

Date: 2021-02-26

Subject: City-initiated Zoning By-law Amendment

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

Contact: Jeffery Humble, Manager, Policy & Strategic Initiatives, City Planning & Design

Report Number: Planning, Building and Economic Development-2021-077

Recommendations:

1. **THAT** the report titled “**Recommendation Report: City Initiated Zoning By-Law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor**”, to the City Council Meeting of March 24, 2021, 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, February 26, 2021;
3. **THAT** staff review the accessible parking space regulations in Traffic By-law 93-93, as amended, and that if any amendments are required that they be endorsed by the City’s Accessibility Advisory Committee prior to being forwarded to Council for approval; and
4. **THAT** Council hereby determines that no further public notice is to be given pursuant to Section 34(17) of the *Planning Act*.

Overview:

- **Brampton's City Structure is the fundamental basis for building a compact and transit-supportive City where growth will be concentrated within its Urban Growth Centre, along intensification corridors, around mobility hubs and major transit station areas.**
- **This report presents for approval, a City-initiated Zoning By-law amendment that proposes to eliminate minimum parking requirements for specific uses in the Downtown, Central Area and the Hurontario-Main Corridor as these areas of the City are designated for intensive, transit supportive development because of their close proximity to existing or planned high order transit.**
- **Eliminating minimum parking requirements for those uses that are encouraged to be located along intensification and transit corridors will contribute towards achieving the City's sustainability goals, by using land more efficiently, by building compact transit-oriented development, by promoting active modes of transportation and by supporting the reduction of greenhouse gas emissions.**
- **Visitor parking, bicycle parking and surface parking requirements for an apartment dwelling are being proposed in addition to maintaining minimum parking requirements for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwellings, two-unit dwellings, lodging houses and senior citizen residences.**
- **It is through the Municipal Parking Strategy where a comprehensive review and data-driven evaluation of the current context will be undertaken in order to develop a comprehensive parking policy, parking management and implementation framework for Brampton. This will include a review of eliminating minimum parking requirements in other areas of the City.**
- **The draft City-initiated Zoning By-law amendment was presented at a statutory public meeting on January 18, 2021.**

Background:

One of the most common cited concern heard from developers, communities and Council over the past few years is the City's minimum parking requirements. In an effort to improve built form outcomes and the ability to achieve high-quality, pedestrian-friendly and affordable housing developments, Brampton has made some changes to their parking requirements.

On December 9, 2020, Council enacted By-law 259-2020. The purpose and effect of this by-law is to reduce the parking requirements for some residential, commercial and office uses City-wide. This reduced the parking requirement by approximately 50% for an apartment building located within the Central Area. The amendment also added bicycle

parking space requirements, added maximum surface parking requirements for an apartment dwelling in the Central Area and provided a permanent parking exemption for commercial and office uses in the Downtown.

December 9, 2020 Council Direction

On December 9, 2020, Council directed staff to hold a statutory public meeting to present a Zoning By-law amendment that proposes to eliminate minimum parking requirements in certain locations in the City and for specific uses. The direction to proceed with this amendment emphasizes Council's desire to be a catalyst for change when it comes to managing off-street parking responsibly and with the over-arching goal in developing Brampton in a sustainable manner.

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 on the environment.

There are many municipalities across North America that have removed minimum parking requirements for specific uses or in a portion of their municipality, in areas such as downtown or central neighbourhoods or near transit. There are also numerous municipalities that have fully removed minimum parking requirements across the entire municipality.

Appendix 2 includes two tables that lists only a few of the North American cities that have removed minimum parking requirements for specific uses or in certain locations and those that have fully removed minimum parking requirements. The tables include a brief summary of the objectives that the City is aiming to achieve.

Research and Stakeholder Engagement

Parking was originally planned to be reviewed in its entirety as part of the Municipal Parking Strategy (MPS) 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 with final implementation to occur before the completion of the Parking Strategy. Without the completion of the MPS, there is currently no Brampton specific parking data (e.g. percentage of oversupply of parking) to reinforce the land use planning analysis provided in this report. In addition, the only form of public engagement that has been conducted was through the statutory public meeting that was held on January 18, 2021.

