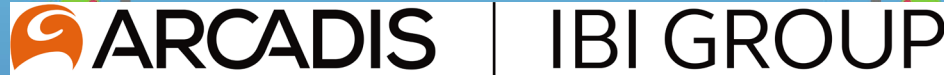


Brampton Parking Plan Phase Two

Public Engagement Session #3
December 15, 2022



Agenda

- **Brief Overview of Brampton Parking Plan**
- **Brief Overview of Phase One Policy Directions**
- **Phase Two Key Findings**
 - ✓ Financial Assessment
 - ✓ Downtown Parking Management
 - ✓ Parking Enforcement
 - ✓ Paid On-Street Parking Permit Program
 - ✓ Other subjects
- **Brief Overview of the Implementation Plan**
- **Open Discussion**



Brampton Parking Plan Overview



Parking Plan Objectives

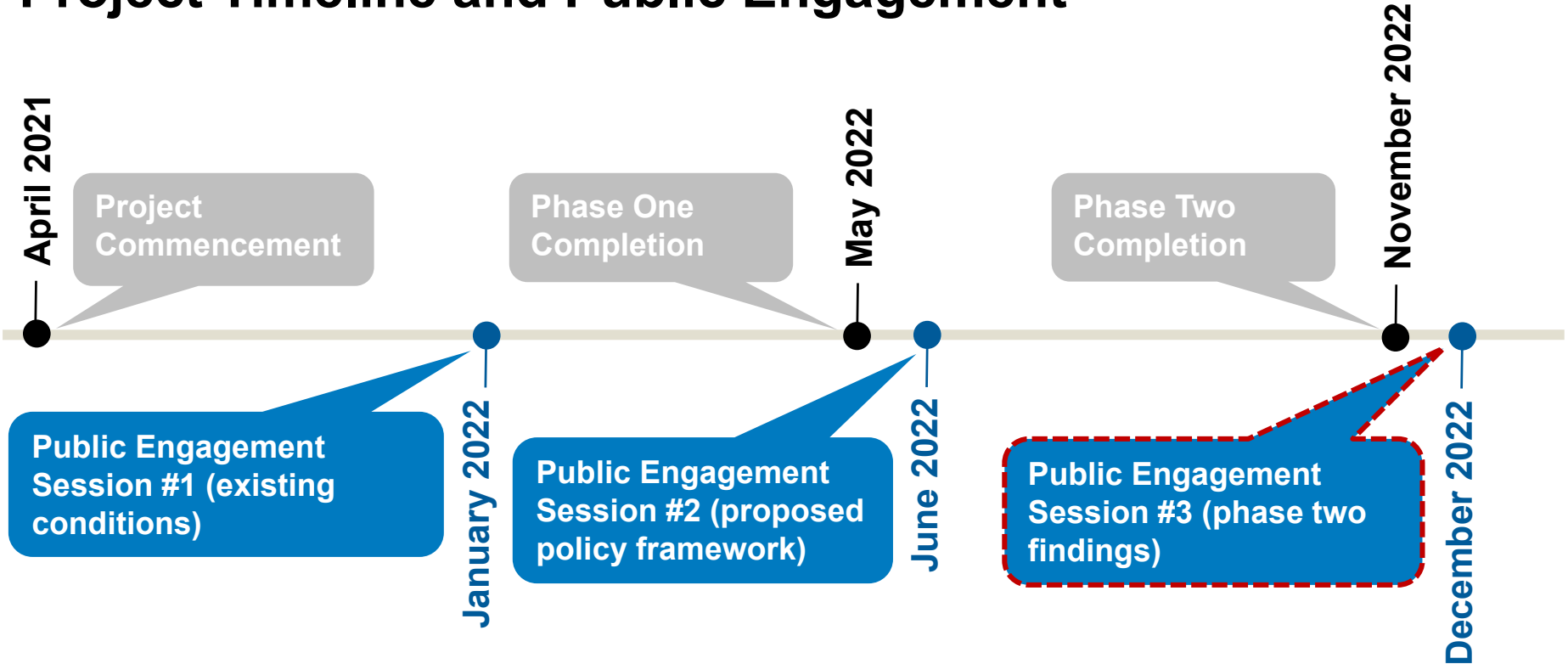
- **Phase One**

- ✓ Review Background documents and Best Practices.
- ✓ Develop a vision and guiding principles consistent with provincial, regional, and forward-looking municipal plans and address public input.
- ✓ Develop a modern city-wide parking policy framework sensitive to Brampton's context.

