

Brampton Parking Plan Phase 1

Committee of Council Meeting
May 25, 2022

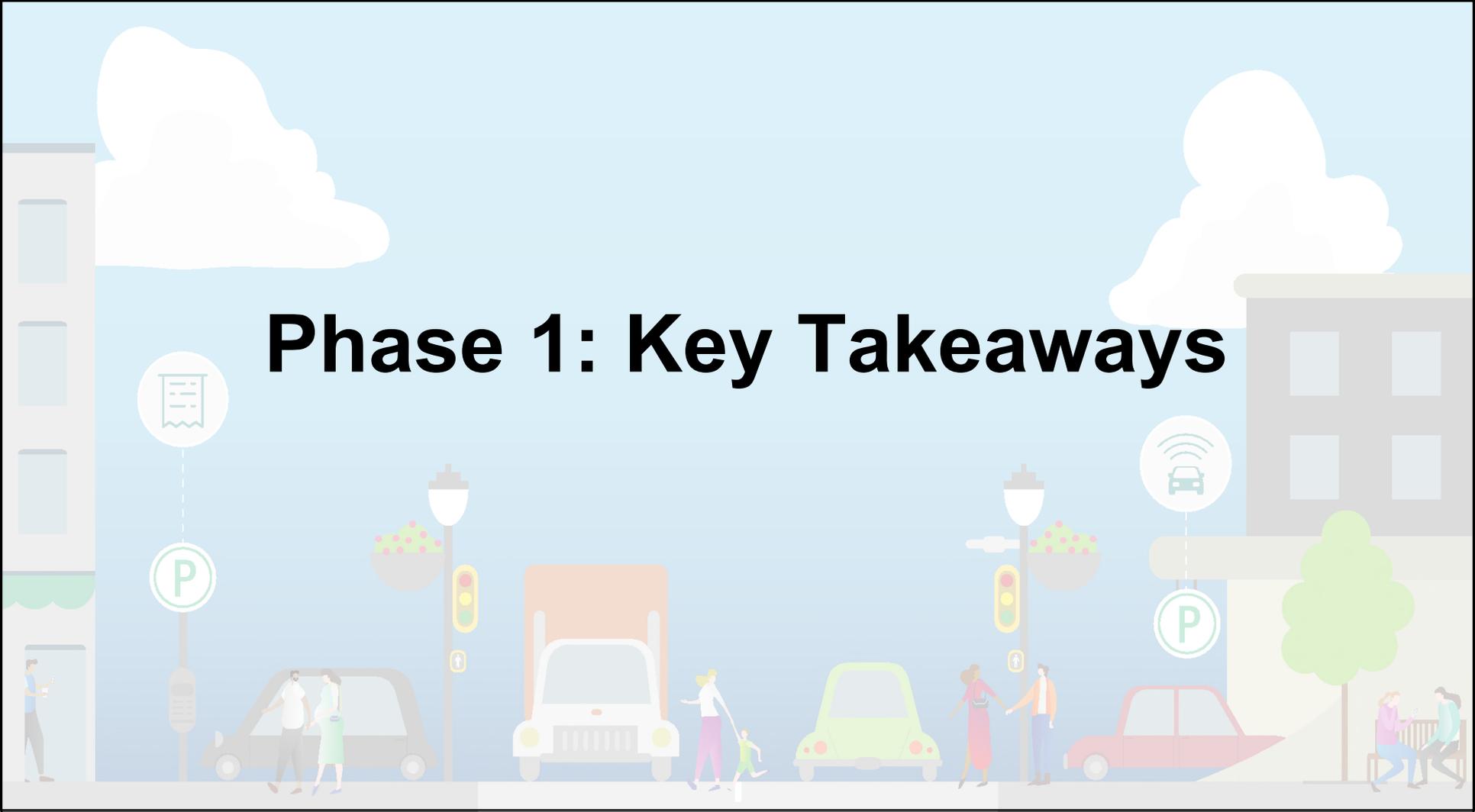


Agenda

- Key Takeaways from Phase One Tasks
 - ✓ Background Document Review
 - ✓ Best Practice review
 - ✓ Existing and Future Downtown Parking Conditions
 - ✓ Public and Stakeholder Engagement
 - ✓ Draft Parking Policy Framework
- Next Steps
- Open Discussion



