

Brenton, Terri

Subject: FW: [EXTERNAL]Written Deputation for 10.4.2 Staff Report re: City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor

From: Chris Drew

Sent: 2021/03/23 11:29 AM

To: City Clerks Office <City.ClerksOffice@brampton.ca>

Subject: [EXTERNAL]Written Deputation for 10.4.2 Staff Report re: City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor

Hi Clerks Team,

Here is my written deputation for 10.4.2 Staff Report re: City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor for tomorrow's meeting.

I support the staff recommendation and I encourage Council to adopt it. I believe this is exactly the direction the City of Brampton needs to go and is long overdue. It is my understanding that eliminating parking minimums has worked in other jurisdictions. This will encourage housing supply, including creating more in the 'missing middle' (great book on it [here](#)). Further, implementing the staff recommendation will help leverage the significant transit investment you are asking for from the federal government and provincial governments. This will help make the case to those governments that the City of Brampton is doing all it can for things it is responsible for to encourage transit-supportive neighborhoods and taking full advantage of transit investment secured. As you can see from the map in the staff report, the areas recommended by staff align with key transit corridors, such as the the Main LRT (Hurontario LRT Extension) and the Queen - Highway 7 BRT. Both of these corridors have been supported by this term of Council by 11-0 votes.

The topic of parking has been studied by experts in the Greater Toronto and Hamilton Area (GTHA) and the staff recommendation aligns with those findings. Here s a brief summary:

1. [Suburbs on Track: Building Transit-Friendly Neighbourhoods Outside the Toronto Core, 2016 - report by the Ryerson City Building Institute and the Ontario Home Builders' Association](#)

Specifically pages 21 & 22 deal with parking:

"Unbundling parking:

The amended Growth Plan proposes development near major transit station areas be supported by alternative development standards such as reduced parking requirements. This allows developers to un-bundle parking, whereby

fewer parking spots are built and they can be sold separately from the condo unit. A homebuyer can choose to pay an additional \$40,000 for a parking space or improve affordability by not doing so. Furthermore, the province's Climate change Action Plan includes policies to eliminate minimum parking requirements in municipal by-laws over the next five years.";

2. **Make Way for Mid-Rise - report by Pembina Institute and the Ontario Home Builders' Association (OHBA), 2015**

Specifically page 7 & 8 deal with parking:

"Eliminate minimum parking requirements:

What's the problem?

Providing parking spaces isn't cheap, especially for mid-rise and high-rise developments. In denser areas, creating a parking structure costs about \$30,000 per space. Underground parking costs even more, at up to \$60,000 per space. By comparison, surface parking for low-rise housing costs only \$2,000 to \$8,000 per space. New developments must include a minimum number of parking spaces. The higher parking costs for mid-rise and high-rise units are therefore passed on to those homebuyers, and they sometimes discourage development altogether.

Why does it happen?

When housing is built in the GTA, municipalities require developers to provide a minimum number of parking spaces for residents.¹⁵ In Mississauga, the average unit requires between 1.2 and 1.95 parking spaces depending on its size. Markham requires 1.5 spaces per unit.¹⁷ Toronto has lower requirements, at 0.5 to 0.6 parking spaces per unit. Unfortunately the current parking requirements in the GTA are not aligned with the characteristics of neighbourhoods. For example, in areas that are walkable or easily accessible by transit, residents are less likely to own a car. A larger proportion of them won't need parking, yet developers are still required to provide the same number of spaces. Mid-rise and high-rise homebuyers also pay the most for their parking spaces, yet those types of housing are more likely to be built in areas where a car is not a necessity. This problem affects both urban and suburban areas: Mississauga and Richmond Hill are now allowing developers to pay cash in lieu of creating spaces, because the minimum requirements were creating a surplus of parking. Although this reduces the problem of surplus spaces, it is only a partial solution because the cash-in-lieu costs are still passed on to homebuyers.

What is the impact?

All of these costs are passed on to homebuyers in the form of higher prices. Underground and structured parking also create significant ongoing costs — including maintenance, lighting and security — that residents have to pay even after the building is completed. The result is less affordable housing for everyone, but especially for those who choose homes in urban centres. The current requirements discourage many developers from building mid-rise housing due to the high cost of building underground or structured parking. These high capital costs are an even greater barrier for smaller developers. From a

developer's perspective, the most financially attractive options are either to build high-rise developments, where the cost of underground parking can be distributed over a larger number of units, or to build low-rise housing where land is cheaper and surface parking can be provided."; and

3. **OHBA Housing Supply Action Plan submission**, January 2019

Specifically pages 26 & 29 deal with parking:

"Minimum Parking Requirements:

Most municipalities require developers to provide a minimum number of parking spaces per residential unit built – a significant cost that gets passed onto homebuyers (or renters). Providing parking spaces isn't cheap, especially for mid-rise and high-rise developments. In denser areas, creating an above ground parking structure costs about \$30,000 per space, whereas underground parking costs even more, at up to \$60,000 per space. Requiring minimum parking standards (which often exceed market demand and achievable revenues associated with parking spaces, especially in rental buildings) makes no sense for developments near transit, or in a society that increasingly utilizes "car sharing" apps, or for a province seeking to reduce GHG emissions. The province should prohibit municipalities from requiring minimum parking standards (which add to the cost of housing)".

I believe only one amendment is required for the staff recommendation. I believe that a copy of the adopted staff recommendation and the staff report should be sent to all Brampton MPs, MPP, and all relevant federal and provincial Ministers.

Thank you,
Chris Drew