

Technical Memorandum

Parking and Loading

1 Introduction

This Technical Memo has been prepared within the context of the City of Brampton Comprehensive Zoning By-law Review (the “ZBL Review”) currently being undertaken by WSP in partnership with the City of Brampton (“the City”). The ZBL Review includes a technical analysis of existing parking and loading standards, referred to hereafter as the Technical Memo.

The purpose of this Technical Memo is to identify and examine the range of parking and loading issues and updates that are required to be addressed in conjunction with preparing the new Zoning By-law. This Memo also identifies opportunities for reforming and improving the existing standards in consideration of emerging policies, studies, and other municipal practices.

1.1 BACKGROUND

The Zoning Strategy Report provides general planning policy background and analysis to inform the parking and loading requirements to be identified in the new Zoning By-law. This Memo proposes both a research methodology and relevant zoning principles to be considered as part of the ZBL Review. It outlines key planning and land use zoning issues in major land use areas (residential, mixed-use, employment and intensification areas, etc.) and opportunities for reform.

This Memo identifies relevant background studies, including the new Official Plan (Brampton Plan) as well as the City’s new Parking Plan, which provide guidance and direction for the review of parking requirements in the Zoning by-law. This Memo also examines a number of other zoning by-law reviews in other municipalities that can help provide a reference for contemporary research and best practice.

1.2 PURPOSE

The purpose of this Technical Memo is twofold:

1. To review the existing parking and loading standards against relevant City, Regional and Provincial policies and other guiding initiatives; and
2. To identify a broad range of future transportation topics such as emerging technologies and trends that may influence the demand for parking and explore how alternative approaches to conventional parking standards, such as parking management, might be adopted to help assist with responding to these trends.

The term ‘parking standards’ has been used throughout this Memo as a term that collectively refers to all existing City zoning regulations have the effect of regulating the physical form, location (siting on a lot) and quantity of parking as permitted under the *Planning Act*. The parking standards must be reviewed for conformity with the new Brampton Plan, which includes the various

Secondary Plans currently in force. This Technical Memo includes a review of select in-effect Secondary Plans to characterize the general nature and intent of parking policies as they appear in those plans. It is acknowledged that the City may undertake Secondary Plan reviews that may have implications for parking standards in specific areas of the City. As the Planning Act is primarily concerned with the regulation of land use and not transportation rights-of-way per se, the scope of this Memo is largely confined to a review of off-street parking on private lands. While on-street parking is out of the scope of this paper, it is nonetheless identified as a critical component of an effective, coordinated approach to parking in Brampton. This integrated approach is commonly known as parking management and is explored further in section 4.

This Memo considers the latest policy directions provided by recently completed and ongoing studies. Specifically, this Memo discusses Brampton Plan (adopted by Council on November 1, 2023) as well as work completed to date on the City's new Parking Plan (Final Report dated October 23, 2023). These documents are key guiding documents which will influence the new Zoning By-law. The Zoning Strategy Report, another key background document prepared in conjunction with the Zoning By-law Review, provides additional background context for the Comprehensive Zoning By-law and should be read in conjunction with this Technical Memo.

1.3 OVERVIEW OF THIS TECHNICAL MEMO

This Technical Memo consists of the following sections:

1. **Context**, which provides an overview of the local, Regional and Provincial Policy context (Chapter 2);
2. **Key components of the existing ZBL and associated parking standards** to understand parking standards that are in effect today (Chapter 3);
3. **Practical ZBL Considerations**, including contemporary approaches to parking management and emerging trends (Chapter 4); and
4. **Recommendations and Conclusions** to identify specific actions for the ZBL (Chapter 5).

2 Context

This chapter reviews the underlying drivers of parking supply and demand, how it impacts the value of land, the need for updated standards, criteria adopted to review the standards and a synthesis of the relevant legislation and policies that have implications on parking Brampton. This chapter also summarizes key parking issues identified by City staff for inclusion in the ZBL Review.

2.1 PARKING AS A PLANNING TOOL: SUPPLY AND DEMAND

2.1.1 Site Access

As noted in the Zoning Issues and Analysis Report, the ZBL *“is an important planning tool used to specifically regulate land use, lot sizes and dimensions, as well as the location, character and scale of buildings and structures”*. Parking and loading are two key considerations that are implicit in this

definition. To understand the impacts of parking and loading on land use, it helps to understand the premise for site-based parking standards and their relative pros and cons as a planning tool.

A fundamental tenet of contemporary urban development is to provide adequate access and egress from a site. Private motor vehicles are well known for providing one of the most convenient and practical means of achieving this, however, other access methods (rail, water, air, and other modes of transportation, particularly public transit and active transportation) often offer viable alternatives, depending on context.

Parking and loading are expected to remain two of the most important forms of site-based access considerations in Brampton. They are represented by various standards and requirements in the ZBL.

2.1.2 Planning for Supply

All surface-based transportation systems are made up of three components: vehicles, rights of way and storage space.

Parking concerns the space dedicated to the storage of vehicles. This space can be either on-street or off-street. In the context of a ZBL, parking standards are used to regulate off-street parking supply.

Where the estimated demand for parking at an individual site is considered significant (technically defined as ‘parking generation’), municipalities typically use their ZBL as an opportunity to implement parking standards as a method of mandating a certain supply of parking at a particular site. The most common approach involves the application and enforcement of minimum parking requirements to require a minimum amount of parking on every site, depending on the prevailing zoning and/or intended land use.

This site-based approach has clear benefits, but it also has the consequence of potentially overlooking the surrounding site context and other possible solutions to meet travel needs. The practical effect of precise standards is to guarantee supply without necessarily taking into account the broader effects of parking on the transportation and land use system. These impacts can include urban sprawl, environmental pollution, automobile dependency, degraded urban design and an inequitable transportation system.

Table 1 is a summary of the main arguments in support of and against minimum parking requirements as informed by Richard Willson in his book entitled *Parking Reform Made Easy* (2013):

Table 1 - Summary of arguments for and against minimum parking requirements

For	Against
Reduce traffic congestion around a site caused by vehicles cruising for parking	Encourage private vehicle use
Avoid parking spillover	Adversely impact transit ridership and alternative modes

For	Against
Anticipate possible intensification or changes in the use of a development	Ignore the cost-effectiveness of alternative travel modes compared with parking
Create 'orderly' development patterns	Reduce development densities/yields
Create a 'level' playing field among developers	Create inhospitable urban design and are inconsistent with principles that encourage compact, walkable communities and reduction of sprawl
Encourage growth of core areas by increasing parking supply in those areas	Make the construction of affordable housing more challenging
Reduce the need for City-led parking management by making the adjudication of conflicts between property owners unnecessary	Reduce development and economic activity
Reduce demands for public provision of parking	Hamper investment in infill development and adaptive reuse
	Directly and indirectly harm the environment
	Disadvantage non-drivers
	Lower physical activity with consequences for public health
	Often imprecisely represent actual parking utilization levels
	Constrain opportunities for optimal utilization of parking through shared parking between one or more lots or buildings

2.1.3 Understanding Parking Demand

It is also important to understand the demand for parking. Parking demand is both derived and spatiotemporal in nature.

The majority of transportation trips in a city and how residents choose to travel are directly influenced by the destination (e.g., work, home, shopping etc.) and where those destinations are located (e.g., downtown, in a mall, along a highway). The demand for transportation is therefore derived from other non-transportation activities. To understand transportation sustainability, cities need to understand the relationship between where people live, where they want to go, and the infrastructure that supports those trips.

Prescribing a minimum supply of on-site parking as part of the transportation infrastructure comes at a price of diminished development at higher yields or densities. This is because the land that could have been dedicated for active land uses is instead taken up by parking.

