



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	May 16, 2017
<b>SUBJECT/REPORT NO:</b>	Review of Parking Space Dimensions and Associated Standards in the City of Hamilton Zoning By-law No. 05-200 (City Wide) (PED17089)
<b>WARD(S) AFFECTED:</b>	City-Wide
<b>PREPARED BY:</b>	Madeleine Giroux (905) 546-2424 Ext. 2664
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That staff be directed and authorized to proceed with an amendment to Zoning By-law No. 05-200 as part of the Commercial and Mixed Use Zoning and Residential Zoning projects that would have the effect of:
- (i) Increasing the parking stall size to reflect best practice standards and trends in the size and type of private vehicles;
  - (ii) Adding an additional requirement on each side of a parking stall where a stall is obstructed by a wall or support column;
  - (iii) To introduce a minimum drive aisle width for one- and two-way traffic;
  - (iv) To recognize existing legal parking spaces within the vacuum clause;
- (b) That staff be directed to undertake additional research as part of the residential zoning project for on-street parking, ratios for visitor parking, and the feasibility of allowing for “small car” stalls.

## **EXECUTIVE SUMMARY**

Further to Planning Committee's motion on March 3, 2015 requesting staff to investigate the feasibility of increasing parking stall size for the City of Hamilton's Zoning By-law No. 05-200, staff have reviewed the Zoning By-laws of comparable municipalities and found that it is justifiable to increase minimum parking stall sizes in keeping with average vehicle sizes. Parking stall size requirements are just one of several Zoning By-law requirements. Staff have also identified other amendments to Zoning By-law No. 05-200 required to improve overall parking systems:

- Introducing minimum drive aisle widths for one-way and two-way traffic to access angled and perpendicular parking spaces;
- Introducing provisions to deal with parking stall obstructions (walls, support columns, light standards, etc.);
- Introducing provisions to deal with internal private garages (minimum garage door width, maximum stair encroachments, etc.);
- Recognizing existing legal parking spaces established under Zoning By-law No. 05-200 or by a *Planning Act* application which permitted a length of 2.6 m and a width of 5.5 m (establishing a Vacuum Clause provision);
- Establishing visitor parking rates for multiple dwellings and townhouse dwellings / street townhouse dwellings; and,
- Reviewing the provision of street townhouses within the Community Institutional (I2) Zone as the use relates to on-street parking and visitor parking.

A more detailed discussion of the specifics and timing of the amendments is provided in the Analysis and Rationale for Recommendations Section of this Report.

***Alternatives for Consideration – See Page 17***

## **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** N / A

**Staffing:** N / A

**Legal:** N / A

## **HISTORICAL BACKGROUND**

### **The Parking Module**

There are three components that comprise an effective parking layout: stall size, aisle width, and number of spaces. Parking spaces cannot function without an adequate minimum stall size and adequate access to the stalls (aisle width). If either of these elements are compromised, it can render certain spaces unusable due to obstructions, contributing to a general shortage of parking. When planning for an effective parking layout, it is important to ensure that spaces are accessible and manoeuvrable to avoid damage to vehicles and to allow ease of access to the vehicles by the passengers (i.e. adequate space for door swings).

### **Council Direction**

During the Planning Committee meeting on March 3, 2015, staff brought forward a Recommendation Report (PED15028) to harmonize parking stall sizes across the six former municipality Zoning By-laws based on the requirements of By-law No. 05-200. It was Planning Committee's position that the parking stall sizes within By-law No. 05-200 are undersized, and therefore, further reductions to parking stall size should not be supported. Accordingly, Planning Committee approved the following motion: "That staff report back on the feasibility of increasing the parking space dimensions."

### **Interim Measures**

In response to Planning Committee's motion, staff were directed to apply the standards of the former City of Hamilton Zoning By-law No. 6593 when reviewing applications for parking stall size reductions (Zoning By-law No. 6593 requires a width of 2.7 m and a length of 6.0 m). Applicants are required to justify requests for parking stall size reductions above and beyond comparison with By-law No. 05-200.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

The Official Plan provides the policy framework for the implementing Zoning By-law requirements. Both the Urban Hamilton Official Plan (UHOP) and the Rural Hamilton Official Plan (RHOP) contain policies with respect to designing adequate transportation facilities, including safe, accessible and functional parking areas.

