SMITHS FALLS
RISE AT THE FALLS

# Report # 2023- 079

To: Mayor and Council
From: Richard Grant, Planner 1
Date: June 8, 2023
Committee of the Whole Date: June 12, 2023
Title: Cash-in-Lieu of Parking Levy Policy

☒ For Direction
☐ For Information
☐ For Adoption
☒ Attachment 4 pages

**Recommendation:** ***THAT Council of the Corporation of the Town of Smiths Falls devise a Cash-in-lieu of Parking policy, adopt the proposed parking levy of 1,750.00 by utilizing a 50% rate recovery, and seek direction on the spending of the Reserve Fund to be used for wider transportation needs.***

**Purpose:** To propose an updated cash-in-of parking, and seek direction on formalizing a policy that rationalizes the proposed parking levy, and to provide a policy framework for devising a Cash-in-Lieu of Parking policy, and to seek direction for the spending of the Reserve Fund to be used for wider transportation needs.

**Background:**
As growth and intensification within the downtown core continue, a long-term plan is required to ensure that sufficient municipal parking supply remains available to accommodate the future. A Cash-in-Lieu of Parking (CILP) policy is one such tool under the Planning Act that is commonly used to achieve this objective. A CILP policy is designed to accommodate parking shortfalls by allowing a landowner/ developer the ability to enter into an agreement with the Town by paying a parking levy (a fee per parking stall) for each parking stall deficit. This would replace the parking spaces required by Zoning for any new development or redevelopment and, in the Town of Smiths Falls, is currently only applicable for non-residential development. The parking levy would go directly into a reserve fund that would enable the Town to fund its parking infrastructure needs. The Town of Smiths Falls currently has a parking levy of $750 per non-residential space, however, no rationale substantiates the current parking levy. The first reference to an allowance to provide cash-in-lieu of zoning-required parking is in the 1988 Zoning Bylaw (Bylaw No 5325-88), however, it does not stipulate an amount.

A comprehensive Downtown Core Parking Study prepared by J.L Richards in 2020 assessed the operations, management, and regulatory framework of parking downtown and gave insights into what may be required to improve the Town's parking infrastructure. The study noted that the future growth and development of the Town can be helped or hindered by the price, location, and supply of parking. One recommendation was to update the Town's cash-in-lieu rate and suggested the following two options as approaches, depending on how the municipality wanted to administer parking in the future:

1. ***A New Municipal Parking Lot***

*If the Town wishes to set aside these funds to purchase land and establish a new municipal parking lot in the future the by-law should be updated to provide this direction along with an up-to-date calculation of the required fee. For example, this fee could be calculated using an appraisal value for a one-acre parcel. If a one-acre parcel could accommodate 38 regular parking spaces and required aisles, then the appraisal value for 1 acre divided by 38 spaces would equal the cost to establish one new parking space. It would then be up to the Town to determine what percentage of this cost they would want the applicant to cover and how much they are comfortable funding.*

2. ***Maintenance of Existing Meters or Upgrading***

*If the Town wishes to set aside these funds to cover a portion of the ongoing maintenance costs or even upgrade costs associated with a new meter system, the by-law should be updated to provide this direction along with an up-to-date calculation of the required fee. This calculation can be similar to the one described previously, in that, the costs associated with maintenance or for purchase and installation of a new meter can be used to determine the cash-in-lieu value. If a multi-space meter in the Study area has been designed to serve approximately 7 spaces, then the costs can be divided by 7. It would then be up to the Town to determine what percentage of this cost they would want the applicant to cover and how much they are comfortable funding.*

The existing low rate effectively "transfers the responsibility to provide needed parking from the landowner to the Town." Following the redevelopment of Beckwith Street and the decision to remove parking meters, this report recommends the approach outlined in the first option. As such, an updated parking levy supported by an implementation policy is proposed that reflects current construction and parking infrastructure costs.

In this context, parking is treated as a resource and a key principle of CILP is a transference of responsibility to provide parking from a property owner to the municipality. CILP policies are formed with the assumption that the motorist will be displaced by a shortage of parking spaces at a certain private establishment, and as such will use the available public parking, provided either as on-street public or in a public parking lot. That is to say, the cost of parking will be externalized onto the motorist in the form of a limited amount of parking, either by requiring them to pay for on-street parking, or by use of a parking lot. Payment of cash-in-lieu forms the basis for the municipality to accept the responsibility to provide the parking infrastructure required.