- **Phase Two**

- ✓ Develop a future direction for the City's parking operations and enforcement with regard to on-street and off-street parking.
- ✓ Prepare an implementation plan outlining the study recommendations in the form of actions with priorities and timelines.

Project Timeline and Public Engagement



Parking Plan Overview

Best Practices Review

- ✓ Brampton's parking prices are lower than other municipalities.
- ✓ Reducing/removing parking minimums and implementing parking maximums (citywide or in strategic areas) are gaining popularity.
- ✓ Parking permits are commonly used/available for residential and visitor use.

Downtown Parking Utilization - 2019

- ✓ The downtown system-wide parking utilization is 58%, which is well below the 85-90% effective capacity threshold.

Parking Plan Overview

Public and Stakeholder Engagement

- ✓ **Includes:** three virtual public engagement sessions, Wards 3 & 4 Town Hall, three focus group meetings, as well as a city-wide parking survey and a trucking survey.
- ✓ **Reports residential parking constraints,** commonly attributed to multi-generational families.
- ✓ **Suggests:** support for removing parking requirements and adopting maximum parking requirements along intensification corridors, residential on-street parking programs, and improvements to sustainable modes of transportation.
- ✓ Reports most truck drivers surveyed have **insufficient truck parking supply.**

Phase One Key Policy Directions



Phase One Policy Directions






Parking policy framework:

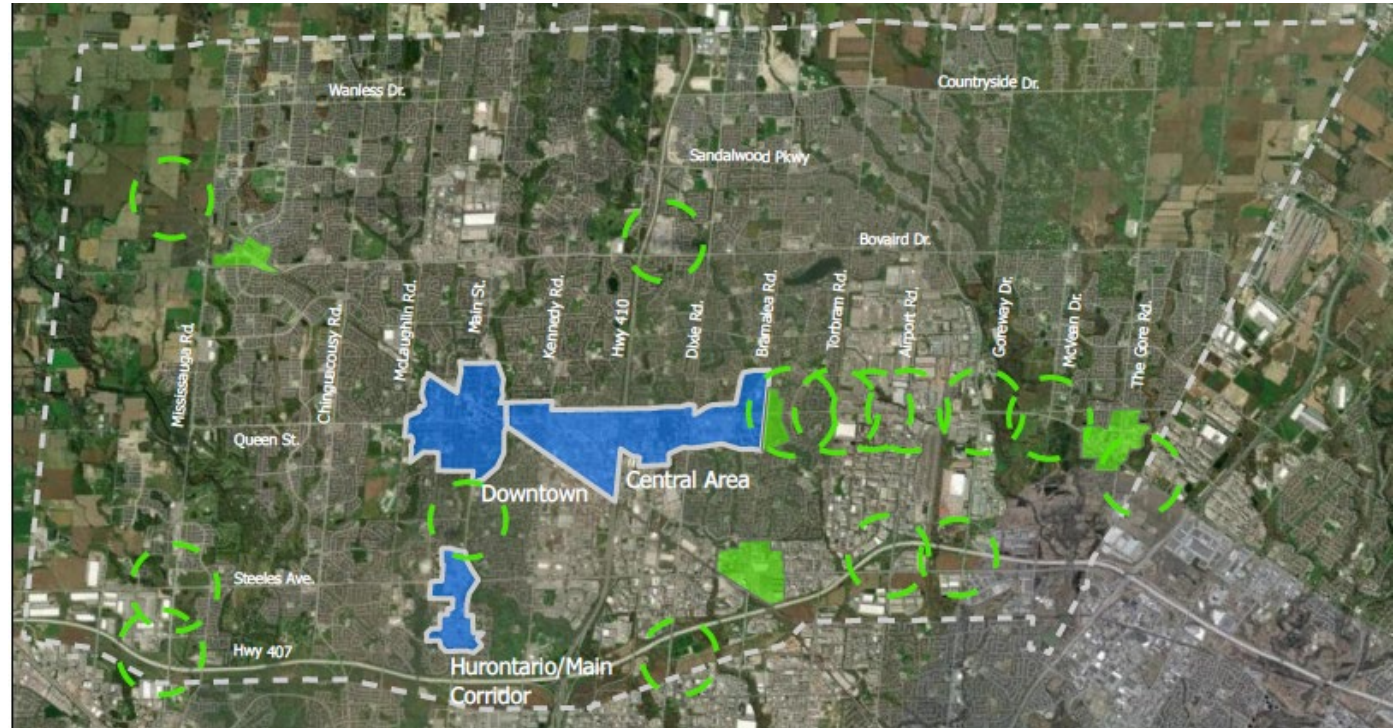
- Divide the city into two types of parking policy areas: **Intensification Areas and Rest-of-City**.
- **Rescind parking minimums** and set parking maximums in Intensification Areas (IAs).
- **Tailor parking minimums** to the actual demand in the Rest-of-City and add parking maximums for select land uses, and adjust progressively, consistent with vision.

