

**AMENDMENT TO PARKING STANDARDS ZONING BY-LAW 1-88
SITE SPECIFIC APPLICATION TO THE VMC
FILE 15.101**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Draft Zoning By-law, shown as Attachment 2, establishing parking standards and related amendments applicable to the Vaughan Metropolitan Centre be received;
2. THAT the proposed By-law apply to the C9 and C10 zones of By-law 1-88 in the Vaughan Metropolitan Centre and provide the basis for future zoning amendments/variances in the Vaughan Metropolitan Centre to implement the Vaughan Metropolitan Centre Secondary Plan; and
3. THAT stakeholders be requested to provide comments, if any, by January 4, 2013 on the format and/or standards set out in the Draft By-law, to inform the preparation of a report that will be subject to a future statutory Committee of the Whole (Public Hearing) 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

The consultation process for the City of Vaughan VMC Parking Standards by-law to-date has included meetings with staff from the following departments; Policy Planning, Development Planning, the Zoning Section of the Building Standards Department, and the Transportation Planning Division of the Development/Transportation Engineering Department. Building from the work completed during the process for the City of Vaughan Parking Standards Review Study, staff met throughout the months of July and August of 2012 to develop the scope of work to be undertaken in order to produce a by-law for the VMC.

Beginning in November of 2012, staff from the Policy Planning Department and the Zoning Section of the Building Standards Department will be meeting on a weekly basis to revise sections of the draft by-law. The draft by-law (see Attachment #2) will be revised based on comments received through an internal circulation process and from the Vaughan Metropolitan Centre Sub-Committee Meeting.

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 third 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 (Public Hearing) meeting.

Purpose

The purpose of this report is to provide a summary of the draft site-specific parking by-law that builds on the findings of the Parking Standard Review Study for the Vaughan Metropolitan Centre (VMC) as shown on Attachment 2, as well as obtain comments on the draft by-law and direction to proceed to a statutory Committee of the Whole (Public Hearing) meeting on the by-law amendment.

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.

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 may serve to delay priority projects.

This exercise will also serve as a pilot study where findings may ultimately be applied in other areas planned for higher order transit like the Primary Centres in the Yonge Steeles Centre Secondary Plan area and the Steeles West Secondary Plan area adjacent to the Steeles West subway station. 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. 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 citywide 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 moreover 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 Vaughan Metropolitan Centre. 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).

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.

Approach to the Site Specific By-law

Definitions

If the existing definitions for uses in Section 2.0 and 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.

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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

Definitions for new concepts with respect to parking such as Stratified Arrangement which have never been employed in the City of Vaughan also needed to be created.

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 a review 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 would be required to conform to the Parking Standards required in this by-law.

Reduction in Standards

All uses proposed in the Vaughan Metropolitan Centre (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. 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 IBI group report recommends the use of parking maximums as shown on Attachment #3, whereas historically, parking rates in the City of Vaughan have been based on minimum standards established in By-law 1-88. The IBI Group Study 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 are 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,

Stratified Title Arrangement

A Stratified 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 the 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 required 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 Vaughan Metropolitan Centre 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

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(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 draft By-law shown as Attachment #2 has included provisions guiding shared parking for mixed-use developments to take into consideration the countervailing peaking demands of the various uses.

Structure of the Draft By-law (Attachment 2):

The draft by-law is structured as follows:

It specifies that these requirements will apply to the Vaughan Metropolitan Centre by indentifying 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.

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 the possibility of creating a City of Vaughan Parking Authority. The information provided in the report was used as a basis for developing parking standards and creating definitions for the desired uses within the Vaughan Metropolitan Centre (VMC) for the purposes of the proposed site specific by-law.

The information contained in this report summarizes the rationale for preparing the draft parking standards by-law that reflects 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, the draft parking standards will be forwarded to a future Committee of the Whole (Public Hearing) meeting.


