking supply management. Cash-in-lieu payments can be used to:

- Facilitate redevelopment where providing parking on-site is either too costly or difficult due to site configuration or condition (i.e. heritage);
- Encourage shared or short-term parking strategies, discourage vehicle use, and encourage and potentially fund transit;
- Intensify and re-urbanize downtown cores;
- Protect heritage buildings; and
- Assure property owners that sufficient parking opportunities will be available.

Cash-in-lieu of parking policies generally focus on a specific geographic area, often where the municipality has targeted for intensification or redevelopment. These policies allow land owners to pay cash as an alternative to providing the minimum number of parking spaces required by the Zoning By-Law (ZBL). The collected funds are placed in a designated parking fund and are normally used for the acquisition, improvement, and construction of municipally owned parking facilities. This policy keeps the land owners accountable for providing the required parking spaces according to the ZBL, through financial means instead of a physical parking space.

The construction of municipal parking through cash-in-lieu funds allows a municipality to own parking downtown, and therefore control the parking supply and pricing, while supporting desired land uses. Cash-in-lieu is most commonly used for office developments, but is also seen in some municipalities for retail and residential buildings. Municipalities may build additional parking in order to encourage a mix of uses in the downtown core and support economic development policies.

A challenge to implementing a cash-in-lieu by-law is that residents cannot always see where the revenue generated is being used, as new parking spaces are not necessarily immediately built with the revenue. Care needs to be taken to ensure that the cash-in-lieu revenue is being used to improve the municipal parking system instead of being used for other municipal expenses. In addition, if the existing municipal parking supply is not sufficient to accommodate the cash-in-lieu spaces, the local parking system will be at a deficit, which is detrimental to all surrounding land uses and for drivers looking for parking.

The current cash-in-lieu of parking rate for Schomberg is $3,300 per required space; King City and Nobleton do not currently have a cash-in-lieu policy. Through consultation with other similar sized municipalities, the cash-in-lieu rates were gathered and compared to King Township's rates. **Exhibit 5-2** shows the comparison results.

Exhibit 5-2: Comparison of Cash-in-Lieu Rates in Various Municipalities

Municipality	Rate per Space	Notes
Aurora	$5,000	
Newmarket	$26,000-$40,000	$26,000/$40,000 for above ground/underground parking space
Orangeville	-	Town Council voted to implement a cash-in-lieu policy, rate per space is unknown.
Port Perry	$2,500	
Thorold	$2,040	
Uxbridge	$100	$100/space plus Registration of Agreement fee ($500)
King City	**-**	**No existing cash-in-lieu policy.**
Nobleton	**-**	**No existing cash-in-lieu policy.**
Schomberg	**$3,300**	
Average	**$7,128** **$2,410** ***(not including Newmarket)***	

As shown in **Exhibit 5-2**, the cash-in-lieu of parking rates for comparable municipalities ranged from $100 to $40,000 per space, with an average rate of $7,128 per space. The average price per space is increased by Newmarket's cash-in-lieu fee, which is significantly higher than any of the other comparable municipalities. Without Newmarket, the average cash-in-lieu price is $2,410 per space, which is in line with the existing rate in Schomberg.

5.2.1 Recommendations

i. Implementation of cash-in-lieu of parking in King City and Nobleton should be provided at the same rate as Schomberg, with the understanding that public parking should be available to meet the future public parking deficiencies identified in King City based on the growth of existing parking demand. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development;

ii. Maintain existing cash-in-lieu rate for Schomberg. Although no cash-in-lieu fees have currently been collected, any future collected fees should be used to maintain Green P lot and fix damaged bumpouts. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development;

iii. All development applications seeking a reduction in the minimum required parking should continue to provide a parking justification study as to why a reduced parking rate is acceptable; and

iv. Public parking deficiencies should be monitored whenever cash-in-lieu of parking is approved by the Township to ensure that the existing parking supply is sufficient to meet the parking demands in the area.

5.3 Parking Management

During parking demand surveys and public consultation, several concerns regarding drivers parking in prohibited areas or during prohibited times were brought forward. Currently, parking enforcement is acted on a complaint basis within the Core Areas, which has led to some vehicles parking in prohibited areas, or during prohibited times without the fear of the consequences of by-law enforcement.

In King City on-street parking issues have arisen on both sides of Keele Street, south of King Road to the GO Station. In some instances, the following conditions were observed:

- Vehicles parked on Keele Street (east and west side), either partially or fully block driveway entrances;
- Ad-hoc parking solutions, such as valet parking, have been implemented by business owners to assist patrons in finding suitable parking. Ad-hoc solutions can result in traffic congestion and unsafe conditions and should be regulated; and
- Vehicles were observed parking along Keele Street when on-street parking was prohibited, or areas where parking is prohibited.

In Schomberg, a lack of constant enforcement has led to parked vehicles blocking driveways along Main Street, making it difficult for business owners to access their space. Residents have also noted misuse of the on-street accessible parking space in front of the Community Hall by people that do not have an accessible parking permit. Currently, a three hour maximum parking duration is in effect, but residents that park overnight along Main Street do not adhere to the parking restrictions.

No enforcement or parking management issues were noted in Nobleton based on stakeholder feedback and the existing parking utilization surveys.

5.3.1 Recommendations

i. One by-law officer enforce each of the King City and Schomberg Core Areas during typical commercial business hours (between 8:00 AM and 6:00 PM Monday to Friday), and when the restaurants and bars are busy (Friday and Saturday evenings), as well as during any special events.

5.4 Parking Signage & Wayfinding Strategies

As part of the parking wayfinding strategy, there are four fundamental parking sign types that increase drivers' and pedestrians' wayfinding experience. These are Introduction, Directional, Identification, and Pedestrian Wayfinding. These are further explained below.

Introduction: The first level of parking signage alerts drivers approaching the parking areas. The signage should be distinct in both colour and size, and it can be characterized by unique logos. The signs should display the names of the lots and perhaps who the intended users are (permit holders or pay parking users). These signs are located on the street, and are mounted on poles of standard heights.

Directional: Directional parking signage is distinct in colour, size, and logo and directs drivers to the parking areas. The signs are mounted on poles at standard heights, on the streets.

Identification: Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available at the parking area is listed on the signage. The identification signage is distinctive in colour and size, and it is located on a pole at a lower height.

Pedestrian Wayfinding: These types of signs are placed at locations easily found by a pedestrian, typically parking facility entry/exit points, and are intended to help that person orient themselves in the Core Area.

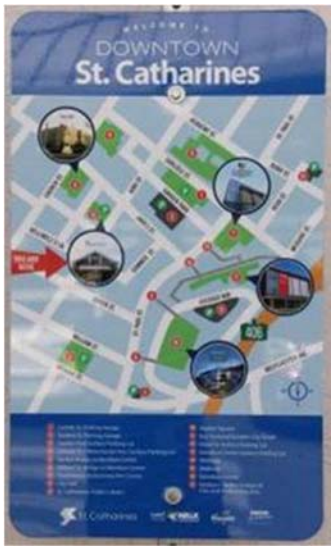
Exhibit 5-3 shows examples of each of the four sign types discussed above.

Exhibit 5-3: Examples of Sign Types

Introduction

Directional

Identification



Pedestrian Wayfinding

The qualities of good signage include the following aspects:

- The appearance of all signage is consistent;
- Use of common logos and colours;
- Placement at or near eye level;
- Use of reflective and durable material;
- All four wayfinding sign types (introduction, directional, identification, and pedestrian) used to guide motorist and pedestrian activity;
- All primary entrances to the Core Areas need to have introduction signage;
- All major routes through the Core Areas need to have directional signage;
- All parking areas need to have identification signage;

- All pedestrian routes to and from major parking areas need to have wayfinding signs;
- The identification signs located at parking areas need to convey parking rates, hours of operation, and maximum durations; and
- Usually have a lettering height of about 10 centimeters for urban streets (varies according to traffic speed).

While improved static signage to parking facilities helps reduce parking related traffic congestion, more powerful tools are available through smart parking management systems, or dynamic wayfinding systems. These signs provide users with real time parking occupancy data allowing them to target lots with excess capacity, and with directional information to assist in wayfinding. **Exhibit 5-4** shows an example dynamic wayfinding sign that displays the number of spaces available per level within a parking garage.

Exhibit 5-4: Dynamic Wayfinding Sign

Dynamic wayfinding signs are an effective method to improve the parking experience for drivers searching for a parking space in a parking facility with multiple levels, or many lots spaced closely together. Drivers are able to see the real-time parking vacancies, and can go where the most parking is available to find a space. The Dynamic wayfinding signs are ideally followed up with additional static directional signage at critical junctions to provide users with further directional information.