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

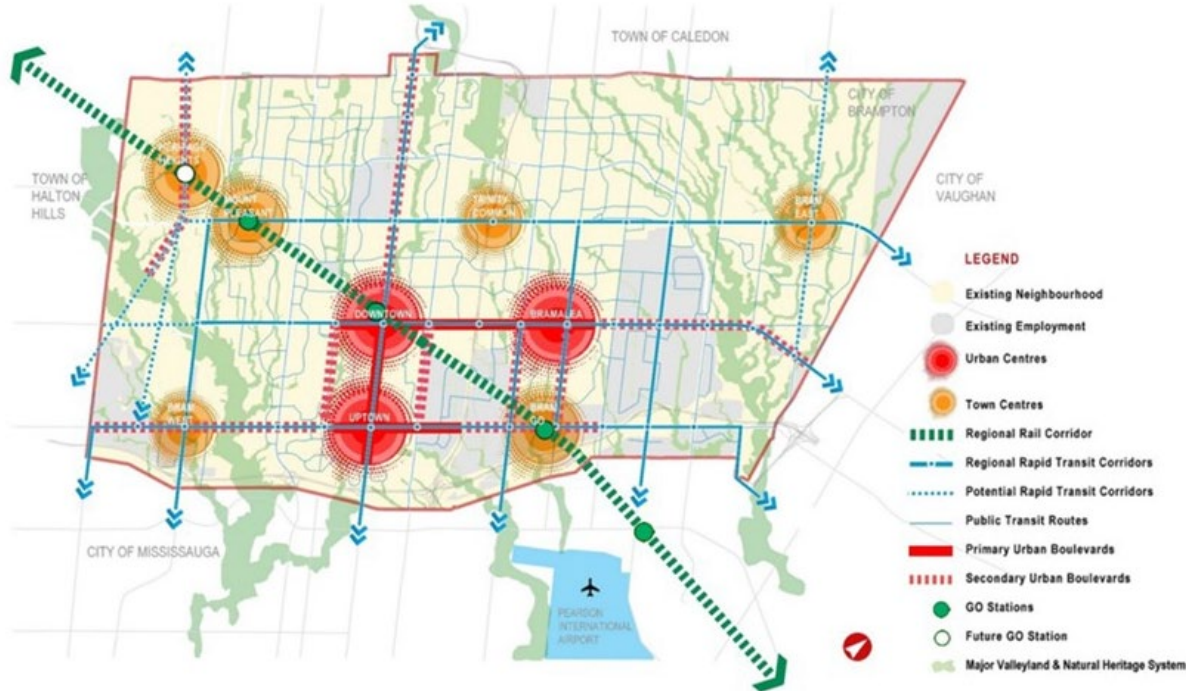
Legend

Major Transit Station
Areas and Parking
Restrictions

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