Attachments

1. Location Map
2. Draft By-law
3. Draft Copy of the Parking Standards By-law 1-88 for the Vaughan Metropolitan Centre
Summary of Proposed Parking Standards Chart – IBI Report March 2010
4. VMC Current C9 & C10 Zoning

Report prepared by:

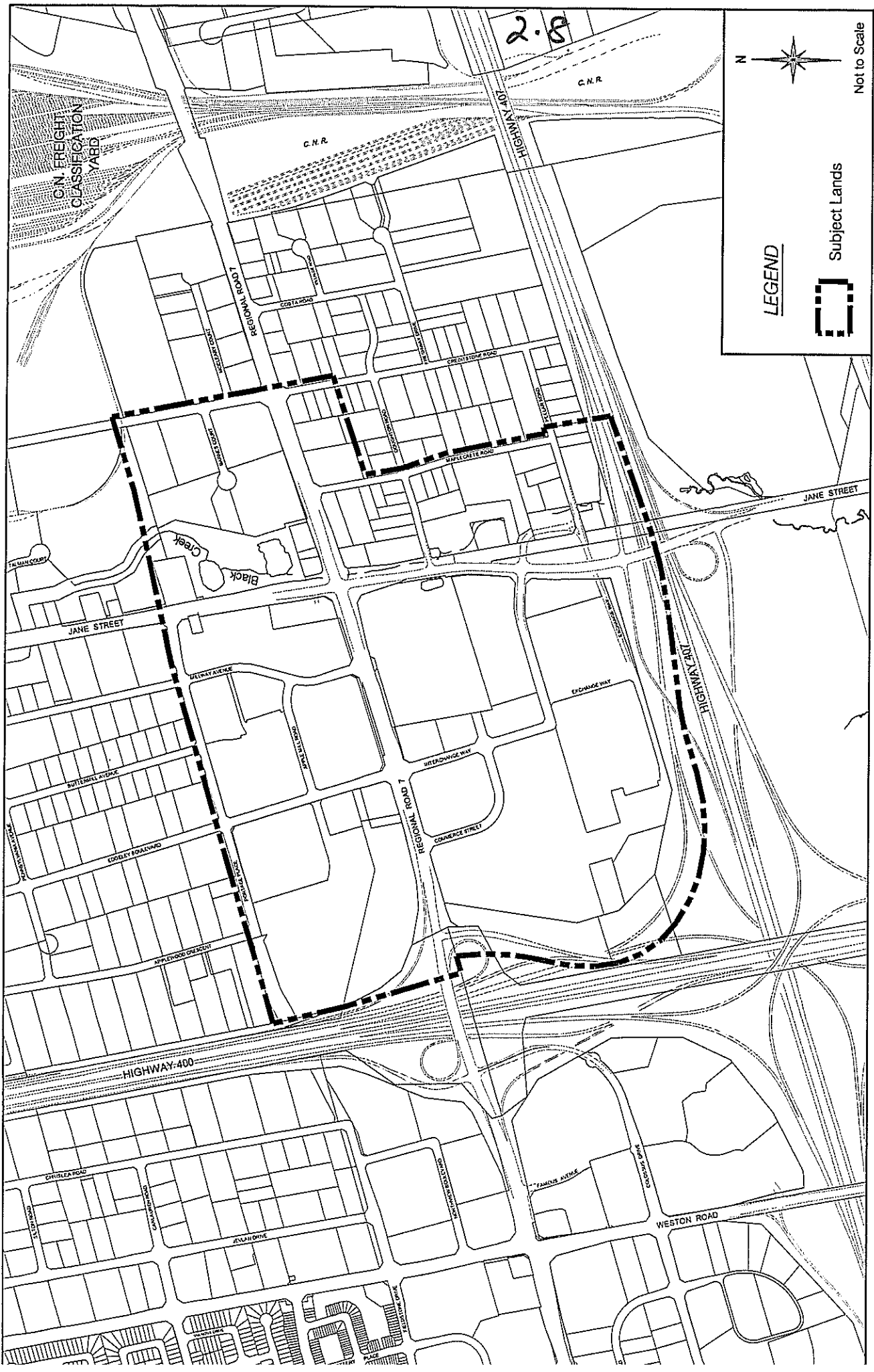
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Respectfully submitted,


