

# Appendix C

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## Background Document Review

# 1 Introduction

A review was conducted of the existing provincial, regional, and municipal plans and policies to understand the Brampton municipal parking context and to generate recommendations that align with the broader strategic direction taken by the City and higher-tier government agencies. This review identified parking issues, policy constraints, and the City's growth, development, and ultimate goals. The key relevant documents reviewed are summarized in Exhibit 1-1.

Exhibit 1-1: Key Background Documents

DOCUMENT NAME	DATE
<b>PROVINCIAL</b>	
A Place to Grow: Growth Plan for the Greater Golden Horseshoe	Consolidated 2020
Provincial Policy Statement	2020
2041 Metrolinx Regional Transportation Plan	2018
<b>REGIONAL</b>	
Draft Peel 2051 Municipal Comprehensive Review Policies within Office Consolidation – October 1, 2021	On-going
Peel Major Transit Station Area Study	2021
Peel Goods Movement Strategic Plan 2017 – 2021	2017
<b>MUNICIPAL</b>	
Official Plan and Guiding Documents	
<ul style="list-style-type: none"> <li>• Brampton Plan – Transportation and Connectivity Discussion Paper</li> <li>• City of Brampton Official Plan</li> <li>• Brampton Plan – Official Plan Review</li> <li>• Living the Mosaic – Brampton 2040 Vision</li> <li>• 2018 – 2022 Term of Council Priorities</li> </ul>	<p style="text-align: right;">2022</p> <p style="text-align: right;">2006</p> <p style="text-align: right;">On-going</p> <p style="text-align: right;">2018</p> <p style="text-align: right;">2018</p>
City-Wide Strategic Plans and Policies	
<ul style="list-style-type: none"> <li>• 2015 Transportation Master Plan Update</li> <li>• Transportation Master Plan Review – Objectives and Principles – City Staff Report February 1, 2021</li> <li>• Active Transportation Master Plan</li> <li>• Housing Brampton – Housing Strategy and Action Plan</li> <li>• Our 2040 Energy Transition – Community Energy and Emissions Reduction Plan</li> <li>• City-wide Community Improvement Plan Program for Employment</li> </ul>	<p style="text-align: right;">2015</p> <p style="text-align: right;">2021</p> <p style="text-align: right;">2019</p> <p style="text-align: right;">2021</p> <p style="text-align: right;">2018</p> <p style="text-align: right;">2021</p>
Secondary Plans	
<ul style="list-style-type: none"> <li>• SPA 7 Downtown Brampton</li> <li>• SPA 36 Queen Street Corridor</li> <li>• SPA 37 Airport Road / Highway 7 Business Centre</li> <li>• SPA 55- Hurontario-Main Corridor</li> <li>• SPA 54 - Kennedy Road South</li> <li>• SPA 52 &amp; 53 – Heritage Heights</li> </ul>	<p style="text-align: right;">2019</p> <p style="text-align: right;">2020</p> <p style="text-align: right;">2011</p> <p style="text-align: right;">2017</p> <p style="text-align: right;">2017</p> <p style="text-align: right;">2022</p>

DOCUMENT NAME	DATE
<b>By-Laws and Amendments</b> <ul style="list-style-type: none"> <li>• Current Comprehensive Zoning By-law</li> <li>• Zoning By-Law Review</li> <li>• City of Brampton Traffic and Parking By-law (By-law 93-93)</li> <li>• By-law 259-2020 Modernizing Parking Standards City-wide</li> <li>• Zoning By-Law Amendment 45-2021 - Parking requirements in the Downtown, Central Area, and a portion of the Hurontario-Main Corridor</li> <li>• Queen Street Community Planning Permit System By-law</li> <li>• Pending Motions</li> </ul>	<p>-</p> <p>On-going</p> <p>-</p> <p>2020</p> <p>2021</p> <p>Currently on-hold</p> <p>On-going</p>
<b>Downtown Brampton Strategies and Guidelines</b> <ul style="list-style-type: none"> <li>• Downtown Parking Strategy</li> <li>• Integrated Downtown Plan</li> <li>• Downtown Brampton Special Policy Area, (Comprehensive Flood Risk and Management Analysis, 2014)</li> <li>• Main Street North - Development Permit System</li> </ul>	<p>2009</p> <p>On-going</p> <p>2014</p> <p>2015</p>
<b>Other Relevant Studies</b> <ul style="list-style-type: none"> <li>• Queen Street Precinct Plan</li> <li>• Queen Street Bus Rapid Transit Initial Business Case</li> <li>• Hurontario-Main Corridor Shopper's World Redevelopment</li> <li>• Major Transit Station Areas</li> </ul>	<p>2020</p> <p>On-going</p> <p>On-going</p> <p>On-going</p>

## 2 Provincial and Regional Plans

### 2.1 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Place to Grow document outlines Ontario's plan for growth and development in the Greater Golden Horseshoe (GGH) Area, building on the vision, guiding principles and policy framework. Downtown Brampton has been identified as a provincially designated Urban Growth Centre, which aims to achieve 200 residents and jobs combined per hectare by 2031. Policies that impact the Parking Plan are as follows.