Phase 1: Key Takeaways



Brampton Document Review

In general, provincial, regional and municipal planning are all shifting towards supporting transit and active modes of transportation (walking and cycling), and the intensification of urban areas. When it comes to parking, these policies translate to:

- Building **transit-oriented** complete communities
- Redeveloping surface parking and converting public parking to **structured facilities**
- Minimizing on-street parking to **support the active transportation** network
- **Reducing/rescinding parking requirements** around MTSA's and other intensification areas/corridors
- Paving the way forward for **emerging trends** (e.g., micromobility, electric vehicles)

Best Practice Review

Brampton's parking prices, both inside and outside the Downtown, are significantly lower than all other comparator municipalities.

Most comparator municipalities use **location-based and time-based pricing**, with the performance-based model gaining popularity.

Parking permits are commonly used/available for residential and visitor uses.

Common **emerging parking technologies** include smart parking meters, pay-by-plate technology, smartphone parking apps, parking occupancy technology, and electric vehicle charging stations.

Some municipalities are requiring private developers to provide **EV infrastructure** as part of the development application process.

Best Practice Review

Reducing/removing parking minimums and implementing **parking maximums** (citywide or in strategic areas) are gaining popularity.

Reducing parking minimums can increase the parking system efficiency, provide flexibility to developers and support development of affordable housing.

Adopting parking maximums provide several benefits such as limiting the oversupply of parking, preserving the urban landscape, offering lands for other uses, and promoting alternative modes of transport other than the private-auto.

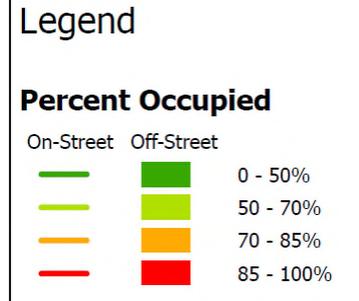
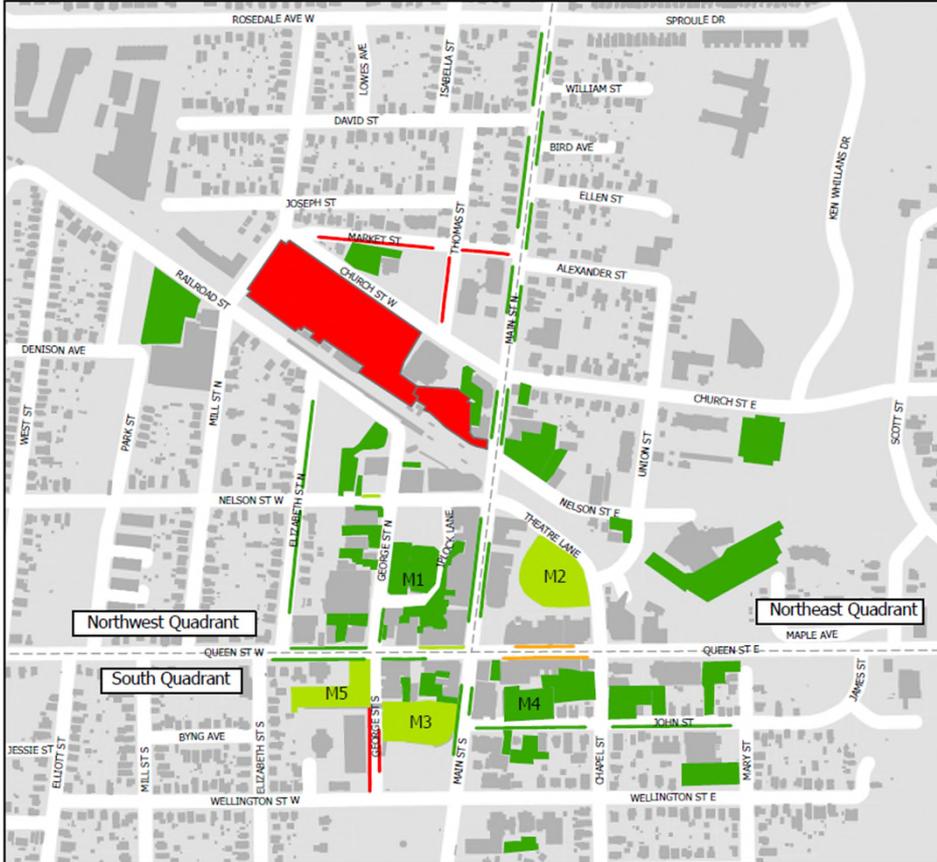
A wide range of **truck parking strategies** are being used across North America, such as sharing carpool lots, designated on-street or off-street parking within industrial areas, off-peak use of parking lots of large venues, truck parking availability system, and public-private partnerships.