 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



Policy Planning Department

Attachment

File: 15.101
Date:
August 31, 2012

BY-LAW NUMBER - 2012**A By-law to amend City of Vaughan By-law 1-88.**

WHEREAS the matters herein set out are in conformity with the Official Plan of the Vaughan Planning Area, which is approved and in force at this time;

AND WHEREAS there has been an amendment to the Vaughan Official Plan adopted by Council but not approved at this time, with which the matters herein set out are in conformity;

NOW THEREFORE the Council of the Corporation of the City of Vaughan **ENACTS AS FOLLOWS:**

1. That City of Vaughan By-law Number 1-88, as amended, be and it is hereby further amended by adding the following Section:

3.31 SPECIAL PARKING PROVISIONS FOR THE VAUGHAN METROPOLITAN CENTRE

- a) The following parking requirements shall apply to the Vaughan Metropolitan Centre as shown on Schedule "D".

- b) a) Definitions

The following definitions shall apply to the calculation of the required parking for the lands located in the Vaughan Metropolitan Centre. Where these definitions conflict with those set out in Section 2.0 DEFINITIONS as applied in Subsection 5.10 uses permitted in the C9 CORPORATE CENTRE ZONE and Subsection 5.11 uses permitted in the C10 CORPORATE DISTRICT ZONE the following definitions shall prevail for the purpose of calculating the required parking.

ARTS OR ARTISTIC STUDIO – Means a building or part of a building used as the workplace of an artist or craftsman who is engaged in the creation of material arts and includes an artist, painter, sculptor, photographer or artisan, and where the goods may be displayed and provided for sale to the general public.

COMMERCIAL PARKING LOT – Means all or part of a building or parcel of land other than a

street or lane, used for the parking of motor vehicles for compensation but shall not include an accessory parking lot to a principle use of the property located on the same lot. A commercial parking lot shall include ten (10) or more parking spaces along with parking aisles and with principle access to a street.

CONFERENCE OR CONVENTION CENTRE – Means a building, or part of buildings, designed to accommodate large gatherings for specific events such as conferences, conventions, meetings, seminars and workshops and other similar activities and may include food preparation facilities and dining areas for the exclusive use of conference or convention participants.

DAY NURSERY – Means a day nursery as defined in the Day Nurseries Act.

DRIVE-THROUGH FACILITY – Means a building, or part of a building or kiosk that provides or dispenses products or services through an attendant or a window or an automated machine, to persons remaining in motorized vehicles that are in a lane designated for that purpose.

EATING ESTABLISHMENT – Means a building or part of a building where food and drink are prepared and offered for sale or sold to the public for immediate consumption on the premises and shall not include an accessory drive-through facility.

EATING ESTABLISHMENT TAKE-OUT – Means a building or part of a building having limited seating not to exceed twenty-four (24) seats where food and drink are prepared and offered for sale or sold to the public for immediate consumption on or off the premises and shall not include an accessory drive-through facility.

FINANCIAL INSTITUTION – Means a building or part of a building where services are provided for the depositing, lending exchange or investment of money, and shall include but not be limited to banks, credit unions, trust companies or other similar banking services, but shall not include an accessory drive-through facility.

GENERAL OFFICE – Means a building or part of a building in which one or more persons are employed in the administration, direction or management of a business, agency,

brokerage, organization, or profession, but shall exclude an office of a regulated health professional or veterinarian.

HOTEL – Means a building, part of a building or a group of buildings used mainly for the purposes of providing temporary sleeping accommodation to the public, but where no individual private cooking facilities are provided and may include accessory uses such as personal and business services, restaurants or eating establishments, retail store, conference or convention facilities, and recreational facilities.