Spatiotemporal means that demand for parking varies by time of day and place as people travel from one destination to another. Historically speaking, zoning by-laws have tended to cater to peak estimated use (e.g., when an office or shopping mall may be busiest) with little regard for the wider cumulative effects of increasing parking supply on a site-by-site basis. This often leads to situations in which the parking supply in a given area experiences peak use for a small portion of the day and is oversupplied for the rest of the day or periods (e.g., weekends).

Overall, site-based parking approaches that focus on and mandate minimum supply without sufficient regard for demand often come at the expense of viable alternatives such as public parking, shared parking and transit. For these reasons, it is recommended that the new parking standards aim to address this imbalance by better reflecting the underlying drivers of parking demand and moving away from the conventional site-based parking supply approach.

2.2 PARKING AND THE VALUE OF LAND

In recent years, housing supply and commercial development pressures have been increasingly recognized as important issues for land use policy and regulation across the Greater Toronto and Hamilton Area (GTHA). Real estate markets in Brampton have experienced pressures as resident populations grow, economic activity and land values increase, and the amount of developable land diminishes over time.

The Province has also sought to tightly regulate and restrict land uses through tools such as the Greenbelt Plan and the introduction of Urban Growth Centres with minimum density targets to encourage higher-density living that supports more compact forms of development, including transit-oriented development.

Another important issue is the effect of ubiquitous free parking on transportation and land use patterns. Although the ZBL does not directly regulate the price of parking for the end user, there is an increasing recognition at all levels of government that parking standards have contributed to the existing supply of off-street parking and that minimum parking standards often represent significant barriers to intensification and redevelopment. The *Regional Transportation Plan* (Section 2.4.1) and *The Big Move* (2009) acknowledge this issue and suggest that new policies are needed to address the previous 'one size fits all' suburban approach to parking regulation.

The above issues have led to a fundamental rethink of how municipalities should regulate parking and loading standards in a ZBL given the large amounts of developable land that have already been dedicated to parking but are progressively being redeveloped for other uses.

2.3 THE NEED TO UPDATE PARKING STANDARDS

The main approach that is explored in this ZBL Review is to harmonize the policy intentions of the Official Plan with the updated ZBL provisions and suggest ways in which ZBL provisions could become more contemporary and aligned with regional and provincial policies. The Parking Plan also identifies specific zoning recommendations to be considered. Some of the City's existing parking standards are thought to date back to the 1980s. Without reform, there is a risk that the existing parking standards may become outdated as new transportation technologies develop and

land use and housing typologies change to reflect quickly changing consumer and transportation trends. Depending on the timeline for change and the extent of impacts under this scenario, private investment in the City may be affected.

2.4 CRITERIA USED TO REVIEW PARKING STANDARDS

As identified in the introduction, to simplify the wide range of issues for consideration as part of this Technical Memo, the parking provisions reviewed here have been classified into three major categories, namely:

1. Quantity of parking (the amount of, or required supply);
2. Location (in the context of the Zoning By-law, this typically refers to how parking is situated on a site); and
3. Form (at grade, above grade, sub-grade as well as the dimensions of individual parking spaces and their geometry).

Quantity and location of parking, insofar as they are policy considerations represented by parking standards in Brampton, are explored further in Section 3. Section 4 is dedicated to issues of form and comparing Brampton's existing minimum parking requirements with those of other municipalities in the GTHA.

2.5 POLICY CONSIDERATIONS

2.5.1 Metrolinx 2041 Regional Transportation Plan

The Regional Transportation Plan (RTP) was approved by Metrolinx's board of directors in March 2018. The new RTP supersedes the previous 2009 RTP, *The Big Move*.

Strategy 4 of the RTP is to integrate land use and transportation. One of the specific actions adopted is to '*Address parking management in land use planning*'. It notes that responses to previous Big Move recommendations to update municipal parking zoning by-laws have been 'inconsistent' and challenges municipalities to adopt a comprehensive approach to parking management.

To this end, the RTP notes that the *Metrolinx Act* (2006) provides Metrolinx with the ability to release Transportation Planning Policy Statements (TPPS) that would require the alignment of municipal land use planning provisions with the 2041 RTP. Metrolinx contends that the TPPS would provide more specific transportation policy direction than is currently found in the Growth Plan.

Given that parking management (Section 4) is a major recommendation foreshadowed in the 2041 RTP, it is therefore considered timely that the City embark on reforms to parking standards.

It is useful to reflect on previous policy guidance on parking management. Strategy 7 of The Big Move included an objective to *build communities that are pedestrian, cycling and transit-supportive*. This included the following supportive action policy:

7.13 Municipal parking and zoning by-laws shall be updated to:

- establish maximum parking requirements;
- decrease minimum parking requirements where appropriate;
- permit off-site, on-street and shared-parking capacity to be counted towards meeting parking requirements;
- provide priority parking for car-sharing; and
- give landowners and developers the option of providing alternatives to free on-site parking, such as transit passes, car-sharing memberships, carpooling services, and/or financial contributions towards transit or active transportation infrastructure.

2.5.2 Planning Act

The Ontario *Planning Act* is the principal legislation that sets out how municipalities may plan, manage, and regulate land use in Ontario. The *Planning Act* outlines matters of Provincial interest and enables municipalities to pass a variety of tools to regulate the use of land, buildings, and structures on a lot.

Section 34 of the *Planning Act* provides for the ability for municipalities to set out standards for off-street parking. When reviewing and introducing new parking standards in the ZBL, it will be important to consider the scope of regulatory authority under the *Planning Act*.

In the years since the initiation of Brampton's ZBL Review, the Province has introduced several amendments to the *Planning Act* that will need to be considered in the new ZBL.

The *More Homes Built Faster Act* (Bill 23) introduced changes to *Planning Act* provisions and associated regulations for additional residential units (or second units). Under the Act, up to three residential units are permitted per lot and municipalities are not able to require more than one parking space per unit.

2.5.3 Brampton Plan

Since early 2020, the City of Brampton has been undertaking the process of preparing a new Official Plan to guide growth and development to the year 2051. The new plan, called Brampton Plan, was adopted by Council on November 1, 2023. Brampton Plan sets out a vision for the future of the city and policies to address key drivers of change, including rapid growth, getting around, and climate change.

Some of the underlying areas of focus for Brampton Plan are the creation of 15-minute neighbourhoods where residents can enjoy a healthy lifestyle and meet daily needs without the need to travel long distances, as well as complete communities connected by rapid transit and active transportation.

Brampton Plan also establishes a new forward-thinking City Structure to direct new housing and employment growth across a network of Centres, Boulevards, Corridors, Employment Areas, and Community Areas. These are envisioned to be served by different levels of transit service including rapid transit, regional transit, and local transit, with the intent of reducing single-occupancy vehicle trips.

The new ZBL will need to translate the policies of the Brampton Plan into specific zoning directions.

The most significant policy direction for ZBL parking requirements is that the approach to parking can no longer be one-size-fits-all. The provision and management of parking across the City must reflect local form and transportation characteristics. It must also consider emerging technologies such as electric vehicles, shared mobility, and cycling.

Schedule 1 of the Brampton Plan delineates Community Areas and Employment Areas as the key urban land use designations of the City. The Plan then applies a series of overlays, including Centres, Boulevards, Corridors, and Major Transit Station Areas, as well as the Urban Growth Centre.

Some of these elements are conceptually identified on Schedule 1, including some Centres, Boulevards, and Corridors. Detailed delineation is anticipated to be deferred to future Secondary Planning processes when existing Secondary Plans will be updated to correspond and support the new parent Official Plan. This presents a challenge to zoning implementation as zoning regulations need to be applied to specific lots and this is best addressed first through detailed policy studies and mapping.