A CILP policy is designed to externalize the cost attributed to the displacement of parking onto the landowner/ building occupant, with the municipality assuming such a responsibility the motorist rarely assumes the true cost of parking. In other words, the motorist will rarely pay the full cost of the parking levy or the cost of producing that parking stall. The funds generated from CILP policies are placed into a reserve fund where they are invested or spent per the Municipality's parking needs. The funds are typically used to provide extra public parking facilities to offset the impacts caused by a shortfall of parking in private establishments. Under the *Planning Act,* the Town has the discretion to determine the type

of parking required (surface parking, above-ground parking, below-ground parking) and how parking should be provided through the CILP policy.

**Analysis**

Section 4.28 of the Zoning By-law requires that all new developments or re-developments provide a specific number of parking spaces on-site or nearby, subject to a long-term agreement. As per Sec. 40(1) of the Planning Act, the municipality and Owner may enter into an agreement setting out the terms if the municipality agrees to accept cash in-lieu of the required spaces.

The CILP Criteria considerations stated below are minimum requirements for an operationally functional CILP; informed by the best practices of other municipalities. However, it should be noted that each CILP policy is different and unique as it is shaped by its geographic constraints and political objectives.

**CILP Criteria Considerations:**

- Participating in the CILP program is not designed to be an automatic right of the proponent but requires discretionary approval from the Town;
- The creation of on-site parking is not physically possible. The local parking supply can accommodate parking deficiencies resulting from the cash-in-lieu approval (considering potential land use and transportation impacts);
- Planning policy supports the revitalization and/or intensification of the area in question. A cash-in-lieu system typically works in a thriving area where opportunities for building off-street parking are limited or helps provide parking at a large scale on a planned basis;
- Parking levy should reflect a portion (or all) of the municipal cost to provide public parking (to subsidize town infrastructure);
- The development of the property is not considered an overdevelopment of the site and is otherwise good planning;
- There will be no negative impacts on the liveability of adjacent residential areas;
- Applicable only for non-residential buildings or non-residential components of mixed-use developments within the Downtown Core.;
- Acknowledge that parking infrastructure and/or new parking spaces created through the CILP program will not be available until such time that the Parking Levy funds have been utilized;
- Use of a Construction Price Index (CPI) to account for inflation when utilizing a flat rate method.

**CILP Policy Advantages**

- **Enhanced Urban Design:** offsetting the burden of producing parking in the municipality creates an opportunity for better management of parking infrastructures and enhances the Town's urban design by encouraging the use of multimodal transportation options, supporting local businesses and services, better-planned parking spaces, thereby resulting in more efficient use of scarce downtown land.
- **Improved Flexibility for Developers/ Landowners:** the flexibility built into the CILP provides the opportunity for developers/ landowners to account for land reserved for on-site parking.

- **Passive Revenue Stream:** CILPs provide the municipality with another passive revenue stream through which public parking infrastructure and other municipal transportation initiatives can be funded.

**CILP Policy Disadvantages**

- **Development Cost:** in the face of meeting the parking requirements for a subject property, developers or landowners may see paying a parking levy as the cost of doing business lost. CILPs viewed as cost-prohibitive may signal to business owners/landowners that the Town is not business-friendly.
- **Design and Implementation challenges**: a poorly designed CILP will be ineffective in creating sufficient parking infrastructure, especially in areas where there is a demonstrated need for it. Moreover, monitoring the CILP within the first year of its inception is critical to its success as an effective policy in generating funds for the Town's parking infrastructure as its implementation will set the tone for how future parking requirements will be addressed. Lastly, depending on the funding method, the CILP may need to be regularly updated to remain effective.

