

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 19, 2013

Item 6, Report No. 11, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on March 19, 2013.

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**PROPOSED AMENDMENTS TO THE CITY OF VAUGHAN
COMPREHENSIVE ZONING BY-LAW 1-88 a.a.
CITY OF VAUGHAN CITYWIDE PARKING STANDARDS REVIEW – PHASE 1: PARKING
STANDARDS FOR THE VAUGHAN METROPOLITAN CENTRE
FILE 15.101**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 26, 2013, be approved; and**
- 2) That the presentation by the Policy Planning Department, and C5, presentation material entitled “*Parking Standards Review for the VMC*”, dated February 26, 2013, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing Report File 15.101 (City of Vaughan City-wide Parking Standards Review – Phase 1: Parking Standards for the Vaughan Metropolitan Centre), BE RECEIVED; and that any issues identified in this report and from this Public Hearing, be addressed by the Policy Planning Department in a comprehensive report to a future Committee of the Whole meeting.

Contribution to Sustainability

The revised parking standards are supportive of the objectives of the Green Directions Vaughan Community Sustainability and Environmental Management Plan and will be a key land use management tool, which will promote more sustainable forms of development including:

- supporting more efficient forms of development in terms of parking supply, demand and the management of the resulting land requirements;
- supporting the envisioned urban structure, public transit investments and Transit Oriented Development (TOD) policies;
- encouraging transportation alternatives to the automobile and single-occupant vehicle (SOV) use;
- mitigating the environmental impacts of parking facilities such as stormwater runoff and the contribution to the urban heat island effect;
- creating a more attractive and green parking environment through landscaping; and
- minimizing parking spill-over into sensitive areas.

Economic Impact

There are no economic implications resulting from the receipt of this report. Should direction be received to proceed with the amendment to the By-law, it will proceed as a City-initiated process.

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Communications Plan

Notification Process

- a) Date the Notice of Public Meeting was circulated: February 1, 2013.
- b) Circulation Area: Notice of this public hearing was mailed to property owners within 150m of the boundary of the Vaughan Metropolitan Centre (VMC) as well as to property owners within the VMC. As the proposed by-law amendment is Phase 1 of implementation of the City-wide Review of Parking Standards, newspaper advertisements were also published in the Thursday, February 7, 2013 editions of the Vaughan Liberal and Citizen newspapers.

In addition, the notification was also advertised on the “City Page Online”, which is posted on the City of Vaughan’s official website as well as being provided through available forms of social media and sent to interested parties requesting notification by mail.

Consultation Process

The consultation process for the City of Vaughan Citywide Parking Standards Review to-date has included workshops with City and Regional staff from the following departments; Policy Planning, Development Planning, Enforcement Services, Economic Development, Office of the City Manager, Building Standards, Engineering, Public Works, York Region Planning and Development Services Department, Town of Markham Planning, and VIVA Transit held on the following dates:

- i. February 27, 2008 – Presentation to review existing standards, best practices and preliminary survey parking results.
- ii. June 27, 2008 – workshop to discuss the study findings and draft recommendations and opportunity for feedback.
- iii. October 2, 2008 – Workshop to review report highlights and discuss comments and concerns resulting from the circulation of the study.
- iv. January 6, 2009 – Workshop to continue discussion from the October session and give participants an opportunity to provide detailed feedback following the circulation of the final draft report.

In addition to these workshops, the consultant IBI Group conducted interviews with various stakeholders including the Kleinburg Ratepayers Association, Maple Ratepayers Association, and Vaughan Chamber of Commerce.

- v. June 15, 2012 – Internal meeting with Planning Commission staff to discuss the need for current and appropriate parking standards in the VMC due to development pressure.
- vi. July to August 2012 - Building from the work completed during the process for the City of Vaughan Parking Standards Review study, staff within the Planning Commission (specifically the Policy Planning and Zoning Section of the Building Standards) met on a weekly basis to develop a by-law for the VMC.

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- vii. November 22, 2012 – The Policy Planning Department in consultation with the Zoning Section of Building Standards provide a status report and presentation of the work to date to the Vaughan Metropolitan Centre Sub-Committee of Council.
- viii. The consultation process for the City of Vaughan VMC Parking Standards by-law to-date has also included meetings with staff from the following departments; Development Planning, Legal Services, and the Transportation Planning Division of the Development/Transportation Engineering Department.
- ix. November 2012 – Staff from the Policy Planning Department and the Zoning Section of Building Standards Department met on a regular basis to revise sections of the draft by-law. Revisions were made based on comments received through an internal circulation process and from the Vaughan Metropolitan Centre Sub-Committee Meeting. Additional revisions will be made where appropriate based on comments received through the statutory public hearing process.

The revised draft by-law will then be circulated to Development Planning staff and Zoning staff for an opportunity to apply the draft by-law to current development applications in the VMC.

A final round of revisions will be made based on comments received during the testing of the draft by-law and in consultation with the Development Planning and Development/Transportation Engineering Department in preparation for a future Committee of the Whole meeting.

Purpose

The purpose of this Public Hearing meeting is to receive input on Phase 1 of implementation of the City-wide Parking Standards review which is specific to the Vaughan Metropolitan Centre (VMC). The proposed amendment to Zoning By-law 1-88 provides for revised parking standards, definitions for uses permitted in the VMC, bicycle parking/storage and the introduction of parking management strategies.

Background - Analysis and Options

With the extension of the Spadina subway to the Vaughan Metropolitan Centre expected to be in service by 2016, the VMC's potential for high-density, mixed-use development is now being realized through a number of active development applications. This is in advance of the approval of the VMC Secondary Plan which is under appeal at the Ontario Municipal Board. On December 11, 2012 Council approved a number of modifications to the VMC Plan 2010, which were forwarded to the Ontario Municipal Board and the Region of York. The Region of York is expected to consider these modifications in the spring of this year.

Given the proposed densities and considering the land uses and pedestrian friendly urban form envisioned by the VMC plan, the City of Vaughan's current parking standards contained in By-law 1-88, are out of date and need to be revised in order to fulfill the vision for the City's downtown.

As a result of the development pressures in the Vaughan Metropolitan Centre, it has become apparent that new parking standards are required immediately. Along with intensification and mixed use development, a defining feature of the VMC is its future access to planned public transit investments like the subway extension and the VIVA Rapidway BRT service along Highway 7. As higher-order transit will be a reality in the near future, implementing a more nuanced approach to parking that recognizes the availability of the alternative modes of transportation will be important. In addition, the presentation and report by Live Work Learn Play to the VMC Sub-Committee referenced the need for reduced parking standards to help encourage office development in this location.

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The City-wide Parking Standards Review provides a set of parking standards that are specifically applicable to areas that are well served by higher order transit and where transit oriented development and a walkable public realm is planned for. The implementation of these standards in the VMC would be timely and would support the intent of the VMC Plan, which provides in Policy 4.6.5 that “Transit supportive parking standards shall be adopted by the City to facilitate the development of the VMC.” In addition, the adoption of these standards would minimize the need for by-law amendments or minor variances that have become the norm and may delay priority projects.

This exercise will also serve as a pilot study where findings may ultimately be applied in other areas either planned for or receiving higher order transit such as the Yonge Steeles Secondary and the Steeles West Secondary Plan areas. It will also serve to inform the preparation of the City’s new comprehensive Zoning By-law, which is in the early stages of preparation.

Area Subject to the VMC Site Specific Parking Standards By-law

The proposed parking standards will apply to the Vaughan Metropolitan Centre as defined in the Vaughan Official Plan 2010 as shown on Attachment #1. It is located in Ward 4 bounded by Highway 400 to the west, Highway 407 to the south, Creditstone Road to the east and Portage Parkway to the north.

The Parking Standards Review

In 2007 the City of Vaughan began the process of undertaking a City-wide Parking Standards review. The study, conducted by the City of Vaughan and the IBI Group, identified contemporary parking standards based on the experience of other municipalities and other best practices research. In general, the standards recommended were lower than those of By-law 1-88. The study’s findings were outlined in a report dated March 2010, entitled Review of Parking Standards Contained within the City of Vaughan’s Comprehensive Zoning By-law authored by the IBI Group.

The IBI Report and Parking Design Guidelines developed by City Staff were presented to Council at the June 28, 2010 Committee of the Whole (Working Session). The June 28, 2010 report recommended that both the IBI Report and the Design Guidelines be received and that an amendment to Zoning By-law 1-88 based on the findings of the IBI Report be brought forward to a future Committee of the Whole (Public Hearing) meeting. The report further recommended that a Working Group be established to address the issues of on-street parking, priced parking and the management and enforcement of public parking. On July 13, 2010, Council approved the recommendation contained in the report and required that the Working Group be led by the Engineering and Public Works Commission.

The IBI Report included a discussion of the various approaches to developing parking requirements, the structure and development of the newly proposed standards and the proposed parking standards for specified uses. The report also addressed other parking requirements such as bicycle parking, shared parking, off-site parking, public parking, parking design, consideration for commuter parking and accessible parking. The report also included sections on cash-in-lieu of parking, other funding sources and parking management strategies.

Recognizing the current situation in the VMC, a draft by-law has been prepared employing the findings of the study specifically for the VMC. The draft by-law addresses a number of issues, including the reduction of required parking standards; definitions for the uses permitted in the VMC through the Secondary Plan; stratified parking arrangements and parking adjustment factors (i.e. shared parking) for mixed use buildings, recognizing the different peak use characteristics of different uses. Consideration was also given to the issue of cash-in-lieu of parking as the VMC is an ideal location to implement policies respecting cash in lieu of parking.

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One of the issues discussed during the course of the study was the timing of the implementation of the new parking standards and the implications for the amending by-law. The anticipated timeline for the delivery of the new Zoning By-law to implement the Vaughan Official Plan 2010 and replace By-law 1-88 is three to four years, taking its approval out to 2015-2016. As there is a level of urgency attached to implementing the new parking standards, particularly in the VMC, it was determined that portions of the revised parking standards should proceed in advance of the new by-law. Staff is taking a phased approach to implementing the findings of the IBI Study with the VMC being the first formal phase of implementation. Although staff has been applying the reduced parking standards on a site-specific application basis for the last few years.

Approach to the Site Specific By-law

Definitions

If the existing definitions for uses in Section 2.0 and the standards of By-law 1-88 were replaced by newly enacted simplified use definitions and parking standards, as recommended by the Parking Review, all of the existing uses would become legal non-conforming. The terms used in the Permitted Uses Sections of the By-law 1-88 would no longer have related definitions, leaving them open to interpretation. Therefore, the IBI Report recommended two sets of definitions be retained until the new comprehensive zoning by-law is finalized. Through the review process and in consultation with the Legal Services Department it was determined that those definitions which could be updated in Section 2.0 Definitions of By-law 1-88 should be done in order to avoid future inconsistencies.

This is also true in the case of the Vaughan Metropolitan Centre where specific uses have been permitted through the Secondary Plan, some of which are not currently defined in By-law 1-88. New definitions would need to be created, or the existing definitions would require revision. In other instances some uses were similar and were combined into one definition under one heading (e.g. the combining of the various forms of eating establishment uses). The opposite also occurred where a current definition combined uses that the IBI Study and the Secondary Plan addressed separately and were assigned different parking rates, in which case, definitions had to be revamped, terms separated and new definitions created. To ensure consistency a separate exercise was undertaken to compare terminology for land uses used in the Vaughan Metropolitan Centre Secondary Plan, By-law 1-88 and the IBI Study. What resulted was the creation of definitions for the following uses for implementation in the VMC only, for which parking standards have been provided.

Arts or Artist Studio
Commercial Parking Lot
Conference or Convention Centre
Day Nursery
Eating Establishment
Eating Establishment Take-Out
Financial Institution
General Office
Hotel
Medical Clinic
Medical Office
Mixed Use Development
Personal or Business Service Establishment
Place of Worship
Residential Dwelling

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Retail Store
School, Commercial or Technical
School, Post-Secondary
School, Public or Private

Definitions for parking in a Stratified Arrangement which is new to the City of Vaughan may need to be created depending on future direction by Council.