Public engagement on the City's Official Plan and Zoning By-law Review processes and the City-wide Parking Strategy will occur over the next year. Through these public engagement events, the public, property owners and stakeholders will be able to provide input related to both on-street and off-street parking.

Current Situation:

As Brampton grows, it must adopt an approach to parking that contributes to the City's sustainability goals by making effective land use and transportation choices that encourages compact built form in proximity to transit, promotes active modes of transportation and supports the reduction of greenhouse gas emissions.

Purpose

The purpose of this report is to recommend amendments to the City's Zoning By-law parking requirements in the Downtown, Central Area and Hurontario-Main corridor as follows:

- a) 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;
- b) 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;
- c) Surface parking and bicycle parking requirements shall be provided in accordance with Sections 20.3.5 and 20.3.6 of the Zoning By-law;
- d) A minimum visitor parking rate of 0.20 parking spaces per residential unit is required for an apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway; and
- e) Accessible parking spaces shall be provided in accordance with Traffic By-law 93-93, as amended.

Boundaries

Brampton's City Structure is the fundamental basis for building a compact and transit-supportive City where growth will be concentrated within its Urban Growth Centre, along intensification corridors, around mobility hubs and major transit station areas. Development that maintains the City Structure is the focus of the City's Official Plan.

The boundaries of the proposed Zoning By-law amendment include the Downtown, Central Area and the Hurontario-Main Corridor (see Appendix 3 – Boundary Map). These areas encompass a Provincially designated Urban Growth Centre, an anchor mobility

hub and a gateway mobility hub (as identified on Schedule 1 – City Concept and Schedule 1A – Urban Growth Centre of the Official Plan) and are located along the City’s primary intensification and transit corridors. These three key strategic growth areas are identified in the Official Plan as areas of the City where intensive, transit supportive development should be promoted that has convenient access to existing or planned high order transit.

The Metrolinx Regional Transportation Plan (RTP) has designated the area around the Downtown GO station as an Anchor Mobility Hub and the area at Steeles Avenue and Hurontario Street as a Gateway Mobility Hub. These areas have strategic regional and interregional importance in their ability to anchor the regional transportation system, providing interregional, regional and local transit connections to the City’s Urban Growth Centre and other Urban Growth Centres across the Greater Toronto Horseshoe Area. Encouraging population and employment growth within key strategic areas of the City, such as an Urban Growth Centre or mobility hubs, promotes a more efficient use of land and infrastructure and provides a focus for investments in transit, as well as other types of infrastructure and public service facilities. With a high level of transit service within the Downtown, Central Area and the Hurontario-Main Corridor, the priority is for transit-supportive densities, uses and built form designed to foster a pedestrian – friendly environment. The boundaries of the proposed Zoning By-law amendment have been chosen at this time to help incentivize transit-oriented development in these areas of the City.

Uses

As described above, it is proposed that minimum parking requirements for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwelling, two-unit dwellings, lodging houses and senior citizen residences be provided in accordance with the Zoning By-law. Typically, reduced parking minimums are applied to land use types that are better correlated with transit usage, such as medium and high density residential, commercial, office, and retail. Reductions to the minimum parking requirements for low density residential uses are not being proposed in order to prioritize and encourage more compact development in strategic intensification and transit areas.

The minimum parking requirement for a two-unit dwelling was amended in June 2020, which removed 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 2 parking spaces be maintained on each residential lot for a two-unit dwelling.

A review of the City’s Lodging House Official Plan policies and Zoning By-law regulations is currently underway. It is through this process that staff will determine if it is appropriate to amend the Lodging House parking requirements.

The senior citizen residence minimum parking requirements are not being amended as there was a desire expressed by some Council members to maintain the minimum parking requirements when staff presented a Zoning By-law amendment to reduce the minimum visitor parking for a seniors citizen residence in November 2020.

The next section of this report will provide a summary on research and public engagement, technical considerations, planning analysis and the recommended amendments to the City's Comprehensive Zoning By-law.