Downtown Parking Utilization (2019 – 10 AM)

Public On-Street Parking: **41%**

Public Off-Street Parking: **60%**

Private Off-Street Parking: **59%**



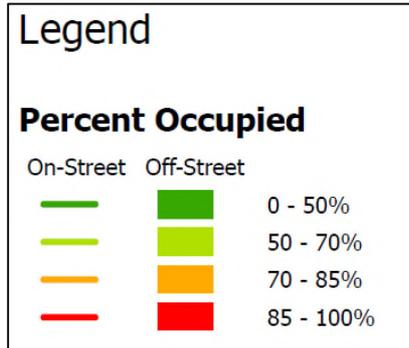
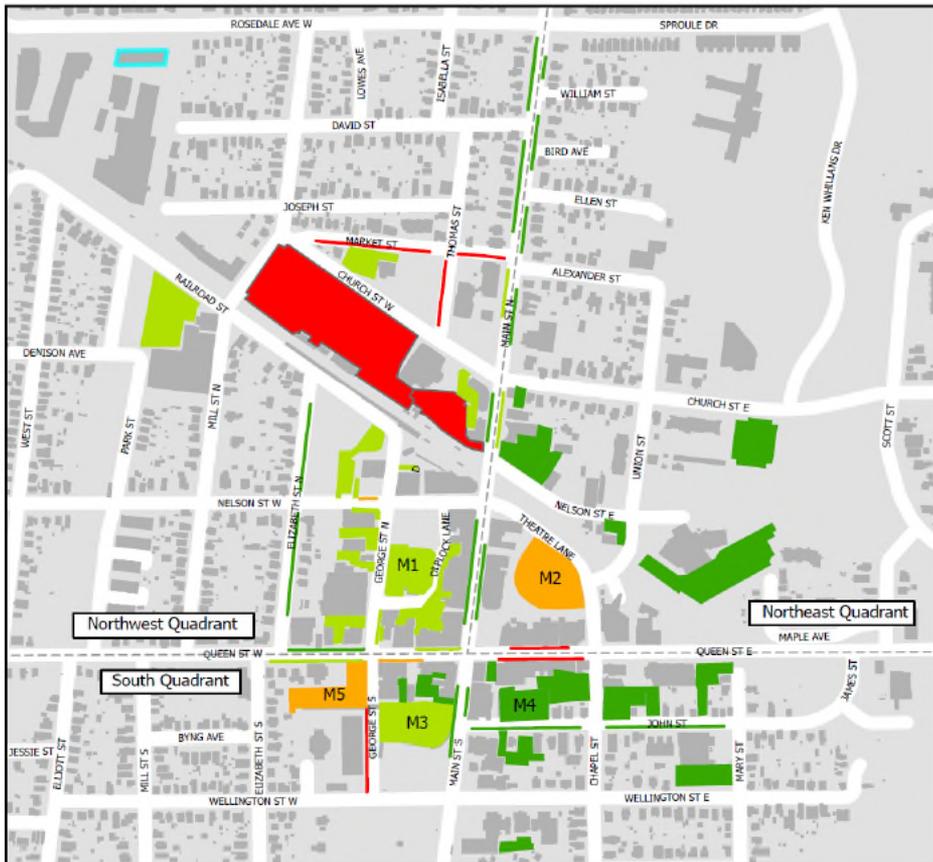
Parking utilization has dropped significantly during the COVID-19 pandemic due to COVID-19 restrictions and work from home.

