



## MEMORANDUM

To: Mayor and Members of Council

From: Brian Lee, Director, Engineering

Prepared by: Loy Cheah, Senior Manager, Transportation  
Joseph Palmisano, Manager, Transportation Planning

Date: April 29, 2019

Re: **8330 Woodbine Avenue, Parking Review, Ward 8**

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### RECOMMENDATION:

1. That the Memorandum titled “8330 Woodbine Avenue, Parking Review, Ward 8” be received; and further,
2. That staff be directed to do all things necessary to give effect to this resolution.

### BACKGROUND:

8330 Woodbine Avenue (subject site) is located on the northwest corner of Woodbine Avenue and Lanark Road. It has vehicular accesses on Lanark Road, Cochrane Drive and Perth Avenue. The applicant is proposing to redevelop the subject lands with a seven storey, 216 unit hotel and a four storey, 2,971 m<sup>2</sup> office building, including a 471 m<sup>2</sup> restaurant on the ground floor. A total of 236 parking spaces are proposed to be provided on site.

On April 15, 2019, Development Services Committee (DSC) received a staff report titled “APPLICANT PRESENTATION, JM Hospitality, Site Plan Control application for a proposed seven (7) storey hotel and a four (4) storey office building at 8330 Woodbine Avenue, Ward8, File No. SPC 18 253507”. At this meeting, Council directed “*that staff prepare a memo explaining the concept of shared parking in mixed-use development and the steps taken to determine the appropriateness of the proposed parking supply at the April 29, 2019 Development Services Committee meeting*”. This report addresses this specific direction of Council.

## **DISCUSSION:**

### **Markham's Parking By-law 28-97**

Parking ratios of By-law 28-97 are generally applicable across the City of Markham, and have been applied to the subject site. Based on the general provisions of the by-law, a minimum of 317 parking spaces are to be provided if the minimum parking requirements are added together for the three land uses (office, hotel and restaurant). Markham's By-law 28-97 permits the sharing of parking spaces for a building or a lot, in mixed-use development projects where the uses experience different patterns of peak parking utilization. This approach results in a lower number of required parking. For example, Section 4.0 of the By-law indicates that Hotel category has parking occupancy rates of 80%, 75% and 100% for Morning, Afternoon and Evening, respectively, while the Business Office category has parking occupancy rates of 100%, 95% and 10% for Morning, Afternoon and Evening, respectively.

### **Concept of Shared Parking**

Shared parking is defined by the Urban Land Institute, an international industry association, as "the use of a parking space to serve two or more individual land uses without conflict or encroachment". For example, when different land uses have different peak parking utilization, such as an office use overnight, there is residual parking capacity to accommodate another use with a different time-of-day parking demand profile, such as a movie theatre. As mentioned above, the Markham By-law recognizes this concept, and the use of shared parking rates are permitted. The use of shared parking rates have been applied successfully in other development applications in Markham.

The shared parking approach provides for the most efficient use of available parking supply and balances the need to provide adequate parking and the negative aspects of an oversupply of parking (e.g. increased automobile reliance, under-utilization of land).

Using the Shared Parking approach, which is applicable to this proposed development, staff estimated that about 276 spaces would be required.

### **Parking Justification by the Applicant**

In support of the development proposal, the applicant provided a transportation study with a parking review. Proxy site surveys of four hotels of comparable composition located in the City of Markham (50 and 52 Brodington Court and 55 and 65 Minthorn Boulevard) were undertaken by the applicant. The surveys were undertaken from 6:00 AM to 12:00 AM for several days. The surveys demonstrated that an average parking rate of 0.81 spaces per hotel room, would adequately meet the parking demands of the hotel component of the proposed development, whereas the Markham By-law rate is 0.85 spaces per hotel room.

In addition, the transportation study included a shared parking analysis recognizing the different patterns of peak parking utilization of the proposed uses.

## **CONCLUSION:**

The applicant has recently made a further submission on the parking review, including the phasing of parking during construction which staff is currently reviewing. Staff will provide comments to the Committee of Adjustment on the parking supply for this application.

In general, staff is supportive of the use of the shared parking concept and the use of proxy site survey data to determine the parking requirement.