Considerations

Prior to providing a planning analysis on the proposed parking amendments, a response to the considerations that were identified in the January 2020 Information Report is provided below.

On-street Parking Implications

It is typical that with a proposal to eliminate minimum parking requirements that a review of the City's on-street parking program and operations would occur simultaneously. It won't be until the Parking Strategy is completed (tentatively scheduled for Q4 2022) that staff will thoroughly understand and be able to advise on how the City will be implementing any changes to its current on-street parking program and operations. In the meantime, with the proposed elimination of minimum parking requirements for specific uses in the Downtown, Central Area and Hurontario-Main corridor, complaints from residents or businesses may be received about spillover parking on residential streets or lack of available public parking.

It is important to note that for those uses that staff is recommending to eliminate minimum parking requirements for does not prevent a developer or business from providing parking, where it is necessary. Businesses and residential developers that still see a need to provide parking will do so in order to ensure that their developments are marketable and successful, which will hopefully prevent spill-over parking on public streets. With the understanding that no changes are currently being proposed with respect to on-street parking regulations, it is through this amendment that staff is empowering owners to come up with their own creative solutions to address their own transportation needs, such as shared parking arrangements, constructing buildings that are pedestrian and bicycle friendly, issuing transit passes and car-share programs, instead of the Zoning By-law dictating how parking shall be provided.

The proposed parking amendments will not prevent the City's Enforcement Officers from issuing a parking ticket when a vehicle is in violation of the City's Traffic By-law.

Transportation Planning Initiatives

The City is undertaking a number of transportation planning initiatives and infrastructure projects that will support the elimination of minimum parking requirements in strategic, higher density nodes. A focus on higher order transit improvements and active

transportation facilities will provide the necessary infrastructure to encourage shifting automobile dependent travel behaviours to more sustainable modes such as transit, walking and cycling, supporting the elimination of parking requirements in intensification areas.

Active Transportation Master Plan, 2019

The Active Transportation Master Plan (ATMP), endorsed by Council in 2019, provides the implementation framework to advance active transportation network plans, policies and programs that support the Brampton 2040 Vision. The goals of the ATMP are to improve safety for pedestrians and cyclists, enhance accessibility, maximize the use of infrastructure, invest in expanding the active transportation network, and to improve active transportation coordination and access to transit to increase first and last mile as active transportation choices.

A number of active transportation projects are currently underway, planned or recently completed that facilitate the transition from an auto-centric road network to one that supports multi-modal transportation. A full list of the City's Active Transportation Projects can be found at <https://www.brampton.ca/EN/Business/planning-development/projects-studies/atmp/Pages/Active-Transportation-Projects.aspx>.

To deliver enhanced pedestrian and cycling infrastructure across the City, the ATMP infrastructure recommendations are being implemented through the City's capital and budget planning processes.

Complete Streets Guidelines, Ongoing

City staff are currently undertaking the Brampton Complete Streets Guidelines (BCSG). The BCSG is being undertaken to inform a rethink of Brampton's streets to consider design treatments, service levels and experience for all road users, and not just automobile drivers – emphasizing the needs of pedestrians, cyclists and transit users.

The BCSG are helping to support an integrated sustainable transportation network for Brampton, with streets that provide safe, equitable, attractive and convenient travel for all ages and abilities, accommodating all users. The BCSG will inform a policy framework for transportation decision-making to improve transportation choices, enhance existing and planned networks, and support existing and planned development contexts.

The BCSG are in development and expected to be completed in 2021. The BCSG background study and preliminary recommendations for vision, principles and design approaches for Brampton's street network are being used to inform the City's Transportation Master Plan review and update.

Transportation Master Plan (2015) Review and Update, Ongoing

The Transportation Master Plan (TMP) is the City's long term strategy to guide decision-making for multi-modal transportation planning and investment. Staff is initiating a comprehensive TMP review and update that will take its broad direction from the Brampton 2040 Vision, and emergent Brampton Complete Street Guidelines, among other considerations.

