

DATE: DECEMBER 5, 2013

TO: HONOURABLE MAYOR & MEMBERS OF COUNCIL

FROM: JOHN MACKENZIE, COMMISSIONER OF PLANNING

SUBJECT: COMMUNICATION - COUNCIL – DECEMBER 10, 2013

C	11
Item #	42
Report No.	52 (cw)
Council - December 10/13	

ITEM #42 – COMMITTEE OF THE WHOLE – NOVEMBER 26, 2013

PROPOSED AMENDMENTS TO THE CITY OF VAUGHAN COMPREHENSIVE ZONING BY-LAW 1-88 CITY OF VAUGHAN CITY-WIDE PARKING STANDARDS REVIEW PHASE 1: PARKING STANDARDS FOR THE VAUGHAN METROPOLITAN CENTRE – FILE 15.101 WARD 4

At the November 26, 2013 Committee of the Whole, Council requested that staff prepare a communications item comparing the bicycle parking requirements of neighbouring municipalities. Staff of the Policy Planning Department contacted the cities of Brampton and Markham, and the Town of Richmond Hill, and were provided with the following information.

Municipality	Bicycle Parking Zoning By-law Standard	Current Practice
City of Brampton	No current standards contained in the Zoning By-law	Contemplated on a site-specific basis along the Transit Corridor and for LEED qualified buildings/developments
City of Markham	No current standards contained in the Zoning By-law	Requests High Density Residential: 0.25 long term bicycle parking spaces/unit 0.05 to 0.08 short term bicycle parking spaces/unit
Town of Richmond Hill	No current standards contained in the Zoning By-law	Contemplated on a site-specific basis
City of Mississauga	No current standards contained in the Zoning By-law	Developers are being asked to provide the recommended standard in the <i>Mississauga Cycling Master Plan</i> (see Attached Chart)

City of Brampton: The City of Brampton's Zoning By-law, By-law 270-2004 does not contain any provisions for bicycle parking. However, bicycle parking has been contemplated on a site-specific basis respecting proposed development on properties along the City's Transportation Corridor which extends the length of Hurontario Road from Queen Street to Highway 407. Bicycle parking standards have also been considered for proposed LEED buildings/developments.

City of Markham: The City of Markham does not have any bicycle parking standards in the City's Zoning By-law. Although there are no requirements contained in the Zoning By-law for parking standards, the municipality is in the practice of requesting 0.25 bicycle parking spaces for long term spaces and 0.05 to 0.08 parking spaces for short term spaces for high density residential applications.

Town of Richmond Hill: The Town of Richmond Hill Zoning By-law does not contain any city-wide bicycle parking standards. Proposed bicycle parking is addressed on a site-specific basis.

City of Mississauga: The City of Mississauga Zoning By-law does not currently contain any standards for bicycle parking. However, new developments are being asked to conform to the standards provide in the *Mississauga Cycling Master Plan*. The proposed standards have been provided in the attached chart titled Bicycle Parking Standards from the *Mississauga Cycling Master Plan*.

Through the course of the parking standards review study data was collected respecting bicycle parking standards from the following cities Halifax, Calgary, Vancouver, Ottawa, Kingston and Toronto. Attached is a copy of the chart contained in the *Review of Parking standards Contained Within the City of Vaughan's Comprehensive Zoning By-law: Final Report*.

Respectfully submitted,



JOHN MACKENZIE
Commissioner of Planning

Attachments:

1. Exhibit 5-1: Bicycle Parking Supply Requirements from Selected Jurisdictions (IBI Group Report – March 2010).
2. Bicycle Parking Standards from the Mississauga Cycling Master Plan.

/lm

Copy To: Barbara Cribbett, Interim City Manager
Jeffrey A. Abrams, City Clerk

CITY OF VAUGHAN
 REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
 FINAL REPORT

