

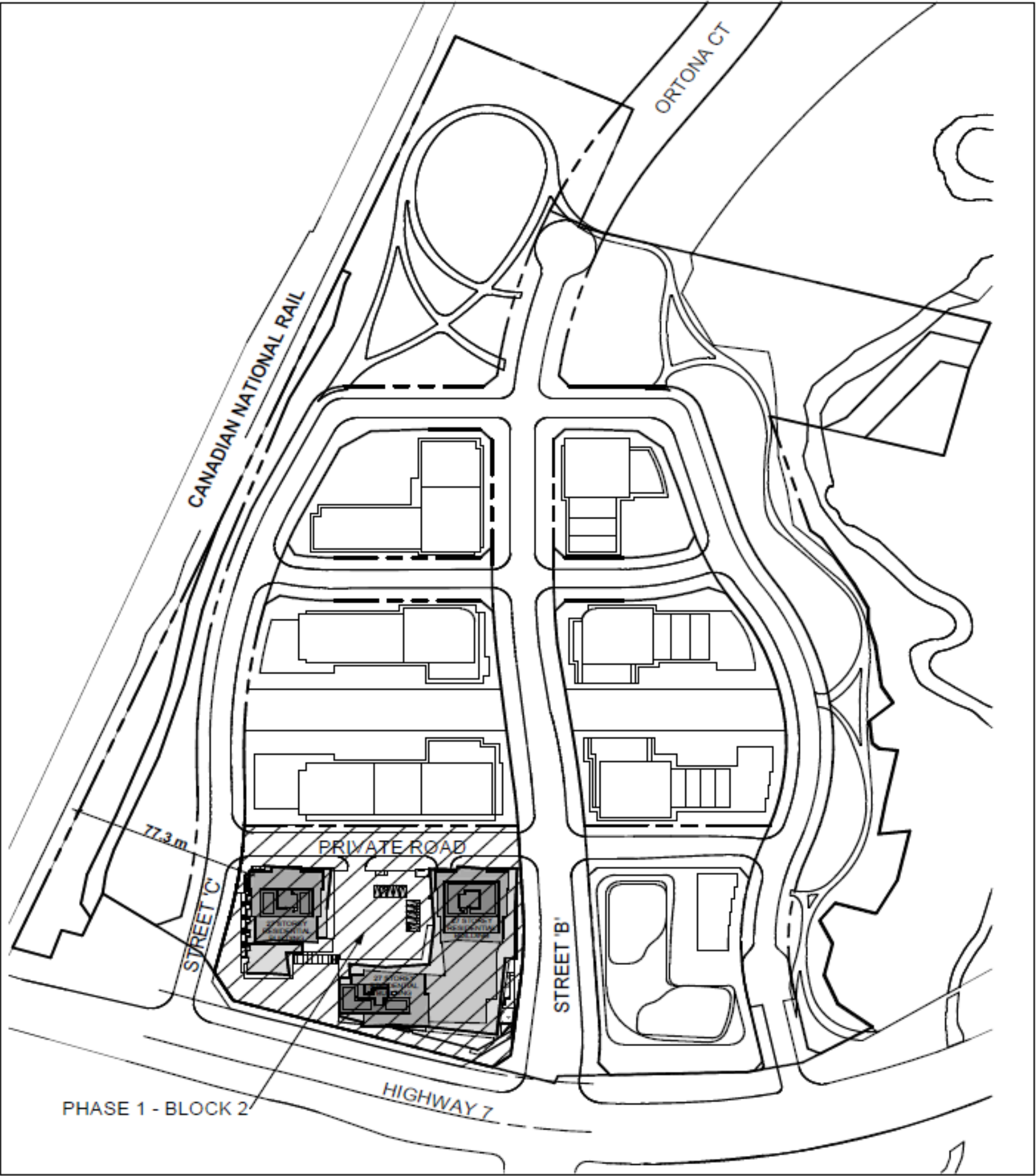
