

Date: 2020-10-23

Subject: City-initiated Zoning By-law Amendments

Secondary Title: Recommendation Report - City-initiated Zoning By-law Amendments to Modernize Parking Standards

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Report Number: Planning, Building and Economic Development-2020-067

Recommendations:

1. **THAT** the report titled “**Recommendation Report: City Initiated Zoning By-Law Amendment to Modernize Parking Standards (2020-067)**”, to the Planning and Development Committee meeting of November 16, 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, September 30, 2020; and
3. **THAT** Council hereby determines that no further public notice is to be given pursuant to Section 34(17) of the *Planning Act*.

Overview:

- This report presents for approval, a City-initiated Zoning By-law amendment that proposes to modernize some of the City’s parking standards.
- The proposed Zoning By-law amendment is limited in scope and is determined to be appropriate to advance prior to the completion of the Comprehensive Zoning By-law Review in order to better align Brampton’s parking standards with other municipalities.

- The proposed parking and bicycle standards are a step in the right direction to building a Green City as they ensure that an over-supply of surface parking spaces are not being provided, they promote sustainable forms of development, assist in decreasing the reliance on private automobile ownership and place more emphasis on utilizing transit and active transportation opportunities.
- Through the Municipal Parking Strategy it is anticipated that recommendations will be made to further amend the parking standards in the Comprehensive Zoning By-law.
- The draft City-initiated amendment was presented at a statutory public meeting on July 6, 2020.

Background:

As Brampton grows and densifies, and as transportation choices increase, there is a corresponding need to review the current off-street parking standards in the City's Comprehensive Zoning By-law in terms of its role in helping to shape the future development of the City. In order to achieve the City's long-term sustainability land use and transportation goals, a number of amendments are being proposed to the Zoning By-law's parking standards.

The proposed amendments are intended to be incorporated into the City's current Zoning By-law so that they may take effect at the earliest opportunity. Further refinement and other parking regulation changes are anticipated to be proposed through the Municipal Parking Strategy.

Current Situation:

Benchmarking

The proposed parking amendments are solely based on current data and best practices where it has been determined that the City's parking standards are generally high compared to other similar municipalities in the Greater Toronto Area (GTA) and beyond. These findings have helped inform the proposed amendments to the City's Zoning By-law parking standards. A summary of these findings are included in a memo prepared by WSP and are found in Appendix 2.

Purpose

The purpose of this report is to recommend amendments to the City's Zoning By-law parking standards that will move the City towards managing parking in a responsible manner, which includes promoting sustainable forms of development and placing more emphasis on utilizing transit and active transportation opportunities. The recommended parking amendments are broken down into those that would apply City-wide and those that would apply specifically to the Central Area:

City-wide

- Reduce the minimum parking requirement for an apartment dwelling, multiple residential dwelling and townhouses without private garages/driveways;
- Reduce the minimum visitor parking requirement for a senior citizen residence; and
- Reduce the minimum parking requirements for commercial and office uses.

Central Area

- Reduce the minimum residential parking requirement for an apartment dwelling;
- Require a minimum visitor parking requirement for an apartment dwelling within Downtown only;
- Establish maximum surface parking requirements for an apartment dwelling;
- Incorporate bicycle parking requirements for an apartment dwelling;
- Permanent parking exemption for commercial and office uses in Downtown; and
- An amendment to one of the Downtown Commercial One (DC1) Zone's parking provisions.

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

Below is an outline of the proposed amendments to the City's Zoning By-law parking standards that would apply City-wide and those that would apply specifically to the Central Area. The implementing draft Zoning By-law amendment can be found in Appendix 1.

City Wide Amendments

1. Reduction to the Minimum Residential Parking Requirement for an Apartment Dwelling, Multiple Residential Dwelling and Townhouses Without Private Garages/Driveways (City-Wide, excluding Central Area)

The City's current minimum parking rates (residential and visitor) for an apartment dwelling, a multiple residential dwelling and townhouses without private garages/driveways vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium and they vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

The requirement to calculate rates based on the number of bedrooms used to be common in Ontario Zoning By-laws, but newer Zoning By-laws provide a simplified blended rate which is easier to administer.

It is proposed that a blended minimum parking rate of 1.0 parking space per apartment dwelling unit be provided for all apartment dwellings and multiple residential dwellings, and a blended rate of 1.5 parking spaces per townhouse unit, without a private garage/driveway, regardless of the number of bedrooms and regardless of tenure. This is a reduction and simplification of the current standards for these building types.