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

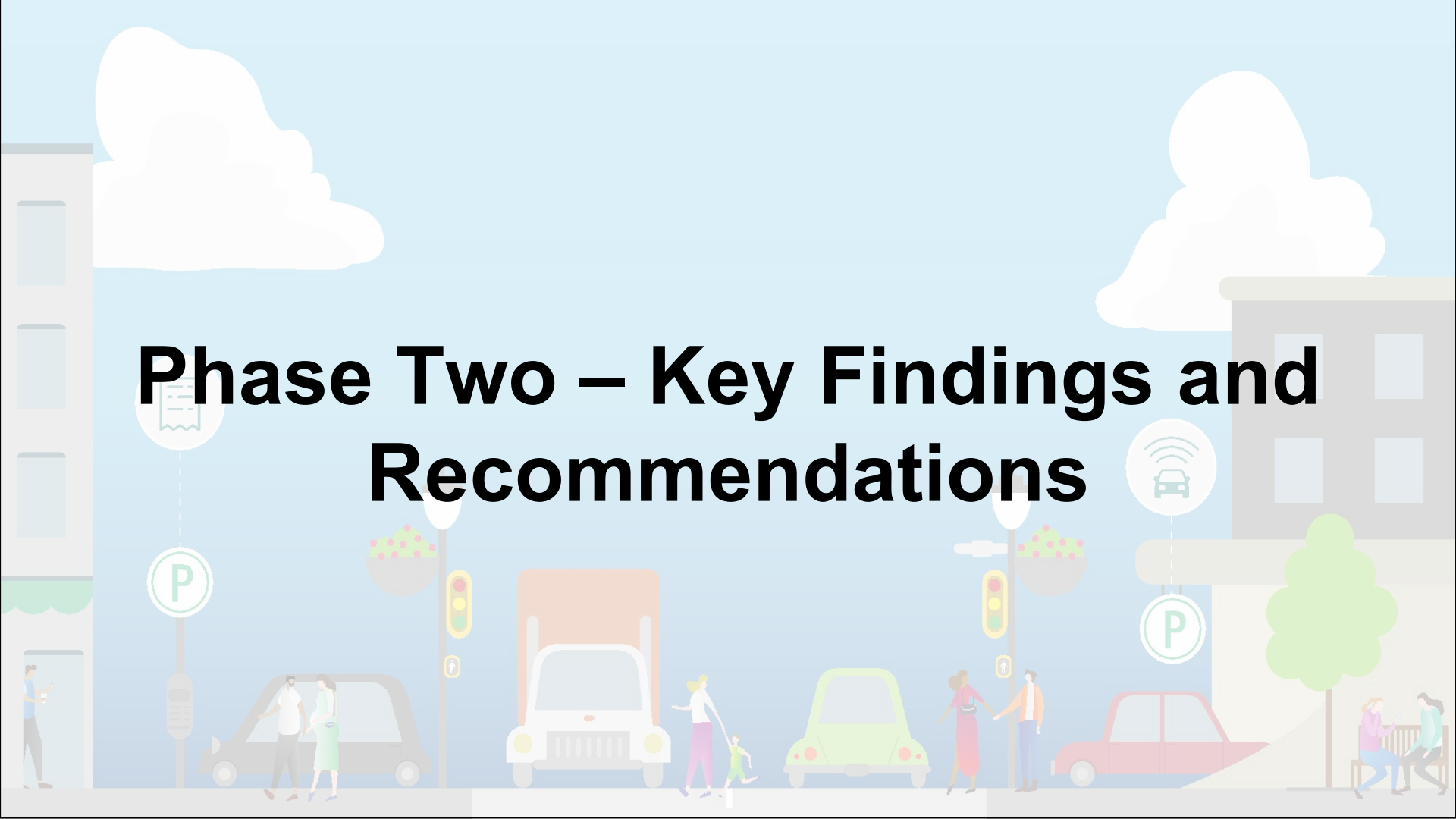


Source: ongoing Brampton Plan study (Official Plan Update).

