

TORONTO STAFF REPORT

April 28, 2006

To: Planning and Transportation Committee
From: Ted Tyndorf, Chief Planner and Executive Director, City Planning
Subject: Parking Space Dimensions Zoning Review- Supplementary Report No. 3

Purpose:

This report recommends a modification to the proposed parking space width dimension.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that:

- (1) The draft zoning by-laws attached to the April 10, 2006 City Planning report be amended to replace the proposed minimum parking space width of 2.7 m with a width of 2.6 m;
and
- (2) The recommendations of the April 10, 2006 City Planning report be adopted.

Background:

A City Planning report dated April 10, 2006 recommends the adoption of new harmonized zoning regulations for parking space dimensions. City Council at its meeting of April 25, 26, and 27, 2006 adopted a recommendation directing the Chief Planner and Executive Director of the City Planning Division to report to the May 1st, 2006 Planning and Transportation Committee meeting on the proposed parking space width dimension. This report responds to Council's direction.

Comment:

An April 10, 2006 City Planning report recommends a parking space width of minimum 2.7 m. where the space is accessed by a 6 m wide driveway aisle. Where a fixed obstruction such as a wall or column is located within 0.3 m of the side of the parking space and more than 1 metre

from the front or rear of the parking space, the minimum width would be increased by 0.3 m for each side of the parking space that is obstructed. The existing parking space width dimension in the area municipal zoning by-laws is 2.4 m in East York, 2.5 m in York, 2.6 m in Toronto and 2.7 m in Etobicoke, North York and Scarborough.

As part of the review of parking space dimensions, City Planning staff have met with building and development industry representatives. One of the issues raised by some of the representatives was to allow columns to encroach into the sides of the parking space. However, given that columns vary in size and shape, this is not a reasonable approach. It is important that columns and other obstructions be kept out of a parking space to ensure that the space is fully useable for vehicle parking. But in order to address the concerns raised by industry representatives, staff are prepared to recommend a parking space width to 2.6 m. For a parking space with an obstruction, the width would have to be increased by 0.3m for each side that is obstructed. In addition, for a parking space accessed by a drive aisle having a width of less than 6.0 m, the minimum parking space width would remain at 3.0 m.

Conclusions:

On the direction of City Council, staff have reviewed the proposed parking space width and suggest a reduction in the width to minimum 2.6 m. This should address concerns raised by industry representatives.

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