Intent of the By-law

- No changes to the uses permitted in any zone in the Vaughan Metropolitan Centre Secondary Plan area have been made.
- The revised use definitions set out above apply only to the calculation of parking. They were created through an evaluation of the Parking Standards Review and the uses permitted in the VMC Secondary Plan.
- Initially they will only apply to the C9 and C10 zones.
- Any future By-law amendment or variances required to implement the VMC Secondary Plan should conform to this Parking Standards by-law.

Reduction in Standards

All uses proposed in the VMC have reduced rates of required parking from what was originally required through By-law 1-88. The IBI Report provides justification for each reduction based on best practices in other municipalities and standards used throughout the industry. See Attachment #3 Summary of Proposed Parking Standards for the current rates as required through By-law 1-88 and the proposed rates, determined through the Parking Standards study. By virtue of its access to higher order transit services, the VMC is classified as a “High-Order Transit Hub” and generally has the lowest rates of required parking.

The Use of Minimums and Maximums

The Parking Review recommends the use of parking maximums as shown on Attachment #3, whereas historically, parking rates in the City of Vaughan have been based solely on the minimum standards established in By-law 1-88. The Parking Review states the following;

“By limiting the amount of automobile parking in specific sub-regions or urban contexts, a municipality makes a statement that parking provisions must be balanced with other land use and transportation objectives and that the automobile is not the only mode for travel to that area.”

Furthermore, the Study relates that the inclusion of parking maximums is intended to reduce the amount of space dedicated to parking and support transit and pedestrian developments; provide a strong incentive for transportation demand management; and, curb practices towards oversupply of parking.

Strata Title Arrangement

A Strata Title Arrangement is a determination of ownership or use of land divided in a vertical manner above and below grade. These arrangements are made between two or more parties, and in some instances municipalities can be part of a Strata Title Arrangement.

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Landowners in the VMC have expressed interest in accommodating underground parking facilities situated beneath future Public Parks and municipal rights-of-way, with the private landowners having ownership, or right of use, of the below grade parking level(s) and the municipality retaining ownership at the surface for the purpose of providing public infrastructure. Such arrangements are subject to strata title agreements between the parties to specify their respective rights and obligations.

By-law 1-88 currently puts restrictions on setbacks for underground parking structures from property lines. This section of By-law 1-88 required an amendment in order to permit parking which may extend beyond the property line beneath publicly owned lands.

Whether these provisions will ultimately be included in the VMC site specific by-law will depend on Council's approval and adoption of protocols to guide the use and implementation of strata title arrangements.

Influence of Rapid Transit on Parking Requirements for the VMC

Adjustment Factors and Area Specific Variation

There were different approaches which could have been adopted in the development of parking standards for the VMC and the City of Vaughan in general. It was determined through the IBI Study that a hybrid approach of Adjustment Factors and Area Specific minimum and maximum parking standards would be appropriate. This approach would operate within the framework of defined urban contexts, based on the structural policies of the new Official Plan.

Area Specific

Application:

Areas within the City such as the VMC are defined and grouped (e.g. High Order Transit Hubs, Local Centres, Primary Centres/Primary Intensification Areas, Base (Other Areas)), with each group having its' own parking requirements. The VMC has been grouped with the Yonge Street Corridor and the Steeles West Area (between Jane Street to Keele Street) as a High Order Transit Hub. See Attachment #3.

Adjustment Factors:

The structure of the parking standards would remain similar, but various mechanisms for reducing the minimum requirements, and/or implementing maximum parking limits, based on site-specific conditions would be introduced. Some of the site-specific adjustment factors influencing parking may include; Transit Accessibility; availability of off-site parking (e.g. on-street or public parking) opportunities for shared parking in relation to a mix of uses with complimentary parking requirements (e.g. theatre and office) etc.

An example of an adjustment factor within the VMC is in relation to the Hotel use, which has a note attached to the required parking rate (see Attachment #3) incorporating a shared parking adjustment factor for accessory uses. This would reduce the overall number of required spaces as patrons of the hotel would, in most, instances also be users of the accessory uses,

The By-law will include provisions guiding shared parking for mixed-use developments to take into consideration the countervailing peaking demands of the various uses, thus reducing the total parking requirement.

Bicycle Parking Standards and Storage

The provision of adequate bicycle parking and associated shower and change facilities is significant in promoting bicycle use as an alternative mode of transportation. Currently there are no requirements

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for bicycle parking in Zoning By-law 1-88. The VMC Secondary Plan also encourages bicycle use as a mode of transportation. Policy 4.5.8 states “All office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The Zoning By-law shall establish minimum requirements for bicycle parking. Major office developments shall be encouraged to include change rooms, showers and lockers for bicycle commuters”. IBI conducted a review of bicycle standards in other jurisdictions across Canada and found that bicycle parking spaces are used in major urban centres such as Halifax, Calgary, Vancouver, Ottawa, Kingston and Toronto.

Bicycle parking supply requirements are generally specified in terms of Class 1 and Class 2 parking. The two types of standards are defined as follows.

Class 1: Long term secure parking that is provided in a locked separate bicycle room located within a building or automobile parking facility. Lockers, bicycle rooms, bicycle cages are examples of the facilities that are provided.

Class 2: Short term parking provided in racks, or on rings or posts at grade. Bicycle parking should be in a well-lit, convenient, with in view of the building inhabitants and, if possible, in a sheltered location.

The Streetscape and Open Space study currently being undertaken will provide more detail with respect to the type and location of Class 2 bicycle parking.

Both Class 1 and Class 2 requirements are included in the draft by-law as are bicycle parking standards which are expressed in terms of GFA for commercial (office and retail) or dwelling units for residential uses as is vehicular parking. A definition for bicycle parking as well as each class and standards dimensions have been provided for in the draft by-law.

The IBI report recommended bicycle parking standards for office, retail, restaurant, medical office, multi-unit residential and school uses. It is however silent on proposing standards for other uses such as employment, institutional uses (other than schools), and park areas. The June 28, 2010 Committee of the Whole (Working Session) report adopted by Council on July 13, 2010, recommended that an Employment use category be added to the proposed bicycle parking standard chart (as shown below). As no Employment (industrial) uses are proposed in the VMC this recommendation will be considered in the future when parking and alternative modes of transportation are addressed for land uses across the City. Institutional uses, however are permitted in the VMC and as the IBI Study was silent on bicycle parking standards for institutional uses, further research is underway to arrive at a standard for institutional uses.

Proposed Bicycle Parking Standards

Use Category	High-Order Transit Hubs, Local Centres, Primary Centres/Primary Intensification Corridors		Base/Other Areas	
	Class 1*	Class 2**	Class 1*	Class 2**
Office	0.13 spaces/100m ²	Greater of: 0.1/100 m ² or 6 spaces	0.08 spaces/100 m ²	Greater of: 0.05/100 m ² or 6 spaces

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Retail/Restaurant	0.1 spaces/100 m ²	Greater of: 0.15/100 m ² or 6 spaces	0.05 spaces/100 m ²	Greater of: 0.1/100 m ² or 6 spaces
Medical Office	0.1 spaces/100 m ²	Greater of: 0.1/100 m ² or 6 spaces	0.05 spaces/100 m ²	Greater of: 0.05/100 m ² or 6 spaces
Multi-Unit Residential	0.5 spaces/unit for buildings with >10 units	Greater of: 0.2 spaces/unit or 6 spaces	0.5 spaces /unit for buildings with > 10 units	Greater of 0.1 spaces/unit or 6 spaces
Schools	0.05/100 m ²	0.4/100 m ²	0.05/100m m ²	0.4/100 m ²
NOTES: * Class 1: Long term parking that is provided in a locked separate bicycle room located within a building or automobile parking facility – lockers, bicycle rooms, and bicycle cages. **Class 2: Short term parking provided in racks that are designed to lock the frame and a wheel to the rack using a conventional U-lock.				

Cash-In-Lieu of Parking

As development in the VMC, and other intensification areas such as Primary and Local Centres grows, there is an opportunity for the City of Vaughan to take a greater role in parking management and to develop strategies on how to do so. One strategy recommended in the IBI report is the implementation of cash-in-lieu of parking policies. Cash-in-lieu of parking policies allow developers the opportunity to provide less than the required parking on-site by permitting them to pay a fee in place of providing the required number of parking spaces as determined by the relevant zoning by-laws.

The use of cash-in-lieu of parking policies could potentially raise funds for the construction of public parking facilities within the VMC where land values are at a premium. The revenue generated by the cash-in-lieu payment can be used to finance public parking spaces, which in turn replace private spaces required to be provided for the development. Adopting this approach may also provide the City with a competitive advantage in attracting desirable office development. Staff is recommending that they bring forward to a future Committee of the Whole meeting a cash-in-lieu and paid parking strategy and by-law.

Parking Space Dimensions

The IBI report also recommended the reduction of parking space dimensions. Best practices of other jurisdictions such as Vancouver and Toronto were reviewed. Based on this research IBI recommended reducing the parking space dimensions. The following chart provides a comparison of the existing City of Vaughan parking space dimensions and the proposed standards put forth by IBI in the report.

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Comparison of Existing and Proposed Parking Space Dimension Standards

Type of Parking Space	Existing Standard By-law 1-88		Proposed Standard	
	Length	Width	Length	Width
Perpendicular Spaces (residential)	6m	2.7m	5.7m	2.6m
Perpendicular Spaces (all other)	6m	2.7m	5.7m	2.6m
Parallel spaces/layby parking	6m	2.7m	6.7m	2.6m
Small Car Spaces (perpendicular only)	-	-	4.6m	2.3m

The recommendation to reduce parking space dimensions was reviewed and the width of the parking space stall is not proposed to be narrowed. Parking stall widths were reduced in the City of Toronto at the request of the development industry, however this reduction was ultimately regretted. However, staff agrees that the length of stalls could be shortened to 5.7m for perpendicular spaces provided that the drive aisle remains at a minimum width of 6m for 2-way use.

Structure of the Draft By-law

The draft by-law is structured as follows:

It specifies that these requirements will apply to the Vaughan Metropolitan Centre by identifying the VMC on a new schedule to the By-law 1-88 and;

- It provides for the addition of a new Paragraph 3.8.1 to By-law 1-88 entitled “Special Parking Provisions for the Vaughan Metropolitan Centre”;
- It sets out new definitions which apply to the calculation of parking in the C9 Corporate Centre Zone and the C10 Corporate District Zone. Future rezonings to implement the VMC Secondary Plan would also be subject to these new standards;
- It establishes new parking standards across a range of uses applicable to Higher Order Transit Hubs as recommended in the City of Vaughan Parking Standards Review;
- Identifies additional changes to the parking requirements to fulfill the intent of the Official Plan;

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- Confirms the policies of Paragraph 3.8, “Parking, Requirements” that remain applicable to the VMC; and,
- Introduces standards for bicycle parking and storage and parking space size.

Relationship to Vaughan Vision 2020

The research provided through the Citywide Parking Standards Review is consistent with the priorities set by Council in the Vaughan Vision 2020 Plan, and in particular with the City’s commitment to “plan and manage growth and economic vitality.”

Regional Implications

N/A

Conclusion

The IBI Group report discusses conditions related to and the benefits of the City of reducing parking rates. It addresses various aspects of parking including but not limited to the required parking rates and introduces the notion of Cash-in-lieu for parking. The information provided in the report was used as a basis for developing parking and bicycle parking standards, creating definitions for the desired uses within the VMC for the purposes of the proposed site specific by-law and introducing a Cash-in-lieu of the parking charge as one strategy to finance future public parking initiatives.

The information contained in this report summarizes the rationale for preparing the draft parking standards by-law that will facilitate the VMC’s role as a high density transit hub, which will be well served by high order transit. The by-law will continue to be refined based on comments received at this meeting. Subject to the input solicited at this meeting and further staff review, a comprehensive report will be forwarded to a future Committee of the Whole meeting, addressing the issues raised and identifying any further refinements to the by-law.