ZBL parking regulations will vary by overlays identified on the City Structure (Schedule 1). Policy direction for Centres and Boulevards include:

- No minimum automobile parking is required;
- Minimum indoor bicycle parking spaces and bicycle facilities are required;
- Minimum electric vehicle parking or carshare spaces may be required;
- Maximum parking limits and shared parking requirements may be established;
- Parking as an accessory use shall be located underground or, if within the principal building, not along the frontage of any public street. Standalone above-grade parking structure is prohibited; and
- It is acknowledged that the Parking Plan (discussed further in Section 2.5.7) recommends future-proofed parking structures that can be converted to alternative uses in the future. Further, the Parking Plan supports the use of public parking facilities that promote shared parking arrangements between buildings.

Policy direction for Corridors is generally located in Section 2 and includes:

- Reduced parking requirements will be considered for transit-supportive development and densities; and
- Maximum parking limits and shared parking requirements may be established.

Reduced parking requirements are also anticipated in Major Transit Station Areas that are outside of Centres and Boulevards. Specifically, Brampton Plan does not require minimum parking within Major Transit Station Areas that are within Centres and Corridors.

To support Affordable Housing, the City will consider the reduction of parking requirements for developments that provide affordable, purpose-built rental or accessible housing within areas

within a 400-meter walk distance from Support Corridor transit routes and 800-meters walking distance from the Rapid Transit Network.

Brampton Plan also provides direction for the ZBL to incorporate or consider emerging trends in parking. Specifically:

- The ZBL will include revised requirements, permissions, and minimum dimensions for vehicle parking in enclosed spaces and on small lots; and
- The ZBL may include minimum electric vehicle equipment requirements where private parking is provided.

The ZBL may also implement the following Brampton Plan policies:

- Sharing driveways and parking areas wherever possible in Employment and Mixed-Use Employment Areas; and
- Sharing parking between schools and abutting active parkland.

2.5.4 Transportation Master Plan

The 2015 Transportation Master Plan Update (TMPU) was approved in principle by Council on July 8, 2015. The TMPU sets out to optimize the role of transit, active transportation and transportation demand management (TDM) to achieve the following modal splits in the peak travel periods by the year 2041:

- 16% Brampton Transit;
- 6% active transportation;
- 28% auto passengers; and
- 50% auto driver.

The TMPU adopted ten sustainable transportation principles to help frame the TMPU's policy framework. The plan included the following demand-side recommendations applicable to parking:

1. In relation to the Official Plan:

Develop parking regulations that support TDM programs. This will require a Parking Study to be developed, which should be undertaken within two years of the Sustainable Mobility Coordinator being hired.

2. In relation to TDM in Planning and Development Applications:

Reduce parking regulations to maximums and consider minimal or zero parking requirements in areas near transit nodes, as a means of controlling the number of cars in an area.

As of December 2022, there is an ongoing TMP update undertaken by the City to prepare a new Mobility Plan. This Mobility Plan will be based on guidance from the City's Vision 2040, Brampton Plan, and draft Complete Streets Guide. Emphasis is placed on multimodal needs for the City, as well as adjusting the City's existing auto-centric approach. Parking strategies are expected to shift to support sustainable methods of transportation.

2.5.5 Active Transportation Master Plan

Brampton's first-ever Active Transportation Master Plan (ATMP) was endorsed by Council in 2019. The ATMP provides a strategy to build a connected cycling and pedestrian network across the City to enable safer, more convenient travel by non-motorized modes, and to encourage cycling as a viable means of transportation.

Bicycle parking is one of the components of a connected network. End-of-trip facilities such as bike repair stands, showers and lockers in the workplace promote the utilitarian use of active transportation.

The ATMP recommends that bike parking requirements for developments be implemented through the ZBL. Specifically:

- Require all new developments to include an appropriate supply of bicycle parking. Sample bicycle parking requirements are provided for 12 major land use categories; and
- Incorporate the ATMP policies relating to end-of-trip facilities into the development of the ZBL.

2.5.6 Gentle Densification Study for CMHC Housing Supply Challenge (Round 2)

In June 2022, the City of Brampton completed a Gentle Densification Study to understand opportunities and barriers to the construction of “missing middle” housing forms with the goal of removing barriers to the creation of affordable infill housing in walkable, low-density neighbourhoods.

- As it relates to enabling more missing middle housing in Brampton's neighbourhoods, the Report identifies the following recommendations:
- Removing or reducing parking requirements as small lots are highly constrained in the amount of land that can be dedicated to surface parking. The Report recommends a maximum of one space per unit, with an ideal range of 0.5 to 0.75 spaces per unit;
- Removing visitor parking requirements. It is noted that this may present challenges within Brampton's existing development and mobility context;
- Considering counting on-street parking toward the total parking requirement for a project. This is particularly applicable where more intense middle housing types are desired, such as fourplexes and higher; and
- Establishing parking rates as follows:
 - Single Detached (New Build) – two spaces per unit;
 - Triplex – one space per unit; and
 - Fourplex – one space per unit.

2.5.7 Brampton Parking Plan

The City is undertaking the Brampton Parking Plan which will be a *'forward thinking and innovative parking policy and implementation framework'* that aligns with the Brampton 2040 Vision and will consider the City's unique on-street and off-street parking needs. As of October 2023, a Final Report version of the Parking Plan was issued and anticipated to move forward to Council for

adoption in November 2023. Due to the timing of this work and the timing for completing this Memo, this Memo and the Draft Zoning By-law may need to be updated in the future to ensure the parking recommendations are fulsomely aligned with the recommendations of the final version of the Parking Plan. As such, the content and recommendations of this Memo may be outdated with respect to the latest Parking Plan.

As the City shifts to intensify urban areas, a reduction in parking supply is pertinent to increase transit ridership. Truck parking has become a major challenge in the Region of Peel and especially in Brampton. To maintain the trucking activities and their economic contributions, creative strategies are needed to increase the supply of truck parking and meet the demand.

The study considers the impact of the COVID-19 pandemic on Brampton's parking demand. As remote work became normalized, parking demand in employment areas is expected to overall decrease.

The City has also identified that parking garages in Downtown Brampton are underutilized. Other than the GO Transit parking lot, which is outside of the City's jurisdiction, parking facilities operate below the effective capacity threshold of 85-90%. The study recommends exploring opportunities to lease a part of the City-owned facilities to other public and private developers. This can help to better utilize the existing parking facilities and generate revenue that can be used for other parking initiatives or to build new facilities in the future. While the study indicated no concerns in parking supply for Downtown Brampton into 2040, it recommends that the periodic parking surveys should be continued.

The Parking Plan sets out the vision for parking along with 10 guiding principles. Notably, the following principles apply to the ZBL:

- 2. Manage parking provision, including accessible parking, while prioritizing and promoting alternative modes of transportation such as transit, walking, cycling, and shared economy.*
- 3. Prepare to accommodate different types of vehicles such as micromobility vehicles and expand EV charging supply.*
- 4. Explore opportunities to consolidate surface parking facilities into structured parking to support redevelopment and intensification and integrate structured parking facilities into the urban fabric to complement the surrounding area's character through the development approval process and public-private partnerships.*
- 6. Encourage innovative parking strategies that optimize a facility's utilization and performance such as shared, off-site, and unbundled parking.*

Recognizing that a uniform parking policy framework is not appropriate, the Parking Plan recommends distinct policies for Intensification Areas (IA) and the 'Rest of City'. This framework would enable tiered parking requirements in the ZBL.