5.4.1 Online Parking Map

Another method to compliment the signage and wayfinding systems mentioned above is to have an online map that shows all the parking facilities in the Core Area that would be displayed on the King Township website. This would improve awareness of Core Area users of where parking is permitted, and may lead to an increase in parking demand in underutilized parking facilities, as drivers become aware of alternative parking spaces. The website could also direct drivers parking long-term to off-street facilities, potentially leaving on-street spaces for short-term uses with higher turnover rates, which is desirable.

5.4.2 Recommendations

Recommendations for all Core Areas:

i. Implement changes to the existing signage and wayfinding system, or to complement the existing signage to improve the parking experience in each of the Core Areas;

ii. Existing signage and wayfinding should be maintained annually to ensure drivers are able to clearly see the sign or pavement markings;

iii. An online parking map should be created and made available on the King Township website to complement the existing and proposed signage and wayfinding systems. The online parking map should be made available to businesses to can share with their customers; and

iv. Develop and distribute educational materials for businesses located in Core Areas that stresses the importance of on-street parking for the health of Core Area businesses. Business owners have stated customers have issues finding parking once the limited on-street spaces outside the store are occupied.

Specific to the King City Core Area, the following is recommended:

v. A larger sign for the Green P lot should be installed as per requirements outlined in Ontario Traffic Manual Book 8: Guide and Information Signs (2010); and

vi. Wayfinding signage should be installed on Keele Street, south of the Core Area, and on King Road, to the east and west of Keele Street directing motorists to park in the Green P lot; and

vii. King Township should discuss with Metrolinx the benefits of adding dynamic wayfinding signage on Station Road, and even Keele Street, ahead of the GO Transit parking lot accesses to help guide motorists to lots with available capacity. With four large lots, this would help reduce “cruising” for a parking space, and potential reduce illegal parking, which was observed during multiple site visits.

Specific to the Nobleton Core Area, the following is recommended:

viii. Existing signage be reviewed with the four fundamental parking sign types (introduction, directional, identification, and pedestrian) in mind.

It was noted by residents that signage directing drivers to park in nearby available spaces in the event that the parking at Cappuccino Bakery is full would be helpful, as many customers don’t know where to go when onsite parking is not available. The online parking map should also help mitigate issues similar to this scenario.

Specific to the Schomberg Core Area, the following is recommended:

ix. A larger sign for the Green P lot be installed as per OTM Book 8. Signs should be installed along Main Street, north and south of the Core Area, to direct traffic to the Green P lot;

x. Install signage along Main Street notifying drivers of the 3-hour maximum duration; and

xi. Improve winter maintenance for the Green P lot.

5.5 Parking Supply Strategies

5.5.1 Parking Supply Expansions

Based on the future parking demand analysis or comments from users of the Core Areas gathered during consultation, potential locations for expansions of parking supply have been identified. Supply expansions can include reconfiguration of an existing lot to gain more parking spaces, or conversion of roadways to parking spaces.

5.5.1.1 Recommendations

It is recommended that King Township implement the following:

i. In locations where on-street parking is being considered, it is recommended that the Township conduct a Road Safety Audit along the road segment, reviewing collision history to determine if the roadway would be suitable for future on-street parking opportunities;

ii. King Township should prepare information materials outlining the process, estimated costs, and possible submission materials for providing connecting driveways and increasing parking areas for land owners going through the Site Plan Development Approval process;

iii. King Township should use the Community Improvement Plan (CIP) program, specifically section 3.4 Motor vehicle & bicycle parking improvement grant of the CIP, to encourage core area land owners to increase off-street parking supply by connecting rear lot parking areas;

iv. King Township should consider other pedestrian connections to local streets with available on-street parking. King Township should allocate funds towards a template agreement for pedestrian connections; and

v. The development policies in the Official Plan should be strengthened through the ongoing Official Plan Review to further address parking in the Core Areas to encourage shared connected parking areas at the rear of buildings, with appropriate wayfinding signage (as needed), and encourage consolidating ingress and egress locations to reduce curb-cuts, assisting in enhancing the pedestrian realm and creating additional on-street parking spaces.

vi. King Township should monitor the parking situation moving forward and adjust the parking demand projections as necessary. They can do so by conducting annual parking utilization surveys, and compare to the existing parking surveys completed as part of this study.

Specific to the King City Core Area, the following changes are recommended:

vii. Assess current parking layouts, specifically the Green P lot, for potential room for additional parking;

viii. Consider adding a sidewalk at the south end of the Green P lot that connects with the sidewalk along the north side of King Road to improve access. The sidewalk should be designed to enhance the public realm and ensure pedestrian safety. Further civil engineering work would need to be investigated by King Township;

ix. Add two short-term duration (2 hours) parking spaces on Keele Street to the north of the Roost Café (approximately 195 metres south of King Road). Consider completing a turn over study to determine the maximum short term duration appropriate for the two spaces;

x. Explore opportunities to grant public access to the existing laneway through the All Saints Anglican Church lot to provide pedestrian access from Doctor's Lane to Keele Street to encourage parking on Doctor’s Lane when Keele Street is at capacity. This recommendation is in line with the recommendations from the WSP Keele Street and King Road Intersection Functional Design Report;

xi. Add pavement markings along Doctor’s Lane to identify on-street parking spaces;

xii. Consider allowing public parking at the Community Centre and Arena and installing wayfinding signage to direct motorist. During events at the Community Centre and

Arena, Township staff should place a portable sign at the parking lot to direct general public parking to another suitable location.

xiii. Explore opportunities to acquire permission for public parking at businesses with under-utilized parking lots (e.g. Shoppers Drug Mart on King Road). This would be a low cost measure to increase the public parking supply.

Specific to the Nobleton Core Area, the following changes are recommended:

xiv. Construct a raised curb on both sides of Old King Road and designate on-street parking along Old King Road by adding pavement markings. Consider widening the Old King Road right-of-way to provide parking on both sides. Based on public consultation, there is a need for on-street parking in front of Cappuccino Bakery, as well as new businesses requiring additional parking; and

xv. Designate on-street parking along Wilsen Road by adding pavement markings along the north side of the road. Currently the lay-by parking available for customers of the live/work units are highly utilized and more parking supply is required. The right-of-way width is sufficient to provide this additional parking.

Specific to the Schomberg Core Area, the following changes are recommended:

xvi. Explore opportunities with Canada Post to remove the median that is separating the Green P lot from the Post Office lot to combine both into one large and open lot. Designate spaces for Post Office use through the use of signage. Reconfigure the parking area to provide the maximum amount of parking spaces, based on existing guidelines and by-law requirements. Install lighting throughout the parking lot to address public safety concerns;

xvii. Update the Schomberg Village Design Guidelines so that Section 4.2.6 Lighting section includes design standards for illuminating parking lots to enhance pedestrian safety;

xviii. Consider allowing public parking at the Community Centre and Arena and installing wayfinding signage to direct motorists. During events, Township staff should place a portable sign at the parking lot to direct public parking to another suitable location;

xix. Explore opportunities to acquire permission for public parking at businesses with under-utilized parking lots (e.g. RONA on Main Street). This would be a low cost measure to increase the public parking supply; and

xx. An agreement with the Agriculture Society should be explored to create additional off-street parking in a central location.

5.5.2 Changes to Parking Restrictions

Throughout King Township, parking restrictions should be implemented along road segments where parking leads to increased congestion and safety concerns.

On-street spaces in high demand areas should be reserved for short-term uses, and long-term parking (parking exceeding 3 hours) should be directed to off-street parking or side streets where there is lower parking demand. A 3 hour parking duration promotes turnover of parking spaces, but allows patrons of restaurants and other businesses to not feel rushed when they are parked in the Core Area.

5.5.2.1 Recommendations

Specific to the King City Core Area, the following changes are recommended:

i. Parking should be prohibited along the west side of Keele Street from King Road to just north of the Roost Café (approximately 195 metres south of King Road). The parking restrictions should be in affect from Monday to Friday, between 7:00 AM – 9:00 AM, and 4:00 PM – 6:00 PM;

ii. Parking should be prohibited along the east side of Keele Street from King Road to Sculptors Gate (South of the King City GO Station). The parking restrictions should be in affect from Monday to Friday, between 7:00 AM – 9:00 AM, and 4:00 PM – 6:00 PM.