Further, it is proposed that a minimum visitor parking rate of 0.20 parking spaces be applied per apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway, regardless of the type of unit. These amended parking rates are proposed to be applied City-wide, except for the Central Area.

2. Reduction to the Minimum Visitor Parking Requirement for a Senior Citizen Residence (City-Wide)

The Zoning By-law requires that a senior citizen residence provide a minimum 0.50 parking spaces per unit plus 0.25 visitor parking spaces per unit. The current residential parking rate will be retained, however, it is proposed that the visitor parking space requirement of 0.25 spaces per unit be reduced to 0.20 spaces to align with the visitor parking requirement for an apartment dwelling and a multiple residence dwelling as proposed above.

3. Reduction to the Minimum Parking Requirements for Commercial and Office Uses (City-Wide)

Parking requirements for commercial and office uses are established to satisfy peak demand for parking on a site. As part of the Comprehensive Zoning By-law Review to-date, it has been recognized that the City's parking standards for commercial and office uses are out of date and are generally high compared to other similar municipalities. These high parking rates lead to an over-supply of "free" surface parking that contributes to auto-oriented land use planning, increased auto dependency and an inefficient use of land.

Based on best practice approaches as assessed by WSP, the following amendments to the parking standards for commercial and office uses are being proposed to ensure that land is being used more efficiently and to encourage site design that is more walkable and pedestrian-friendly:

Use	Current Standard (Gross Floor Area)	Proposed Standard (Gross Floor Area)
Medical Office	1.0 parking space per 12.0 m ²	1.0 parking space per 16.0 m ²
Office	1.0 parking space per 25.0 m ²	1.0 parking space per 30.0 m ²
Shopping Centre having a gross leasable commercial floor area of less than 2000 square metres	1.0 parking space per 23 m ²	1.0 parking space per 23.0 m ²
Shopping Centre having a gross leasable commercial floor area of 2000 square metres or more	1.0 parking space per 19.0 m ²	
Personal Service Shop	1.0 parking space per 19.0 m ²	1.0 parking space per 25.0 m ²
Restaurant (Sit Down)	1.0 parking space per 6.25 m ²	1.0 parking space per 6.5 m ²
Restaurant (Take Out)	1.0 parking space per 16.7 m ²	1.0 parking space per 20.0 m ²

At the statutory public meeting staff received correspondence from a few members of the development industry where they raised a concern that the proposed shopping centre parking requirement of 1 parking space per 19 square metres was too high. Staff considered these comments and has revised the proposed parking requirement for a shopping centre from 1 parking space per 19 square metres to 1 parking space per 23 square metres. The proposed parking requirement of 1 parking space per 23 square metres will provide enough parking to satisfy the peak parking demands for a shopping centre. In staff's opinion, this nominal change in the parking requirement for a shopping centre does not warrant a further public meeting.

The current parking rate for "retail" (1.0 parking space per 19.0 m² of gross floor area) is slightly higher than comparable Zoning By-laws. This rate will be retained until further review can take place through the Comprehensive Zoning By-law Review. Further refinement and updates to commercial parking standards will occur through the ongoing Comprehensive Zoning By-law Review and will also be informed by the Municipal Parking Strategy.

The proposed draft Zoning By-law amendment presented at the public meeting did not propose an amendment to the minimum parking requirement for a real estate office. The proposed amendment to the "office" minimum parking requirements presented at the statutory public meeting, as illustrated in the table above, was intended to capture all offices, except medical, so that a specific parking requirement for a real estate office would no longer be required. Unfortunately, the proposed deletion of the minimum

parking requirement for a real estate office was not captured in the draft Zoning By-law amendment presented at the statutory public meeting.

Currently, the Zoning By-law includes a specific minimum parking requirement for a real estate office (1 parking space for each 15 square metres of gross commercial floor area or portion thereof). A real estate office is not a defined use nor is it listed as a permitted use under any parent zone in the Zoning By-law. A real estate office is permitted wherever an office use is permitted. Based on the proposed amendment to the minimum parking requirement for medical office uses (1 parking space for each 16 square metres of gross commercial floor area or portion thereof), a real estate office would require more parking than a medical office, which is not what is intended.

