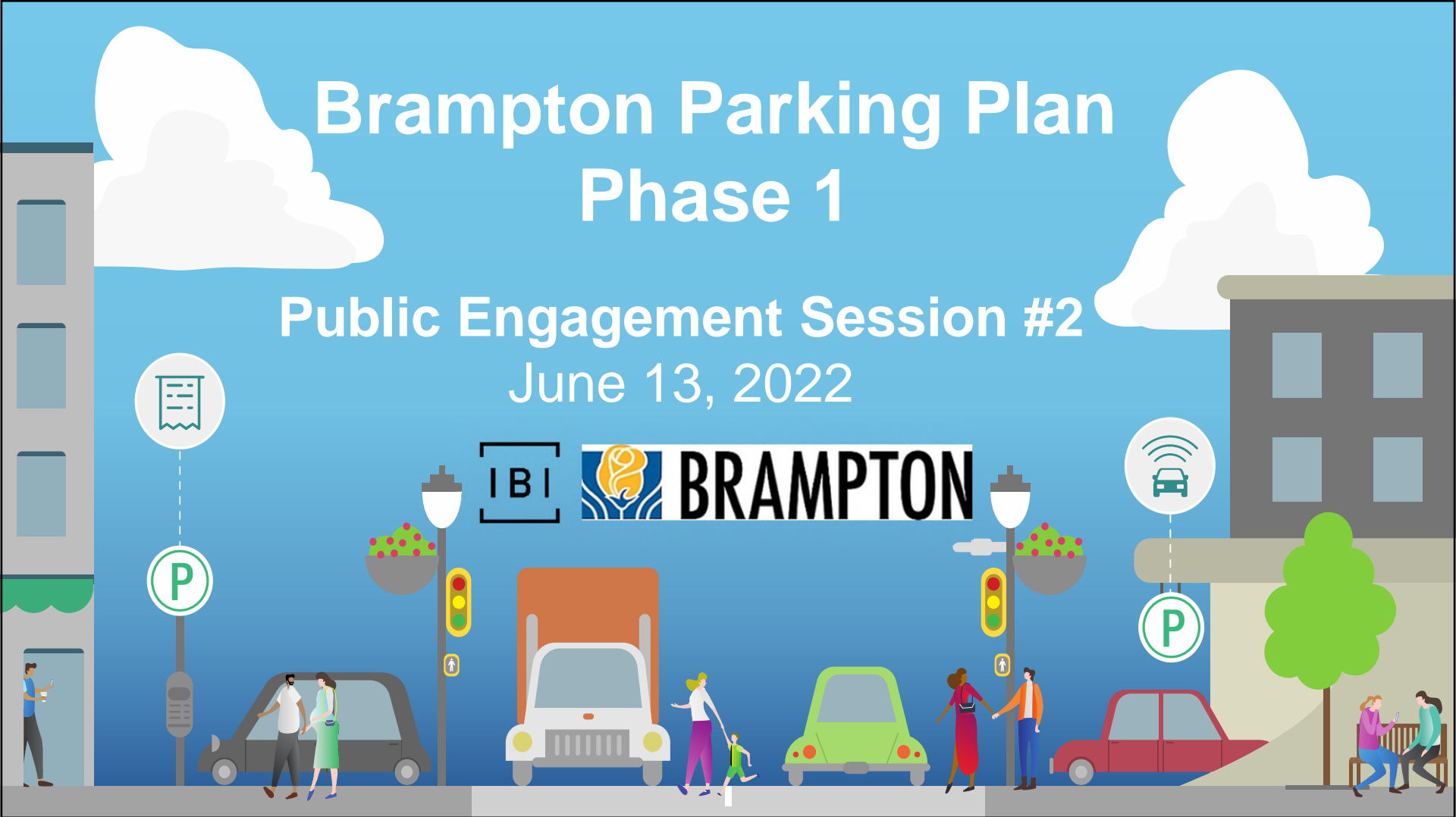


Brampton Parking Plan Phase 1

Public Engagement Session #2
June 13, 2022



Agenda

- Project Background
- 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



Lets Get To Know about you!

Poll #1

Are you considering alternatives to the private automobile as a mode of travel?