The following are policy excerpts from the UHOP.

"B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:

- b) Providing connections and access to all buildings and places for all users, regardless of age and physical ability.
- B.3.3.2.7 Places that are adaptable in accommodating future changes are desirable and should be created by:
- b) Encouraging design that accommodates the changing physical needs of people and their lifestyles through all stages of their lives.
- B.3.3.9.2 On large sites, clearly defined internal driving aisles shall be provided to provide visual and functional definition of the site, to direct traffic, and to frame parking areas.
- C.4.2.13 Hamilton's transportation network shall be developed to be inclusive of the needs of persons with disabilities, seniors, children and those with reduced mobility through the following provisions:
- d) Modifying existing transportation facilities over time to enhance accessibility;
  - e) Requiring minimum off-street parking spaces for the disabled regulated through the Zoning By-Law; and,
  - f) Taking accessibility considerations into account for the design of new *developments* in accordance with Policy B.3.3.11 - Barrier Free Design.
- C.4.5.15 Parking and loading requirements regulated through the Zoning By-Law or site plan approval shall ensure adequate parking for the site, while avoiding excess parking supply that can discourage transit use and *active transportation* choices.
- C.4.5.19 New *development* on properties adjacent to major arterial and minor arterials and where necessary, collector roads, shall include provisions for sufficient parking, loading, manoeuvring and off-street parking."

The urban design policies within Chapter B of the UHOP require that the circulation network, which includes public and private parking areas (among other elements), must be designed to be safe and accessible to all users. Policy B.3.3.2.7 requires that places be designed to accommodate changing physical needs of people and their lifestyles, which includes changing trends of private transportation. Because parking infrastructure is a lasting element of the built environment that is intended to serve the

long-term needs of its users, the goal is to ensure that parking areas are not planned around vehicle specifications which may become obsolete within the short or long term.

Policies C.4.5.15 and C.4.5.19 emphasize the need for adequate parking, not only in quantity, but in function. The UHOP directs the Zoning By-law to establish regulations to ensure that the parking area is functional. Accordingly, it is under authority of the Official Plan to conduct a review of the current Zoning By-law standards to ensure that they still comply with the intent of the UHOP.

## **RELEVANT CONSULTATION**

Internal:

- Building Engineering and Zoning Section, Building Division, Planning and Economic Development Department; and,
- Development Planning, Heritage and Design Section, Planning and Economic Development Department.

External:

- Development Industry Liaison Group (DILG).

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

### **1.0 Background**

In Zoning By-law No. 05-200, parking stall size requirements apply city-wide and are consistent throughout each land use category (i.e. parking spaces for residential uses have the same size requirements as parking spaces for commercial, industrial, or institutional uses, etc., whether they are downtown or within a suburban or rural area).

The parking standards in By-law No. 05-200 were approved on May 25, 2005 as part of the first phase of the new comprehensive Zoning By-law (pursuant to Report PED05123).

Report PED05123 identified that as part of establishing the new zoning regulations, the City retained the consulting firm of Marshall Macklin Monaghan (MMM) Group to review, among other things, City-wide parking regulations and reductions. The MMM Group report, entitled *CITY-WIDE and Downtown Parking and Loading Study*, dated October 2005, was not yet completed at the time that By-law No. 05-200 was approved; however, staff noted in Report PED05123 that the results from the draft report were used to determine the appropriate parking regulations for By-law No. 05-200. The

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MMM Group report used information from Hamilton's former municipalities, in addition to other comparable Canadian municipalities, to assess commonalities between regulations. The report concluded that a width of 2.7 m and a length of 5.8 m was the optimal parking stall size because these dimensions are generally the average, the most common among municipalities, and could accommodate the size of most vehicles.