Downtown Parking Utilization (2041)

Public On-Street Parking: **45%**

Public Off-Street Parking: **65%**

Private Off-Street Parking: **64%**



Public and Stakeholder Engagement

- **Included a virtual public engagement session**, Wards 3 & 4 Town Hall, three focus group meetings, as well as a City-wide parking survey and a trucking survey.
- **Residential parking constraints** were repeatedly reported, commonly attributed to multi-generational families with limited driveway space.
- **Impact of parking requirements** on affordable housing was highlighted.
- **Other parking challenges** included: GO Station parking, illegal on-street parking, enforcement needs, micromobility parking needs, and the conflict between delivery trucks and bike lanes.
- **Suggested solutions** included: support for removing parking requirements or adopting maximum parking requirements along intensification corridors, residential parking programs, and improvements to sustainable modes of transportation.
- Most surveyed truck drivers reported **insufficient truck parking supply**.

Parking Policy Framework



Vision Statement

*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**.*

Guiding Principles

- 1 Align parking improvements with these guiding principles**, and support Brampton's broader policies, objectives, and initiatives.
- 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 the EV charging supply.
- Explore opportunities to **consolidate surface parking facilities into structured parking** to support redevelopment and intensification.
- 5 Balance curbside access between the many user groups** (parking, transit, micromobility, cycling, pick-up/drop-off, etc.).

Guiding Principles

- 6 **Encourage innovative parking strategies** that optimizes a facility's utilization and performance such as shared, off-site, and/or unbundled parking.
- 7 **Establish an on-street residential parking permit program** for neighbourhoods experiencing off-street parking capacity constraints and to address barriers to strategic, gentle densification through missing middle housing typologies.
- 8 Explore opportunities to **increase truck parking supply** and to improve truck parking wayfinding.
- 9 Implement practices and strategies aimed at **financially sustainable parking operations** where revenues are sufficient to fund expenses.
- 10 Strategically set parking **prices at rates that promote alternative modes of transportation.**

Comprehensive Zoning By-law (ZBL) Review



Overview

WSP is completing the ZBL update. This task reviews the latest version (June 2020) completed by WSP to inform the draft parking policy framework.

Parking Requirements:

- Brampton's draft ZBL requirements for residential and non-residential uses were generally higher compared to 14 municipalities.
- Reducing/rescinding citywide requirements should be balanced with growth and investment in sustainable transportation.
- Lower rates should be adopted in Intensification Areas, e.g., MTSA's and strategic intensification areas/corridors, Brampton has begun implementing this best practice.