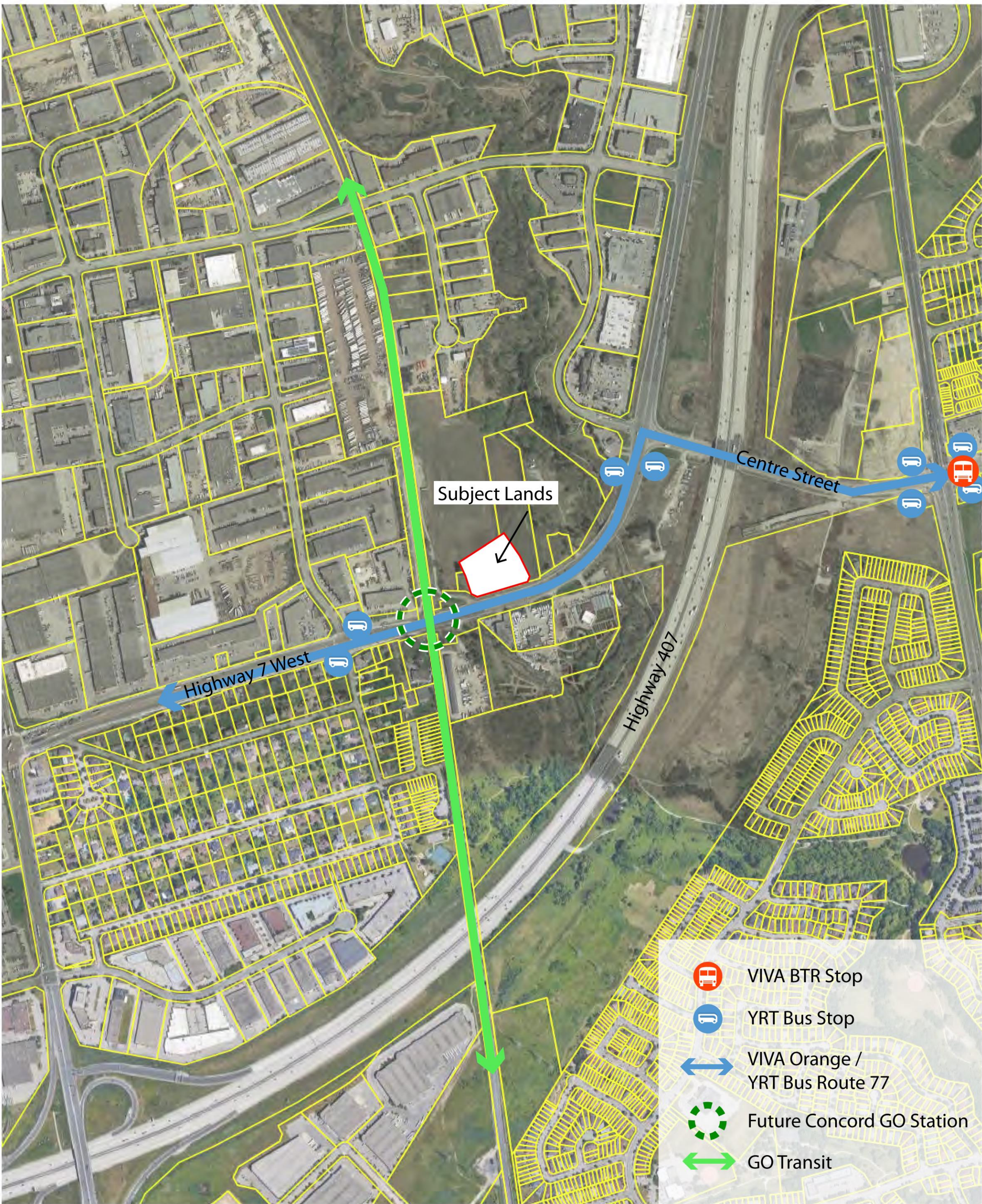
1890 Highway 7 West

