

**Date:** 2022-10-04

**Subject:** **Information Report**

**Secondary Title:** Brampton Parking Plan Draft Report

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**Report Number:** Planning, Bld & Growth Mgt-2022-933

**Recommendations:**

1. THAT the report titled Information Report – Brampton Parking Plan Draft Report to the Committee of Council meeting of November 23, 2022, be received;
2. THAT staff be directed to obtain resident and stakeholder feedback on the Brampton Parking Plan Draft Report and report back on the outcome of the public engagement and final recommendations for Council endorsement;
3. THAT the City Clerk be directed to forward a copy of this report to the Region of Peel.

**Overview:**

- **An Information Report was presented to Committee of Council in May 2022 regarding Phase 1 of the Brampton Parking Plan that proposed a citywide parking policy framework consistent with the 2040 Vision, 2018-2022 Term of Council Priorities, and Provincial policies.**
- **The draft parking policy framework was presented at a public engagement session in June 2022. Residents were generally supportive of removing or reducing parking minimums and setting parking maximums. While some residents expressed concern about the on-street parking permit program citing potential impacts on safety of pedestrians and cyclists etc., other residents stated that it would add valuable parking supply in constrained areas. Other concerns raised included illegal on-street parking, and potential adverse impacts of truck parking**

in residential zones. The need for bicycle parking spaces and increased by-law enforcement were also raised.

- The consultant, IBI Group, has now prepared a Draft Report including refinements to the parking policy framework, a financial review, a parking management plan, and an implementation plan consisting of 47 actions organized under ten themes.
- The key policy refinement is to remove, rather than reduce, parking minimums within Intensification Areas (see Illustration 1).
- As part of Phase 2 of the Parking Plan, IBI has recommended parking price increases within Downtown of either \$2.50 per hour & \$100.00 for monthly permit or \$3.00 per hour & \$120.00 for monthly permit, as well as a proportional increase to the daily maximum rate. The pre-pandemic rates Downtown were free for the first hour, \$2.00 hourly thereafter up to a daily maximum of \$9.00, & \$44.00 for monthly permit. The proposed rates would closer align the cost of parking with the cost of using transit in Brampton, which as of 2019 is \$3.10 per trip and \$128.00 for an adult monthly pass.
- IBI has recommended to establish alternative sources of funding, including Community Benefits Charges, parking partnerships, and leasing spaces in underutilized parking facilities.
- System-wide parking utilization within Downtown is projected to be 63% in 2040, which is less than the optimal 85-90%. In a hybrid work scenario, utilization would be still lower. As such, IBI is undertaking a supplementary Downtown Parking Implementation Strategy to address recent requests for parking spaces mainly from Rogers Communications through strategies such as parking agreements and potential parking supply opportunities focusing on structured/below-ground parking.
- In order to address the residential parking constraints that were frequently raised during the public and stakeholder engagement, IBI has proposed a paid residential on-street parking permit program subject to a feasibility assessment.
- Key parking enforcement recommendations include prioritizing service requests and complaints, improving the complaints registration system, building a system to track and map parking complaints and violations, adding more enforcement staff, increasing the parking penalty rates, expanding the adoption of Licence Plate Recognition (LPR) technology, using digital parking permit system, and collaborating with a third-party parking app provider.
- Proposed short- and medium-term truck parking strategies including shared use of commuter parking lots, off-peak use of parking at large venues, truck parking permits in industrial and commercial areas, and implementation of truck parking availability systems.
- Staff is proposing to present the Draft Report at a virtual public engagement session and to report back early in the new year with final recommendations including any refinements, as appropriate, for Council endorsement of the Brampton Parking Plan.

## Background:

An Information Report was presented to Committee of Council on May 25, 2022 at the conclusion of Phase 1 of the Brampton Parking Plan that proposed a citywide parking policy framework consistent with the 2040 Vision, 2018-2022 Term of Council Priorities, and Provincial policies.

