

**Date:** 2020-10-23

**Subject:** City-initiated Zoning By-law Amendments

**Secondary Title:** Recommendation Report - City-initiated Zoning By-law Amendments to Modernize Parking Standards

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**Report Number:** Planning, Building and Economic Development-2020-067

**Recommendations:**

1. **THAT** the report titled “**Recommendation Report: City Initiated Zoning By-Law Amendment to Modernize Parking Standards (2020-067)**”, to the Planning and Development Committee meeting of November 16, 2020, be received;
2. **THAT** the Zoning By-law Amendment attached hereto as Appendix 1 be adopted, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City’s Official Plan for the reasons set out in the Planning Recommendation Report, September 30, 2020; and
3. **THAT** Council hereby determines that no further public notice is to be given pursuant to Section 34(17) of the *Planning Act*.

**Overview:**

- This report presents for approval, a City-initiated Zoning By-law amendment that proposes to modernize some of the City’s parking standards.
- The proposed Zoning By-law amendment is limited in scope and is determined to be appropriate to advance prior to the completion of the Comprehensive Zoning By-law Review in order to better align Brampton’s parking standards with other municipalities.

- The proposed parking and bicycle standards are a step in the right direction to building a Green City as they ensure that an over-supply of surface parking spaces are not being provided, they promote sustainable forms of development, assist in decreasing the reliance on private automobile ownership and place more emphasis on utilizing transit and active transportation opportunities.
- Through the Municipal Parking Strategy it is anticipated that recommendations will be made to further amend the parking standards in the Comprehensive Zoning By-law.
- The draft City-initiated amendment was presented at a statutory public meeting on July 6, 2020.

### **Background:**

As Brampton grows and densifies, and as transportation choices increase, there is a corresponding need to review the current off-street parking standards in the City's Comprehensive Zoning By-law in terms of its role in helping to shape the future development of the City. In order to achieve the City's long-term sustainability land use and transportation goals, a number of amendments are being proposed to the Zoning By-law's parking standards.

The proposed amendments are intended to be incorporated into the City's current Zoning By-law so that they may take effect at the earliest opportunity. Further refinement and other parking regulation changes are anticipated to be proposed through the Municipal Parking Strategy.

### **Current Situation:**

#### *Benchmarking*

The proposed parking amendments are solely based on current data and best practices where it has been determined that the City's parking standards are generally high compared to other similar municipalities in the Greater Toronto Area (GTA) and beyond. These findings have helped inform the proposed amendments to the City's Zoning By-law parking standards. A summary of these findings are included in a memo prepared by WSP and are found in Appendix 2.

#### *Purpose*

The purpose of this report is to recommend amendments to the City's Zoning By-law parking standards that will move the City towards managing parking in a responsible manner, which includes promoting sustainable forms of development and placing more emphasis on utilizing transit and active transportation opportunities. The recommended parking amendments are broken down into those that would apply City-wide and those that would apply specifically to the Central Area:

### *City-wide*

- Reduce the minimum parking requirement for an apartment dwelling, multiple residential dwelling and townhouses without private garages/driveways;
- Reduce the minimum visitor parking requirement for a senior citizen residence; and
- Reduce the minimum parking requirements for commercial and office uses.

### *Central Area*

- Reduce the minimum residential parking requirement for an apartment dwelling;
- Require a minimum visitor parking requirement for an apartment dwelling within Downtown only;
- Establish maximum surface parking requirements for an apartment dwelling;
- Incorporate bicycle parking requirements for an apartment dwelling;
- Permanent parking exemption for commercial and office uses in Downtown; and
- An amendment to one of the Downtown Commercial One (DC1) Zone's parking provisions.

### *Proposed Amendments to the City's Zoning By-law:*

Below is an outline of the proposed amendments to the City's Zoning By-law parking standards that would apply City-wide and those that would apply specifically to the Central Area. The implementing draft Zoning By-law amendment can be found in Appendix 1.

### ***City Wide Amendments***

#### **1. Reduction to the Minimum Residential Parking Requirement for an Apartment Dwelling, Multiple Residential Dwelling and Townhouses Without Private Garages/Driveways (City-Wide, excluding Central Area)**

The City's current minimum parking rates (residential and visitor) for an apartment dwelling, a multiple residential dwelling and townhouses without private garages/driveways vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium and they vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

The requirement to calculate rates based on the number of bedrooms used to be common in Ontario Zoning By-laws, but newer Zoning By-laws provide a simplified blended rate which is easier to administer.

It is proposed that a blended minimum parking rate of 1.0 parking space per apartment dwelling unit be provided for all apartment dwellings and multiple residential dwellings, and a blended rate of 1.5 parking spaces per townhouse unit, without a private garage/driveway, regardless of the number of bedrooms and regardless of tenure. This is a reduction and simplification of the current standards for these building types.

Further, it is proposed that a minimum visitor parking rate of 0.20 parking spaces be applied per apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway, regardless of the type of unit. These amended parking rates are proposed to be applied City-wide, except for the Central Area.

## **2. Reduction to the Minimum Visitor Parking Requirement for a Senior Citizen Residence (City-Wide)**

The Zoning By-law requires that a senior citizen residence provide a minimum 0.50 parking spaces per unit plus 0.25 visitor parking spaces per unit. The current residential parking rate will be retained, however, it is proposed that the visitor parking space requirement of 0.25 spaces per unit be reduced to 0.20 spaces to align with the visitor parking requirement for an apartment dwelling and a multiple residence dwelling as proposed above.

## **3. Reduction to the Minimum Parking Requirements for Commercial and Office Uses (City-Wide)**

Parking requirements for commercial and office uses are established to satisfy peak demand for parking on a site. As part of the Comprehensive Zoning By-law Review to-date, it has been recognized that the City's parking standards for commercial and office uses are out of date and are generally high compared to other similar municipalities. These high parking rates lead to an over-supply of "free" surface parking that contributes to auto-oriented land use planning, increased auto dependency and an inefficient use of land.

Based on best practice approaches as assessed by WSP, the following amendments to the parking standards for commercial and office uses are being proposed to ensure that land is being used more efficiently and to encourage site design that is more walkable and pedestrian-friendly:

<b>Use</b>	<b>Current Standard (Gross Floor Area)</b>	<b>Proposed Standard (Gross Floor Area)</b>
Medical Office	1.0 parking space per 12.0 m <sup>2</sup>	1.0 parking space per 16.0 m <sup>2</sup>
Office	1.0 parking space per 25.0 m <sup>2</sup>	1.0 parking space per 30.0 m <sup>2</sup>
Shopping Centre having a gross leasable commercial floor area of less than 2000 square metres	1.0 parking space per 23 m <sup>2</sup>	1.0 parking space per 23.0 m <sup>2</sup>
Shopping Centre having a gross leasable commercial floor area of 2000 square metres or more	1.0 parking space per 19.0 m <sup>2</sup>	
Personal Service Shop	1.0 parking space per 19.0 m <sup>2</sup>	1.0 parking space per 25.0 m <sup>2</sup>
Restaurant (Sit Down)	1.0 parking space per 6.25 m <sup>2</sup>	1.0 parking space per 6.5 m <sup>2</sup>
Restaurant (Take Out)	1.0 parking space per 16.7 m <sup>2</sup>	1.0 parking space per 20.0 m <sup>2</sup>

At the statutory public meeting staff received correspondence from a few members of the development industry where they raised a concern that the proposed shopping centre parking requirement of 1 parking space per 19 square metres was too high. Staff considered these comments and has revised the proposed parking requirement for a shopping centre from 1 parking space per 19 square metres to 1 parking space per 23 square metres. The proposed parking requirement of 1 parking space per 23 square metres will provide enough parking to satisfy the peak parking demands for a shopping centre. In staff's opinion, this nominal change in the parking requirement for a shopping centre does not warrant a further public meeting.

The current parking rate for "retail" (1.0 parking space per 19.0 m<sup>2</sup> of gross floor area) is slightly higher than comparable Zoning By-laws. This rate will be retained until further review can take place through the Comprehensive Zoning By-law Review. Further refinement and updates to commercial parking standards will occur through the ongoing Comprehensive Zoning By-law Review and will also be informed by the Municipal Parking Strategy.

The proposed draft Zoning By-law amendment presented at the public meeting did not propose an amendment to the minimum parking requirement for a real estate office. The proposed amendment to the "office" minimum parking requirements presented at the statutory public meeting, as illustrated in the table above, was intended to capture all offices, except medical, so that a specific parking requirement for a real estate office would no longer be required. Unfortunately, the proposed deletion of the minimum

parking requirement for a real estate office was not captured in the draft Zoning By-law amendment presented at the statutory public meeting.

Currently, the Zoning By-law includes a specific minimum parking requirement for a real estate office (1 parking space for each 15 square metres of gross commercial floor area or portion thereof). A real estate office is not a defined use nor is it listed as a permitted use under any parent zone in the Zoning By-law. A real estate office is permitted wherever an office use is permitted. Based on the proposed amendment to the minimum parking requirement for medical office uses (1 parking space for each 16 square metres of gross commercial floor area or portion thereof), a real estate office would require more parking than a medical office, which is not what is intended.

In most municipalities Zoning By-law's across Ontario, there is no specific minimum parking requirement for a real estate office. It is staff's opinion that a minimum parking requirement for a real estate office is not required, especially with a more onerous parking requirement than a medical office use. It is proposed that the real estate office minimum parking requirement be deleted and that the minimum parking requirement for an "other office" use (1 parking space for each 30 square metres of gross commercial floor area or portion thereof) be applied to a real estate office.

In staff's opinion, the proposed deletion of the minimum parking requirement for a real estate office is minor in nature and does not require further public notice. The public meeting notice indicated that the City was proposing amendments to parking standards and specifically noted a proposed reduction to the minimum parking requirement for commercial and office uses City-wide.

## ***Central Area***

### **1. Reduce the Minimum Residential Parking Requirement for an Apartment Dwelling**

Currently, the City requires a minimum of 1.0 parking space per apartment dwelling unit in the Central Area delineated in the Zoning By-law. This area focuses on the central part of the downtown, rather than the entirety of the "Central Area" as designated in the Official Plan. In the Official Plan, the Central Area is more extensive, extending easterly across the Queen Street Corridor and surrounding lands and it encompasses the City's Urban Growth Centre, which is planned for significant intensification. The parking requirements for an apartment dwelling outside of the delineated Central Area in the Zoning By-law vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium and they vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

It is proposed that the minimum residential parking be 0.5 parking spaces per unit for an apartment dwelling, including apartment dwelling units in a mixed-use building, within the Central Area of the City as designated by the Official Plan. This amounts to a reduction in the parking supply by approximately 50% for an apartment building located within the Central Area. A reduction to the parking supply is a step in the right direction towards

meeting the land use and transportation objectives of the Central Area. The proposed minimum parking standard will also support transit-oriented development, use land more efficiently and enhance the viability and affordability of new development.

## **2. Require a Minimum Visitor Parking Requirement for an Apartment Dwelling within Downtown**

Currently, there is no minimum visitor parking requirement for an apartment dwelling in the Downtown. On-street parking and public parking garages that were previously available are not expected to satisfy this need now. As such, it is appropriate to establish a minimum visitor parking requirement for each residential unit within an apartment dwelling. It is proposed that a minimum visitor parking rate of 0.10 parking spaces per unit apply within the Downtown area. This rate is lower than the visitor parking space requirement used in other areas of the City, which reflects the Downtown context. It is also proposed that a minimum threshold of 12 dwelling units be implemented to avoid the need for small infill developments to provide visitor parking spaces, as this may be difficult for minor infill projects.

Due to the limited availability of public parking available within the Queen Street Corridor, the minimum visitor parking rate of 0.20 parking spaces per residential unit will continue to apply for an apartment dwelling within this Corridor.

## **3. Establishing Maximum Surface Parking Requirements for an Apartment Dwelling**

Maximum surface parking rates have only recently been introduced in Zoning By-laws across Ontario. These parking standards are typically applied to areas that are planned for the greatest amount of growth and intensification and where rapid transit is available. There is currently a restriction in the Downtown Commercial Zone (DC1) that prohibits surface parking and requires that all parking be provided in the form of structured parking.

It is proposed that a new Zoning By-law provision be included that would limit the amount of surface parking spaces for an apartment dwelling within the Central Area (encompassing Downtown Brampton and the Queen Street Corridor) as follows:

- 1) The existing restriction on all surface parking in the DC1 zone should be retained.
- 2) Developments with fewer than twenty-five (25) apartment units are proposed to be exempt from the maximum surface parking requirement.
- 3) A maximum of 10% of the total number of resident and visitor parking spaces provided on a lot in conjunction with an apartment dwelling, are permitted to be provided as surface parking. However, up to ten (10) parking spaces may be provided in the form of surface parking spaces on each lot.
- 4) The maximum surface parking rate shall not apply to restrict the provision of any drop-off parking space located within 30 m of a building entrance, provided there is a maximum of 2 drop-off parking spaces per building entrance.
- 5) Maximum surface parking will not apply to any loading space requirements.

This provision would contribute to a more urban, pedestrian-friendly built form with potential for more open space and amenities for activities and will work towards meeting the density objectives of the Central Area while still enabling a developer to provide the parking required in the form of underground and above-ground structured parking garages.

Opportunities to expand this requirement to other uses or other areas of the City (e.g. Uptown) and/or to introduce a maximum parking requirement for all types of parking will be explored through the Comprehensive Zoning By-law Review and the City-wide Parking Strategy.

#### **4. Incorporation of Bicycle Parking Requirements for an Apartment Dwelling**

To complement some of the proposed parking requirement reductions described above, a new framework for bicycle parking requirements is proposed to be incorporated into the Zoning By-law. Many other municipalities have recently incorporated minimum bicycle parking requirements, which are intended to support overall principles of creating pedestrian and cycling-oriented communities.

This amendment proposes new minimum bicycle parking spaces for new apartment dwellings in the Central Area (Downtown Brampton and the Queen Street Corridor) at a rate of 0.50 spaces per unit and 0.10 visitor spaces per unit and integrating the following locational requirements:

- 1) A maximum of 50% of the required bicycle parking may be vertical spaces, and the rest must be horizontal spaces.
- 2) The dimensions for provided bicycle parking space shall be as follows:
  - a) A horizontal bicycle parking space shall be a minimum length of 1.8 m and a minimum width of 0.6 m.
  - b) A vertical bicycle parking space shall be a minimum length of 1.6 m and a minimum width of 0.5 m.
- 3) All bicycle parking must be located on the same lot as the apartment dwelling for which it is required.

The draft Zoning By-law amendment that was presented at the public meeting proposed to include the following provisions related to the location of bicycle parking spaces:

- 1) All required resident bicycle parking spaces as required by Section 20.3.6.1 must be located within:
  - a) a building or structure;



- b) a secure area that is accessible and weather-protected such as a supervised or monitored parking lot with a roof structure or other enclosure; or
  - c) bicycle lockers.
- 2) Where bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground.