**Cash-in-Lieu Fees: Flat Rate vs Mathematical Formula**

CIL Fees can be calculated either by using a flat rate or a mathematical formula (see Appendix A – Flat Rate vs Formula Calculations for more information). The variable inputs considered such as a recovery cost rate or estimated construction costs can be factored into either a flat rate or a mathematical formula, however, the mathematical formula clearly outlines the inputs used. Regardless of how each method demonstrates the variable inputs considered, the choice to use either reflects the needs of the municipality that it serves, which comes with its benefits and tradeoffs. Staff propose the principle that the cash-in-lieu rate per space should be tied to the cost of constructing that space on an off-site lot, as recommended by the Parking Study. The approved rate can either be full cost recovery (i.e., 100% of the estimated cost) or some proportion thereof as determined by Council.

**Flat Rate**

A flat rate reflects the amount charged for each parking space of the subject property that does not meet the Zoning Bylaw requirements and is clearly spelt out in the Fees By-law. It does not change unless adjusted annually with the Construction Price Index (CPI). The rationale for adjusting the flat rate with a Construction Price Index is to account for rising inflation and to ensure that the construction cost is current. Appendix B- Parking Levy Calculation Methodology demonstrates the varying fees per municipality. Within Lanark County, only Mississippi Mills and Carleton Place have a CILP program, both use flat rates, $3,000.00 and $3,500.00 respectively.

A Flat rate formula does not delineate how other factors such as the different kinds of parking (i.e., surface parking, above-ground parking, and below-ground parking), the different areas where the Town may want to provide parking, variable land values and the nature of the proposed development/ redevelopment are considered in its methodology. Some municipalities determine their flat rates based only upon the cost of construction, without the land value of the subject property because it is assumed that any parking infrastructure maintenance or construction will occur on municipal-owned lands. In other words, who owns the future lands in consideration plays an important factor in the

determination of the parking fund calculation methodology (See Appendix A for Parking Levy Methodology).

From an implementation standpoint, flat rates are often administratively easier to communicate in comparison to a mathematical formula because it is a straightforward calculation due to fewer variable inputs which creates clarity and certainty for developers. A flat rate is simpler to use and understand by both Town staff and developers/ landowners who participate in the CILP program, as it only presents a single amount without a cost breakdown of variable inputs.

**Mathematical Formula**

A mathematical formula used to calculate the CILP fees demonstrates the range of variables considered such as current construction costs, land value per square meter, and the nature of the parking stall (areas of parking space + aisle + buffer in square meters). Some municipalities such as Newmarket even factor the cost of maintenance and capital repairs per space into their parking fee.

It is common for formula-based CILPs to have a two-tiered structure that is customized for each type of parking space (i.e., surface-level parking, above or below parking structures). A review of CILP programs by other municipalities such as Wasaga Beach and Vaughan has found that half the cost of providing parking is shared by the landowner/developer and the Town.

The mathematical formula has very similar inputs, as the proposed flat rate accounts for the cost of construction and the assessed value of the land, however, it differs in other ways as well. The major difference between the flat rate and the mathematical formula is the ability to adjust the inputs. Administratively, it is recommended when using the mathematical formula to adjust the variable inputs periodically, such as per quarter, to maintain consistency in application.

**Issues for Consideration**

This section of the report addresses issues concerning the use, implementation, and overall viability of a CILP within the Town. A preliminary review of other municipalities in Ontario reveals that the Cash-in-Lieu of Parking bylaw, though a useful tool widely used by other municipalities often suffers from infrequent use. A municipality may have a CILP provision within their Zoning Bylaw, but it may not be used often. Therefore, CILPs run the risk of falling out of relevance and becoming outdated for various reasons which are explored in more detail below.

1. **Cost Recovery Rate**

A cost recovery rate such as a 0.5 (50%) subsidy rate can be operationalized to reduce the financial strain the parking levy may have on developers and landowners. A 50% subsidy rate would reduce the parking levy by half, placing half the cost of the parking levy onto the Town. The assumption here is that the cost of building the parking facility will be shared between the landowner/business owner and the Town. This assumption is built on the premise that the CILP is a shared agreement between the two parties, and as such the cost of subsidizing the Town's infrastructure should be shared. Moreover, it addresses the

concern that the cost of CILP may be too cost-prohibitive for the landowner/business owner, thus affecting the efficacy of the CILP program.