Specific to the Schomberg Core Area, the following changes are recommended:

iii. Implement a maximum 3 hour parking duration along Main Street. Vehicles parking long-term should be encouraged to park at off-street parking facilities, or on side streets. Parking along Main Street should be monitored, and a parking turnover study conducted if warranted in the future.

A parking turnover study would determine the proportion of motorists that would be diverted to off-street facilities, and to ensure that the off-street facilities have sufficient parking supply to accommodate the additional demand. Furthermore, this future study would help determine if a 3 hour parking duration is suitable, as parking patterns may change once this initial restriction is implemented.

5.5.3 Shared Parking Access Investigation

Shared parking involves the use of one parking facility by more than one land use, taking advantage of different parking demand patterns by time of day to reduce the total amount of parking that would have been required if facilities were not shared. Shared parking ensures that parking spaces are not designated for any particular user, but operate as a pooled parking resource. This strategy can be considered on a “micro” scale within a single development, or on a “macro” scale between several developments within a Core Area.

The biggest benefits are realized with mixed-use developments, where uses have different peak demand times. For example, a restaurant and an office can share a parking facility with fewer total parking spaces than would otherwise be required for two separate parking facilities because they have different peak periods. As a result, shared parking encourages more efficient use of the parking supply.

The consideration of shared parking requires an assessment of typical occupancy rates during different times of the day for each of the land uses included in a shared parking scheme. **Exhibit 5-5** compares the typical occupancy rates for the residential, office, retail, and restaurant land uses used for the City of Mississauga. These land uses are selected as they are anticipated to comprise the majority of Core Area land uses.

Exhibit 5-5: Parking Occupancy Rates by Time of Day (Mississauga)

Land Uses	Morning	Noon	Afternoon	Evening
Weekday				
Residential	90%	65%	90%	100%
Office	100%	90%	95%	10%
Retail	80%	90%	90%	90%
Restaurant	20%	100%	30%	100%
Saturday				
Residential	90%	65%	90%	100%
Office	10%	10%	10%	10%
Retail	80%	100%	100%	70%
Restaurant	20%	100%	50%	100%

As shown in **Exhibit 5-5**, the parking occupancy rates vary throughout the day, experiencing fluctuations of up to 100% depending on the day and time of day. An example of the required parking space reduction is shown below in **Exhibit 5-6**.

Exhibit 5-6: Shared Parking Example (Mississauga)

Land use	Parking Required	Reduced Parking Requirement							
		AM		Noon		PM		Eve	
		Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Office	100	100	10	90	10	95	10	10	10
Restaurant	50	10	10	50	50	15	25	50	50
Total	**150**	**110**	**20**	**140**	**60**	**110**	**35**	**60**	**60**

As shown in **Exhibit 5-6**, the highest required number of spaces for all periods is 140, which demonstrates that a shared parking policy led to a reduction of 10 parking spaces.

There are a number of factors that need to be considered in implementing shared parking effectively:

- A mixed use development must be planned with land use types and gross floor area known in advance (e.g., retail, office, restaurant), so that a shared parking calculation can be conducted;
- Parking must be unreserved and designed to serve all uses;
- When a new business moves in to an existing development, its parking demand profile may be different from the original use, which may reduce the potential for shared parking and lead to parking undersupply; and
- The submission of a shared parking agreement between the proposed users of a shared parking facility can be required to ensure that it can be reviewed and enforcement undertaken if necessary.

Implementing a shared parking solution should increase the efficiency of the provided parking spaces, and should reduce the amount of space occupied by parking facilities. The potential reduction of spaces from shared parking could make it easier for land owners to provide the minimum parking requirement.

5.5.3.1 Recommendations

i. Review the ZBL to explore providing a future shared parking solution for land owners in the application stage.

5.5.4 Shared Use Agreements

Existing and future parking requirements could be resolved by introducing a shared use agreement. Similar to shared parking, shared use agreements take advantage of the fact that different land uses experience peak demand at different times. For example, an opportunity exists to facilitate a shared use parking agreement between the Cappuccino Bakery, and the Nobleton Feed Mill, which also serves Raffaele's Cantina. **Exhibit 5-7** shows the comparison to determine if a shared use agreement is feasible.

Exhibit 5-7: Peak Parking Times Comparison

Parking Lot	Parking Supply	Demand during Cappuccino Bakery Peak (2:00 PM Weekday)	Demand during Nobleton Feed Mill (Raffaele's Cantina) Peak (7:00 PM Friday)
Cappuccino Bakery	31	31 (100%)	17 (55%)
Nobleton Feed Mill (Raffaele's Cantina)	22	10 (45%)	26 (118%)
Total	53	41 (77%)	43 (81%)

As shown in **Exhibit 5-7,** the Cappuccino Bakery parking demand peaks during the weekday afternoon, and the Nobleton Feed Mill lot (which also serves Raffaele's Cantina) peaks on Friday evening, which is consistent with both land uses. When one facility is at peak demand, the other facility has excess capacity to accommodate the excess demand. A shared use agreement alleviates the need to further expand parking supply when a nearby parking facility has excess capacity at the same time.

5.5.4.1 Recommendations

i. It is recommended that the Township facilitate a shared use agreement between Cappuccino Bakery and Nobleton Feed Mill (which also serves Raphaelle's Cantina);

ii. King Township should serve as a facilitator to arrange shared use parking agreements between private land owners to permit public parking at the rear of shops, or through connected parking areas;

iii. Township should allow residential permit parking in municipally owned lots for residents do not have sufficient off-street facilities near their homes in the each of the Core Areas. This process should be implemented through an application process.

iv. Land owners should be required to provide on-site wayfinding signage (when applicable) to be approved by the Township through the development application review process.

5.6 Accessible Parking Review

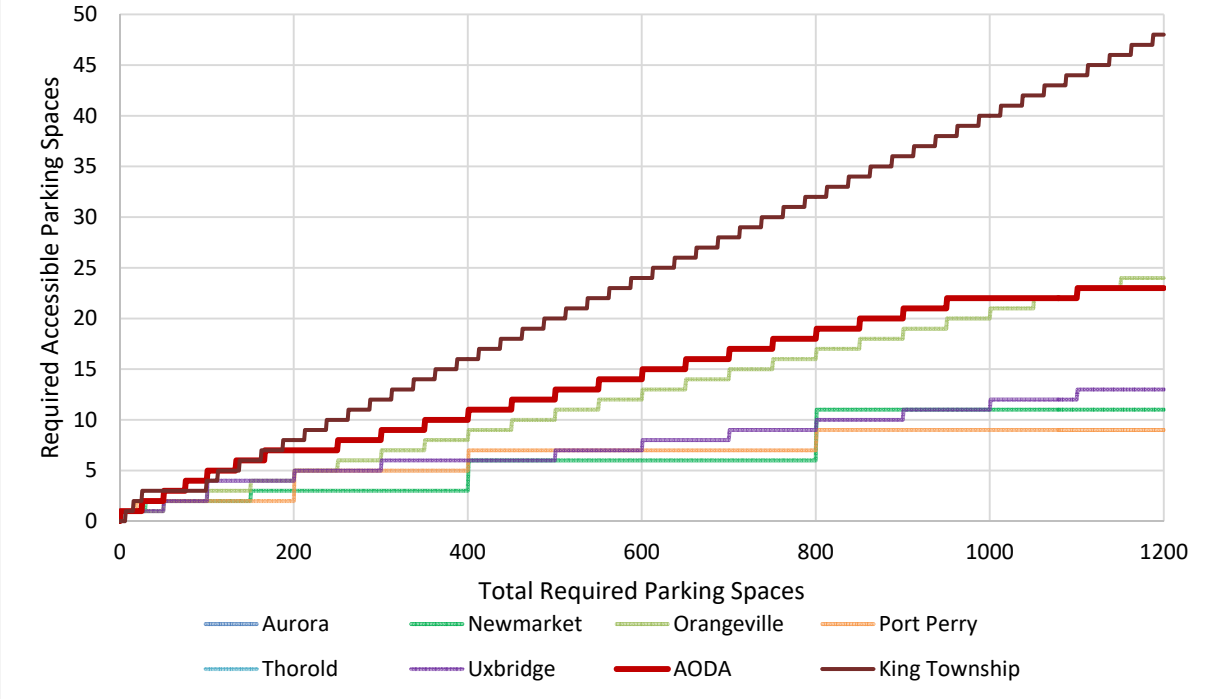
5.6.1 Off-Street Accessible Parking

Municipalities are moving towards adopting accessible parking requirements that are consistent with the requirements outlined by the Accessibility for Ontarians with Disabilities Act (AODA). Ontario's Accessibility Action Plan outlines a timeline to fully mandate AODA guidelines by 2025, which includes the provision of accessible parking spaces. With regards to private parking lots, according to Section 80.32 of the AODA standards, and further confirmed by Service Ontario, only new private developments or existing private developments that are going through renovations or redevelopment are subject to comply with the AODA guidelines by 2025.