It is also noted that the dimensions of the parking stall need to be considered in conjunction with the width of the adjacent drive aisle since, together, they represent the total manoeuvring space for accessing the parking stall. Accordingly, the MMM Group report recommended the following driveway / aisle widths according to the angle of the parking spaces:

**Table 1** Drive Aisle Widths as Recommended by MMM Group report *CITY-WIDE and Downtown Parking and Loading Study*, dated October 2005

<b>Parking Angle Degree</b>	<b>Aisle Width</b>
0°	3.7 m
15°	3.7 m
30°	3.7 m
45°	4.5 m
60°	5.5 m
75°	6.0 m
90°	6.0 m

However, Section 5.2 b) of By-law No. 05-200 currently requires that a width of 2.6 m and a length of 5.5 m be provided for angled and / or perpendicular parking stalls, and does not contain regulations for aisle widths leading to angled or perpendicular stalls. It is unclear how these requirements were established; however, the assumption is that parking stall size requirements were reduced based on the trends that car sizes were decreasing for fuel efficiency.

In the 12 years since the new parking stall size regulations have been in effect, the City has had the opportunity to assess their functionality. Common issues that have arisen include:

- general trends toward larger vehicle sizes and preferences for SUVs and trucks;
- inability to park vehicles in private residential garages due to encroachment of stairs or storage of personal items;
- inability to accommodate door-swings in surface parking lots or parking garages, especially where support columns or walls cause an obstruction; and,
- increased minor collisions (scratches, dents, etc.) as a result of larger vehicles manoeuvring smaller parking spaces and drive aisles.

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## 2.0 Parking Elements

The following amendments to By-law No. 05-200 are required in conjunction with increasing the minimum required parking stall size in order to create complete and functional parking layout.

### 2.1 Increase Minimum Parking Stall Size

As discussed above, the MMM Group report recommended a standard parking stall size of 2.7 m by 5.8 m because they represent the general average size requirements among Ontario municipalities and can accommodate most vehicle sizes with adequate space to open side doors. Table 2 below shows an internal comparison of parking stall sizes between area municipalities. Planning staff have also conducted an internal size comparison of the most frequently purchased vehicles of 2016 to better understand current vehicular trends (Table 3).

**Table 2:** Comparison of Municipality Parking Stall Sizes (Length and Width) (2017)

Municipality / Town / County	Section of By-law - Parking Stall Size	Width (m)	Length (m)
<b>Former Municipalities of Hamilton</b>			
City of Hamilton (05-200)	Section 5.2 b)	2.6	5.5
City of Hamilton (6593)	Section 18A.(7)	2.7	6.0
City of Stoney Creek	Section 4.10.3.a) & Section 6.1.8 (d)	2.75	5.8
Town of Ancaster	Section 7.14(a)(xii)	2.6	5.5
Town of Dundas	Section 7.14.1	2.7	6.0
Town of Flamborough	Section 5.21.4	2.6	5.8
Township of Glanbrook	Section 7.35(a)(vii)	3 (2.6*)	6 (5.8*)
<b>Other Municipalities</b>			
City of Burlington	Section 2.26.1	2.75	N/A
City of Brantford	Section 6.18	2.75	6.0
City of London	Section 4.19.2)	2.7	5.5
City of Mississauga	Section 3.1.1.4.1	2.6	5.2
City of Oshawa	Section 39.4.1	2.6	5.4
City of Ottawa	Section 106(1)	Min 2.6, Max 2.75 (2.4**)	5.2 (4.6**)
City of Toronto	Section 200.5.1.10(2)	Min 2.6, Max 3.2	Min 5.6, Max 6.0
City of Windsor	Section 24.20.10	2.5	5.5

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<b>Municipality / Town / County</b>	<b>Section of By-law - Parking Stall Size</b>	<b>Width (m)</b>	<b>Length (m)</b>
County of Brant	Section 5.7.a)	2.8	5.5
Town of Milton (ZBL No. 016-2014)	Section 5.8.i)	2.75	5.8
Town of Milton (ZBL No. 144-2003)	Section 5.4.i)	2.75	5.8
Town of Oakville	Section 5.2.3.a)	2.7	5.7

\* Where a min. of 20 parking spaces are required to be provided on the subject lot, a max. 35% may have a min. width of 2.6 m and a min. length of 5.8 m, provided these spaces are clearly marked for small cars only.

