

Town of Newmarket



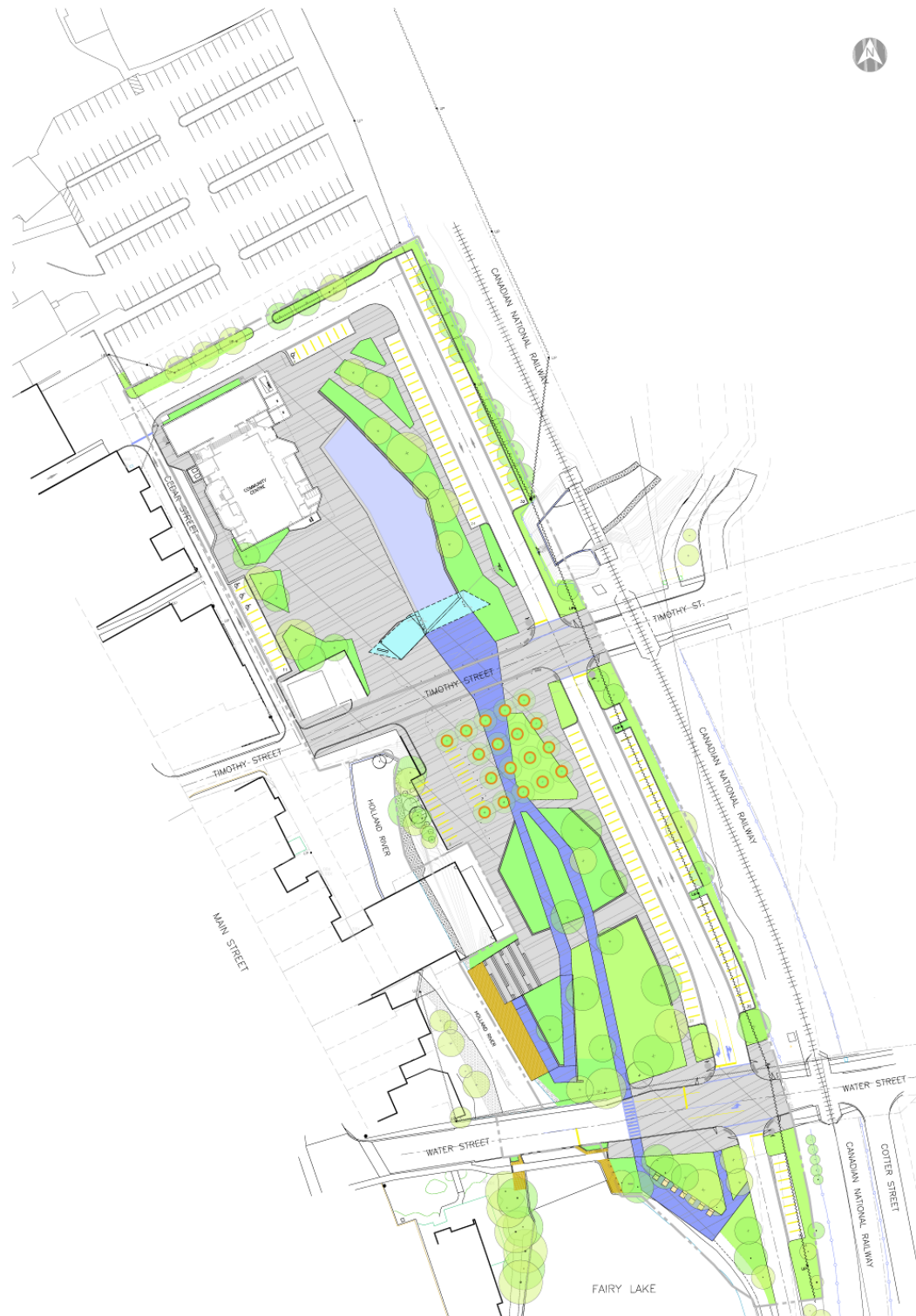
CUSP PUBLIC MEETING #3

January 5, 2010



JANET ROSENBERG + ASSOCIATES
LANDSCAPE ARCHITECTURE / URBAN DESIGN





parking directions study

- draft Parking Directions Study report:
 - submitted & circulated December 24th, 2009
- what is the study about?
 - understanding parking needs in the downtown
 - CUSP plan parking supply recommendations
 - development of framework for future downtown parking planning
 - future development considerations
 - future parking needs