AODA specifies two types of accessible parking spaces. Half of the required accessible parking supply must be Type A, while the other half Type B. Type A spaces are wider parking spaces intended to accommodate mobility friendly vans and have a minimum width of 3.4m, Type B spaces have a standard minimum width of 2.4m. AODA also mandates that access aisles must be provided for all accessible parking spaces, which provides additional room to persons with disabilities to get in and out of the vehicle. In addition, accessible parking spaces must have signage and pavement markings to differentiate them from normal parking spaces.

The Township's accessible parking requirements were compared to those of similar municipalities and AODA, the result of which is illustrated in **Exhibit 5-8**.

Exhibit 5-8: Accessible Parking Requirement Comparison



As shown in **Exhibit 5-8**, it is evident that where there are less than 200 parking spaces required, the number of required accessible parking spaces provided by King Township is consistent with AODA and other municipalities.

However, once more than 200 parking spaces are required, King Township's accessible parking space requirements are significantly higher than any other municipality or standard that was included in the comparison. The Urban Areas Zoning By-Laws require that once the number of required parking spaces exceeds 100, 4% of the required spaces need to be designated as an

accessible space. Typically, as the number of parking spaces increase, the percentage of required accessible spaces decreases.

It is noted that none of the existing off-street lots in the Core Area exceed 200 parking spaces, so the ZBL requirements do not affect the current study results.

A comparison of the number of accessible spaces in off-street lots to the rate in the AODA for each of the three Core Areas was completed. Out of 39 surveyed off-street facilities, 24 of them did not provide a sufficient number of accessible spaces. This lack of accessible parking in off-street lots is supported by comments from residents that it is difficult to find designated accessible parking for those that need it. While existing private parking facilities do not need to conform to AODA standards, it would greatly improve the parking experience for persons with disabilities.

5.6.1.1 Recommendations

i. Municipal off-street parking lots in each of the Core Areas be brought up to meet AODA standards. Ensure new private developments or existing private developments wishing to go through renovations or redevelopment meet AODA standards Existing accessible parking spaces should be examined to ensure that the signage and pavement markings clearly designate the spaces as accessible; and

ii. Work with existing private property owners to suggest moving toward AODA compliance, using the CIP Grant program to assist with the associated costs.

5.6.2 On-Street Accessible Parking

Accessible on-street parking should be provided in central locations that allow easy and convenient access to the Core Area for persons with disabilities. There are currently no on-street accessible parking spaces in the King City or Nobleton Core Area. There is currently one on-street accessible parking space in Schomberg in front of the Community Hall, but residents have commented that the space is misused by those that do not have accessible permits. The suggested addition of parking enforcement should reduce future occurrences of this behavior.

5.6.2.1 Recommendations

i. It is recommended that two accessible parking spaces are added in King City along Doctor’s Lane, where existing parking is available;

ii. An accessible parking space should be added in front of the Canada Post Office in Schomberg, where existing parking is available. With the addition of the accessible parking space, there would be two accessible spaces along Main Street (one on the north end, another on the south) to serve patrons of the Core Area. All accessible on-street spaces should have clear signage and pavement markings to demarcate the spaces.

5.7 Preferred Parking Space Review

Preferred parking spaces are typically placed in a desirable parking space in a high demand parking facility that provides an incentive for drivers that display a beneficial behavior (e.g. carpooling, or electric vehicles). This section outlines numerous preferred parking space strategies that have been implemented by other Canadian municipalities.

Carpool Spaces

Many municipalities have started to offer carpool parking in major facilities to entice carpooling to work, including Calgary, Ajax, and Hamilton (sample signage shown in **Exhibit 5-9**). These reserved spaces are located in popular locations such as near major entrances / exits, and require groups to register to receive a special decal or permit. They are most effective near office employment uses which generate a large percentage of daytime peak trips.

Exhibit 5-9: Sample Carpool Parking and Signage

CITY OF HAMILTON (REBECCA ST LOT) | SMART COMMUTE HAMILTON | MOHAWK COLLEGE

Currently, two spaces in the King Township Office lot in the King City Core Area have reserved carpool parking. Based on characteristics of areas where preferred parking spaces are the most beneficial (parking lots with high occupancy rates throughout the daytime), there do not appear to be more locations where carpool parking would be beneficial.

Electric Vehicles

While not directly reducing travel or parking demand, electric vehicles (EVs) have no emissions compared to typical motorized vehicles. The lack of emissions can help support broader sustainability and environmental goals by improving air quality. They can also help attract short-term visitors who need to recharge and can enjoy local amenities at the same time.

Currently King Township does not have any EV charging stations, and implementation of EV parking spaces with charging stations are not warranted at this time. However, if there is a large public shift to EVs in King Township, or if there is ongoing resident feedback, this is something that should be monitored and potentially explored in the future.

5.8 GO Transit Parking

King Township has identified a shortage of parking supply surrounding the King City GO Station, which has been supported in the existing conditions parking utilization analysis in Section 3.4. As the population of King City is anticipated to grow during the 10 year study horizon, and with the proposed increase in GO Train service, the parking demand at the GO Transit lots is anticipated to significantly increase to 161% of the capacity utilized. This suggests that the existing parking is not sufficient to accommodate the future demands of parking at the GO Station. Moreover, with all-day, two-way GO Train service slated for King City, the issues arising from having deficient parking supply (illegal parking on-street and off-street) will be magnified. Metrolinx has identified the King City GO Station to implement more parking in the short term according to the GO Transit Rail Parking and Station Access Plan (2013).

IBI Group has contacted Metrolinx inquiring about any plans to increase the parking supply at the existing station, but no confirmation has been received. Metrolinx should attempt to determine and provide adequate parking for their King City GO station, as deemed by further independent reviews by King Township staff on an ongoing basis, beyond the CAPS.

5.8.1.1 King Township Recommendations

Due to the large number of parking spaces, as well as the high utilization of these parking lots, and the impacts to the local municipal parking system, it is recommended that:

i. Metrolinx and King Township staff meet quarter-annually to discuss parking needs in King City, as well as keep one another abreast as to parking-related concerns, proposals, and associated matters. Phone calls to discuss specific parking-related issues should be scheduled as-needed. York Region should be invited to attend meetings with Metrolinx as-needed.

6 Conclusions and Recommendations

6.1 Study Conclusions

Based on the study findings, the following conclusions are drawn:

Existing Parking Supply and Demand

- Three survey periods were included in the data collection, they were comprised of weekday, Friday evening, and Saturday. The hour with the highest parking demand was designated as the peak period for the existing and future parking demand analysis;

King City Core Area

- The King City Core Area surveyed parking supply consists of 944 parking spaces (384 on-street and 560 off-street), and 626 spaces reserved for GO Transit parking. It should be noted that the weekday peak parking supply was less than 944, due to on-street parking restrictions;
- The following weekday peak parking demand was observed:
    - On-street: 64 of 213 spaces occupied (30%);
    - Off-Street: 263 of 560 spaces occupied (47%);
    - System wide: 327 of 773 spaces occupied (42%); and
    - GO Transit: 623 of 626 spaces occupied (close to 100%).
- Two (2) of 36 on and off-street parking facilities operated above capacity during the peak period. However, sufficient parking was available nearby to accommodate the excess demand. The existing parking inventory is sufficient to accommodate the current parking demand during all times; and
- The GO Transit parking facilities are operating above capacity, with some lots experiencing utilization rates above 100% due to illegal parking.

Nobleton Core Area

- The Nobleton Core Area surveyed parking supply consists of 449 parking spaces (127 on-street and 322 off-street);
- The following Saturday peak parking demand was observed:
    - On-street: 7 of 127 spaces occupied (6%);
    - Off-Street: 165 of 322 spaces occupied (51%); and
    - System wide: 172 of 449 spaces occupied (38%).
- One (1) of 13 off-street parking facilities operated above capacity during the peak period, and all on-street facilities operated below capacity. The existing parking inventory is sufficient to accommodate the current parking demand during all times, no expansion to the existing parking system is warranted.

