

**Date:** January 17, 2020

**Subject:** **Recommendation Report**  
**Comprehensive Zoning By-law Review: Status Update and Proposed Amendments to the City's Zoning By-law Parking Standards**

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**Recommendations:**

1. **THAT** the report titled: **Recommendation Report - Comprehensive Zoning By-law Review: Status Update and Proposed Amendments to the City's Zoning By-law Parking Standards (R 440/2019)** be received;
2. **THAT** staff be directed to hold a statutory public meeting with respect to the proposed amendments to the City's Zoning By-law parking standards; and,
3. **THAT** staff report back to the Planning and Development Committee with the results of the public meeting and final recommendations with respect to the proposed amendments to the City's Zoning By-law Parking Standards.

**Overview:**

- **The Comprehensive Zoning By-law Review commenced in December 2016.**
- **A Draft Zoning Strategy Report was presented to Council in September 2018 as part of the Comprehensive Zoning By-law Review. The draft Zoning Strategy Report addresses all background research, summarizes eight (8) technical papers, and provides key recommendations that will lead into the first draft of the new Zoning By-law.**
- **WSP prepared a preliminary first draft of the Zoning By-law that was circulated internally for comments in December 2018.**
- **To ensure that the Zoning By-law appropriately implements updated Provincial, Regional and local policies, and reflects current zoning**

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**practices, the Comprehensive Zoning By-law will be enacted after Council's adoption of the new Official Plan in 2022. This will ensure that the policy and regulatory framework fit together to support the Brampton 2040 Vision.**

- At this time, staff propose to advance some amendments to the Zoning By-law that will address current and emerging matters with respect to parking requirements, prior to Council's enactment of the Comprehensive Zoning By-law.**
- Through the ongoing work on the Comprehensive Zoning By-law Review and other related studies, staff has received significant feedback on the City's parking requirements as included in the City's current Comprehensive Zoning By-law.**
- The purpose of this report is to provide a status update on the Comprehensive Zoning By-law Review and to propose moving forward with amendments to the City's parking standards that will take a progressive approach to parking in the City.**

### **Background:**

The City is currently undertaking both an Official Plan Review and a Comprehensive Zoning By-law Review. The last update to Council on the Comprehensive Zoning By-law Review was in September 2018 where the Draft Zoning Strategy Report was presented. The draft Zoning Strategy Report addresses all background research, summarizes eight (8) technical papers, and provides key recommendations that will lead into the first draft of the new Zoning By-law (ZBL).

A copy of this report can be found at the following link to the City's website: <http://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Minutes-Agendas-Archive.aspx>.

Since September 2018, WSP has prepared a preliminary first draft of the ZBL that was circulated internally for comments in December 2018. Over the last year, WSP has been working to address the City's comments on the draft ZBL and have identified several key comments requiring further consultation with City staff.

Through the ongoing work on the Comprehensive ZBL Review and other related studies, staff has received significant feedback on the City's existing minimum parking requirements as included in the City's current Comprehensive ZBL. In addition, a number of motions related to parking standards were approved by Council in 2019.

These include the following:

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- At the June 5, 2019 Council meeting, a resolution was passed directing staff to report back within the coming year on the status of the Comprehensive ZBL Review as it relates to the Downtown Parking By-law;
- At the December 11, 2019 Council meeting, a Recommendation Report was approved that directed staff to hold a statutory public meeting with respect to a proposed amendment to the ZBL to eliminate the parking requirement associated with the creation of a two-unit dwelling; and,
- Approval from Council on December 11, 2019 to undertake a Comprehensive Municipal Parking Strategy to identify potential actions, programs and strategies beyond the ZBL to comprehensively address parking.

The purpose of this report is to provide a status update on the Comprehensive ZBL Review and to propose moving forward with an amendment to the City's parking standards to address the following:

- Elimination of minimum residential parking requirements for apartments and mixed-use buildings (specific intensification areas in the City);
- Reduced minimum parking requirements for apartments and mixed-use buildings (City-wide);
- Reduced minimum parking requirements for commercial uses (City-wide);
- No minimum parking requirements for commercial uses (Downtown);
- Incorporation of maximum surface parking requirements for residential uses in the Central Area; and,
- Incorporation of minimum bicycle parking requirements.