After further consideration, it was determined that these specific locational criteria (e.g. “secure area” and “securely anchored”) may be difficult to administer and therefore not appropriate to be included in a Zoning By-law. The location of bicycle parking spaces for apartment dwellings will be determined through the site plan approval process. The above noted requirements have been removed from the draft Zoning By-law amendment attached in Appendix 1.

City-wide bicycle parking requirements for residential and non-residential uses will be considered through the Comprehensive Zoning By-law Review, as it requires a thorough review.

## **5. Permanent Parking Exemption for Commercial and Office Uses in Downtown**

Since 1995, Council has granted a series of temporary exemptions from the Zoning By-law’s minimum parking requirements for commercial and office uses in the Downtown. The temporary exemptions have applied specifically to the lands identified on Schedule B5 – Special Parking Regulations Area of the Comprehensive Zoning By-law. On June 5, 2019 Council extended the Downtown parking exemptions for a period of five years. The Downtown parking exemption continues to be a valuable part of the incentive strategy for the Downtown and therefore, it is being recommended that the exemption become permanent.

The extent of the Parking Exemption Area and the determination of whether it should apply to other uses will be explored further through the on-going Comprehensive Zoning By-law Review. It may be suitable to expand the area and uses based on the policy direction of the City’s new Official Plan. At this time, however, there is no clear policy basis to expand or otherwise modify the land uses.

The lands located outside of Schedule B5, but still located within the boundaries of Schedules B1 through B4 are subject to the Central Area parking requirements. Section 20.3.2.1 d) outlines the following parking requirements for office uses in the Central Area:

- (i) Physician, dentist or drugless practitioner’s office: 1 parking space for each 12 square metres of gross commercial floor area or portion thereof.
- (ii) Real Estate Office: 1 parking space for each 20 square metres of gross commercial floor area or portion thereof.
- (iii) Other Offices: 1 parking space for each 44 square metres of gross commercial floor area or portion thereof.

As described previously within this Report, staff is proposing an amendment to the minimum parking requirement for some commercial and office uses outside of the City's Central Area. One of the proposed changes is to the minimum parking requirement for a physician, dentist or drugless practitioner's office (medical) from 1 parking space for each 12 square metres of gross commercial floor to 1 parking space for each 16 square metres of gross commercial floor and to delete the minimum parking requirement for a real estate office.

An amendment to the minimum parking requirement for a medical office in the Central Area was not identified in the draft Zoning By-law amendment that was presented at the statutory public meeting. Without an amendment to the minimum parking requirement for a medical office use in the Central Area, a medical office use would require more parking in the Central Area than the rest of the City. This was an oversight, as it is not the intent to require more parking for a medical office use in the Central Area. It is proposed that the parking requirement for a medical office in the Central Area be amended from 1 parking space for each 12 square metres of gross commercial floor to 1 parking space for each 16 square metres of gross commercial floor to align with the proposed medical office minimum parking requirement that is proposed to apply to the area outside of the Central Area.

It is also proposed that the Central Area real estate parking requirement of 1 parking space for each 20 square metres of gross commercial floor area or portion thereof be deleted. The proposed deletion of the minimum parking requirement for a real estate office in the Central Area was not included in the draft Zoning By-law amendment that was presented at the statutory public meeting. As described previously in this Report, it is the intent that all office uses (excluding medical) be captured under the minimum parking requirement for "other offices". The proposed deletion of the minimum parking requirement for a real estate office is consistent with the proposed office parking requirements that would apply outside of the Central Area.

In staff's opinion, the proposed amendment to the office parking requirements in Section 20.3.2.1 d) is minor in nature and does not require further public notice. The public meeting notice did indicate that the City was proposing amendments to parking standards and specifically noted a proposed reduction to the minimum parking requirement for commercial and office uses City-wide.

## **6. An Amendment to One of the Downtown Commercial One (DC1) Zone's Parking Provisions**

The DC1 zone includes the following provision that is intended to require liners (i.e. commercial or residential space) on the first floor of parking garages and to prohibit parking spaces and parking aisles:

28.2.3 i) (ii) *No portion of a parking garage that is above grade shall be located within an area that is above grade shall be located within an area that within 6.0 metres of any exterior wall adjacent to a streetline.*

A minor amendment to this provision is required to clarify the wording and confirm its intent.

The proposed wording of Section 28.2.3 i) (ii) is:

*“No portion of a parking space or parking/drive aisle that is located on the ground floor of an above grade parking garage shall be permitted within 6.0 metres of any exterior wall facing a streetline or within 6.0 metres of any streetline.”*

#### *Official Plan*

The principle of sustainable development represents the foundation of this Official Plan as it continues to guide Brampton’s growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation. The Official Plan promotes the use of active transportation such as, walking and cycling as safe, and sustainable and healthy modes of travel and also encourages that development within the City’s Urban Growth Centre be transit-supportive densities, uses and built form designed to foster a pedestrian-friendly environment (Section 3.0 – City Structure).

Section 4.5 of the Official Plan contains the long-term transportation objectives for Brampton. In order to provide for more sustainable transportation practices in the future, the Official Plan acknowledges that Brampton must find ways and design policies to assist in reducing the number and length of automobile trips, by accommodating and encouraging increased transit ridership, by encouraging active transportation such as cycling and walking, by increasing car occupancy (i.e. carrying passengers, carpooling, etc.).

Section 4.5.5 – Parking Management recognizes that parking facilities are major users of expensive land. The parking management policies are in place to achieve careful planning of the locations and quantity of parking to reduce the cost of parking and support the use of transit and transportation demand management measures.

Two policies in the Parking Management Section of the Official Plan that are relevant to the proposed amendments to the City’s parking standards are:

- Policy 4.5.5.2 - *“The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.”*
- Policy 4.5.5.7 – *“The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips. Within the Central Area, the City may consider limiting or eliminating on-site parking requirements for specific developments or areas as determined to be appropriate on a site or area-specific basis.”*

The proposed new parking requirements will help support the design of transit-oriented development, enhance the viability and affordability of new development, and assist in achieving the objectives of the City's sustainability development policies.

The management of off-street parking is critical to achieving long-term transportation goals and is an effective way to support rapid transit investments, promote increased transportation choices and support the development of affordable housing, which are all objectives in the City's Official Plan.

### *Secondary Plans*

Some of the City's Secondary Plans include policies that provide direction related to reducing parking requirements, encouraging shared parking and guidelines that influence the form and location of parking on individual sites. Since a number of the proposed parking amendments are located within the Downtown and Central Area, a review of the parking policies and guidelines in the Downtown Brampton (Area 7) and Queen Street Corridor (Area 36) Secondary Plans has been undertaken in more detail than other Secondary Plans.

The main parking policies for both Secondary Plan Areas 7 and 36 are found in Section 6.6 (Parking):

- 1) 'Less stringent parking standards to facilitate commercial, residential and mixed-use development/ redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces'.
- 2) Council discretion on exemption from 'commercial and mixed-use developments within the Downtown Brampton and Queen Street Corridor Secondary Plans from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Areas'.
- 3) Policy endorsement of the shared parking concept for mixed use development.
- 4) Temporary parking that aligns with urban form policies.
- 5) Off-site parking for business uses in the Central Mixed-Use area where 'the City is provided with adequate evidence that legal agreements and leases are in effect and registered on title for such parking arrangements'.
- 6) Policy support for cash in lieu payments 'which cannot economically provide on-site parking as a means of providing financial support to transit and public parking facilities'.

The proposed parking standards will help support the parking policy objectives of both the Downtown and Queen Street Corridor Secondary Plan.

### *Zoning By-law*

The City's off-street minimum parking requirements for various land uses are contained within Sections 10 and 20 of the City's Zoning By-law. The current parking requirements

for the apartment, townhouse, commercial and office uses that are proposed to be amended can be found in Appendix 2 – WSP Parking Memo.

### *On-street Parking*

One potential community implication associated with reducing the minimum residential parking requirements would be an increase in illegal on-street parking. Brampton currently prohibits the use of residential streets for regular overnight parking. Illegal on-street parking will continue to be monitored and enforced, where necessary, consistent with the existing City processes.

The Land Use Policy Division is undertaking a City-wide Parking Strategy in order to determine the appropriate on-street parking approach for Brampton, as well as other related parking issues. The Strategy will identify potential actions, programs and strategies beyond the Zoning By-law to comprehensively address parking issues in Brampton.

### *Planning Analysis*

The proposed Zoning By-law amendment will reduce parking requirements and introduces new minimum bicycle parking space requirements that will support the development of sustainable, resilient and healthy communities in the City. Specifically, the proposed Zoning By-law amendment satisfies the following matters of provincial, regional and municipal interest:

- assists in minimizing land consumption;
- supports the development of compact built form by ensuring that an over-supply of parking is not being required;
- eases the dependence on the automobile;
- encourages active transportation and supports existing and planned transit; and
- supports the development of affordable housing.

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and is in conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe as well as the Region's Official Plan. The proposed Zoning By-law Amendment is also generally consistent with Brampton's Official Plan, and appropriately considers matters of provincial interest as set out in Section 2 of the *Planning Act*. A summary of the relevant Provincial, Regional and City policies can be found in Appendix 3 – Planning Analysis.

### *Statutory Public Meeting*

The application was published in the Brampton Guardian on June 11, 2020 as per *Planning Act* requirements. The virtual public meeting for this application was held on Monday, July 6, 2020. There were no members of the public in attendance at the virtual public meeting (see Appendix 4).

Seven (7) pieces of correspondence were received from members of the public (see Appendix 6). A summary of the public comments are as follows:

- More progressive parking rates should be proposed for residential and commercial uses across the City;
- The proposed parking requirement of 1/19 square metres per gross leaseable commercial floor area is too high for a shopping centre and should be reduced to encourage site design that is more walkable and pedestrian-friendly;
- The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them means that people have a choice for how to get there and therefore the demand for parking should be lower than what the proposed standards require;
- The proposed parking rate for an apartment dwelling in the Central Area will be helpful in reshaping the outlook of downtown Brampton, help promote development and the realization of the “Downtown Reimagined” vision;
- Recommend that the proposed parking rates be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences;
- Would prefer to see more ambitious bicycle parking space requirements that would include commercial and office uses;
- Reducing parking will affect the purchase decisions of most buyers and will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit;
- 0.5 bicycle parking spaces per apartment unit seems to be high. It is recommended that this minimum rate be reduce to 0.2 spaces per unit and increase the minimum number of vehicle parking spaces;
- Townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of grid lock on the streets in these subdivisions, which is unsafe for everyone. How is further reducing these parking spaces going to affect the occupants of these townhomes?;
- Could there be a survey or count of residents in senior citizen buildings that own a car and need parking spaces to determine if a minimum residential parking requirement of 0.5 spaces per unit is warranted; and
- Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

A response to the correspondence received can be found in Appendix 5.

### **Corporate Implications:**

### **Financial Implications:**

There are no financial implications associated with the proposed Zoning By-law Amendment.

### Economic Development Implications:

Economic Development is in support of the proposed parking amendments as they may act as an incentive for more development to occur across the City and will encourage more residents in Brampton to use public transit.

### Other Implications:

Brampton Transit is in support of the proposed parking amendments.

No other implications have been identified at this time.

### Term of Council Priorities (2019-2022)

The Zoning By-law Amendment aligns with the Strategic Direction – Brampton is a Green City. The proposed amendment is a step in the right direction to building a Green City as it proposes to reduce minimum parking requirements for some residential, commercial and office uses and also introduces new bicycle parking space requirements for apartment uses in the Central Area. This will assist in decreasing the reliance on private automobile ownership and is intended to place more emphasis on utilizing transit and active transportation opportunities.

### Living the Mosaic – Brampton 2040 Vision

The Transportation and Connectivity Lens in the Brampton 2040 Vision states, “*In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.*” In order to achieve this, the priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles. With this vision statement in mind, the proposed Zoning By-law Amendment will assist in decreasing the reliance on private automobile ownership and to place more emphasis on utilizing transit and active transportation opportunities.

### **Conclusion:**

This report presents for approval, a City-initiated amendment to the Zoning By-law that will modernize the City’s parking standards to reflect current policies and best practices and to help achieve the City’s long-term land use and transportation goals.

Staff is satisfied that the proposed Zoning By-law Amendment represents good planning, including that it is consistent with the Provincial Policy Statement and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and the Region of Peel’s Official Plan and Brampton’s Official Plan.

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Appendices:

Appendix 1: Zoning By-Law Amendment  
Appendix 2: WSP Memo (August 2020)  
Appendix 3: Planning Analysis  
Appendix 4: Public Meeting Minutes – July 6, 2020  
Appendix 5: Summary and Response to Comments Received  
Appendix 6: Correspondence Received





## THE CORPORATION OF THE CITY OF BRAMPTON

### BY-LAW

**Number** \_\_\_\_\_

To amend By-law 270-2004, as amended

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

(1) By deleting Section 10.9.2 in its entirety and replacing it with the following:

“10.9.2 Apartments and Multiple Residential Dwellings

- a) For each dwelling unit in an apartment or multiple residential dwelling, the minimum required parking shall be 1.0 parking space for residents and 0.20 parking spaces for visitors.
- b) For each unit in a senior citizen residence, the minimum required parking shall be 0.50 parking spaces for residents and 0.20 parking spaces for visitors.”

(2) By deleting Section 10.9.3 in its entirety and replacing it with the following:

“10.9.3 For each dwelling unit in a townhouse dwelling that does not have a private garage and driveway, the minimum required parking shall be 1.5 parking spaces for residents and 0.20 parking space for visitors.”

(3) By modifying the table in Section 20.3.1 as follows:

- a) by deleting the text under the column Minimum Parking Spaces Required for an “Office” in its entirety and replacing it with the following:

“Physician, dentist, or drugless practitioner’s office: 1 parking space for each 16 square metres of gross commercial floor area or portion thereof; Other office: 1 parking space for each 30 square metres of gross commercial floor area or portion thereof.”

- b) by deleting the text under the column Minimum Parking Spaces Required for a “Personal Service Shop” in its entirety and replacing it with the following:

“1 parking space for each 25 square metres of gross commercial floor area or portion thereof”.

- c) by deleting the text under the column Minimum Parking Spaces Required for a “Restaurant” in its entirety and replacing it with the following:

“Dining room or Convenience Restaurant: 1 parking space for each 6.5 square metres of gross commercial floor area or portion thereof; Take-Out Restaurant: 1 parking space for each 20.0 square metres of gross commercial floor area or portion thereof”.

