


TO: GENERAL COMMITTEE


SUBJECT: ZONING BY-LAW 2009-141 ENCROACHMENT OF SUPPORT COLUMNS IN STRUCTURED PARKING SPACES

WARD: ALL

PREPARED BY AND KEY CONTACT: C. TERRY, M.C.I.P., R.P.P., POLICY PLANNER EXTENSION #4430

SUBMITTED BY: S. NAYLOR, MES, M.C.I.P., R.P.P., DIRECTOR OF PLANNING 

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG. GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT 

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD, CHIEF ADMINISTRATIVE OFFICER 

RECOMMENDED MOTION

1. That an amendment to Zoning By-law 2009-141 be approved to include the following text in section 4.6.2.6 Size of Parking Spaces:
 - 4.6.2.6.1 Notwithstanding any provisions to the contrary, structural columns in a parking structure may encroach into a parking space provided that the minimum width of the parking space is not less than 2.5m. Encroachment into the standard parking space width of 2.7m is not permitted where a wall, fence, or similar full length obstruction is abutting any parking space.
2. That in accordance with Section 34(17) of the *Planning Act*, no further public meeting is required to finalize the proposed By-law.

PURPOSE & BACKGROUND

Report Overview

3. The purpose of this Staff Report is to propose a standard to be included in the City's Zoning By-law that permits the encroachment of structural columns in structured parking stalls provided certain guidelines are met.
4. The City's current Comprehensive Zoning By-law 2009-141 was approved in August of 2009 and amended in 2013 and 2015 to address matters of a housekeeping nature. As part of the statutory public meeting for the most recent housekeeping review, Mr. Ray Duhamel of the Jones Consulting Group on behalf of Pratt Hansen Group made a request to add a text amendment to the By-law that would permit the encroachment of support columns into the minimum standard for parking spaces in underground/structured parking areas.
5. Council Direction 15-G-235 requested that Planning Services staff report back to General Committee regarding an amendment to Section 4.6.2.6 of the Zoning By-law to provide for the encroachment of columns in structured/underground parking areas.

ANALYSIS

6. Firstly, it should be noted that the standard size of a parking space in the City of Barrie, at 2.7 metres wide by 5.5 metres in length, is comparable to other municipalities. The unobstructed size of a parking space in the City of Barrie has not been raised for reconsideration through this zoning standard review.
7. Staff have evaluated the projects where encroachment has been permitted through special zoning consideration and/or minor variances as well as the zoning standards of several municipalities for structured parking. The review of municipalities included those that would more frequently deal with structured parking, as well as those municipalities with a comparable size and population to the City of Barrie. The results of the investigation are attached as Appendix "A" to Staff Report PLN001-16.
8. The investigation of municipal zoning standards showed several methods for variances to the unobstructed size of a standard parking space for structured parking. In many instances, the zoning standards required an expansion to the size of a parking space where encroachment is permitted to accommodate columns, walls or other obstructions. Staff are not in favour of overly complicating the By-law and ultimately making changes that may make the requirements for structured parking more restrictive and onerous for the owner/applicant as well as for the City to enforce.
9. Since the adoption of Comprehensive Zoning By-law 2009-141, there have been six projects in the City of Barrie that have been granted special permissions for encroachment in structured parking, either by special provision in site specific zoning or through a minor variance. Each of the projects has been or will be required to go through Site Plan Control to determine detail design and to confirm where necessary that the elements of design are practical and meet the guidelines of the City. It was anticipated that any issues with regards to encroachment of structural columns into parking spaces could be addressed at the Site Plan Control stage, if required.
10. A follow-up meeting was held with Mr. Duhamel and Ms. Karen Hansen of Pratt Hansen Group. Staff agree that in some instances, encroachment can be accommodated to promote the incorporation of structured parking into development projects. As noted previously, the current process has involved addressing this issue on a site specific basis through special permissions in the Zoning By-law for the site or through a minor variance application.
11. The new zoning standard proposed by staff should provide some relief from either a special zoning or a minor variance for the construction of structured parking, while protecting the integrity of the parking space for the end user. Staff have proposed a standard that would permit minor encroachment to occur, without having a significant impact on the overall size of the parking space. The proposed Zoning By-law standard reflects the basic encroachments that have been incorporated into the design of the structures that have been built and/or are currently under review.
12. Staff have conducted site visits to structure parking facilities within the City to assess the operational suitability of the recommended motion. Staff are satisfied that the proposal provides an appropriate zoning standard moving forward for medium and high density developments.

ENVIRONMENTAL MATTERS

13. There are no environmental matters related to the recommendation.

ALTERNATIVES

14. The following alternative is available for consideration by General Committee:

Alternative #1

General Committee could deny the recommendation to include a standard in Zoning By-law 2009-141 to provide encroachment of support columns in structured parking spaces.

This alternative is not recommended as encroachment has been permitted on a site specific basis on a number of development projects. The provision of general standards in the By-law will assist with current process and reduce the need for special consideration when the encroachment is considered to be minor.

FINANCIAL

15. The proposed change to the By-law is minor in nature and no significant costs, other than staff time and costs associated with notification under the *Planning Act* are anticipated as a result of this proposed amendment.

LINKAGE TO 2014-2018 STRATEGIC PLAN

16. The recommendations included in this Staff Report are not specifically related to the goals identified in the 2014-2018 Strategic Plan.

Appendix A: Municipal Zoning Review – Structured Parking Spaces

Appendix "A"

Municipal Zoning Review – Structured Parking Spaces

Municipality	Parking Space Width	Parking Space Length	Notes
City of Mississauga	2.6 m	5.2 m	<p>Parking space width shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof.</p> <p>Parking space width shall be increased to 2.9 m where the length of both sides of the parking space abuts a building, structure or part thereof.</p>
City of Toronto	2.6 m	5.6 m	<p>Parking space width must be increased by 0.3 m on each side that is obstructed by a fixed object such as a wall, column, bollard, fence or pipe that is situated within 0.3 m of the side of a parking space or more than 1 m from the front or rear of a parking space.</p>
City of Waterloo	2.8 m	5.5 m	<p>No provision regarding obstructions/encroachments</p>
Town of Oakville	2.7 m	5.7 m	<p>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.</p>
City of Kitchener	2.6 m	5.5 m	<p>A maximum of two walls may project 0.15 m into the width (side) of the required parking space with a maximum length of 1.6 m for each wall, provided that the walls do not obstruct access to the driver's door.</p>
City of Windsor	2.5 m	5.5 m	<p>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.</p>

Appendix "A"

Municipal Zoning Review – Structured Parking Spaces (continued)

Municipality	Parking Space Width	Parking Space Length	Notes
Town of Whitby	2.75 m	5.8 m	Where the side of a required parking space is obstructed by any part of a fixed object such as a wall, column, bollard or fence, the minimum width of the required parking space shall be increased by 0.2 m for each side of the parking space that is obstructed.
City of Oshawa	2.6 m	5.4 m	The minimum parking space width shall be 3 m where the side of any parking space is located adjacent to a solid wall, fence or like structure.
City of Guelph	2.5 m	5.5 m	Every above-ground structure containing a parking area shall conform to the provisions for the zone where such structure is located. The minimum parking space dimensions for the R.4 Zone (Apartment Buildings) are 3 m by 6 m within a Garage or Carport. The minimum parking space dimensions for all other uses is 2.75 m by 5.5 m.
Town of Milton	2.75 m	5.8 m	There are 'Special Provisions' (site-specific zoning) which permit columns to encroach into parking spaces. An encroachment of 0.22 m is common for structural columns in underground parking structures.