- Section 2.2.4 (9.c) Within all major transit station areas, development will be supported, where appropriate, by providing alternative development standards, such as reduced parking standards.
- Section 2.2.5 (4) In planning for employment, surface parking will be minimized, and the development of active transportation networks and transit-supportive built form will be facilitated.

### 2.2 Provincial Policy Statement (2020)

The Provincial Policy Statement provides direction on province wide land use planning and development while protecting resources, public health and safety, and the natural and built environment. Policies that impact the Parking Plan are as follows:

- 1.6.7.1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs .
- 1.6.7.2. Efficient use of existing and planned infrastructure should be made, including transportation demand management strategies, where feasible.
- 1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved connections with cross jurisdictional boundaries.
- 1.6.7.4 A land use pattern, density, and mix of uses should be promoted that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation.

## 2.3 Metrolinx 2041 Regional Transportation Master Plan (2018)

The Regional Transportation Plan (RTP) was approved in March 2018 and supersedes the previous 2009 RTP, The Big Move. Parking management is a major consideration in the RTP, with Strategy 4 aiming to integrate land use and transportation. The RTP suggests that municipalities adopt a comprehensive approach to managing parking supply and demand through secondary plans, zoning by-laws, and development applications.

The RTP notes that Brampton's parking standards should be updated to be more contemporary and flexible in their intent and application. Potential measures for implementation could include shared parking, unbundled parking for multi-family housing, the provision of bike parking and preferential parking spaces for car-sharing, electric vehicles and carpools, recognizing that each municipality should remain sensitive to local context and characteristics.

## 2.4 Region of Peel Draft 2051 Municipal Comprehensive Review Regional Official Plan Amendment

The draft of Peel 2051 Municipal Comprehensive Review (MCR) designates Strategic Growth Areas, establishes a hierarchy for directing intensified development towards these areas, and outlines policies that encourage local municipalities to support compact forms of development and active modes of transportation. The hierarchy is as follows:

1. Urban Growth Centres
2. Major Transit Station Areas (MTSAs)
3. Nodes/Centres
4. Intensification Corridors

Policies that impact the Parking Plan are:

- 5.6.17.14 Encourages the local municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.
- 5.9.73 Encourages the local municipalities to develop alternative development and design standards for affordable housing development including reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking.
- 5.10.32.11 Work with the Province, Metrolinx, area local municipalities and the private sector to plan and implement a network of carpool parking lots in Peel Region.
- 5.10.32.16 Encourage local municipalities, relevant agencies and the private sector to develop parking management strategies that make more efficient use of parking resources and that encourage the use of sustainable modes of transportation.

- 5.10.32.17 Encourage area local municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures, inclusive of electric vehicle charging infrastructure.
- 5.10.32.18 Encourage parking operators at transportation hubs, MTSA's and major commercial and Employment Areas to provide priority spaces for carpool, car-share vehicles and low or zero emissions vehicles.

Within the City of Brampton, the MCR designates the Downtown Brampton Urban Growth Centre, primary or secondary MTSA's with associated minimum density target, development nodes/centres, and Local and Regional Intensification Corridors:

The draft Schedule Z2 designates Downtown Brampton as the Urban growth Centre to facilitate compact forms of urban development and redevelopment that has high density employment uses. Such land uses include commercial and major institutional, which are defined in the local municipal official plans.

Queen Street corridor near Downtown Brampton, area between Dixie Road and Bramalea Road, Bramalea GO station, and Mount Pleasant GO Station are designated as Primary or Secondary MTSA's. Planned MTSA's are designated along the rest of the Queen Street Corridor at Hurontario Street and Ray Lawson Boulevard. The minimum density targets prescribed for the MTSA's are identified in the MCR. The Draft MTSA's are illustrated in Exhibit 2-1.

Queen Street and Main Street, Bramalea City Centre, Bramalea GO station, Kennedy Road and Steeles Avenue, Bram West, Heritage Heights, Trinity Common, and Bram East (north of Castlemore Road, between the Gore Road and Clarkway Drive) are designated as the Nodes/Centre (conceptual).

The stretch of Hurontario-Main Street between Queen Street and the south City limit is designated as a Regional Intensification Corridor (Conceptual), which will potentially have high intensification mixed land uses. The stretch between Queen Street and the north City limit is designated as a Local Intensification Corridor (Conceptual). Queen Street from Mississauga Road to Highway 50 is also designated as a Local Intensification Corridor (Conceptual).