### Intensification Areas

Key policies proposed in the Phase 1 Report with respect to Intensification Areas (see Illustration 1) include the removal or reduction of parking minimums, setting parking maximums, redevelopment of surface parking areas, prioritizing curbside uses other than parking, increasing electric vehicle (EV) charging station supply, implementing car share services, improving transit and micromobility services, and supporting a hybrid telecommuting.

Draft for Consultation

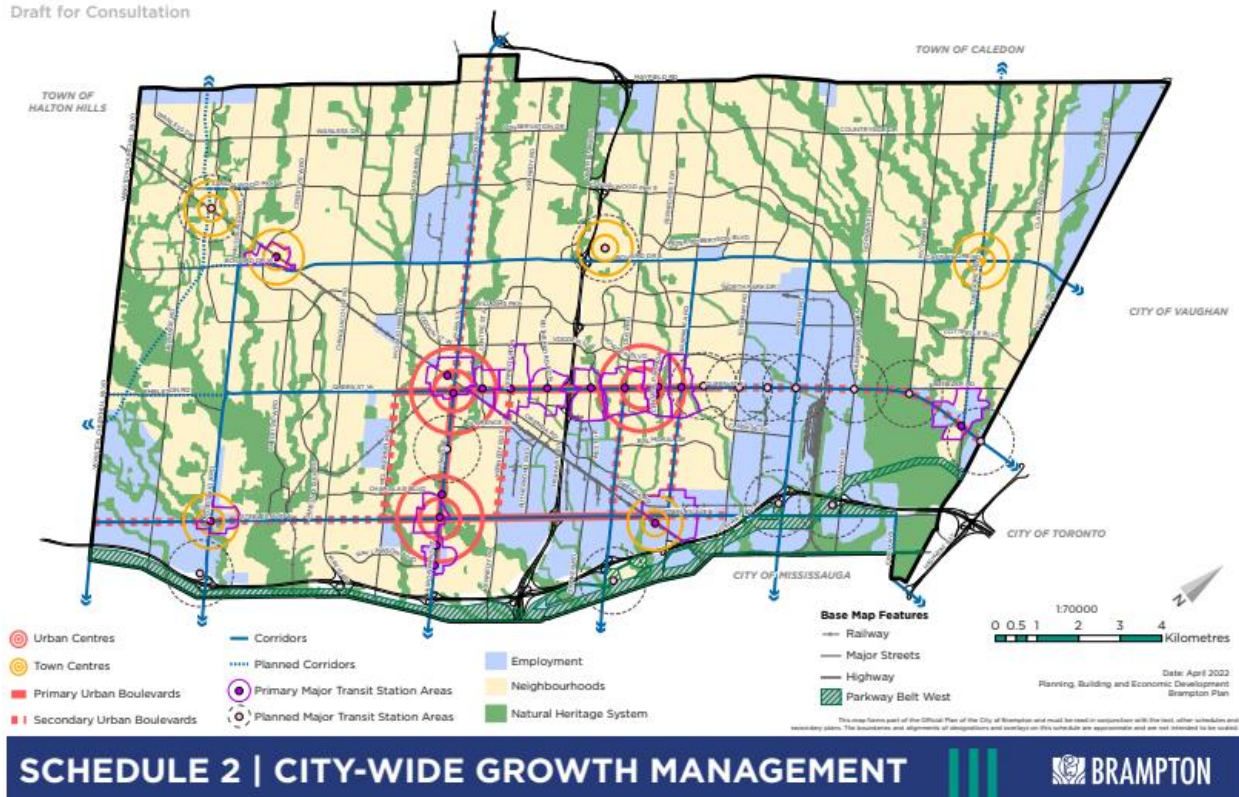


Illustration 1 – Intensification Areas including Urban Centres, Town Centres, Boulevards, and Major Transit Station Areas

### Rest of the City

Key policies for the rest of the City include setting tailored parking minimums as the City continues to improve alternative modes of transportation, setting parking maximums, developing a point-based Transportation Demand Management (TDM) checklist, improving transit and micromobility, and implementing a residential parking permit program.

