

Date: 2020-12-18

Subject: Information Report

Secondary Title: **City-initiated Zoning By-law Amendment to Eliminate Minimum Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor**

Contact: Michelle Gervais, Policy Planner, Planning and Economic Development Department, michelle.gervais@brampton.ca, 905-874-2073; and

Jeffrey Humble, Manager, Land Use Policy, Planning and Economic Development Department, jeffrey.humble@brampton.ca, 905-874-5179

Report Number: Planning, Building and Economic Development-2021-008

Recommendations:

1. That the report titled: **Information Report – City-initiated Zoning By-law Amendment to Eliminate Minimum Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor**, to the Planning and Development Committee Meeting of January 18, 2021, be received; and
2. **THAT** Planning & Economic Development Department staff be directed to report back to Planning & Development Committee with the results of the Public Meeting and final recommendations.

Overview:

- **Elimination of minimum parking requirements within certain locations or for specific uses or even City-wide is occurring more frequently within North American cities as there is an evolving understanding that lifestyles are changing, parking requirements are outdated, and that providing an over supply of parking has a negative impact on the built form, housing affordability and the environment.**

- **On December 9, 2020, Council approved a Supplementary Report entitled “City-Initiated Zoning By-law Amendments to Modernize Parking Standards” that directed staff to hold a statutory public meeting to present a Zoning By-law Amendment that proposes to eliminate minimum parking requirements in areas of the City that are planned for intensification and that are well-served by transit.**
- **It is proposed that the elimination of minimum parking requirements apply only to those lands that are located within the Downtown, Central Area and the Hurontario-Main Corridor 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.**
- **Parking for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwellings, two-unit dwellings, lodging houses and senior citizen residences is proposed to still be provided in accordance with the Comprehensive Zoning By-law.**
- **The purpose of this statutory public meeting is to present the proposed amendments to the Zoning By-law.**
- **This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.**

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. 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.

December 9, 2020 Council Direction

A Supplementary Report entitled “City-Initiated Zoning By-law Amendments to Modernize Parking Standards”, dated November 18, 2020 was approved by Council on December 9, 2020, along with the adoption of the implementing Zoning By-law (By-law 259-2020). The purpose of By-law 259-2020 is to amend the parking requirements for some residential, commercial and office uses City-wide, to add bicycle parking space requirements and maximum surface parking requirements for an apartment dwelling in the Central Area, and to provide a permanent parking exemption for commercial and office uses in the Downtown. A copy of By-law 259-2020 can be found in Appendix 1.

The Supplementary Report recommended that staff 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 Corridor.

City-wide Parking Strategy

Parking was originally planned to be reviewed in its entirety as part of the City-wide Parking Strategy and through both the Official Plan and Comprehensive Zoning By-law Review. However, Council has expressed an immediacy for eliminating minimum parking requirements in areas of the City that are planned for intensification and that are well-served by transit.

The Parking Strategy will still be undertaken 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.

Municipal Examples of Removal of Minimum Parking Requirements

Elimination of minimum parking requirements within certain locations or for specific uses or even City-wide is occurring more frequently within North American cities as there is an evolving understanding that lifestyles are changing, parking requirements are outdated, and that providing an over supply of parking has a negative impact on the built form, housing affordability and the environment. Below are some examples of municipalities that have eliminated minimum parking requirements:

- In 2016, the City of Buffalo, New York, approved an ordinance to completely remove the requirement to provide off-street parking, in an effort to support sustainable development. The goal is that a market-based approach will guide developers and property owners to decide how much, if any, parking to provide. The intent was that with the removal of minimum parking requirements it would simplify the development process and would remove barriers to infill development and adaptive reuse.
- In June 2020, Edmonton became the first major Canadian municipality to eliminate all minimum parking requirements. The goal is that it will help create a more walkable and active City and that it will provide the ability to focus more on how communities are designed rather than how parking is managed.
- In November 2020, Calgary removed minimum parking requirements for non-residential uses from their Land Use By-law. The support for the elimination of vehicle parking minimums for certain uses across Calgary was to enable those who are most familiar with their own parking needs to determine the amount supplied.

