

**Date:** 2020-11-18

**Subject:** **Supplementary Report - City-Initiated Zoning By-law Amendment to Modernize Parking Standards, City-wide**

**Contact:** Jeffrey Humble, Manager, Policy Division, Planning, Building and Economic Development Department, jeffrey.humble@brampton.ca, 905-874-5179

**Report Number:** Planning, Building and Economic Development-2020-441

**Recommendations:**

1. That the report titled: **Supplementary Report – City-Initiated Zoning By-law Amendments to Modernize Parking Standards, City Wide**, to the Planning and Development Committee Meeting of December 7, 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 dated October 23, 2020 that was received by Planning and Development Committee on November 16, 2020; and
3. That staff be directed to hold a statutory public meeting to present a City-initiated Zoning By-law Amendment that proposes to eliminate minimum parking requirements for specific uses with the Downtown, Central Area and the Hurontario-Main Street Corridor.

**Overview:**

- A Recommendation Report entitled “City-Initiated Zoning By-law Amendments to Modernize Parking Standards, and dated October 23, 2020, was received by Planning and Development Committee on November 16, 2020.

- **At the November 16, 2020 Planning and Development Committee meeting, the report was referred back to staff to look at eliminating minimum parking requirements for uses in areas of the City that are planned for intensification and that are well-served by transit.**
- **This report recommends that the Zoning By-law, attached as Appendix 1, be adopted, for the reasons set out in the Recommendation Report entitled “City-Initiated Zoning By-law Amendments to Modernize Parking Standards, and dated October 23, 2020, that was received by Planning and Development Committee on November 16, 2020. The Zoning By-law has been amended to require a minimum visitor parking requirement of 0.25 spaces per unit for a senior citizen residence.**
- **As per the direction received at the November 16 Planning and Development Committee, staff is proposing that the elimination of minimum parking requirements apply to specific uses and apply to those lands located with the Downtown, Central Area and Hurontario-Main Street Corridor, as these areas provide opportunities for intensive, transit supportive development and have convenient access to existing or planned high order transit.**
- **The purpose of this report is to outline the next steps with respect to the proposal to eliminate minimum parking requirements in specific areas in the City. This includes holding a statutory public meeting to present the proposed Zoning By-law amendment to the public.**

### **Background:**

A Recommendation Report entitled “City-Initiated Zoning By-law Amendments to Modernize Parking Standards”, and dated October 23, 2020, was received by Planning and Development Committee on November 16, 2020 (see Appendix 2). At the November 16, 2020 Planning and Development Committee meeting, the report was referred back to staff to look at eliminating minimum parking requirements for uses in areas of the City that are planned for intensification and that are well-served by transit.

The draft Zoning By-law Amendment that was attached to the above referenced Recommendation Report included an amendment to the senior citizen residence minimum visitor parking requirement from 0.25 spaces per unit to 0.20 spaces per unit. At the November 16, 2020 Planning and Development Committee meeting, Committee members expressed a concern with this amendment and requested that the minimum visitor parking requirement remain at 0.25 spaces per unit to ensure that an adequate amount of visitor parking spaces are available for people visiting the residents in a senior citizen residence. The Zoning By-law Amendment, attached as Appendix 1, has been amended to require a minimum visitor parking requirement of 0.25 spaces per unit for a senior citizen residence.

This report recommends that the Zoning By-law, attached as Appendix 1, be adopted, for the reasons set out in the Recommendation Report entitled “City-Initiated Zoning By-law Amendments to Modernize Parking Standards, and dated October 23, 2020, that was received by Planning and Development Committee on November 16, 2020.

### **Current Situation:**

This report provides a summary of the areas that staff proposes to eliminate minimum parking requirements within and to clarify what uses necessitate a minimum parking requirement. It also outlines the required planning approval process to implement the direction provided by Planning and Development Committee on November 16, 2020, which includes holding a statutory public meeting.

The elimination of minimum parking standards for uses in key intensification areas serviced by rapid transit has been applied in some Ontario Zoning By-laws. However, this reduction is usually limited to Urban Growth Centres or downtown areas and is not applied extensively across a municipality. The City of Edmonton, as of July 2, 2020, removed minimum on-site parking requirements from their Zoning By-law, allowing developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle.