MEDICAL CLINIC – Means a building or part of a building containing the offices of two or more Regulated Health Professionals where consultation, diagnosis and/or treatment to the general public is provided without overnight accommodation and may include administrative offices, reception areas, waiting rooms, examination rooms, x-ray facilities, treatment rooms, laboratories, pharmacies, and dispensaries, and other similar facilities directly associated with the clinic.

MEDICAL OFFICE – Means a building or part of a building in which one or more persons are employed in the administration, direction or management of a Regulated Health Professional where consultation, diagnosis and/or treatment to the general public is provided without overnight accommodation.

MIXED-USE DEVELOPMENT – Means a building or group of buildings containing both residential, non-residential or mix of non-residential land uses, managed as a cohesive unit, and which may be held in a single ownership or by participants in a condominium cooperative providing shared facilities.

PERSONAL OR BUSINESS SERVICES ESTABLISHMENT – Means a building or part of a building where personal or business services are provided for gain along with the accessory retail sales of such services, and includes, a nail, hair and aesthetics establishment, a shoe repair shop, tanning salon, a tailor or seamstress establishment, a laundromat, a dry cleaning depot, a formal wear rental shop, a business printing centre and other similar services, but does not include a body rub parlour.

PLACE OF WORSHIP – Means a building or part of a building dedicated to religious worship and includes a church, synagogue, temple, or mosque and may also include accessory facilities such as an assembly hall auditorium, shrine, convent, monastery, rectory, cemetery and education facilities.

RESIDENTIAL DWELLING – Means a building or part of a building comprising two (2) or more rooms, designed or intended for habitation, in which sanitary conveniences are provided and in which facilities are provided for cooking or intended to be provided for cooking equipment.

RETAIL STORE – Means a building or part of a building where goods, wares, merchandise, substances, articles or things are offered or kept for sale directly to the public and includes a convenience retail store, a beer, wine and spirits store, and pharmacy but does not include a supermarket, an automotive retail store, or a drive-through facility.

SCHOOL, COMMERCIAL OR TECHNICAL – Means a building or part of a building where instruction is provided to students relating to a specific vocation, trade, business or process and is operated under the guidelines of the Ontario Ministry of Training, Colleges and Universities.

SCHOOL, POST SECONDARY – Means a building, part of a building or group of buildings where post-secondary education is provided under the guidelines of the Ontario Ministry of Training, Colleges and Universities, and may include accessory residential use buildings, dwelling units or rooming units ancillary to and located on the same lot as a university or college.

STRATIFIED TITLE ARRANGEMENT – A Stratified Title Arrangement is a determination of ownership or use of land divided in a vertical manner above and/or below grade. Arrangements are used for a variety of uses including but not limited to parking. A Stratified Title Arrangement is made between two or more participants and in some instances where the lands are owned by a municipality, the municipality can enter into an agreement for a Stratified Title Arrangement.

- c) Notwithstanding paragraph 3.8 a) the following parking requirements shall apply to the Vaughan Metropolitan Centre except as otherwise provided in this Section.

The Owner of every building or structure erected or used for any of the uses hereinafter set forth shall provide and maintain on the lot on which it is erected, for the sole use of the owner, occupant, or other persons entering upon or making use of the said premises from time to time, parking spaces and areas as follows:

Parking Standards for the Vaughan Metropolitan Centre

Parking Standards (Vaughan Metropolitan Centre) (# of parking spaces/100m ² GFA or as specified)			
Type of Use		Minimum	Maximum
<u>Commercial Uses</u>	(Total GFA of all buildings greater than 5000m ²)	2.0	4.0
Artist Studio Personal or Business Service Pharmacy Retail	(Total GFA of all buildings less than or equal to 5000m ²)	2.5	4.0
Supermarket (Greater than 1000m ²)		2.5	4.0
Financial Institution		2.5	4.0
Restaurant or Eating Establishment		6.0	10.0
Restaurant or Eating Establishment, Take-out		3.0	6.0
General Office		1.5	2.5
Medical Office/Medical Clinic		2.5	4.0
Hotel		0.75/bedroom	-