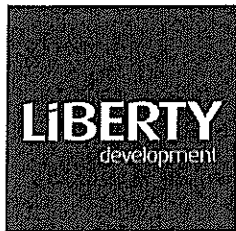
Attachments

1. Location Map
2. Council Extract: Committee of the Whole (Working Session) June 28, 2010
3. Summary of Proposed Parking Standards Chart – IBI Report March 2010

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Roy McQuillin, Manager of Policy Planning, ext. 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)



LIBERTY for all

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COMMUNICATION
CW (PH) - FEB 26/13
ITEM - 6

February 26, 2013

Ms. Armine Hassakourians,
Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Dear Ms. Hassakourians:

Re: Public Hearing, February 26, 2013, Committee of the Whole
Proposed Amendments to the City of Vaughan Comprehensive Zoning By-law 1-88,
Parking Standards for the VMC, Item 6, Report 11

We are writing on behalf of 1834371 Ontario Inc., the owners of the property located at 180 & 190 Maplecrete and 2591 Highway 7. We have reviewed the City's report on proposed parking standards and we agree with the direction that the City is moving in, in terms of revising the parking standards to reflect the alternative modes of transportation that will be available in the VMC. Having said that, we do believe that a shared parking formula also needs to be implemented into the new standards for mixed use developments. This will further decrease the amount of parking that we believe realistically needs to be provided for these types of mixed use, transit oriented developments.

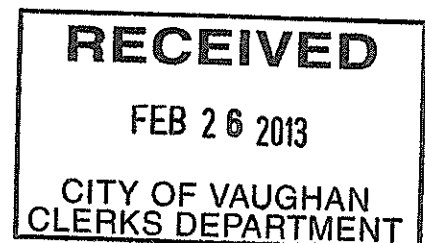
We are also currently doing a review of our occupied mixed use projects located in the GTA and the City of Toronto, in terms of bicycle parking and storage. Our initial findings indicate that the numbers the City is proposing in this report are on the high side. We believe the ratios put forward need to be scrutinized further, and we would be pleased to share our findings with City staff and to speak in more detail on the parking standards for the VMC along with other related parking issues raised in the report.

Please ensure that we are notified of all future meetings as they relate to parking standards in the VMC and we look forward to hearing back from you with respect to a meeting with staff.

Yours truly,


Lezlie Phillips

c.c. City Clerk



Parking Standards Review for the VMC

Presentation to the
Committee of the Whole at the
February 26, 2013
Public Hearing Meeting



Parking Standards Study Review

- review parking standards across the city
- determine actual parking needs
- determine how parking standards should vary by location
- recommend appropriate new standards to be included in the Zoning By-law



Highlights of Report Recommendations

Standards are sensitive to urban context, local conditions and existing/future transportation options

"Adjustment factors" implemented as guidelines including:
Transit accessibility, availability of on-street parking, car share/car pool options, on-site shuttle services and shared parking

Revised parking ratios – "responsible" parking requirements

Maximum parking standards in certain cases

Parking design considerations including sustainability

Bicycle parking requirements

Cash in Lieu and public parking approaches

Design Guidelines for parking lots and parking structures



Why Develop New Parking Standards for the VMC?

- Spadina Subway extension and the VIVA rapid transit on Highway No.7 are expected to be in service by 2016
- High Density Mixed-Use development occurring in the VMC
- Existing parking standards need to be revised to encourage transit oriented design



Why Develop New Parking Standards for the VMC?

Cost Mitigation Strategies (Source: Live Work Learn Play)

- Lowering the quantity of parking required for the VMC reduces the infrastructure costs associated with office development and base rents
- Tenant acceptance of lower parking ratios is critical

Example: The required parking ratio in the North Yonge corridor ranges from 1-2 spots per 100 m² of leasable area



Revised Parking Standards for the VMC

A by-law for the VMC employing the findings of the IBI Study addresses:

- Reduction of required parking standards
- Provision of minimums and maximums rates allowing a range of parking required for each use
- Definitions for the uses permitted in the VMC through the Secondary Plan
- Parking Adjustment Factors
- Bicycle Parking Requirements



Proposed **Reduction** to Parking Standards for the **VMC**

Use	Existing Standards	Proposed Standards		
Retail	6 spaces/100m ² GFA		<u>Minimum</u>	<u>Maximum</u>
		GFA ≤ 5,000m ² GFA > 5,000m ²	2.0 spaces 2.5 spaces (per 100m ² of GFA)	4.0 spaces 4.0 spaces
Office (not including a regulated health professional)	3.5 spaces/100m ² GFA	Minimum	1.5 spaces/100m ² GFA	
		Maximum	2.5 spaces/100m ² GFA	
Residential (Multiple Family Dwelling, Apartment Dwelling)	1.5 spaces/ unit		<u>Minimum</u>	<u>Maximum</u>
		Bachelor/ 1 bedroom	0.7/unit	1.0/unit
		2 Bedroom	0.9/unit	1.3/unit
		3 Bedroom	1.0/unit	1.7/unit

Next **Steps**

Staff will address and revise sections of the draft by-law based on an internal circulation process and comments received at the statutory Public Hearing Meeting.

Staff will prepare a report and draft by-law for a future Committee of the Whole and Council Meetings.



Parking Standards Review for the VMC

Questions/Comments?

Intent of the VMC Parking Standards

- No text changes to the uses permitted in any zone in the VMC have been made
- The revised definitions apply only to the calculation of parking
- New parking standards only apply to the C9 and C10 zones
- Any further By-law amendment or variances required to implement the VMC Secondary Plan would be required to conform to the new Parking Standards



**6. PROPOSED AMENDMENTS TO THE CITY OF VAUGHAN
COMPREHENSIVE ZONING BY-LAW 1-88 a.a.
CITY OF VAUGHAN CITYWIDE PARKING STANDARDS REVIEW – PHASE 1: PARKING
STANDARDS FOR THE VAUGHAN METROPOLITAN CENTRE
FILE 15.101**

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing Report File 15.101 (City of Vaughan City-wide Parking Standards Review – Phase 1: Parking Standards for the Vaughan Metropolitan Centre), BE RECEIVED; and that any issues identified in this report and from this Public Hearing, be addressed by the Policy Planning Department in a comprehensive report to a future Committee of the Whole meeting.

Contribution to Sustainability

The revised parking standards are supportive of the objectives of the Green Directions Vaughan Community Sustainability and Environmental Management Plan and will be a key land use management tool, which will promote more sustainable forms of development including:

- supporting more efficient forms of development in terms of parking supply, demand and the management of the resulting land requirements;
- supporting the envisioned urban structure, public transit investments and Transit Oriented Development (TOD) policies;
- encouraging transportation alternatives to the automobile and single-occupant vehicle (SOV) use;
- mitigating the environmental impacts of parking facilities such as stormwater runoff and the contribution to the urban heat island effect;
- creating a more attractive and green parking environment through landscaping; and,
- minimizing parking spill-over into sensitive areas.

Economic Impact

There are no economic implications resulting from the receipt of this report. Should direction be received to proceed with the amendment to the By-law, it will proceed as a City-initiated process.

Communications Plan

Notification Process

- a) Date the Notice of Public Meeting was circulated: February 1, 2013.
- b) Circulation Area: Notice of this public hearing was mailed to property owners within 150m of the boundary of the Vaughan Metropolitan Centre (VMC) as well as to property owners within the VMC. As the proposed by-law amendment is Phase 1 of implementation of the City-wide Review of Parking Standards, newspaper advertisements were also published in the Thursday, February 7, 2013 editions of the Vaughan Liberal and Citizen newspapers.

In addition, the notification was also advertised on the “City Page Online”, which is posted on the City of Vaughan’s official website as well as being provided through available forms of social media and sent to interested parties requesting notification by mail.

Consultation Process

The consultation process for the City of Vaughan Citywide Parking Standards Review to-date has included workshops with City and Regional staff from the following departments; Policy Planning, Development Planning, Enforcement Services, Economic Development, Office of the City Manager, Building Standards, Engineering, Public Works, York Region Planning and Development Services Department, Town of Markham Planning, and VIVA Transit held on the following dates:

- i. February 27, 2008 – Presentation to review existing standards, best practices and preliminary survey parking results.
- ii. June 27, 2008 – workshop to discuss the study findings and draft recommendations and opportunity for feedback.
- iii. October 2, 2008 – Workshop to review report highlights and discuss comments and concerns resulting from the circulation of the study.
- iv. January 6, 2009 – Workshop to continue discussion from the October session and give participants an opportunity to provide detailed feedback following the circulation of the final draft report.

In addition to these workshops, the consultant IBI Group conducted interviews with various stakeholders including the Kleinburg Ratepayers Association, Maple Ratepayers Association, and Vaughan Chamber of Commerce.

- v. June 15, 2012 – Internal meeting with Planning Commission staff to discuss the need for current and appropriate parking standards in the VMC due to development pressure.
- vi. July to August 2012 - Building from the work completed during the process for the City of Vaughan Parking Standards Review study, staff within the Planning Commission (specifically the Policy Planning and Zoning Section of the Building Standards) met on a weekly basis to develop a by-law for the VMC.
- vii. November 22, 2012 – The Policy Planning Department in consultation with the Zoning Section of Building Standards provide a status report and presentation of the work to date to the Vaughan Metropolitan Centre Sub-Committee of Council.
- viii. The consultation process for the City of Vaughan VMC Parking Standards by-law to-date has also included meetings with staff from the following departments; Development Planning, Legal Services, and the Transportation Planning Division of the Development/Transportation Engineering Department.
- ix. November 2012 – Staff from the Policy Planning Department and the Zoning Section of Building Standards Department met on a regular basis to revise sections of the draft by-law. Revisions were made based on comments received through an internal circulation process and from the Vaughan Metropolitan Centre Sub-Committee Meeting. Additional revisions will be made where appropriate based on comments received through the statutory public hearing process.

The revised draft by-law will then be circulated to Development Planning staff and Zoning staff for an opportunity to apply the draft by-law to current development applications in the VMC.

A final round of revisions will be made based on comments received during the testing of the draft by-law and in consultation with the Development Planning and Development/Transportation Engineering Department in preparation for a future Committee of the Whole meeting.

Purpose

The purpose of this Public Hearing meeting is to receive input on Phase 1 of implementation of the City-wide Parking Standards review which is specific to the Vaughan Metropolitan Centre (VMC). The proposed amendment to Zoning By-law 1-88 provides for revised parking standards, definitions for uses permitted in the VMC, bicycle parking/storage and the introduction of parking management strategies.

Background - Analysis and Options

With the extension of the Spadina subway to the Vaughan Metropolitan Centre expected to be in service by 2016, the VMC's potential for high-density, mixed-use development is now being realized through a number of active development applications. This is in advance of the approval of the VMC Secondary Plan which is under appeal at the Ontario Municipal Board. On December 11, 2012 Council approved a number of modifications to the VMC Plan 2010, which were forwarded to the Ontario Municipal Board and the Region of York. The Region of York is expected to consider these modifications in the spring of this year.

Given the proposed densities and considering the land uses and pedestrian friendly urban form envisioned by the VMC plan, the City of Vaughan's current parking standards contained in By-law 1-88, are out of date and need to be revised in order to fulfill the vision for the City's downtown.

As a result of the development pressures in the Vaughan Metropolitan Centre, it has become apparent that new parking standards are required immediately. Along with intensification and mixed use development, a defining feature of the VMC is its future access to planned public transit investments like the subway extension and the VIVA Rapidway BRT service along Highway 7. As higher-order transit will be a reality in the near future, implementing a more nuanced approach to parking that recognizes the availability of the alternative modes of transportation will be important. In addition, the presentation and report by Live Work Learn Play to the VMC Sub-Committee referenced the need for reduced parking standards to help encourage office development in this location.

The City-wide Parking Standards Review provides a set of parking standards that are specifically applicable to areas that are well served by higher order transit and where transit oriented development and a walkable public realm is planned for. The implementation of these standards in the VMC would be timely and would support the intent of the VMC Plan, which provides in Policy 4.6.5 that "Transit supportive parking standards shall be adopted by the City to facilitate the development of the VMC." In addition, the adoption of these standards would minimize the need for by-law amendments or minor variances that have become the norm and may delay priority projects.