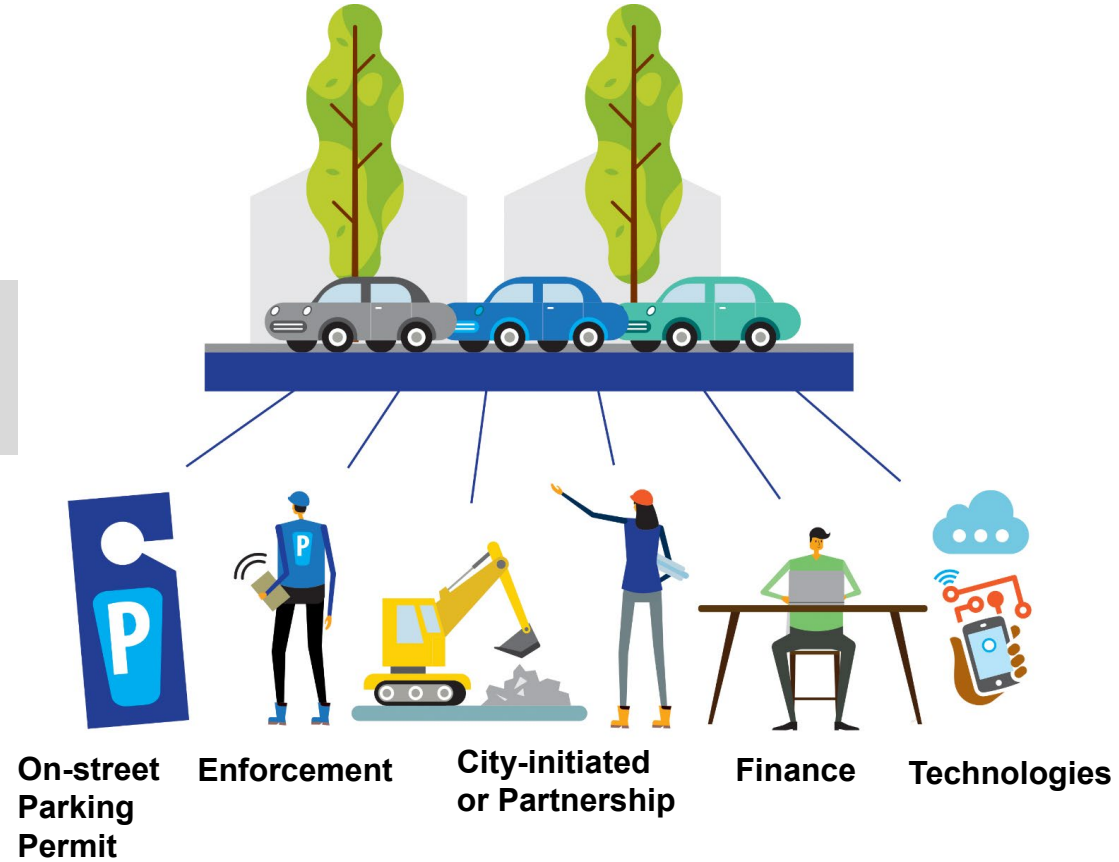
Other Phase One Policy Directions

- Consider reduced parking requirements for **affordable housing**.
- **Incorporate parking requirements for** accessible parking spaces and electric vehicle stations.
- Tailor long-term and short-term **bicycle parking requirements** for each land use.
- Several strategies were suggested to **increase the supply of truck parking** (e.g., off-peak use of large venues and commuter parking lots, mechanisms to construct new facilities, truck parking permits, and truck parking information system).