The review will consider long term needs for a seamless, connected and integrated mobility network that supports the accommodation of growing travel demand in a more sustainable way - increasing trips made by walking, cycling and transit. The review will prioritize mobility solutions that support compact, high density, mixed land use development in strategic centres, advancing sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips and reduce automobile use.

Transit Service and Infrastructure Projects

One key step in reducing the need to own a car is to provide the necessary infrastructure, such as transit infrastructure and adequate service levels, the incorporation of complete streets and active transportation networks across the City. Investment in sustainable transportation infrastructure is key in supporting the transportation shift and meeting the City's goals and objectives of transitioning from an auto-centric road network to one that supports multi-modal transportation.

The City has a number of on-going rapid infrastructure projects to support compact, transit-oriented development within the Downtown, Central Area and Hurontario-Main corridor that the proposed Zoning By-law amendment is aiming to achieve and the City-wide transportation mode shift aspirations, such as the Queen Street Bus Rapid Transit (BRT), Hurontario Main Light Rail Transit (HMLRT), and Main Street Light Rail Transit (LRT) extension.

Queen Street Bus Rapid Transit (BRT)

Queen Street – Hwy 7 bus rapid transit (BRT) infrastructure is planned to connect Mississauga Road in Brampton to Helen Street in Vaughan using dedicated centre median lane in each direction except in downtown Brampton where curb side configuration will be considered and connect with Highway 7 Rapidway, the York Region Transit system. The Queen St – Hwy 7 BRT will offer frequent rapid transit with service integration between Brampton and York Region leading to increase in ridership, faster travel time, and encourage transit oriented development. Metrolinx follows a benefits management framework that evaluates major infrastructure projects through five stages. Metrolinx completed the Initial Business Case in Dec 2020, and currently work is ongoing for the preliminary design business case. The construction timelines will be guided by the outcomes of the benefits management process and funding. The BRT infrastructure is forecasted around 2027.

Hurontario Main Light Rail Transit

The Hurontario Main Light Rail Transit (HMLRT) construction is underway with the expected completion by Fall 2024. The introduction of rapid transit will provide many links to transit in the region and with the removal of major traffic movements from the route it will provide an opportunity to improve the urban realm along the HMLRT transit corridor. The HMLRT will provide frequent and reliable transit that will give people the freedom to choose where they want to go, when they want to go. With this important transit infrastructure in place in the near future, it will assist in providing more convenient access to businesses and amenities and will help to reduce the number of people travelling by automobile, which eliminates the need to provide an over-supply of parking.

Hurontario/Main Street Light Rail Transit Extension

The Brampton Light Rail Transit Extension (LRT) Environmental Assessment (EA) Study is examining alternatives to extend light rail transit (LRT) on Hurontario/Main Street, from the Brampton Gateway Terminal at Steeles Avenue East to the Brampton GO Station in Downtown Brampton. The EA is anticipated to be completed before the end of 2021 and construction is anticipated to begin within 6 to 10 years.

Federal and Provincial Investment in Brampton Transit Infrastructure

Both the Federal and Provincial government has provided funding to Brampton and together with the contribution from the City, Brampton Transit is getting a \$113 million dollar investment in transit to build a more connected and sustainable City. The investment money will go towards four transit projects, including a new downtown transit mobility hub that will increase the number of bus bays, which will allow for more service.

For more information related to the City's rapid infrastructure projects, please refer to Appendix 5.

Availability of Parking within City-owned Parking Facilities

There are five (5) public parking lots and garages available within Downtown Brampton and there are no public parking lots or garages provided in the Central Area or Hurontario-Main Corridor.

Daily parking in downtown Brampton is provided for the public visiting downtown and for nearby businesses and their employees. Overnight parking is not permitted in any public parking garage. It is important to note that residential parking permits are not available for municipal parking garages. Therefore, residential developments in the Downtown cannot rely on municipal parking garages to fulfill their resident parking demands.

