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JUNE 10, 2022
Committee of Adjustment

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120 – 210 Milani Boulevard – A123/22

Minor Variance Requested:

Minor Variances to By-law 1-88 Required:

2. PARKING SPACE - Means a rectangular area measuring at least 2.7 metres by 5.7 metres, exclusive of any aisles or ingress and egress lanes, used for the temporary parking of motor vehicles;

WHEREAS

PARKING SPACE - Means a rectangular area measuring at least 2.7 metres by 6.0 metres, exclusive of any aisles or ingress and egress lanes, used for the temporary parking of motor vehicles.

2.0 DEFINITIONS

The general intent and purpose of the Official Plan and zoning by-law are to provide vehicle parking spaces that are of sufficient size and configuration to store vehicles. Allowing parking spaces to be slightly shallower in depth will ensure the efficient layout of parking areas and reduce the amount of space required for parking vehicles. The City of Vaughan Review of Parking Standards Contained within The City of Vaughan’s Comprehensive Zoning By-law: Final Report dated March 2010, prepared by IBI Group, (the “City Parking Study”) suggests that a parking space depth of 5.7 metres is appropriate for the City of Vaughan. Further, the proposed parking space depth is the same as has been approved by the City through the recently approved by the City of Vaughan Comprehensive Zoning By-law 01-2021 (The “New City By-law”) and will provide for contemporary parking space requirements. The requested parking space depth of 5.7 is a minor reduction from the required 6.0 metres, will have minimal impact and is desirable given that it will allow for a more efficient development of the lands.

3. For a warehousing use, a minimum parking requirement of 0.5 parking spaces per 100 square metres of GFA shall be required;

WHEREAS

For a warehousing use, a minimum parking requirement of 1 parking spaces per 100 square metres of GFA shall be required.

3.8 a) PARKING REQUIREMENTS

The general intent and purpose of the Official Plan and zoning by-law are to provide for the appropriate number of parking spaces to support employment uses. The City Parking Study assessed the parking utilization rates in employment areas in the City and indicates that due to low employee densities and infrequent visits from clientele, the employment parking supply and peak occupancy ratios are considerably lower than for other land uses. Further, the study concludes that many industrial land uses, including warehouse uses, appear to provide a substantial excess in parking supply. The City parking Study further suggest that the warehouse use parking requirements in other jurisdictions are below the 1 parking space per 100 square metres of GFA required by Zoning By-law 1-88. Given the low utilization rate for parking in industrial areas, providing a lower parking supply will reduce the amount of land set aside for parking which will allow for a more efficient use of the land and is desirable. Further, the City has decided that a rate of 0.5 parking spaces per 100 square metres of gross floor area for a warehouse use is

appropriate through City Council's approval of the New City By-law. Allowing the parking rate of the New City By-law to apply to the Subject Lands is desirable given the proposed development of the lands.

4. The following types of Accessible Parking Spaces shall be provided:

Type A – An Accessible Parking Space measuring a minimum of 3.4 metres in width by 5.7 metres in length that is designated as “Van Accessible” and which abuts an Accessible Access Aisle.

Type B - An Accessible Parking Space measuring a minimum of 2.4 metres in width by 5.7 metres in length and which abuts an Accessible Access Aisle.

WHEREAS

The following types of Accessible Parking Spaces shall be provided:

Type A – An Accessible Parking Space measuring a minimum of 3.4 metres in width by 6.0 metres in length that is designated as “Van Accessible” and which abuts an Accessible Access Aisle.

Type B - An Accessible Parking Space measuring a minimum of 2.4 metres in width by 6.0 metres in length and which abuts an Accessible Access Aisle.

3.8 d) i) PARKING REQUIREMENTS

The general intent and purpose of the Official Plan and zoning by-law are to provide accessible vehicle parking spaces that are of sufficient size and configuration to store vehicles for persons with disabilities. As noted above, allowing parking spaces to be slightly shallower in depth will ensure the efficient layout of parking areas and reduce the amount of space required for parking vehicles. The proposed accessible parking space depth is the same as has been approved by the City through the recently approved New City By-law and will provide for contemporary requirements. The requested parking space depth of 5.7 is a minor reduction from the required 6.0 metres, will have minimal impact and is desirable given that it will allow for a more efficient development of the lands.

Given the above it is our opinion that the proposed minor variances meet the intent and purpose of the Official Plan and zoning by-law, are minor in nature, are desirable and represent good planning.