Schomberg Core Area

- The Schomberg Core Area surveyed parking supply consists of 375 parking spaces (140 on-street and 235 off-street);
- The following Saturday peak parking demand was observed for the Schomberg Core Area:
    - On-street: 68 of 140 spaces occupied (49%);

  - Off-Street: 24 of 235 spaces occupied (10%); and
  - System wide: 92 of 375 spaces occupied (25%).
- All on-street and off-street parking facilities operated below capacity. The existing parking inventory is sufficient to accommodate the current parking demand during all times, no expansion to the existing parking system is warranted.

Future Parking Assessment

- Future parking demand within the Core Areas are anticipated to be impacted by the following factors:
  - Parking demand growth due to population growth of King City (5.5%), Nobleton (1.5%), and Schomberg (0.7%) over the 10 year horizon;
  - Personal vehicle modal split reduction: 5% reduction over the 10 year horizon; and
  - Parking supply losses, and new developments within the Core Area parking study area: up to 35 parking spaces lost in King City, 35 parking spaces gained in Nobleton, and no parking supply changes in Schomberg.
- During the period of peak parking demand (weekday 3:00 PM to 4:00 PM), the King City Core Area parking system is projected to operate at 71% capacity (48% on-street and 81% off-street), no supply expansions are warranted. The GO Transit parking system is projected to operate at 161% of the capacity utilized, approximately 575 additional spaces are required to have the lot operate below capacity;
- During the period of peak parking demand (Saturday 3:00 PM to 4:00 PM), the Nobleton Core Area parking system is projected to operate at 39% capacity (6% on-street and 51% off-street), no supply expansions are warranted; and
- During the period of peak parking demand (Saturday 5:00 PM to 6:00 PM), the Schomberg Core Area parking system is projected to operate at 25% capacity (49% on-street and 10% off-street), no supply expansions are warranted.

6.2 Summary of Recommendations

Exhibit 6-1, **Exhibit 6-2**, and **Exhibit 6-3** show a summary of the recommendations that have been presented in Section 5 for the Core Areas of King City, Nobleton, and Schomberg. The tables present the strategy, recommendation, the King Township entity/team that is responsible for implementation, a high level cost estimate to implement the recommendation, and the implementation timeline. The proposed implementation timeline is split into short term (1-2 years), medium term (3-5 years), long term (5-10 years), and ongoing. Short term recommendations can be viewed as “quick wins”, and can be implemented within a short time frame with low cost and effort.

In addition to the recommendations in **Exhibit 6-1**, **Exhibit 6-2**, and **Exhibit 6-3**, King Township should conduct annual parking occupancy surveys, and continue to monitor population growth and compare to growth targets. Further assessment of parking needs should be conducted if future growth projections begin and continue to deviate year over year away from the general trend. In this case, more off-street public parking should be considered to satisfy any increase in future parking demand resulting from the change in population/growth projections. King Township should continually monitor developments/redevelopments in the Core Areas to evaluate any losses in the existing supply of off-street and on-street parking and any cumulative impacts.

Exhibit 6-1: King City Parking Recommendations

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Accessible Parking	5.6.2.1.i	Add two accessible parking spaces along Doctors Lane, where existing on-street parking is available. Add signage and pavement markings to clearly demarcate the space.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	5.6.1.1.i	Municipal off-street parking lots should be brought up to AODA standards, existing accessible parking spaces should be painted and signed.	By-law Enforcement Services with support from Engineering and Public Works Department		Short term
	5.6.1.1.ii	Work with existing private property owners to suggest moving toward AODA compliance, using the CIP Grand program to assist with the associated costs.	By-law Enforcement Services with support from Engineering and Public Works Department		Medium term
Improve Parking Management	5.3.1.i	One by-law officer should enforce the Core Area during typical commercial business hours (between 8am and 6pm Monday to Friday) and when the restaurants and bars are busy (Friday and Saturday evenings) as well as during any special events.	By-law Enforcement Services	Additional hourly pay for 6 hours (2 extra hours during the day and 4 hours total Friday and Saturday evenings)	Short term / Ongoing
	5.2.1.i	Implementation of cash-in-lieu of parking in King City should be provided at the same rate as Schomberg ($3,300/space), with the understanding that public parking should be available to meet the future public parking deficiencies identified in King City based on the growth of existing parking demand. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development	Planning Department & Parks Recreation & Culture	N/A	Ongoing

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Parking Signage and Wayfinding Strategies	5.4.2.iii 5.4.2.iv	King to create an online map of available on-street and off-street parking locations to display on the Township website. King to develop and distribute education and awareness materials for businesses located in the Core Area that addresses the importance of on-street parking for businesses and overall health of the Core Areas, encourages business owners to coordinate off-street parking with other neighbouring businesses (shared-use agreement) and to encourage businesses to share the online map with their customers (e.g., link to map on website).	Planning Department, Information Technology, and Economic Development With support from GIS & Planning Department	Minimal costs associated with these recommendations	Medium term
	5.4.2.v 5.4.2.vi	King to install larger signage for the Green P lot as per the requirements outlined in Ontario Traffic Manual Book 8: Guide and Information Signs (2018). Illuminating the Green P sign may not be a viable solution to garner the attention of drivers. Instead, in addition to an online map showing the lot, wayfinding signage should be installed on Keele Street, south of the Core Area and on King Road to the east and west of Keele Street to direct drivers to the Green P lot.	Parks, Recreation & Culture Department	Signage already purchased by King Township Parks, Recreation and Cultures Additional $10,000 for static wayfinding signage directing traffic to the Green P lot.	Short term
	5.4.2.vii	King Township should discuss with Metrolinx the possibility of adding dynamic wayfinding signage on Station Road ahead of the driveways to help guide traffic to the parking lots with available capacity.	Economic Development, with support from Engineering and Public Works Department	$25,000 to $30,000 per dynamic sign Plus an additional $50,000 for the automated data collection system.	Medium term
Improve Infrastructure	5.5.1.1.xi	Add pavement markings and signage along Doctor's Lane to identify on-street parking spaces.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Infrastructure *(continued)*	5.5.1.1.vii	Assess current parking layouts, specifically the Green P lot, for potential room for additional parking.	Parks, Recreation & Culture Department	Minimal costs associated with these recommendations	Short term
	5.4.2.ii	Annual maintenance, such as line painting and repairing/replacing signage, should be completed.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Ongoing
	5.5.1.1.i	Consider conducting a Road Safety Audit along King Road or review collision history within the Core Area to determine if King Road would be suitable for on-street pavement markings which delineate parking spaces.	York Region & Engineering and Public Works Department	$15,000 to $20,000 fee to hire a consultant	Short term
	5.5.2.1.i 5.5.2.1.ii 5.5.1.1.ix	Parking should be prohibited along the west side of Keele Street from King Road to just north of the Roost Café (approximately 195 metres south of King Road) from Monday to Friday 7am-9am and 4pm-6pm. Parking should be prohibited along the east side of Keele Street from King Road to Sculptors Gate (south of the King City GO Station) from Monday to Friday 7am-9am and 4pm-6pm. King Township should add 2 short-term duration (2 hours) parking spaces on Keele Street near the Roost Café (south of the above parking prohibition limits). Consider completing a turn over study to determine the maximum short term duration appropriate for the two spaces.	By-law Enforcement Services with support from Engineering and Public Works Department	Minimal costs associated with the implementing the prohibition (add signage and educate the public) Approximately $15,000-$25,000 to hire a consultant to complete the turnover study and analyze the results	Medium term

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Infrastructure *(continued)*	5.5.1.1.x	Explore granting public access to the existing laneway through the All Saints Anglican Church lot to provide pedestrian access from Doctor's Lane to Keele Street to encourage parking on Doctor's Lane	Parks, Recreation & Culture Department with support from Economic Development	A sidewalk connecting Doctor's Lane to Keele Street that is 3 metres wide x 80 metres long (2,583 sq.ft) would cost approximately: $6,000 to purchase the property $1,000 to build the sidewalk $5,000 additional maintenance annually	Medium term
	5.5.1.1.viii	Consider adding a sidewalk at the south end of the Green P lot that connects with the sidewalk along the north side of King Road. The sidewalk should be designed to enhance the public realm and ensure pedestrian safety. Further civil engineering work would need to be investigated by King Township.	Parks, Recreation & Culture Department	Approximately $50,000 for consultation and design services Approximately $250 per linear foot to build a concrete switchback ramp Approximately $20,000 for landscaping services	Medium term
Increase Public Parking and Supply	5.5.1.1.xii	Consider allowing public parking at the Community Centre and Arena and installing wayfinding signage to direct motorist. During events at the Community Centre and Arena, Township staff should place a portable sign at the parking lot to direct general public parking to another suitable location.	Economic Development, Planning Department, and Parks, Recreation & Culture Department	N/A	Short term
	5.5.1.1.xiii	Explore opportunities to acquire permission for public parking at businesses with under-utilized parking lots (e.g. Shoppers Drug Mart on King Road). This would be a low cost measure to increase the public parking supply.	Economic Development, Planning Department,	N/A	Long term