Metered and pay and display parking areas are available on some downtown streets. The City does not currently offer permit parking on City streets, however, does give parking considerations to allow residents to park on the street up to 14 days per calendar year

per license plate to avoid infractions. At this time, no changes are being made to the City's on-street parking regulations.

Accessible Parking Spaces

Accessible parking space regulations are currently prescribed in the City's Traffic By-law 93-93 and are based on the total number of parking spaces **provided**. The Accessible Parking Regulations from Traffic By-law 93-93 can be found in Appendix 4. The same minimum accessible parking space requirements are outlined in the City's Accessibility Technical Standards.

With the proposed Zoning By-law amendment to eliminate minimum parking requirements for specific uses, the number of accessible parking spaces provided on-site may be reduced, since the number of parking spaces **provided** is generally related to the minimum number of parking spaces required by the Zoning By-law. When there are 12 parking spaces or fewer provided on-site, which can mean zero parking spaces, there is a requirement to provide one (1) accessible parking space that meets the requirements of a Type A parking space. To ensure that property owners are aware that there is still a requirement to provide a minimum number of accessible parking spaces, regardless if they provide no on-site parking, a provision has been included in the Zoning By-law amendment to state that accessibility parking spaces shall be provided in accordance with Traffic By-law 93-93.

Elimination of minimum parking requirements does not prevent a developer or a business from providing parking (including accessible parking spaces), where it is desirable. Businesses and residential developers that still see a need to provide parking will do so in order to ensure that their developments are marketable and successful.

The intent of the Zoning By-law amendment to eliminate minimum parking requirements for specific uses is to decrease people's reliance on using a private automobile as their primary means of transportation. This objective applies to all residents of Brampton, including persons with disabilities who are able to drive. It is not the intent of this Zoning By-law amendment to prevent persons with disabilities from travelling and obtaining access to services and facilities in Brampton. In Peel Region, there are a number of community based agencies, such as Canadian Red Cross, Alzheimer's Society and Canadian Cancer Society that allow for persons with disabilities to travel within Brampton. Peel TransHelp is also a provider of public transit services and both Brampton and Mississauga Transit services have accessible low floor buses.

Several interdepartmental staff discussions have taken place on the issue of accessibility parking standards over the past several months. Further discussions on this matter are required with the City's accessibility coordinators, transportation planning, zoning and by-law enforcement staff to determine whether an amendment is required to the Accessible Parking Regulations Section of Traffic By-law 93-93 and to the Accessibility Technical Standards. If an amendment to the Traffic By-law and Accessibility Technical Standards is required, it is recommended that the draft amendments be endorsed by

Brampton's Accessibility Advisory Committee, prior to the amendments being forwarded to Council for approval by Q3 2021.

Planning Analysis

Minimum parking requirements, especially in the Greater Golden Horseshoe Area, were developed between the 1960s to 1980s, when driving was the preferred transportation mode.¹ Many Zoning By-law's include a number of car-friendly standards that may not necessarily reflect the way a complete community should be designed nor reflect people's current mobility preferences. Minimum parking requirements are intended to cover peak parking demand and in most cases to ensure that every building is completely self-sufficient in parking, regardless if business owners or housing developers don't require that many parking spaces to make their business or housing development marketable.

Unfortunately, research has shown that the automobile has been one of the biggest factors that has defined and shaped our cities. This includes separating land uses, dedicating more land to cars rather than to people, increasing traffic congestion, impeding the walkability of our neighborhoods, degrading urban design, raising housing costs, preventing walkability and polluting the air.² In addition, most parking in North American cities is free and having free parking lures people into cars from public transportation, bicycles, or walking. *"If drivers paid the full cost of their parking, it would seem too expensive, so we expect someone else to pay for it. But a city where everyone happily pays for everyone else's free parking is a fool's paradise."*³

Transformative Changes

The management of off-street parking is critical in achieving a sustainable, compact, and healthy City. With the proposed elimination of minimum parking requirements for specific uses that are located in key strategic growth areas of the City, it is the objective that the following will be achieved:

- result in an efficient use of land;
- assist in reducing development costs to allow for the development of affordable housing;
- development of compact built form that is pedestrian-friendly;
- encourage the utilization of active modes of transportation;
- contribute to lowering greenhouse gas emissions; and
- overall have a positive impact on future City-building.