## 2.5 Region of Peel Major Transit Station Area Study

The Region of Peel Major Transit Station Areas (MTSA's) Study identifies and prioritizes MTSA's in Peel, delineates boundaries, establishes minimum and/or alternative densities and develops Regional Official Plan policies. MTSA's, as defined by the 2020 Growth Plan, are lands within a 500 to 800 meter radius of select transit stations or stops, primarily along existing or planning transit corridors. The MTSA Study was undertaken to inform the above-noted Draft Peel 2051 Municipal Comprehensive Review.

The study identifies the following policies for MTSA's that have an impact on the Parking Plan:

- Introduce various types of station typologies to support increasing densities and transit ridership.
- Improve transit station accessibility by enhancing active transportation connections to transit stations and stops to support complete communities and improve multi-modal station access, which in turn increases the Region's transit ridership.
- Secure lands that can potentially be converted to future transit infrastructure.
- Develop strategies that improve transit interconnections and multi-modal station access.

The MCR ROPA outlines the basis for Brampton to undertake comprehensive planning to implement a local policy framework that meets the minimum density requirements established by

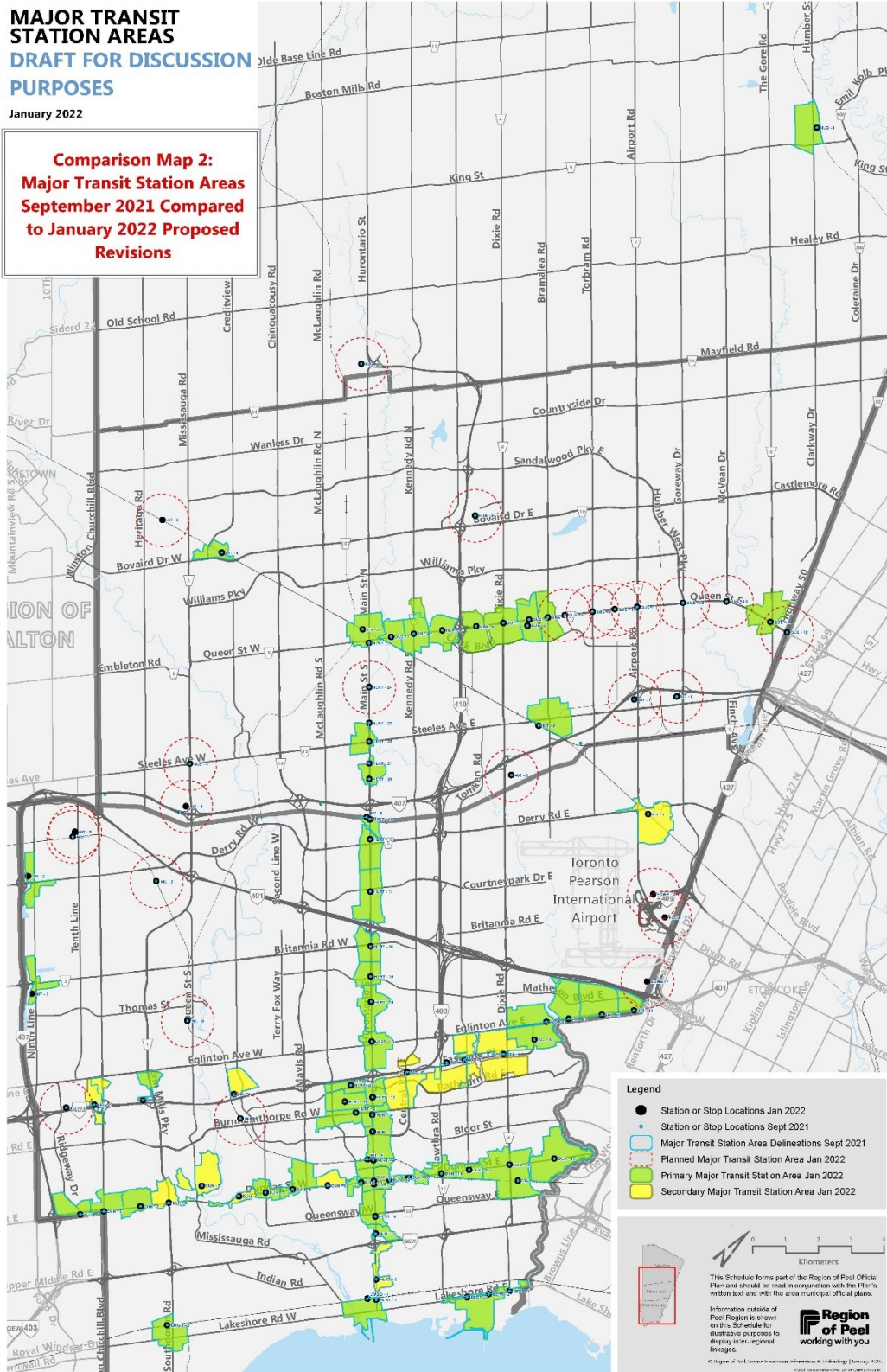
the Region for each MTSA to facilitate transit-supportive development in areas with existing or planned transit.