### 2. Minor Variances

To achieve a reduction in parking, there are alternative approaches that can be taken by the developer/landowner to satisfy the parking requirements stipulated by the Zoning Bylaw. It is possible for a reduction in parking to be achieved through other means, such as minor variance applications or through Zoning Bylaw amendments approved by the Town. One of the advantages of taking an alternative approach to achieve a reduction in parking via minor variance is that it involves public engagement. Through public engagement, particulars about the development can be explored and raised by the public. New insights are often gleaned by such engagement. However, it should be noted that applying to request parking relief via a minor variance application does not guarantee that such requests will be granted. There must be a solid planning rationale provided to support such requests. The downside to opting for a reduction in parking via a minor variance application is that the public engagement process necessitated by the Planning Act is time-consuming, which places constraints on the project development timelines.

When faced with meeting the parking requirements Downtown, a CILP application may be easier to administer, however, alternatives such as a minor variance may be sought if it is considered cheaper. This point becomes more relevant when considering the scale of the project. For example, if a proposed development requires a CILP for the displacement of 3 spaces at $750 each, that will result in paying $2,250 into a cash levy. However, a minor variance application is $800. In this instance, a minor variance supported with a solid planning justification may achieve the same result at a cheaper cost, however, the municipality may seek to recommend the contribution of a cash-in-lieu payment as a condition of variance approval. Staff recommends that the Town permits landowners/ developers the choice to seek out any alternative approaches such as seeking a minor variance. Additionally, staff proposed that the minor variance fee be reassessed if there is an increase in minor variance applications to request relief in parking reduction.

### 3. Downtown Core Parking Study Recommendation

Based upon the 2020 Downtown Core Parking Study recommendations, in 2021, Council decided to remove the aged and outdated parking meters from the downtown core and proceed based on a 2-hour free parking model. Figure 1 depicts that of the three available parking lots within the Downtown, only one is Town-owned. The funds derived from the CILP would be directed to funding the creation of a new parking lot.

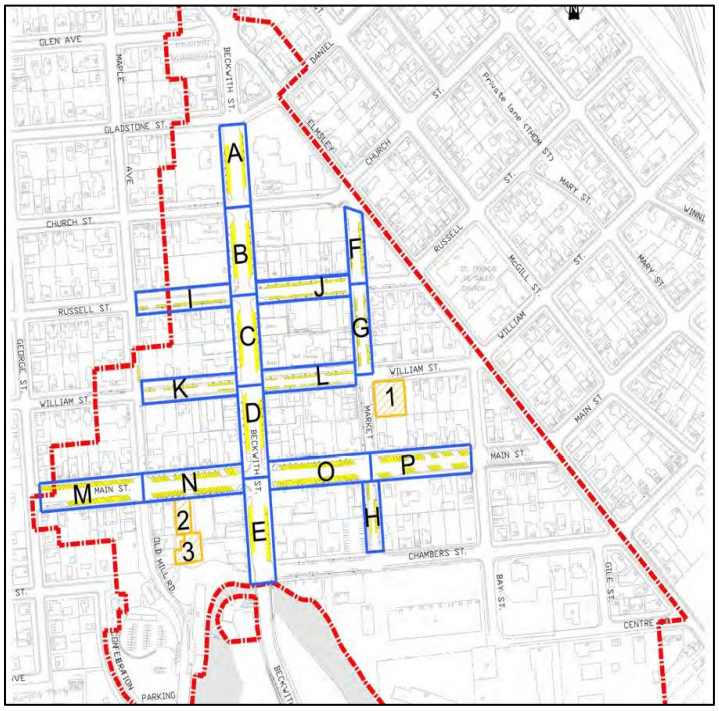


**Figure 1** Proposed block-by-block ad lot-by-lot breakdown of existing parking

| | |
|---|---|
| Existing Parking Lot | |
| Existing On-street Parking | |
| Proposed Block Boundary | |
| Downtown Boundary Line | |

## 4. Reserve Funds

Section 40 of the Planning Act provides legislative authority for the Town to enter into cash-in-lieu arrangements with the prospective owner/occupant of a building, however, the Act does not prescribe what parking-related infrastructure can or cannot be funded (see Planning Act excerpt below).