### **Current Situation:**

With the Official Plan Review now underway it is recommended that the comprehensive ZBL address the new Official Plan and, as such, be enacted after Council adopts the new Official Plan. As WSP, the consultants undertaking the Comprehensive ZBL Review, will also facilitate the Official Plan Review, staff expect that both reviews will be well-coordinated and that the resulting comprehensive ZBL will be modern and progressive.

As part of the Comprehensive ZBL Review to-date, WSP and staff have recognized that the City's minimum parking standards, as identified in the existing Zoning By-law, are generally high compared to other similar municipalities and there are significant opportunities to reduce the requirements and to introduce a more modern framework which supports a broad range of planning objectives.

The amendments that are being proposed at this time are considered to be of a high-priority based on feedback received and analysis conducted to date. The proposed

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amendments are intended to be incorporated into the City's current Comprehensive 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 current Comprehensive ZBL Review, Comprehensive Parking Strategy and through feedback received through the current Official Plan Review, resulting in a modern framework for regulating parking in the City once these studies are complete.

### *Proposed Zoning By-law Amendments*

Below is a brief description of the proposed amendments to the City's parking standards that are being recommended at this time for presentation at a statutory public meeting:

#### **1. Elimination of Minimum Residential Parking for Apartments and Mixed-Use Buildings (Within Specific Intensification Areas in the City)**

An elimination of minimum residential parking requirements for multiple dwelling uses (stacked townhouses, apartment buildings and apartments in mixed-use buildings) is proposed within intensification areas in the City (i.e. Central Area, Downtown, Mobility Hubs). Generally, the need for resident parking can be reliably market-driven and a regulation in the Zoning By-law can represent a potential barrier to affordable housing development and transit-oriented development. An elimination of the minimum requirement does not preclude a developer from providing more parking, where it is necessary and where it is considered marketable to do so.

In order to make it easier for residents to opt out of car ownership entirely, staff propose that car-sharing services be provided for apartment and mixed-use developments that do not provide any residential parking spaces. The ZBL will include a minimum number of car-sharing spaces that are to be provided based on the number of units in the development.

At this time, a reduction to minimum visitor parking requirements normally required in conjunction with apartments and mixed-use buildings is not being proposed. Generally, the City's Zoning By-law requirement for visitor parking was comparable to other municipalities per the recent analysis conducted by WSP. Consideration to modify the requirements for visitor parking spaces will be examined through the Comprehensive ZBL Review process.

#### **2. Reduced Minimum Residential Parking for Apartments and Mixed-Use Buildings (City-Wide)**

The City's minimum parking requirements for apartments and mixed-use buildings are generally high compared to other municipalities that were benchmarked. Reducing existing minimum parking requirements for apartments and mixed-use buildings in areas of the City that are not located within an intensification area can assist in reducing

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automobile use and encouraging alternate modes of transportation. The specific modifications will be identified in the forthcoming staff report and draft ZBL amendment.

### **3. Reduced Minimum Parking Requirements for Commercial Uses (City-Wide)**

WSP concluded, based on a benchmarking exercise, that the City's minimum commercial parking requirements (e.g., restaurants, office uses, retail uses, etc.) are generally high compared to the other municipalities. Additionally, feedback has been received from commercial property owners that the minimum parking standards are high and can represent a constraint to private property investment and flexibility in terms of tenancy. A reduction to the existing commercial parking standards will be proposed to align the standards with the other municipalities.

The specific modifications will be identified in the forthcoming staff report and draft ZBL amendment. The amount of the proposed reduction will vary depending on the use. Further refinement and updates to commercial parking standards may also occur through the ongoing Comprehensive ZBL Review and may also be informed by the current Official Plan Review.

### **4. No minimum parking requirements for commercial uses (Downtown)**

Since 1995, Council has granted a series of temporary exemptions from the ZBL's minimum parking requirements for commercial uses in the Downtown. 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. Given historical development patterns, making the parking exemptions permanent is not expected to have significant financial impacts or create issues with the supply of spaces in the parking system.