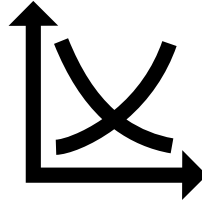
Phase Two – Key Findings and Recommendations



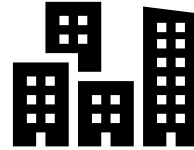
Phase Two focused on Parking Management



Financial Assessment



- Brampton's municipal parking operations are expected to remain in an **operational deficit until the year 2035**.
- Several **Pricing Scenarios** were examined to determine future downtown municipal parking operations.
- Scenario 2 (\$2.50 hourly rate & \$100.00 for monthly permit) and scenario 3 (\$3.00 hourly rate & \$120.00 for monthly permit) are preferred because they would closer align the cost of parking downtown with the cost of using transit in Brampton.
- **The Cash-in-Lieu (CIL) of parking is no longer feasible** in the downtown area.



Downtown Parking Management

- Based on the 2040 parking demand & supply forecast, **there does not appear to be a pressing need to build new parking facilities** in the near future in downtown.
- Significant changes in parking pricing are needed as follows:
 - ✓ **Remove the one-hour free parking** at municipal parking garages.
 - ✓ **Increase the hourly price rate** for on-street parking.
 - ✓ **Increase the price of long-term parking permits** (monthly & annual).
- Other sources of fund should be established, and these may include:
 - ✓ **The Community Benefits Charges (CBCs).**
 - ✓ **Parking partnerships & leasing the underutilized parking facilities.**



Parking Technology and Enforcement

To improve the efficiency of parking enforcement, the following recommendations were made:

- **Establish priorities among service requests and complaints:** priority will be given to safety and traffic impact related offences.
- **Improve the complaints registration system:** residents to provide the license plate number of the vehicle in question so it can be screened remotely.
- **Build a system to track and map parking complaints and violations:** to create a heat map of parking offences by type, area, day, and time-of-day. Use this information to establish well-focused, proactive enforcement.



Parking Technology and Enforcement

- **Add enforcement staff as needed:** the number of violations may require adding full-time and part-time officers.
- **Increase the parking penalty rates:** consider adopting graduated parking penalties to target repeat offenders, and higher penalties for specific-area and during special events.
- **Expand the adoption of License Plate Recognition (LPR) Technology:** better utilized if pay-by-plate system and digital parking permits are also established.
- **Consider collaborating with a third-party parking app provider:** for payment technologies, LPR services, training, etc.

Paid On-Street Parking Permit Program

- A residential paid on-street parking permit program is suggested to unlock on-street parking for long-term parking purposes, alleviate the illegal widening of the driveways, and promote housing affordability.
- **Implementation Phases:** **1)** feasibility assessment, **2)** pilot program, **3)** program expansion/adjustment.
- **Awareness Campaign:** important to educate and prepare the public.
- **Program Support:**
 - ✓ **Approval process:** selection of the streets > technical review > survey homeowners > Council approval.
 - ✓ **Survey statistics:** a minimum percentage of the homeowner questionnaires should be returned, and a minimum proportion of those should agree.

Paid On-street Parking Permit Program - Considerations

- **Safety and Operation Impacts:** conflicts with cyclists/pedestrians, impact on sight distance, street traffic, and sidewalks.
- **Ineligibility:** only for legal housing occupants (e.g., no permits for illegal rooming house occupants), could be capped at one permit per municipal address.
- **Permit cost:** offset the cost of operations and maintenance, consider lower cost for residents with no (or less) access to on-site parking.
- **Winter Maintenance:** usually requires one-side parking policy in the winter.
- **Technology Requirements:** adopt digital permits compatible with LPR tech.

Parking Partnerships



- As the City has begun moving towards reducing/rescinding parking requirements in strategic areas, parking partnership becomes important to:
 - ✓ Provide **more shared off-site parking** supply opportunities
 - ✓ **Optimize** the use of available parking facilities (which are presently underutilized)
 - ✓ Achieve the **targeted densities**
- A Downtown Parking Implementation Strategy is being undertaken, supplementary to the Brampton Parking Plan, and will be completed in Q2 2023.
- The supplementary study aims to investigate strategies and opportunities to optimize off-street parking utilization in downtown Brampton through shared-use/reservation parking agreements.