Section 40 (3) of the Planning Act:

> (3) All money received by a municipality under an agreement entered into under this section shall be paid into a special account and, the money in that account shall be applied for the same purposes as a reserve fund established under the *Municipal Act, 2001* or the *City of Toronto Act, 2006*, as the case may be; the money in that account may be invested in securities in which the municipality is permitted to invest under the *Municipal Act, 2001* or the *City of Toronto Act, 2006*, as the case may be earnings derived from the investment of the money in the special account shall be paid into that account; and the auditor of the municipality, in the auditor's annual report, shall report on the activities and position of the account. 2002, c. 17, Sched. B, s. 13 (1); 2006, c. 32, Sched. C, s. 47 (6).

The Consolidated By-Law No. 8892-2016, being a By-law to Adopt a Reserve Management Policy for the Town of Smiths Falls outlines the Town's reserve policy directives, one of

which states that *"to ensure that monies are set aside for the long-term goals of the Town and that those funds will be available when needed"*. Within the Bylaw, the Parking in Lieu Reserve Fund is characterized as an Obligatory Reserve Fund, meaning a fund that is to be used solely for the purpose prescribed for them by statute and not used for any other purpose.

The vagueness with which the special account is directed to be used by the Planning Act has left room for interpretation amongst municipalities, resulting in city-specific amendments. In 2017, the City of Toronto explored the possibility of establishing a cash payment-in-lieu of parking policy for new residential developments which do not meet the City's parking standards, with the funds to be held in a reserve account dedicated to funding transit and cycling capital improvements. The proposed amendment would permit the use of the reserve account to fund transit and cycling capital improvements, which goes beyond the traditional use of the reserve fund to support parking infrastructure such as above-ground parking structures. The significance of this amendment is the purposeful allocation of CILP funds to meet the City's greater transportation needs.

The City of Hamilton has taken such an approach, with a staff report that recommended that the CILP bylaw be amended to facilitate rent generation for their micro-mobility program (micro-mobility is facilitated by mobility devices such as manual and electric bicycles, scooters, skateboards, and mobility scooters), which would encourage other forms of mobility devices such as scooters around the city. To achieve this goal, an Official Plan amendment would allow funds collected through a CILP to be used to support micro-mobility. Considering alternative uses for the CILP reserve account can help address issues surrounding the rent generation ability discussed above and help achieve broader planning goals. Staff recommends in the future exploring the possibility of re-appropriating the funds generated by the CILP parking levy to facilitate other forms of transportation by expanding the reserve fund applicability criterion in a Parking Plan for the Downtown.

## 5. CILP Policy for Residential Developments

Currently, only non-residential development or the non-residential components for mixed-use developments are considered for CILPs. The rationale is that a CILP would better help urban development by offsetting the responsibility to supply parking to the municipality. A similar logic can be applied to residential developments using the CILP policy, where landowners/ developers would have the opportunity to apply for a CILP for their residential development. However, fundamentally, the parking requirements for residential development are much different, and as such, future study is recommended by Staff to future develop a residential component to the proposed CILP policy in a Parking Study for the Downtown. This direction is supported by Sections 3.3 and 6.3 of the Downtown Parking Study which suggested that the residential component of the CILP policy be addressed separately. Specifically, the recommended Parking Study will refresh the 2020 Downtown Core Parking Study completed by J.L. Richards to capture the impacts of the redesigned Beckwith St. in the Downtown Core. In conjunction with a reassessment of the Town's parking supply, the recommended Downtown Parking Study will look at the Town's capacity for the next 25 years, to determine how best to utilize the CILP funds as there is currently no set plan in place.

### 6. Market St. North Parking Lot

To better understand the Downtown's parking capacity, a utilization rate study completed by Staff was performed for the Market St. North parking lot to determine the frequency and rate of use. Determining the rate of use and frequency, would demonstrate the servicing capacity for the parking lot and help determine if an additional surface parking lot is required. The Market St. North parking lot permit system has 48 spaces available for permits, with 4 additional parking stalls reserved for non-permit users using the parking lot ticket machine. A daytime permit is valued at $75 per quarter, and an overnight permit is valued at $150 per quarter. Daytime permits start from 9 am to 5 pm, and overnight permits begin at 5 pm to 6 am. Between 6-9 am is reserved to facilitate snow removal.