### **5. Incorporation of Maximum Surface Parking Requirements for Multiple Dwelling Uses in the Central Area**

In conjunction with the other amendments proposed above, it is recommended that a new zoning provision be included in the ZBL that would limit the amount of surface parking spaces for multiple dwelling uses, such as apartment buildings. Currently, the City does not have any maximum surface parking requirements. The introduction of maximum surface parking, at this time, will be an important step towards introducing an overall long-term progressive zoning framework for the City. This requirement would not preclude a developers' ability to provide parking in the form of underground and above-ground structured parking garages.

The maximum surface parking requirement is proposed to apply only to residential properties in the Central Area, consisting of Downtown Brampton and the Queen Street corridor where the City encourages a more intensified built form and a limitation on surface parking. Consideration can be made to expand this requirement to other uses or

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other areas of the City and/or to apply a maximum parking requirement for all types of parking through the Comprehensive ZBL Review, once the City's Intensification Strategy is updated through the Official Plan Review and as other studies are advanced and can inform an appropriate long-term approach.

## **6. Incorporation of Minimum Bicycle Parking Requirements**

To complement some of the proposed parking requirement reductions described above, a new framework for minimum bicycle parking requirements is proposed to be incorporated into the current ZBL. Many other municipalities have recently incorporated minimum bicycle parking requirements, which are intended to support overall principles of creating pedestrian and cycling-oriented communities. As a starting point, minimum bicycle parking requirements are proposed to be integrated within the Central Area and further consideration may be made to expand the requirements to other areas of the City through the Comprehensive ZBL Review.

## **7. Two-Unit Dwellings**

Based on Council's direction at the December 11, 2019 Council meeting, staff will hold a statutory public meeting to present a ZBL amendment that proposes to eliminate the third parking space requirement City-wide for two-unit dwellings.

### **Next Steps:**

#### *Comprehensive Zoning By-law Review*

To ensure that the Comprehensive ZBL is a progressive regulatory document that appropriately implements Provincial, Regional and local policies, reflects current zoning practices, and works for the entirety of Brampton today and in the future, the Comprehensive ZBL will be enacted after Council adoption of the new Official Plan in mid 2022. This will ensure that all the pieces fit together to support the Brampton 2040 Vision.

Public consultation on the draft Zoning By-law will occur in conjunction with the release of the Draft Policy Directions Report related to the City's new Official Plan (anticipated timeframe is Q3/Q4 2020).

#### *Parking Standards Amendments*

The proposed amendments described in this report are intended to respond to many comments staff have received as well as analysis conducted by WSP to-date through the Comprehensive ZBL Review and other studies. Further refinement and improvements to the overall parking framework will be informed by other ongoing planning studies (i.e. Comprehensive Municipal Parking Strategy) and the Official Plan

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Review and will be addressed through the Comprehensive ZBL Review that will follow the adoption of the new Official Plan.

Staff propose to present the above-noted ZBL amendments with respect to parking standards at a statutory public meeting and to report back to the Planning and Development Committee with the results of the public meeting and final recommendations with respect to ZBL amendments to the City's parking requirements.

## **Corporate Implications:**

### Financial Implications:

There are no financial implications associated with this report.

### Other Implications:

There are no other implications at this time.

### 2019 – 2022 Term of Council Priorities:

The City's Comprehensive ZBL Review will help to deliver the strategic directions outlined in the 2019-2022 Term of Council Priorities. Specifically, the Comprehensive ZBL Review will ensure conformity with the new Official Plan, guide future development, implement the City's planning goals and improve service delivery to the public and development industry.

### Living the Mosaic – 2040 Vision:

The Comprehensive ZBL will be a progressive, regulatory document that will fit together all the pieces to support the Brampton 2040 Vision, will implement the new Official Plan (once adopted in 2022) and will be a document that will work for the entirety of Brampton today and in the future.

## **Conclusion:**

This report recommends moving forward with amendments to the City's parking standards in advance of the Comprehensive Zoning By-law Review. These amendments will provide a progressive approach to parking in the City and address current and emerging land use planning and development trends.

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