\*\* Up to 40% of the required parking spaces may be reduced to this minimum length/width where the parking spaces are located in a parking lot or garage containing more than 20 spaces, and provided any reduced length space is clearly identified for small cars only.

**Table 3: Dimension Comparison of Most Purchased Vehicles (2016)**

<b>2016 Model</b>	<b>Length (m)</b>	<b>Width (m)</b>	<b>Height (m)</b>
Ford F-150	6.19	2.46 (with mirrors)	1.92
Dodge Ram (1500)	5.87	2.02 (no mirrors)	1.91
Honda Civic	4.63	2.08 (with mirrors)	1.42
Dodge Grand Caravan	5.17	2.25 (with mirrors)	1.75
GMC Sierra	5.70	2.03 (no mirrors)	1.88
Toyota RAV4	4.66	1.84 (no mirrors)	1.72
Hyundai Elantra	4.57	1.80 (no mirrors)	1.44
Ford Escape	4.52	2.08 (with mirrors)	1.68
Toyota Corolla	4.65	1.78 (no mirrors)	1.46
Chevrolet Silverado	5.70	2.03 (no mirrors)	n/a
Jeep Grand Cherokee	4.82	2.15 (with mirrors)	1.77
Jeep Wrangler	4.70	1.87 (no mirrors)	1.84

Based on Table 3, the smallest vehicle size is 1.78 m (without the provision of side mirrors), whereas the largest vehicle size is 2.46 m (with the provision of side mirrors).

Parking spaces require a side door clearance space of 0.75 m to ensure drivers and passengers can manoeuvre in and out of the vehicle without difficulty. Half of this clearance space can be accommodated within the subject parking stall itself, and the other half relies on the abutting parking stall. Accordingly, a total of approx. 0.38 m should be added to each side of the vehicle, which results in the following minimum parking stall width requirements depending on the size of vehicle:

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**Table 4:** Minimum Parking Stall Width Dimensions to Accommodate Side Door Clearance

Ford F-150	<b>3.22 m</b> (includes mirror width)
Dodge Ram (1500)	<b>2.78 m</b> (does not include mirror width)
Honda Civic	<b>2.84 m</b> (includes mirror width)
Dodge Grand Caravan	<b>3.01 m</b> (includes mirror width)
GMC Sierra	<b>2.76 m</b> (does not include mirror width)
Toyota RAV4	<b>2.60 m</b> (does not include mirror width)
Hyundai Elantra	<b>2.56 m</b> (does not include mirror width)
Ford Escape	<b>2.84 m</b> (includes mirror width)
Toyota Corolla	<b>2.54 m</b> (does not include mirror width)
Chevrolet Silverado	<b>2.79 m</b> (does not include mirror width)
Jeep Grand Cherokee	<b>2.91 m</b> (includes mirror width)
Jeep Wrangler	<b>2.63 m</b> (does not include mirror width)

As demonstrated in Table 4, most vehicles can be comfortably accommodated within a parking stall width of 3.0 m, with exception to two: the Ford F-150 and the Dodge Grand Caravan. Additionally, most vehicles can be comfortably accommodated within a parking stall length of 5.8 m, with exception to two: the Ford F-150 and the Dodge Ram. Acknowledging that it is impossible to plan for all of the outliers, a dimension of 3.0 m by 5.8 m can accommodate the average vehicle. In addition, as part of the residential zoning project, the opportunity to implement a “small car” standard for multiple residential developments will be further investigated.

**Recommendation:**

That as part of the Commercial and Mixed Use Zoning and Residential Zoning projects that staff recommend revisions to the parking stall size in Zoning By-law 05-200, including the opportunity for a “small car” standard, to reflect best practice standards and trends in the size and type of private vehicles.

**2.2 Introduce Minimum Drive Aisle Size**

As total vehicle manoeuvring space incorporates the parking stall dimensions in addition to adjacent drive aisle width, consideration should be given to introducing a minimum drive aisle width for one-way and two-way traffic accessing parking stalls on varying angles.