1. Yes, more so today than before;
2. Yes, just beginning to consider;
3. No.



1

2

3

Project Background





“


*To develop a **forward thinking and comprehensive parking policy and implementation framework** that is consistent with Brampton’s planning documents, objectives, and priorities*

”



Project Background



Brampton's population and employment are projected to grow by over 40% by 2051



Automobiles have the largest mode share, but other modes of transport are increasing



Transit investment and ridership have grown significantly



Goods movement and trucking are key to Brampton's economic activity

Progress to Date:

Summer 2021



Review existing operations and best practices - Completed

Fall 2021



Review parking supply and demand, develop policy framework - Completed

Public and Stakeholder Engagement Session #1 (existing conditions, public perceptions)

Spring 2022



Review financial plan and develop strategies for improvement

Summer/Fall 2022



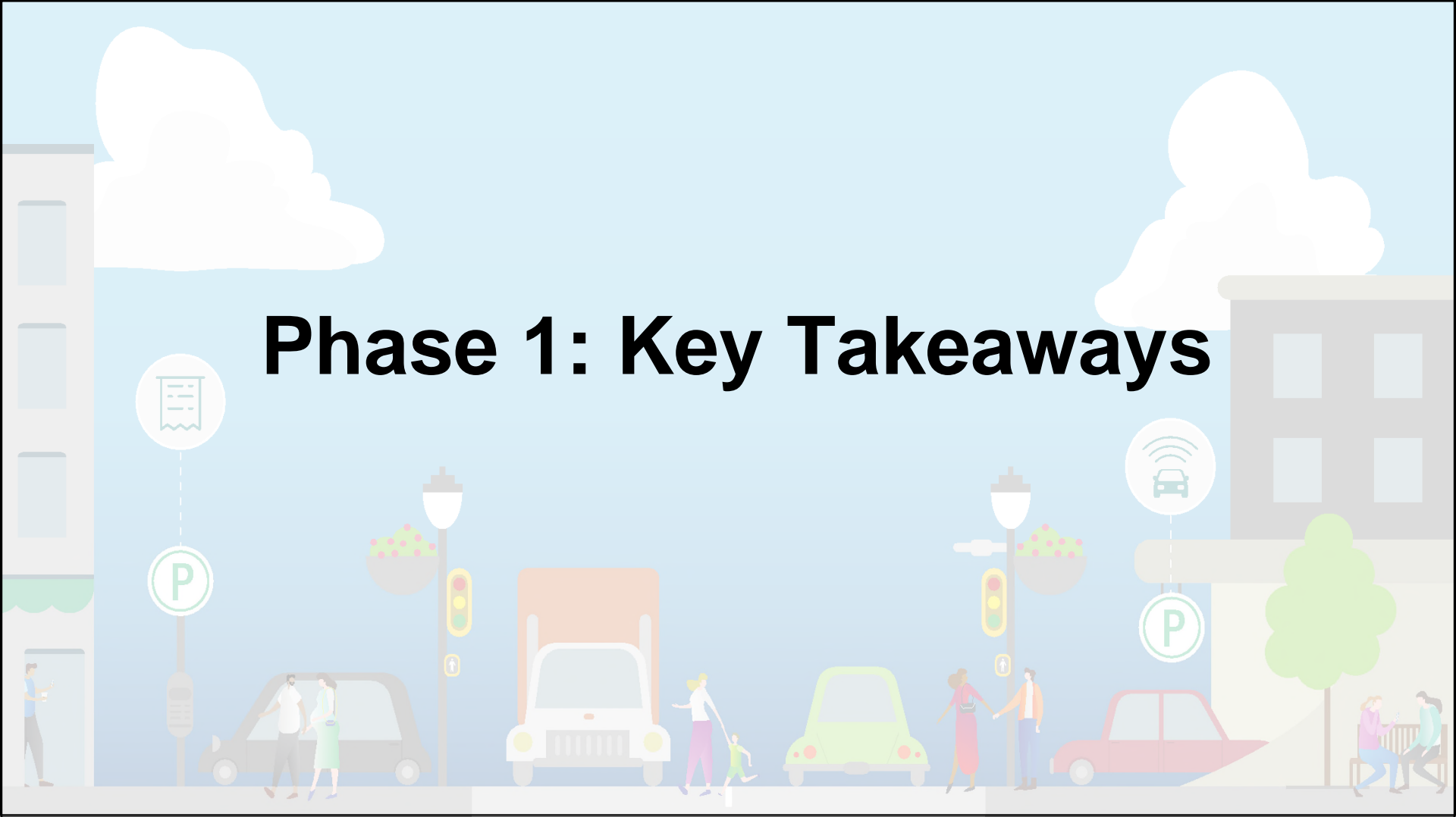
Provide Brampton Parking Plan Report

Public and Stakeholder Engagement Session #2 (proposed policy framework)