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Parking Standards (Vaughan Metropolitan Centre) (# of parking spaces/100m ² GFA or as specified)			
Type of Use		Minimum	Maximum
Banquet Hall Club or Dance Hall Conference or Convention Centre		3.0	-
Health Centre		5.0	-
All Seasons Sports Facility Auditorium or Theatre Curling Rink or Skating Arena Place of Entertainment Place of Assembly Public Hall		5.0	-
Art Gallery or Museum Community Centre Library Place of Amusement YMCA or YWCA		1.0	-
Bowling Alley		-	-
Funeral Home		-	-
Place of Worship	Permanent Seating	9.0 of worship area	
	Variable Seating	13.0 of worship area	
Public or Private Hospital		-	-
Public or Private School		1/classroom	-
Technical School College or University		2.5/classroom + 1.0 / 7 seats auditorium or theatre	-
Day Nursery		3.0	
Detached Dwelling Semi-Detached Dwelling Street Townhouse Dwelling		1.0 / unit	-
Multiple Family Dwelling Apartment	Bachelor/1 Bedroom	0.7 / unit	1.0
	2 Bedrooms	0.9 / unit	1.3
	3 Bedrooms	1.0 / unit	1.7

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Parking Standards (Vaughan Metropolitan Centre) (# of parking spaces/100m ² GFA or as specified)			
Type of Use		Minimum	Maximum
Dwelling	Visitor	0.15 / unit	?
Independent Living Dwelling	Bachelor/1 Bedroom	0.45 / unit	-
	2 Bedrooms	0.6 / unit	-
	3+ Bedrooms	0.8 / unit	-
	Visitor	0.15 / unit	-
Supportive Living Dwelling/Facility	Parking	0.4 / unit	-
	Visitor	0.15 / unit	-
Nursing Home	Parking	0.2 / bed	-
	Visitor	0.15 / bed	-

Notwithstanding the definitions of gross floor area and commercial floor area, wherever these terms are used to determine parking requirements for commercial and/or industrial use and such use includes a basement or cellar, the floor area of the basement and/or cellar shall be included for the purposes of determining parking requirements.

- d) Notwithstanding paragraph 3.8 b) where there is more than one use in a building, the minimum parking requirements shall be determined by the total minimum parking requirements for each use or by – way of the parking standard for Mixed-Use Development in the Vaughan Metropolitan Centre.
- e) Notwithstanding paragraph 3.8c) the minimum number of visitor parking spaces for residential units shall be as provided in 3.31 b) above.
- f) Paragraph 3.8 d) shall continue to apply.
- g) Paragraph 3.8 e) shall continue to apply.
- h) Paragraph 3.8 f) shall continue to apply.
- i) Paragraph 3.8 g) shall continue to apply.
- j) Paragraph 3.8 h) shall continue to apply.
- k) Paragraph 3.8 i) shall continue to apply.
- l) Paragraph 3.8 j) shall continue to apply.
- m) Paragraph 3.8 k) shall continue to apply.
- n) Paragraph 3.8 i) shall continue to apply.

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- o) Notwithstanding Paragraph 3.8 a) PARKING STANDARDS, where the use is a mixed-use development as defined in Section 31 a) DEFINITIONS the required parking may be provided in accordance with the following tables.

TABLE A

PERCENT OF PEAK PERIOD PARKING DEMAND (Weekday)				
Land Use	Time Period			
	Morning	Noon	Afternoon	Evening
General Office	100	90	95	10
Retail Store ¹	65	90	80	100
Restaurant ²	20	100	30	100
Place of Assembly ³				
Residential	80	55	80	100
TOTAL REQUIRED				

TABLE B

PERCENT OF PEAK PERIOD PARKING DEMAND (Saturday)				
Land Use	Time Period			
	Morning	Noon	Afternoon	Evening
General Office	10	10	10	10
Retail Store ¹	80	85	100	40
Restaurant ²	20	100	50	100
Place of Assembly ³				
Residential	100	100	100	100
TOTAL REQUIRED				

2. Amending Subsection 3.17 PORTIONS OF BUILDINGS BELOW GRADE by adding the following paragraph b);

- b) Notwithstanding the above, where the lands are being developed with a shared parking or a

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stratified title arrangement entered into with the City of Vaughan, which permits the nearest part of the building below finished grade to extend to or beyond the lot line paragraph 3.17 a) shall not apply. In order to conform to paragraph 3.17 b) the development proposing shared parking or the stratified title arrangement will require site plan approval and any other agreement deemed necessary by the City.