Intensification Areas (IA) are characterized by high development density and low personal vehicle mode share. IAs are proposed to include areas with existing parking exemptions as per By-law 45-2021, MTSA, Urban and Town Centres and Primary and Secondary Boulevards. Pre-zoning of

future MTSAAs is encouraged to better achieve sustainability and intensification goals. IA policies affecting the ZBL include the removal of parking minimums, setting parking maximums, increasing EV charging station supply, and implementing car share and micromobility services.

The Parking Plan recommends futureproofing of parking facilities that would be built so that all or part of the facilities could be converted to an alternative land use if parking demand decreases. The 'Rest of City' is defined as areas where the personal vehicle remains the primary travel mode. Policies affecting the ZBL include parking minimums commensurate with ongoing transit improvements, parking maximums where appropriate, improving micromobility and establishing special parking requirement reductions for affordable housing units.

The intent to align parking space requirements and transit-oriented plans needs to be clear in the ZBL. To increase truck parking supply and direct it to appropriate locations in the city (e.g., outside of residential areas), potential strategies include the use of large venues during off-peak periods (shared parking) and new ZBL truck parking requirements.

2.6 SECONDARY PLANS

There are many Secondary Plans in-effect or underway in the City of Brampton, covering the majority of lands within the City. As noted in the introduction, a select number of Secondary Plans were reviewed to establish the general nature of existing parking policies. Secondary Plans provide direction for land use, built form, and urban design within defined areas of the City and implement the policies of the Official Plan. Together, these policies provide direction for the ZBL Review.

A number of the recently updated Secondary Plans demonstrate a desire to shift away from the minimum parking requirements. Some refer to 'less stringent parking standards', 'exemption(s)', 'policy support for shared parking' and an acknowledgement that reduced parking requirements may be warranted'.

A summary of the selected Secondary Plans reviewed is provided below.

2.6.1 SPA 7 Downtown Brampton

The Downtown Brampton Secondary Plan (2019) includes a number of policies that stipulate the location of parking on individual sites. For instance, Section 5.2.3.3 deals with existing proposals for the reuse of residential lands on Church Street East and includes a reference that '*residential or commercial parking shall be located in the rear yard only*' (a location requirement).

The plan also reinforces the intent of minimum parking requirements in places such as Special Policy Area 1 by noting that '*adequate parking shall be provided on-site*' (a quantity requirement).

Finally, the plan notes in special policy area 3 that there is a technical requirement to discourage underground parking due to flood risk (Section 5.6.3.2 xiii) (a form requirement).

2.6.2 SPA 9 Bramalea Mobility Hub

The Bramalea Mobility Hub Secondary Plan (2021) aligns with the Brampton Plan vision for transit-oriented communities. Since this SPA has been adopted very recently, it reflects the forward-

thinking measures that the City envisions for parking in high-density areas, compared to other areas in Brampton.

Bramalea Mobility Hub is defined as the area within an 800-metre radius of the Bramalea GO Station. The City has identified this Major Transit Station Area to be a transit-oriented hub that will eventually be redeveloped into a higher-density mixed-use area.

Parking spaces for shared vehicles are recommended. Furthermore, businesses within the SPA are encouraged to subsidize transit passes for their employees.

2.6.3 SPA 36 Queen St Corridor

Chapter 6.6 of the Queen Street Corridor Secondary Plan (2020) sets out a series of parking considerations, which can be summarized as follows:

- 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 (Section 6.6.1);
- At Council's discretion, commercial and mixed-use developments may be exempt from on-site parking requirements. Council may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Area (Section 6.6.2);
- Support for the shared parking concept for mixed-use development (Section 6.6.3);
- Temporary parking that accords with urban form policies (Section 6.6.4);
- 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' (Section 6.6.5); and
- Policy support for 'cash in lieu of parking payments for development projects that cannot economically provide on-site parking, as a means of providing financial support to transit and public parking facilities (Section 6.6.6)

2.6.4 SPA 55 Hurontario Main Corridor

The Hurontario-Main Corridor Secondary Plan (2017) contains policy aspirations to support a transition to an urban living precinct over time. The Hurontario-Main corridor will benefit directly from connections to the under-construction Hazel McCallion (Hurontario) LRT line.

Within the Secondary Plan, there are policies to allow for minimum parking requirements to be met off-site and to limit the physical dominance of parking structures in the urban form by seeking to activate street space at ground level. It also makes references to new parking services such as car sharing.

The following parking-related policies are set out in the Secondary Plan (Section 5.9.6):

- Live/work buildings shall not be required to provide additional parking for the "work" component;
- Parking structures, underground parking and side-street parking are encouraged. Surface parking is discouraged but, if provided, shall be located behind or beside buildings;
- No parking is permitted between a building and Hurontario/Main Street or at intersections;

- Parking structures are discouraged from fronting Hurontario/Main Street and all major cross streets.
- Requirements for ground floor activation for parking structures;
- Policy support for shared parking facilities and shared vehicle access points by requiring landowners to enter into agreements;
- Policy allows the usage of City-owned parking facilities to meet parking standards for commercial and other non-residential development;
- A desire to review parking standards along the corridor in conjunction with the implementation of higher-order transit; and
- Requirements that all parking structures that front onto a public street should generally have a minimum ground floor height of 4-metres and have retail uses fronting the street.

2.6.5 SPA 54 Kennedy Road South Revitalization

The Kennedy Road South Secondary Plan (2017) is most notable for its extensive use of Urban Design and Sustainability Guidelines to influence the **form** and **location** of parking on individual sites. This includes guiding principles for the design of surface parking (Section 5.2.1) and orientation and site layout of commercial areas (Section 5.2.3).

2.7 CITY FEEDBACK

Discussions with City staff throughout the ZBL Review have revealed some important issues that warrant further consideration in the new ZBL. These include:

- Investigating options for new parking concepts and solutions for live-work uses;
- Configuring and managing parking for various townhouse formats (stacked, back-to-back);
- A desire to see responsible parking requirements that balance policy aspirations with on-the-ground realities; and
- The desire to integrate new bicycle parking standards developed by City staff in the ZBL.

2.8 SUMMARY

There is policy direction from all levels of government prioritizing growth in a sustainable manner. Part of the strategy includes right-sizing parking for development and implementing supportive TDM measures.

The overall intent for parking is clear. Key policy directions call for varying parking requirements by site location within the City Structure and transit context, as well as the incorporation of bicycle parking and EV charging requirements.

Elimination of parking minimums from Centres and Boulevards should be considered. Recent City-initiated ZBL amendments have implemented this for some locations and uses, ahead of the completion of the ZBL Review.

The ATMP provides sample bicycle parking requirements for a range of uses. These should be considered for implementation in the ZBL.

The Brampton Parking Plan will provide a comprehensive parking management strategy that addresses both municipal and private parking on development sites. This parking plan acts as a basis for a contextual approach to parking in Brampton. It is by no means a one-size-fits-all solution across the city. Intensification areas are recommended to have more progressive parking regulations, including lower parking requirements, than the rest of the City. AS noted, further review is required to align this Memo and the Draft Zoning By-law with the ultimately approved version of the Parking Plan.

Brampton's many Secondary Plans are subject to ongoing consolidation and updates. Recently updated Secondary Plans generally support right-sizing parking, and some contain progressive policies that support parking reductions, shared parking, active street frontages (where parking is hidden from view), and other emerging trends in parking.

This ZBL Review presents an opportunity to express current policy intentions for parking on development sites and to implement appropriate best practices and emerging trends.