Parking Policies: Policy Areas

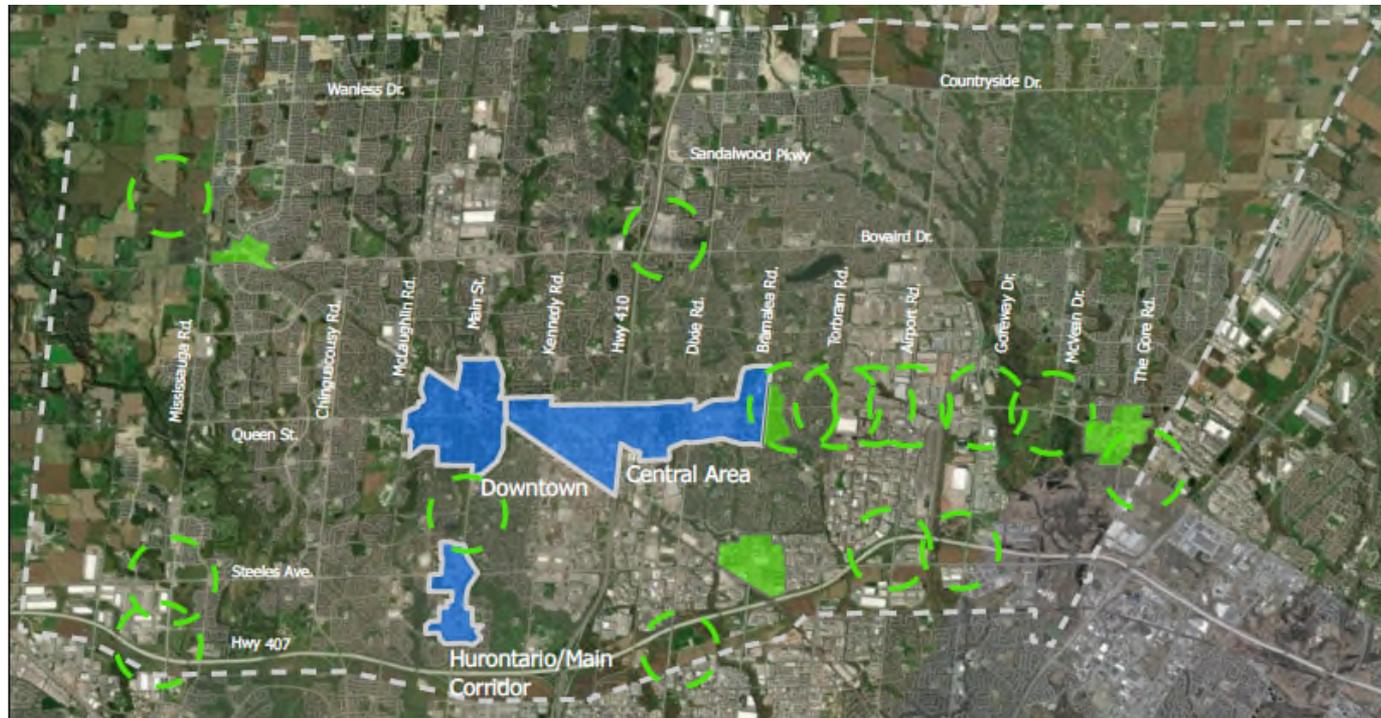
Policy Area	Locations	Main Policies
Intensification Areas	<ul style="list-style-type: none"> • Areas already included in by-law 2021 • Planned MTSA's • Urban and Town Centres • Primary and Secondary Boulevards 	<ul style="list-style-type: none"> • Reduce/rescind parking minimums and adopt parking maximums. This is key to supporting development of affordable housing. • Consolidate surface parking into parking structures. • Prioritize alternative curbside uses.
Rest of City	All other areas	<ul style="list-style-type: none"> • Tailor parking minimums to actual demand and consider parking maximums for select land-uses. • Balance parking with public transit, active transport, and micromobility improvements. • Adopt paid residential parking permit program in select areas.

Parking Policies: IAs (By-Law 45-2021 Areas and MTSAs)