3. Schedule "1" shall be and hereby form part of this By-law.

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SUMMARY TO BY-LAW - 2012

The lands subject to this By-law are restricted to the boundaries of the Vaughan Metropolitan Centre as shown on the attached Schedule.

The purpose of this by-law is to create new parking standards for the Vaughan Metropolitan Centre.

*Note: Use Summary to summarize contents of By-law

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11/7/2012

R:\SER\SHARED\TEMPLATES\ZONING\BY-LAWS\ZONING BY-LAW Adding an Exception Paragraph.DOC

CITY OF VAUGHAN
 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		Centres/Primary Intensification Areas	
			Min	Max	Min	Max	Min	Max ⁽⁴⁾	Min	Max
Retail	Retail/Shopping Centre	2.0-6.0	3.5	2	4	3	4.5 surface parking	3	4.5 surface parking	
	Retail/Shopping Centre	2.0-6.0	4.5	2.5	4	3	4.5 surface parking	3	4.5 surface parking	
	Supermarket	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	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	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:
 FINAL REPORT

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	Max	Min	Max	Min	Max	Min	Max
			Min	Max	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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CITY OF VAUGHAN
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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)						Primary Centres/Primary Intensification Areas			
			Base (Other Areas)		High-Order Transit Hubs		Local Centres		Min	Max	Min	Max
			Min	Max	Min	Max	Min	Max				
Place of Worship	Permanent Seating	11/ 100 m² GFA	23/ 100 m² GFA of worship area	9/ 100 m² GFA of worship area	18/ 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	13/ 100 m² GFA of worship area	26/ 100 m² GFA of worship area	22/ 100 m² GFA of worship area	34/ 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				
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	-			
	Parking	1.5/Employee	1/Employee	0.75 / 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				