### Truck Parking

Recommended short- and medium-term truck parking strategies include shared use of commuter parking lots, off-peak use of parking at large venues, truck parking permits in industrial and commercial areas, and implementation of truck parking availability systems. The effectiveness of shared truck parking can be optimized if implemented in conjunction with the truck parking availability system. Based on the findings of the truck parking survey undertaken in Phase 1, truck parking demand was greatest on weekday evenings and nights, when commuter parking lots would be least occupied.

Proposed long-term truck parking strategies include the construction of new truck parking facilities potentially within designated employment areas and facilitated through zoning by-law requirements and public/private partnerships. Other truck parking strategies may include amending the business licensing application for trucking companies to identify how truck parking will be provided.

### Public Engagement

Significant public engagement has been undertaken as part of the Brampton Parking Plan supported by a broad outreach across various media. The first public engagement session and a Ward 3 & 4 Town Hall were both held virtually in January 2022 to gather public perceptions on parking issues and suggested solutions. This was followed by citywide online parking and truck parking surveys, and three focus group meetings including the development industry, institutional and not-for-profit groups and the trucking, industrial and commercial stakeholders.

The draft parking policy framework, developed with input from the above-noted round of public engagement, was presented at a second virtual public engagement session on June 13, 2022. Residents were generally supportive of removal or reduction of parking minimums and setting parking maximums. While some residents expressed concern about the on-street parking permit program citing potential impacts on safety of pedestrians and cyclists etc., other residents stated that it would add valuable parking supply in constrained areas. Other concerns raised included illegal on-street parking, and potential adverse impacts of truck parking in residential zones. The need for bicycle parking spaces and increased by-law enforcement were also raised (see Appendices 2 & 3).

### **Current Situation:**

#### Key Policy Refinement

The consultant, IBI Group, has now prepared a Draft Report including a key refinement to the parking policy framework that proposes to remove, rather than reduce, parking minimums within all Intensification Areas. It should be noted that the City has already removed parking minimums within the Central Area and the Hurontario Corridor as part of By-Law 45-2021.

Changing the focus of parking regulations by removing parking minimums and setting parking maximums can be a key, influential and transformational policy. The intention of

this policy is to prevent the oversupply of parking, reduce auto-dependence, promote alternative modes of transportation, preserve urban space for more useful land uses, increase the supply of affordable housing, achieve the targeted densities, and join a growing list of cities that have already adopted such a policy.

### Phase 2 of the Brampton Parking Plan

In addition, the Draft Report addresses the requirements of Phase 2 of the Brampton Parking Plan, including a financial review, a parking management plan and an implementation plan (see Appendix 1).

#### Financial Review

IBI Group has developed a financial model that projects Brampton's financial operations to the year 2040 (see Appendix 1 - Section 7). Without any intervention, Brampton's municipal parking operations are expected to remain in an operational deficit until 2027. In order to ensure the long-term financial stability of Brampton's parking program, IBI has proposed parking price increases of either \$2.50 per hour & \$100.00 for monthly permit or \$3.00 per hour & \$120.00 for monthly permit as well as a proportional increase to the daily maximum rate. The pre-pandemic rates Downtown were free for the first hour, \$2.00 hourly thereafter up to a daily maximum of \$9.00, & \$44.00 for monthly permit. The proposed rates would closer align the cost of parking Downtown with the cost of using transit in Brampton, which as of 2019 is \$3.10 per trip and \$128.00 for an adult monthly pass. As well, the best practices review undertaken in Phase 1 identified that the parking rates in Downtown Brampton are significantly lower than the comparator municipalities.

In addition to the above-noted price increases, IBI has recommended to establish alternative sources of fund, including Community Benefits Charges, parking partnerships, and leasing underutilized parking facilities.