Below is a brief description of some of the impacts associated with having minimum parking requirements and the transformative changes that are anticipated to gradually occur over time in Brampton with the proposed amendments to the City's Zoning By-law parking requirements.

1. Built Form

The City's Zoning By-law contains a number of provisions that regulate many aspect of a car's existence, from the width of a residential driveway to the minimum number and size of parking spots and drive aisles that must be provided at office buildings, shopping centers and everywhere else that a car may be parked. These requirements end up dictating how places are designed. Minimum parking requirements has resulted in "form follows parking" instead of "form follows people."²

Along Brampton's intensification and transit corridors, the objective is to create compact, transit-oriented and pedestrian-friendly areas. Eliminating minimum parking requirements will provide the opportunity for desirable built form to shape Brampton's intensification corridors that will prioritize the well-being of people, rather than cars. With the removal of minimum parking requirements for specific uses along these corridors, buildings can be located closer together and closer to the street to provide attractive and liveable neighbourhoods that have safe environments for pedestrians and cyclists.

2. Affordability

Parking spaces, regardless if they are provided above or below ground, are expensive to build and maintain, and consume a significant amount of land. The cost to construct and maintain parking spaces gets bundled into residential unit prices and the products people purchase, and thus passed on to tenants and shoppers, whether or not they own a car. The more parking that is required, the fewer residential dwellings and units can be built, and the less affordable that housing becomes.

It is expected that the proposed elimination of minimum parking requirements for specific uses will contribute towards a more efficient use of land, assist in reducing the overall construction costs of housing, allow for more housing to be built and to allow for more affordable units to be sold or rented.

3. Environment

Car travel is responsible for the emission of air pollutants, which poses important health risk and contributes to climate change. The City's Community Energy and Emissions Reduction Plan states, "*Brampton's strong dependence on automobiles poses one of the City's greatest energy challenges. Transportation in Brampton accounts for about 60% of community-wide greenhouse gas emissions and 50% of the total dollars spent on energy in the community, reflecting how Brampton is largely an automobile-dependent community.*"

Vehicles spend most of their time being parked, which causes a number of environmental implications. The following is a list of the environmental implications associated with moving and storing vehicles (e.g. roads and highways, and parking facilities):

- creating and maintaining parking infrastructure consumes a lot of energy and produces emissions;
- accumulation of pollutants (such as oil, grease, heavy metals and sediment), and the runoff of these into waterways;
- contributing to “urban heat island” effect that can lead to higher temperatures in cities. This in turn puts a further demand on non-renewable resources by, for example, leading to a greater demand for air conditioning; and
- the more parking lots there are, the less green spaces there are, which are good for human health and for the environment.⁴

The removal of minimum parking requirements for specific uses along the City’s intensification and transit corridors is being proposed to help discourage transportation by car and to encourage people to walk, cycle and use public transit as their preferred modes of travel. The use of these modes of transportation, over the car, will contribute to a cleaner and greener Brampton.

In summary, above are some examples of the transformative changes that will occur as a result of having no minimum parking requirements for specific uses in strategic growth areas of the City. It is expected that these changes will take place over the years to come as sites are developed or redeveloped.

For those uses that will no longer be regulated by the City’s Zoning By-law to provide a minimum number of parking spaces does not mean that no on-site parking will be built as part of any given development (although it is possible with the exception of requirements for accessible parking and loading). An elimination of minimum parking requirements does not prevent a developer or business from providing parking, where it is desirable. Businesses and residential developers that still see a need to provide parking will do so in order to ensure that their developments are marketable and successful.

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

In order to meet the land use planning objectives described above, it is recommended that the Zoning By-law’s parking requirements be amended in the Downtown, Central Area and Hurontario-Main Corridor. Specifically, the proposed amendments will include the following:

1. To add a new Schedule to the Zoning By-law that will depict the boundaries of where the elimination of minimum parking requirements would apply.

