



## Proposed New or Modified Recommendations to SDR 4 (Zoning for Parking and Loading) Based on Feedback Received

Questions and comments were received during the Open House with members of the public on Monday, June 24<sup>th</sup>, 2024, and further inquiries and comments were submitted to the City during the public review period for the SDRs. Based on the consultation feedback, there are no proposed recommendations to be added or revised in SDR 4.

The PTDMS was revised by staff to address Bill 185 and to incorporate minor refinements as follows:

### **Revision to recommendation 4:**

“4. It is recommended that the Comprehensive Zoning By-Law consider establishing minimum and maximum parking rates in accordance with the recommendations of the draft PTDMS (refer to Tables 14, 15, **16 and 17** in Appendix 1).”

### **Revision to recommendation 6:**

“6. It is recommended that the Comprehensive Zoning By-Law establish bicycle parking rates as set out in the draft PTDMS (refer to Table **18** in Appendix 1), along with associated amenities for short- and long-term parking and other amenities for the purpose of supporting non-auto modes of travel and reduced parking minimums. Accessory building and structure requirements in the CZBL shall address accessory structures that would be constructed for the purpose of providing weather protection for short-term bicycle parking spaces.”

### **Revision to recommendation 7:**

“7. It is recommended that the Comprehensive Zoning By-Law adopt sizing dimensions for parking spaces based on latest general standards, as well as ensuring compliance with Accessibility for Ontarians with Disabilities Act, as set out in the draft PTDMS (refer to Table **19** in Appendix 1). This would include:

- a) Updates to various loading and parking spaces including perpendicular, parallel, tandem, stacked, compact car spaces, and bicycle parking spaces;
- b) Updates to minimum aisle widths; and,
- c) Defining obstructions to parking spaces and establishing an increase in parking space dimensions where obstructions exist.”

### **Revision to recommendation 11:**

“11. It is recommended that the Comprehensive Zoning By-Law establish Electric Vehicle (including e-bike) parking rates and requirements in consideration of the recommendation in the draft PTDMS (refer to Table **25** in Appendix 1) to implement standards based on a data-driven approach and scan undertaken of other municipal best practices. Should the City’s EV Strategy be completed within the time horizon of the CZBL, any further recommendations related to zoning resulting from that strategy as appropriate will be considered.”



**Revision to recommendation 13:**

“13. It is recommended that the Comprehensive Zoning By-Law implement loading and delivery development standards in accordance with the recommendations from the draft PTDMS (refer to Table **22** in Appendix 1). The CZBL will also specify where loading areas are to be located on properties and ensure the recommended rates and requirements adequately address an increase in e-commerce and on-demand deliveries and vehicles, and do not conflict with fire routes or pedestrian facilities.”