Town of Newmarket

Parking Directions Report

DRAFT 1

*Prepared for:
Town of Newmarket*

December, 2009



CUSP parking

- today's focus:

 - *CUSP Plan parking supply*

- downtown & CUSP parking demands

- previous CUSP plan

- CUSP plan parking options

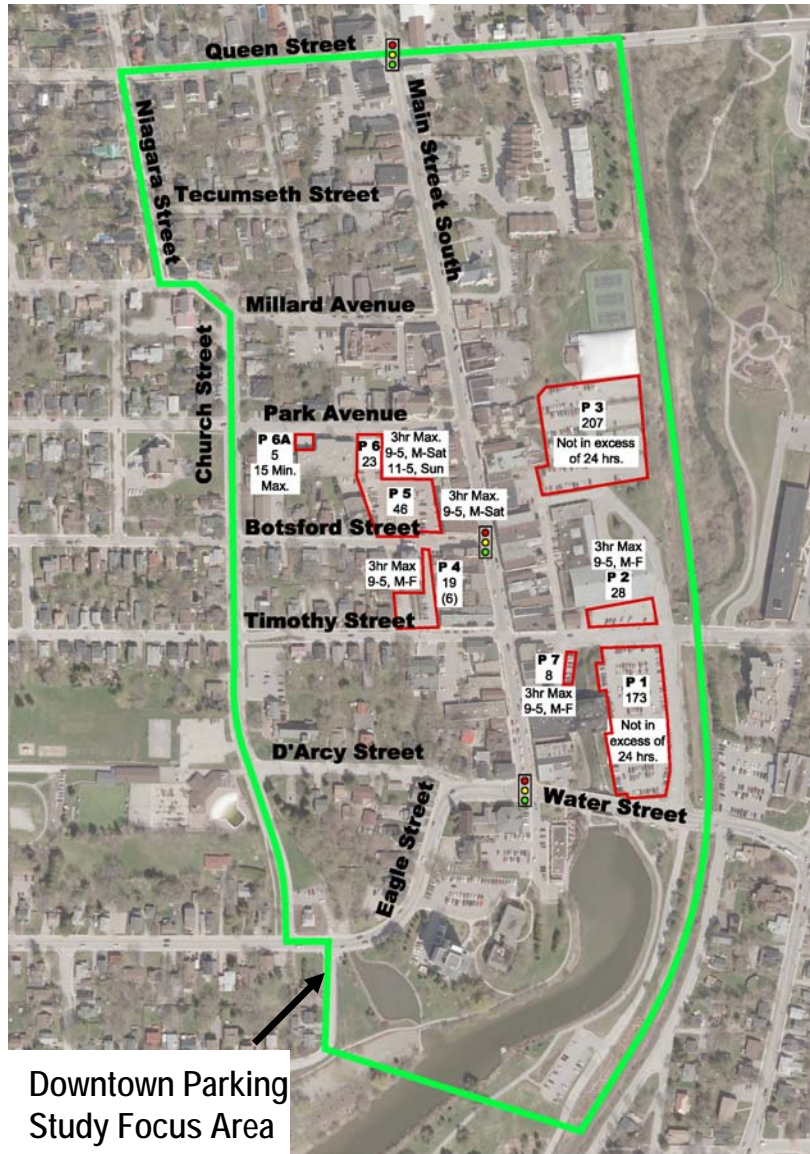
- option evaluation

- options adopted by CUSP Task Force