CITY OF VAUGHAN
**REVIEW OF PARKING STANDARDS CONTAINED WITHIN THE CITY OF VAUGHAN'S COMPREHENSIVE ZONING BY-LAW:
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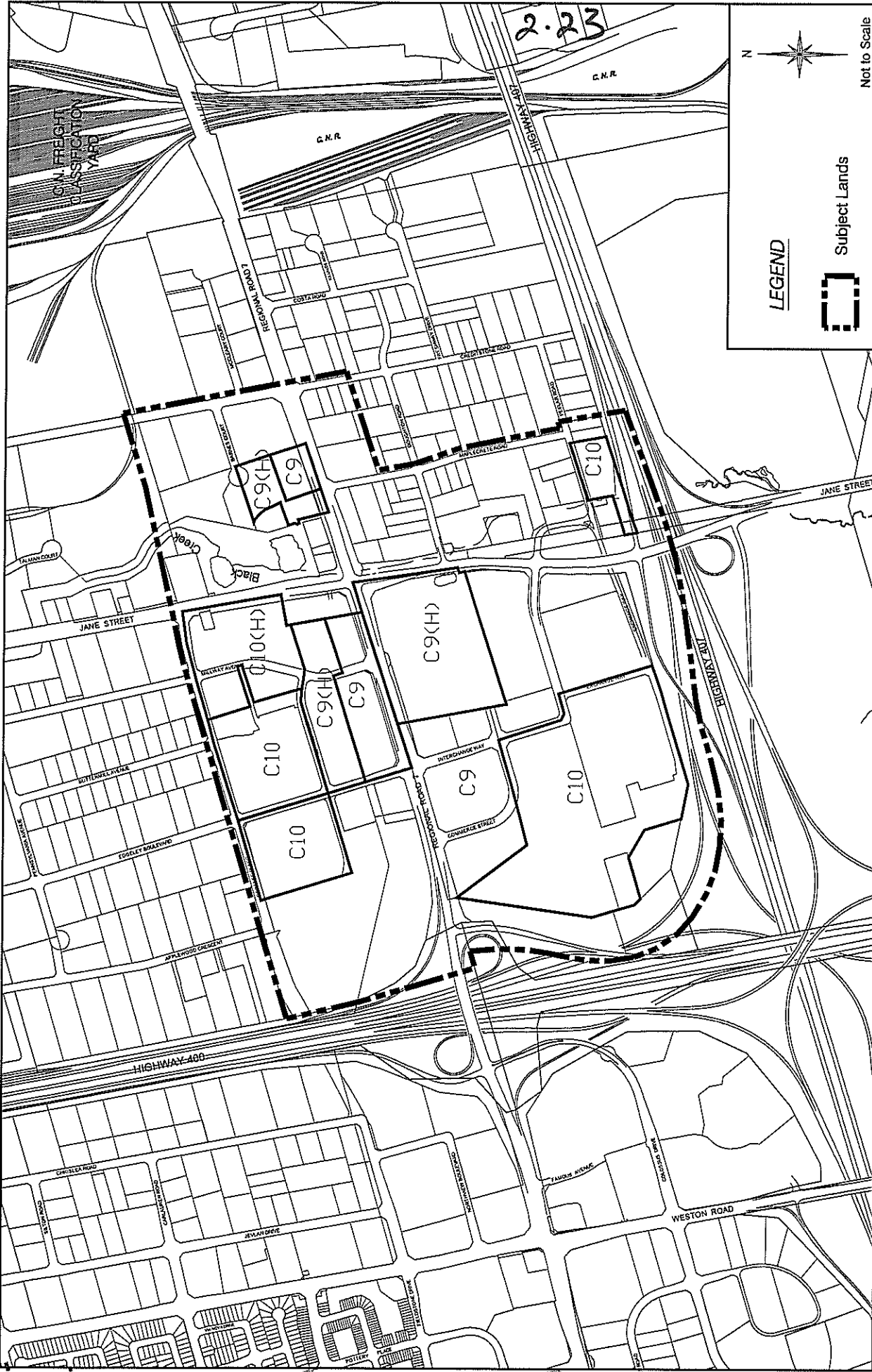
- (1) Required parking for auxiliary uses, such as residences, schools and day cares should be based on the specific requirements for these uses
 (2) Due to the variation in hospital parking requirements, it is recommended not specify a standard for hospital land uses, as is practiced in the City of 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	-	1 per unit	-
	Bachelor/1 Bedroom	1.75 (1.5 + 0.25 visitor/unit)	0.9	0.7	1	1.2	0.8	1.2	0.85	1.2
	2 Bedrooms		1.1	0.9	1.3	1.4	1	1.4	0.95	1.4
	3 Bedrooms		1.2	1	1.5	1.7	1.1	1.7	1.15	1.7
Multiple Family Dwelling	Visitor		0.2	0.15			0.2		0.2	
	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	
Residential - Senior Citizen's Dwelling - Independent	Supportive: seniors-oriented multi-family housing with some services provided	1 per unit	0.5	0.4	-	-	0.45	-	0.45	
Senior Citizens Dwelling - Supportive	Nursing home: with full services provided	0.5 per bed	0.25/bed	0.2/bed	-	-	0.25/bed	-	0.25/bed	
Senior Citizens Nursing Home	Applies to all SC dwelling types		0.2	0.15	-	-	0.2	-	0.2	
Senior Citizens Visitor ⁽¹⁾	Cottage Industry, Home Occupation, Private Tutor	1-2 in addition to res. requirements	1 in addition to residential requirements (can be tandem)							
Home Occupation										

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

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VMC Current C9 & C10 Zoning

Attachment

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