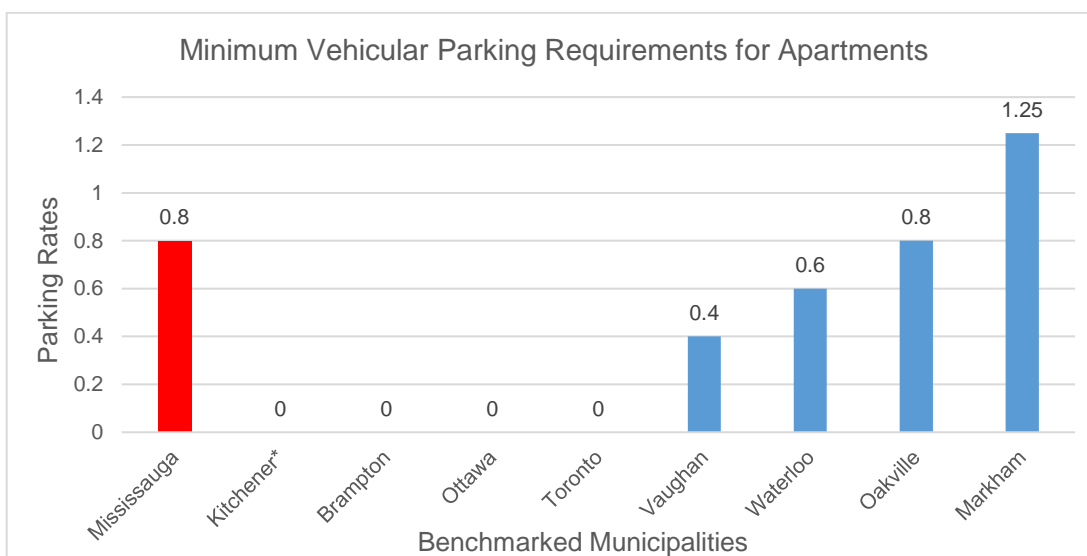


Appendix 2: Summary of Benchmarked Cities in Southern Ontario with minimum parking requirements

The cities of Ottawa, Brampton, and Toronto have eliminated minimum resident parking requirements in some of their downtowns, nodes, intensification corridors for apartments where frequent higher order transit service is available or planned and is shown in the table below. However, other municipalities such as Waterloo and Vaughan have reduced minimum parking requirements.



* Parking requirements for the Urban Growth Centre (UGC) Zone in the Kitchener Zoning By-law 2019-051; however, the UGC zone is not yet in effect. Therefore, the former Zoning By-law 85-1 remains in effect for Downtown Kitchener.

City Staff contacted colleagues from benchmarked municipalities to learn from their experiences once resident parking minimums were removed, if there were unintended impacts, and whether developers provided adequate vehicular parking despite not being a requirement. Of the benchmarked municipalities that were interviewed, eliminating parking minimums addressed climate change initiatives and implemented the Official Plan policies to lower parking rates and encourage transit supportive development. Other key takeaways from Toronto, Ottawa, and Brampton includes:

Toronto:

- The only situations where zero parking is being provided in new development is when an addition to existing buildings is proposed, such as an office conversion to an existing 14-storey office building located at 20-22 Front Street where a 51-storey addition is being added.

- Resident complaints due to illegal parking can be attributed to road construction which temporarily removes on-street parking spaces. To address the concern from Council, an in-house study was released in June 2022 which concluded the existing visitor parking rates (For Downtown Toronto, the rate is 2.0 spaces plus 0.01 space per dwelling unit) was sufficient to accommodate demand for visitor parking, and no amendments were required to adjust the visitor parking rates.

Ottawa:

- One of Ottawa's achievements to promote walkable and transit oriented communities is the elimination of parking minimums for low-rise apartments with 12 and fewer units in parking zones in the Downtown, inner suburbs, and along Main Streets. Since the elimination of parking minimums came into effect, parking variances were sought for low rise apartments containing more than 12 units, which triggered the need for parking spaces. As for higher density residential development along main streets without LRT service, resident parking minimums at 0.5 resident parking spaces per unit plus 0.1 visitor parking per unit are being met.

Brampton:

- By-law 45-2021 was approved on April 22, 2021 and eliminated minimum parking requirements for apartments and stacked townhouses in Downtown Brampton, Central Area (Queen Street between Kennedy Road and Bramalea Road) and the Hurontario and Main Corridor where the Hazel McCallion Line will terminate.
- Construction costs savings have not necessarily resulted in more onsite amenities and parks. Now that resident parking is no longer required, the provision of more amenities, parkland or urban design has been more difficult to achieve. However, there is more willingness to build affordable purpose built rental apartments, provided existing affordable rental housing already exists on site.
- Recent development application located along the Hurontario Main Corridor and Downtown Brampton shows that developers remain committed to providing resident and visitor parking, with a range of 0.39 – 0.77 resident spaces per unit and 0.1 – 0.24 visitor spaces per unit.