#### Parking Management Plan

##### *Downtown Parking Management*

The Phase 1 Report had projected the Downtown parking system to be 63% occupied by 2040 whereas 85-90% occupancy is regarded as optimal utilization. As such, IBI is undertaking a Downtown Parking Implementation Strategy, supplementary to the Brampton Parking Plan, in order to address recent requests for parking spaces mainly from Rogers Communications through strategies such as shared use/reservation parking agreements and potential parking supply opportunities focusing on structured/below-ground parking.

Due to streetscaping and sidewalk widening, about 100 on-street parking spaces are expected to be removed along Main St., from Wellington St. to Nelson St. W., and along Queen St., from Mill Street S., to Theatre Lane. It is proposed that parking facilities continue to support short-stay parking, and to reserve parking spaces for this purpose.

### *Parking Enforcement*

Public input during Phase 1 highlighted the issue of illegal parking and the need for enhanced parking enforcement. In 2021, enforcement staff responded to 41,406 parking service requests out of which 26,071 (63%) were for timed offences (i.e.: vehicles parked for longer than three hours or vehicle parked during the prohibited time of 2 am to 6 am). Significant staff resources are taken up in responding to parking violations as well as dispute resolution and post-ticketing litigation. The City is using an Automatic Licence Plate Reader (ALPR) equipped vehicle as part of a pilot program to assist in enforcement and is planning to assess the feasibility of on-boarding additional vehicles.

In order to handle the increasing number of parking offences, and move gradually to a more proactive approach to enforcement, IBI is proposing the following (see Appendix 1, Section 8.2):

- Prioritize service requests and complaints so that first response will be to address offences related to safety and traffic impact;
- Improve the complaints registration system to encourage residents to provide the licence plate number of the vehicle in question. This way enforcement staff can assess remotely whether the vehicle already has a parking consideration permit or a visit to the site is required;
- Build a system to track and map parking complaints and violations, so that heat maps can be created identifying the type of violation, area, day, time of day etc. This would facilitate proactive enforcement focusing on areas of high frequency of violations, safety-related offences and peak periods for the offences.
- Add more staff, as appropriate, in order to handle the increasing number of parking offences;
- Increase the parking penalty rates and adopt graduated parking penalties in order to target repeat parking offenders;
- Expand the use of ALPR technology;
- Establish a pay-by-plate system and digital, licence plate-based parking permits;
- Consider collaborating with a third-party parking app provider.

### *Paid On-street Parking Permit Program*

In order to address the residential parking constraints that were frequently raised during the public and stakeholder engagement, a paid residential on-street parking permit program is proposed to be implemented based, firstly, on a feasibility assessment, followed by a small-scale pilot program and, finally, expansion of the program. Important considerations that need to be addressed in implementing the program include the need for an awareness campaign, support from a majority of the residents that would be affected by the program, winter maintenance, safety and traffic impact, impact on existing parking considerations, setting an appropriate permit price to offset cost of operation of the program, and technology requirements (see Appendix 1, Section 8.3). It should be noted that all of the comparator municipalities have implemented paid residential on-street parking permit programs.

### *Curbside Decision-making Framework*

Competing uses at the curbside pose a challenge particularly within the Downtown. IBI has proposed a curbside decision-making framework to assist in determining, whether, where and when it is appropriate to modify the design of a corridor in order to prioritize uses and better serve the area (see Appendix 1, Section 8.4).

### *Transportation Demand Management (TDM)*

The Draft Report supports the expansion of the cycling network in accordance with the City's Active Transportation Master Plan and providing for bicycle parking, establishing micromobility programs, such as e-bikes, e-scooters and bikeshare, and transit network improvements. Additionally, the Report recommends implementing carshare programs, shared parking, incentivizing unbundled parking that will remove the cost of parking from the cost of apartment rental/ownership, and requirement for a TDM checklist to be completed as part of development proposals (see Appendix 1, Section 8.6).