- d) by deleting in their entirety the rows for Use and Minimum Parking Spaces Required for “Shopping Centre having a gross leasable commercial floor area of less than 2000 square metres” and “Shopping Centre having a gross leasable commercial floor area of 2000 square metres or more” and replacing them with the following:

Shopping Centre	1 parking space for each 23 square metres of gross commercial floor area or portion thereof
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- (4) By amending Section 20.3.2 Central Area Parking Requirements as follows:

- a) by deleting the Section heading “Central Area Parking Requirements” in its entirety and replacing it with “Central Area – Downtown Parking Requirements”.

- b) by amending Section 20.3.2.1 to add the text “ - Downtown” immediately follow the text “Central Area”.

- c) by deleting Section 20.3.2.1 (d) in its entirety and replacing it with the following:

“(d) For office uses, parking requirements shall be provided in accordance with the following:

- (i) Physician, dentist or drugless practitioner’s office: 1 parking space for each 16 square metres of gross commercial floor area or portion thereof.
- (ii) Other Offices: 1 parking space for each 44 square metres of gross commercial floor area or portion thereof.”

- d) by deleting Section 20.3.2.1 (h) in its entirety and replacing it with the following:

“(h) For an apartment dwelling,— parking shall be provided at a rate of 0.50 parking spaces per dwelling unit and 0.10 visitor parking spaces per dwelling unit. No visitor parking spaces are required for an apartment dwelling that has 12 or fewer dwelling units.”

- e) by amending Section 20.3.2.2 to add the text “- Downtown” immediately follow the text “Central Area”.
  - f) by deleting the phrase “, and for a temporary period expiring June 30, 2024” from Section 20.3.3.”
- (5) By adding Schedule B-7 Central Area - Queen Street Corridor: Special Parking Provisions to Schedule B of the By-law.
- (6) By adding the following new Sections 20.3.4 and 20.3.5 immediately following Section 20.3.3:
- “20.3.4 Central Area – Queen Street Corridor
- (a) The minimum required parking for an apartment dwelling in the Central Area - Queen Street Corridor, as delineated on Schedule B-7, shall be 0.50 parking spaces per dwelling unit and 0.20 visitor parking spaces per dwelling unit.
  - (b) For all other uses the parking requirements of Section 20.3 of this By-law shall apply to the Central Area - Queen Street Corridor as delineated on Schedule B-7.”
- “20.3.5 Surface Parking for Apartment Dwelling Units
- For lands within the areas delineated on Schedules B-5 and B7, the following requirements for surface parking shall apply:
- 20.3.5.1 A maximum of 10% of the total number of parking spaces provided on a lot in conjunction with an apartment dwelling, whether for residents or visitors, are permitted to be provided as surface parking. The remainder of the parking spaces shall be provided in an above-ground or below-ground parking structure.
- (a) Section 20.3.5.1 shall not apply to any loading space.
  - (b) Notwithstanding Section 20.3.5.1, up to 10 parking spaces are permitted to be surface parking spaces.
  - (c) The restriction on surface parking set out in Section 20.3.5.1 shall not apply to an apartment dwelling having less than 25 apartment dwelling units.
  - (d) The provisions of Section 20.3.5 shall not apply to any lands zoned DC1, or to lands zoned DC1 with a special section, in which case the requirements of Section 28.2.3 i) and all other applicable requirements of this By-law shall apply.”
- (7) By adding a new Section 20.3.6 to immediately follow Section 20.3.5.1(d), as follows:

“20.3.6 Bicycle Parking

Bicycle parking for an apartment dwelling located within the lands delineated on Schedules B-5 and Schedule B-7 of this By-law, shall be provided as follows:

- (a) A minimum of 0.50 bicycle parking spaces shall be provided per apartment dwelling unit.
  - (b) A minimum of 0.10 visitor bicycle parking spaces shall be provided per apartment dwelling unit.
  - (c) A maximum of 50% of the required bicycle parking spaces shall be vertical spaces.
  - (d) The dimensions for required bicycle parking spaces shall be:
    - (i) A horizontal bicycle parking space shall have a minimum length of 1.8 metres and a minimum width of 0.6 metres.
    - (ii) A vertical bicycle parking space shall have a minimum length of 1.6 metres and a minimum width of 0.5 metres.
  - (e) All bicycle parking spaces shall be located on the same lot for which it is required.”
- (8) By deleting Section 28.2.3 i) (ii) its entirety and replacing it with the following:
- “(ii) No portion of a parking space or parking/drive aisle that is located on the ground floor of an above-ground parking garage shall be permitted within 6.0 metres of any exterior wall facing a streetline or within 6.0 metres of any streetline.”
- (9) By amending Section 5 Definitions, as follows:
- a) by adding the following:

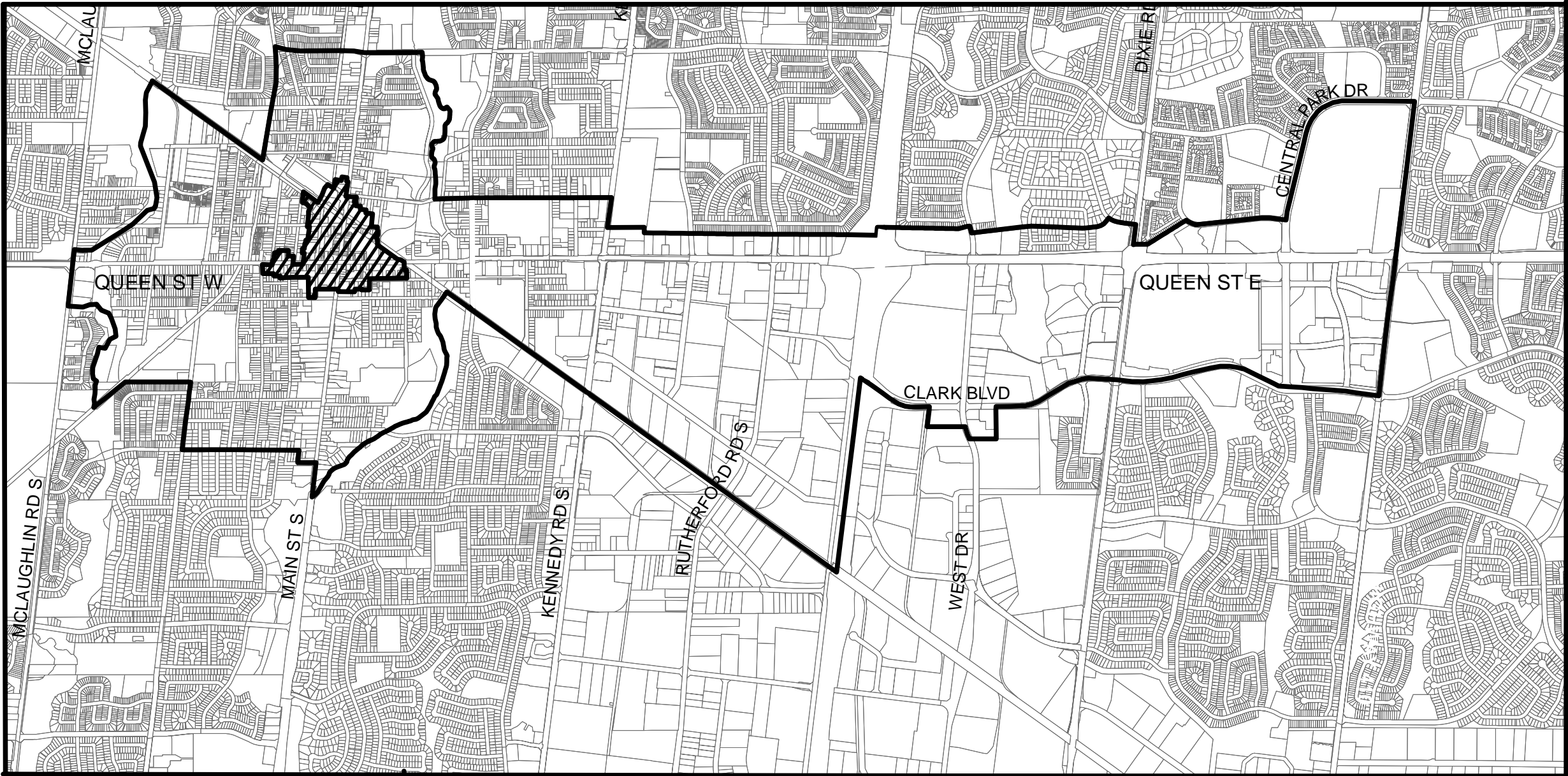
“**SURFACE PARKING** shall mean any parking space that is located on the finished ground surface and is not contained or otherwise enclosed in a building or structure, including an above-ground or below-ground parking structure.”
  - b) to re-organize the definitions in alphabetical order accordingly.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this            day of            2020.

\_\_\_\_\_  
PATRICK BROWN - MAYOR

\_\_\_\_\_  
PETER FAY - CITY CLERK





brampton.ca

**BRAMPTON**  
Flower City

PLANNING AND DEVELOPMENT SERVICES



**SCHEDULE B-7 TO ZONING BY-LAW 270-2004, AS AMENDED**  
**Central Area – Queen Street Corridor: Special Parking Provisions**

Author: ckovac  
Date: 2020/08/04



LANDS NOT INCLUDED IN THIS SCHEDULE

PARKING REQUIREMENT BOUNDARY

## MEMO

**TO:** City of Brampton  
**FROM:** WSP  
**SUBJECT:** Zoning By-law Review - Interim Amendments to the Parking Regulations  
**DATE:** August 12, 2020

### PURPOSE OF THIS MEMO

The purpose of this memo is to assess a range of proposed parking standard modifications in the City of Brampton's current zoning by-law. A range of short-term modifications were proposed in the staff report to the Planning and Development Committee, dated January 17, 2020. These modifications are considered appropriate to advance prior to the completion of the comprehensive zoning by-law review, which is ongoing. A more fulsome review of parking standards will be conducted through the zoning by-law review process, which is being conducted to align with the Official Plan Review.

#### 1. REDUCTION OF MINIMUM RESIDENTIAL PARKING FOR APARTMENTS AND MIXED-USE BUILDINGS (WITHIN SPECIFIC INTENSIFICATION AREAS IN THE CITY)

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Consideration is to be made to eliminate or reduce the minimum parking rate for apartments and mixed use buildings within various intensification areas of the City.

Currently, the City requires a minimum of 1 parking space per residential apartment unit in the Central Area (Section 20.3.2 (h)). A visitor parking space requirement is not specified. The "Central Area", as referred to in the Zoning By-law, is delineated on Schedules B-1 through B-5. This area appears to focus on the central part of the downtown, rather than the "Central Area" that is designated in the Official Plan. In the Official Plan, the Central Area is more extensive, extending easterly across the Queen Street Corridor and surrounding lands. This encompasses the City's Urban Growth Centre, which is planned for significant intensification in accordance with the Provincial Growth Plan for the Greater Golden Horseshoe. The parking requirements outside of this delineated Central Area is subject to the requirements of Section 10.9.2, which are summarized in Section 2 of this memo.

The elimination or reduction to a minimum parking standard for residential uses in key intensification areas serviced by rapid transit has been applied in some other Ontario Zoning By-laws. However, this reduction is usually limited to urban growth centres or other downtown areas and is not applied extensively across other transit corridors. For example, Table 1 compares some other municipal standards with Brampton's existing requirements.

Table 1: Review of Reduced Parking Rates for Apartments in other Municipalities

MUNICIPALITY	LOCATION	RESIDENT PARKING (MINIMUM)	VISITOR PARKING (MINIMUM)
<b>Brampton</b>	Central Area - Encompassing the downtown core only and not the entirety of the Urban Growth Centre	1.0 per apartment unit	No requirement
<b>Mississauga – Section 3.1.2.1 (See Note 1)</b>	City Centre (CC) Zones – Encompassing Downtown Mississauga	1.0 per dwelling unit	0.15 per dwelling unit
<b>Oakville – Section 5.2.1</b>	Growth Areas (Midtown Oakville and Mixed-Use Zones) – Encompassing various intensification areas within the Town	1.0 per dwelling unit where the unit has less than 75.0 m <sup>2</sup> net floor area 1.25 for all other units	0.2 where a minimum of 5 parking spaces are required (See Note 2). In all other cases, no requirement
<b>Kitchener – Section 5.6</b>	Urban Growth Centre (UGC) Zone – Encompassing Downtown Kitchener Mixed-Use (MIX) Zone – Encompassing intensification areas outside of Downtown	No minimum; maximum of 1.0 per dwelling unit No minimum; maximum of 0.9 per dwelling unit	Maximum parking requirement includes visitor parking spaces Minimum 0.1 where 5 or more dwelling units are located on a lot. Maximum of 1.3 per dwelling unit
<b>Burlington – Sections 2.25, 4.5 and 6.2</b>	Downtown Mixed-Use Centre Zones (See Note 3) Uptown Mixed-Use Centre Zones	1.25 per dwelling unit 1.25 per one-bedroom unit 1.5 per two-bedroom unit 1.75 per three or more bedroom units	0.35 per dwelling unit No requirement
<b>Ottawa – Part 4, Sections 102, 103 and 104</b>	Area Z (Near Major LRT Stations) Area Y (Inner Urban Main Streets)	No requirement 0.5 per dwelling unit (See Note 4)	No requirement for the first 12 dwelling units. Greater than 12 dwelling units,

MUNICIPALITY	LOCATION	RESIDENT PARKING (MINIMUM)	VISITOR PARKING (MINIMUM)
<b>*See Note 2</b>	Area X (Inner Urban)	0.5 per dwelling unit where a building contains 12 or more dwelling units. In all other cases, no requirement	0.1 to a maximum of 30
In addition to a “no parking requirement”, the City of Ottawa Zoning By-law also establishes maximum parking requirements for lands within 600.0 m of rapid transit stations. These provisions are established through <u>Section 103 – Maximum Limit on Number of Parking Spaces Near Rapid Transit Stations</u> . The maximum parking requirements are established within four areas of the City: Areas A, B, C and D. The maximum parking requirement applicable to apartment dwellings in Area A is 1.5 and for Areas B, C and D, 1.75. The same maximum parking requirements apply to mixed-use buildings.			

**Note 1:** Mississauga recently undertook a Parking Master Plan and will be updating its zoning regulations in the near future, using a precinct-based approach. The existing standards for the City Centre are likely to decrease.

**Note 1:** This rate does not apply to dwelling units with less than 75.0 m<sup>2</sup> net floor area.

**Note 2:** The minimum parking requirement for the Downtown High Density Residential (DRH) Zone is 1.0 parking space per dwelling unit and 0.25 visitor parking spaces per dwelling unit. Resident parking is not permitted within surface parking areas (i.e., must be “enclosed”).

**Note 3:** Lands within Area Y that are zoned TM or AM and are located along Mainstreets are subject to additional parking reductions based on building height.