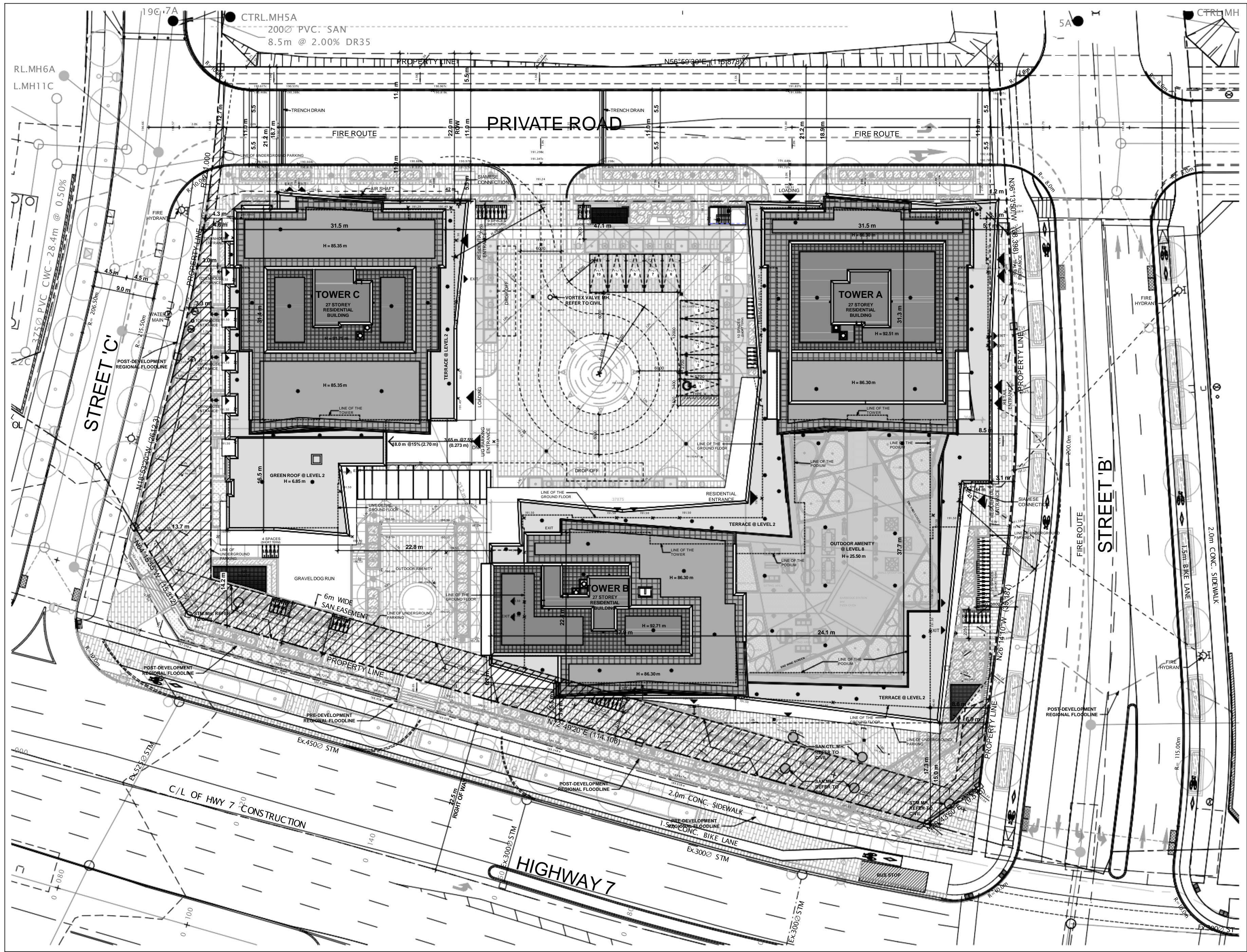
Minor Variance Application – A153/21

September 9, 2021

5:00 p.m.

Virtual Hearing





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This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



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No.: Revision: Date:

6	SPA Resubmission	May 22, 2020
5	SPA Addendum (Street B Alignment)	Sep 10, 2019
4	SPA Resubmission	May 20, 2019
3	Nav Canada Approval	May 30, 2019
2	SPA Submission	Mar. 05, 2019
1	SPA Submission for approval	Feb. 08, 2019

No.: Issued For: Date:

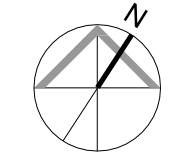
Drawing Title:

Site Plan

Project:
Liberty Developments

1890 Highway 7
1890 Highway 7, Vaughan, ON

Scale: 1 : 200
Drawn by: TS, MD
Checked by: DB
Project No.: 17-178
Date: May 22, 2020
Drawing No.: 1



A1.2

Requested Variances

1. To permit a minimum of 0.70 parking spaces per unit for residential parking, whereas 0.80 parking spaces per unit is permitted.
2. To permit a minimum of 2.0 spaces per 100 sq. m gross floor area for retail or other commercial uses not specifically noted in Exception 9(1497), whereas 3.0 parking spaces per 100 sq. m gross floor area is permitted.
3. To permit an accessible parking space length of 5.7 metres, whereas 6.0 metres is permitted.

Proposed Parking Supply

An overall supply of 866 spaces is proposed, with 665 spaces for residents and 190 spaces for visitors, equivalent to a rate of 0.70 spaces per unit for residents and 0.20 spaces per unit for visitors, and 11 spaces for retail.

Conclusions from the Parking Justification Study conducted by LEA Consulting Ltd.

- “The **TDM measures** proposed for the subject site include a combination of pedestrian, transit, cycling, and parking-based strategies, as well as programming strategies. **Designated car-share spaces** are considered to facilitate occasional travel by car for future residents without the need for vehicle ownership. Additionally, a **shuttle bus** is proposed by the owner which would provide access between the proposed development and the TTC Vaughan Metropolitan Centre every 30 minutes during peak hours from Monday to Sunday.”
- “A parking reduction is recommended for the subject site to **avoid an oversupply of parking** and to **maintain the low auto-dependency** of the area. Applying a lower parking standard than the current Site-Specific By-law to this particular development is a key travel demand management tool that would **support existing and future planned public transit investments, discourage automobile use, and support the City’s modal split goals for 2031.** ”
- “Given the transportation context of the area, the **rates proposed are aligned with previously approved and submitted development applications.** The trend of providing reduced residential and visitor parking supply is **reflective of the market demand from groups that seek to live car-free lifestyles** within areas with convenient access to higher-order transit. Therefore, the proposed parking rates is acceptable based on the parking assessment.”

Meet the 4 Tests under Section 45(1)

- The variance represents a minor reduction in parking rates and aligns with the goals of Provincial Policy and the direction provided by the Province through the approval of MZO O. Reg 170/21 and the Official Plan to optimize land and infrastructure.
- Encourage and maximize the use of the existing transit services in proximity to the Subject Lands including VIVA BRT and YRT bus route, and the future GO Station planned immediately west of the Subject Lands.
- Decrease single-occupancy trips generated on site which can ensure that the social, environmental and economic sustainability of the Concord West community will be maintained.
- All future development applications on these lands will be required to implement less parking spaces which will minimize the use of personal vehicles and will maximize the use of active transportation infrastructure.
- LEA parking justification support of the proposed parking reduction
- No undue adverse impacts are anticipated on site or on adjacent properties should the variances be approved.

We have reviewed the Staff Report and are supportive of the recommended conditions.