In most municipalities Zoning By-law's across Ontario, there is no specific minimum parking requirement for a real estate office. It is staff's opinion that a minimum parking requirement for a real estate office is not required, especially with a more onerous parking requirement than a medical office use. It is proposed that the real estate office minimum parking requirement be deleted and that the minimum parking requirement for an "other office" use (1 parking space for each 30 square metres of gross commercial floor area or portion thereof) be applied to a real estate office.

In staff's opinion, the proposed deletion of the minimum parking requirement for a real estate office is minor in nature and does not require further public notice. The public meeting notice indicated that the City was proposing amendments to parking standards and specifically noted a proposed reduction to the minimum parking requirement for commercial and office uses City-wide.

Central Area

1. Reduce the Minimum Residential Parking Requirement for an Apartment Dwelling

Currently, the City requires a minimum of 1.0 parking space per apartment dwelling unit in the Central Area delineated in the Zoning By-law. This area focuses on the central part of the downtown, rather than the entirety of the "Central Area" as designated in the Official Plan. In the Official Plan, the Central Area is more extensive, extending easterly across the Queen Street Corridor and surrounding lands and it encompasses the City's Urban Growth Centre, which is planned for significant intensification. The parking requirements for an apartment dwelling outside of the delineated Central Area in the Zoning By-law vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium and they vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

It is proposed that the minimum residential parking be 0.5 parking spaces per unit for an apartment dwelling, including apartment dwelling units in a mixed-use building, within the Central Area of the City as designated by the Official Plan. This amounts to a reduction in the parking supply by approximately 50% for an apartment building located within the Central Area. A reduction to the parking supply is a step in the right direction towards

meeting the land use and transportation objectives of the Central Area. The proposed minimum parking standard will also support transit-oriented development, use land more efficiently and enhance the viability and affordability of new development.

2. Require a Minimum Visitor Parking Requirement for an Apartment Dwelling within Downtown

Currently, there is no minimum visitor parking requirement for an apartment dwelling in the Downtown. On-street parking and public parking garages that were previously available are not expected to satisfy this need now. As such, it is appropriate to establish a minimum visitor parking requirement for each residential unit within an apartment dwelling. It is proposed that a minimum visitor parking rate of 0.10 parking spaces per unit apply within the Downtown area. This rate is lower than the visitor parking space requirement used in other areas of the City, which reflects the Downtown context. It is also proposed that a minimum threshold of 12 dwelling units be implemented to avoid the need for small infill developments to provide visitor parking spaces, as this may be difficult for minor infill projects.

Due to the limited availability of public parking available within the Queen Street Corridor, the minimum visitor parking rate of 0.20 parking spaces per residential unit will continue to apply for an apartment dwelling within this Corridor.

3. Establishing Maximum Surface Parking Requirements for an Apartment Dwelling

Maximum surface parking rates have only recently been introduced in Zoning By-laws across Ontario. These parking standards are typically applied to areas that are planned for the greatest amount of growth and intensification and where rapid transit is available. There is currently a restriction in the Downtown Commercial Zone (DC1) that prohibits surface parking and requires that all parking be provided in the form of structured parking.

It is proposed that a new Zoning By-law provision be included that would limit the amount of surface parking spaces for an apartment dwelling within the Central Area (encompassing Downtown Brampton and the Queen Street Corridor) as follows:

- 1) The existing restriction on all surface parking in the DC1 zone should be retained.
- 2) Developments with fewer than twenty-five (25) apartment units are proposed to be exempt from the maximum surface parking requirement.
- 3) A maximum of 10% of the total number of resident and visitor parking spaces provided on a lot in conjunction with an apartment dwelling, are permitted to be provided as surface parking. However, up to ten (10) parking spaces may be provided in the form of surface parking spaces on each lot.
- 4) The maximum surface parking rate shall not apply to restrict the provision of any drop-off parking space located within 30 m of a building entrance, provided there is a maximum of 2 drop-off parking spaces per building entrance.
- 5) Maximum surface parking will not apply to any loading space requirements.

This provision would contribute to a more urban, pedestrian-friendly built form with potential for more open space and amenities for activities and will work towards meeting the density objectives of the Central Area while still enabling a developer to provide the parking required in the form of underground and above-ground structured parking garages.

Opportunities to expand this requirement to other uses or other areas of the City (e.g. Uptown) and/or to introduce a maximum parking requirement for all types of parking will be explored through the Comprehensive Zoning By-law Review and the City-wide Parking Strategy.