The utilization rate study focused on the last 7 months from August 2022 to May 2023 (as this was the most recent available data). The data collected indicates that there is a disproportionate amount of daytime permit users to overnight permit users.

- 82% Daytime permit users & 18% Overnight permit users
- 19% increase in year-over-year users for daytime permits
- Both daytime and overnight permit users are often repeat permit users
- 1 permit per user; some users purchase multiple permits at one time.

The data collected suggests that the Market St. North parking lot is well-used, with many of the permit users being repeat users. This means that during the day, there is a greater proportion of daytime permit users, while at night, there is a smaller percentage of permit users. The data analysed does not indicate the user rate per day, only the user rate permit. Also, some permit users purchase multiple permits at a time, presumably for family members or employees, which suggests that there is a parking deficit resulting in a need for more daytime permit availability. There is not sufficient data to determine the full extent of the parking lot capacity currently. Further data analysis is required to determine the full extent of the parking lot capacity for the Market St. North parking lot.

The proposed parking levy of $3,700.00 per stall will be a significant increase to the current parking levy, along with a CILP policy that operationalizes a flat rate funding calculation methodology. The use of a recovery rate multiplier of 0.50 or 50% would potentially present a more palatable cost for the development community (landowners and developers) rationalized by the rate of development in the Downtown Core. Staff recommend that the suggested Downtown Parking Plan also monitor any Town-owned public parking lot such as the Market St. North parking lot as part of a holistic approach to adequately plan for the future growth and development of the Downtown Core.

## Conclusion

The CILP policy is recognized as an important funding and urban planning tool that can be utilized as a part of the Town's Downtown revitalization efforts. Moreover, the use of a CILP emphasizes the Town's role in the provision of publicly accessible parking locations where there are known parking deficiencies, and where the provision of on-site parking, as part of development or use changes, is difficult to achieve. The adoption of a CILP coincides with an emerging paradigm shift in how parking infrastructure is understood to function within a municipality to facilitate the growth of a designated area. CILPs are not a new phenomenon, however, within a new perspective that supports a strong focus on urban design, multimodal

transportation and sustainable growth principles, there is greater potential for the Town to benefit from a well-designed CILP.

The following options are presented for Council's consideration;

**Options:**

1. ***THAT Council of the Corporation of the Town of Smiths Falls devise a Cash-in-lieu of Parking policy, adopt the proposed parking levy of $1,750.00 by utilizing a 50% rate recovery, and seek direction on the spending of the Reserve Fund to be used for wider transportation needs (recommended).***
2. THAT Council defers the decision pending the submission of more information.
3. THAT Council does not support the request.

**Budget/Financial Implications:** Updated CILP parking levy
$1,750.00 per stall

**Link to Strategic Plan:** N/A

**Existing Policy:** Comprehensive Zoning Bylaw (10375-2022)
By-law to Adopt a Reserve Management Policy (8892-2016)
Ontario Planning Act (Sec. 40).

**Consultations:** Management Team

**Notes/Action (space for Council Member's notes):**

| Respectfully Submitted: | | Approved for agenda by CAO: |
|---|---|---|
| *Original copy signed* | *Original copy signed* | *Original copy signed* |
| Richard Grant<br>Planner 1 | Karl Grenke, MCIP, RPP<br>Senior Planner | Malcom Morris, CMO<br>Chief Administrative Officer |

## Appendix A – Flat Rate vs Formula Calculations

**Hypothetical Example**:
Kingsman Architecture proposes to develop a restaurant in the Downtown Core. The restaurant requires 12 parking stalls; however, the size of the property only accommodates 8 parking spaces. With the example provided, the two different calculation methods will be utilized to determine the cost of the 4 parking stalls that would be paid into a CILP program.

**Flat Rate**
Presented below are the current flat rate calculations, which use the current flat rate of $750. With the example given, the flat rate will be used to determine the parking levy for 4 parking stalls for the restaurant.

Flat Rate Variables

N= Number of stalls
$= Cost of FR
Flat Rate = $750

Flat Rate Calculation Formula

$ =N X FR
$ = 4 X 750
$ = 3,000

At the current FR, the parking levy would be $3,000 for 4 parking stalls.