This exercise will also serve as a pilot study where findings may ultimately be applied in other areas either planned for or receiving higher order transit such as the Yonge Steeles Secondary and the Steeles West Secondary Plan areas. It will also serve to inform the preparation of the City's new comprehensive Zoning By-law, which is in the early stages of preparation.

Area Subject to the VMC Site Specific Parking Standards By-law

The proposed parking standards will apply to the Vaughan Metropolitan Centre as defined in the Vaughan Official Plan 2010 as shown on Attachment #1. It is located in Ward 4 bounded by Highway 400 to the west, Highway 407 to the south, Creditstone Road to the east and Portage Parkway to the north.

The Parking Standards Review

In 2007 the City of Vaughan began the process of undertaking a City-wide Parking Standards review. The study, conducted by the City of Vaughan and the IBI Group, identified contemporary parking standards based on the experience of other municipalities and other best practices research. In general, the standards recommended were lower than those of By-law 1-88. The study's findings were outlined in a report dated March 2010, entitled *Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law* authored by the IBI Group.

The IBI Report and Parking Design Guidelines developed by City Staff were presented to Council at the June 28, 2010 Committee of the Whole (Working Session). The June 28, 2010 report recommended that both the IBI Report and the Design Guidelines be received and that an amendment to Zoning By-law 1-88 based on the findings of the IBI Report be brought forward to a future Committee of the Whole (Public Hearing) meeting. The report further recommended that a Working Group be established to address the issues of on-street parking, priced parking and the management and enforcement of public parking. On July 13, 2010, Council approved the recommendation contained in the report and required that the Working Group be led by the Engineering and Public Works Commission.

The IBI Report included a discussion of the various approaches to developing parking requirements, the structure and development of the newly proposed standards and the proposed parking standards for specified uses. The report also addressed other parking requirements such as bicycle parking, shared parking, off-site parking, public parking, parking design, consideration for commuter parking and accessible parking. The report also included sections on cash-in-lieu of parking, other funding sources and parking management strategies.

Recognizing the current situation in the VMC, a draft by-law has been prepared employing the findings of the study specifically for the VMC. The draft by-law addresses a number of issues, including the reduction of required parking standards; definitions for the uses permitted in the VMC through the Secondary Plan; stratified parking arrangements and parking adjustment factors (i.e. shared parking) for mixed use buildings, recognizing the different peak use characteristics of different uses. Consideration was also given to the issue of cash-in-lieu of parking as the VMC is an ideal location to implement policies respecting cash in lieu of parking.

One of the issues discussed during the course of the study was the timing of the implementation of the new parking standards and the implications for the amending by-law. The anticipated timeline for the delivery of the new Zoning By-law to implement the Vaughan Official Plan 2010 and replace By-law 1-88 is three to four years, taking its approval out to 2015-2016. As there is a level of urgency attached to implementing the new parking standards, particularly in the VMC, it was determined that portions of the revised parking standards should proceed in advance of the new by-law. Staff is taking a phased approach to implementing the findings of the IBI Study with the VMC being the first formal phase of implementation. Although staff has been applying the reduced parking standards on a site-specific application basis for the last few years.

Approach to the Site Specific By-law

Definitions

If the existing definitions for uses in Section 2.0 and the standards of By-law 1-88 were replaced by newly enacted simplified use definitions and parking standards, as recommended by the Parking Review, all of the existing uses would become legal non-conforming. The terms used in the Permitted Uses Sections of the By-law 1-88 would no longer have related definitions, leaving them open to interpretation. Therefore, the IBI Report recommended two sets of definitions be retained until the new comprehensive zoning by-law is finalized. Through the review process and in consultation with the Legal Services Department it was determined that those definitions which could be updated in Section 2.0 Definitions of By-law 1-88 should be done in order to avoid future inconsistencies.

This is also true in the case of the Vaughan Metropolitan Centre where specific uses have been permitted through the Secondary Plan, some of which are not currently defined in By-law 1-88. New definitions would need to be created, or the existing definitions would require revision. In other instances some uses were similar and were combined into one definition under one heading (e.g. the combining of the various forms of eating establishment uses). The opposite also occurred where a current definition combined uses that the IBI Study and the Secondary Plan addressed separately and were assigned different parking rates, in which case, definitions had to be revamped, terms separated and new definitions created. To ensure consistency a separate exercise was undertaken to compare terminology for land uses used in the Vaughan Metropolitan Centre Secondary Plan, By-law 1-88 and the IBI Study. What resulted was the creation of definitions for the following uses for implementation in the VMC only, for which parking standards have been provided.

Arts or Artist Studio
Commercial Parking Lot
Conference or Convention Centre
Day Nursery
Eating Establishment
Eating Establishment Take-Out
Financial Institution
General Office
Hotel
Medical Clinic
Medical Office
Mixed Use Development
Personal or Business Service Establishment
Place of Worship
Residential Dwelling
Retail Store
School, Commercial or Technical
School, Post-Secondary
School, Public or Private

Definitions for parking in a Stratified Arrangement which is new to the City of Vaughan may need to be created depending on future direction by Council.

Intent of the By-law

- No changes to the uses permitted in any zone in the Vaughan Metropolitan Centre Secondary Plan area have been made.
- The revised use definitions set out above apply only to the calculation of parking. They were created through an evaluation of the Parking Standards Review and the uses permitted in the VMC Secondary Plan.
- Initially they will only apply to the C9 and C10 zones.
- Any future By-law amendment or variances required to implement the VMC Secondary Plan should conform to this Parking Standards by-law.

Reduction in Standards

All uses proposed in the VMC have reduced rates of required parking from what was originally required through By-law 1-88. The IBI Report provides justification for each reduction based on best practices in other municipalities and standards used throughout the industry. See Attachment #3 *Summary of Proposed Parking Standards* for the current rates as required through By-law 1-88 and the proposed rates, determined through the Parking Standards study. By virtue

of its access to higher order transit services, the VMC is classified as a “High-Order Transit Hub” and generally has the lowest rates of required parking.

The Use of Minimums and Maximums

The Parking Review recommends the use of parking maximums as shown on Attachment #3, whereas historically, parking rates in the City of Vaughan have been based solely on the minimum standards established in By-law 1-88. The Parking Review states the following;

“By limiting the amount of automobile parking in specific sub-regions or urban contexts, a municipality makes a statement that parking provisions must be balanced with other land use and transportation objectives and that the automobile is not the only mode for travel to that area.”

Furthermore, the Study relates that the inclusion of parking maximums is intended to reduce the amount of space dedicated to parking and support transit and pedestrian developments; provide a strong incentive for transportation demand management; and, curb practices towards oversupply of parking.

Strata Title Arrangement

A Strata Title Arrangement is a determination of ownership or use of land divided in a vertical manner above and below grade. These arrangements are made between two or more parties, and in some instances municipalities can be part of a Strata Title Arrangement.

Landowners in the VMC have expressed interest in accommodating underground parking facilities situated beneath future Public Parks and municipal rights-of-way, with the private landowners having ownership, or right of use, of the below grade parking level(s) and the municipality retaining ownership at the surface for the purpose of providing public infrastructure. Such arrangements are subject to strata title agreements between the parties to specify their respective rights and obligations.

By-law 1-88 currently puts restrictions on setbacks for underground parking structures from property lines. This section of By-law 1-88 required an amendment in order to permit parking which may extend beyond the property line beneath publicly owned lands.

Whether these provisions will ultimately be included in the VMC site specific by-law will depend on Council's approval and adoption of protocols to guide the use and implementation of strata title arrangements.

Influence of Rapid Transit on Parking Requirements for the VMC

Adjustment Factors and Area Specific Variation

There were different approaches which could have been adopted in the development of parking standards for the VMC and the City of Vaughan in general. It was determined through the IBI Study that a hybrid approach of Adjustment Factors and Area Specific minimum and maximum parking standards would be appropriate. This approach would operate within the framework of defined urban contexts, based on the structural policies of the new Official Plan.

Area Specific

Application:

Areas within the City such as the VMC are defined and grouped (e.g. High Order Transit Hubs, Local Centres, Primary Centres/Primary Intensification Areas, Base (Other Areas)), with each group having its' own parking requirements. The VMC has been grouped with the Yonge Street Corridor and the Steeles West Area (between Jane Street to Keele Street) as a High Order Transit Hub. See Attachment #3.

Adjustment Factors: The structure of the parking standards would remain similar, but various mechanisms for reducing the minimum requirements, and/or implementing maximum parking limits, based on site-specific conditions would be introduced. Some of the site-specific adjustment factors influencing parking may include; Transit Accessibility; availability of off-site parking (e.g. on-street or public parking) opportunities for shared parking in relation to a mix of uses with complimentary parking requirements (e.g. theatre and office) etc.

An example of an adjustment factor within the VMC is in relation to the Hotel use, which has a note attached to the required parking rate (see Attachment #3) incorporating a shared parking adjustment factor for accessory uses. This would reduce the overall number of required spaces as patrons of the hotel would, in most, instances also be users of the accessory uses,

The By-law will include provisions guiding shared parking for mixed-use developments to take into consideration the countervailing peaking demands of the various uses, thus reducing the total parking requirement.

Bicycle Parking Standards and Storage

The provision of adequate bicycle parking and associated shower and change facilities is significant in promoting bicycle use as an alternative mode of transportation. Currently there are no requirements for bicycle parking in Zoning By-law 1-88. The VMC Secondary Plan also encourages bicycle use as a mode of transportation. Policy 4.5.8 states “All office and apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The Zoning By-law shall establish minimum requirements for bicycle parking. Major office developments shall be encouraged to include change rooms, showers and lockers for bicycle commuters“. IBI conducted a review of bicycle standards in other jurisdictions across Canada and found that bicycle parking spaces are used in major urban centres such as Halifax, Calgary, Vancouver, Ottawa, Kingston and Toronto.

Bicycle parking supply requirements are generally specified in terms of Class 1 and Class 2 parking. The two types of standards are defined as follows.

Class 1: Long term secure parking that is provided in a locked separate bicycle room located within a building or automobile parking facility. Lockers, bicycle rooms, bicycle cages are examples of the facilities that are provided.

Class 2: Short term parking provided in racks, or on rings or posts at grade. Bicycle parking should be in a well-lit, convenient, with in view of the building inhabitants and, if possible, in a sheltered location.

The Streetscape and Open Space study currently being undertaken will provide more detail with respect to the type and location of Class 2 bicycle parking.

Both Class 1 and Class 2 requirements are included in the draft by-law as are bicycle parking standards which are expressed in terms of GFA for commercial (office and retail) or dwelling units for residential uses as is vehicular parking. A definition for bicycle parking as well as each class and standards dimensions have been provided for in the draft by-law.

The IBI report recommended bicycle parking standards for office, retail, restaurant, medical office, multi-unit residential and school uses. It is however silent on proposing standards for other uses such as employment, institutional uses (other than schools), and park areas. The June 28, 2010 Committee of the Whole (Working Session) report adopted by Council on July 13, 2010, recommended that an Employment use category be added to the proposed bicycle parking standard chart (as shown below). As no Employment (industrial) uses are proposed in the VMC

this recommendation will be considered in the future when parking and alternative modes of transportation are addressed for land uses across the City. Institutional uses, however are permitted in the VMC and as the IBI Study was silent on bicycle parking standards for institutional uses, further research is underway to arrive at a standard for institutional uses.

