

Date: 2023-09-11

Subject: **Recommendation Report - Brampton Parking Plan (RM 44 /2022)**

Contact: Malik Majeed, Policy Planner, Downtown Revitalization
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Report Number: Planning, Bld & Growth Mgt-2023-251

Recommendations:

1. That the report from Malik Majeed, Policy Planner, Downtown Revitalization, to the Committee of Council Meeting of November 15, 2023 re: **Brampton Parking Plan**, be received;
2. That the Brampton Parking Plan (Parking Plan) be endorsed including, but not limited to, the following elements:
 - I. Eliminating the free hour of parking; and,
 - II. Increasing the parking rates to \$3.00 per hour, \$13.50 per day, and \$120.00 per month, beginning January 1, 2024;
3. That staff be directed to implement the recommendations of the Parking Plan; and,
 - I. Include the cost of these recommendations in future budget submissions; and,
 - II. Implement the planning and regulatory recommendations through *Brampton Plan* (the City's new Official Plan), the Comprehensive Zoning By-Law Review, and amendments to the Traffic By-Law 93-93 and other By-Laws as appropriate, generally in accordance with the Parking Plan; and,
4. That the City Clerk be directed to provide a copy of this report to the Region of Peel.

Overview:

- **In December 2019, Council directed staff to undertake a comprehensive citywide parking strategy to identify potential actions, programs and strategies to address on-street and off-street parking (PDC209-2019).**
- **In May 2022, Council directed staff to develop a plan for “twenty-four seven” enforcement, for consideration in the 2023 budget review (CW252-2022 - RM44/2022). A “twenty-four seven” parking enforcement model already exists but needs significant improvement.**

- **The Draft Parking Plan was presented to Committee of Council in November 2022. Extensive public and stakeholder engagement over the past year collected input on parking issues, and the policy directions and actions recommended by the consultant ARCADIS IBI (IBI). Generally, residents and stakeholders were supportive of the recommendations.**
- **The Downtown Brampton Business Improvement Area (DBBIA) Executive Committee is not supportive of removing the free hour of parking and increasing parking prices at the present time, citing impact on businesses. Arcadis IBI responded that, in addition to addressing the City's financial deficit in parking operations, increasing parking rates increases parking turnover rates, which may increase the number of customers and benefit businesses.**
- **A recurring comment was the need for improvement to support parking enforcement through the provision of tools, protocols and systems, particularly in light of the recommendation to implement paid residential on-street parking permit program.**
- **Key policy recommendations of the Parking Plan include removing minimum parking requirements in Intensification Areas, reducing parking minimums in the rest of the City, and setting parking maximums for select land uses city-wide. There are no capital budget costs associated with these recommendations.**
- **Recommended programs and projects of the Parking Plan include a paid residential on-street parking permit program where feasible, improved parking enforcement, and parking price increases within the Downtown. The planning and implementation of these initiatives are included in the capital and operational budget identified in this report.**
- **Key short- and medium-term recommended truck parking strategies include off-peak use of parking at large venues, shared use of commuter parking lots, truck parking permits in industrial and commercial areas, and implementation of truck parking availability systems. Public/private partnership to facilitate the construction of truck parking facilities are recommended in the long-term. A project framework to study and plan this strategy is required and included in the overall capital budget noted herein.**
- **The parking implementation plan includes 48 action items that are categorized in terms of priority-level, and timeline (short-, medium- or long- term). High-level cost estimates, performance metrics and monitoring required for each action item have also been identified.**
- **Significant under-utilization of off-street parking spaces was identified in the Downtown. Under-utilized municipal parking spaces could potentially be leased to non-residential (i.e. office) developments that bring significant job creation and economic development to the Downtown.**

- **The Parking Plan is consistent with the Provincial Policy Statement, Provincial Growth Plan, Region of Peel Official Plan, the 2040 Vision, City's 2023-2026 Strategic Plan, and the policies of *Brampton Plan*.**
- **Staff recommend that the Brampton Parking Plan (Attachment 1) be endorsed and its recommendations be implemented, focusing on the action items that are high priority and short-term.**

Background:

Development of the Brampton Parking Plan

In December 2019, Council directed staff to undertake a comprehensive citywide parking strategy to identify potential actions, policies, programs and strategies beyond the Comprehensive Zoning By-law to address on-street and off-street parking (PDC209-2019).

In the interim, Council adopted By-Law 45-2021 that removed minimum parking requirements for most uses within the Downtown, Central Area and Hurontario Main Secondary Plan area. As well, By-Law 259-2020 amended parking requirements for some residential, commercial and office uses throughout the City to add bicycle parking space requirements, maximum surface parking requirements for an apartment dwelling in the Central Area and to provide a permanent parking exemption for commercial and office uses in the Downtown.