The intent of this section is to explore the potential to reduce or eliminate the minimum residential parking requirement in the Central Area, as well as other intensification areas. The City has a number of planned and evolving intensification areas that correspond to planned or existing rapid transit. This includes, for example, three GO Train Stations, the future planned Hurontario/Main Street LRT corridor, the 407 Transitway, and the Queen Street BRT. The City’s Official Plan establishes an intensification strategy aligned with its transit plans. However, the intensification strategy is likely to change through the ongoing Official Plan Review, to implement the 2040 Vision, and to implement further detail based on current transit improvement plans. The Region will also need to delineate Major Transit Station Areas which will be implemented in the Official Plan. As such, the extent of delineated intensification areas and the supporting policy could change significantly through the Official Plan Review.

As stated in the staff report, the need for dedicated residential parking can be reliably market driven. The standard may be contributing to the increased cost of housing and reduced availability of affordable units. The cost of providing a structured parking space



varies, but is often in the order of \$50,000 per underground parking stall. This has a very significant implication on the price of each unit.

An elimination or reduction of the minimum parking standard for apartments does not preclude a developer from providing the parking needed to sell or rent the units, based on their understanding of market demand. A unit will not be sold or rented to a person that requires the parking space and is not able to find an alternative place to park their vehicle. Options may exist for someone to rent a parking space elsewhere if not provided for them in the development. Over time, as the Central Area continues to intensify, the need for dedicated parking is likely to decrease further over time, as transit and pedestrian amenities improve, as more amenities and employment opportunities become available in the Central Area, and as alternative transportation models become more common and utilized (e.g., car sharing and ride sharing services). Thus, if the units can be sold or rented initially at the time of development, then they will likely continue to be rented and sold over time without an increase in vacancy.

At this time, it is recommended that a reduction or elimination of minimum residential parking for apartment units be applied within the Central Area of the City, as designated by the Official Plan to encompass both Downtown Brampton and the Queen Street Corridor. The focus of promoting significant intensification in the Central Area will not change through the Official Plan Review, because it is designated as the Urban Growth Centre to implement the Provincial Growth Plan. The area therefore represents a logical starting point for setting out the elimination or reduction of the residential parking standard. This new standard can be monitored over the course of the next two years, and any issues with this modification may be addressed through further changes in the comprehensive zoning by-law review in consideration of ongoing development applications. We note that this change, however, comes with a degree of risk. There may be an increase in vacancy rates in the units or reduced rent due to lack of parking over time. This issue could be mitigated by the City via the provision of public parking in key areas. The City has noted that, at this time, there would not necessarily be parking available publicly for residents. It would also be difficult to increase the rates in the future (i.e., the City may face opposition). Also, the City will lose potential revenue that could be gained through cash-in-lieu of parking.

Based on consultation with staff, the City's preference is to introduce a reduced parking rate, rather than a complete elimination of parking, due to these risks. The City has recommended a standard of 0.5 parking spaces per dwelling unit in the Central Area, plus visitor spaces, which are discussed below. This represents a significant reduction from the current standard of 1.0 parking spaces per dwelling unit.

It would be premature at this time to apply this elimination or reduction of parking within other areas, because the designation and policies for intensification areas are likely to change through the Official Plan Review. The Official Plan Review may also result in parking-related policies which we would not want to preclude through this process. This approach could be applied to other areas through the Comprehensive Zoning by-law Review, which will be aligned with the new Official Plan. Further, it is noted that

development applications in any area would be able to apply for a similar parking reduction subject to a justification and Council or Committee of Adjustment approval.

The lack of an existing minimum visitor parking standard in the Central Area designated by the zoning by-law (Downtown Brampton) must also be considered in light of this recommendation to reduce the minimum residential parking standard. It is assumed that the reason why there is no required visitor parking in the downtown is due to the availability of on-street parking and public parking, and it is likely to help promote and attract more affordable development to this area. This context is unchanged. However, the reduction of the parking standard for residents may precipitate a need to establish a visitor parking rate as there could be increased pressure for public parking to accommodate residents, at least in the interim. It is suggested that a minimum visitor parking rate of 0.10 parking spaces per unit apply within the Downtown area. This is similar to the visitor parking rates used in many other recent Zoning By-laws. It is a rate that is lower than the visitor parking space rate used in other areas of the City, which reflects the Downtown context, where there is a greater range of mobility options and public parking available. As in other municipalities, a threshold can also be established to avoid the need for very small infill developments to have to provide parking as this may be burdensome for minor infill projects. As a starting point, a minimum threshold of 12 dwelling units is suggested as used in Ottawa.

There is relatively limited public parking available within the Queen Street Corridor, where the elimination of minimum parking is also being recommended per the preceding discussion. It is suggested that a minimum visitor parking rate of 0.20 parking spaces per unit should apply within the Queen Street Corridor. This is the essentially the same rate used in other areas of the City and is currently applicable to the Queen Street Corridor. Existing and proposed visitor parking rates are discussed further in section 2 of this memo. An opportunity exists for a developer to vary this standard with a justification. These rates will also be reviewed more holistically as part of the Comprehensive Zoning by-law Review.

This proposed reduction will apply to any stand-alone apartments as well as apartments in mixed-use buildings. This will not affect townhouses. Parking requirement changes for non-residential uses are considered later in this memo.

Finally, it is noted that the areas shown on Schedules B1 - B5 which are referenced as the Downtown portion of the Central Area do not fully align with the designation of the Downtown portion of the Central Area in the Official Plan. The area is smaller than the Official Plan's designation of the Downtown. The City may wish to consider updates to the schedules to implement the parking recommendations consistently in accordance with the Official Plan.

*Recommendation: Modify section 20.3.2.1 (h) to indicate there is a minimum parking requirement of 0.5 parking spaces per unit for residential apartments in the Central Area, as requested by City staff. The Central Area will encompass both Downtown Brampton and the Queen Street Corridor for the purposes of this provision and a new schedule will be required to delineate this area. The minimum visitor parking rate is recommended to*

be (1) 0.20 visitor parking spaces per dwelling unit for the Queen Street Corridor portion of the Central Area, and (2) 0.10 visitor parking spaces per dwelling unit for the Downtown portion of the Central Area along with a minimum threshold of 12 dwelling units (i.e., developments with fewer than 12 dwelling units do not need to provide visitor parking). We note that these changes come with some risk and are principally based on best practice, as noted above and should be monitored.

## 2. REDUCED MINIMUM RESIDENTIAL PARKING FOR APARTMENTS AND MIXED-USE BUILDINGS (CITY-WIDE)

Consideration may be made to reduce minimum residential parking requirements for apartments and mixed-use buildings outside of the Central Area. Outside of the Central Area, parking rates for residential uses are regulated by Section 10.9.2 of the zoning by-law. The City's current minimum parking rates vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium. Further, the requirements vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

The requirement to calculate rates based on the number of bedrooms used to be common in Ontario Zoning By-laws, but newer zoning by-laws provide a simplified blended rate which is easier to administer. Requiring parking based on bedrooms can be cumbersome to administer as it requires recalculations when the developer changes its floorplans which can occur frequently as the developer refines its interior layout and responds to market demand and sales. Furthermore, the City's differentiation of rates based on tenure means that if a rental building is converted to condominium, an additional amount of parking would have to be provided, or the standard would have to be varied or amended.

The existing rates in Brampton for apartments outside of the Central Area designated by the Zoning By-law are summarized as follows:

*Table 2: Existing Parking Rates for Apartments in Brampton*

	RENTAL APARTMENT UNIT		CONDOMINIUM APARTMENT UNIT		TOWNHOUSE WITHOUT PRIVATE GARAGE AND DRIVEWAY (SEE NOTE 2)	
	Resident	Visitor	Resident	Visitor	Resident	Visitor
<b>Bachelor</b>	1.03	0.20	1.25	0.25	Not specified	Not specified
<b>1 bedroom</b>	1.21	0.20	1.25	0.25	Not specified	Not specified
<b>2 bedroom</b>	1.41	0.20	1.40	0.25	1.30	0.25
<b>3+ bedroom</b>	1.53 (see Note 1)	0.20	1.75	0.25	1.46	0.25

	RENTAL APARTMENT UNIT		CONDOMINIUM APARTMENT UNIT		TOWNHOUSE WITHOUT PRIVATE GARAGE AND DRIVEWAY ( <b>SEE NOTE 2</b> )	
<b>Senior citizen rental</b>	0.50	0.25	Not specified	Not specified	Not specified	Not specified
<b>4+ bedroom</b>	Not specified	Not specified	Not specified	Not specified	2.00	0.25

**Note 1:** A rate is not provided for rental apartment units with more than 3 bedrooms.

**Note 2:** A separate rate for condominium townhouses without a private garage and driveway is noted as 2.05 spaces per unit and 0.25 spaces for visitors. The requirements in the table are only applicable to rental units.

A review of comparable zoning standards from other municipalities that establish city-wide rates (i.e., parking rates outside of key intensification areas) for apartments are summarized as follows:

*Table 3: Review of City-Wide Parking Rates for Apartments in Other Municipalities*

MUNICIPALITY	RESIDENT PARKING		VISITOR PARKING
<b>Burlington Zoning By-law 2020</b>	1 bedroom	1.25	0.35
	2 bedroom	1.50	
	3 bedroom	1.75	
<b>Kitchener Zoning By-law 2019-051</b>	1.4 (See Note 1)		0 for buildings containing less than 5 dwelling units
			0.15 for buildings containing 5 to 80 dwelling units
			0.1 for buildings containing 81+ dwelling units
<b>Mississauga Zoning By-law 0225-2007</b>	<b>Condominium Apartment</b>		
	Studio	1.0	0.20
	1 bedroom	1.25	
	2 bedroom	1.40	
	3 bedroom	1.75	
	<b>Rental Apartment</b>		
	Studio	1	0.25
	1 bedroom	1.18	
	2 bedroom	1.36	
	3 bedroom	1.5	
<b>Ottawa Zoning By-law 2008-250</b>	1.2		0.2
<b>Toronto Zoning By-law 569-2013</b>	Bachelor up to 45.0 m <sup>2</sup> GFA	0.8	0.2
	Bachelor greater than 45.0 m <sup>2</sup> GFA	1.0	
	1 bedroom	0.9	
	2 bedroom	1.0	
	3+ bedrooms	1.2	
<b>Vaughan Second Draft City-wide Comprehensive Zoning By-law</b>	1.0		0.2

**Note 1:** Kitchener Zoning By-law 2019-051 parking rate applies to the “multiple residential dwelling” use, which includes “cluster townhouse dwellings”, “dwelling unit”, and “multiple dwelling”.

Generally, more recent zoning by-laws do not differentiate between rental and condominium units and do not incorporate standards based on number of bedrooms. This is mainly in the interest of establishing more user-friendly standards. Brampton's rates, overall, are not significantly different than some other municipalities, although some newer Zoning By-laws have introduced relatively lower requirements.

Based on these considerations, it is recommended that a simplified, blended minimum parking rate of 1.0 parking spaces per apartment unit be provided for all residential apartments, regardless of the number of bedrooms and regardless of tenure. This is a reduction and simplification of the current standard. Further, it is suggested that a minimum visitor parking rate be set at 0.20 parking spaces per unit, regardless of the type of unit. The visitor spaces are required to be designated as such. The developer would be able to provide more parking if it is needed based on their understanding of market demand.

It is suitable to retain the City's current standard of 0.50 parking spaces per senior citizen rental unit. This may be expanded to address condominiums. The reason for the lower rate is that there is likely to be a lower rate of vehicle ownership associated with these uses. The visitor parking space requirement of 0.25 spaces per unit may be reduced to 0.20 for alignment with other residential uses as discussed above. It is noted that the comprehensive zoning by-law review will include a thorough assessment of various uses and definitions, so this rate and the use may be subject to further refinement through that process.

Further to this, it is recommended that the provisions of Section 10.9.3, which provide parking standards for townhouses without private garages/driveways, be similarly updated. These standards are summarized in Table 2 of this memo. The current standards are based on bedrooms, which is difficult to administer as previously noted. A suggested blended rate of 1.5 parking spaces per townhouse unit without a private garage/driveway, plus a requirement of 0.20 visitor parking spaces per unit as recommended for other uses above, is suggested.

A developer will continue to have the opportunity to present a justification for a reduction to the applicable parking rate and will also be able to provide more parking if it is warranted based on the nature of the purchasers and tenants. The parking rates will be reviewed through the comprehensive zoning by-law review to assess appropriateness more thoroughly, including consideration for best practice, recent minor variances and zoning amendments.

*Recommendation: Delete the content of Sections 10.9.2 and 10.9.3 and replace with a simplified, blended requirement of 1.00 parking spaces per apartment unit, 1.50 parking spaces per townhouse unit (without private garage/driveway) and 0.20 visitor parking spaces per each of these unit types. The senior citizen unit requirement be maintained at 0.50 per unit with the slightly reduced visitor parking rate of 0.20 per unit.*

### 3. REDUCED MINIMUM PARKING REQUIREMENTS FOR COMMERCIAL USES (CITY-WIDE)

Consideration has also been made with respect to the appropriateness of the existing minimum parking requirements for commercial uses, and whether there are necessary obvious changes to bring the City's requirements more into line with other municipalities. It is noted that a more fulsome assessment of rates, in consideration of minor variances and zoning by-law amendments, is being made through the comprehensive zoning by-law review. The updates herein are focused on more urgent and obvious changes that should be made in the short term, based mainly on best practice and input from City staff about which rates are not working well.

The table below compares the existing rates, which apply City-wide, with rates used for comparable uses in other municipalities. Note that the parking rates identified below were modified to implement a format that is consistent with Zoning By-law 270-2004, being "1 parking space per x m<sup>2</sup> of gross floor area (GFA)" so that the standards can be easily compared to Brampton's. This conversion is subject to a small degree of inaccuracy in comparability, because there would be variation in how each municipality defines gross floor area and some rates have been rounded.