3 Key Components of the Existing ZBL and Associated Parking Standards

This section examines the key areas of the existing ZBL where parking standards exist and how they are currently structured. It identifies issues that are worthy of further consideration as part of the ZBL review. It concludes by summarizing the analysis and suggesting a review framework for the issues identified.

3.1 ZBL STRUCTURE

The ZBL currently contains both general provisions (Sections 1-6) and provisions that apply to specific land use categories (e.g., residential, commercial and industrial).

Section 5 'Definitions' sets out standardized definitions of key terms, including:

LOADING SPACE shall mean an unobstructed area of land upon the same lot or lots upon which the principal use is located, for use in connection with that principal use, which area is provided for the parking of one motor vehicle while such vehicle is being loaded or unloaded.

PARKING LOT shall mean an area at, above or below establishment grade, other than a street, used for the temporary parking, of four (4) or more motor vehicles for a period of not more than twenty-four (24) hours except for an accessory purpose related to a residential purpose, and available for public use whether free, for compensation, or as an accommodation for clients, visitor, customers or residents.

PARKING SPACE shall mean an area accessible from a street or a lane for the parking or temporary storage of one motor vehicle but shall not include any part of an aisle and does not include any area used by a motor vehicle manufacturer or motor vehicle sales establishment for the storage of motor vehicles.

PARKING SPACE, TANDEM shall mean a parking space, which has access through another parking space.

The remainder of this section describes how the current ZBL deals with issues of form, location and quantity of parking.

3.2 FORM

Section 6.17 'Parking Spaces' and 6.20 'Loading Spaces' under the General Provisions are designed to regulate the form of off-street parking in the ZBL by regulating basic parking space dimensions and geometry.

Section 6.17 'Parking Spaces' defines a standard off-street parking space dimension as being 2.75m x 6.5m and also makes accommodations for parallel parking spaces and driveway widths. These are within the range of standard dimensions in the North American context, although smaller standard dimensions exist in some other GTHA jurisdictions.

Section 6.20 'Loading Spaces' prescribes minimum loading space dimensions for accommodating trucks and larger vehicles where loading vehicles are contemplated. The minimum loading space dimensions are 3.5m x 9m, with a minimum vertical clearance of 4.25m.

The ZBL also sets out requirements for the separation of drive-through facilities from parking areas.

There are no provisions in the ZBL that prescribe the physical form of parking, such as whether parking spaces should be located at, above or below grade for certain land uses.

3.3 LOCATION

At present, the ZBL contains relatively few general provisions that deal with where parking and loading facilities should be located on a lot relative to other structures or site infrastructure. Section 10.6 contains provisions concerning the parking of trailers on private residential lots. Section 10.9 notes that driving and parking on required Residential Landscaping areas is not permitted. In some cases, the location of parking will be limited by the zone requirements including statements that prohibit parking in some yards or require a build-to line for a building, which would preclude parking. For example, the HMU1 zone prohibits surface parking except in the rear and interior side yard and also limits surface parking to 10% of the lot area.

Some parking standards that prescribe driveway widths ensure that sites are developed for particular access and egress characteristics. The greater the degree of angled parking, the wider aisle widths need to be to ensure vehicles can enter and exit parking spaces.

To prevent excessive driveway paving and impermeable surfaces, provisions are included that prevent driveways from exceeding a certain percentage of the width of the lot (Section 10.9.1C(ii) for example, for detached dwellings in residential zones).

3.4 QUANTITY OF PARKING

The ZBL establishes minimum parking space requirements for land uses. The conventional three-step process for defining a minimum parking requirement is as follows:

1. Define the land use;
2. Choose the basis for the requirement; and
3. Specify how many spaces are required per unit on this basis (per gross floor area, per unit, per employee, etc.).

At present, the ZBL provides minimum parking requirements for over 50 land uses. These are organized under residential, commercial and industrial chapters of the ZBL.

In some instances, minimum parking requirements for the same use differ depending on the prevailing zone. For example, where a medical or dental office is located in a private residence in a residential zone, a minimum of six parking spaces per practitioner is required (section 10.9F). Conversely, where a medical office is located in a shopping centre with a gross leasable floor area of 2000m² or less, the applicable minimum parking requirement depends on whether or not medical offices occupy 10% of gross commercial floor area, and a different requirement applies to shopping centres with more than 2000m². Finally, in commercial zones with premises dedicated to physicians, dentists, or drugless practitioners there is a requirement to provide one parking space for each 12 square metres of gross commercial floor area or portion thereof.

In this example, the varying parking requirements attempt to recognize that a site's parking demand could differ depending on the residential or commercial setting and the presence of mixed uses that are conducive to some degree of shared parking. Notably, variation in parking demand due to the site's transportation context is not specifically considered.

Uniform minimum parking requirements across the City disregard the modal choices available in different parts of the City. Transit access, walkable neighbourhoods, and attractive cycling connections have significant impacts on modal split and in turn parking demand. The application of minimum parking requirements, particularly in locations where alternative modes are available, risks parking oversupply and entrenching auto dependency.

3.5 RECENT UPDATES TO PARKING REQUIREMENTS

The City has already taken significant steps toward implementing modernized parking standards in the past two years by adopting important updates to the ZBL parking requirements in advance of completing this ZBL Review.

By-law 259-2020 amends the parking requirements throughout the City to include:

- bicycle parking space requirements for some residential, commercial, and office uses;
- maximum surface parking requirements for apartment dwellings in the Central Area; and
- a permanent parking exemption for commercial and office uses in the downtown.

By-law 45-2021 amends the parking standards in the Downtown, Central Area and Hurontario-Main Corridor to eliminate minimum parking requirements for any use, except for the visitor parking requirements and the exception uses listed below:

- 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;
- To require a visitor parking rate of 0.20 parking spaces per dwelling unit for an apartment dwelling, a multiple residential dwelling and a townhouse dwelling, without a private garage/driveway; and
- To add surface parking and bicycle parking requirements for an apartment dwelling.'

These recent updates demonstrate the City's commitment to parking standards reform and reflect the direction of Brampton Plan. These by-laws represent the initial steps to implementing key parking principles:

- Right-sizing parking;
- Varying parking requirements by geographic location with consideration for City Structure and transportation context;
- Requiring bicycle parking; and
- Regulating the form of parking to minimize its dominance in the cityscape.

3.6 OTHER JURISDICTIONS

Other GTHA municipalities are also moving toward varying parking requirements by geographic area. This is also referred to as 'tiered parking requirements'.

Toronto sets out parking requirements based on four Planning Areas shown on a zoning overlay (PA1 through PA4 and 'other areas'). Recent ZBL amendments simplified the tiered parking system to two Parking Zones (PZA and PZB) and 'other areas' and removed minimum parking requirements except for residential visitor parking in apartments.

Mississauga recently amended its ZBL to include four precincts shown on a new map schedule. The ZBL sets out different parking requirements by precinct. This approach allows the City to vary parking requirements by geographic context and consider other modes of transportation that may be available. The precincts reflect existing and planned transit corridors and strategic intensification areas.

Vaughan recently adopted a new comprehensive ZBL with tiered parking requirements based on Zone (VMC, HMU and associate zones, LMU and associated zones, 'other zones'). This approach helps to vary parking requirements by location within the City.

The Brampton Parking Plan Phase 1 report contains the latest benchmarking of the internal draft ZBL parking requirements (June 2020) against other North American municipalities that have adopted progressive parking policies. The benchmarking exercise found that Brampton is among the cities with the highest parking requirements for residential uses. For office, medical office,

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restaurant, retail, recreation, and general manufacturing uses, parking requirements were significantly higher compared to most of the comparator municipalities.