Proposed Bicycle Parking Standards

Use Category	High-Order Transit Hubs, Local Centres, Primary Centres/Primary Intensification Corridors		Base/Other Areas	
	Class 1*	Class 2**	Class 1*	Class 2**
Office	0.13 spaces/100m ²	Greater of: 0.1/100 m ² or 6 spaces	0.08 spaces/100 m ²	Greater of: 0.05/100 m ² or 6 spaces
Retail/Restaurant	0.1 spaces/100 m ²	Greater of: 0.15/100 m ² or 6 spaces	0.05 spaces/100 m ²	Greater of: 0.1/100 m ² or 6 spaces
Medical Office	0.1 spaces/100 m ²	Greater of: 0.1/100 m ² or 6 spaces	0.05 spaces/100 m ²	Greater of: 0.05/100 m ² or 6 spaces
Multi-Unit Residential	0.5 spaces/unit for buildings with >10 units	Greater of: 0.2 spaces/unit or 6 spaces	0.5 spaces /unit for buildings with > 10 units	Greater of 0.1 spaces/unit or 6 spaces
Schools	0.05/100 m ²	0.4/100 m ²	0.05/100m m ²	0.4/100 m ²
NOTES: * Class 1: Long term parking that is provided in a locked separate bicycle room located within a building or automobile parking facility – lockers, bicycle rooms, and bicycle cages. **Class 2: Short term parking provided in racks that are designed to lock the frame and a wheel to the rack using a conventional U-lock.				

Cash-In-Lieu of Parking

As development in the VMC, and other intensification areas such as Primary and Local Centres grows, there is an opportunity for the City of Vaughan to take a greater role in parking management and to develop strategies on how to do so. One strategy recommended in the IBI report is the implementation of cash-in-lieu of parking policies. Cash-in-lieu of parking policies allow developers the opportunity to provide less than the required parking on-site by permitting them to pay a fee in place of providing the required number of parking spaces as determined by the relevant zoning by-laws.

The use of cash-in-lieu of parking policies could potentially raise funds for the construction of public parking facilities within the VMC where land values are at a premium. The revenue generated by the cash-in-lieu payment can be used to finance public parking spaces, which in turn replace private spaces required to be provided for the development. Adopting this approach may also provide the City with a competitive advantage in attracting desirable office development. Staff is recommending that they bring forward to a future Committee of the Whole meeting a cash-in-lieu and paid parking strategy and by-law.

Parking Space Dimensions

The IBI report also recommended the reduction of parking space dimensions. Best practices of other jurisdictions such as Vancouver and Toronto were reviewed. Based on this research IBI recommended reducing the parking space dimensions. The following chart provides a comparison of the existing City of Vaughan parking space dimensions and the proposed standards put forth by IBI in the report.

**Comparison of Existing and Proposed
Parking Space Dimension Standards**

	Existing Standard By-law 1-88		Proposed Standard	
Type of Parking Space	Length	Width	Length	Width
Perpendicular Spaces (residential)	6m	2.7m	5.7m	2.6m
Perpendicular Spaces (all other)	6m	2.7m	5.7m	2.6m
Parallel spaces/layby parking	6m	2.7m	6.7m	2.6m
Small Car Spaces (perpendicular only)	-	-	4.6m	2.3m

The recommendation to reduce parking space dimensions was reviewed and the width of the parking space stall is not proposed to be narrowed. Parking stall widths were reduced in the City of Toronto at the request of the development industry, however this reduction was ultimately regretted. However, staff agrees that the length of stalls could be shortened to 5.7m for perpendicular spaces provided that the drive aisle remains at a minimum width of 6m for 2-way use.

Structure of the Draft By-law

The draft by-law is structured as follows:

It specifies that these requirements will apply to the Vaughan Metropolitan Centre by identifying the VMC on a new schedule to the By-law 1-88 and;

- It provides for the addition of a new Paragraph 3.8.1 to By-law 1-88 entitled “Special Parking Provisions for the Vaughan Metropolitan Centre”;
- It sets out new definitions which apply to the calculation of parking in the C9 Corporate Centre Zone and the C10 Corporate District Zone. Future rezonings to implement the VMC Secondary Plan would also be subject to these new standards;
- It establishes new parking standards across a range of uses applicable to Higher Order Transit Hubs as recommended in the City of Vaughan Parking Standards Review;
- Identifies additional changes to the parking requirements to fulfill the intent of the Official Plan;
- Confirms the policies of Paragraph 3.8, “Parking, Requirements” that remain applicable to the VMC; and,
- Introduces standards for bicycle parking and storage and parking space size.

Relationship to Vaughan Vision 2020

The research provided through the Citywide Parking Standards Review is consistent with the priorities set by Council in the Vaughan Vision 2020 Plan, and in particular with the City's commitment to “plan and manage growth and economic vitality.”

Regional Implications

N/A

Conclusion

The IBI Group report discusses conditions related to and the benefits of the City of reducing parking rates. It addresses various aspects of parking including but not limited to the required parking rates and introduces the notion of Cash-in-lieu for parking. The information provided in the report was used as a basis for developing parking and bicycle parking standards, creating definitions for the desired uses within the VMC for the purposes of the proposed site specific by-law and introducing a Cash-in-lieu of the parking charge as one strategy to finance future public parking initiatives.

The information contained in this report summarizes the rationale for preparing the draft parking standards by-law that will facilitate the VMC's role as a high density transit hub, which will be well served by high order transit. The by-law will continue to be refined based on comments received at this meeting. Subject to the input solicited at this meeting and further staff review, a comprehensive report will be forwarded to a future Committee of the Whole meeting, addressing the issues raised and identifying any further refinements to the by-law.

Attachments

1. Location Map
2. Council Extract: Committee of the Whole (Working Session) June 28, 2010

3. Summary of Proposed Parking Standards Chart – IBI Report March 2010

Report prepared by:

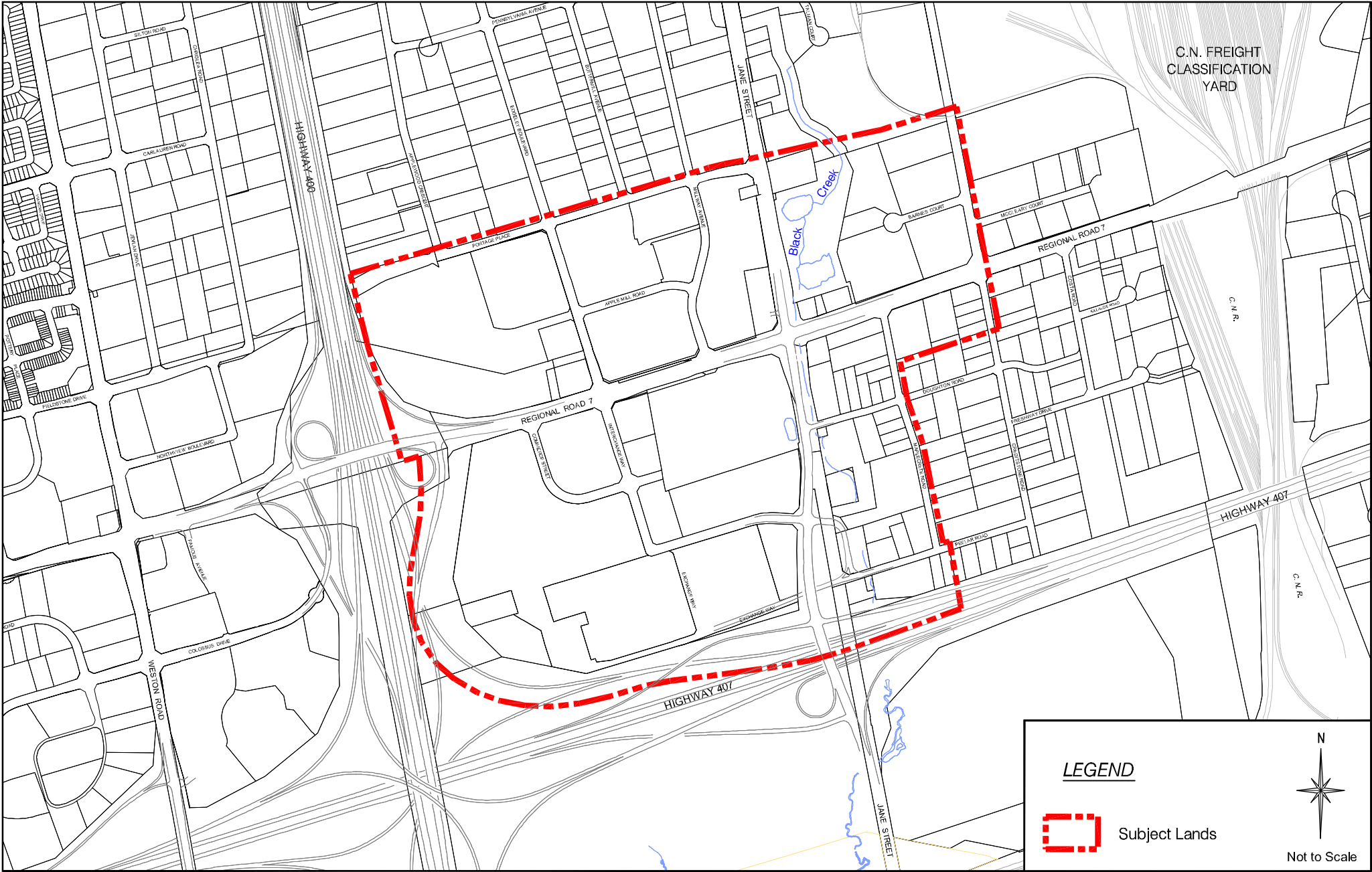
Arminé Hassakourians, Planner, ext. 8368
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

DIANA BIRCHALL
Director of Policy Planning

/lm



Location Map

Location: Part of Lots 4 - 7,
Concessions 4 & 5

Applicant:
City of Vaughan



Attachment

File: 15.101

Date:
February 20, 2013

1

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 2, Report No. 35, of the Committee of the Whole (Working Session), which was adopted as amended, by the Council of the City of Vaughan on July 13, 2010, as follows:

By approving the following:

That the Working Group be led by the Engineering and Public Works Department in accordance with the memorandum from the Commissioner of Planning, dated July 8, 2010.

**2 CITY OF VAUGHAN PARKING STANDARDS REVIEW
FILE 15.101
WARDS 1 TO 5**

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 28, 2010, be approved;
- 2) That the Working Group address any and all opportunities for requiring the retrofitting of existing commercial parking lots to the new standards detailed in the Review of Parking Standards including when owners come forward seeking to change zoning on such properties or to amend a previously approved commercial site plan;
- 3) That staff address the comments made by the Committee Members; and
- 4) That the presentation by Mr. Brian Hollingworth, IBI Group, 230 Richmond Street, 5th Floor, Toronto, M5V 1V6, and presentation material submitted, be received.

Recommendation

The Commissioner of Planning in consultation with the Commissioners of the Legal Services, Engineering and Public Works, and Finance Departments, recommend:

1. THAT the report, "Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law" (Attachment #1) and "City of Vaughan Parking Design Guidelines", dated March 2010 (Attachment #2), BE RECEIVED; and
2. THAT staff be directed to prepare an amendment to Zoning By-law 1-88 based on the report "Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law", and that it be brought forward to a future Public Hearing of the Committee of the Whole; and
3. THAT a Working Group be established consisting of the Enforcement Services, Building Standards, Fire & Safety, Engineering, Planning, Finance, Legal Services Departments, and any other Departments necessary to address the issues of on-street parking, priced parking and the management and enforcement of public parking, including consideration of the development of a Parking Strategy and Parking Management Business Plan.

Contribution to Sustainability

The *Review of Parking Standards Contained within the City of Vaughan Comprehensive Zoning By-law (Parking Study)* adopts parking standards and requirements that are key land use management tools to promote more sustainable forms of development including:

- supporting more efficient forms of development in terms parking supply/demand management of land requirements;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 2, CW(WS) Report No. 35 – Page 2

- supporting the envisioned urban structure of public transit investments and Transit Oriented Development (TOD) policies;
- encouraging transportation alternatives to the automobile and single-occupant vehicle (SOV) use;
- mitigating the environmental impacts of parking facilities such as stormwater runoff and their contribution to the urban heat island effect;
- creating a more attractive and green parking environment through landscaping and other design considerations; and,
- minimizing parking spill-over into sensitive areas;

Economic Impact

The economic impact of some of the outcomes of the Parking Study have yet to be determined and will depend on Council's decisions respecting the final recommendations of the study (e.g. cost of establishing a parking committee or authority).