*Table 4: Review of Parking Rates for Commercial Uses in other Municipalities*

Use	Brampton	Mississauga	Burlington	Kitchener	Ottawa	Toronto
<b>Medical Office</b>	1 per 12.0 m <sup>2</sup>	0.78 per 12.0 m <sup>2</sup>	0.72 per 12.0 m <sup>2</sup>	Minimum 0.63 per 12.0 m <sup>2</sup> Maximum 0.80 per 12.0 m <sup>2</sup>	0.48 per 12.0 m <sup>2</sup>	0.36 per 12.0 m <sup>2</sup>
<b>Business Office</b>	1 per 25.0 m <sup>2</sup>	0.8 per 25.0 m <sup>2</sup>	0.8 per 25.0 m <sup>2</sup>	Minimum 0.25 per 25.0 m <sup>2</sup> Maximum 1.0 per 25.0 m <sup>2</sup>	0.6 per 25.0 m <sup>2</sup>	0.38 per 25.0 m <sup>2</sup>
<b>Retail</b>	1 per 19.0 m <sup>2</sup>	1.03 per 19.0 m <sup>2</sup>	1.03 per 19.0 m <sup>2</sup>	Minimum 0.57 per 19.0 m <sup>2</sup> Maximum 0.79 per 19 m <sup>2</sup>	0.64 per 19.0 m <sup>2</sup>	No requirement for less than 200.0 m <sup>2</sup> 1.5 per 19.0 for 200 m <sup>2</sup> to less than 10,000 m <sup>2</sup> 3 per 19.0 for 10,000.0 m <sup>2</sup> to less than 20,000.0 m <sup>2</sup> 6 per 19.0 m <sup>2</sup> for 20,000 m <sup>2</sup> or more

Use	Brampton	Mississauga	Burlington	Kitchener	Ottawa	Toronto
<b>Shopping Centre</b>	1 per 19.0 m <sup>2</sup> for uses under 2,000 m <sup>2</sup> 1 per 23.0 m <sup>2</sup> for uses over 2,000 m <sup>2</sup>	1.03 per 19.0 m <sup>2</sup>	0.96 per 19.0 m <sup>2</sup>	No comparable permitted use	0.68 per 19.0 m <sup>2</sup> (See Note 1)	No comparable permitted use
<b>Hotel/Motel</b>	1 per bedroom plus 1 per 10.0 m <sup>2</sup> of other uses	0.8 per guestroom, plus 1 space per 10.0 m <sup>2</sup> of non-residential uses as public use areas	1 per guestroom	Minimum 1 per guestroom  Maximum 1.3 per guestroom	1 per guest unit	1 per guestroom
<b>Personal Service Shop</b>	1 per 19.0 m <sup>2</sup>	1.03 per 19.0 m <sup>2</sup>	0.76 per 19.0 m <sup>2</sup>	Minimum 0.57 per 19.0 m <sup>2</sup> Maximum 0.79 per 19 m <sup>2</sup>	0.65 per 19.0 m <sup>2</sup>	0.29 per 19.0 m <sup>2</sup> (See Note 2)
<b>Restaurant</b>	1 per 6.25 m <sup>2</sup>  1 per 16.7 m <sup>2</sup> for "take-out"	1 per 6.25 m <sup>2</sup>	1.16 per 6.25 m <sup>2</sup>  1.68 per 16.7 m <sup>2</sup> for "take-out"	Minimum 0.83 per 6.25 m <sup>2</sup>  Maximum 1 per 5.0 m <sup>2</sup>	0.63 per 6.25 m <sup>2</sup>  0.83 per 16.7 m <sup>2</sup> for "take-out"	No requirement for less than 200.0 m <sup>2</sup>  0.19 per 6.25 m <sup>2</sup> for between 200.0 m <sup>2</sup> and 500.0 m <sup>2</sup> 0.31 per 6.25 m <sup>2</sup> for greater than 500.0 m <sup>2</sup>
<b>Theatre</b>	1 space for each 6 seats	1 per 5 seats of permanent seating or 1 space per 10.0 m <sup>2</sup> , whichever is greater	10 per 100.0 m <sup>2</sup>	Minimum 1 per 40.0 m <sup>2</sup>  Maximum 1 per 23.0 m <sup>2</sup>	1 per 4 fixed seats	10 per 100.0 m <sup>2</sup>

**Note 1:** The City of Ottawa Zoning By-law establishes this rate based on net leasable area.

**Note 2:** The City of Toronto Zoning By-law only requires minimum parking for personal service shops if the use is greater than 200.0 m<sup>2</sup> gross floor area.

Based principally on other municipal zoning approaches as assessed above, the following modifications are recommended. Note that the recommendations are based



solely on best practice to better align Brampton's standards with other municipalities. More detailed analysis of the standards such as the completion of parking utilization surveys or review of historic development applications would benefit the rates. This can be considered through other City initiatives.

- The current parking rate for “medical office” is modestly higher than comparable zoning by-laws. A reduced rate of 1.0 parking spaces per 16.0 m<sup>2</sup> of gross floor area is recommended.
- The current parking rate for “office” is slightly higher than comparable zoning by-laws. A reduced rate of 1.0 parking spaces per 30.0 m<sup>2</sup> of gross floor area is recommended.
- The current parking rate for “retail” is slightly higher than comparable zoning by-laws and is considerably different from other municipalities. It is suggested at this time that the rate can be retained until further review can take place through the Zoning By-law.
- The current parking rate for “shopping centre” is appropriate and generally consistent with comparable zoning by-laws. No change to the specific parking rates are recommended. However, based on the review, there may be an opportunity to consider a single parking rate rather than differentiating the rate based on the threshold of 2,000 m<sup>2</sup>. A blended rate of 23.0 m<sup>2</sup> is supportable at this time, as it is comparable to the rate used in other municipalities. It is also the lower standard, meaning that its adoption will not result in any instances of legal non-compliance.
- The parking rate for “hotel” is generally consistent with comparable zoning by-laws, except for the additional requirement of 1 parking spaces per 10.0 m<sup>2</sup> gross floor area for non-residential uses. It is noted that this additional requirement is likely administered to satisfy increased parking that uses accessory to a hotel often require, such as public restaurants, convention centres, public halls, and public meeting rooms, among others.
- The current parking rate for “personal service shop” is somewhat higher than comparable zoning by-laws. A reduced rate of 1.0 parking spaces per 25.0 m<sup>2</sup> of gross floor area is recommended.
- There is variation in the parking rates for “restaurants” based on a review of comparable zoning by-laws. The review shows that parking rates for a “sit down” restaurant are consistently higher than the requirement for a “take-out” or “fast food” restaurant. The City's current parking rates are consistent with other municipalities in this regard. However, there may be an opportunity to consider a reduction to the minimum parking requirement itself. A slight reduction to 1.0 parking spaces per 6.5 m<sup>2</sup> for a restaurant, and a more modest reduction to 1 parking spaces per 20.0 m<sup>2</sup> for a take-out restaurant is suggested at this time.
- The minimum parking requirement for a “theatre” is generally consistent with comparable municipal zoning by-laws and in some cases the standard is lower. No change is proposed at this time.

*Recommendation: Modest reductions to the minimum parking rates for medical office, office, retail, hotel, personal service and restaurant uses may be considered as outlined above. No change is recommended to the minimum parking rate for a shopping centre or theatre at this time.*

#### **4. NO MINIMUM PARKING REQUIREMENTS FOR COMMERCIAL USES IN DOWNTOWN BRAMPTON**

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Currently, section 20.3.3 of the Zoning By-law includes an exemption for the provision of parking requirements for any commercial uses within a delineated area (the Parking Exemption Area). This provision is temporary, expiring on June 30, 2024. It appears the expiry date has been extended numerous times since its initial enactment in 2004. It would be appropriate to make the exemption permanent as it has continued to be enacted to take effect for a total 20 years.

It is anticipated that the extent of the Parking Exemption area will be explored in the Comprehensive Zoning By-law Review. It may be suitable to expand the area based on the new Official Plan's intensification strategy and policy direction. At this time, however, there is no clear policy basis to expand or otherwise modify the area.

*Recommendation: Modify section 20.3.3 to remove the expiry date of the commercial parking exemption in the delineated portion of the downtown. The effect of this change will be to make the exemption permanent.*

#### **5. INCORPORATION OF MAXIMUM SURFACE PARKING REQUIREMENTS FOR MULTIPLE DWELLING USES IN THE CENTRAL AREA**

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In addition to reducing minimum rates, municipalities and jurisdictions outside of Canada are beginning to explore the value in setting maximum parking requirements. This represents a significant shift in the thinking behind transportation planning. It is the opposite of the traditional approach of requiring minimum parking and requiring a justification for any reduction. Instead, a justification would need to be provided for a developer considered to be providing an excessive amount of parking. This approach goes hand in hand with planning for a more balanced modal split and moving away from automobile dependency.

Only several municipalities in Ontario have introduced maximum parking rates, and these requirements have been only recently implemented. The following examples are noted that include maximum parking rates applicable to residential uses within areas planned for intensification:

- The City of Toronto Zoning By-law 569-2013 establishes four different parking rates based on four Policy Areas within the City. The Policy Areas are delineated on a schedule to give effect to the rates. The most restrictive maximum parking rates are

established in Policy Area 1, followed by Policy Areas 2 and 3. There are no maximum parking rates established in Policy Area 4.

- The City of Ottawa Zoning By-law 2008-250 establishes maximum parking rates for lots within a 600-metre radius of rapid transit stations. There are a range of land uses subject to this provision, including residential, commercial, employment, and institutional. The maximum parking rates are calculated based on four “parking areas” within the City, which are established as an overlay through Schedule 1A. Area A establishes the most restrictive maximum parking rates, followed by Area B, Area C and then Area D (being the rural area).
- The City of Kitchener Zoning By-law 2019-051 establishes maximum parking rates for all lands within the City. The most restrictive maximum parking rates are established in the Urban Growth Centre (UGC) Zone. In all other zones, a maximum parking rate does not apply unless 20 or more parking spaces are required. If less than 20 parking spaces are required, the maximum requirement is calculated as the minimum requirement plus five additional parking spaces.
- The North Oakville Zoning By-law 2009-189 establishes maximum parking requirements for certain lands within the Town, including those lands zoned Trafalgar Urban Core (TUC), Dundas Urban Core (DUC), Neyagawa Urban Core (NUC) and Palermo Village North Urban Core (PUC). Maximum parking rates are generally established for a range of uses permitted in those zones, including residential, commercial, employment and institutional. There are some exceptions where additional parking above the maximum is permitted. In these cases, the additional parking spaces are required to be located within a parking structure. Additionally, this provision is only applicable to certain uses.
- The Second Draft City of Vaughan Comprehensive Zoning By-law (January 2020) proposes four tiers of parking rates within the City. Both the Vaughan Metropolitan Centre Zones and the Mixed-Use Zones propose maximum parking rates, with the Vaughan Metropolitan Centre having the more restrictive maximum rate.

As described above, several municipalities in Ontario have introduced maximum parking rates. These parking standards are generally applied to areas that are planned for the greatest amount of growth and intensification and where rapid transit is available. For example, this is evident in zoning by-laws for the City of Toronto (Policy Area A), the City of Ottawa (rapid transit stations), and as proposed in the City of Vaughan (Vaughan Metropolitan Centre). Based on this review, zoning approaches to establish maximum parking rates can generally be achieved through three different ways:

- 1 An overlay approach, similar to that of the City of Toronto;
- 2 A zone-based approach, as is established in the Town of Oakville, the City of Kitchener, and as proposed in the City of Vaughan; and,
- 3 A hybrid approach, as administered through the City of Ottawa Zoning By-law 2008-250, where maximum parking rates are established for specific land uses within a 600 metre radius around rapid transit stations. The maximum parking rates are determined based on the rates that are established in each of the four parking areas, as shown on Schedule 1A.

With regard to restrictions on surface parking areas, there are a number of municipalities in Ontario that have regulated this through a Zoning By-law. The following examples are noted:

- North Oakville Zoning By-law regulates the location of surface parking in the Trafalgar Urban Core (TUC) Zone through Section 5.1.6. The provision restricts surface parking areas to a maximum percentage of the lot frontage or lot flankage (exterior lot line). The provision establishes different standards according to land use. For example, surface parking associated with an office building is restricted to 50% of the lot frontage or lot flankage, whereas commercial buildings are restricted to 20% and hotels are 5%.

Surface parking areas are also restricted through the parking requirements table according to land use. For example, surface parking associated with apartments is only permitted for the required visitor parking spaces. In other words, resident parking is only permitted within a parking structure. A similar provision is established for hospitals, where a maximum of 20% of the required parking spaces are permitted in surface parking areas, and the remainder in parking structures. In the City of Vaughan, the Second Draft Comprehensive Zoning By-law proposed to restrict surface parking to certain yards. For example, in some mixed-use zones, surface parking areas are only permitted in an interior yard and rear yard, effectively prohibiting them in a front yard or exterior side yard.

- The City of Burlington Zoning By-law 2020 prohibits surface parking areas within several Downtown Mixed-Use Centre Zones through Section 4.7. Only temporary parking for drop-off or delivery is permitted. In the Uptown Mixed-Use Centre Zones, “enclosed occupant parking” is required to be provided at a rate of 1.25 spaces per unit for development exceeding a density of 100 units per hectare.

These various approaches reflect a desire to realize an intended built form and achieve density objectives within certain areas, while recognizing that not all areas within a municipality are planned for the same amount of growth and intensification over the planning horizon. While each approach ultimately achieve a similar zoning objective, the various approaches enable a municipality to implement a more fine-grained and contextually appropriate approach to regulating off-street parking.

It is noted that the City currently prohibits surface parking in the DC1 zone, and requires all parking to be provided in the form of structured parking. This is only applicable to those areas where the DC1 zone is applied.

There is also precedent for regulating surface parking areas. This zoning approach is currently administered through the North Oakville Zoning By-law 2009-189 and is proposed in the City of Vaughan. Under the Oakville’s zoning approach, surface parking areas are restricted to a percentage of lot frontage or lot flankage and the percentage varies depending on the land use. There are also restrictions on how surface parking areas can be used, as described previously. In the City of Vaughan, surface parking is proposed to be regulated by restricting the yard in which surface parking is permitted.

This is established through the lot and building requirements and is specific to individual zones.

At this time, it is suggested that a maximum rate be introduced only for surface parking in the Central Area as an appropriate interim shift in the City's approach to regulating parking. This would contribute to the intended built form and density objectives of the Central Area while enabling a developer to provide the parking required. Maximum parking rates in general have only recently been introduced in Ontario's zoning by-laws and this has been a very slow shift. Additionally, the assessment of maximum overall parking should be based on a more fulsome consideration of transit access, mobility, access to public parking, and other factors. However, the restriction on where surface parking is permitted on a lot is common in zoning by-laws, which often direct parking to be permitted only in the rear yard of a lot in intensification areas. The effect of these standards is to reduce the opportunity for surface parking to be provided and contribute to the built form objectives.

Following is a summary of the proposed approach to introduce maximum surface parking for residential uses in Brampton's Central Area. This would only apply to maximum surface parking and would not restrict the total amount of parking provided in a structured format.