Public and Stakeholder Engagement Session #3 (summary and evaluation of parking solutions)

Public and Stakeholder Engagement Session #4 (implementation approach)

Phase 1: Key Takeaways



Brampton Document Review

2006 Official Plan	Brampton Plan (OP Update)	Brampton 2040 Vision	2004 Zoning By-Law
Transportation Master Plan	Integrated Downtown Plan	Secondary Plan Review	Zoning By-Law Review
Active Transportation Plan	Housing Strategy & Action Plan	Energy and Emissions Reductions Plan	Brampton Parking Plan

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 Major Transit Station Areas and other intensification areas/corridors
- Encouraging and facilitating the adoption of **emerging trends** (e.g., micromobility, electric vehicles)

Best Practice Review

Parking
Pricing

Parking
Permits

Parking
Enforcement

Truck
Parking

Parking
Rates and
Revenue

Parking
Technology

Parking
Minimums

Emerging
Trends

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 (EV) 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.

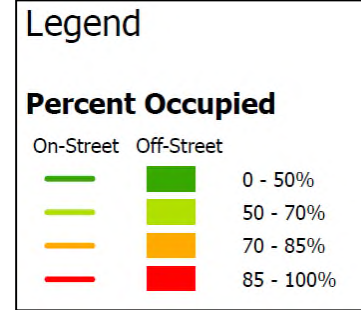
A wide range of **truck parking strategies** are being used across North America, such as sharing carpool lots, designated on-street or off-street parking within industrial areas, off-peak use of parking lots of large venues, truck parking availability system, and public-private partnerships.

Downtown Parking Utilization (2019 – 10 AM)