In May 2022, a [staff report](#) to Committee of Council at the conclusion of Phase 1 of the study identified links between parking issues and the broader economic, social and environmental goals and developed a draft vision, guiding principles and policy framework.

An [Information Report](#) was presented to Committee of Council on November 23, 2022 at the conclusion of Phase 2 of the study seeking direction to obtain resident and stakeholder feedback on the [Draft Brampton Parking Plan](#) (Parking Plan) and to report back on the outcome and final recommendations for Council endorsement.

Purpose of This Report

The purpose of this Recommendation Report is to seek endorsement of the Brampton Parking Plan (Attachment 1) on the basis that it is consistent with the Provincial Policy Statement, Provincial Growth Plan, the Region of Peel Official Plan, the 2040 Vision, City's 2023-2026 Strategic Plan, and the policies of the Draft Brampton Plan. As well public and stakeholder input has generally been supportive of the recommendations.

Public Engagement

Significant public engagement was undertaken over two years as part of the Parking Plan, supported by a broad outreach through various media, including a dedicated

webpage, media release, social media, ethnic media, the Brampton Guardian, radio and emails to more than 1,000 residents and stakeholders on the project contact list.

Most recently, the Draft Parking Plan including a refined policy framework, financial review, parking management plan and parking implementation plan was presented at the third consultation session in December 2022. Early this year, staff met with Ward-pair Councilors to clarify and address any issues arising from the recommendations.

Generally, residents and stakeholders were supportive of the recommendations. Comments were expressed in support of, and against, paid residential on-street parking. The DBBIA Executive Committee is not supportive of removing the free hour of parking and increasing parking prices at the present time, citing impact on businesses. This concern was particularly highlighted for the present time given the ongoing below ground infrastructure work at Queen Street and Main Street. Arcadis IBI responded that, in addition to addressing the City's financial deficit in parking operations, increasing parking rates increases parking turnover rates, which may increase the number of customers and benefit businesses. The absence of parking charges contributes to congestion, cruising for parking and increased car use.

A recurring comment was the need for significant improvement to parking enforcement in conjunction with the implementation of the other recommendations, such as the paid residential on-street parking program (see Attachments 2 and 3).

The Building Industry and Land Development Association (BILD) stated that the Parking Plan has addressed some of the challenges that the industry has been facing regarding parking standards and is generally supportive of the recommendations. However, BILD expressed concerns with the suggested guideline to equip a certain percentage of the parking spaces with EV charging stations, and the remainder of the parking spaces to be EV-ready. Staff note that the above-noted percentages are provided as initial guidelines to be further assessed as part of the Zoning By-Law Review.

Council Resolution CW252-2022 (RM44/2022)

In May 2022, Council directed staff to develop a plan for “twenty-four seven” enforcement, for consideration as part of the 2023 budget review.

Enforcement & By-Law Services staff note that, in addition to the full-time staff to address all of the City's by-law enforcement issues, four staff are dedicated to parking related issues from 9 pm to 6 am. As such, 24-7 enforcement is already operational, but needs enhancement. In 2022, four more staff were approved for the Enforcement and By-Laws Division.

The Parking Plan found that improvements and support to existing parking enforcement needs to be addressed comprehensively, and has proposed programs, technological improvements and additional staffing as identified in the following section.

Current Situation:

Parking Policy Framework

Intensification Areas

Key policies proposed for Intensification Areas include removing parking minimums, setting parking maximums for select land uses and encouraging private development of public parking within key strategic areas and Major Transit Station Areas. Public/private partnership may also be considered for this purpose.

Rest of the City

Key policies proposed for the rest of the City include setting reduced parking minimums as the City continues to improve transit and active transportation, and setting parking maximums for select land uses.

The above-noted parking policy recommendations have no budget implications.

Staff recommend that the relevant recommendations of the Parking Plan be implemented through the Brampton Plan, the Comprehensive ZBL Review, and amendments to the Traffic By-Law 93-93 and other By-Laws, as appropriate. As work on the Parking Plan and the Brampton Plan progressed in tandem, the policy recommendations of the Parking Plan have already been incorporated into the Draft Brampton Plan. Council adoption of the Draft Brampton Plan is expected before end of 2023. Revised timelines with respect to the Comprehensive Zoning By-Law (ZBL) Review indicate that the new ZBL would not be in place at least until Q4, 2024.

Recommended Programs

Recommended programs include a paid residential on-street parking permit program where feasible, prioritizing curbside uses other than parking within Strategic Growth Areas, increasing electric vehicle (EV) charging station supply, implementing car share services, improving transit, establishing bike share and e-bike programs, the establishment of a Downtown parking benefits district, development of a points-based Transportation Demand Management (TDM) checklist, and parking price increases. Recommended technological improvements include converting Downtown on-street parking meters from pay-and-display into pay-by-plate and smart parking meters, and upgrading the payment technologies.