- 1 The existing fulsome restriction on all surface parking in the DC1 zone should be retained.
- 2 Maximum surface parking should only be applicable to apartment units, and not to any other unit types or non-residential uses, where permitted. This will focus the requirement only on higher density residential uses at this time.
- 3 Developments with fewer than 25 units is recommended to be exempt from this maximum surface parking requirement, as it may be difficult and financially infeasible for smaller developments to provide parking in an alternative format. Note that consultation with the private sector and City staff based on any historic small-scale developments would be beneficial to inform this threshold.
- 4 It is proposed that the maximum surface parking requirement be established as follows:
  - a A maximum of 10% of the required parking spaces for apartment dwelling units is permitted to be surface parking.
  - b The maximum surface parking rate shall not apply to restrict the provision of any drop-off parking space located within 30 m of a building entrance, provided there is a maximum of 2 drop-off parking spaces per building entrance.
  - c Maximum surface parking will not affect any loading space requirements.
- 5 Maximum surface parking is proposed to be introduced across the entirety of the Central Area, defined in the Official Plan as encompassing Downtown Brampton and the Queen Street Corridor. This will help to contribute to the built form objectives in these areas and particularly support the transformation of the Queen Street Corridor into a vibrant, pedestrian- and cycling-oriented boulevard. It is noted that this restriction would not apply to any existing commercial uses or other types of uses contemplated in Queen Street corridor. The focus is to limit surface parking in

conjunction with multiple dwelling units which are anticipated to be built initially to front onto Queen Street frontage as the corridor intensifies over time.

- 6 The maximum surface parking will not apply to the first 10 required visitor parking spaces. This will enable a degree of flexibility to smaller-scale development which only be required to provide a small number of visitor parking spaces which may not be feasibly be accommodated in a structured format. It is noted that visitor parking would only be required within the Queen Street Corridor area per the discussion under Section 1 previously.

The provisions above help to achieve an appropriate balance of achieving a progressive step forward for introducing a more modern parking regulatory framework while providing regulations that will not cause an overly unreasonable restriction on the provision of affordable housing options. It is anticipated that the recommendations outlined above will be monitored for performance, and further analysis and refinement will be made in conjunction with the Comprehensive Zoning By-law Review.

*Recommendation: Amend the By-law to state that the maximum number of surface parking spaces for residential apartment dwelling units be set at 10% of the total number of parking spaces. This will apply only to the Central Area. This will not apply to the first 10 required visitor parking spaces (as required). Further, the maximum surface parking requirement will also not apply to small-scale developments with less than 25 dwelling units. This will also not apply to limit parking that can be provided in a structured format. The existing requirements of the DC1 zone, which completely prohibits surface parking, will continue to apply rather than these recommendations, as the existing standards for the DC1 zone are more restrictive.*

## 6. MINIMUM BICYCLE PARKING REQUIREMENTS IN THE CENTRAL AREA

Minimum bicycle parking rates are commonly being introduced in many municipal zoning by-laws. Some municipalities have applied rates across the municipality whereas other municipalities provide the requirements in targeted areas where there is more extensive transit and cycling infrastructure, such as downtown areas and intensification corridors.

At present, it is noted that the City's Hurontario Corridor Mixed-Use One (HMU1) zone requires minimum bicycle parking at a rate of 0.50 spaces per dwelling unit is required as well as 1 space per 500.0 m<sup>2</sup> of commercial GFA. Bicycle parking must be located on the same lot. A maximum of 50% may be vertical, and the rest must be horizontal spaces. Further, when the number of required spaces exceeds 50, a minimum of 25% of them must be with a building or structure, secured area or bicycle lockers. Finally, each space must have a parking rack when four or more spaces are provided in a common area. The following are select examples of bicycle parking rates applicable to downtown and intensification areas as required through other municipal zoning by-laws. It is noted that each zoning by-law referenced below requires that bicycle parking be provided on the same lot as the principal use.

- The City of Kitchener Zoning By-law 2019-051 establishes City-wide minimum bicycle parking requirements, including within the Urban Growth Centre (UGC) Zone. In the



UGC Zone, the minimum bicycle parking requirement for multiple residential buildings (including apartments), for a long-term space is 1 per dwelling unit without a garage. The minimum requirement for short-term bicycle parking for a lot containing less than 20 dwelling units is simply 2. The minimum requirement for short-term bicycle parking for a lot containing more than 20 units is 6 spaces.

- The City of Burlington Zoning By-law 2020 establishes City-wide minimum bicycle parking requirements. For both office and retail uses, the minimum requirement is 2 bicycle parking spaces plus 0.1 bicycle parking spaces per 100.0 m<sup>2</sup> gross floor area. The requirement for restaurants is 2 bicycle parking spaces plus 0.1 bicycle parking spaces per 100.0 m<sup>2</sup> gross floor area. There is no requirement for residential uses.
- The Town of Aurora Zoning By-law 6000-17 establishes minimum bicycle parking space requirements in the Promenade Downtown (PD1) Zone. The minimum requirement for apartments is 0.2 bicycle parking spaces per 100.0 m<sup>2</sup> gross floor area. For office, retail and restaurant uses, the minimum requirement is 2 spaces plus 0.1 spaces per 100.0 m<sup>2</sup> gross floor area.
- The Town of Oakville Zoning By-law 2014-014 establishes City-wide minimum bicycle parking space requirements. The minimum requirement for apartments is 1.0 resident bicycle parking space per dwelling, and a minimum of 0.25 visitor bicycle parking spaces per dwelling. Buildings having less than 20 dwelling units are exempt from a minimum bicycle parking space requirement. For office, retail and restaurants, the minimum requirement is 2 spaces or 0.1 per 100.0 m<sup>2</sup> gross floor area, whichever is greater.
- The City of Toronto Zoning By-law 2013-569 establishes two “Bicycle Zones” within the City, being Bicycle Zone 1 and Bicycle Parking 2. Bicycle Zone 1 applies to the inner City, bounded by Humber River on the west, Lawrence Ave. on the north, Victoria Park Ave. on the east and Lake Ontario on the south. This is the area experiencing the most intensification. The following minimum requirements apply to Bicycle Zone 1:
  - a For dwelling units, the minimum requirement is 0.9 per dwelling unit and the minimum short-term requirement is 0.1 per dwelling unit. Note that in Bicycle Parking zone 2, the minimum requirement for dwelling units is 0.68 with 0.07 spaces for short-term.
  - b For retail uses, the minimum short-term bicycle parking requirement is 3 plus 0.3 bicycle parking spaces per 100.0 m<sup>2</sup> gross floor area. The long-term rate is 0.2 per 100.0 m<sup>2</sup> gross floor area.
  - c The bicycle parking rates for offices are the same as the rates for retail uses.
  - d For restaurant uses, the minimum short-term bicycle parking requirement is 3 plus 0.3 bicycle parking spaces per 100.0 m<sup>2</sup> gross floor area. The long-term rate is 0.2 per 100.0 m<sup>2</sup> gross floor area.

There is considerable variation in the standards for bicycle parking used by municipalities. Requirements for dwellings can range from some fraction of a space required per dwelling unit to 1 space per dwelling unit. Some municipalities include

provisions for visitor bicycle parking. Further, some municipalities include requirements around the location or access of bicycle parking.

On a pilot basis, it is recommended that new minimum bicycle parking standards be introduced within the Central Area, inclusive of Downtown Brampton and the Queen Street corridor, using the existing Hurontario Corridor Mixed-Use One (HMU1) zone as the basis. This will help to complement some of the parking reductions proposed previously in this memo. Consideration can be made to refine or broaden the requirements to other areas of the City in conjunction with the Comprehensive Zoning By-law Review which will reflect the new Official Plan's intensification strategy. It is noted that some municipalities also include a threshold for bicycle parking (i.e., exempting small-scale developments) and this can be considered in the Central Area.

*Recommendation: Incorporate new minimum bicycle parking spaces for new residential uses in the Central Area (Downtown Brampton and the Queen Street Corridor) at a rate of 0.50 spaces per unit and integrating the locational requirements of the Hurontario Corridor Mixed-Use One Zone. Bicycle parking for non-residential uses will be considered through the Comprehensive Zoning By-law Review as it requires more fulsome review.*

## **7. HOUSEKEEPING UPDATE TO THE DC1 ZONE**

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Staff have noted that provision 28.2.3 (i) (ii) requires a minor housekeeping amendment to clarify the intent of the provision. The purpose of the provision is to regulate the location of parking garages with respect to the streetscape.

*Recommendation: Address the required clarification to Section 28.2.3 (i)(ii) as it is of a housekeeping nature.*



## Appendix 3 – Planning Analysis

### *Matters of Provincial Interest (Planning Act – Section 2)*

The proposed Zoning By-law amendment related to parking standards has regard to, among other matters, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (Section 2 q)). Reducing the minimum parking requirements for some residential and commercial uses also assists in mitigating greenhouse gas emissions, which helps to protect the environment and the health and well-being of residents in the Province. (Section 2 h), o) and s)).

The purpose of the proposed amendment is to to modernize the Zoning By-law's off-street parking standards to achieve the City's long-term transportation goals and transit-oriented design objectives and to support the development of affordable housing, which are all matters of provincial interest.

### *Provincial Policy Statement (PPS), 2020*

The PPS (2020) provides policy direction on matters of provincial interest related to land use planning and development that support our collective well-being, now and in the future, which are intended to be complemented by local policies addressing local interests.

The vision for Ontario's land use planning system includes carefully managing land uses to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The proposed Zoning By-law amendment supports the following policy objectives of the PPS:

1. Decreases the reliance on private automobile ownership;
2. Promotes utilizing transit and active transportation opportunities, which assists in achieving the City's long-term transportation goals and rapid transit investments; and,
3. Supports the development of affordable housing.

Specifically, the proposed Zoning By-law amendment is consistent with the following PPS policies:

1.1.1 Healthy, liveable and safe communities are sustained by:

- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns,

optimization of transit investments, and standards to minimize land consumption and servicing costs.

1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*; and
- f) are *transit-supportive*, where transit is planned, exists or may be developed.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

*A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019*

The Growth Plan encourages compact development that reduces the rate at which land is consumed and emphasizes that communities in larger urban centres need to grow at transit-supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow and also supports reduced air pollution and improved public health outcomes.

A part of the vision for the Greater Golden Horseshoe is that “getting around will be easy”. To achieve this vision the Growth Plan identifies the following:

- public transit will be fast, convenient, and affordable;
- automobiles will not be the only mode of transportation;
- a variety of effective and well-used choices for transportation will be provided; and

- transit and active transportation will be practical elements of the urban transportation systems.

The proposed Zoning By-law amendment conforms with the following Growth Plan policies:

- 2.2.1.4 e) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces
- 2.2.1.4 f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.
- 2.2.5.4.1 In planning for employment, surface parking will be minimized and the development of *active transportation* networks and *transit-supportive* built form will be facilitated.
- 4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include reducing dependence on the automobile and supporting existing and planned transit and *active transportation*.

The proposed Zoning By-law amendment will assist in minimizing land consumption and support the development of compact built form by ensuring that an over supply of parking is not being required for developments across the City. Reducing parking requirements also eases the dependence on the automobile, encourages active transportation and supports existing and planned transit, which are all policy objectives of the Growth Plan.

### *Region of Peel*

The over-arching theme of the Region of Peel's Official Plan is sustainability, which refers to meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The Region in conjunction with the area municipalities plays a significant role in creating healthier and sustainable communities. Air quality can be improved by the Region through the land use and infrastructure planning processes and through leadership in reducing emissions associated with corporate operations. Policies to improve air quality are also valuable in mitigating the effects of climate change, as both issues require changes to land use, minimizing use of fossil fuels, decreasing auto modal share and shifting towards alternative energy sources.

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Active transportation, in the form of walking, is a component of most trips made using transit. The Region of Peel's Official Plan stresses the importance of increasing our reliance on active transportation, by itself or in combination with other

sustainable modes, to help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

The proposed Zoning By-law amendment conforms with the following Region of Peel Official Plan policies:

- 1.3.6.4 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.
- 2.2.3.2.1 To improve local air quality and reduce greenhouse gas emissions.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.
- 5.9.10.1.1 To increase the share of trips made using active transportation.

The proposed Zoning By-law Amendment conforms to the Region of Peel's Official Plan and support its goals of developing sustainable and healthy communities.

#### *City of Brampton's Official Plan*

The principle of sustainable development represents the foundation of the Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation.

The Official Plan acknowledges that the continued evolution and design of Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. A number of urban design policies in the Official Plan promote a pedestrian-friendly, transit-sensitive streetscape design along arterial roads (Section 4.11.3.3.5). Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking (Section 4.11.3.4.4).

The Official Plan encourages transit-oriented design in mixed-use development that ensures direct pedestrian linkages to transit facilities; includes park and ride facilities; includes amenities for cyclists; encourages shared parking; and, allows for a lower parking requirement to encourage use of alternative modes including transit, walking and cycling (Section 4.11.3.4.5).

The Transportation policies (Section 4.5) of the Official Plan encourage that the City move towards decreasing the dominance of roads and our reliance on private automobile as the City's primary means of transportation as it is not sustainable. The Official Plan states, *"Although the automobile enables greater mobility, there is increasing awareness that our dependency on the automobile is affecting human health and the environment. Increasing travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration."* The Official Plan fosters a major shift from automobiles to transit use and active transportation and, therefore, the proposed amendment is a step in the right direction to building a Green City by proposing to eliminate minimum parking requirements for second residential units. The proposed amendments to the City's parking standards and the introduction of bicycle parking space requirements will assist in decreasing the reliance on private automobile ownership and is intended to place more emphasis on utilizing transit and active transportation opportunities.

It is recommended that the parking amendments be supported in order to achieve the sustainable development, urban design and transportation policy objectives of the Official Plan.

## **Appendix 4 – Virtual Public Meeting Minutes – July 6, 2020**

### **Members Present via Electronic Participation:**

Regional Councillor M. Medeiros – Wards 3 and 4 (Chair)  
Regional Councillor P. Fortini – Wards 7 and 8 (Vice-Chair)  
Regional Councillor P. Vicente – Wards 1 and 5  
Regional Councillor R. Santos – Wards 1 and 5  
Regional Councillor M. Palleschi – Wards 2 and 6  
Regional Councillor G. Dhillon – Wards 9 and 10  
City Councillor D. Whillans – Wards 2 and 6  
City Councillor J. Bowman – Wards 3 and 4  
City Councillor C. Williams – Wards 7 and 8  
City Councillor H. Singh – Wards 9 and 10

### **Staff Present:**

D. Barrick, Chief Administrative Officer

#### Planning, Building and Economic Development:

R. Forward, Commissioner  
A. Parsons, Director, Development Services  
R. Conard, Director of Building, and Chief Building Official  
B. Bjerke, Director, Policy Planning  
E. Corazzola, Manager, Zoning and Sign By-law Services  
C. Crozier, Manager, Development Planning  
D. VanderBerg, Manager, Development Planning  
M. Gervais, Policy Planner  
N. Mahmood, Policy Planner  
M. Michniak, Development Planner  
S. Dykstra, Development Planner  
N. Jagtiani, Development Planner  
S. Swinfield, Development Planner

#### Corporate Services:

A. Wilson-Peebles, Legal Counsel

#### City Clerk's Office:

P. Fay, City Clerk  
C. Gravlev, Deputy City Clerk  
S. Danton, Legislative Coordinator

### **Members of the Public Present:**

None

## **Appendix 5 - Summary and Response to Public Comments**

There were five (5) pieces of correspondence that were received from members of the public with respect to the proposed City-Initiated Zoning By-law Amendment to the parking standards. Below is a summary and a response to the comments that have been received.