Another useful point of comparison is a study by WSP (2017) concerning Emerging Trends in parking standards in the GTHA. **Table 2** provides a summary of the progress of municipalities to adopt new rules and regulations to accommodate the most recent parking trends across the GTHA.

Table 2 demonstrates that as of 2017, before the recent adoption of the Parking By-law, Brampton has yet to make significant progress in instituting revised minimums or new maximums, unbundling parking from residential development, supporting car-sharing, or electric vehicle parking. Some progress has been made, however, towards implementing shared parking through By-law 266-06 which allows mixed-use developments to share parking in the Central Area. It is acknowledged that many of the municipalities identified in Table 2, such as Mississauga, Vaughan, and Richmond Hill, have taken steps to implement new practices in their zoning by-laws.

Given these ‘emerging trends’ are reflective of broader transportation and land use shifts already underway, there is a strong rationale for potentially incorporating these trends within the revised parking standards.

Table 2: Emerging Trends in Parking and Summary of GTHA Municipalities’ Adoption of Trends*		New Parking Maximums/Minimums	Unbundled Parking	Shared Parking	Electric Vehicle (EV) Parking	Car-share Parking
<p>● Municipal policies and/or practices do not align with the trend</p> <p>● Municipal policies and/or practices have made progress toward the trend</p> <p>● Municipal policies and/or practices have responded to and are implementing steps toward the trend</p>						
PEEL	Brampton	●	●	●	●	●
	Mississauga	●	●	●	●	●
	Caledon	●	●	●	●	●
YORK	Vaughan	●	●	●	●	●
	Markham	●	●	●	●	●
	Aurora	●	●	●	●	●

Table 2: Emerging Trends in Parking and Summary of GTHA Municipalities’ Adoption of Trends*		New Parking Maximums/Minimums	Unbundled Parking	Shared Parking	Electric Vehicle (EV) Parking	Car-share Parking
LEGEND:						
● Municipal policies and/or practices do not align with the trend						
● Municipal policies and/or practices have made progress toward the trend						
● Municipal policies and/or practices have responded to and are implementing steps toward the trend						
	East Gwillimbury	●	●	●	●	●
	Georgina	●	●	●	●	●
	Newmarket	●	●	●	●	●
	Richmond Hill	●	●	●	●	●
	Whitchurch-Stouffville	●	●	●	●	●
	King	●	●	●	●	●
	Toronto	●	●	●	●	●
	Hamilton	●	●	●	●	●
HALTON	Burlington	●	●	●	●	●
	Halton Hills	●	●	●	●	●
	Milton	●	●	●	●	●
	Oakville	●	●	●	●	●
*As of late 2017						

3.7 SUMMARY

Zoning is one tool for managing parking in a municipality. It deals specifically with the provision of parking on development sites. To achieve the City’s broader city-building and transportation planning goals, Zoning By-law parking regulations should be coordinated with other City policies,

initiatives and investments that address the public realm including on-street parking, off-street public parking, transit service, and active transportation network.

Zoning is a prescriptive tool, and its regulations are not intended to be flexible, which can present challenges for new development. For example, for a mixed-use commercial site at the development application stage, commercial tenants are not yet confirmed and so the breakdown of the site statistics by land use (e.g., retail, restaurant, and other uses) is not yet available. The applicant is forced to assume or commit to certain site statistics in order to identify the applicable ZBL parking requirements. Over time as tenants turn over, parking requirements can restrict the ability for the site to adopt new and expanded uses.

To the degree possible within the limitations of zoning, a refined approach to parking requirements should be pursued in Brampton that considers the planned context of the area and alternative transportation modes.

4 Practical Considerations and Modern Parking Management Options

4.1 OVERVIEW OF PARKING MANAGEMENT

Parking management refers to various policies and programs that result in more efficient use of parking resources (Litman, 2016). ‘Parking resources’ can be thought of as the overall amount of land, labour and capital dedicated to parking in three levels of land use planning:

1. At the site level (i.e., through the application of the ZBL provisions)
2. At a district or area level (e.g., a Secondary Plan or Precinct Plan)
3. At a City-wide or transportation system level (i.e., Official Plan and other policies such as the Transportation Master Plan)

A strategic approach to parking management is designed to align ZBL parking requirements with the City’s broader transportation and land use objectives so that parking considerations are integrated with the three levels of land use plans. This approach could be adopted to make more efficient use of existing and future parking resources in the community.

4.2 VISION, GOALS AND OBJECTIVES

Brampton’s vision for parking is important as it establishes a common objective or a mission statement that guides the City’s actions in parking management, planning and operations.

Comprehensive updates to existing Zoning By-law provisions should align with the City’s vision for parking. There should also be alignment with the new Brampton Plan objectives and provincial policy requirements. For areas of the city that warrant extra policy definition, the updated Zoning provisions should align with the corresponding Secondary Plan objectives.

A generic example of a vision for parking and a number of overarching strategies that support such a vision is shown in Figure 1. Each of the objectives outlined in **Figure 1** has a role to play in ensuring effective parking management in this “avoiding excess” model.

Figure 1 – Example of a Parking Vision (Barter, 2017)



The City’s Parking Plan sets out a vision that can guide decisions in the ZBL, informed by a background document review, best practices, and community input.

“To manage parking provision in a rapidly growing City through the adoption of forward thinking and innovative parking policies and strategies consistent with Brampton’s planning objectives and priorities. Parking is envisioned to strike a just balance between affordability and accessibility, and support for sustainable forms of development and transportation.”

- Brampton Parking Plan

The Parking Plan builds upon the vision statement and sets out a series of ten guiding principles to inform parking decisions in Brampton. Some of the guiding principles have direct implications for the ZBL, while others are related to other programming and initiatives that the City will be or is currently undertaking.

The guiding principles are as follows:

- Align parking improvements with these guiding principles, and support Brampton’s broader policies, objectives, and initiatives.
- Manage parking provision, including accessible parking, while prioritizing and promoting alternative modes of transportation such as transit, walking, cycling, and shared economy;
- Prepare to accommodate different types of vehicles such as micromobility vehicles and expand the EV charging supply.
- Explore opportunities to consolidate surface parking facilities into structured parking to support redevelopment and intensification; and integrate structured parking facilities into the urban fabric to complement the surrounding area’s character through the development approval process and public-private partnerships.
- Balance curbside access between the many user groups (parking, transit, micromobility, cycling, pick-up/drop-off, etc.).

- Encourage innovative parking strategies that optimize a facility’s utilization and performance such as shared, off-site, and unbundled parking.
- Establish an on-street residential parking permit program for neighbourhoods experiencing on-site parking capacity constraints and address barriers to strategic, gentle densification through missing middle housing typologies.
- Explore opportunities to increase truck parking supply and improve truck parking wayfinding.
- Implement practices and strategies aimed at financially sustainable parking operations where revenues are sufficient to fund expenses.
- Strategically set parking prices at rates that are affordable, in line with market value, and promote alternative modes of transportation and the distribution of parking to available nearby locations.

The vision and guiding principles provide a strong basis from which to update zoning provisions for parking in Brampton.

4.3 TECHNIQUES AND EXAMPLES

A selection of case studies of parking management challenges and solutions are provided below.

4.3.1 Transition to Open Option Parking, Edmonton, AB

Edmonton, AB, has completed a 10-year transition from traditional parking standards to ‘Open Option Parking’, where parking minimums are now abolished and developments are encouraged to provide parking according to their needs.

In 2010, Edmonton reviewed its by-laws with the objective of reducing parking requirements by 20-30% and introducing maximum requirements within proximity to LRT and other transit corridors. It was thought that minimum parking requirements resulted in an oversupply of parking in locations with good travel alternatives and imposed unnecessary costs on residential development and households.