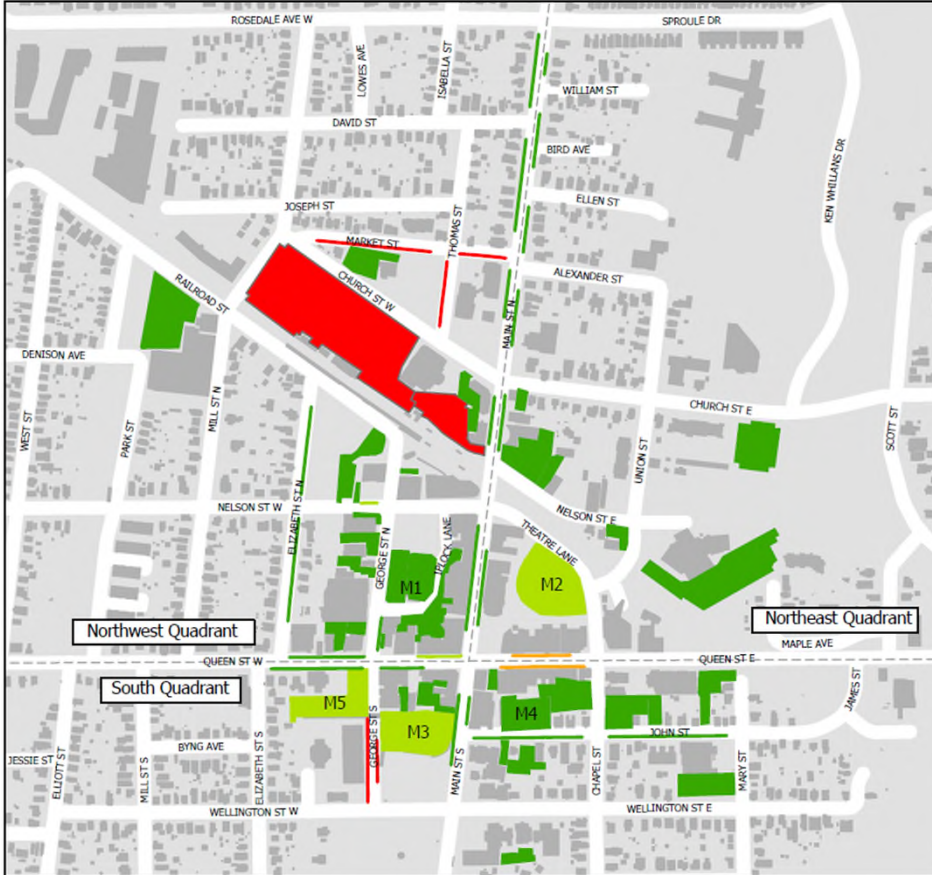
Public On-Street Parking: **41%**

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.

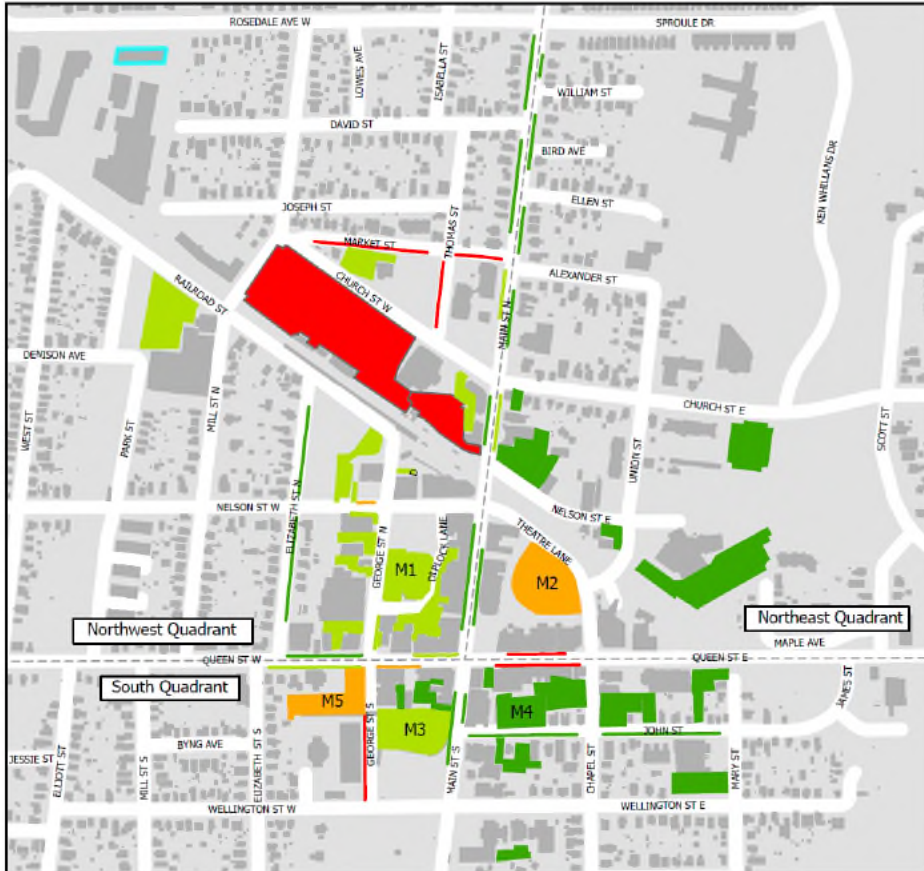


Downtown Parking Utilization (2041)

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

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

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



Legend

Percent Occupied

On-Street	Off-Street	Percent Occupied
		0 - 50%
		50 - 70%
		70 - 85%
		85 - 100%

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. Design parking structures so as to **facilitate future conversion** to office, commercial, and residential uses.
- 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.**

Poll #2

Do you find the vision statement and the guiding principles will appropriately shape Brampton's future growth and parking management?

Yes

No



Poll #3

In your view, which of the following should be implemented:

1. Reduce transit fares?
2. Increase parking prices?
3. Both 1 & 2



1

2

3

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 • Primary and planned MTSAs • 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.

Poll #4

Considering that developers may provide the parking they want within intensification areas, do you support:

1. *Reducing* minimum parking requirements and setting parking maximums?
2. *Removing* minimum parking requirements and setting parking maximums?