4. Incorporation of Bicycle Parking Requirements for an Apartment Dwelling

To complement some of the proposed parking requirement reductions described above, a new framework for bicycle parking requirements is proposed to be incorporated into the Zoning By-law. Many other municipalities have recently incorporated minimum bicycle parking requirements, which are intended to support overall principles of creating pedestrian and cycling-oriented communities.

This amendment proposes new minimum bicycle parking spaces for new apartment dwellings in the Central Area (Downtown Brampton and the Queen Street Corridor) at a rate of 0.50 spaces per unit and 0.10 visitor spaces per unit and integrating the following locational requirements:

- 1) A maximum of 50% of the required bicycle parking may be vertical spaces, and the rest must be horizontal spaces.
- 2) The dimensions for provided bicycle parking space shall be as follows:
 - a) A horizontal bicycle parking space shall be a minimum length of 1.8 m and a minimum width of 0.6 m.
 - b) A vertical bicycle parking space shall be a minimum length of 1.6 m and a minimum width of 0.5 m.
- 3) All bicycle parking must be located on the same lot as the apartment dwelling for which it is required.

The draft Zoning By-law amendment that was presented at the public meeting proposed to include the following provisions related to the location of bicycle parking spaces:

- 1) All required resident bicycle parking spaces as required by Section 20.3.6.1 must be located within:
 - a) a building or structure;

- b) a secure area that is accessible and weather-protected such as a supervised or monitored parking lot with a roof structure or other enclosure; or
 - c) bicycle lockers.
- 2) Where bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground.

After further consideration, it was determined that these specific locational criteria (e.g. “secure area” and “securely anchored”) may be difficult to administer and therefore not appropriate to be included in a Zoning By-law. The location of bicycle parking spaces for apartment dwellings will be determined through the site plan approval process. The above noted requirements have been removed from the draft Zoning By-law amendment attached in Appendix 1.

City-wide bicycle parking requirements for residential and non-residential uses will be considered through the Comprehensive Zoning By-law Review, as it requires a thorough review.

5. Permanent Parking Exemption for Commercial and Office Uses in Downtown

Since 1995, Council has granted a series of temporary exemptions from the Zoning By-law’s minimum parking requirements for commercial and office uses in the Downtown. The temporary exemptions have applied specifically to the lands identified on Schedule B5 – Special Parking Regulations Area of the Comprehensive Zoning By-law. On June 5, 2019 Council extended the Downtown parking exemptions for a period of five years. The Downtown parking exemption continues to be a valuable part of the incentive strategy for the Downtown and therefore, it is being recommended that the exemption become permanent.

The extent of the Parking Exemption Area and the determination of whether it should apply to other uses will be explored further through the on-going Comprehensive Zoning By-law Review. It may be suitable to expand the area and uses based on the policy direction of the City’s new Official Plan. At this time, however, there is no clear policy basis to expand or otherwise modify the land uses.

The lands located outside of Schedule B5, but still located within the boundaries of Schedules B1 through B4 are subject to the Central Area parking requirements. Section 20.3.2.1 d) outlines the following parking requirements for office uses in the Central Area:

- (i) Physician, dentist or drugless practitioner’s office: 1 parking space for each 12 square metres of gross commercial floor area or portion thereof.
- (ii) Real Estate Office: 1 parking space for each 20 square metres of gross commercial floor area or portion thereof.
- (iii) Other Offices: 1 parking space for each 44 square metres of gross commercial floor area or portion thereof.

As described previously within this Report, staff is proposing an amendment to the minimum parking requirement for some commercial and office uses outside of the City's Central Area. One of the proposed changes is to the minimum parking requirement for a physician, dentist or drugless practitioner's office (medical) from 1 parking space for each 12 square metres of gross commercial floor to 1 parking space for each 16 square metres of gross commercial floor and to delete the minimum parking requirement for a real estate office.

An amendment to the minimum parking requirement for a medical office in the Central Area was not identified in the draft Zoning By-law amendment that was presented at the statutory public meeting. Without an amendment to the minimum parking requirement for a medical office use in the Central Area, a medical office use would require more parking in the Central Area than the rest of the City. This was an oversight, as it is not the intent to require more parking for a medical office use in the Central Area. It is proposed that the parking requirement for a medical office in the Central Area be amended from 1 parking space for each 12 square metres of gross commercial floor to 1 parking space for each 16 square metres of gross commercial floor to align with the proposed medical office minimum parking requirement that is proposed to apply to the area outside of the Central Area.