Current Situation:

The Council direction received on December 9, 2020, which directed staff to proceed with the statutory planning process to eliminate minimum parking requirements in certain locations in the City and for specific uses, emphasizes Brampton's desire to be a catalyst for change when it comes to managing parking responsibly and with the over-arching goal to develop the City in a sustainable manner.

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

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 Corridor 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. The boundaries of the proposed Zoning By-law Amendment to eliminate minimum parking requirements can be found in Appendix 2.

These three areas represent a logical starting point for proposing an elimination to the minimum residential parking requirements. Other potential areas of the City where minimum parking requirements could be eliminated will be reviewed in more detail through the City-wide Parking Strategy and through the Official Plan and Zoning By-law Review process.

The purpose of this public meeting is to present an amendment to the City's Zoning By-law that proposes the following amendments:

- Notwithstanding any minimum parking requirement prescribed in the Zoning By-law or in any Special Section of the Zoning By-law, and except for the visitor parking space requirements and the exception uses listed below, there shall be no minimum required parking for any use;
- Parking for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwelling, two-unit dwellings, lodging houses and senior citizen residences shall be provided in accordance with the Zoning By-law;
- Surface parking and bicycle parking requirements in accordance with By-law 259-2020 shall apply to an apartment dwelling; and
- As per By-law 259-2020, which was enacted by Council on December 9, 2020, a minimum visitor parking rate of 0.20 parking spaces per residential unit within the Central Area and a minimum visitor parking requirement of 0.10 parking spaces per residential unit within the Downtown area is to apply for an apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway. For consistency purposes, it is proposed that a minimum visitor parking rate of 0.20 parking spaces per residential unit apply to an apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway within the Downtown, Central Area and Hurontario-Main Corridor.

Objective

It is the intent that with the proposed elimination of minimum parking requirements in certain locations that the following long-term objectives would be achieved:

- A more efficient use of land;
- The development of affordable housing (having onerous parking requirements can drive up construction costs, increase unit prices and rents, and decrease the amount of housing produced);
- A built form that encourages walking, cycling and transit; and
- Spaces that are designed for people rather than for vehicles.

The proposal to remove parking minimums does not necessarily mean that no parking will be provided. The intent is that it will allow an owner to provide parking, where it is necessary, and where it is considered marketable to do so.

A complete analysis of the above-noted planning objectives associated with the proposed Zoning By-law Amendment to remove minimum parking requirements will be discussed within the future Recommendation Report.

A copy of the draft Zoning By-law amendment can be found in Appendix 3.

Technical Considerations:

A complete review of the technical planning and development implications of this proposed City-initiated Zoning By-law Amendment will be discussed within the Recommendation Report. At this time, staff has noted the following considerations that will need to be addressed:

- What are the on-street parking implications associated with removing on-site minimum parking requirements?
- What is the status of the public realm improvements that are required to enhance the pedestrian environment along these corridors that will assist in promoting the use of public transit and other modes of active transportation?
- What is the availability of parking within City-owned parking facilities?
- Are any transit service improvements required along these primary transit corridors to improve the frequency of transit?
- What is the impact of the elimination of minimum parking spaces on the amount of accessible parking spaces being provided on-site?

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:

Staff will consult with the Economic Development Division to understand any economic development implications associated with the proposed Zoning By-law Amendment and provide further comments at the Recommendation Report stage.

Term of Council Priorities:

This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.

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.’

Next Steps:

Staff will report back to Planning & 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 the Downtown, Central Area and Hurontario-Main Corridor.

Conclusion:

In compliance with the requirements of the *Planning Act*, the City is holding a statutory public meeting to present a draft Zoning By-law Amendment that proposes a number of amendments to the City’s parking standards for public review and comment.

Authored by:

Reviewed by:

Michelle Gervais, MCIP, RPP
Policy Planner

Bob Bjerke, Director, Policy Planning

Approved by:

Submitted by:

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

David Barrick, Chief Administrative Officer

Attachments:

Appendix 1: By-law 259-2020

Appendix 2: Boundaries of the Proposed Elimination of Minimum Parking Requirements

Appendix 3: Draft Zoning By-law Amendment