



Parking Minimums



Parking Strategy

- Brampton's track record
 - Temporary exemption for decades
 - OP more than 4 years behind *legally required* timelines
- Mississauga's parking strategy
 - Took two years to do
 - Will now take 2-5 years to actually come up with the new minimums
- Development timelines for major project take a decade
- Conservative lenders
- Queen Street BRT timeline
- Effects on Business

Brampton maintained a temporary parking minimum exemption downtown for literally decades before it finally made it permanent. Furthermore, the Official Plan Review started in 2012, and is hoped to be done in 2022, when legally, the first review of an OP needs to be done within 10 years of approval (OP was approved in 2008 by OP, so due in 2018)

Mississauga's Parking strategy didn't even come out with the new minimums, it identified districts, and once it was approved, only then did they start coming up with new minimums, which are projected to take 2-5 years

Major development projects can take a decade, so if Brampton takes the same time as Mississauga, we might start seeing the effects of policy change in 2030+

Lenders are conservative, and few are likely to support projects significantly below existing numbers of spots, projects will generally reduce the number of spots incrementally, not in significant steps

The Queen Street BRT IBC has been approved recently, with an excellent BCA, and the area it will operate on will significantly exceed that of where the Planning Department is proposing to reduce, from Mississauga Road to Highway 50.

Brampton's businesses are being adversely impacted due to the pandemic, and the current parking minimums were significant barriers to economic growth, for example, Brampton's restaurant minimum parking requirements are over 50% higher than Los Angeles or Houston



Industry standard for minimum parking & Transit

1. Create a frequent transit definition
2. Pick a walkshed distance
3. Create a map of relevant stops
4. Plot the walksheds
5. Review the map annually

While the Planning Department mentioned a few cities that have ended minimum parking rules city wide, what is far more common is cities create exemptions based on distance from transit stops

Steps to do so

- 1) Pick a frequent transit definition, this is normally 15 minutes all day on weekdays from 7-7, 20 or 30 minutes on weekends
- 2) Pick a walkshed distance, $\frac{1}{4}$ mile/400m is common, some have the reduced minimums beyond that that taper (San Diego is a notable exception, $\frac{1}{2}$ mile, 800 metre complete exemption)
- 3) Transit department creates a list of stops this applies to, and provides this to GIS techs
- 4) GIS techs create a map of the walksheds, Planning Staff uses this as a schedule for where minimum parking is exempt
- 5) When Transit prepares their major transit revision for September, they notify Planning Staff if any stops exceed the threshold
- 6) If Planning Staff is notified of new stops, they enact the process to update the schedule



Here is a map of Seattle, they mapped it down to the parcel level, and the 400m ($\frac{1}{4}$ mile) is walking distance based
http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p3823038.pdf

Here is the technical aspects of how they create the map
http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p3494119.pdf

Seattle's prior changes saved over US\$500 million from 2012 to 2017
<https://www.sciencedirect.com/science/article/abs/pii/S0264837718312870>