### *Parking Implementation Plan*

In order to implement the recommendations of the Brampton Parking Plan, IBI has proposed 47 actions organized under ten headings in a matrix format (see Appendix 1 - Section 9). With respect to each action, the matrix identifies the rationale for its inclusion, its impact (or priority level), timeline (i.e.: short-, medium-, or long-term), high-level cost estimate, performance monitoring and synergy with other action items. IBI has recommended that the City focus more on the 24 actions that are identified as short-term and having a greater impact (see Appendix 1 – Exhibit 9.1).

From a regulatory context, removal of parking minimums and setting parking maximums within Intensification Areas is a key short-term, high priority action.

Short-term, high priority actions applicable within the Downtown include, removing the one hour free parking, increasing parking rates, continuing to provide for short-term parking, optimal utilization of the available parking spaces through strategies such as shared use/reservation parking agreements, and identifying potential parking supply opportunities focusing on structured/below ground parking.

Adding public parking within key strategic areas and Major Transit Station Areas through the Community Benefits Charges program, executing parking partnership agreements, assessing the feasibility of a paid residential on-street parking permit program and, establishing a TDM checklist for new development proposals have also been identified as short-term, high priority actions.

With respect to enforcement, such action items include prioritizing service requests and complaints related to safety and traffic impact, improving the complaints registration system, building a system to track and map parking complaints and violations, recruiting more staff, and expanding the adoption of LPR technology.

Key short-term, high priority actions to address truck parking include, assessing the feasibility of the several truck parking recommendations, such as shared use of

commuter parking lots, and off-peak use of parking at large venues and establishing specific enforcement measures for truck parking.

#### Public Engagement with respect to the Draft Report

Staff is proposing to present the Draft Report at a virtual public engagement session to seek input on Phase 2 of the Parking Plan particularly on matters such as parking price increases within the Downtown, parking penalties, establishing priorities among service requests to facilitate efficient enforcement, paid on-street parking program, and shared parking opportunities for truck parking. Staff will report back early in the new year with final recommendations including any refinements, as appropriate, for Council endorsement of the Brampton Parking Plan.

#### **Corporate Implications:**

##### Financial Implications:

There are no direct financial implications associated with this report. Any future financial implications will be discussed in a forthcoming report to Council, pending council approval.

##### Other Implications:

There are no other corporate implications identified at this time.

#### **Term of Council Priorities:**

Several of the 2018-2022 Term of Council Priorities are pertinent to the Brampton Parking Plan, including Creating Complete Communities, Equalizing All Forms of Transportation, Streets for People, Unlocking Downtown and Uptown, Support Community Hub Concept, Innovative Engagement, Green Framework, and Lead Environmental Innovation.

#### **Conclusion:**

Changing the focus of parking regulations by removing parking minimums and setting parking maximums is expected to be a key, influential and transformative policy. The above-noted recommendations in the Draft Report of the Brampton Parking Plan are consistent with the 2040 Vision, 2018-2022 Term of Council Priorities, as well as Regional and Provincial policies, which support compact development and a shift from single occupant vehicles to more sustainable modes of transportation.

IBI Group has proposed parking price increases in order to ensure the long-term financial stability of Brampton's parking program and to closer align the cost of parking Downtown with the cost of using transit in Brampton,

IBI has recommended that the City focus more on the 24 actions of the Parking Implementation Plan that are identified as short-term and high priority.



Staff is proposing present the Draft Report at a virtual public engagement session and to report back early in the new year with final recommendations including any refinements, as appropriate, for Council endorsement of the Brampton Parking Plan. Following Council endorsement, the recommendations will be implemented through the Brampton Plan, the Comprehensive Zoning By-Law Review, and any other By-Law amendments as appropriate.

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Reviewed by:

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**Attachments:**

Appendix 1 – Brampton Parking Plan – Draft Report  
Appendix 2 – Public and Stakeholder Engagement – Meetings and Sessions  
Appendix 3 – Public and Stakeholder Engagement – Written Comments