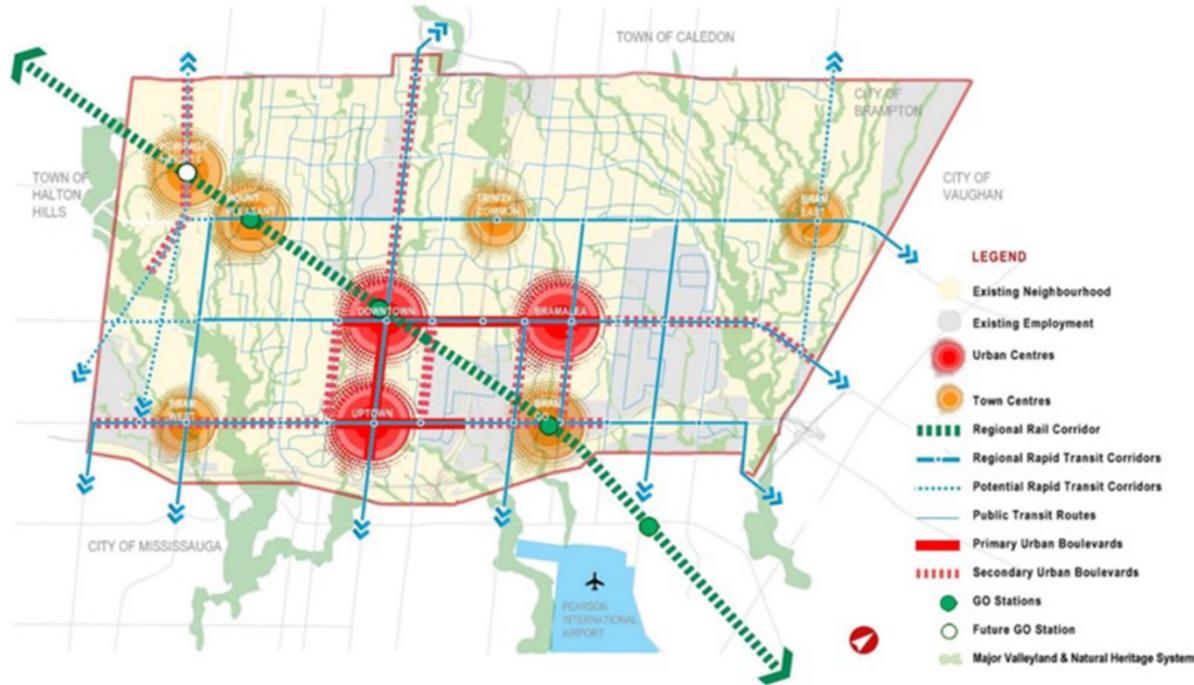
Legend

Major Transit Station Areas and Parking Restrictions

-  Planned MTSA
-  Primary MTSA
-  Special Parking Provisions
-  Brampton Municipal Boundary



Parking Policies: IAs (Urban/Town Centers and Boulevards)



Source: ongoing Brampton Plan study (Official Plan Update).

Other Recommendations

- Consider reduced parking requirements for affordable housing units (case-by-case review using well-established criteria, bonusing approach for Inclusionary Zoning programs, or add affordable housing as a specific land-use)
- Develop a point-based TDM checklist to provide wider options for developers to reduce parking requirements.
- Incorporate parking requirements for accessible parking spaces and electric vehicle stations.
- Tailor long-term and short-term bicycle parking requirements for each land use category – also emphasized in Brampton’s Active Transportation Plan.

Parking Policies: Paid Residential Parking Permits

- **Residential parking constraints** was one of the most commonly identified issues during the public consultation activities.
- On-street parking permits for local residents would **unlock the streets** for long term residential parking and help to alleviate the widening of driveways beyond the maximum size permitted by the Zoning By-law.
- Permit holders are granted **exemptions to the maximum parking durations**.
- **Considerations**: permit price, winter maintenance, enforcement, program support, permit quantity, waitlists, permit duration, potential safety issues, only applicable on local streets and not on arterials.