1

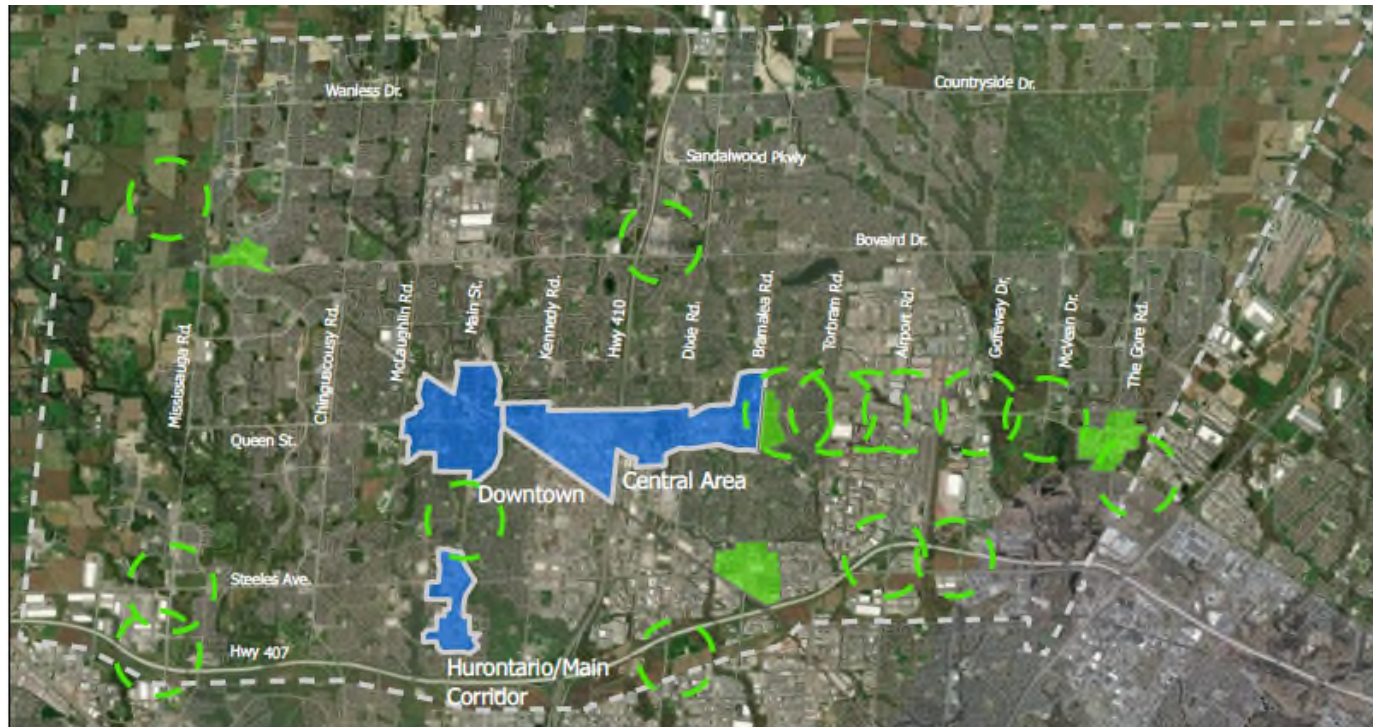
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Parking Policies: IAs (By-Law 45-2021 Areas and MTSAs)