Exhibit 6-2: Nobleton Parking Recommendations

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Accessible Parking	5.6.1.1.i	Municipal off-street parking lots should be brought up to AODA standards, existing accessible parking spaces should be painted and signed.	By-law Enforcement Services with support from Engineering and Public Works Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	5.6.1.1.ii	Work with existing private property owners to suggest moving toward AODA compliance, using the CIP Grand program to assist with the associated costs.	By-law Enforcement Services with support from Engineering and Public Works Department		Medium term
Improve Parking Management	5.5.4.1.i	Facilitate a Shared-use agreement between Cappuccino Bakery and Nobleton Feed Mill (Raphaelle's Cantina).	Economic Development	N/A	Short term
	5.2.1.i	Implementation of cash-in-lieu of parking in Nobleton should be provided at the same rate as Schomberg ($3,300/space), with the understanding that public parking should be available to meet the future public parking deficiencies identified in King City based on the growth of existing parking demand. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development	Planning Department & Parks Recreation & Culture	N/A	Ongoing
Parking Signage and Wayfinding Strategies	5.4.2.viii	Review existing signage and confirm / add all four layers of static wayfinding signs (introduction, directional, identification, and pedestrian).	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Approximately $10,000 to hire a consultant to complete the assessment Additional $10,000 to purchase various static wayfinding signage Cost for signage is dependent on assessment results.	Medium term

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Parking Signage and Wayfinding Strategies *(continued)*	5.4.2.iii	Existing and future parking requirements could be resolved by introducing a shared-use agreement. Based on this parking study, there is no justification for constructing a Green P lot in Nobleton Core Area. Instead, King should create an online map of available on-street and off-street parking locations to display on the Township website.	Planning Department, Information Technology, and Economic Development With support from GIS & Planning Department	N/A	Medium term
Improve Infrastructure	5.5.1.1.xv	Designate on-street parking along Wilsen Road by adding pavement markings along the north side of the road. The right-of-way width is sufficient to provide this additional parking.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	5.4.2.ii	Annual maintenance, such as line painting and repairing/replacing signage, should be completed.	Engineering and Public Works Department		Short term / Ongoing
	5.5.1.1.xiv	Construct a raised curb on both sides of Old King Road. Designate on-street parking along Old King Road by adding pavement markings. Consider widening the ROW in order to provide parking on both sides.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Subject to further cost estimate -Approximately $30,000 for consulting and design fees -Approximately $35-$50 per linear foot to complete construction -Old King Road is approximately 550 feet -Cost is approximately $20,000 to $30,000 Total cost approximately $50,000 to $60,000	Long term
	5.5.1.1.i	Consider conducting a Road Safety Audit along King Road or review collision history within the Core Area to determine if King Road would be suitable for future on-street parking opportunities.	Engineering and Public Works Department	$15,000 to $20,000 fee to hire a consultant	Short term

Exhibit 6-3: Schomberg Parking Recommendations

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Accessible Parking	5.6.2.1.ii	Add one accessible parking space in front of the Canada Post Office, where existing on-street parking is available. Add signage and pavement markings to clearly demarcate the space.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term
	5.6.1.1.i	Off-street parking lots should be brought up to AODA standards, existing accessible parking spaces should be painted and signed.	By-law Enforcement Services		Short term
	5.6.1.1.ii	Work with private property owners to move toward AODA compliance, using the CIP Grand program to assist with the associated costs.	By-law Enforcement Services with support from Engineering and Public Works Department		Medium term
Improve Parking Management	5.5.2.1.iii	The existing maximum 3 hour duration along Main Street should be enforced and monitored through the completion of a turn over study to determine a max time for short term parking on Main Street, push longer term parking on side streets and off-street.	Engineering and Public Works Department with support from Economic Development	Minimal costs associated with the implementing the prohibition (add signage and educate the public) Approximately $15,000 to $25,000 hire a consultant to complete the turnover study and analyze the results	Medium term
	5.3.1.i	One by-law officer should enforce the Core Area during typical commercial business hours (between 8am and 6pm Monday to Friday) and when the restaurants and bars are busy (Friday and Saturday evenings) as well as during any special events.	By-law Enforcement Services	Additional hourly pay for 6 hours (2 extra hours during the day and 4 hours total Friday and Saturday evenings)	Short term / Ongoing

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Improve Parking Management *(continued)*	5.2.1.ii	Maintain existing cash-in-lieu rate for Schomberg. Although no cash-in-lieu fees have currently been collected, any future collected fees should be used to maintain Green P lot and fix damaged bumpouts. King Township should reserve the right to decide whether or not the cash-in-lieu program is acceptable for a given development.	Planning Department & Parks Recreation & Culture	N/A	Ongoing
	5.5.3.1.i	Review the ZBL to explore providing a future shared parking solution for land owners in the application stage.	Planning Department		Medium term
Parking Signage and Wayfinding Strategies	5.4.2.ix	King to install a larger signage for the Green P lot as per the requirements outlined in OTM Book 8: Guide and Information Signs document. Signage should be installed along Main Street, north and south of the Core Area, to direct traffic to the Green P lot.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Similar cost as new Green P signage in King City	Short term
	5.4.2.iii 5.4.2.iv	King to create an online map of available on-street and off-street parking locations to display on the Township website. King to develop and distribute education and awareness materials for businesses located in the Core Area that addresses the importance of on-street parking for businesses and overall health of the Core Areas, encourages business owners to coordinate off-street parking with other neighbouring businesses (shared-use agreement) and to encourage businesses to share the online map with their customers (e.g., link to map on website).	Planning Department, Information Technology, and Economic Development With support from GIS & Planning Department	Minimal costs associated with these recommendations	Medium term

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Parking Signage and Wayfinding Strategies *(continued)*	5.4.2.x	Install signage along Main Street notifying drivers of the 3-hour maximum duration.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department	Minimal costs associated with this recommendation	Short term
Improve Infrastructure	5.4.2.xi	Improve winter maintenance for the Green P parking lot.	Parks, Recreation & Culture Department	Minimal costs associated with these recommendations - funds should be available through King's maintenance budget	Short term / Ongoing
	5.4.2.ii	Annual on & off street public parking stall maintenance, such as line painting and repairing/replacing signage, should be completed.	Engineering and Public Works Department with support from Parks, Recreation & Culture Department		Short term / Ongoing
	5.5.1.1.xvii	Update the Schomberg Village Design Guidelines so that Section 4.2.6 Lighting section includes design standards for illuminating parking lots to enhance pedestrian safety	Planning Department	N/A	Short term
	5.5.1.1.xvi	Explore the opportunity with Canada Post to remove the median that is separating the Green P lot from the Post office lot to combine both into one large and open lot. Designate spaces for Post Office use only through the use of signage. Reconfigure the new parking lot to provide the most amount of parking spaces. Install lighting throughout the parking lot.	Parks, Recreation & Culture Department with support from Economic Development	$40,000 to $60,000	Medium term

Strategy	Reference Section	Recommendation	Entity/Team Responsibilities	Cost	Implementation Timeline
Increase Public Parking Supply	5.5.1.1.xviii	Allow wayfinding for public parking at the Community Centre and Arena. Parks and Recreation staff should place a portable sign at the parking lot to prohibit parking in the lots unless attending the event when special events are running.	Economic Development and Parks, Recreation & Culture Department	N/A	Short term
	5.5.1.1.xix	Explore opportunities to acquire permission for public parking at businesses with under-utilized parking lots (e.g. RONA on Main Street). This would be a low cost measure to increase the public parking supply	Economic Development, Planning Department	N/A	Long term
	5.5.1.1.xx	An agreement with the Agriculture Society should be explored to create additional off-street parking in a central location	Economic Development and Planning Department	N/A	Medium term

Appendix A – Parking Utilization Survey Results Memorandum

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Memorandum

To/Attention	Jamie Smyth - King Township	**Date**	April 6, 2018
From	Peter Richards - IBI Group Fadi Madi - IBI Group	**Project No**	114693
cc	Jason Ballantyne - King Township Attila Hertel - IBI Group		
Subject	**Parking Utilization Survey Results**		

Introduction

The intent of this memorandum is to summarize the results from the parking utilization surveys that took place in King Township.