In 2017, another review was completed that was intended to, “*Evaluate the assumptions behind the existing parking ratios, and bring those assumptions in line with the Municipal Development Plan (MDP) and TMP, as appropriate.*” The stated objective is to:

“Prevent new, non-accessory surface parking lots; achieve a 20-per-cent reduction in parking requirements throughout the entire downtown area; implement zero parking minimum within the Urban Warehouse zone on a test-pilot basis; and promote the addition of car-sharing parking opportunities throughout the downtown area.”

In 2020, minimum parking requirements were eliminated from the Zoning By-law (except accessible parking). The concept of “Open Option Parking” was introduced to encourage “right-sizing” parking where developers, homeowners and businesses would provide parking according to their needs. Maximum parking requirements are in force in the downtown, Transit Oriented Development (TOD) and main street areas.

There have been some signs of early success. In an interview in December 2022, Councillor and former urban planner Ashely Salvador said, "A fear that we heard often was, 'This policy change is going to cause havoc in our streets, there's going to be no parking, folks aren't going to be able to move around,' but that is absolutely not what we've seen." (CBC, 2022)

New developments are generally continuing to provide on-site parking, with few projects opting for a minimal parking supply. In locations with convenient transit, some residential parking has been converted to garden or garage suites. There is also an example of a brewery that converted its surface parking lot into a patio and beer garden. (CBC, 2022)

The full effects of the policy changes are yet to be seen since large developments can take years to complete. It is also anticipated that curbside management solutions will be required to address impacts on on-street parking.

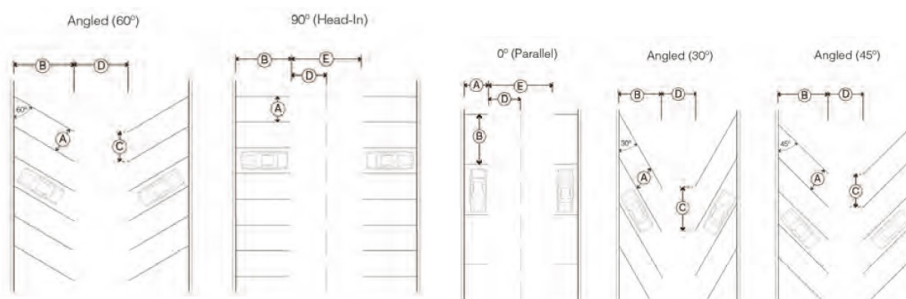
The City is now undertaking a comprehensive review of its ZBL, with a second draft ZBL having been released in May 2023. The changes introduced in this future ZBL should be reviewed to understand lessons relevant to Brampton.

4.3.2 Abolition of Minimum Parking Requirements, Buffalo, NY, USA

In early 2017, Buffalo, New York, became one of the first municipalities in North America to completely abolish minimum parking requirements. Zoning and land-use regulations introduced a form-based zoning code ('Unified Development Ordinance') that was designed to foster a more predictable built form and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle. **Figure 2** illustrates parking stall and aisle dimensions, which are one of the few remaining parking standards in the Unified Development Ordinance in Buffalo.

Development projects above 5,000 square feet in area will still require parking analysis that factors in alternative transportation options in the vicinity as part of an overhauled review. In other words, a discretionary element remains in place.

Figure 2 – Unified Development Ordinance (Buffalo, NY)



This example, cited as one of the most ambitious in North America, was pursued with vigour by the City to stimulate economic development. The previous zoning by-law requirements resulted in a prevalence of surface parking in the downtown and constraints on development opportunities.

A 2021 follow-up study found that 47% of new developments under the zoning ordinance included fewer parking spaces than previously allowed and that mixed-use developments introduced 53% fewer parking spaces than would have been previously required. The report also found that aggregate parking spaces among single-use projects exceeded the earlier minimum parking requirements, suggesting that developers of such projects were less motivated to deviate from accepted practices in determining parking supply.

4.3.3 Unbundled Parking and “Park Once” Concept, Seestadt, Vienna, Austria

Seestadt is a new 240-hectare residential and commercial district located seven kilometres east of the centre of Vienna in Austria on the site of a former airfield. 10,500 apartments are being built for 20,000 persons who are expected to live there. The district is also targeting 15,000 office jobs and 5,000 light industry jobs. One of the key parking management strategies pursued was to fully unbundle parking from residences. This meant that homeowners and renters are not required to purchase or rent parking as part of their living situation. This parking management solution offers value to local stakeholders by co-locating jobs and residential uses, reducing the need for a private vehicle, integrating new mobility alternatives into the built form such as car and bike sharing as well as providing a direct rapid transit connection to downtown Vienna in (approximately 35 minutes journey time).

Figure 3 illustrates the six-garage ‘park once’ parking concept and present-day build-out of residential and mixed-use development in Seestadt. 1,900 spaces in six underground parking facilities are seamlessly woven into the streetscape. This minimizes the interruption of the pedestrian realm by vehicular accesses and maximizes parking opportunities for surrounding uses.

The co-location of jobs and employment is designed in part to reduce distances travelled by locals, but also to boost the demand and financial viability of parking constructed in the district.

Other mobility options include the completed extension of the local U2 LRT line with high-frequency connections to downtown Vienna, a central bike parking facility, 42 electric car charging stations, a local bikeshare scheme, cargo bikes, and kiss and ride facilities. Developers were required to pay into a mobility fund both for dwellings completed as well as based on the number of car parking spaces constructed.

Figure 3 – Six Garage Park Once Parking Concept in Seestadt, Vienna, Austria



4.3.4 ‘Rightsizing’ Minimum Parking Requirements, Victoria, BC

Victoria, British Columbia undertook a project in 2018 to “right-size” parking minimums to align the existing regulations with actual demand, current trends and community objectives. Off-street parking regulations have not had a significant update since 1981. Since that time, Victoria has evolved with new growth and development and new policies. The City identified the need for off-street parking regulations to support development in balance with the City’s growth and sustainability policies. New zoning by-law parking requirements (Zoning Regulation Bylaw no. 80-159) were organized by Core Area, Village/Centre, and Other Areas, as shown in **Figure 4**.

The City’s stated position is that updated off-street parking regulations will help to support active transportation (e.g., cycling, walking, and transit), encourage economic development, enable affordable housing and maintain healthy communities.

Key changes include:

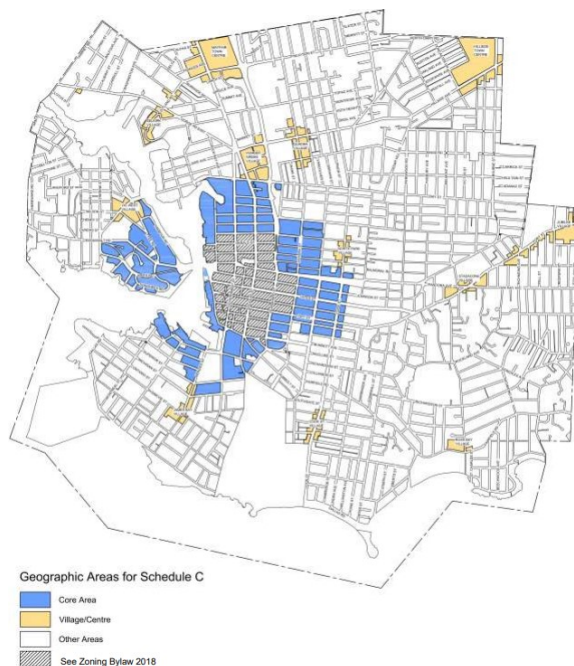
- Fewer parking stalls required for smaller condominium units, affordable housing and rental housing;

- New parking stall requirements for developments downtown and in village centres;
- More secure bicycle parking stalls required in multi-residential and office development; and
- New parking stall requirements that reflect the actual parking demand.