### **Comment (in support)**

The proposed parking rate for an apartment dwelling in the Central Area will be helpful in reshaping the outlook of downtown Brampton, help promote development and the realization of the “Downtown Reimagined” vision.

### **Comments:**

- More progressive parking rates should be proposed for residential and commercial uses across the City;
- Recommend that the proposed parking rates be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences;
- Provide more ambitious bicycle parking space requirements that would include commercial and office uses;
- Harmonizing parking for apartments down to 1.0 per unit is a step in the right direction, but it is still much too high;
- Buildings built within 400 metres of the parking garages in downtown should be completely exempt from minimum parking requirements;
- The parking garages in downtown are not full and this indicates downtown is oversupplied in parking spaces;

### **Response:**

The proposed parking amendments are limited in scope and are determined to be appropriate to advance prior to the completion of the Comprehensive Zoning By-law Review to better align Brampton’s parking standards with other municipalities in the short-term.

The proposed parking rates that are being considered in advance of the Comprehensive Zoning By-law Review are based solely on best practice and a more fulsome review of the City’s on-street and off-street parking and bicycle standards will be considered through the City-wide Parking Strategy. The City-wide Parking Strategy will help to inform the parking standards and bicycle parking requirements that will be included in the Comprehensive Zoning By-law. There will be opportunities through the City-wide Parking Strategy and Comprehensive Zoning By-law Review process for the public to comment on the City’s parking standards and bicycle parking requirements.

### **Comments:**

- The proposed parking requirement of 1/19 square metres per gross leaseable commercial floor area is too high for a shopping centre and should be reduced to encourage site design that is more walkable and pedestrian-friendly.

- The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them means that people have a choice for how to get there and therefore the demand for parking in a shopping centre should be lower than what the proposed standards require.

**Response:**

Staff has considered the comments received at the Public Meeting and have amended the proposed parking rate for a shopping centre from 1 per 19.0 square metres to 1 per 23.0 square metres. The rate of 1 per 23.0 square metres will provide an adequate amount of parking for a shopping centre while at the same time ensuring that land is being used more efficiently.

**Comment:**

Surface parking maximums could hinder redevelopment along the Queen Street Corridor, and developers should be permitted to exceed them if they include a credible phasing plan showing the surface parking being used.

**Response:**

There may be circumstances where the proposed maximum surface parking requirements can not be met. An owner has the right to seek a minor variance to the maximum surface parking requirements. Appropriate justification will be required to be provided that demonstrates how the City's urban design objectives for the Central Area are still being met.

**Comment:**

How will stacked bicycle parking work?

**Response:**

Stacked bicycle parking will be reviewed in greater detail through the site plan approval process.

**Comment:**

The benchmarking that was used in WSP's memo is not a good comparison of best practices.

**Response:**

The benchmarking that was completed by WSP is based on municipalities in Ontario who have amended their parking standards in the last couple of years. Staff are of the opinion that the benchmarking that was completed to help inform the proposed Zoning By-law amendments is a good comparison of best practices in Ontario.



**Comment:**

Reducing parking will affect the purchase decisions of most buyers and will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit.

**Response:**

The proposed rates are only minimum parking rates. Based on what the demand is for parking when the owner is proceeding through the development approval process, the owner can provide more than the minimum required residential and visitor parking requirements. There are no maximum parking rates being proposed at this time.

A change in property value is not a planning consideration that can be evaluated pursuant to the requirements of the *Planning Act*.

**Comment:**

0.5 bicycle parking spaces per apartment unit seems to be high. It is recommended that this minimum rate be reduce to 0.2 spaces per unit and increase the minimum number of vehicle parking spaces.

**Response:**

The goals and objectives of the City's Official Plan and the Brampton 2040 Vision is to encourage residents to utilize other modes of transportation (i.e. transit, bicycling). This report recommends a minimum 0.5 bicycle parking spaces per apartment unit to meet the sustainable land use and transportation objectives of the Central Area.

**Comment:**

Townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of grid lock on the streets in these subdivisions, which is unsafe for everyone. How is further reducing these parking spaces going to affect the occupants of these townhomes?

**Response:**

The proposed change to the minimum parking rate are for those townhouses that do not have private garages/driveways.

**Comment:**

Could there be a survey or count of residents in senior citizen buildings that own a car and need parking spaces to determine if a minimum residential parking requirement of 0.5 spaces per unit is warranted.

**Response:**

The proposed parking amendment related to a senior citizen building is not amending the minimum residential parking rate. A further assessment of the minimum residential parking rate for a senior citizen building will be reviewed through the City's on-going Comprehensive Zoning By-law Review.

**Comment:**

Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

**Response**

On June 24, 2020 Brampton City Council approved a Zoning By-law amendment that removes the requirement to provide an additional parking space for the creation of a second unit. The general residential provisions of the Zoning By-law will continue to require that a minimum two (2) parking spaces be maintained on each residential lot.



June 30<sup>th</sup>, 2020

Planning and Infrastructure Services  
City of Brampton  
2 Wellington Street West, 3<sup>rd</sup> Floor  
Brampton, ON L6Y 4R2

Attention: Michelle Gervais, Policy Planner

**RE: City's Comprehensive ZBL Review – Proposed Amendments to the Parking Standards**

Dear Ms. Gervais,

On behalf of our clients represented by Glen Schnarr & Associates Inc., please accept our comments related to the Information Report – Comprehensive Zoning By-law Review: Proposed Amendments to the City's Zoning By-law Parking Standards (I35/2020).

Firstly, we support the City's initiative to consider reducing the parking standards in the Downtown/Central Area and throughout the City to reduce carbon footprint and facilitate walkable City.

We have reviewed the Information Report and various amendments to the City of Brampton Zoning By-law 270-2004 and respectfully submit a request for re-consideration as it relates to the follow proposed amendment:

- The single parking rate for “shopping centre” to be amended to one parking space per 19.0m<sup>2</sup> gross floor area compared to previous differentiating rate divided by the 2,000m<sup>2</sup> threshold.

The City of Brampton Zoning By-law defines *Shopping Centre* “to mean the premises upon which a group of at least five separate commercial uses have been developed and are managed as a unit by a single owner or tenant, or by a group of owners or tenants”(City of Brampton Zoning By-law 270-2004).

We request City staff and Councillors to re-consider the “shopping centre” Amendment to maintain the existing rate for retail/commercial uses less than 2,000m<sup>2</sup>. As stated in the report, the current parking rate for “shopping centre” is appropriate and generally consistent with comparable zoning by-laws. As Downtown Brampton and the Central area continue to intensify, retail/commercial spaces less than 2,000m<sup>2</sup> are increasingly common in mixed-use buildings or smaller commercial plazas providing amenities to tenants within the building or residing nearby. Mixed-use developments are encouraged in the City and are often accessible via public transit and pedestrian pathways connecting users to end destinations without the use of the private automobile.

Retail/Commercial spaces larger than 2,000m<sup>2</sup> are often located in areas with high-order roads that serve a broader community primarily accessible by a private automobile or public transit.

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
www.gsai.ca



The existing parking rate supports the development of different forms of retail/ commercial space, with smaller locations servicing a neighbourhood level compared to larger locations servicing a community level. The existing rate maintains flexibility for developers wishing to provide on-site retail/ commercial services to create a more desirable place to live or diversify a neighbourhood characterized by predominantly residential land uses.

If the City is desirous of having one-tier parking standard for a shopping centre, we suggest that the new parking standard be less than one parking space per 19.0m<sup>2</sup> gross floor area. Reducing the parking standard for shopping centres will encourage site design that is more walkable and pedestrian-friendly and utilize greater opportunity for additional retail space translating into more municipal taxes and jobs.

Thank you for your time and consideration in this matter.

Kindest Regards,

**GLEN SCHNARR & ASSOCIATES INC.**

Colin Chung, MCIP RPP  
Planner

CC: Terri Brenton, Legislative Coordinator, City of Brampton  
Members of Planning Committee

## Comments on the Proposed Parking Standards

### **Current Situation:**

The City of Brampton is currently experiencing a dire housing crisis, caused by problems on both supply and demand. On the supply side, the City is experiencing a dire shortage of smaller units, caused by the City banning new second units in 2006, effectively impossible lodging house rules, and pervasive expensive planning requirements that make small units financially infeasible. On the demand side, the City has grown massively, major increases in numbers of international students, and shifting demographic trends towards smaller households across Canada.

The skyrocketing demand, and limited supply of smaller primary rental sector units has resulted in skyrocketing. The City taking until 2015 to unban second unit construction while the number of international students skyrocketed resulted in major increases in prices in the primary rental stock, and widespread construction of secondary rental housing, such as second units built outside of the building code to help fill the gap. When combined with the Federal government deciding to increase the number of international students significantly, and the increase coming disproportionately from India, where the number of students has quadrupled in four years to over 200k, we now have a rooming house situation spiraling rapidly out of control. With a dozen or more people living in a house design for four or five, with substantial not to code renovations, the City of Brampton has successfully achieved having crowding reminiscent of slums in developing countries pervasive throughout the city. While many major cities have an area of extremely poor housing, such as a Skid Row, Brampton likely has the dubious distinction of having horrific crowding distributed throughout the city

To make rent on a 20 hour work visa cap, international students have been forced to turn to under the table work, where they are exploited, and an increasing number of female students have been forced to turn to prostitution to be able to pay rent.

### **Proposed Amendments**

#### **Central Area**

1 & 2) Even with a reduction of parking for all apartment units to 0.5 with 0.1 visitor parking for a combined total of 0.6 per unit, this cost is still likely to add up to 10% or more of a one bedroom unit's cost. This is acceptable as an interim measure

Buildings built within 400 metres of the parking garages downtown should be completely exempt from minimum parking requirements, there will still likely be some parking required, and if there is not enough parking for their demand, they can use the city garages. Contrary to the Consultant report, the City is not at risk of running out of parking downtown, it manages to be oversupplied at rock bottom rates. Underground parking in an area like downtown would likely

require \$600 a month per stall to break even financially, instead the City charges \$308 per year, yet still does not have full garages, this indicates downtown is oversupplied, and the City is spending millions of dollars a year on subsidizing parking. If demand did rise to such a level that 80%+ occupancy was normal, the City could significantly raise rates for monthly and annual passes before needing to adjust daily rates which affect. If the City was unwilling to raise rates fearing political blowback, the City could set up a municipal corporation which is delegated with taking care of parking, including setting rates, such a corporation is explicitly permitted in provincial regulation.

3) Surface parking maximums could hinder redevelopment along the Queen Street Corridor, and developers should be permitted to exceed them if they include a credible phasing plan showing the surface parking being used. The area between Kennedy and the 410 is extremely car dominated currently, with walkability still being limited, a phasing plan allows them to build development helping shift the modal split, while not leaving the development with enormously expensive stranded assets in the form of structured parking.

Given the increasing shift to ridesharing, and the advent of autonomous vehicles in the next couple decades, limiting them to two drop off spaces could be very problematic in the long term

4) The bike parking requirements should be clarified to explain how stacked bike parking works. In areas with high bike usage it is common to have stacked bike parking, which uses a mechanism to allow a bike to be easily stacked above another.

### **City Wide Amendments**

1) Harmonizing parking for apartments down to 1.0 per unit is a step in the right direction, but it is still much too high. Of the comparator cities selected, only Kitchener and Ottawa have recently updated their parking by-laws significantly, and they range from a range of 0 to 0.5 per unit, with Kitchener furthermore setting out a parking maximum, which in certain cases is lower than the proposed minimum. Furthermore the proposed changes completely fail to take advantage of the City of Brampton having already created significant good transit. Ottawa uses 600 metres from rapid transit to provide a parking exemption, it would not be difficult for the City of Brampton to ask Brampton Transit which locations they identify as having good transit, and create an exemption for parking minimums within 300 metres of said stops. As exemptions for parking in areas with good transit range from 400 metres to 800 metres, 300 metres would be a reasonable interim distance.

3) What WSP calls best practices are not good, it isn't even good benchmarking, it is mediocre at best, and terrible planning at worst. If this method was employed in a US city in 1965 it would conclude that racial segregation should form a significant part of municipal governance. It may sound harsh to compare zoning to racial segregation, but in fact, urban planning and zoning was an instrumental part of racial segregation in the United States, and zoning from then has resulted in American cities being significantly racially segregated in 2020, because such zoning is pervasive throughout the US, and when they do benchmarking, other cities have zoning like that, and if one applied WSP's "best practices", one would conclude that maintaining urban planning policies that enforce racial segregation is a "best practice".

**Medical Office Space:** Of the 5 comparators, the proposed new parking requirement is only a hair below Mississauga, which is currently redoing its parking minimums, and higher than the other 4, with it being more than 50% above Ottawa and Toronto.

**Business Office Space:** The City's proposed new parking minimum converted back to a per 25m<sup>2</sup> base is 0.833, which is higher than all five comparators, more than double that of Toronto, and more than triple that of Kitchener. In practice what this means is an office building does not pencil out basically anywhere in Brampton. A business office building must be either located in greenfield areas where vast parking lots are economical, or in the downtown area where the parking is exempt. The problem is an office building needs a reasonable catchment area in terms of time, and there just isn't the cheap land available that meets agglomeration economy needs, so that doesn't work. Then there is the downtown, but the area of Downtown that the City considers acceptable for non-residential is a small area, requires substantial lot assembly (expensive), and the City has plowed so much money into the area, that landowners are going to want more than developers are willing to pay for such a terrible location (floodplain restrictions are very expensive). Yes, the City spent so much money on downtown that it is currently too expensive to be worth anything. Ottawa's parking minimum is 1 per 42 square metres, consider that instead.

Building enough structured parking to satisfy the proposed parking requirements would cost in excess of four times the total development charges for office space.

**Retail:** Brampton has significantly higher minimums for retail than Kitchener and Ottawa, even being higher than Kitchener's maximum by 25%. Keep in mind that counting drive aisles and screening from the street for surface parking, or pillars for structured parking, the area per parking space is in excess of 30 metres. The parking minimum in effect is 1.5 metres of parking per 1 metre of usable space. This functionally blocks mixed use.

**Shopping Centres:** Brampton has a significantly higher parking minimum than the one of five cities that has more recently reviewed parking, and made the utterly baffling choice to harmonize the parking minimums upwards for both sizes of shopping centres. The reason smaller shopping centres had lower parking minimums is relatively straightforward, smaller shopping centres tend to be neighbourhood retail with shorter trips and a lower population to be serviced, the larger ones tend to be more regional shopping centres, with larger catchment areas and long visit times. When you see the number 1 per 19 metres and 1 per 23 metres, it is a red flag that this standard is over 40 years old like a 454 gram block of butter, because this is a metricated Imperial number. In the case of 19 metres, this is the closest approximate to 5 parking spots per 1000 square feet, and 23 metres is equivalent to 4 parking spots per 1000 square feet, with it being rounded so as to not result in this increasing the number of parking spots.