Capital and operating costs and revenue relating to these programs have been identified as appropriate in the Financial Implications section of this report. There are no plans as yet to install additional EV charging within City parking facilities and, as such, no budget has been identified yet for this program.

Feasibility studies would be with respect to paid on-street parking permit program, parking partnership implementation in strategic areas, establishing a parking benefits district in the Downtown, establishing TDM requirements for new developments, bike

share and e-bike programs, the proposed truck parking strategies, and curbside management study in strategic areas. A pilot program has been identified for the paid on-street parking permit program.

The paid residential on-street parking permit program will address parking constraints in specific areas of the City that will be selected on the basis of a strict set of criteria. Subsection 3 of the Provincial Bill 23 allows up to three units per lot in many existing residential areas, and Subsection 3.1 states that no official plan may contain any policy that has the effect of requiring more than one parking space to be provided and maintained in connection with a residential unit referred to in subsection 3. In light of these regulations, the recommendation to implement a paid residential on-street parking permit program is all the more relevant, particularly in areas where parking demand exceeds the required spaces provided within the lot.

Parking Enforcement

Proposed actions regarding enforcement include, but are not limited to, prioritizing complaints related to safety and traffic impacts, improving the complaints registration system, tracking and creating heat-maps of parking complaints and violations, increasing parking fine rates, and expanding the adoption of license plate recognition technologies for efficient enforcement. Additional enforcement staff, and the adoption of new technologies will be required for improved enforcement. The above recommendations that have budget implications have been identified in the Financial Implications section of this report.

Staff will bring forward requests for the above-noted programs as part of future capital and operational budget submissions.

Parking Pricing

Within the Downtown, Arcadis IBI recommended parking price increases as follows:

Pricing Scenario	Parking Price (\$)		
	Per Hour	Per Day	Monthly Permit
A	2.50	11.25	100.00
B	3.00	13.50	120.00

The pre-pandemic rates in Downtown were free for the first hour, \$2.00 per hour thereafter, \$9.00 per day, and \$44.00 per month. Based on the above, staff are recommending removal of the free hour of parking and an increase to \$3.00 per hour, \$13.50 per day and \$120.00 per month, as these rates would closer align the cost of parking with the cost of using transit in Brampton. The adult transit fare is now \$4.50 per trip (\$3.40 per trip and \$141.25 per month with Presto). It is recommended that these increased rates come into effect beginning 2024. Council may wish to delay the elimination of the free hour of parking until June 2025 after the Downtown Queen Street and Main Street infrastructure construction is completed.

Arcadis IBI recommended to establish additional sources of funding, including leasing spaces in under-utilized parking facilities, parking partnerships and Community Benefits Charges (CBC). Based on a Downtown parking survey undertaken by the City in October 2022, approximately 900 parking spaces were available in the municipal off-street parking system that could be leased through parking agreements to support major office development in the Downtown and provide parking for uses identified as part of the Centre for Innovation (CFI) Concept Plan, which does not include parking. The off-street parking system is expected to remain under-utilized over the long term to 2040.

There is potential for additional annual revenue from shared parking of under-utilized parking spaces in the Downtown municipal parking garage from approximately \$800K to \$1.1M, less some costs (approximately 10% - 20% of annual revenue), associated with tracking who should or should not be parking, ongoing administration for billing/setup, start-up for new parkers, addressing comments/complaints etc. The revenue is subject to meeting several conditions and assumptions and as a result, it has been excluded from the revenue in the final chart. This revenue will reduce the total cost to the City.

Truck Parking

Key short- and medium-term truck parking strategies recommended include off-peak use of parking at large venues, shared use of commuter parking lots, truck parking permits in industrial and commercial areas, and implementation of truck parking availability systems. Based on the findings of the truck parking survey, truck parking demand was greatest on weekday evenings and nights when commuter parking lots would be least occupied. These recommendations require feasibility studies from a regulatory, engineering, financial and operational perspective, and pilot projects. As well, these initiatives will require a willingness and initiative on the part of the owners of these facilities to participate in such shared use.

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 trucking will be provided. This is a project of significant scale that will require additional background review and planning and it is included in the capital budget noted below.

Consistency with Provincial and Upper Tier Plans and Policies

Policy 3.2.2 of the Growth Plan for the Greater Golden Horseshoe, 2020 (GGH) states that the transportation system within the GGH will be planned and managed to offer a balance of transportation choices that reduces reliance upon the automobile, and promotes transit and active transportation. Municipalities will develop and implement TDM policies that increases modal share of alternatives to the automobile and prioritize active transportation, transit and goods movement over single-occupant automobiles.