Truck Parking Policies

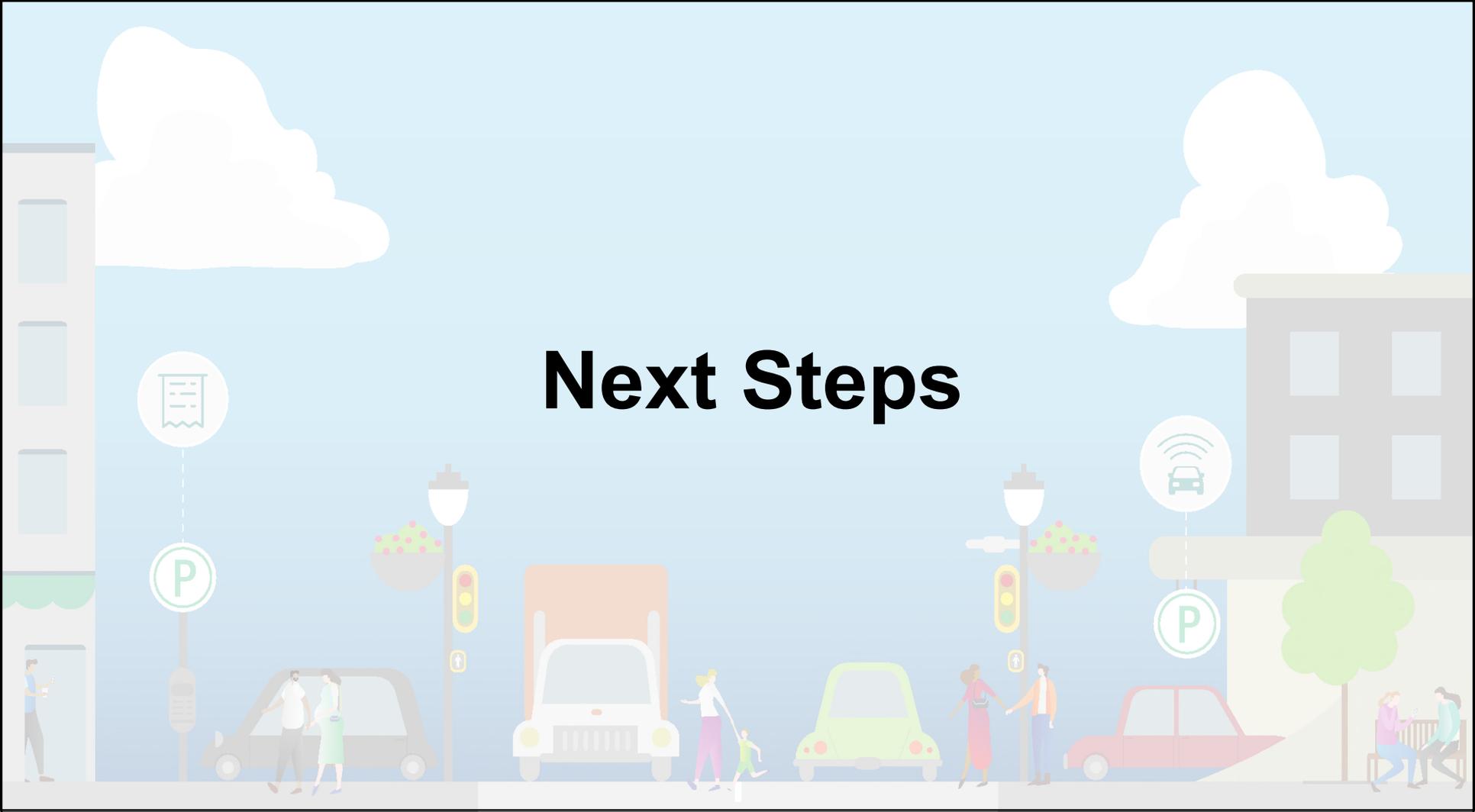
Short-term and Medium-Term Strategies

- Aim to better utilize existing parking facilities.
- These include shared commuter parking lots, off-peak use of large venues, truck parking permits in industrial and commercial areas, truck parking availability systems, and amending the business licensing application for trucking companies.

Long-Term Strategies

- Aim to increase truck parking opportunities through the construction of new parking facilities.
- These include new ZBL truck parking requirements, brownfield redevelopment, and new truck parking through P3s.

Next Steps



Next Steps > Phase 2

- Continue/Finalize Task 7: Financial Assessment
- Task 8: Parking Management Plan
- Task 9: Municipal Parking Strategy Report
- Undertake Public and Stakeholder Engagement #2



Discussion