It is also proposed that the Central Area real estate parking requirement of 1 parking space for each 20 square metres of gross commercial floor area or portion thereof be deleted. The proposed deletion of the minimum parking requirement for a real estate office in the Central Area was not included in the draft Zoning By-law amendment that was presented at the statutory public meeting. As described previously in this Report, it is the intent that all office uses (excluding medical) be captured under the minimum parking requirement for "other offices". The proposed deletion of the minimum parking requirement for a real estate office is consistent with the proposed office parking requirements that would apply outside of the Central Area.

In staff's opinion, the proposed amendment to the office parking requirements in Section 20.3.2.1 d) is minor in nature and does not require further public notice. The public meeting notice did indicate that the City was proposing amendments to parking standards and specifically noted a proposed reduction to the minimum parking requirement for commercial and office uses City-wide.

6. An Amendment to One of the Downtown Commercial One (DC1) Zone's Parking Provisions

The DC1 zone includes the following provision that is intended to require liners (i.e. commercial or residential space) on the first floor of parking garages and to prohibit parking spaces and parking aisles:

28.2.3 i) (ii) *No portion of a parking garage that is above grade shall be located within an area that is above grade shall be located within an area that within 6.0 metres of any exterior wall adjacent to a streetline.*

A minor amendment to this provision is required to clarify the wording and confirm its intent.

The proposed wording of Section 28.2.3 i) (ii) is:

“No portion of a parking space or parking/drive aisle that is located on the ground floor of an above grade parking garage shall be permitted within 6.0 metres of any exterior wall facing a streetline or within 6.0 metres of any streetline.”

Official Plan

The principle of sustainable development represents the foundation of this Official Plan as it continues to guide Brampton’s growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation. The Official Plan promotes the use of active transportation such as, walking and cycling as safe, and sustainable and healthy modes of travel and also encourages that development within the City’s Urban Growth Centre be transit-supportive densities, uses and built form designed to foster a pedestrian-friendly environment (Section 3.0 – City Structure).

Section 4.5 of the Official Plan contains the long-term transportation objectives for Brampton. In order to provide for more sustainable transportation practices in the future, the Official Plan acknowledges that Brampton must find ways and design policies to assist in reducing the number and length of automobile trips, by accommodating and encouraging increased transit ridership, by encouraging active transportation such as cycling and walking, by increasing car occupancy (i.e. carrying passengers, carpooling, etc.).

Section 4.5.5 – Parking Management recognizes that parking facilities are major users of expensive land. The parking management policies are in place to achieve careful planning of the locations and quantity of parking to reduce the cost of parking and support the use of transit and transportation demand management measures.

Two policies in the Parking Management Section of the Official Plan that are relevant to the proposed amendments to the City’s parking standards are:

- Policy 4.5.5.2 - *“The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.”*
- Policy 4.5.5.7 – *“The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips. Within the Central Area, the City may consider limiting or eliminating on-site parking requirements for specific developments or areas as determined to be appropriate on a site or area-specific basis.”*

The proposed new parking requirements will help support the design of transit-oriented development, enhance the viability and affordability of new development, and assist in achieving the objectives of the City's sustainability development policies.

The management of off-street parking is critical to achieving long-term transportation goals and is an effective way to support rapid transit investments, promote increased transportation choices and support the development of affordable housing, which are all objectives in the City's Official Plan.

Secondary Plans

Some of the City's Secondary Plans include policies that provide direction related to reducing parking requirements, encouraging shared parking and guidelines that influence the form and location of parking on individual sites. Since a number of the proposed parking amendments are located within the Downtown and Central Area, a review of the parking policies and guidelines in the Downtown Brampton (Area 7) and Queen Street Corridor (Area 36) Secondary Plans has been undertaken in more detail than other Secondary Plans.