Currently, Section 5 of By-law No. 05-200 contains regulations for drive aisles leading to parallel parking spaces and stipulates that “all required parking shall be provided with

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adequate means of ingress and egress to and from the street or laneway and shall be arranged so as not to interfere with normal public use of the street or laneway.” However, the above requirement is ambiguous, is not quantified by minimum dimensions, and is often left to be negotiated through Site Plan Control.

MMM Group’s report identified the following best practise for drive aisle widths:

Parking Angle Degree	Aisle Width
0° - 44°	3.7 m
45° - 74°	5.5 m
75° - 90°	6.0m

Recommendation:

That part of the Commercial and Mixed Use Zoning and Residential Zoning projects that staff recommend a minimum drive aisle width for one- and two-way traffic revise the parking stall size in Zoning By-law 05-200.

**2.3 Introduce Provisions to deal with Parking Structure Obstructions and Introduce Minimum Unobstructed Area Requirements for Residential Garages**

As discussed above, parking spaces require a side door clearance space to ensure drivers and passengers can manoeuvre in and out of the vehicle without difficulty. Half of this clearance space can be accommodated within the subject parking stall, and the other half relies on the abutting parking stall. Internal parking stalls have reduced function if there is a fixed obstacle adjacent to the stall (i.e. a wall or support column in a parking structure, a light standard in a surface parking lot, or storage of personal items or encroaching stairs in a residential garage). Accordingly, staff have identified other municipal Zoning By-laws containing regulations to deal with such obstructions within residential garages, underground garages, and parking structures (view Table 5 below). By-law No. 05-200 does not contain similar regulations.

**Table 5** Comparison of Municipality Parking Stall Sizes (Unobstructed Space), 2017

Municipality / Town / County	Internal Garage Parking Stall Provisions	Pillars & Ceiling Support Provisions
<b>Former Municipalities of Hamilton</b>		
City of Hamilton (6593)	Where more than one parking space is provided in an attached garage, then an open stairway may project into the length of the required parking space not more than	N/A

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Municipality / Town / County	Internal Garage Parking Stall Provisions	Pillars & Ceiling Support Provisions
	0.75 m provided that the height of the stairway does not exceed 0.5 m.	
City of Stoney Creek	For other than 90° perpendicular parking spaces and for parking spaces within private residential garages designed to accommodate one motor vehicle, the parking space shall not be less than 3 m in width or less than 6 m in length exclusive of any land used for access, manoeuvring, driveways or a similar purpose. A single step, hose bibs, electrical devices and/or ductwork and closet enclosures may project not more than 0.3 m into the required length or width of a parking space.	N/A
Town of Ancaster	N/A	N/A
Town of Dundas	N/A	N/A
Town of Flamborough	N/A	N/A
Twp. of Glanbrook	N/A	N/A
<b>Other Municipalities</b>		
City of Burlington	Min. internal dimensions for a private garage are 6 m x 3 m x 2 m. Min. internal dimensions for unobstructed area in the private garage are 5.5 m x 3 m x 2 m. One step is permitted to encroach.	N/A
City of Brantford	N/A	Pillars and other ceiling support elements may project a max of 0.15 m into a parking space.

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Municipality / Town / County	Internal Garage Parking Stall Provisions	Pillars & Ceiling Support Provisions
City of London	N/A	N/A
City of Mississauga	2.75 m x 6.0 m – min. rectangular area 2.75 m x 5.2 m x 2.0 m - unobstructed parking area	The min. width of a parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.  The min. width of a parking space shall be increased to 2.9 m where the length of both sides of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.
City of Oshawa	N/A	N/A
City of Ottawa	N/A	Where a parking space is located abutting or near a wall, column or other similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, that parking space must have a minimum width of 2.6 m.
City of Toronto	N/A	Min. width must be increased by 0.3 m for each side of the parking space that is obstructed according to below;  The side of a parking space