Communications Plan

The consultation process to-date has included four half-day workshops with City and Regional staff from the following departments: Policy Planning, Development Planning, Enforcement Services, Economic Development, Office of City Manager, Building Standards, Engineering, Public Works, York Region Transit, and York Region Planning and Development Services Department, Town of Markham Planning, and VIVA Transit held on the following dates:

- i. February 27, 2008 – Presentation to review existing standards, best practices and preliminary survey parking results.
- ii. June 27, 2008 – Workshop to discuss the study findings and draft recommendations and opportunity for feedback.
- iii. October 2, 2008 – Workshop to review report highlights and discuss comments and concerns resulting from the circulation of the study.
- iv. January 6, 2009 - Workshop to continue discussion from the October session and give participants an opportunity to provide detailed feedback following the final draft report circulation.

In addition to these workshops, the consultant conducted interviews with various stakeholders including the Kleinburg Ratepayers Association, Maple Ratepayers Association, Woodbridge Core Ratepayers' Association, Developers, Smart Commute North Toronto, and the Vaughan Chamber of Commerce. Details of the interviews conducted by IBI Group are found in Appendix D, Attachment #1 of the Parking Study.

On January 18, 2010 the Policy Planning Department held a meeting with staff from the Development Planning, Building Standards, Engineering, Enforcement Services, and Fire and Rescue Departments to discuss some of the issues arising from the December 2009 circulation of Draft 2 of the Parking Study. This meeting focused on issues respecting the implementation of proposed "adjustment factors" (providing alternative minimum and maximum parking requirements tailored to local conditions such as the reduction in parking for sites in close proximity to public transit, as discussed in section 2 of this report), on-street / lay-by, priced and public parking and cash-in-lieu of parking initiatives. A follow-up meeting was held for further discussion on February 5, 2010.

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Given the complexity of the aforementioned issues, it was agreed by the participating Departments that further specialized and detailed analysis is required to fully understand the implications of each issue, their impact on operations of various City Departments and their implementation if determined to be appropriate. Staff agreed that a “Working Group” for Parking in Vaughan should be established to address the outstanding issues of on-street parking, priced/public parking, city-wide cash-in-lieu of parking, and parking management. This Working Group should be led by Enforcement Services and consist of representatives from, Fire and Safety, Legal Services, Engineering (Development/Transportation Division), Development Planning, Policy Planning, Building Standards and Finance, and any other department or agency as appropriate.

Purpose

The purpose of this report is to:

1. Submit a final study for the “*Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law*” (Parking Study), and the “*City of Vaughan Parking Design Guidelines*”, March 2010, for the consideration of the Committee of the Whole (Working Session).
2. Obtain direction from the Committee of the Whole to bring forward a By-law amendment to implement the recommendations of the *Review of Parking Standards Contained within the City of Vaughan Comprehensive Zoning By-law (Parking Study)* subsequent to Council's adoption of the new Official Plan.
3. Obtain direction from Council to establish a Working Group of the City Departments, led by Enforcement Services Department to further review specific recommendations of the *Review of Parking Standards Contained within the City of Vaughan Comprehensive Zoning By-law (Parking Study)* with respect to the implementation of priced and off-site parking, on-street, public parking, cash-in-lieu of parking and the management of parking.

Background

On March 9, 2009, a draft report was considered by the Committee of the Whole (Working Session) updating Council on the work to-date regarding the City's Parking Study, and to obtain direction for Staff to proceed with next steps (Refer to Attachment #4). The recommendations in the draft report were generally well received. Two issues were raised by the Committee regarding:

- policies related to on-street parking in existing residential areas; and,
- exploring ways to incorporate more trees and landscaping in major parking lots.

With respect to on-street parking in residential areas, the draft report recommended that this initiative be “at the City's discretion”. Council was informed that further discussions and analysis with relevant City and Regional departments was required. Staff was directed to continue with the remainder of the Parking Study.

With respect to “greening” surface parking areas, Council was informed at the March 9, 2009 Committee of the Whole (Working Session) that additional supplemental studies regarding green urban design guidelines for surface, structured parking would be forthcoming as part of the study. Staff, together with IBI Group Inc., have developed a set of urban design guidelines for parking areas in Vaughan (Attachment #2) that meet the objective of the Terms of Reference (e.g. promote more sustainable forms of development). The Parking Design Guidelines emphasize

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site planning guidelines, pedestrian connectivity, safety, comfort, aesthetics and environmental sustainability, and as a component of this, more and better vegetation as part of the landscaping for surface parking lots.

On January 25, 2010, Official Plan Review Committee brought forward an item with respect to “Landscaping Standards on Commercial Properties”. The concern focused on the requirement for planting in parking lots in the Official Plan. It was established that this issue would be resolved through the Zoning By-law and Parking Design Guidelines.

1. The Policy Planning Context

i. Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) 2005, approved on March 1, 2005, provides direction to municipalities that land use decisions “shall be consistent with” the PPS. The recommendations in the Parking Study are generally consistent with the PPS. The PPS encourages efficient and cost effective development, land use patterns and support for public transit as well as the protection of natural heritage features and areas.

In general, the policies in the PPS promote the planning and development of intensification, a mix of uses that minimize vehicular commuting, while promoting public transit. These policies encourage transportation and land use considerations at all stages throughout the planning process. Municipalities may further establish policies to support the policies and objectives in the PPS.

ii. Places To Grow: Provincial Growth Plan

The Province of Ontario released the Growth Plan for the Greater Golden Horseshoe in 2006. The policies in the Growth Plan support intensification, compact development and redevelopment within existing built areas. Places to Grow also encourages transit-supportive development, establishment of bicycle parking in ‘major transit station areas’ (s. 2.2.5), minimization of surface parking in employment areas (s. 2.2.6), and Transportation Demand Management strategies (s.3.2.2.) that encourage more efficient use of transportation by influencing travel behaviour (i.e. parking management, bicycle facilities and programs).

iii. Regional Official Plan Council Approved (December 2009)

The York Region Official Plan on December 16, 2009 The objectives in this document are based on sustainable development, from a triple bottom line perspective to obtain and maintain – sustainable natural environment, healthy communities, and economic vitality.

York Region considers effective parking management to be a major policy tool in achieving a 30 percent non-auto modal share in urban area by 2031, and 50 percent non-auto modal share in Regional Centres and Corridors by 2031 (S.7.2.26).

Sections 3.4 (Cultural Heritage), Section 5.2 (Sustainable Cities and Sustainable Communities), Section 5.4 (Regional Centres) – Implementation of policies that support parking management policies that encourage reduced minimum and maximum parking requirements, shared parking requirements, site design that prohibits the placement of surface parking between the main building entrance and major streets.

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Policies in the Regional Council approved Draft Regional Official Plan require that each municipality establish an approach anticipating the transition of surface parking to structured/underground parking as the development of sites evolve and the establishment of a municipal parking authority, cash-in-lieu parking policies, preferential carpool parking, and the accommodation of bicycle parking and facilities.

iv. Regional Official Plan (2004)

Key features in the currently “in effect” Region Official Plan (ROP) include policies that support compact development. With respect to Parking, the ROP includes policies that encourage pedestrian friendly, transit-oriented development and design and emphasizes the use of appropriate parking and design standards that include:

- a) Compact development and opportunities for structured / underground parking;
- b) Opportunities to encourage transit ridership through use of parking standards in Regional Centres that support maximum parking standards, establishment of parking authorities, and cash in-lieu programs;
- c) Opportunity to examine improvement of parking policies through secondary plans supportive of local businesses (i.e. on-street parking);
- d) Development and redevelopment of Local Corridors require strategies that address site-specific parking requirements. These strategies must consider planned public transit service, residential and commercial needs, and alternatives to on-street parking along street frontage (with appropriate screening where necessary).

v. City of Vaughan Draft Official Plan (2010)

The Draft Vaughan Official Plan seeks to implement policies supported in the Places to Grow, Provincial Policy Statement and draft approved Regional Official Plan with respect to Parking. Section 4.3.2. of the new Official Plan includes policies supportive of increased permissions for on-street parking, lower parking requirements and shared parking facilities to reduce parking lot sizes and create a high quality urban environment, reflecting Vaughan’s status as a major growing, transit-supportive and pedestrian friendly city through:

- a) establishment of a municipal parking authority;
- b) reduction of parking requirements, where feasible;
- c) development of guidelines for cash-in-lieu of parking in Intensification Areas;
- d) development of central, shared parking facilities in Intensification Areas;
- e) permission of on-street parking on arterial roads where appropriate;
- f) accessible parking supply and design requirements under the Accessibility for Ontarians with Disabilities Act, as amended;
- g) requiring the development of parking structures, where appropriate;
- h) encouraging pedestrian friendly environments and accessibility through building orientation and good urban design.

vi. Vaughan Zoning By-law 1-88

Current parking standards as set-out in Zoning By-law 1-88 were originally adopted in 1988 and amended from time to time. The policies in Zoning By-law 1-88 are a “one size fits all” approach and do not reflect the City’s current urban fabric or planning vision.

2. Synopsis of Draft Parking Standards Review Policy Approach

The recommended policies in the Parking Standards Review are summarized below.

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The overall approach adopted in this study is that parking zoning standards should be responsible, implementable, and promote more sustainable forms of development. Multiple approaches for assessing and developing parking standards are used. Highlights identified in the report include:

- “Responsible” Parking Requirements – balancing the need to require appropriate levels of parking without contributing to extensive oversupply and inefficient land use
- Reducing Number of Uses – to simplify the standards and improve their accuracy, the proposed standards consolidate uses, where appropriate, particularly for retail, restaurant and industrial/employment uses.
- Sensitivity to Urban Context – The proposed standards specify alternative minimum and maximum (in certain instances) parking requirements for four different urban categories, reflecting alternative transportation conditions and planning objectives for these areas
- Sensitivity to Parking Demand and Existing Supply – adjustment factors are also specified to tailor parking requirements to local conditions (e.g. reduction of parking for sites within close proximity to public transit)
- Cash-in-lieu and Public Parking – Cash-in-lieu is recommended as one strategy to help fund for the provision of parking spaces as well as improvements to public parking (e.g. signage, site access, pedestrian realm)
- Improved Parking Design – recommendations are provided regarding parking space access and dimensions, and potential by-law requirements for design aspects such as landscaping, location, layout and stormwater management
- Bicycle Parking – bicycle parking requirements are specified for office, retail, restaurant, multi-unit residential and school and other institutional uses for both interim and long-term spaces
- Accessible Parking – it is anticipated that Vaughan will conform to the Province’s Accessibility for Ontarians with Disabilities Act, as amended, therefore recommendations are not proposed at this time

3. Parking Study Highlights and Proposed Recommendations

Below are some of the main highlights and proposed recommendations within the Parking Standards Review study:

i. Standards Based on Urban Context

The parking standards in Zoning By-law 1-88 are generic and do not have regard for the geographic context of a site. As the City intensifies, and transit service evolves, a “one size fits all” approach with respect to providing the appropriate amount of parking will not be efficient in all locations and for all uses within the City. The Parking Study recommends minimum and maximum parking standards be applied based on a property’s location and land use. The draft new Official Plan, establishes an Urban Structure consisting of Intensification Areas (e.g. Vaughan Metropolitan Centre, Primary Centres, Local Centres and Primary Intensification Corridors) and in stable areas (e.g. Community Areas and Employment Areas) which considers transportation and proposed densities. These different contexts provide the basis for varied parking standards. For example, it is recommended that maximum parking standards may be exceeded only if parking is situated underground in intensification areas. Detailed discussion of the proposed parking geography and categories are discussed in Section 3 (i) of this report.