The Growth Plan requires Major Transit Station Areas (MTSAs) to be planned to provide for secure bicycle parking and reduced parking standards.

Policy 1.6.7.4 of the Provincial Policy Statement (2020) promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips, and support current and future transit and active transportation.

Action 4.8 of the Metrolinx 2041 Regional Transportation Master Plan (2018) seeks to coordinate the development of a region-wide policy on parking, and states that the land use planning process can help minimize parking demand by ensuring that residential and commercial sites support walking, cycling, car-sharing and transit use.

Policies in the Region of Peel Official Plan (April 2022) approved by the Province in November 2022 encourages local municipalities to adopt parking standards and policies within Strategic Growth Areas and MTSAs, which have existing or planned higher-order transit, to promote the use of active transportation and transit, adopt reduced parking standards and on-street parking to promote affordable housing and develop parking management strategies to make efficient use of parking resources.

Consistency with the above-noted plans and policies were addressed fully as part of the Parking Plan Phase 1 Report presented in May 2022.

Corporate Implications:

Financial Implications:

Staff estimate that the costs and revenue as a result of the Brampton Parking Plan is \$1.9M of capital costs, \$200,000 of annual operating costs and \$700,000 of annual revenue, broken down as follows:

<u>Capital Costs</u>		
<u>Category</u>	<u>Estimated Costs*</u>	<u>Description</u>
Capital Costs (2024-2029)	\$1.9M	<ul style="list-style-type: none">• Feasibility Studies and Pilot Programs• Software and Hardware Costs• Signage Costs• Planner III (1 F/T Contract)
Total Capital Costs	\$1.9M	

Annual Operating Costs		
<u>Category</u>	<u>Estimated Costs/Revenue*</u>	<u>Description</u>
Annual Operating Costs <i>To be included in future operating budget submissions, when applicable</i>	\$200K	<ul style="list-style-type: none"> • Annual Operating Costs of Hardware/Software • Merchant Processing Fees • Additional Staff: 2 PT Enforcement Officers (<i>inclusive of salary, benefits, WSIB and other staff costs</i>)
Annual Revenue <i>To be included in future operating budget submissions, when applicable</i>	\$(700)K	Additional estimated annual average revenue from parking price increases, removal of 1 hour free parking and revenue from two additional enforcement staff.
Net Revenue	\$(500)K	

*Exclusive of inflationary adjustments. The costs and revenue identified above are estimates based on the limited information available as of today.

Staff continue to evaluate the budgetary requirements of the Brampton Parking Plan and any adjustments to revenue and funding required will be incorporated in future operating and capital budget submissions, pending Council approval. Staff will work with the Sponsorship & Grants team to identify external funding opportunities to offset the financial burden to the City.

Other Implications:

There are no other corporate implications identified at this time.

Term of Council Priorities:

The Parking Plan addresses several of the priorities of the City’s 2023-2026 Strategic Plan including Enhancing Transit Services, Supporting Housing, Improving Safety, Enhancing Energy and Climate Resilience, Improving the Connectivity and Livability of Streets and Infrastructure, and Driving Public Engagement and Participation.

Conclusion:

The Parking Plan proposes a made in Brampton approach to managing city-wide parking based on extensive background research, public engagement, and best practices relating to policy, programs, and operations. Big moves include removing parking minimums and setting parking maximums, increasing parking fees toward a market rate, enhanced enforcement tools, and the recommended truck parking

strategies. The recommendations of the Parking Plan are consistent with Provincial plans and policies, the Region of Peel Official Plan, the 2040 Vision and the 2023-2026 Strategic Plan.

Implementing the 48 action items identified in the parking implementation plan will be key to achieving the City's broader objectives of prioritizing non-auto modes, sustainable development and building walkable communities as identified in the 2040 Vision. Arcadis IBI has recommended that the City focus on the 24 action items that are identified as short-term and high priority.

Staff are recommending that Council endorse the Parking Plan. The big policy moves will be implemented through the new Brampton Plan, the Comprehensive Zoning By-Law Review, and amendments to the Traffic By-Law 93-93 and other By-Laws as appropriate. The cost of the recommendations in the Parking Plan will be included in future capital and operational budget submissions.

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Attachments:

- Attachment 1 – Brampton Parking Plan – Final Report (Pending Council Endorsement)
- Attachment 2 – Supplementary Downtown Parking Implementation Strategy – Final Report (Pending Council Endorsement).
- Attachment 3 – Public and Stakeholder Engagement – Meetings and Sessions
- Attachment 4 – Public and Stakeholder Engagement – Written Comments