2. To add the following new provisions:

- a) 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;
- b) 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;
- c) Surface parking and bicycle parking requirements shall be provided in accordance with By-law 259-2020;
- d) A minimum visitor parking rate of 0.20 parking spaces per residential unit is required for an apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway; and
- e) That accessible parking spaces shall be provided in accordance with Traffic By-law 93-93, as amended.

A copy of the proposed Zoning By-law amendment can be found in Appendix 1.

Municipal Parking Strategy (MPS)

At the January 18, 2021 Planning and Development Committee, when the Zoning By-law amendment was presented at a statutory public meeting, there was an interest expressed by a member of Council to expand the no minimum parking requirements to other areas of the City.

The purpose of the Municipal Parking Strategy (MPS) is to develop a forward-thinking City-wide parking policy framework that is consistent with the 2040 Vision, 2018-2022 Term of Council Priorities, Growth Plan, Regional Transportation Plan and City department objectives. Specific recommendations with respect to parking will be tailored to specific areas of the City based on land use context, multi-modal transportation investments and opportunities for mode shift (such as the Downtown, Central Area, Uptown, intensification corridors, Major Transit Station Areas, other nodes, Civic hospital etc.).

Phase 1 of the MPS will develop a vision, guiding principles and a policy framework based on a comprehensive review and data-driven evaluation of the current context. A component of the Phase 1 is to also educate and engage the public and stakeholders about the evolving role of parking, cost of parking and minimum parking requirements through an innovative engagement program. Phase 1 will include a review of removing minimum parking requirements in other areas of the City. It is expected that this component of the MPS will be completed by Q4 2021 and that implementation would begin to take place in Q1 2022.

If a development or redevelopment proposal is submitted to the City, prior to the MPS's recommendations being approved by Council, an owner has the ability to request that no minimum parking requirements be applied to their development as part of a site-specific Application to Amend the Zoning By-law. A site-specific parking requirement would be evaluated by the Transportation Planning and Development Services Divisions, and if determined to be supportable, would be included in a Zoning By-law amendment that is forwarded to Council for enactment.

Summary

The proposed amendment to the City's parking requirements in the Downtown, Central Area and Hurontario-Main corridor that includes the elimination of minimum parking requirements for specific uses, and the introduction of new minimum bicycle parking space requirements and maximum surface parking provisions will help support the planning vision, parking, transportation, affordable housing, environment and urban design policy objectives of a number of City initiatives, plans and policies.

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*. 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.

A summary of the relevant Provincial, Regional and City policies can be found in Appendix 5 – Planning Analysis.

Statutory Public Meeting

The application was published in the Brampton Guardian on December 17, 2020 as per *Planning Act* requirements. The virtual public meeting for this application was held on Monday, January 18, 2021. There was one (1) member of the public in attendance at the virtual public meeting (see Appendix 6). A summary of the comments received at the public meeting are as follows:

- The Queen Street BRT Initial Business Case has been approved by Metrolinx recently and will include the operation of bus rapid transit from Mississauga Road to Highway 50, which significantly exceeds the area of where it is currently proposed to eliminate minimum parking requirements;
- Waiting for the completion of the City-wide Parking Strategy to implement no minimum parking requirements in other areas of the City will take too long;
- Brampton's current parking minimums are significant barriers to economic growth;
- Can the City implement no minimum parking requirements based on proximity (e.g. 400 metres) to transit stops?

One (1) piece of correspondence was received from a member of the public (see Appendix 8) in support of the proposed Zoning By-law amendment.

A response to the comments received at the public meeting can be found in Appendix 7.

Corporate Implications:

Financial Implications:

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

Economic Development Implications:

Economic Development supports the City-initiated Zoning By-law amendment to remove minimum parking requirements in the Downtown, Central Area and Hurontario-Main Corridor. Developing a viable high density mixed use development is difficult for developers in the current market given the costs associated with building underground or structured parking. Reducing the costs of development provides more affordable housing and commercial leasing opportunities. It also provides an opportunity for development to occur on lands that would have otherwise been used for parking. It makes sense to concentrate efforts on attracting higher density development in the areas identified given the conditions of current and future higher order transit, in addition to the existing policy framework.