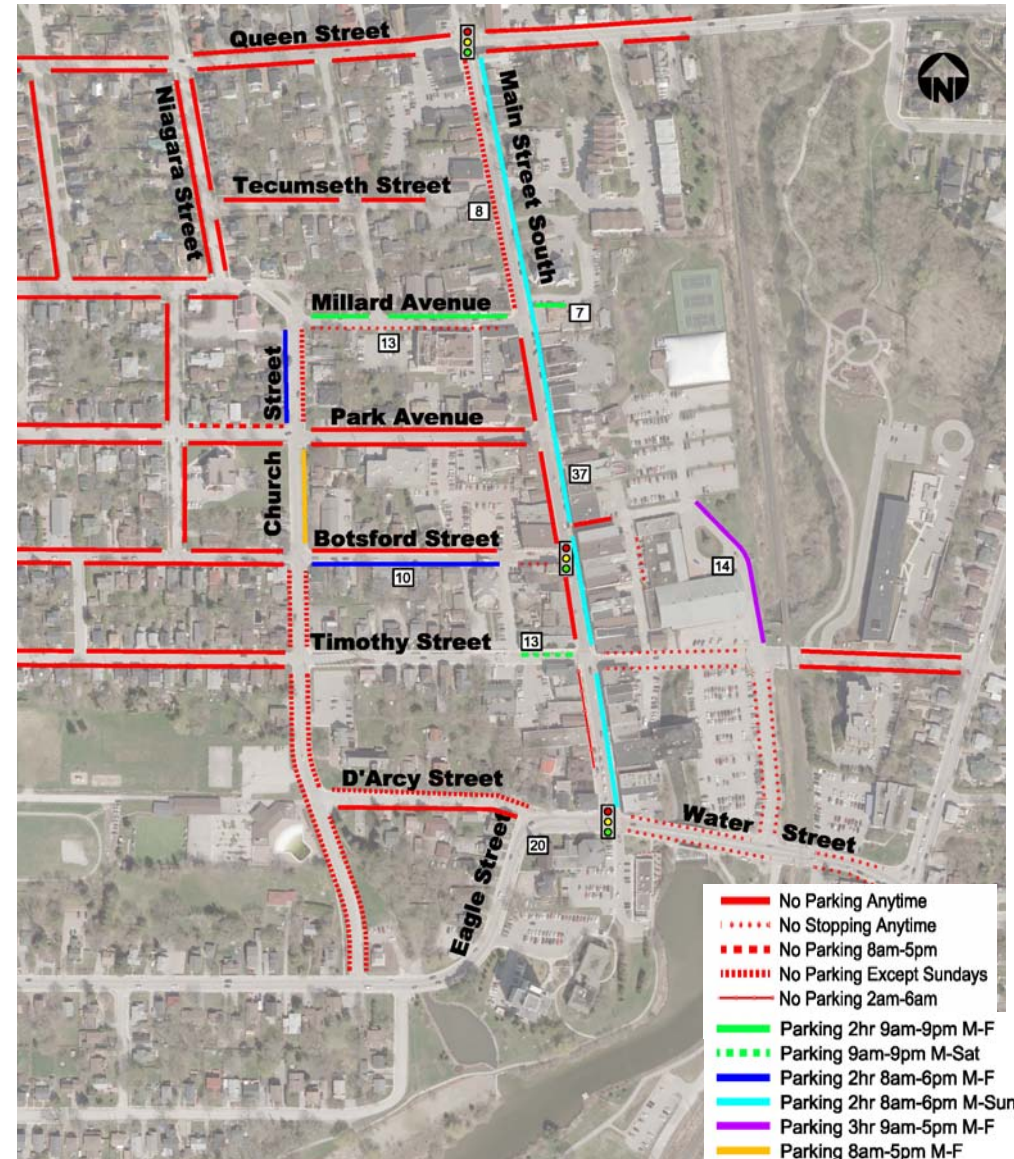
- CUSP Task Force recommendations



existing public parking



+/- 510 off-street public parking spaces
 - 7 lots (P1 to P7)
 - provide for long and short stay



+/- 120 on-street public parking spaces
 - generally short stay (3hrs or less)

existing parking demands

- comprehensive parking demand surveys:

- weekdays and weekends
- including events

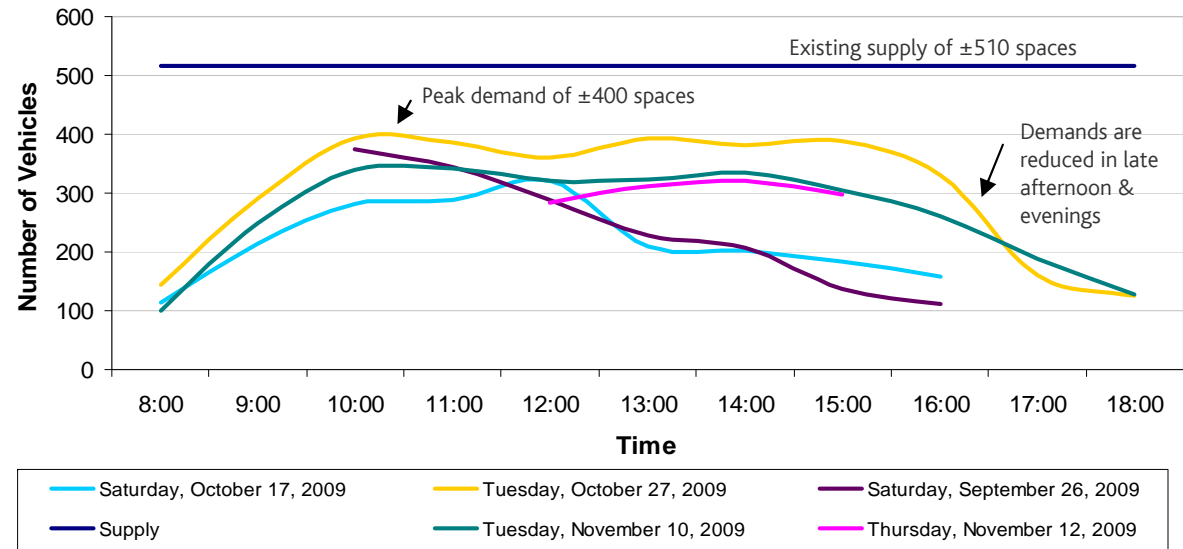
- parking demands:

- parking lots:
 - busiest during week
 - +/- 80% full (+/- 400 spaces occupied)
- on-street:
 - well used throughout week / weekend
 - +/- 75% full (+/- 90 spaces occupied)

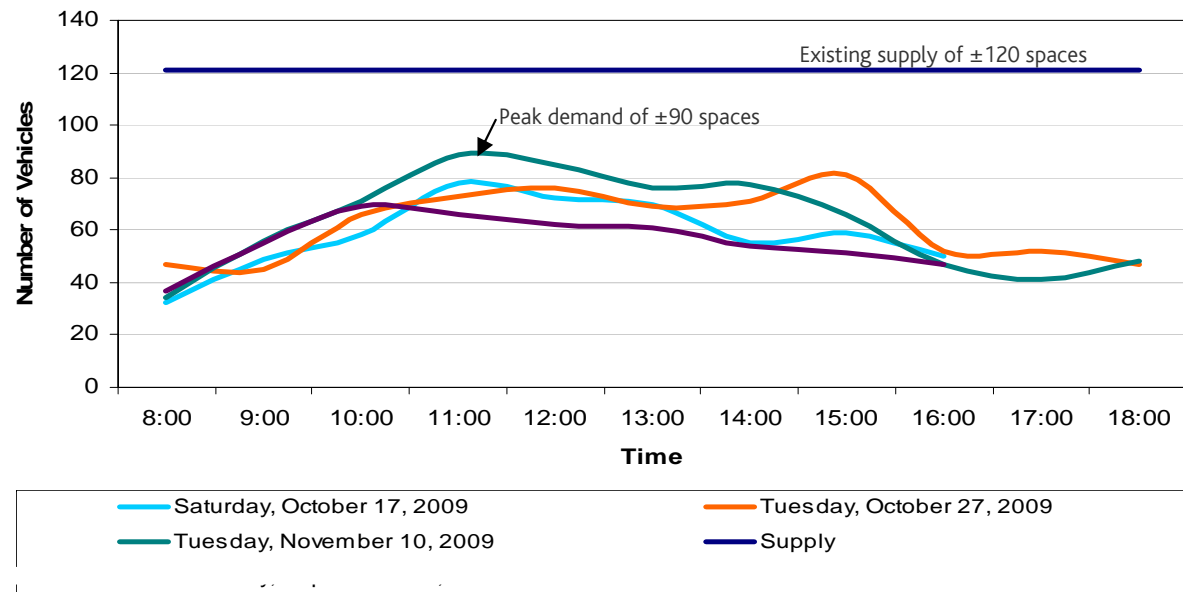
- parking users:

- commercial / retail employee and owner parking
- resident parking
- customer and visitor parking

off-street public parking lots



on-street public parking



existing CUSP parking supply & demand

- **supply**

- off-street*

- P1 = 173 spaces
 - P2 = 28 spaces
 - Sub-Total = 201 spaces

- on-street*

- Doug Duncan Drive = 14 spaces

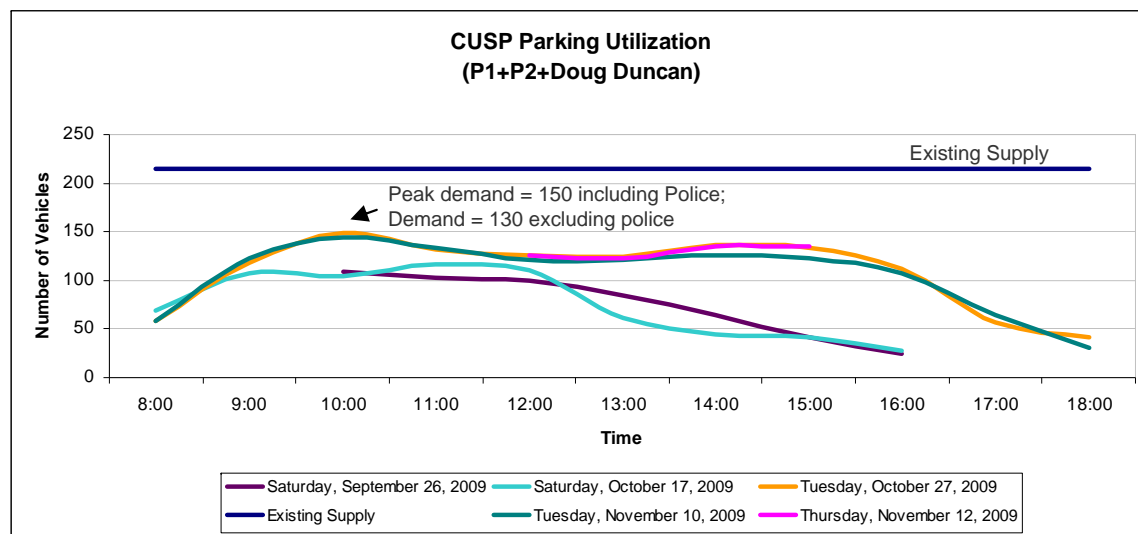
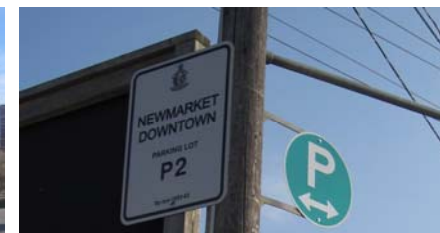
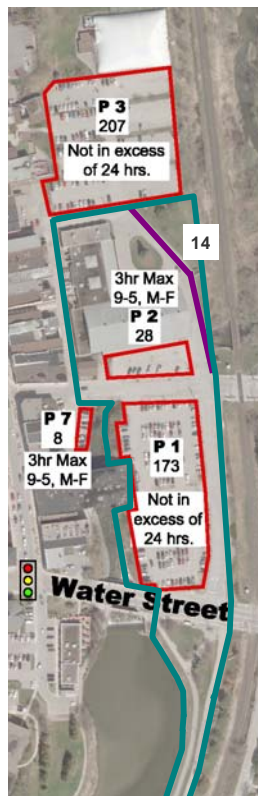
total = 215 spaces

- **existing parking demands**

- 150 vehicles
 - less 20 police vehicles to be relocated

- net demands = 130 vehicles
- 60% occupied (non-police vehicles)
- 85 available spaces

- +/- 40% short term parkers (60 cars)



prior CUSP plan – November 17th, 2009

- CUSP public meeting #2
- November 17th, 2009
- proposed parking supply:
92 parking spaces within plan