Exhibit 5-1: Bicycle Parking Supply Requirements from Selected Jurisdictions

Use	Halifax Regional Municipality (HRM)		Calgary		Vancouver		Ottawa	Kingston	Toronto ⁽⁶⁾
	Class 1	Class 2	Class 1	Class 2	Class 1	Class 2			
Office	0.10 spaces/ 100m ²	0.10 spaces/ 100m ² min 2 spaces	0.17/0.1 spaces/ 100m ² ⁽²⁾	0.1 spaces/ 100m ² 6 spaces (3)	0.13 spaces/ 100m ² city-wide	Minimum of 6 spaces where GFA>2000 m ²	0.10 spaces/ 100m ²	0.40 spaces/ 100m ²	0.08 spaces/ 100m ² min 6 spaces GFA>2000 m ²
Retail	0.07 spaces/ 100m ²	0.27 spaces/ 100m ² min 2 spaces	0 ⁽⁴⁾ 2% auto spaces ⁽⁵⁾	0.4 spaces/ 100m ² ⁽³⁾ 5% auto spaces ⁽⁴⁾ 3% auto spaces ⁽⁵⁾	0.13 spaces/ 100m ² city-wide	Minimum of 7 spaces where GFA>1000 m ²	0.08 spaces/ 100m ²	0.50 spaces/ 100m ²	0.08 spaces/ 100m ² min 6 spaces GFA>2000 m ²
Medical	0.1 spaces/ 100m ²	0.1 spaces/ 100m ² min 2 spaces	4% of employees ⁽¹⁾	0.1 spaces/ 100m ² ⁽¹⁾	4% of employees during max work shift ⁽¹⁾	6 spaces at each public entrance ⁽¹⁾	0.05 spaces/ 100m ²	-	-
Restaurant	0.02 spaces/ 100m ²	0.8 spaces/ 100m ² min 2 spaces	-	0.4 spaces/ 100m ²	0.13 spaces/ 100m ²	0.7 spaces/ 100m ²	0.10 spaces/ 100m ²	-	-
Multi-Unit Residential	0.8 spaces/ unit ⁽⁷⁾	0.2 spaces/ unit ⁽⁷⁾	0, 0.5 spaces/unit ⁽⁸⁾	Minimum of 6, 0.1 spaces/unit ⁽⁸⁾	0.75 spaces/unit	Minimum of 6 spaces	0.75 spaces/ unit	1 space/ unit	0.75 spaces/ unit
Schools	0.08 spaces/ 100m ²	0.32 spaces/ 100m ²	3% of employees ⁽⁹⁾	10% of students ⁽⁹⁾			0.4 spaces/ 100m ²		
Parking Structures /Lots	5% of motor vehicle spaces, min of 2 spaces, max of 50 spaces		2.5% of motor vehicle spaces	2.5% of motor vehicle spaces					

Class 1 = Long-term (secure) parking Class 2 = Short-term (convenience) parking

Notes:

- ⁽¹⁾Hospital uses
⁽²⁾Higher standard applies to downtown
⁽³⁾Individual Establishment
⁽⁴⁾Regional/Neighbourhood Shopping Centre
⁽⁵⁾Enclosed Shopping Mall
⁽⁶⁾Former City of Toronto only. Standards require 80% of spaces to be occupant and 20% to be visitor. For non-residential uses, standards apply to buildings with non-residential gross floor area greater than 2,000m².
⁽⁷⁾Applies to dwellings with minimum of 4 units.
⁽⁸⁾First value applies to dwellings with less than 20 units. The second value applies to dwellings with 20 units or greater.
⁽⁹⁾For post-secondary institutions, Class 1=3% of students+staff, Class 2 = 3% of students

ATTACHMENT 2

Use	Cycling Master Plan	Parking Strategy
Residential Apartments		
Long Term	0.70	0.60
Long Term (units less than 37 sq.m.)		
Short Term	0.08	0.15
Total	0.78 ¹	0.75 ¹
Office		
Long Term	0.15	0.17
Short Term	0.10	0.03
Total	0.25	0.20
Retail		
Long Term	0.10	0.085
Short Term	0.25	0.25
Total	0.35	0.335
Personal Service		
Long Term	0.10	0.085
Short Term	0.25	0.25
Total	0.35	0.335
Restaurant		
Long Term	0.10	0.085
Short Term	0.25	0.25
Total	0.35	0.335
Community Centre		
Long Term	0.05	
Short Term	0.15	
Total	0.20	
Library		
Long Term	0.05	
Short Term	0.15	
Total	0.20	
School (Elementary)		
Long Term	0.06	
Short Term	0.06	
Total	0.12	
School (Secondary)		
Long Term	0.06	
Short Term	0.06	
Total	0.12	
School (College, University)		
Long Term	0.60	
Short Term	0.18	
Total	0.78	
Medical Office		
Long Term	0.10	
Short Term	0.10	
Total	0.20	
Hospital		
Long Term	0.06	
Short Term	0.06	
Total	0.12	

Note: ¹Includes Horizontal Multiple Dwellings/Townhouses which do not have an exclusive use garage

²Repealed City of Toronto standards from Urban Zoning By-law dated April 21, 2010

³All uses, other than residential dwelling units, do not require bicycle parking if they are 200 sq.m. or less. Bicycle parking is not required for All uses in the Downtown, Central Waterfront, a Centre or Avenue whose lot has less than 30m frontage and is an interior lot and has a 3m or less front yard setback.

⁴A minimum of 6 spaces for any development containing a minimum of 20 dwelling units.

⁵Long Term parking only required for single office or residential building when number of spaces required exceeds 50 spaces + an apartment greater than 100 units and an office greater than 12,500 m². A minimum of 25% of required must be long term.

⁶Applies to buildings with five or more units.

⁷Where the required number of automobile parking spaces is 6 or fewer, no bicycle parking is required.

⁸Only required when development is greater than 20 dwelling units.

⁹1) Downtown rates are currently the same as the outside the downtown. The Downtown zoning by-law is under review. Completion is expected until 2011.