Transportation Demand Management (TDM) Initiatives

- Improving the **transit network**: coverage, frequency & reliability.
- Continue expanding/improving the **cycling network**.
- **Requiring new developments** to implement TDM measures.
- **Unbundled parking** is an emerging strategy to limit parking oversupply.
- **Other initiatives**: increase the supply of bicycle parking, add dedicated car sharing spaces, dynamic parking pricing.



Parking Implementation Plan Overview



Recommendations and Parking Implementation Plan Consolidated Under Ten Themes

A. Downtown Parking Management & Finance

B. Parking Technologies and Enforcement

C. Paid On-Street Parking Permit Program

D. Parking Partnerships & Governance

E. Transportation Demand Management

F. Truck Parking Management Strategies

G. ZBL and Traffic By-Law Updates

H. Parking and Affordable Housing

I. Electric Vehicle Charging Stations Supply

J. Miscellaneous Actions and Activities

Parking Implementation Plan

Based on the study recommendations, **47 activities (actions)** were consolidated under the above-noted themes and categorized as follows.

It is recommended the City focuses more on activities having **“high impact”** and implemented in the **“Short-term.”**

The next slides provide some examples of these key or prioritized activities.

Parking Implementation Plan - Key Activities

- **Change the focus of parking regulations by removing parking minimums** and converting them into maximums in intensification areas.
- **Update the ZBL:** reassess parking requirements (minimums and maximums) in the rest-of-city and address parking requirements for affordable housing units and electric vehicles (EVs).
- Provide more on-street and off-street **EV charging stations**, and ensure sufficient number of **accessible parking spaces** are provided.

Parking Implementation Plan - Key Activities

- **Remove the one-hour free parking at municipal garages and increase parking price rates:** to manage parking and promote other modes of transport.
- **Add public parking within key strategic areas and Major Transit Station Areas as part of the Community Benefit Charges:** to provide sustainable fund for public parking in these key areas.
- **Establish priorities among enforcement service requests:** to optimize the use of resources and focus on safety and traffic related offences.
- **Build a system to track/map parking complaints/violations:** to move towards a more proactive enforcement approach.

Parking Implementation Plan - Key Activities

- **Conduct a detailed feasibility study to assess the paid on-street parking permit program:** to understand the demand versus supply, public support, the cost of the program, and the required resources.
- **Continue to upgrade and expand the transit, cycling, and pedestrian networks:** to promote modes of transport alternative to the private auto.
- **Establish TDM requirements for new developments:** to require large developments to be TDM-supportive.
- **Explore opportunities/mechanisms to construct new truck parking facilities and conduct a study to further assess the feasibility of the truck parking supply strategies** identified in Brampton Parking Plan.