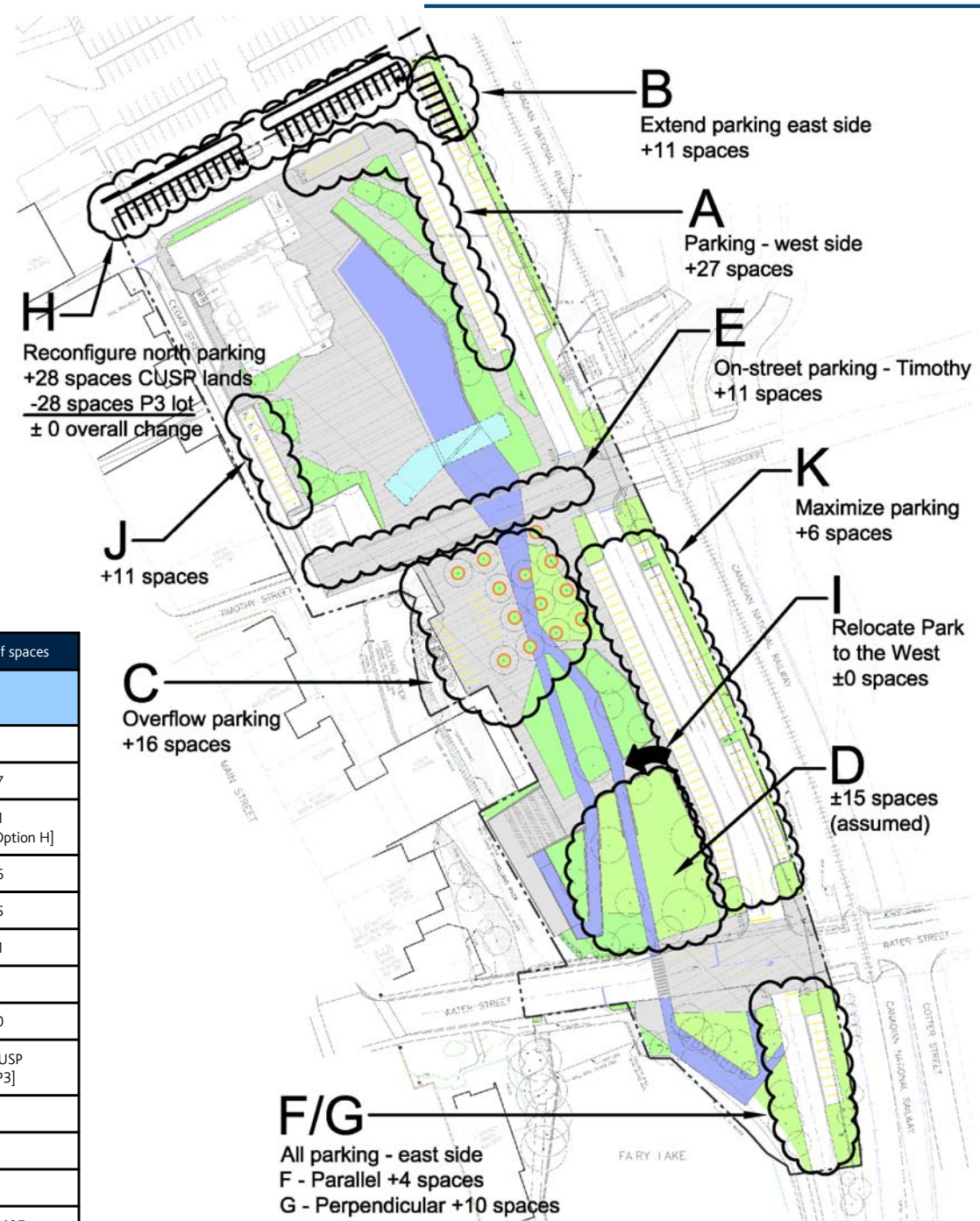


Image courtesy of JRALA

CUSP parking options

- options

- 11 options considered
- most add parking
- possible additional +/- 107 spaces



Option		Change # of spaces
CUSP Parking Supply - Supply change relative to 92 spaces proposed within Nov. 17, 2009 CUSP plan		
Baseline	Do Nothing (CUSP plan as per Nov. 17 th , 2009)	+ 0
Option A	Additional parking on West Side of Doug Duncan	+ 27
Option B	Extension of Existing Parking Facility, North of Timothy	+ 11 [+7 if with Option H]
Option C	Overflow Parking South of Timothy	+ 16
Option D	Overflow Parking North of Water	+ 15
Option E	On-Street parking on Timothy between Doug Duncan / Cedar Street	+ 11
Option F	Additional Parking, South of Water Street, Parallel Parking Configuration	+ 4
Option G	Additional Parking, South of Water Street, Perpendicular Parking Configuration	+ 10
Option H	Reallocation of Parking, North of Community Centre	+ 28 CUSP [- 28 P3]
Option I	Reallocation of Parking along Doug Duncan Drive to west side of CUSP Plan	+ 0
Option J	Additional Parking, East of Cedar Street	+11
Option K	Additional Parking – Doug Duncan Drive, Timothy to Water	+6
Sub-Total		Up to +107 (Note: Option H CUSP = +135 [+28] P3 = -28)

