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Item #	<u>8</u>
Report No.	<u>21 (CW)</u>
<u>Council - May 17/16</u>	

**DATE:** May 16, 2016

**TO:** HONOURABLE MAYOR BEVILACQUA AND MEMBERS OF COUNCIL

**FROM:** JOHN MACKENZIE, DEPUTY CITY MANAGER PLANNING & GROWTH  
MANAGEMENT

ANDREW PEARCE, DIRECTOR OF DEVELOPMENT ENGINEERING AND  
INFRASTRUCTURE PLANNING

GRANT UYEYAMA, DIRECTOR OF DEVELOPMENT PLANNING

**RE:** COMMUNICATION – COUNCIL MEETING MAY 17<sup>TH</sup>, 2016  
COMMITTEE OF THE WHOLE MAY 3, 2016  
REPORT No. 21, ITEM No. 8,  
ZONING BY-LAW AMENDMENT Z.13.025, SITE DEVELOPMENT FILE DA.13.062  
VAHE AND VICKY GHAZARIAN  
WARD 1-VICINITY OF NASHVILLE ROAD AND ISLINGTON AVENUE

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At its meeting on May 3, 2016, the Committee of the Whole requested staff to provide additional information on the parking strategy findings submitted in support of the aforementioned application and to clarify whether Cash in Lieu Parking was required. The purpose of this communication memorandum is to address this direction from the Committee.

### **Background**

The Owner of 10503 Islington Avenue is proposing to amend Zoning By-law 1-88 to recognize an expanded building envelope and parking area, and to permit a seasonal tent and new garbage enclosure on the subject lands, along with site-specific exceptions for the number of parking spaces, reduced setbacks, and reduced landscape strips. The proposed zoning by-law amendment would legalize changes to the existing development, which is in conformity with the in-effect Official Plan (OPA #601-Kleinburg-Nashville Community Plan) and Vaughan Official Plan 2010 (VOP 2010).

### **City Parking Requirement**

The originally approved development required a minimum of 11 parking spaces. The Eating Establishment addition of 27.8 m<sup>2</sup> occupying the first floor requires an additional 5 parking spaces, resulting in a total of 16 spaces being required as per City By-Law 1-88 requirements.

### **Parking Justification Study**

The Owner submitted a parking study prepared by BA Group dated May 23, 2014 and revised in November 2015 in support of the application. The Owner proposes to maintain the existing permissions for all C11 – Main Street Commercial Zone uses on the expanded first floor, and restrict the permitted



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uses on the second floor to Business and Professional Office and Personal Service Shop uses only. The study has included the following tasks as part of the review of an appropriate parking supply for the site:

- Reviewed the previously approved development permission and the proposed Site Plan
- Assessed the municipal parking requirements associated with the existing/proposed building configuration according to the site specific zoning by-law, the prevailing Comprehensive By-Law 1-88 as well as recommendations made to the City of Vaughan in the document *Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning Bylaw: Final Report, dated March 10, 2010, prepared by IBI Group*
- Conducted observations of parking demand at the site
- Reviewed the current parking management practices associated with the restaurant land uses and the relationship that exists with the adjacent property and its parking supply
- Reviewed the recommendations contained within the Kleinburg Economic Development Strategy (KEDS) study completed in June 2011 subsequently adopted by Council

### **On-Site Parking Observations**

There is total of 14 formal on-site parking spaces and up to 20 to 21 vehicles planned to be accommodated on-site with the existing valet parking services. To determine whether this proposed supply was adequate, BA Group conducted various parking surveys throughout 2013 which indicated that approximately 4-12 vehicles were regularly observed to be parked on the site. However, during the peak holiday season, a maximum of 20 vehicles were accommodated on-site in late November and December through a valet service. Based on these observations, all of the required parking demand associated with the subject site, including the demand from the additional Gross Floor Area, can be accommodated on-site through the use of existing valet parking services.

### **Draft Parking Standards Requirement (as per IBI Study)**

In 2010, the City of Vaughan conducted a City wide review of its existing parking requirements as contained in the Comprehensive By-Law 1-88. IBI Group was retained and a comprehensive parking study was carried out which involved conducting parking utilization surveys in local centres such as Kleinburg-Nashville Heritage District (where the subject site is located). These site-specific surveys recommended special parking rates for Local Centres. Based on these Draft Parking Standard rates, the subject site would require 3 additional spaces for the 27.8 m<sup>2</sup> Eating Establishment expansion resulting in a requirement for a total of 14 spaces which coincides with the amount of parking currently existing on-site.

### **Summary**

The applicant is proposing to legalize the existing non-conforming 27.8 m<sup>2</sup> Eating Establishment addition. This expanded Gross Floor Area would require 5 additional parking spaces as per By-Law 1-88 in addition to the existing approved 11 spaces, for a total of 16 spaces; whereas 14 spaces are provided on-site. As per the City's Draft Parking Standards, a total of 14 spaces would also be required.



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The restaurant employs a valet parking service to accommodate peak demand; these figures are summarized in the table below.

Parking Calculation Method	Parking Spaces
Requirement (as per existing By-law 1-88)	16
Typical Observed Demand	4-12
Peak Holiday Demand	20
Draft City Parking Standards (as per IBI Study)	14
Provided on-site Parking Supply	14
Maximum Supply on-site through Valet Parking Services	20-21

In conclusion, based upon the parking review conducted by BA Group, and the on-site parking management strategies (valet parking), and with consideration for the City's Draft Parking Standards, staff believe the added floor space and permitted land uses can be appropriately supported by the total 14 on-site parking spaces which can be expanded to 21 through use of valet services. Cash-in-lieu is therefore not required due to the adequate supply of parking on-site and the parking management strategies currently being applied during peak demand times.

Respectfully submitted

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Deputy City Manager of Planning and Growth Management

Andrew Pearce,  
Director of Development Engineering and Infrastructure Planning

Grant Uyeyama,  
Director of Development Planning



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Copy to:

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Jeffery A. Abrams, City Clerk  
Selma Hubjer, Manager of Transportation Planning