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Municipality / Town / County	Internal Garage Parking Stall Provisions	Pillars & Ceiling Support Provisions
		is obstructed if any part of a fixed object such as a wall, column, bollard, fence or pipe is situated within 0.3 m of the side of the parking space and more than 1.0 m from the front or rear of the parking space.
City of Windsor	N/A	Where one side of the parking space is flanked by a wall or fence, each parking space shall have a minimum length of 5.5 m and a minimum width of 3.5 m.
County of Brant	(i) 3 m x 6.0 m, where one parking space is provided; and (ii) 2.8 m x 6.0 m for the first parking space and 2.8 m x 5.5 m for the second parking space where two parking spaces are provided.	Where a wall, column, or other obstruction is located abutting any parking space, the minimum width of the parking space shall be increased by 0.3 m for each side that is obstructed. Obstructions within 1.15 m of either stall end do not require an increase in parking space width, provided the obstruction projects no more than 0.15 m into the parking space.
Town of Milton (ZBL No. 016-2014)	Single Car Garage - 2.9 m by 6.0 m by 2.1 m of which 2.9 m by 5.3m by 2.1 m shall be unobstructed area with the exception of one stair; Double Car Garage with Single Car Door - 2.9 m by 6.0 m by 2.1 m of which 2.9 m by 5.3 m by 2.1 m high shall be unobstructed area with the exception of one stair;	N/A

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Municipality / Town / County	Internal Garage Parking Stall Provisions	Pillars & Ceiling Support Provisions
	Double Car Garage with Double Car Door - 5.5 m by 6.0 m by 2.1 m of which 2.9 m by 5.3 m by 2.1 m high shall be unobstructed area with the exception of one stair.	
Town of Milton (ZBL No. 144-2003)	Single or double car garage with a separating wall, 2.9 m x 6.0 m x 2.1 m of which 2.9 m x 5.3 m x 2.1 m shall be unobstructed area with the exception of one stair;  Double car garage with no separating wall, 5.5 m x 6.0 m x 2.1 m of which 5.5 m x 5.3 m x 2.1 m shall be unobstructed area with the exception of one stair.	N/A
Town of Oakville	The minimum dimensions of a parking space located in a private garage shall be 5.7 m in length and: i) Where one parking space is provided, 3.0 m in width; and, ii) Where two parking spaces are provided, 5.6 m in width.	Where a wall, column, or other obstruction is located abutting or within any parking space, the minimum width of the parking space shall be increased by 0.3 m for each side that is obstructed. Obstructions within 1.15 m of either stall end do not require an increase in parking space width, provided the obstruction projects no more than 0.15 m into the parking space.

There is an opportunity to introduce wider and / or longer parking stalls where the stall is located adjacent to a wall, support column or light standard to ensure that each parking space is usable. There is also an opportunity to introduce a minimum unobstructed parking space size within a total minimum residential garage size requirement. This will

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assist in reducing the total number of parking spaces that are underutilized due to inaccessibility, which in turn, will accommodate more on-site parking.

#### Recommendation

That part of the Commercial and Mixed Use Zoning and Residential Zoning projects that staff recommend revisions to the Design Standards (Section 5.2 of Zoning By-law 05-200) to ensure the functionality and usability of parking stalls within structured parking arrangements to ensure that parking stalls are not obstructed by walls, columns or other features.

#### 2.4 Recognize Existing Legal Parking Stalls

To ensure that existing legal parking stalls can continue to operate without requiring further approvals, staff propose to include the provision of parking stall size within Section 4.12 Vacuum Clause of By-law No. 05-200. This new provision would capture both parking stalls approved under the current By-law No. 05-200 standards (2.6 m by 5.5 m), in addition to any site-specific Zoning By-law Amendments and / or Minor Variances. The new provision would restrict existing legal parking stalls to those approved between May 25, 2005 and the effective date of this amending By-law.

#### Recommendation

To amend Section 4.12 Vacuum Clause to include the proposed wording: “notwithstanding Section 5.2.b) Design Standards, parking spaces located within any zone and approved under Section 5.2.b) or a *Planning Act* application after May 25, 2005 and prior to the effective date of this By-law shall be deemed to comply with the regulations for length, width and aisle width, and are permitted by this By-law.