option evaluation – CUSP plan area

Option	Supply Change	Benefits	Impact on CUSP Plan	Option Taken Forward
Do Nothing	0	No change to Nov 17 th , 2009 CUSP Plan	None	X
A	+27	Significant permanent additional supply on periphery of CUSP plan achievable with limited modification to CUSP plan.	Minor impact on plaza area buffer	👍
B	+ 11		Minor impact - buffer to rail line to be considered	👍
C	+ 16	Provides significant amount of additional parking close to south section of Main Street for use during peak periods.	Requires more extensive hard surfaced area for vehicular access. Potential conflicts with pedestrians albeit likely limited. Impacts on landscape potential.	👍
D	+ 15 (assumed)	Provides additional parking close to southernmost section of Main Street for use during peak periods.	Significantly affects current soft landscape area adjacent to Holland Creek. Requires hard surface area for vehicular access. Potential interaction with pedestrians.	X
E	+ 11	Provides convenient parking close to Main Street for use during peak weekday daytime periods.	Requires wider Timothy Street roadway. Parking may separate north and south CUSP areas. Impacts on plaza details and pedestrian interaction.	👍
F	+ 4	Provides parking close to southern sections of Main Street.	Limited impact. Locates parking at entrance to park.	X
G	+10	Provides parking close to southern sections of Main Street.	Requires reconfiguration of Fairy Lake access. Potential loss of soft landscape area. Locates parking at entrance to park.	👍
H	+ 28 CUSP [-28 P3]	Captures parking within CUSP area and retains into future following redevelopment of CCL property.	CUSP plan gain = 28 spaces; P3 existing lot loss of 28 spaces. No overall net gain. Limited increase in parking without modification of P3 lot.	X
I	+0	Parking located closer to Main Street	Parking areas adjacent to Holland Creek. Significant impact on CUSP concept plan.	X
J	+ 11 spaces	Significant permanent additional supply on periphery of CUSP plan achievable with limited modification to CUSP plan.	Minor impact.	👍
K	+ 6 spaces	Increase in supply	Minor impact.	👍
Note: Supply changes relate to CUSP Plan shown at November 17, 2009, Public Meeting			Recommended Options – Parking Supply Increase (weekday daytime) CUSP Plan Total Parking (weekday daytime)	+92 spaces 181 spaces