The parking supply and demand surveys were conducted during the following days and times:

- **Tuesday, March 20th**: 8:00 AM & 12:00 AM (midnight) in Nobleton & Schomberg;
- **Wednesday, March 21st**: 8:00 AM & 12:00 AM (midnight) in King City;
- **Friday, March 23rd**: 6:00 PM & 9:00 PM in King City, Nobleton, & Schomberg; and
- **Saturday, March 24th**: 1:00 PM & 6:00 PM in King City, Nobleton, & Schomberg.

Jamie Smyth - King Township – April 6, 2018

King City Results

Exhibit 1: King City Off-Street Parking Results

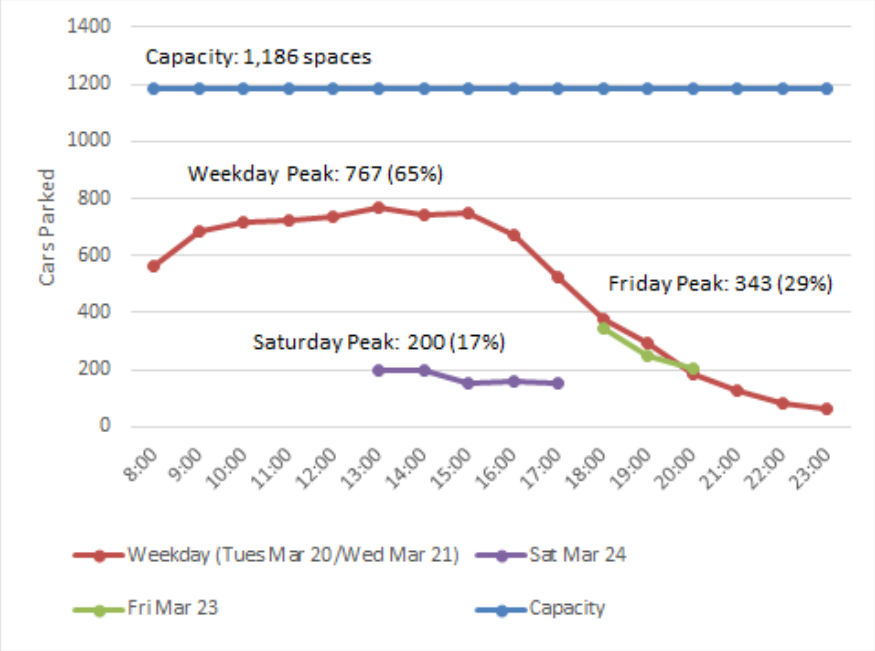

Exhibit 2: King City On-Street Parking Results

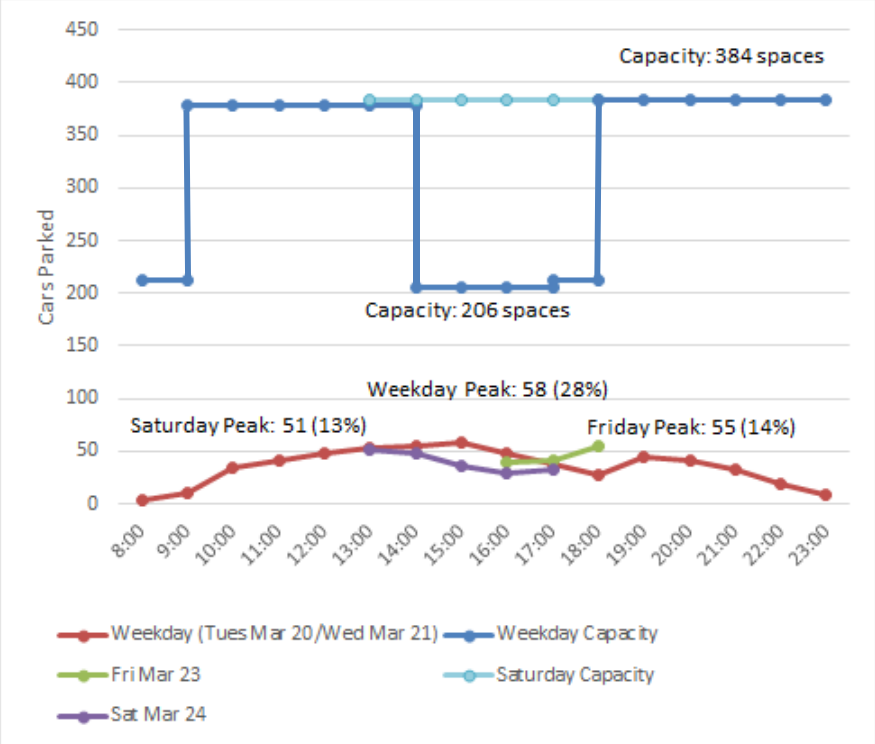

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Exhibit 3: King City Parking Utilization Results Summary Table

Parking Area	Weekday (15:00)			Friday (18:00)			Saturday (13:00)		
	Supply	Demand	% Utilization	Supply	Demand	% Utilization	Supply	Demand	% Utilization
On-Street Parking (King City)									
Total	206	58	28%	206	40	19%	384	51	13%
Off-Street Parking (King City)									
GO Lot 1	237	167	70%	237	57	24%	237	12	5%
GO Lot 2	122	79	65%	122	33	27%	122	1	1%
GO Lot 3	140	137	98%	140	43	31%	140	0	0%
GO Lot 4	69	71	103%	69	18	26%	69	0	0%
King City United Church	58	55	95%	58	8	14%	58	1	2%
All Saints Anglican Church	23	6	26%	23	0	0%	23	1	4%
Paper Crane Sushi	26	9	35%	26	10	38%	26	6	23%
Locale Restaurant	12	10	83%	12	9	75%	12	3	25%
Green P Lot	30	7	23%	30	3	10%	30	11	37%
King City market	35	6	17%	35	7	20%	35	8	23%
Community Centre & Arena	108	27	25%	108	71	66%	108	81	75%
Senior Centre	15	5	33%	15	0	0%	15	0	0%
LGL Limited	19	11	58%	19	1	5%	19	1	5%
CIBC	22	11	50%	22	8	36%	22	7	32%
Canada Trust	22	14	64%	22	11	50%	22	10	45%
King's Variety Plaza	9	5	56%	9	1	11%	9	5	56%
Shoppers Drug Mart	63	22	35%	63	19	30%	63	17	27%
RBC Royal Bank	29	15	52%	29	9	31%	29	8	28%
Rockford Bar & Grill	29	10	34%	29	25	86%	29	13	45%
Township of King Plaza	84	64	76%	84	7	8%	84	12	14%
Public Library	34	15	44%	34	3	9%	34	3	9%
Total	1186	746	63%	1186	343	29%	1186	200	17%
System Totals									
Total	**1392**	**804**	**58%**	**1392**	**383**	**28%**	**1570**	**251**	**16%**

**Values in red represent a parking utilization of 85% or greater; cells highlighted in red represent a parking utilization of greater than 100%*