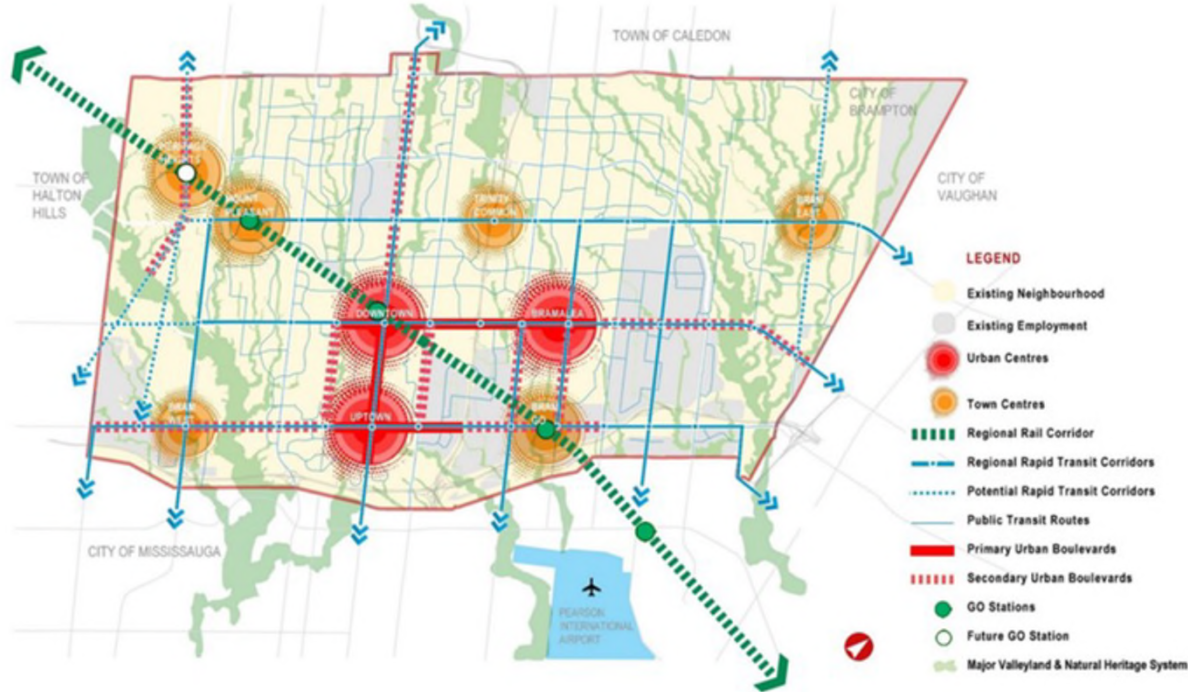
Legend

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 Transportation Demand Management 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.

Poll #5

Do you agree on reducing parking requirements outside of Intensification Areas as a measure to promote housing affordability?



Highly Agree

Agree

Neutral

Disagree

Highly disagree

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.

Open Discussion

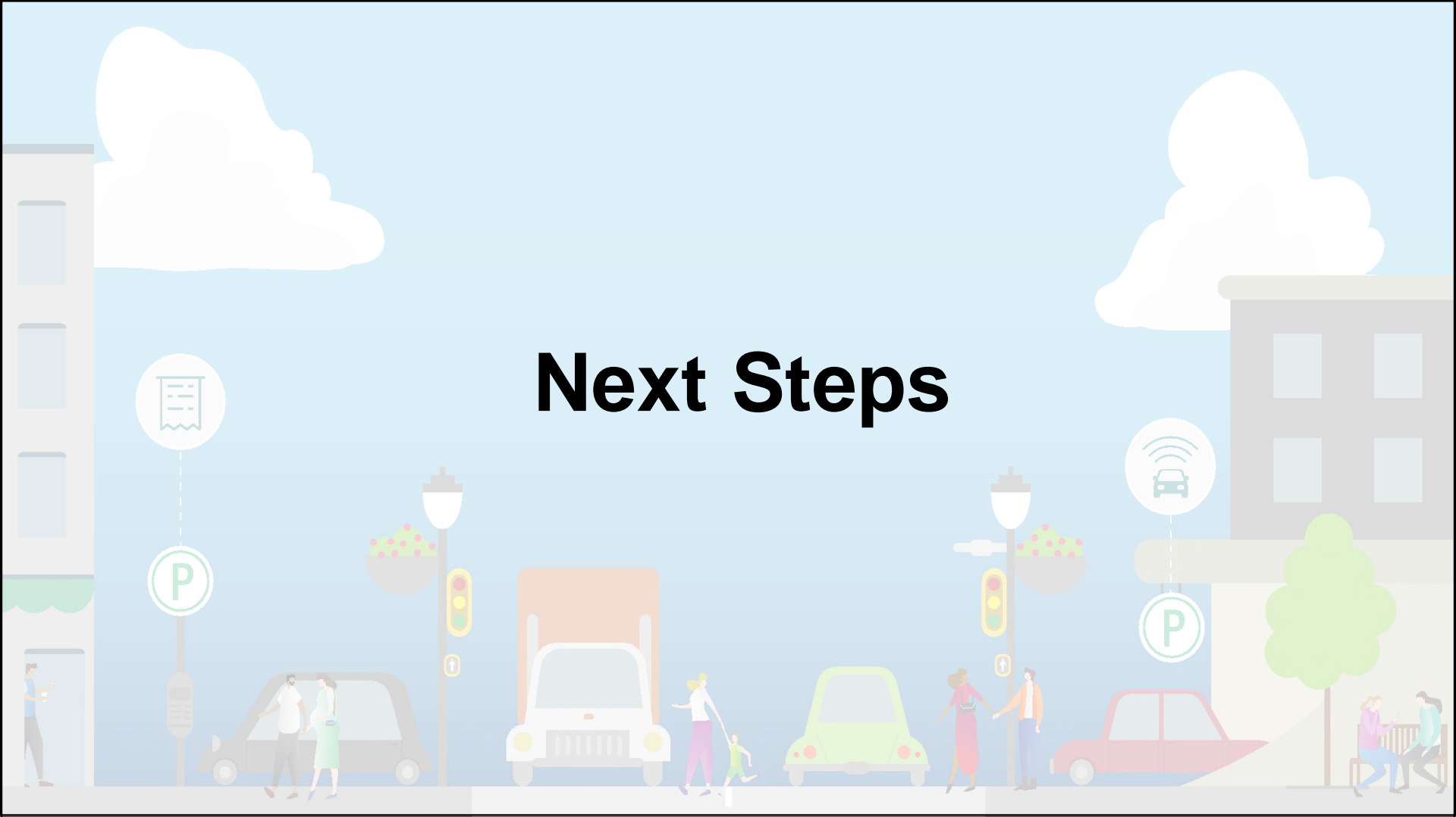
1. What other guiding principles could be included in the Brampton Parking plan?