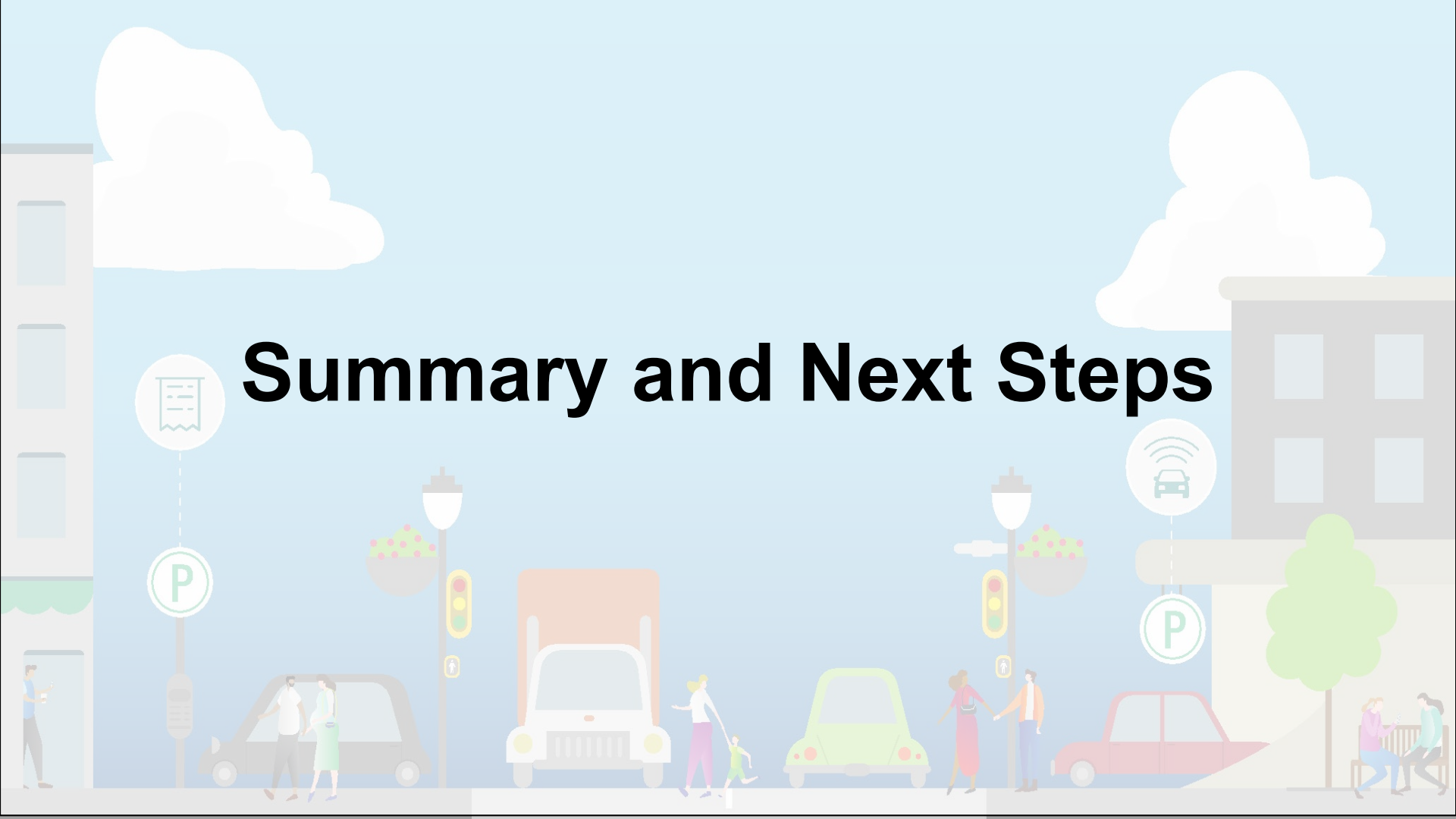
Parking Benefits District

Parking Benefits District (PBD) is an area where parking revenues are returned to the same area and used to fund local improvements. It aims to improve parking operations and achieve the community goals at the same time.

Considerations and Benefits of PBD include:

- Centralize parking operations by creating a shared pool of public parking.
- Integrate parking information, marketing, signage and wayfinding (on the ground and on the web).
- Revenues can be used to: improve alternative modes of transport (walking, cycling, public transit), greenery, public art, landscaping, street furniture, and public safety and services.

Summary and Next Steps



Summary and Next Steps

- The recommendations of the Brampton Parking Plan include transformative policy directions and a parking implementation plan intended to support Brampton's move towards its 2040 Vision.
- The Final Parking Plan, including further refinements, will be presented for Council endorsement in early 2023.

Open Discussion

1. Do you have other suggestions to improve parking enforcement activities in Brampton?

2. What other aspects should be considered as part of a residential paid on-street parking program?

3. What is your opinion on implementing a Parking Benefits District within downtown? Is it feasible anywhere else in the City?

4. What other parking management strategies and tactics could be considered in Brampton?

5. Do the recommendations adequately address short-term and long-term truck parking needs in Brampton? What other truck parking opportunities would you suggest?

Discussion