For an updated base flat rate that reflects the cost of developing a parking space, the Town-owned surface-level parking lot at Market St. North was used as an example to determine an estimated cost of constructing a parking lot Downtown, expressed on a per-space basis. The base rate is comprised of two main inputs: the assessed value of the parking lot ($81,000), and an *estimated* cost of construction, as provided by Public Works, both of which are represented below in the following equation. Please note that the estimated construction cost is provided for reference purposes- the "actual" would depend on a competitive bidding process and economic conditions. Using the estimated cost of construction of the surface-level parking lot and its assessed value, each divided by the number of parking stalls in the lot, an updated base flat rate was calculated. It is recommended that the base flat rate be adjusted annually with the Construction Price Index (CPI) sourced by Statistics Canada, Non-residential buildings for the Ottawa area, to account for inflation.

**Updated Base Flat Rate Fee Calculation**
Input 1: Construction Cost

$$\frac{Cost\ of\ Construction}{Number\ of\ stalls} = \frac{\$111{,}385.76}{52} = \$\ 2{,}142.034/\ \text{stall}$$

Input 2: Surface-level Parking Lot Value

$$\frac{Parking\ Lot\ Assessed\ Value}{Number\ of\ stalls} = \frac{\$81{,}000.00}{52} = \$\ 1{,}557.692\ /\ \text{stall}$$

$$\text{Base FR} = \frac{Cost\ of\ Construction}{Number\ of\ stalls} + \frac{Parking\ Lot\ Assessed\ Value}{Number\ of\ stalls}$$

= $ 2,142.034 +1,557.692
= $ 3,699.726 ~ 3,700.00

The base flat rate for one stall, factoring in the cost of construction and its assessed value is approximately $3,700.00.

**Flat Rate Calculation Formula**
$ = N X FR
$ = 4 X 3,700.00
$ = 14,798.9

The flat rate cost of providing CILP for 4 parking stalls for the restaurant under the estimated full cost recovery model would be $ 14,798.9 ~15,000.00 or about $3,700.00 per space.

**Mathematical Formula Method**
Surface-level parking calculations for the restaurant in the Downtown Core.
$= (2,142.03 + (P*22.5))

**Variables**
**2142.03** = current estimate of the construction cost of a surface parking space in the Downtown
**P** = Appraised value per square metre of the future-surface level parking space
**22.5** = area of parking space, plus access aisles in $m^2$ (required by Section 4.28.7 Parking Space Requirements of the Zoning Bylaw 10375-2022)
**0.50** = multiplier representing an equal share in the construction costs of a surface-level parking space between the Owner(s) and the Town

**Area of Parking Lot**
Parking Stall = (2.75*5.75)
= 5.75 $m^2$
Driving aisle = 6.7 m
Total = 22.5125 $m^2$
**Assessed value of Land (P)**
P = assessed value / size of proposed parking lot
= $ 81,000 / 1,352.39 $m^2$
= $ 59.89 per $m^2$
$ = (2,142.03 + (59.89 X 22.5))
$ = 3,489.55/ space
For four stalls, the cost would be $3,489.55 ~ 3,500.00. With 0.50 multiplier it is $1,750.00.

| Surface level parking area per stall | Current FR | Adjusted Base FR | Mathematical formula |
|---|---|---|---|
| | $750.00 | $ 3,700.00 | $ 1,750.00 |