2. How can the proposed policies, tactics and strategies be refined?

3. Where off-street residential parking is insufficient, are there solutions other than implementing a residential on-street permit parking program?

4. What can be done to reduce parking demand in the future (other than improving transit and cycling networks)?

Next Steps

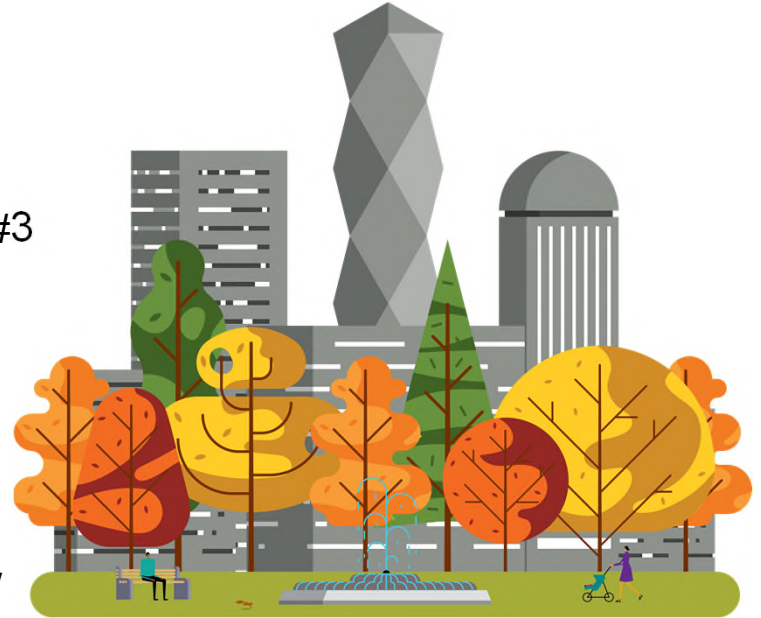


Next Steps > Phase 2

- Task 7: Financial Assessment
- Task 8: Parking Management Plan
- Undertake Public and Stakeholder Engagement #3
- Task 9: Brampton Parking Plan Report

Implementation of the Brampton Parking Plan

- Recommendations of the Brampton Parking Plan are expected to be implemented through the new Brampton Plan, the Comprehensive Zoning By-Law Review as well as through technology and operational improvements.



Closing Remarks

