

Memorandum

**COMMUNICATION – C85
ITEM 1
Committee of the Whole (Public
Meeting)
October 29, 2020**

TO:
Mayor and Members of Council, c/o Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

COPIES:
Liberty Development Corporation

FROM:
Timothy J. Arnott

PROJECT:
7411-10
Review of City of Vaughan
Comprehensive Zoning Bylaw (3rd
Draft)

DATE:
October 28, 2020

SUBJECT: REVIEW OF CITY OF VAUGHAN'S 3RD DRAFT OF COMPREHENSIVE ZONING BYLAW (2020)

BA Group is retained by Liberty Development Corporation (Liberty) to review the parking and loading provisions of the current 3rd Draft of the City of Vaughan's proposed Comprehensive Zoning Bylaw that would amend the City's existing Zoning Bylaw 1-88, as amended, along with other Zoning Bylaws that regulate the use of land and the character, location and use of buildings and structures within the City of Vaughan.

Liberty has an interest in several properties within the City of Vaughan including the following:

- 1930328 Ontario Inc. – 2901 Highway 7 (southeast corner of Highway 7 and Maplecrete Road, in the Vaughan Metropolitan Centre [VMC]);
- 1834371 Ontario Inc. – 2951 Highway 7 and 180 and 190 Maplecrete Road (southwest corner of Highway 7 and Maplecrete Road, in the VMC0;
- 1834371 Ontario Inc. – 1890 Highway 7 (north side, east of the Metrolinx Barrie GO Rail corridor, within the Concord GO Secondary Plan area); and,
- Promenade Limited Partnership – 1 and 180 Promenade Circle, Promenade Shopping Centre (southwest quadrant of Centre Street and Bathurst Street and the subject of the ongoing Promenade Secondary Plan review by the City of Vaughan).

The following review and comments are provided as input towards the ongoing review the City staff and their consultants are conducting and in advance of a Statutory Public Meeting (Committee of the Whole) to be held on October 29 2020 and the subsequent finalization of the Comprehensive Zoning Bylaw to be presented to the City of Vaughan Council on a date yet to be decided.

This review herein presents high level comments directed at key elements of the parking and loading provision within the 3rd Draft of the Comprehensive Zoning Bylaw.

Comments on Section 6.0 of the 3rd Draft of the Comprehensive Zoning Bylaw:

Section 6.1.9:

The provision of Tandem Parking within non-residential uses should be permitted where such parking management techniques can facilitate access on demand to the parking spaces that don't have direct access to a drive aisle.

Section 6.2.2

Rounding of the calculation of the requisite parking requirements should reflect a rounding down if the calculation results in a fraction of vehicular parking spaces and rounding up if a calculation results in a fraction of a bike parking space.

Section 6.3.1.

Parking space dimensions should be considered for reduction to a minimum dimensions of 2.6 m in width and 5.6 metres in length, particularly for structured parking conditions.

Furthermore, "stacked parking" spaces should be explicitly permitted and defined within the Zoning provisions.

Section 6.3.5.

Parking space rates for land uses within Vaughan should be further considered for reduction to include:

- VMC – "No Minimum" rates for apartment dwelling units and key non-residential uses and further reductions in residential visitor parking space rates to reflect the following macro policy framework and existing/evolving empirical conditions:
 - Provincial and Regional policy including the Ontario Growth Plan, York Region Official Plan, York Region Transportation Mobility Plan Guidelines;
 - Site Transportation context and multi-modal opportunities
 - Changing travel characteristics and vehicle ownership characteristics;
 - Evolving Greater Toronto Area Zoning Bylaw Parking requirements;
 - Comparative Zoning Bylaw parking requirements for comparable urban centres in the GTA, Southern Ontario, and across Canada
 - Parking demand characteristics for comparable development conditions at existing (built) and approved developments across the GTA
- Development along existing or planned transit corridors should also be targeted for further reduction in resident and non-resident (including visitor parking rates) parking ratios for reasons similar to above (e.g., MMU, HMU, CMU, GMU, EMU development zones);

Section 6.4.2

Accessible parking spaces should have the Barrier Free access aisle reflect the same length dimensions as the Accessible parking space length.



Section 6.5.2

Bike parking space dimensions should reflect both current bike parking system design conditions especially when stacked bike parking systems are considered. Narrower and more compact bike parking opportunities are emerging and reflect efficiencies when incorporating same into developments.

Section 6.5.3

Bicycle parking space rates should be subject to similar “sharing” calculations that vehicular parking rates enjoy. Shared trip making is not something that is exclusive to those that drive private vehicles to their destinations.

Section 6.8.2

The calculation of the shared parking reduction factors should be structured such that they encourage the temporal benefits of mixed-use developments. The factors for land uses such as office could be further reduced during the afternoon time periods to better serve as potential sharing with typical uses such as residential visitor, retail (especially small scale retail), and others.

Section 6.11.2

Clarification should be added to describe the design vehicles associated with “Type D” loading spaces

As the Comprehensive Zoning Bylaw nears its final form, we reserve the right to comment further on these and other aspects of the mobility related provisions.

We trust that the foregoing will be of assistance when crafting the final version of the Comprehensive Zoning Bylaw. Please keep us informed of the progress of the Comprehensive Zoning Bylaw as it is further refined towards its Final form.

Should you wish to contact us directly to discuss aspects of the foregoing, please do not hesitate to do so.