## Appendix B- Parking Levy Calculation Methodology

| Funding Calculation Method | Municipality | Methodology | Fees per parking stall | Notes |
|---|---|---|---|---|
| Mathematical Formula | Hamilton | C1= current estimate of the construction cost of asurface parking space<br>C2= current estimate of the construction cost of a parking space in a multi-level parking structureL= current land cost<br>S1= size of each surface parking space + aisle anddriveway space<br>S2= size of each multi-level parking space + aisleand driveway space<br>N= number of parking spaces required50%= proponents share of total costs<br>$ = amount to be received per parking space | Surface Parking<br>$= (C1 + (L x S1)) x N x 50%<br><br>Multi-level Parking<br>$= (C2 + (L x S2)) x N x 50% | |
| | Newmarket | $ = amount to be received per parking spaceP= land cost per square meter<br>40= area of parking space + aisle and buffer in $m^2$ S=construction cost per square meter<br>28= area of parking space + aisle and access in $m^2$ M= multiplier (0.5) is the subsidy rate<br>m= ongoing maintenance and capital repairs perspace | $= (((Px40) +(S28))*M+m))) | Used in two main areas: regional +provincial urban center AND downtown ` |
| | Vaughan | $ = amount to be received per parking spaceP = appraised land value per square meter; 0.5= multiplier<br>Surface Parking (1)<br>23 = area of parking space, plus access aisles;1500 = construction cost for a surface parking space<br>Above/Below Parking structure (2)<br>37 = area of parking space, plus access aisles; 43,000 = construction cost for a surface parkingspace | Surface Parking(1)<br>$= (1500 +(P x23)) x 0.5))<br><br>Above/ Below Parking structure(2)<br>$= (43000 + (P x 23)) x 0.5)) | Applies to Kleinburg Community. The value of “P” is determined by athird-party appraiser |

| | | | | |
|---|---|---|---|---|
| | Wasaga Beach | $= amount to be provided per parking space<br>P= assessed value as determined by MPAC forfuture above-ground or surface parking<br>$45,5770 = average construction costs of a structured parking structure for the GTA as per the 2021 Atlus Group Canadian Cost Guide<br>$ 9,950 = average construction costs of a surface parking structure for the GTA as per the 2021 Atlus Group Canadian Cost Guide<br>37 = size of parking space in $m^2$ (required bySection 3.38 of Zoning Bylaw 2003-60<br>0.5 = multiplier representing an equal share in the construction costs of an above-ground parking space between the Owner(s) and the Town | Downtown and Mosely Village (Above-ground parking structure)<br>$= (45,770 + (P X37)) X 0.5)<br><br>Other Areas (Surface parkingspace)<br>$= (9,950 + (P X37)) X 0.5) | Used in two areas: Downtown andMosely Village, and other areas |
| | Toronto | L= current estimated land value($ per square meter)<br>$5,000 = current estimated construction costs of a surface parking space | (5,000 + $ (5 X L)) | Category 3: New construction, renovations, alterations, or changesin use greater than 400 sq. GFA |

**Table 2** Mathematical Formula Method

| Funding Calculation Method | Municipality | Methodology | Fee per stall | Notes |
|---|---|---|---|---|
| Flat Rate | Mississippi Mills | Fee | $ 3,000.00 | $800 CILP app. fee |
| | Carleton Place | Fee | $ 3,500.00 | |
| | Brockville | Fee | $ 625.00 | $120 CILP app. fee |
| | Gananoque | Fee | $ 500.00 | Initial space fee is $500, and an annual space fee of $50/space. CILP app fee is $100. DC is exempt. |
| | Renfrew | Fee | $ 1000.00 | |
| | Kitchener | Fee | $ 35,000.00 | Planning department recommendation. The blended cost of above-grade and below-grade parking structures |
| | NOTL | Fee + CPI | $ 51,150.00 | Adjusted annually based on the Statistics Canada Non-Residential Building Construction Price Index (CPI) |
| | Kingston | Fee | $ 35,000.00 | Applies to the Downtown Area as identified in the Official Plan Map 7b. Adjusted annually based on theStatistics Canada Non-Residential Building Construction Price Index. Based on 2008 Construction costs of $35,000. |
| | Orillia | Fee | $ 4,000.00 | $4,000.00 per space for “new” construction $1,500.00 per space for additional spaces required through renovations or conversions of unused space in existing commercial buildings. Pertains only to the Downtown. |
| | Barrie | Fee | $ 16,164.00 | |
| | Lincoln | Fee | $ 12,444.00 | $3,111.00 CILP app. fee |
| | Cambridge | Fee | $ 10,000.00 | Annually updated. Applied in the Downtown area. |
| | Toronto | Fee + CPI | $ 2,500.00 | New construction, renovations, alterations, or changes in use equal to or less than 200 sq. m. GFA |
| | | | $ 5000.00 | New construction, renovations, alterations, or changes in use greater than 200 sq. m. GFA but equal to or lessthan 400 sq. m. GFA<br><br>The construction costs are updated monthly from the Ontario composite index inthe Canadata Southam Construction Index |