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It should be noted, in order for locational criteria to apply, detailed zoning maps need to be created that show the parcel fabric to which the higher-order transit hub designation applies.

ii. Reduction of Parking Requirements

The required parking spaces in By-law 1-88 are higher than many municipalities in the GTA. The Parking Study proposes parking reductions for each land use in the City. More intense reductions are proposed in major Centres, Corridors and Intensification Areas in Vaughan. (Refer to Attachment 3 for a summary of proposed parking standards of this report). The reduced parking standards are intended to balance the need to require appropriate levels of parking without contributing to oversupply and inefficient use of land.

iii. Bicycle Parking

Bicycle parking is proposed for office, retail, restaurant, multi-unit residential and school uses. Bicycle parking standards are further determined by Class 1 (Long-term) and Class 2 (Short-term) parking availability. The intent of this standard is to ensure that alternative sustainable modes of travel are accommodated. The proposed bicycle standards are as follows:

Proposed Bicycle Parking Standards

Use Category	High-Order Transit Hubs, Local Centres, Primary Centres/Primary Intensification Corridors		Base/Other Areas	
	Class 1*	Class 2**	Class 1*	Class 2**
Office	0.13 spaces/100m ²	Greater of: 0.1/100 m ² or 6 spaces	0.08 spaces/100 m ²	Greater of: 0.05/100 m ² or 6 spaces
Retail/Restaurant	0.1 spaces/100 m ²	Greater of: 0.15/100 m ² or 6 spaces	0.05 spaces/100 m ²	Greater of: 0.1/100 m ² or 6 spaces
Medical Office	0.1 spaces/100 m ²	Greater of: 0.1/100 m ² or 6 spaces	0.05 spaces/100 m ²	Greater of: 0.05/100 m ² or 6 spaces
Multi-Unit Residential	0.5 spaces/unit for buildings with >10 units	Greater of: 0.2 spaces/unit or 6 spaces	0.5 spaces /unit for buildings with > 10 units	Greater of 0.1 spaces/unit or 6 spaces
Schools	0.05/100 m ²	0.4/100 m ²	0.05/100m m ²	0.4/100 m ²
NOTES: * Class 1: Long term parking that is provided in a locked separate bicycle room located within a building or automobile parking facility – lockers, bicycle rooms, and bicycle cages. **Class 2: Short term parking provided in racks that are designed to lock the frame and a wheel to the rack using a conventional U-lock.				

The Parking Study recommends parking standards for Office, Retail/Restaurant, Medical Office, Multi-Unit Residential, and School Land uses. The Parking Study does not discuss bicycle parking requirements for other uses such as employment and institutional uses, and park areas. Therefore, it is recommended that an Employment use category be added to the proposed Bicycle Standards and that the standard consist of "Class 2"

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“Office” (0.1/100 m², or 6 spaces) for the office component of the Employment building and 1 space per 3,050 m² of floor area of “Class 1” for the industrial component. The City of Vancouver Bicycle Parking Standards and Guidelines has been used as guidance and is as follows:

The City of Vancouver has addressed bicycle standards for employment uses, as requiring: 1 space per 3,050 m² of floor area (100% long-term bicycle storage facilities) For Industrial (light, general, heavy).

It is also recommended that an Institutional use category be added to the proposed Bicycle Standards and the standard recognizes the component parts of the use such as office, school, place of assembly, etc. For example, uses such as Place of Worship. It is recommended that further detailed analyses for bicycle parking for Institutional uses be completed for the final report.

iv. Off-site Parking

The Parking Study recommends that off-site parking (i.e. dedicated private/public parking areas) should be considered for proposed intensification areas, particularly in High Order Transit Hubs, Local Centres and Intensification Corridors within Vaughan shown as Attachment #4.

Implementation of the provision requires further discussion and analysis with the City's Legal Services Department and the establishment of a “Working Group” as set-out in the Recommendation and Communication Sections of this report.

v. Adjustment Factors

On April 19, 2010 the City of Vaughan released the draft new Official Plan. A major policy direction in the Official Plan is accommodating intensification to respond to Provincial and Regional policy along major corridors and centres. As Vaughan is in the beginning stages of the intensification process, Adjustment Factor Guidelines have been included as part of the Parking Standards Review study to provide additional flexibility for the application and implementation of the proposed parking standards within Vaughan.

Adjustment factors can be applied to reduce minimum and maximum parking requirements, based on the site-specific land use context, and the land use designation which would influence parking demand. Site specific adjustment factors include:

- transit accessibility;
- availability of off-site parking and on-street parking;
- walkability/pedestrian friendly environment;
- availability of car share vehicles and carpool parking;
- mixed land uses – opportunities for shared parking between uses;
- opportunities for the purchase and/or lease of parking space (“unbundled parking”), and;
- availability of shuttle services.

The study recommends that the application of adjustment factors in conjunction with the proposed parking standards is beneficial in that it provides sensitivity to the locational context of a site without having to develop unique parking standards for site-specific developments which would require amendments to the zoning by-law. The proposed adjustment factors are generally consistent throughout the City, however there are

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outstanding issues requiring further discussion and analysis in order for them to be implemented. For example, further discussion and analysis is required with respect to the establishment of off-site and on-street parking due to issues such as the road right-of-way width and shared parking agreements.

vi. Parking Space Dimensions

The Parking Study recommends the reduction of parking stall dimensions for small car spaces to promote the use of smaller, more fuel-efficient vehicles and to promote more efficient use of land for parking. Small car spaces and bicycle parking are recommended to be located in preferential locations in parking areas (notwithstanding the required preferential location and parking stall size for accessible parking stalls).

Recommended Parking Space Dimensions

	Existing by-law			Proposed Standard		
	Length	Width	Aisle	Length	Width	Aisle (see Aisles section above)
Perpendicular Spaces (residential)	6m	2.7m	4-6m	5.7m	2.7m**	6m*
Perpendicular Spaces (all other)	6m	2.7m	4-6m	5.7m	2.7m**	6m*
Parallel Spaces/lay-by parking	6m	2.7m	4-6m	6.7m	2.6m	3.5m
Small Car Spaces (perpendicular only)	-	-	-	4.6m	2.3m	same as standard
Bicycle (horizontal)	-	-	-	1.8m	0.6m	0.9m
Bicycle (vertical)	-	-	-	1.8m	0.3m	0.9m

* Reduced aisle widths may be permitted where parking spaces are angled and the drive aisle is one direction only, consistent with the existing by-law.

** City recommended parking space widths.

The consultant recommends, the size of a parking stall be reduced by 30 cm (12 inches) in length, and 10 cm (4 inches) in width for both residential and non-residential perpendicular spaces. However, based on staff feedback and recent experience in Toronto, it is recommended that the width of a perpendicular stall remains at 2.7 m in width. When the City of Toronto undertook their parking standard review, it was concluded that a stall width of 2.7 m was appropriate provided that the aisle width was 6.0 m or greater. After consultation with the development industry, the City reduced the width to 2.6 m.

Therefore, staff recommends maintaining the current stall width of 2.7 metres and reducing the stall length to 5.7m. The overall size of stall would be reduced, thus addressing greater efficiency and environmental sustainability.

The Parking Study also recommends that where a parking space that is located adjacent to walls or other obstructions, the recommended parking space dimensions should be increased by 0.3 m where two sides of the space abut walls. This will address many of the concerns experienced in townhouse garages which are not useable because people have difficulty in opening the vehicle doors sufficient to permit manageable egress.

The Parking Study does not propose any changes to the accessible parking standards in By-law 1-88 at this time. It is expected that the City will conform to the required accessible parking space dimensions based on the Accessibility for Ontarians with Disabilities Act that are currently being developed by the Province.

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vii. Public Parking

With the extension of the subway into Vaughan, the development of a new downtown and development intensification in the City, the Study recommends that there is a need for Vaughan to take a greater role in parking management. The Parking Study recommends the development of public parking, a municipal parking authority or 'parking management division' and that a cash-in-lieu/priced parking program be developed with further discussion and analysis. It is also recommended that the collected funds may not only contribute to construction and operation of public parking, but also on measures to improve parking efficiency (e.g. improved signage and technology) and reduction in parking demand in the area (e.g. pedestrian and cycling improvements). The establishment of parking management policies is consistent with the policies of the York Region Official Plan (2009).

It is suggested that these issues be addressed through further detailed discussion and analysis with the Working Group as recommended by the Policy Planning Department.

viii. Commuter Parking

With the proposed expansion of subway lines, GO Service, and VIVA Transit service, the Parking Study recommends that the following considerations be included in the future zoning by-law to address commuter parking:

- Commuter parking lots shall contain 1 secure bicycle parking space for every 10 peak period transit riders (as estimated using travel demand models), but no less than 15 spaces;
- 5% of parking spaces will be designated to registered carpool vehicles in commuter parking lots with enforcement of these spaces overseen by the transit authority (when established, as encouraged by the policies in the York Region and City Official Plan).

ix. Parking Design

Parking Design Guidelines (Attachment #2) have been developed to implement the policy objectives and regulations produced by the Parking Study with the emphasis on pedestrian, safety and comfort, aesthetics and environmental sustainability. The design guidelines are consistent with the principles outlined in the Parking Study and address issues such as location and layout of parking spaces, pedestrian access and circulation, barrier-free access, landscaping, bicycle circulation and parking, vehicular parking, access and circulation, site servicing and underground access as well as stormwater management, lighting and structured parking.

The primary objectives of parking design guidelines include:

- improving public realm safety, comfort, connectivity and aesthetics;
- integrating, parking areas within the existing and planned urban context;
- creating/enhancing/maintaining green spaces;
- mitigating the urban heat island effect;
- managing stormwater run-off.

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3. Description of the Proposed Revisions to the Parking Standards Review Report:

Since the consideration of the Parking Study by the Committee of the Whole (Working Session) on March 9, 2009, changes to the study have been undertaken to reflect the comments outlined through the study process. In addition to those changes summarized previously in this report, are the following:

i. Modification of Urban Structure Mapping and Nomenclature

In light of the City's Official Plan Review, proposed nomenclatures (categories) in the revised Parking Study have been updated to reflect the identity and location of the City's urban structure categories in the new Official Plan.

Proposed Approach to Parking Standards By Urban Structure Category

Urban Context Category	Approach
High-Order Transit <u>Applies to:</u> Vaughan Metropolitan Centre Steeles Ave. West, Yonge Street	Lowest parking minimums recognizing high level of transit service and planned availability of on- and off-street collective parking. Responsible parking maximums designed to encourage transit use, promote compact development, and support establishment of on and off-street collective, priced parking. High potential for public parking including on- and off-street facilities provided that parking maximums are enforced and City develops capacity to provide public parking.
Local Centres <u>Applies to:</u> Woodbridge, Thornhill, Maple, Kleinburg-Nashville Heritage Conservation Districts, Vellore, Carrville, Concord	Low parking minimums recognizing small lots, mixed-use development form, desire to maintain high-quality public realm, and availability of on-street parking. Parking maximums on surface parking designed to discourage large surface parking lots, encourage transit use and structured parking, and support development of more on- and off-street collective parking. High potential for public parking in selected areas including on-street (in commercial/industrial areas) and off-street facilities provided that parking maximums are enforced and City develops capacity to provide public parking.
Primary Centres/Primary Intensification Corridor <u>Applies to:</u> Regional Corridors: Yonge Street, Avenue 7, Jane Street Vaughan Metropolitan Centre West	Reduced parking minimums recognizing good level of transit service and desire for compact development. Parking maximums on surface parking designed to encourage transit use, discourage large surface parking lots and support establishment of on- and off-street collective, priced parking. Medium potential for public parking in selected areas including on- and off-street facilities building.
Base (Other Areas) <u>Applies to:</u> The rest of the City including Employment Areas and Community Areas	Basic parking minimums requiring a minimum responsible level of parking, but allowing for some flexibility to account for availability of travel choices and surrounding land use context. No maximum parking limits recognizing that these areas are currently auto dependent and not well served by transit.

ii. City of Vaughan Parking Design Guidelines

Details and recommendations of the proposed Parking Design Guidelines are discussed in Section 2 (v) of this report and the Design Guidelines are included as Attachment 2 of this report.

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iii. Recommendations from Building Standards Department

The Building Standards Department has reviewed the draft study and provided the following comments. The final study and implementing zoning by-law will reflect the comments provided.