As Brampton grows, it must adopt an approach to parking standards that considers land use, built form, and design standards, as well as proximity to transit and other active modes of travel. The direction provided by Planning and Development Committee on November 16, 2020 emphasizes the desire for Brampton to move towards managing parking in a responsible manner that efficiently uses land and supports the development of affordable housing. An elimination of minimum parking requirements does not preclude a developer from providing parking, where it is necessary, and where it is considered marketable to do so.

### *Analysis*

To understand the best approach to regulating on-site parking (maintaining minimum parking requirements, eliminating minimum parking requirements or imposing maximum parking requirements) it is typical that an analysis be undertaken to look at how existing parking spaces in Brampton are being used.

Prior to the City of Edmonton’s decision to remove minimum parking requirements they undertook the following two studies:

1. Values and Priorities – A market research consultant was hired to gain an in-depth understanding of Edmontonians’ values and priorities related to parking.
2. Technical Study – A team of technical consultants were hired to use a range of data to understand how Edmonton’s existing parking spaces are used.

The findings of these two studies helped inform Planning staff's recommendations for parking regulations in Edmonton.

The City will be undertaking a Parking Strategy to develop a comprehensive parking policy, parking management and implementation framework for Brampton that will address the integration of land use and transportation policies, prioritize active transportation and non-auto modes, incorporate the Vision Zero framework, as well as address minimum maintenance standards, and efficient management of parking resources, finances and operations.

### *Considerations with the Proposed Removal of Minimum Parking Requirements*

It is important to note that the planning evaluation with respect to the proposal to eliminate minimum parking requirements in key areas in the City will be completed by staff without the benefit of the Parking Strategy being finalized or extensive public engagement being undertaken. Staff has identified the following preliminary land use planning matters that should be explored further before recommending that the Zoning By-law be amended to eliminate minimum parking requirements:

#### 1. Site-Specific Parking Requirements

There are a number of properties located within the Downtown, Central Area and Hurontario-Main Street Corridor that have site-specific parking requirements. Staff will have to determine whether the proposed elimination of minimum parking requirements would prevail over any existing site-specific parking requirements.

#### 2. On-street Parking

One potential community implication associated with eliminating minimum parking is that if there is insufficient parking provided on-site for specific uses, any shortage in parking may cause a spill over onto adjacent streets, especially areas where there are no public parking facilities available.

Brampton currently prohibits the use of residential streets for overnight parking. Should the Traffic By-law be updated to permit on-street parking in certain areas of the City to support the removal of minimum parking requirements?

Illegal on-street parking will continue to be monitored and enforced, where necessary, consistent with the existing City processes.

#### 3. Public Realm Improvements

Brampton should be designed for pedestrians, cyclists, transit riders and drivers; not, primarily, for parked cars. An elimination of minimum parking requirements should be accompanied by public realm improvements, by both the developer and the City, to assist in providing alternative choices to auto travel for residents, and

to also enhance the pedestrian environment through measures such as bicycle lanes, wider sidewalks, outdoor seating and on-site bicycle parking spaces. At this time, staff has not undertaken an analysis to determine what public realm improvements will be required with the Central Area, Downtown and Hurontario-Main Street Corridor to support the elimination of minimum parking requirements.

#### 4. Improvements to Bus Rapid Transit Service

To offset the elimination of minimum parking requirements within the Central Area, Downtown and Hurontario-Main Street Corridor it is important to understand what improvements are needed to enhance the City's transit services such as, signal priority and traffic management measures, and what improvements are needed to passenger facilities and advanced passenger information systems in order to facilitate efficient transit connections within Brampton and to adjacent municipalities.

#### 5. Rental Buildings

To developers, removing parking requirements does not mean eliminating parking supply. It simply allows developers to decide how many spaces to provide based on market and locational demand. Staff generally agrees that developers for condominium buildings will probably provide sufficient parking based on marketability of units, however, there is a concern when it comes to rental buildings. The owners of rental buildings may not have an issue with renting units without parking spaces, leaving it up to the tenants to secure parking elsewhere. This may lead to illegal on-street parking or an increased demand for parking spaces at the public parking garages.