The updated parking regulations are anticipated to deliver the following benefits:

- A better understanding of actual parking demand for a range of uses throughout Victoria;
- A reduction in parking variances thereby improving the overall development application review process;
- A more user-friendly document presenting the off-street parking regulations;
- The ability to better support and encourage development and investment;
- Updated regulations and design standards for vehicle and bicycle parking that are better aligned with current practices and trends; and
- Better support for affordable housing and healthier communities.

Figure 4 – Off-Street Parking Sub-Areas, Victoria, BC



Enabling Missing Middle Housing (Kitchener, ON)

In 2023, the City of Kitchener released a report titled “Enabling Missing Middle and Affordable Housing” to evaluate and develop recommendations relating to the key market, policy, and regulatory solutions to maximize the provision of missing middle and affordable housing in the community.

The report introduces a series of ‘missing middle’ housing prototypes and assesses the viability of constructing these types of dwellings. As it relates to parking, Incentive #4 recommends parking reductions to both lower development costs and enable more efficient use of available land. Specifically, the report finds that requiring more parking than necessary severely hampers the

viability of new building forms (e.g., multiplexes and low-rise apartments). The cost of building underground parking as part of mid-rise development is also a barrier. The report notes that eliminating resident parking requirements and requiring only a few visitor/service spaces would help facilitate the delivery of missing middle housing.

4.3.5 The Power of Parking: A New Parking Paradigm for Kingston and City of Kingston Zoning By-law

As part of its Comprehensive Zoning By-law Review, the City of Kingston released a Discussion Paper titled “The Power of Parking: A New Parking Paradigm for Kingston”. This paper explores parking solutions for a “better” way to implement parking in the city and achieve better city-building outcomes. **Figure 5** illustrates the parking regulation areas for the City.

The following is a summary of its recommendations, which informed the new Zoning By-law that was adopted by Council in 2022:

- **Parking supply is not one-size-fits-all.** The report recommends establishing five parking areas that employ parking ratios based on strategically different geographies across the City. The City employed 400-metre buffers from corridors where reduced parking requirements would apply;

Figure 5 – Council-adopted parking regulation areas for the City of Kingston



- **Parking minimums should be strategically reduced.** The report recommends lowering rates for all commercial uses and strategically generalizing rates to allow for commercial tenancies/uses to turnover without triggering changes in parking requirements;
- **Support car-share parking.** The report recommends requiring dedicated car-share parking spaces in new construction. One option is incentive-based, where each car-share space is considered to be equal to five regular parking spaces. This helps developments meet minimum parking requirements using a reduced parking supply. The other option is to require a minimum number of car-share parking spaces per unit in multi-unit residential development; and
- **Support enhanced bike parking and transit amenities.** The report recommends enhanced requirements for long-term bike parking spaces, shower and change facilities, and e-bike parking space requirements.

5 Conclusions and Recommendations

The ongoing ZBL Review presents an opportunity to modernize Brampton's ZBL parking standards consistent with Provincial policies, the Brampton 2040 Vision, Brampton Plan and the Parking Plan. This is an important pursuit as ZBL parking standards have a significant influence on City-building and transportation planning outcomes.

As previously noted, as of the time of completing this Technical Memo, finalization of Brampton Plan and the Parking Plan were underway. Further review is required to ensure that the recommendations herein and the Draft Zoning By-law address the latest Council-approved recommendations.

Brampton's existing ZBL parking standards are outdated and reflect the traditional approach to parking. The traditional approach focuses on ensuring sufficient on-site parking while ignoring the site's broader transportation context. This promotes and entrenches auto dominance and works against the significant investments that have been made in transit and active transportation in Brampton in recent years.

The traditional approach to parking is incompatible with existing and emerging City policies, which prioritize growth and sustainability to be achieved through intensification, reducing auto dominance and supporting transit and active transportation.

The modern approach frames parking standards within an integrated land use and transportation system. Parking management focuses on complementary private and public parking solutions and integration with transportation demand management.

Based on the review of policies and best practices presented in this report, the following key themes and recommendations should be considered in the ZBL parking standards.

1. Theme #1: Parking Regulation Areas

- Establish a parking overlay (map) to enable tiered parking requirements for different geographic areas of the City as set out in Brampton Plan and Parking Plan.
- Intersect the parking overlay map with borders of Intensification Areas including future and planned MTSAs, and Urban and Town Centres, as designated in Brampton Plan and as refined in Secondary Plans. Further analysis of Brampton Plan and the Parking Plan is required to consider the specific extent and approach to the tiers.

2. Theme #2: Tiered Requirements

- Building on By-law 45-2021, prioritize the removal of minimum parking and establish maximum parking where appropriate.
- Within the rest of the City, adopt appropriate parking reductions and maximum parking recognizing the parking needs of each land use category area.
- Consider parking permit programs for areas with significant parking capacity constraints.
- Balance parking supply with public transit, active transportation and micromobility improvements.

3. Theme #3: Flexible and Efficient Parking Solutions

- Consider the use of appropriate policy mechanisms (for example, guidelines offer much more flexibility than zoning regulations).
- Consider permissions for off-site parking and shared parking.
- Enable above-ground City-owned parking facilities within MTSA's to facilitate shared parking between uses where minimum parking requirements have been reduced/eliminated.
- Implement parking requirements for additional residential units (ARUs) where permitted, in accordance with Brampton Plan and recent Planning Act changes.
- Consider permissions for shared parking accesses (driveways).
- Consider potential solutions for commercial vehicle (truck) parking such as shared use of commuter parking lots, off-peak use of large venues, truck parking permits in industrial and commercial areas, as well as the construction of truck parking facilities within industrial designations as recommended in the Parking Plan.

4. Theme #4: Urban Form

- Regulate the location and form of parking to reduce the visual dominance of parking where appropriate (parking in front yard, visual screening, surface versus structured parking).
- Consider future-proofing of new parking structures to facilitate conversion to an appropriate alternative use.
- Establish minimum dimensions for indoor parking spaces.
- Consider the suitability of implementing elements of the Urban Design Guidelines into the ZBL.

5. Theme #5: Emerging Trends

- Implement requirements for EV charging infrastructure and/or designated EV parking spaces. There is an opportunity to tie the provision of EV parking spaces with exceeding maximum parking rates.
- Consider accommodations for ride-hailing services and small deliveries.
- Consider requirements for minimum car-share spaces (e.g., 0.05 per dwelling unit) to encourage the introduction and use of carshare.
- The car share and micromobility industry practices are evolving rapidly. Zoning requirements for car share and micromobility may quickly become outdated. To ensure flexibility, these are recommended to be addressed in guidelines.

6. Theme #6 Bicycle Parking

- Provide minimum bicycle parking requirements City-wide, or where appropriate.
- Consider requirements for both long-term (resident) and short-term (visitor) bicycle parking requirements.
- Consider requirements for end-of-trip facilities such as bike repair stands, showers and lockers in the workplace.

- Explore provisions for enhanced bicycle parking facilities for multi-unit residential developments, including larger spaces that can accommodate cargo and family-style bicycles and spaces with access to a standard electrical outlet for electric bicycles.

7. Theme #7 Organization of Parking and Loading Standards In the ZBL

- Consolidate parking and loading standards in a dedicated chapter of the ZBL.
- Group similar permitted uses in the ZBL, where appropriate, to consolidate parking rates for like-uses. Consider providing supplemental diagrams to clarify parking and loading geometries.