- a) In the event that a non employment use exceeds that which is permitted in the current zoning by-Law, then parking for the use be calculated on the basis of those uses and that this is taken care of by reference note on Page 13 (Note 3) of the Parking Standards Review.
- b) Consideration must be given to pick up and drop off activity associated with schools at the site plan application stage.
- c) Recommends that there should be no reduction for medical uses in any area of Vaughan.
- d) Recommends that the parking standards for restaurants are too low, and may need to be increased. Concerns with respect to parking standards for restaurant uses will be revisited in the final draft.
- e) It should be noted, that enforcement needs will likely increase and the review of applications may take more time.
- f) In the final review consideration will be given to defining “small car” for enforcement purposes.

The issues outlined above will be revisited and reflected in the revised Zoning By-law, where appropriate and addressed in the Public Hearing report.

Relationship to Vaughan Vision 2020/Strategic Plan

The City-wide Parking Standards Review Study and Guidelines are consistent with Vaughan Vision 2020 Strategic Plan, through the following initiatives, specifically:

Service Excellence:

- Lead and Promote Environmental Sustainability

Management Excellence:

- Enhance productivity, cost effectiveness & innovation
- Plan and Manage Growth and Economic Vitality
- Demonstrate Leadership & Promote Effective Governance

This report is consistent with the priorities previously set by Council.

Conclusion

The Parking Standards Review Study and Parking Design Guidelines have been developed through extensive collaboration with City and Regional staff, external agencies. The revised Parking Study includes modifications to address concerns expressed at the previous Committee of the Whole (Working Session) in March 2009.

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This report describes key components of the revised Parking Study, including modifications introduced since the initial draft of the document. Should the Committee of the Whole concur, the revised "Parking Standards Review Report (March 2010)", including the attached "City of Vaughan Parking Design Guidelines" should be received and staff be directed to schedule a Public Hearing and prepare a Zoning By-law for consideration to implement the findings of the Parking Study.

As a follow-up to the parking issues raised during the study, it is recommended that a Working Group be established, led by the Enforcement Services Department and consisting of the necessary City Departments to undertake the analysis required to address outstanding concerns regarding the feasibility of on-street/off-site parking in Vaughan, cash-in-lieu, paid and permit parking systems. Further analysis and discussion is also required to address parking management/governance, a Parking Management Business Plan and Implementation Strategy for the potential establishment of a Parking Authority in Vaughan. The leading departments on these initiatives will be determined through discussions with the Working Group.

Attachments

1. Draft Review of Parking Standards Contained within the City of Vaughan's Comprehensive By-law: Final Report March 2010 (Mayor and Members of Council ONLY).
2. Draft "Design Guidelines for Parking in Vaughan" (Mayor and Members of Council ONLY).
3. Summary of Proposed Parking Standards (Mayor and Members of Council ONLY).
4. March 9, 2009 Committee of the Whole (Working Session) Staff Report for City of Vaughan Parking Standards Review

Report prepared by:

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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

Exhibit 8-1: Summary of Proposed Parking Standards – Non-Residential Uses

	Use Category	Description	Existing Standard	Proposed Standards (spaces / 100m ² GFA)							
				Base (Other Areas)	High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas		
					Min	Max	Min	Max ⁽⁴⁾	Min	Max	
Retail	Retail/Shopping Centre	<=5000m ² , eating establishments limited to 20% of GFA at this parking rate ⁽¹⁾	2.0-6.0	3.5	2	4	3	4.5 surface parking	3	4.5 surface parking	
	Retail/Shopping Centre	>5000m ² , eating establishments limited to 20% of GFA at this parking rate ⁽¹⁾	2.0-6.0	4.5	2.5	4	3	4.5 surface parking	3	4.5 surface parking	
	Supermarket	>1000 m ²	6	4.5	2.5	4	3	4.5 surface parking	3	4.5 surface parking	
	Bank or Financial Institution (standalone)		6	4.5	2.5	4	3	4.5 surface parking	3	4.5 surface parking	
Eating Establishment	Eating Establishment		16-20	10	6	10	8	-	8	-	
	Take-Out Eating Establishment		10	6	3	6	4	-	4	-	
	Outdoor Patio		Equal to eating establishment	0	0	-	0	-	0	-	
Office	General Office Building	Ancillary retail, personal services, and eating establishment limited to 15% of GFA at this parking rate ⁽²⁾	3.5	3	1.5	2.5	2	3 surface parking	2	3 surface parking	
	Medical Office Building		5/ practitioner	4.5	2.5	4	3	4.5 surface parking	3	4.5 surface parking	
Industrial	Industrial/Warehousing		1.5-2	1	-	-	-	-	-	-	
	Mixed Industrial Building	Ancillary office, retail, personal services, and eating establishment limited to 15% of GFA at this parking rate ⁽³⁾	1.5-2	1.5	-	-	-	-	-	-	

(1) Eating establishment floor area above 20% of site GFA, should be assessed at the proposed eating establishment rate

(2) Retail, personal services, and eating establishment floor area above 15% of site GFA, should be assessed at the use-specific rate

(3) Office, retail, personal services, and eating establishment floor area above 15% of site GFA, should be assessed at the use-specific rate

(4) Maximum does not apply if parking is below grade

CITY OF VAUGHAN
REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
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Exhibit 8-1: Summary of Proposed Parking Standards – Non-Residential Uses (cont.)

	Use Category	Existing Standard	Proposed Standards (units as specified)							
			Base (Other Areas)	High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas		
				Min	Min	Max	Min	Max	Min	Max
Places of Assembly and Related Uses	Hotel/Motel	1 per bedroom plus the requirements for any other use	0.9/bedroom ⁽¹⁾	0.75/bedroom ⁽¹⁾	-	0.85/bedroom ⁽¹⁾	-	0.85/bedroom ⁽¹⁾	-	
	Banquet Halls, Dance Halls, Clubs and Convention Centres	11/100m ² GFA	7/100m ² GFA	3/100m ² GFA	-	4.5/100m ² GFA	-	4.5/100m ² GFA	-	
	Health or Fitness Club	11/100m ² GFA	7/100m ² GFA	5/100m ² GFA	-	6/100m ² GFA	-	6/100m ² GFA	-	
	Theatre, Auditorium, Public Hall, Arena, All Seasons Sports Facility, and Other Places of Assembly and Entertainment	11 / 100 m ² GFA ⁽²⁾ and 0.33/ person in the maximum design capacity ⁽³⁾	10/100m ² GFA	5/100m ² GFA	-	8/100m ² GFA	-	8/100m ² GFA	-	
	Community Centre and Libraries	3.5/ 100 m ² GFA ⁽⁶⁾ and 0.33/ person in the maximum design capacity ⁽⁷⁾	2.0/100m ² GFA	1.0/100m ² GFA	-	1.5/100m ² GFA	-	1.5/100m ² GFA	-	
	Museum, Art Gallery, Y.M.C.A., Y.W.C.A.	0.2/ person in the maximum design capacity	2.0/100m ² GFA	1.0/100m ² GFA	-	1.5/100m ² GFA	-	1.5/100m ² GFA	-	
	Place of Amusement	0.17/ person in the maximum design capacity	2.0/100m ² GFA	1.0/100m ² GFA	-	1.5/100m ² GFA	-	1.5/100m ² GFA	-	
	Bowling Alley	4 per lane	4 per lane	-	-	-	-	-	-	
Funeral Home	4/100m ² with a 15 space minimum	4/100m ² with a 15 space minimum	-	-	-	-	-	-		

(1) Parking requirements for other uses (e.g., restaurant, convention centre) should be determined based on a shared parking calculation

(2) Theatre, Auditorium, Public Hall, Arena and other Places of Entertainment

(3) Place of Assembly and All Season Sports Facility

(4) Library

(5) Community Centre

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Exhibit 8-1: Summary of Proposed Parking Standards – Non-Residential Uses (cont.)

Use Category	Description	Existing Standard	Proposed Standards (units as specified)							
			Base (Other Areas)		High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas	
			Min	Max	Min	Max	Min	Max	Min	Max
Place of Worship	Permanent Seating	11/ 100 m² GFA	23/ 100 m² GFA of worship area	18/ 100 m² GFA of worship area	9/ 100 m² GFA of worship area	23/ 100 m² GFA of worship area	15/ 100 m² GFA of worship area	23/ 100 m² GFA of worship area	18/ 100 m² GFA of worship area	29/ 100 m² GFA of worship area
	Variable Seating		34/ 100 m² GFA of worship area	26/ 100 m² GFA of worship area	13/ 100 m² GFA of worship area	34/ 100 m² GFA of worship area	22/ 100 m² GFA of worship area	26/ 100 m² GFA of worship area	43/ 100 m² GFA of worship area	
Hospital, Private and/or Public		0.75/bed in addition to 0.25/employee	No standard specified ⁽²⁾ . Require studies be conducted for new hospitals and hospital expansion.	-	-	-	-	-	-	-
Elementary and Secondary School	Parking	1.5 - 4 ⁽³⁾ /Teaching Classroom	1.5 / classroom	-	1 / classroom	-	1.25 space / classroom	-	1.25 space / classroom	-
	Pick-Up/Drop-Off Spaces	0	3 spaces + 0.02/student	3 spaces + 0.015/ student	3 spaces + 0.015/ student	-	3 spaces + 0.015/ student	3 spaces + 0.015/ student	-	-
Post-Secondary Schools		Greater of 4/classroom or 6/100 m² GFA	4/ classroom plus 1/ 6 seats in an auditorium or theatre	2.5/classroom plus 1/7 seats in an auditorium or theatre	3/classroom plus 1/7 seats in an auditorium or theatre	-	3/classroom plus 1/7 seats in an auditorium or theatre	3/classroom plus 1/7 seats in an auditorium or theatre	-	-
	Parking	1.5/Employee	1/Employee	0.75 / employee	0.85 / employee	-	0.85 / employee	0.85 / employee	-	-
Day Nursery	Pick-Up/Drop-Off Spaces	0	3 spaces + 0.1/ student	3 spaces + 0.05/ student	3 spaces + 0.05/ student	-	3 spaces + 0.05/ student	3 spaces + 0.05/ student	-	-

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- (1) Required parking for auxiliary uses, such as residences, schools and day cares should be based on the specific requirements for these uses
(2) Due to the variation in hospital parking requirements, it is recommended not specify a standard for hospital land uses, as is practiced in the City of Toronto
(3) Secondary, Public, or Commercial School

Exhibit 8-2: Summary of Proposed Parking Standards – Residential Uses

Use Category	Description	Existing Standard	Proposed Standards (spaces per unit)							
			Base (Other Areas)		High-Order Transit Hubs		Local Centres		Primary Centres/Primary Intensification Areas	
			Min	Max	Min	Max	Min	Max	Min	Max
Detached; Semi-Detached; Street Townhouse		2-3	2 per unit, with tandem parking permitted	-	1 per unit	-	1 per unit	-	1 per unit	-
Multiple Family Dwelling	Bachelor/1 Bedroom	1.75 (1.5 + 0.25 visitor/unit)	0.9	1	0.7	1	0.8	1.2	0.85	1.2
	2 Bedrooms		1.1	1.3	0.9	1.3	1	1.4	0.95	1.4
	3 Bedrooms		1.2	1.5	1	1.5	1.1	1.7	1.15	1.7
	Visitor		0.2		0.15		0.2		0.2	
Residential - Senior Citizen's Dwelling - Independent	Bachelor/1 Bedroom	1 per unit	0.6	-	0.45	-	0.5	-	0.5	
	2 Bedrooms		0.8	-	0.6	-	0.7	-	0.7	
	3 + bedrooms		0.95	-	0.8	-	0.85	-	0.85	
Senior Citizens Dwelling - Supportive	Supportive: seniors-oriented multi-family housing with some services provided	1 per unit	0.5	-	0.4	-	0.45	-	0.45	
Senior Citizens Nursing Home	Nursing home: with full services provided	0.5 per bed	0.25/bed	-	0.2/bed	-	0.25/bed	-	0.25/bed	
Senior Citizens Visitor ⁽¹⁾	Applies to all SC dwelling types		0.2	-	0.15	-	0.2	-	0.2	
Home Occupation	Cottage Industry, Home Occupation, Private Tutor	1-2 in addition to res. requirements	1 in addition to residential requirements (can be tandem)							

(1) Applied per bed in the case of nursing homes.