Jamie Smyth - King Township – April 6, 2018

Nobleton Results

Exhibit 4: Nobleton Off-Street Parking Results

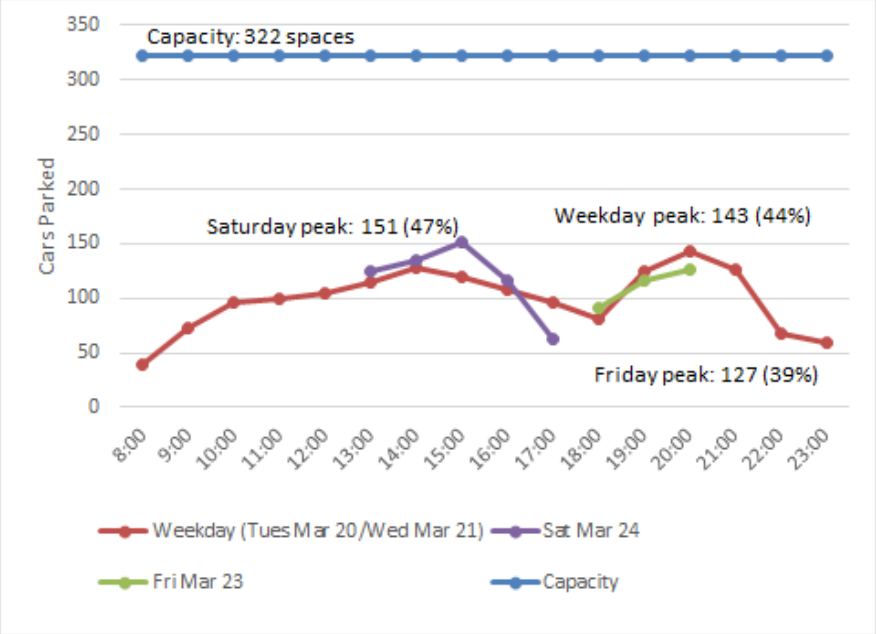
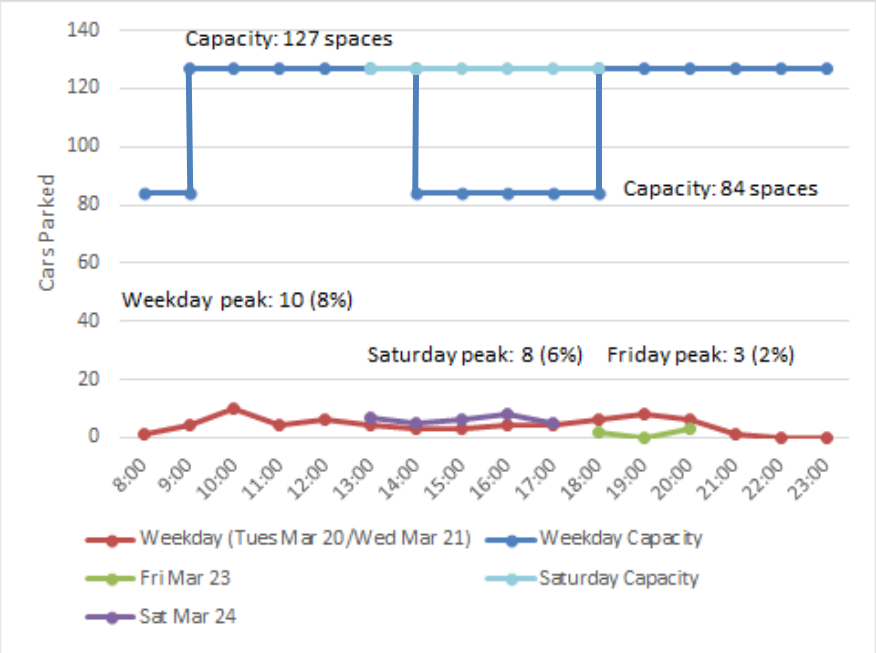


Exhibit 5: Nobleton On-Street Parking Results



Jamie Smyth - King Township – April 6, 2018

Exhibit 6: Nobleton Parking Utilization Results Summary Table

Parking Area	Supply	Weekday (20:00)		Friday (20:00)		Saturday (15:00)	
		Demand	% Utilization	Demand	% Utilization	Demand	% Utilization
On-Street Parking (Nobleton)							
Total	127	6	5%	3	2%	6	5%
Off-Street Parking (Nobleton)							
Nobleton Guardian Pharmacy	25	23	92%	3	12%	9	36%
CIBC	8	0	0%	0	0%	4	50%
Community Centre & Arena	112	96	86%	82	73%	78	70%
Nobleton Feed Mill	22	8	36%	21	95%	4	18%
Heritage Home	11	1	9%	1	9%	1	9%
Cappuccino Bakery	31	9	29%	5	16%	25	81%
Nobleton Mini Mart Plaza	18	0	0%	7	39%	4	22%
RBC Royal Bank	25	0	0%	0	0%	12	48%
Daisy Mart	10	1	10%	4	40%	5	50%
Misoya Sushi Plaza	17	5	29%	3	18%	4	24%
Loconte Fine Meats Plaza	17	0	0%	1	6%	3	18%
Nobleton Jr. Public School Lot 1	10	0	0%	0	0%	0	0%
Nobleton Jr. Public School Lot 2	16	0	0%	0	0%	2	13%
Total	322	143	44%	127	39%	151	47%
System Totals							
Total	**449**	**149**	**33%**	**130**	**29%**	**157**	**35%**

**Values in red represent a parking utilization of 85% or greater*

Jamie Smyth - King Township – April 6, 2018

Schomberg Results

Exhibit 7: Schomberg Off-Street Parking Results

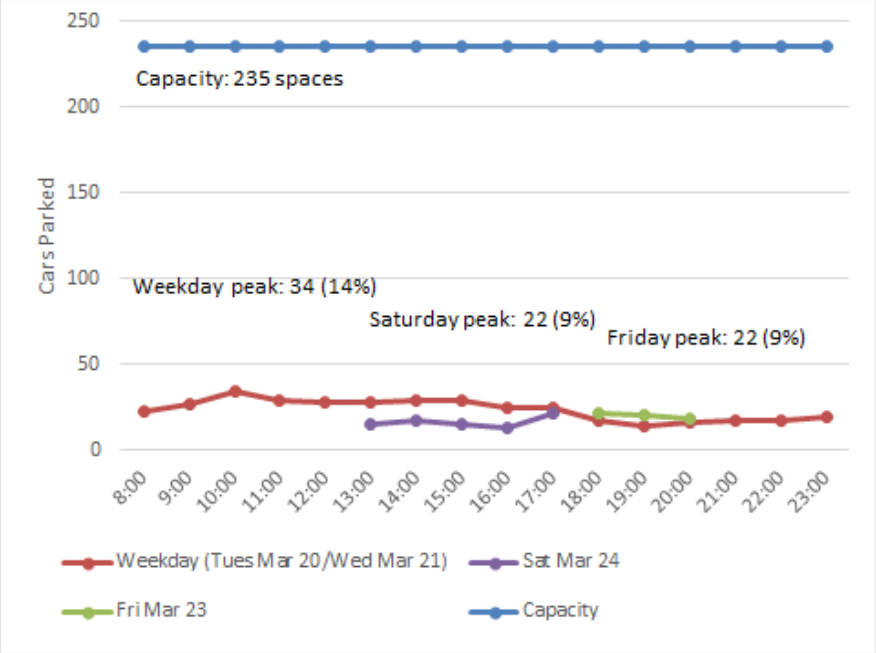


Exhibit 8: Schomberg On-Street Parking Results

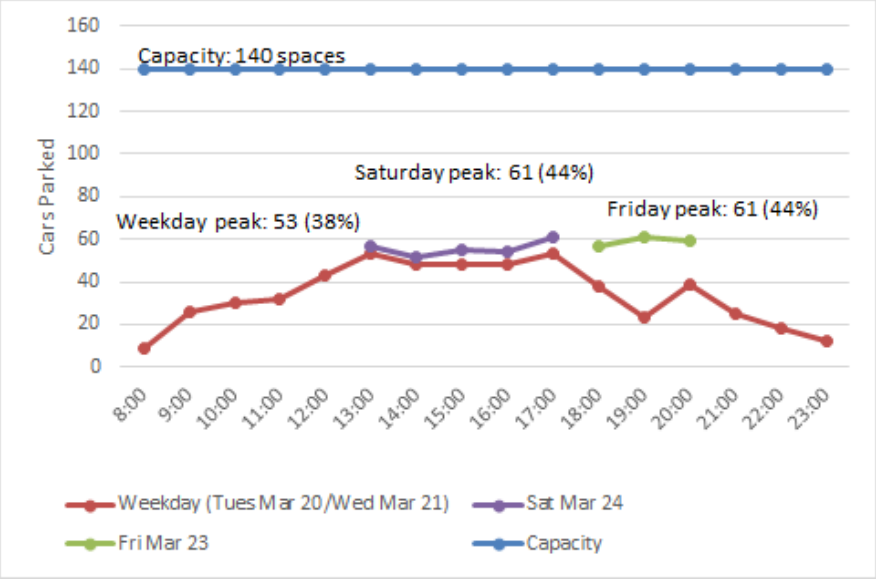


Exhibit 9: Schomberg Parking Utilization Results Summary Table

Parking Area	Supply	Weekday (13:00)		Friday (19:00)		Saturday (17:00)	
		Demand	% Utilization	Demand	% Utilization	Demand	% Utilization
On-Street Parking (Schomberg)							
Total	140	53	38%	61	44%	61	44%
Off-Street Parking (Schomberg)							
CIBC	13	7	54%	4	31%	3	23%
RONA	38	8	21%	4	11%	5	13%
Green P	20	7	35%	12	60%	14	70%
Schomberg Comm & Agri Arena	104	5	5%	0	0%	0	0%
Osin Lions Park	60	1	2%	0	0%	0	0%
Total	235	28	12%	20	9%	22	9%
System Totals							
Total	**375**	**81**	**22%**	**81**	**22%**	**83**	**22%**