#### 6. Accessible Parking Spaces

The Traffic By-law requires that a minimum number of accessible parking spaces be provided based on the total number of parking spaces provided on-site. An elimination of minimum parking spaces may impact the amount of accessible parking spaces being provided on-site. Staff will have to explore this further to determine whether an amendment to the minimum number of accessible parking spaces is required to ensure that the appropriate amount of accessible parking is being provided.

### *Boundaries of the Proposed Zoning By-law Amendment to Eliminate Minimum Parking Requirements (see Appendix 3)*

It is proposed that the elimination of minimum parking requirements apply to those lands that are located within the Downtown, Central Area and the Hurontario-Main Street Corridor (boundaries of the Hurontario - Main Street Corridor Secondary Plan Area 55) as these areas are identified in the Official Plan as providing opportunities for intensive, transit supportive development and they have convenient access to existing or planned high order transit. These areas represent a logical starting point for proposing an

elimination to the minimum residential parking standards. Please refer to Appendix 3 for the boundaries of the proposed Zoning By-law Amendment to eliminate minimum parking requirements.

### *Uses*

It is proposed that the elimination of minimum parking requirements apply to a building or place containing three (3) or more dwelling units and apply to all other commercial, office, institutional and industrial uses. This means that minimum parking requirements would still apply to such uses as: single detached dwellings, semi-detached dwellings, townhouses, street townhouses, duplexes, triplexes, quadruplex, back-to-back townhouses, two-unit dwellings and lodging houses within the boundaries shown in Appendix 3.

### *Minimum Visitor Parking Requirements*

It is proposed that a minimum visitor parking rate of 0.20 parking spaces be applied per residential unit within the Central Area and Hurontario-Main Street Corridor and that a minimum visitor parking rate of 0.10 parking spaces per residential unit apply within the Downtown area for an apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway.

### *Statutory Public Meeting*

On July 6, 2020, a statutory public meeting was held to present the proposed parking amendments that were included in staff's Recommendation Report that was received at the November 16 Planning and Development Committee meeting. The notice for the July 6, 2020 statutory public meeting indicated a proposed reduction to the minimum parking requirements for an apartment dwelling, a multiple residential dwelling, townhouses without private garages/driveways, and for commercial and offices uses (different requirements that would apply City-wide and within the Central Area). The term "reduction" in the notice implies that a minimum parking requirement will still apply.

Since the notice for the July 6, 2020 public meeting did not indicate an elimination of minimum parking requirements for specific areas and uses within the City, a further statutory public meeting is required to be held before Council enacts an amendment to the Zoning By-law to eliminate minimum parking requirements.

### *Next Steps:*

The next steps in the planning approval process based on the direction provided at the November 16, 2020 Planning and Development Committee meeting includes the following:

- January 2021 - present the proposed Zoning By-law amendment to eliminate minimum parking requirements in specific areas of the City at a statutory public meeting; and,
- March 2021- final Recommendation Report and implementing Zoning By-law amendment to Planning and Development Committee and Council.

Other parking regulation changes are anticipated to be proposed through the Municipal Parking Strategy and implemented through the Comprehensive Zoning By-law Review, which will align with the policy direction in the new Official Plan.

### **Corporate Implications:**

No corporate implications have been identified at this time.

### **Financial Implications:**

There are no financial implications associated with this report.

### **Economic Development Implications:**

No economic development implications have been identified at this time.

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

This Report has been prepared in full consideration of the Term of Council Priorities.

### Living the Mosaic – Brampton 2040 Vision

This Report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic.'

### **Conclusion:**

It is recommended that staff hold a statutory public meeting and report back to Planning and Development Committee with final recommendations that address consistency with Provincial, Regional and City policies and a Zoning By-law Amendment that proposes to eliminate minimum parking requirements in key strategic areas in the City.

Authored by:

Reviewed by:

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Jeffrey Humble, Manager, Policy & Strategic Initiatives

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Bob Bjerke, Director, Policy Planning

Approved by:

Submitted by:

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Richard Forward, MBA, M.Sc., P.Eng.  
Commissioner, Planning and  
Development Department

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David Barrick, Chief Administrative Officer

**Appendices:**

Appendix 1: Zoning By-law Amendment

Appendix 2: Recommendation Report - City-Initiated Zoning By-law Amendments to  
Modernize Parking Standards dated October 23, 2020

Appendix 3: Boundary of Proposed Elimination of Minimum Parking Requirements