

**EXHIBIT S-1**

CD.05.PAR  
(Parking Space)

**DATE:** January 11, 2000

**TO:** Chairman and Members of the Planning and Development Committee

**FROM:** Thomas S. Mokrzycki, Commissioner of Planning and Building

**SUBJECT:** **Parking Space Dimensions**  
**MEETING DATE: January 31, 2000**

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**ORIGIN:** Recommendation PDC-79-97

**BACKGROUND:** At the June 2, 1997 meeting of the Planning and Development Committee, to consider the report titled "*Parking Standards Process Review Study*" dated May 13, 1997, concerns were raised regarding the size of parking spaces. The Planning and Development Committee approved Recommendation PDC-79-97, adopted by City Council on June 11, 1997, which directed staff to undertake a review of the parking spaces presently being permitted under the current Zoning By-laws.

**COMMENTS:** Attached as Exhibit 1 is a study undertaken to review the size of a parking space, the width of an aisle, angled parking provisions, parking provisions for the disabled and related parking issues.

A review of the parking space standard in the Zoning By-laws resulted in proposing that the minimum width of a "PARKING SPACE" be increased from 2.6 m (8.5 ft.) to 2.75 m (9.0 ft.). The main reason for this recommendation is the trend toward wider vehicles evident since 1987. There is also an increasing proportion of wider vehicles from the total models of vehicles.

Further, a minimum parking space width of 2.75 m (9.0 ft.) is more in line with the requirements of other municipalities/districts in the Greater Toronto Area (GTA).

While the average length of vehicles has also increased since 1987, it is suggested that the existing provision - a minimum length of 5.2 m (17.1 ft.) - in the Zoning By-laws remain unchanged, as the minimum width of the abutting aisle at 7.0 m (23 ft.) for a two-way traffic, which is wider than the requirements of other municipalities/districts in the GTA except Toronto - Etobicoke, is sufficient to accommodate increases in vehicle length.

To allow more options and flexibility in designing parking layout, it is proposed that the minimum aisle width be reduced from 7.0 m (23.0 ft.) to 5.5 m (18.0 ft.) to allow for one-way traffic for parking spaces with parking angle equals to or less than 60°.

With respect to parking provisions for the disabled, it is proposed that the current minimum requirement of 1% of the required parking spaces designated for the disabled remain unchanged, but amendments should be made to exempt such provisions for non-residential developments that require a total of less than 10 parking spaces, as well as to reduce the total number of required parking spaces to be designated for the disabled to 25 spaces maximum.

**CONCLUSION:**

A comprehensive review of parking space dimensions, aisle width, angled parking and parking for the disabled resulted in various recommendations, including amending the definitions of "PARKING SPACE" and "AISLE", introducing definitions of "PARALLEL PARKING SPACE", "PARKING ANGLE", and "PARKING SPACE - DISABLED", introducing minimum aisle width of 5.5 m (18.0 ft.) for one-way traffic for parking spaces with parking angle equals to or less than 60°, and amending parking requirements for the disabled.

A public meeting is required to consider the proposed

amendments to the Zoning By-laws.

**RECOMMENDATION:**

That the report titled "*Parking Space Dimensions*" dated January 11, 2000, from the Commissioner of Planning and Building, be circulated to the Urban Development Institute (Peel Chapter), the Mississauga Board of Trade, the Building Industry Liaison Team (BILT), and all ratepayer associations for their comments by April 30, 2000.

*Original Signed By:* \_\_\_\_\_

Thomas S. Mokrzycki

Commissioner of Planning and Building