**Restaurants, Sit down:** While major cities across North America are seeking to build food halls, so residents can taste culinary diversity, what Brampton residents get to taste is failure, from a thousand restaurants snuffed out by the City's asphalt fetish. On Kennedy Road South, it tastes like a toxic brew of leaked fluids from the battered cars being sold and repaired along the strip, symbolic of the blight and decay. This is the result of Brampton parking requirements, which are significantly higher than Los Angeles and Houston. Finding yourself with significantly higher parking minimums than cities widely reviled for sprawl is like finding yourself alone sobering up at a Tims at 3 am, on a weekday, it is strongly worth reflecting on how you ended in such a situation.

Changing it from 6.25 square metres to 6.5 square metres is enough to say you've changed it, but not enough for it to really matter, it will still substantially block redevelopment, and still harm restaurants. In recent years, there has been rapid growth in the delivery business due to apps, and COVID ending dine in temporarily is likely to substantially accelerate this trend. What takeout and delivery need is loading spaces, not parking spaces. Furthermore, allowing patios on parking spaces was something the City should have allowed years ago, but was never able to happen because nearly all the strip malls are already sitting right at their parking minimums.

**Restaurants, Takeout:** Takeout restaurants even more exhibit the shift to app based delivery because remote ordering further cuts time off how long someone will be at the location, and has an even stronger case for ending parking minimums and encouraging loading zones. They would also benefit even more in the long term from being able to have patio spaces



**Financial Implications:** Increasing development by reducing unnecessary construction costs that do not meaningfully affect assessment value enhances the financial wellbeing of the Corporation.

### **Economic Development Implications**

Reducing onerous and unnecessary regulations makes Brampton a more desirable place to do business, furthermore, minimum parking requirements pose significant costs to housing and employment. Slashing residential minimum parking requirements is an effective way for the City to improve housing affordability for new stock. Slashing minimum parking requirements for offices is an effective way to signal Brampton is open for business by reducing costs per square foot significantly.

The report notes Economic Development was consulted on transit, yet does not mention Brampton Transit, how much and how was Brampton Transit consulted on transit ridership implications? It is not very difficult to ask Brampton Transit for which bus stops they would consider to have good transit, and how far people would walk to the aforementioned transit, and also include a selection of locations where they believe adding development near would benefit transit ridership. As the City of Brampton already has bus stop data in a format for ArcGIS, it would be relatively straightforward for a GIS tech to select the bus stops provided by Brampton Transit and using the network analysis tool generate walksheds, in a format that can be provided as a map and a GIS layer.

July 6, 2020

Mr. Richard Forward  
Commissioner, Planning and Development Services  
City of Brampton  
2 Wellington Street West,  
Brampton, Ontario  
L6Y 4R2

Attn: Mr. Richard Forward, Commissioner, Planning and Development Services

Re: City of Brampton Public Meetings July 6, 2020

**Information Report – Comprehensive Zoning By-law  
Review: Proposed Amendments to the City’s Zoning By-law Parking  
Standards, City Wide, (I35/2020)**

*and*

**Information Report – City Initiated Amendments to the  
Zoning By-law, City Wide, (I44/2020)**

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I represent the Fifth Avenue Group, the owner of 83 Wilson Avenue, and 14 & 16 Centre Street North, Part of Lots 44 & 45, Wellington Block, Registered Plan BR-5, City File: PRE18-027, which is being prepared for a Zoning By-law amendment submission in the next month. We are working to bring Brampton a 9 storey, 82-unit, mid-rise building at the south-east corner of Centre Street and Wilson Avenue (*view of project rendering below*).

This letter is provided in response to two Public Meeting reports from Michelle Gervais, Policy Planner, Planning, Building and Economic Development Department, items 5.1 and 5.2, titled ***Information Report - Comprehensive Zoning By-law Review: Proposed Amendments to the City’s Zoning By-law Parking Standards, City Wide, and Information Report*** and ***Information Report - City Initiated Amendments to the Zoning By-law, City Wide.***

With regards to item 5.1, we fully support the initiative to reduce the parking standards for the Central Area, however, we are proposing a parking standard that is below the one provided in the *Report*. We are in the process of reviewing the *Report* to determine how it might affect our proposal. We look forward to discussing this matter with staff.

With regards, to item 5.2, we are reviewing the proposed changes to the balcony standards and how they might affect our proposal and again, look forward to discussions with staff.

We request that we be notified of any future meetings related to these Public Meetings and By-law Amendments.

Thank you for your consideration.

Respectfully submitted,

**Dan Kraszewski**

Dan Kraszewski, R.P.P. M.C.I.P., OALA

cc. Fifth Avenue Group  
Michelle Gervais, Policy Planner  
Peter Fay, City Clerk



Proposed City-Initiated Amendments to the Zoning By-law - July 6 2020 Public Meeting  
From: Mitch Talesk < >  
Sent: 2020/07/02 6:34 PM  
To: Gervais, Michelle  
Cc: Mark Jepp; Tara Gollish  
Subject: RE: [EXTERNAL]RE: Proposed City-Initiated Amendments to the Zoning By-law - July 6, 2020 Public Meeting  
Attachments: New Standard for City-Wide Comm and Retail.png; Brampton Proposed Amendments to the Parking By-law.pdf

Good Evening Michelle,

I hope things are well there. As per the voicemail I left you a little earlier, I was looking to touch base with you on the Information Report posted on the City's website for the comprehensive zoning by-law review (parking standards), which will be going in front of PDC this coming Monday the 6th.

Although I am certainly happy to see that (overall) there has been a downward shift in the amount of parking required across the board, there was one section in particular I wanted to discuss, which relates to Shopping Centres with a Gross Leasable Floor Area of 2000m<sup>2</sup> or more (which I would imagine captures a lot of applications). I have gone through the process on a couple of site plans over the last two years on plazas that fit within that standard and have advocated that the parking standard of 1 space per 19m<sup>2</sup> is too much parking. In both cases I ended up seeking Minor Variances with a parking reduction of around 12% and succeeded. I think there are a number of reasons for this:

\* With the diversity of uses in a plaza of that size, people come and go all day and I don't believe that it is fair to assume that the parking lots will always be crowded or full, or will be totally congested in peak times. It is our experience that they are usually not.

\* The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them, to me, means that people have a choice for how to get there and the demand for parking should be lower than what the standards

Proposed City-Initiated Amendments to the Zoning By-law - July 6 2020 Public Meeting  
(which are very old) require.

\* Lastly, and connected with the point above, vast amounts of parking does not, in my opinion, discourage people from driving to the corner store, which is ultimately the behaviour we should be trying to curb.

I am not sure what the process looks like in front of us for the approval of these new standards, but I would be interested to know. I am really hoping that the City can continue to look at the standards and be more aggressive. Given the investments in transit, path networks, and the better planning we do with every plan, I am hoping that we can tighten up the standards even further, get people out of their cars, and make our sites more green and efficient.

As I mentioned, feel free to call my cell 416 268 4672 or keep this email chain going.

Speak soon and enjoy the evening!

Mitch

From: Gervais, Michelle <Michelle.Gervais@brampton.ca>  
Sent: June 11, 2020 11:28 AM  
To: Mitch Taleski >  
Cc: Humble, Jeffrey <Jeffrey.Humble@brampton.ca>; Mark Jepp <mark@paradisedevelopments.com>  
Subject: RE: [EXTERNAL]RE: Proposed City-Initiated Amendments to the Zoning By-law - July 6, 2020  
Public Meeting

Hi Mitch,

Doing ok. I hope you are well.

The Information Report and the draft by-law related to the proposed parking standards will be available to the public when the July 6 Planning and Development Committee agenda is published on June 26.

Thanks.

Michelle Gervais, MCIP, RPP  
Policy Planner, Planning, Building and Economic Development Department

Correspondence Regarding CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

From: Danton, Shauna  
Sent: 2020/07/06 2:09 PM  
To: Gervais, Michelle  
Subject: FW: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

Hi Michelle,

FYI - correspondence that will be circulated prior to the meeting tonight.

Thanks,  
Shauna

From: City Clerks Office <City.ClerksOffice@brampton.ca>  
Sent: 2020/07/06 10:48 AM  
To: Danton, Shauna <Shauna.Danton@brampton.ca>  
Subject: FW: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

From: Kevin Montgomery  
Sent: 2020/07/03 11:24 PM  
To: City Clerks Office <City.ClerksOffice@brampton.ca>  
Cc: Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>; Medeiros, Martin - Councillor <Martin.Medeiros@brampton.ca>; Brown, Patrick - Mayor <Patrick.Brown@brampton.ca>  
Subject: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

Hello.

Copying Councillors Bowman and Medeiros, and Mayor Brown on this email also.

Emailing to express my support for the proposed amendments to the comprehensive zoning bylaws. While I agree with any effort to reduce the minimum parking requirement city-wide, I would have rather it be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences.

I'm also happy to see a proposed maximum surface parking requirement for an apartment dwelling in the Central Area.

And of course, bicycle parking requirements are a must. Again, I would have preferred

Correspondence Regarding CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004  
to see something more ambitious, with minimum requirements established for  
commercial and office uses also.

Regards from Ward 3,  
Kevin Montgomery R.G.D., C.X.D.

Michelle Gervais, Policy Planner  
City of Brampton  
Planning and Development Services  
2 Wellington St. West  
Brampton, Ontario  
L6Y 4R2

Dear Michelle,

I am writing today in support of the Proposed Amendments to the City's Zoning By-Law Parking Standards City-Wide report which you are championing. Recently, we have acquired property in downtown Brampton, located at the address of 31-33 George Street North and 28 Elizabeth St. North. Our intention is to build a high density residential rental building on the premises and believe the current parking requirement needs to be amended.

The City of Brampton has a vision to revitalize the downtown with projects that include a potential university campus, the Innovation Centre and Library at the corner of Nelson and George St., as well as the Phase 2 extension of the Hurontario LRT connecting to Brampton GO Station, to name a few. I and my team believe in this vision and vow to develop a beautiful building at our site which should spur on further development and help that vision become reality. With all these projects in the pipeline of development in the downtown of Brampton, we believe that this will only discourage the use of cars and motorized automobiles further. A more walkable downtown with more attractions, storefronts, commerce, and pedestrian designated areas will lessen the need for cars. In addition, the increased scheduling for GO Trains as well as the LRT and potential BRT along Queen St. should reduce the need for cars even further.

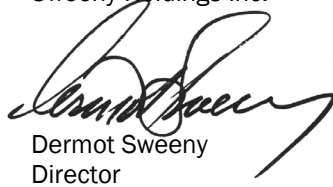
The single greatest cost to development in downtown Brampton as we have found through extensive due diligence is the construction of parking. Construction costs have increased exponentially in the past few years and the only way we together with all other Developers can achieve any returns on investment is to minimize any onsite structured parking. We believe that in the near future, the need for a car will greatly diminish, with all the transit projects listed above together with creative technologies and ideas such as Auto Share, Uber, Home delivery Services, On-Line shopping etc. the extremely expensive individual vehicle ownership will dramatically reduce very soon and continue to do so over time. reducing the need for a car as well, such as Uber, auto share programs, home delivery services, etc. This along with Brampton downtown destined to become a Place to Live, Work, Learn and Play as a more walkable destination with greater emphasis on long travel needs, more cycling and walking we firmly believe in and encourage the significant decrease in the minimal parking requirements for all higher density housing and especially rental accommodation. We would support eliminating parking minimums all together and allowing the market demands for parking dictate the need for parking to be constructed in each project.

Today there remains a need for cars in the downtown of Brampton, but we are brainstorming creative solutions to reduce parking over time as that demand decreases within our projects. We would also encourage the City of Brampton to strongly support well designed above grade structured Parking that is designed to be utilized for Office, Education, Health care, Service and additional commercial uses or residential uses over time. We are glad to see the



City of Brampton push forward ideas of reducing car dependency and encourage creative ways to decrease that dependency over time. The future of our planet may depend on it and we look forward to working together with the City to resolve future parking restraints as well. We need to be much more forward thinking these days as we should have been in the past. We greatly support any initiative that reduces car dependency and builds better Urban Communities.....

Yours truly,  
Sweeny Holdings Inc.

A handwritten signature in black ink, appearing to read 'Dermot Sweeny', written over the printed name and title.

Dermot Sweeny  
Director

From: Shenali De Mel  
Sent: 2020/08/15 6:45 PM  
To: Gervais, Michelle  
Cc: Majeed, Malik  
Subject: Re: [EXTERNAL]BREB Input on City's Zoning By-law Parking Standards, City Wide, (I35/2020)

\* Hello Michelle,

The BREB's Govt. Relations Committee (GRC) met this week. While we agree that the impact on the environment would be good, our experience in the field with selling and buying real estate has raised some concerns. Thus, we would appreciate if this list of questions and concerns were addressed in the proposed amendments

1. Proposal to reduce Residential Parking in Central downtown apartment dwellings.

- \* Is this for buildings with owned units?
- \* Reducing parking will affect the purchase decisions of most buyers.
- \* It will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit.
- \* So, if a unit did not have an assigned parking space, it would not fetch as high of a sale price as one that included parking.

2. Incorporating Bicycle parking spaces for apartment dwellings

- \* 0.5 bicycle parking spaces per unit seems to be high as, from our Realtor experience, most apartment dwellers have cars that need underground or surface parking, than those who use their bikes for a daily commute.
- \* With the incorporation of more Bike lanes in Brampton, this might be a good idea, but how about reduce it to 0.2 per unit and increase vehicle parking spaces in those same buildings?

3. For parking at City wide Apartments and Townhouses.

- \* From our Realtor experience we have noticed that townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of grid lock on the streets in these subdivisions, which is unsafe for everyone.

\* Currently, we see people extending driveways, most of them illegally. How is further reducing these parking spaces going to affect the occupants of these townhomes?

4. Parking at Senior Homes

- \* Assuming these are buildings for independent living seniors and NOT long term care facilities, 0.5 residential parking per unit might be appropriate.
- \* Could there be a survey or count of residents that own a car and need parking spaces to determine if the 0.5 assessment is warranted.

Parking External Comments

5. One of the major impacts of reduced parking would be on second-unit dwellings.

\* Currently, Brampton has a large amount of unregistered illegal basement units. Those residents need adequate parking.

\* Illegal extension of driveways by residents can be unsafe, especially concerning Fire hazard and City snow removal.

\* Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

We look forward to hearing back re: these. Do keep us posted if you require our participation at any Planning meetings if we can be of any assistance.

Thank you,

Shenali De Mel  
Sales Representative

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