The main parking policies for both Secondary Plan Areas 7 and 36 are found in Section 6.6 (Parking):

- 1) 'Less stringent parking standards to facilitate commercial, residential and mixed-use development/ redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces'.
- 2) Council discretion on exemption from 'commercial and mixed-use developments within the Downtown Brampton and Queen Street Corridor Secondary Plans from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Areas'.
- 3) Policy endorsement of the shared parking concept for mixed use development.
- 4) Temporary parking that aligns with urban form policies.
- 5) Off-site parking for business uses in the Central Mixed-Use area where 'the City is provided with adequate evidence that legal agreements and leases are in effect and registered on title for such parking arrangements'.
- 6) Policy support for cash in lieu payments 'which cannot economically provide on-site parking as a means of providing financial support to transit and public parking facilities'.

The proposed parking standards will help support the parking policy objectives of both the Downtown and Queen Street Corridor Secondary Plan.

Zoning By-law

The City's off-street minimum parking requirements for various land uses are contained within Sections 10 and 20 of the City's Zoning By-law. The current parking requirements

for the apartment, townhouse, commercial and office uses that are proposed to be amended can be found in Appendix 2 – WSP Parking Memo.

On-street Parking

One potential community implication associated with reducing the minimum residential parking requirements would be an increase in illegal on-street parking. Brampton currently prohibits the use of residential streets for regular overnight parking. Illegal on-street parking will continue to be monitored and enforced, where necessary, consistent with the existing City processes.

The Land Use Policy Division is undertaking a City-wide Parking Strategy in order to determine the appropriate on-street parking approach for Brampton, as well as other related parking issues. The Strategy will identify potential actions, programs and strategies beyond the Zoning By-law to comprehensively address parking issues in Brampton.

Planning Analysis

The proposed Zoning By-law amendment will reduce parking requirements and introduces new minimum bicycle parking space requirements that will support the development of sustainable, resilient and healthy communities in the City. 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.

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*. A summary of the relevant Provincial, Regional and City policies can be found in Appendix 3 – Planning Analysis.

Statutory Public Meeting

The application was published in the Brampton Guardian on June 11, 2020 as per *Planning Act* requirements. The virtual public meeting for this application was held on Monday, July 6, 2020. There were no members of the public in attendance at the virtual public meeting (see Appendix 4).

Seven (7) pieces of correspondence were received from members of the public (see Appendix 6). A summary of the public comments are as follows:

- More progressive parking rates should be proposed for residential and commercial uses across the City;
- The proposed parking requirement of 1/19 square metres per gross leaseable commercial floor area is too high for a shopping centre and should be reduced to encourage site design that is more walkable and pedestrian-friendly;
- The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them means that people have a choice for how to get there and therefore the demand for parking should be lower than what the proposed standards require;
- The proposed parking rate for an apartment dwelling in the Central Area will be helpful in reshaping the outlook of downtown Brampton, help promote development and the realization of the “Downtown Reimagined” vision;
- Recommend that the proposed parking rates be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences;
- Would prefer to see more ambitious bicycle parking space requirements that would include commercial and office uses;
- Reducing parking will affect the purchase decisions of most buyers and will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit;
- 0.5 bicycle parking spaces per apartment unit seems to be high. It is recommended that this minimum rate be reduce to 0.2 spaces per unit and increase the minimum number of vehicle parking spaces;
- Townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of grid lock on the streets in these subdivisions, which is unsafe for everyone. How is further reducing these parking spaces going to affect the occupants of these townhomes?;
- Could there be a survey or count of residents in senior citizen buildings that own a car and need parking spaces to determine if a minimum residential parking requirement of 0.5 spaces per unit is warranted; and
- Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

A response to the correspondence received can be found in Appendix 5.

Corporate Implications:

Financial Implications:

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

Economic Development Implications:

Economic Development is in support of the proposed parking amendments as they may act as an incentive for more development to occur across the City and will encourage more residents in Brampton to use public transit.

Other Implications:

Brampton Transit is in support of the proposed parking amendments.

No other implications have been identified at this time.

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 reduce minimum parking requirements for some residential, commercial and office uses and also introduces new bicycle parking space requirements for apartment uses in the Central Area. This will 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 amendment to the Zoning By-law that will modernize the City’s parking standards to reflect current policies and best practices and to help achieve the City’s long-term land use and transportation goals.

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.

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Appendices:

Appendix 1:	Zoning By-Law Amendment
Appendix 2:	WSP Memo (August 2020)
Appendix 3:	Planning Analysis
Appendix 4:	Public Meeting Minutes – July 6, 2020
Appendix 5:	Summary and Response to Comments Received
Appendix 6:	Correspondence Received