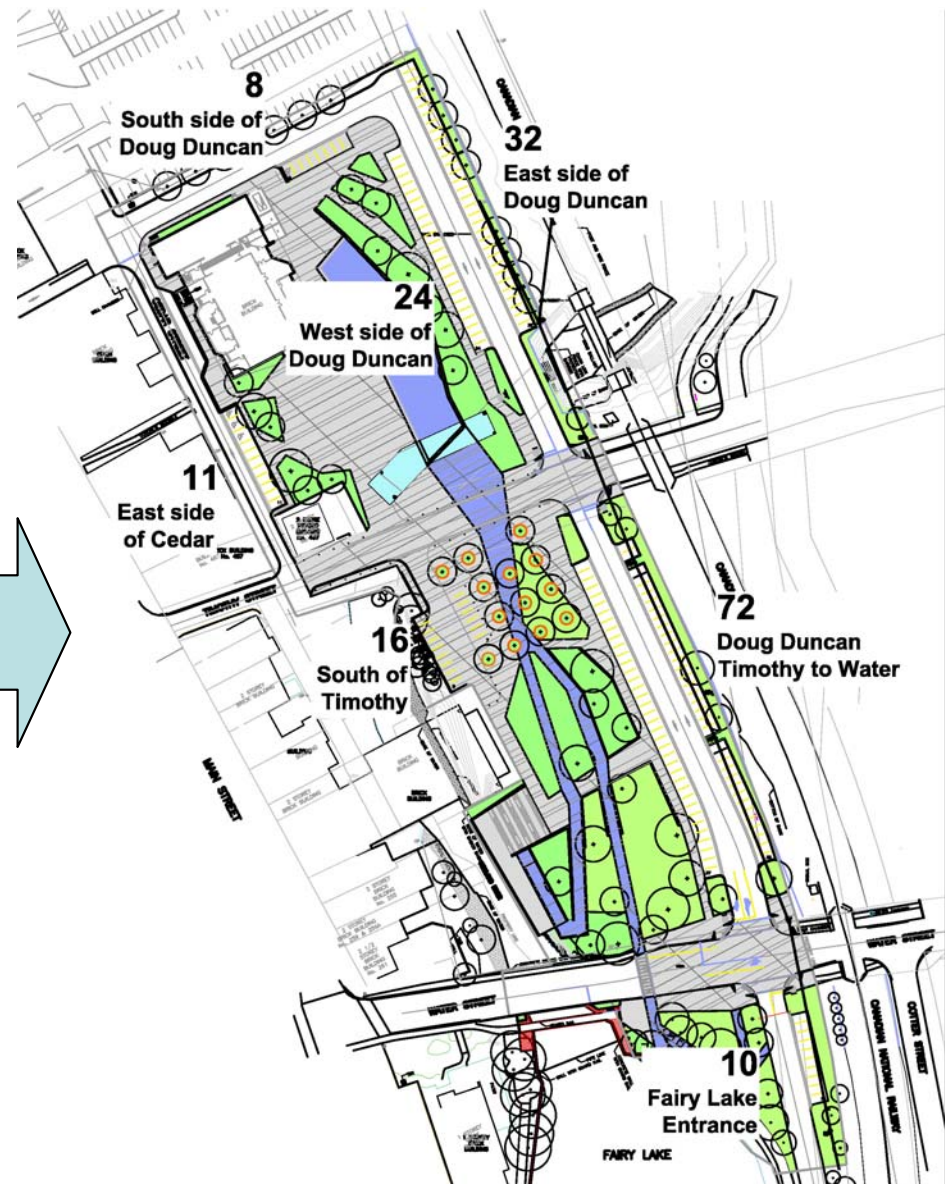
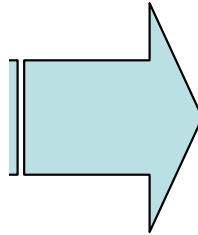
- options evaluated in terms of supply potential and impact to CUSP vision
- 7 recommended options
- 6 adopted by CUSP Task Force



proposed CUSP plan



November 17th, 2009 CUSP plan:
- supply = 92 spaces



Task Force proposed CUSP plan:
- supply = 173 spaces
- additional = +81 spaces

CUSP parking demands

- **supply & distribution**

north of Timothy = 75 spaces
south of Timothy = 98 spaces
total: = 173 spaces

- **parking demands**

CUSP area = 130 vehicles
(excludes 20 police vehicles to be relocated)

- **comments:**

- overall CUSP supply:
 - exceeds existing demands
 - all existing vehicles continue to park in CUSP land
 - **supply buffer: +43 spaces or 33%**
- supply south of Timothy:
 - accommodates existing peak
 - short term CUSP parking demands (60 cars)
 - accommodates evening (4pm) P1 and P2 demands



CUSP task force supply change

- **supply summary:**

existing on-site parking:	215 spaces
CUSP public meeting #2:	92 spaces
proposed CUSP plan:	173 spaces

- **net CUSP area parking:**

off-street loss:	-28 spaces
on-street loss:	-14 spaces
total loss:	-42 spaces <i>(20% supply reduction)</i>

- **net difference – less police demand relocation:**

net reduced demand:	+20 spaces
net comparison to existing:	-22 spaces <i>(10% supply reduction)</i>



CUSP Task Force Recommendations

- recommendations (December 21, 2009 meeting):
 - that the CUSP design be amended to incorporate additional Parking Options A, B, G, J, K plus C (Option C excepting the summer months);
 - that the expansion of parking facilities in Market Square on Botsford Street – Option 3 of 6.4.2 of the BA Group’s Parking Study Draft 1 dated December 2009 be implemented immediately, subject to input from the Old Town Hall Task Force;
 - that the Town continue to review area parking options outside of the CUSP site to present or endorse a plan prior to the opening of CUSP that will replace the net reduction of 22 parking spaces at locations outside the CUSP boundaries and that the existing CUSP Task Force or a new Task Force be created to undertake this review.
- comments and questions