Economic Development continues to receive inquiries for readily available office space from investors, site selectors and new entrepreneurs. Removing barriers of entry for more office development to occur will provide new businesses with options to stay and grow in our City. Coming out of COVID, supporting entrepreneurs and attracting investment are key parts of the City's Economic Recovery Strategy.

Other Implications:

Brampton Transit is generally in support of the proposed parking amendments.

Transportation Planning

Transportation Planning has identified a few concerns with the proposed elimination of minimum parking requirements for specific uses:

1. Parking for condominium buildings will probably be provided based on the marketability of units, however, there is a concern about the availability of parking at rental buildings. This is based on the premise that building owners may not have an issue with renting units without providing parking spaces to tenants, which would leave it up to the tenants to secure parking elsewhere. This may lead to increased demand of parking on adjacent residential streets or at public parking garages. It is recommended that rental buildings be required to provide a defined minimum amount of residential parking spaces.
2. Having no minimum parking requirements for office and commercial uses may cause issues if there is insufficient parking provided on-site for specific uses that typically have higher parking requirements. Any shortage in parking may spillover onto adjacent residential streets, especially in areas with no public parking facilities.

Planning staff appreciate the concerns raised by Transportation Planning and note that the proposed amendment to eliminate minimum parking requirements will not prevent Enforcement Officers from issuing a parking ticket when a vehicle is in violation of the City's Traffic By-law.

Active Transportation

The City is undertaking a number of transportation planning initiatives and infrastructure projects that will help with the reduction/ elimination of parking requirements in strategic, higher density nodes. A focus on higher order transit improvements and active transportation facilities will provide the necessary infrastructure to encourage shifting automobile dependent travel behaviours to more sustainable modes such as transit, walking and cycling, supporting the elimination of parking requirements in intensification areas.

Environmental Planning

As parking policies have environmental implications (largely caused by policies encouraging parking space oversupply and the use of single occupancy vehicles), the proposed elimination of minimum parking requirements for specific uses can have benefits for climate change and sustainability.

A copy of the comments that have been received from internal Division's can be found in Appendix 9.

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 eliminate minimum parking requirements for specific uses in key strategic growth areas of the City and it also introduces new bicycle parking space requirements for apartment uses within these areas. The objective of eliminating minimum parking requirements is to 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 Zoning By-law amendment that will help support the planning vision, parking, transportation, affordable housing, environment and urban design policy objectives of a number of City initiatives, plans and policies.

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.

Authored by:

Reviewed by:

Jeff Humble, Manager, Policy,
Programs and Implementation
Planning, Building & Economic
Development Department

Bob Bjerke, Director, City Planning &
Design, Planning, Building & Economic
Development Department

Approved by:

Submitted by:

Richard Forward, MBA, M.Sc., P.Eng.
Commissioner, Planning, Building &
Economic Development Department

David Barrick, Chief Administrative
Officer

Appendices:

Appendix 1:	Zoning By-Law Amendment
Appendix 2:	List of Municipalities that have Removed Minimum Parking Requirements
Appendix 3:	Boundary Map
Appendix 4:	Traffic By-law 93-93 - Accessible Parking Regulations
Appendix 5:	Planning Analysis
Appendix 6:	Public Meeting Minutes – January 18, 2021
Appendix 7:	Summary and Response to Comments Received
Appendix 8:	Public Correspondence Received
Appendix 9:	Internal Comments Received

References

- 1 *Why Parking Is Taking a Back Seat in Many Municipalities*, Ryerson City Building Institute, October 4, 2016
- 2 *Smaller Cities Lighten Up on Minimum Parking Requirements* by Craig Lewis, Summer 2016
- 3 *Parking Reform Will Save the City*, dated September 20, 2019, by Donald Shoup.
- 4 *Environmental Problems with Parking Lots*, Greentumble, Environmental Issues, December 22, 2016