#### 2.5 Establish Visitor Parking Rates for Townhouses and Multiple Dwellings

Section 5 of By-law No. 05-200 does not currently contain visitor parking space requirements for residential uses. Staff acknowledge that a significant mode of transportation is the private automobile, particularly within many suburban areas, and an insufficient amount of visitor parking will lead to overflow on-street parking and congestion. Additional research is required to determine the appropriate amount of visitor parking based on residential uses.

## Recommendation

That as part of the Residential Zoning project that staff recommend revisions to the Zoning By-law 05-200 with respect to a visitor parking requirement for townhouses and multiple dwellings to reflect best practice standards and trends.

### 2.6 Other Parking Issues

Staff find through implementation of By-law No. 05-200 the provision of street townhouses within the Community Institutional (I2) Zone poses concerns, particularly with Section 4.3.b) which deems a common element road a public street for the purposes of the Zoning By-law. This allows former institutional sites to develop as block townhouse developments whereas street townhouse infill was envisioned. Internal condominium roadways also do not provide sufficient width for on-street parking.

## Recommendation

That as part of the Residential Zoning project that staff review the current land use permissions in the Community Institutional (I2) Zone and recommend changes to reflect best practice standards and trends.

### **3.0 Implementation and Timing of the Changes**

The proposed timing for the changes is:

- Increasing parking stall size, introducing provisions for parking spaces with obstructions, introducing drive aisle widths, and amending the Vacuum Clause will be reviewed and implemented in By-law No. 05-200 through the Commercial and Mixed Use Zones in the second quarter of 2017. These amendments will also affect parking in the Downtown, Industrial, and Institutional Zones city-wide. The remaining zones would be included in By-law No. 05-200 through the creation of the Residential Zones.
- Further detailed investigation is required with respect to establishing visitor parking space rates for townhouses and multiple dwellings, and to address street townhouses within the Community Institutional (I2) Zone. These changes will be addressed through the creation of the Residential Zones.

### **4.0 Advantages and Disadvantages**

Introducing the above-noted amendments to By-law No. 05-200 could have the following impacts:



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<b>Advantages</b>		<b>Disadvantages</b>	
1.	Increasing minimum parking stall size accommodates a range of vehicle models and pre-emptively responds to trends in decreasing or increasing sizes.	1.	In order to maintain current parking space rates per use, parking lots may require a greater surface area to accommodate larger parking stall sizes. This may cause an increase in impermeable surface, thereby increasing the requested variances for reduced greenspace / amenity area, setbacks from adjacent properties, and landscape buffering on a-site.
2.	It will allow greater flexibility with residential parking; there will be more space to park a vehicle in a private residential garage with decreased obstructions. This could result in less on-street parking overflow if more vehicles can be accommodated on-site.	2.	If residential development requires a fixed parking rate per unit, the number of buildable units is predetermined by the amount of space that can accommodate parking on-site. This could contribute to difficulty meeting municipal and provincial targets for increased density.
3.	It will reduce minor collisions between vehicles (scratches, dents, etc.) within parking lots and parking garages as a result of additional manoeuvring space.	3.	Increasing parking stall size could decrease the number of spaces that can be accommodated per level of a parking structure, thereby requiring additional levels. Construction costs could be seen as a disincentive to development. Furthermore, increasing parking stall size and space for walls and support columns may compromise design of parking areas, especially on small land parcels where space is a premium.
4.	It would allow staff to further scrutinize a proposed reduction and determine appropriateness on a site-by-site basis.	4.	An increase in variance or rezoning applications could result in an increase in appeals to the Ontario Municipal Board.

**ALTERNATIVES FOR CONSIDERATION**

**Option 1:** Council may direct staff to undertake all the parking changes as part of a separate amendment to Zoning By-law No.05-200.

**Option2:** Council does not support any changes to the parking regulations.

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Community Engagement & Participation**

*Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.*

### **Economic Prosperity and Growth**

*Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.*

### **Healthy and Safe Communities**

*Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.*

### **Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

## **APPENDICES AND SCHEDULES ATTACHED**

N/A

MG:jp