## 2.6 Region of Peel Goods Movement Strategic Plan 2017-2021 (2017)

The Goods Movement Strategic Plan (2017-2021) is a five-year action plan to encourage goods movement in Peel Region. The action items aim to facilitate goods movement and logistics planning coordination around the Region, adapt to advancements in e-commerce, and understand and manage the impact of goods movement on local communities.

The Strategic Goods Movement network identifies the Main Street South and Queen Street East corridors as primary truck routes, which may directly conflict with the transit priority along those corridors.

Exhibit 2-1: Region of Peel Major Transit Station Areas (DRAFT)



Source: Peel 2051 Regional Official Plan Review DRAFT (2022)

## 3 Brampton Planning Documents

A comprehensive review was conducted of the City's plans and policies in relation to the way they shape the Parking Plan. The City's plans and policies outline local visions and priorities, including the intensification in existing built-up areas, revitalization of Downtown Brampton, and supporting a multi-modal transportation network and goods movement system. These documents allude to the way parking management can address the City's priorities and broader goals

### 3.1 Brampton Official Plan (2006)

The Brampton Official Plan (OP) was adopted in 2006 and guides the City's land-use, transportation, and environmental decision-making to 2031. The Plan also includes policy guidance on the way businesses can invest and grow, as well as clarification on the delivery of municipal services and responsibilities.

Section 4.5.5: Parking Management summarizes policies that locate, quantify, and price parking to ensure adequate and accessible parking is provided. The section lays out the following objectives of the OP in relation to parking management:

- Ensure the provision of parking areas and facilities encourage an efficient transportation system; and,
- Restrict parking supply, where appropriate, to support transit, transportation demand management measures, and reduce development costs.

In 2019, the City of Brampton began to develop a new Official Plan to provide strategic direction on the way Brampton is planned, developed, and governed to the year 2040 to achieve the vision set out in Living the Mosaic. The updated OP will conform with the Greater Golden Horseshoe Growth Plan which seeks to reduce sprawl in favour of urban infill, mixed-use density, and the development of "20-minute" neighbourhoods (residents can access all local amenities within 20-minutes of walking or biking).

### 3.2 Brampton Plan – Transportation and Connectivity Discussion Paper (2022)

As part of the City's new Official Plan development, this Transportation and Connectivity Discussion Paper introduces new visions and ideas to improve Brampton's transportation network over the next 30 years, which aims to accommodate the City's growing population, sustainability objectives, and accessibility needs. The paper targets issues evolving from sustainability, health, and equity of Bramptonians, through improving the transportation network in four key directions: Complete Streets, Vision Zero, Nodes and Corridors, and Emerging Technology.

The paper promotes active modes of travel to shift towards a more sustainable transportation network, which reduces the need for large parking spaces. The paper supports integration of emerging technologies that enhance mobility, such as electrification of the transportation network and priority parking spaces for carshare or low and zero emission vehicles. The adoption of automated vehicles will potentially reduce parking demand and increase pic-up/drop-off needs.

### 3.3 Living the Mosaic - Brampton 2040 Vision (2018)

This document sets out the long-term vision for the City of Brampton to the horizon year 2040. In the future, Brampton is envisioned as a City with a sustainable and interconnected green network, with vibrant and complete neighborhoods that emphasize active transportation and transit. Part of



the Vision seeks to develop a new Uptown area, revitalize Downtown Brampton, and create five new Town Centres that are well-connected to transit.

Specific to parking, actions were identified that recognize the need for a full parking strategy in Downtown Brampton. The study should address Downtown parking issues and convert surface lots in the Bramalea shopping centre site to uses such as new residential and office buildings infill, street-oriented retail, and a vast green roof park.

The recommendations formulated through this study will support the policies and guiding principles in Brampton Plan (Official Plan).

### 3.4 Transportation Master Plan Update (2015)

The City updated its Transportation Master Plan in 2015, which provided strategic transportation and policy direction to achieve a balanced transportation network and address the City's growth to a 2041 horizon year. Strong emphasis on transit, cycling, walking, and carpooling was provided. Parking management objectives included the provision of parking areas and facilities, and the restriction of parking supply where appropriate, to support transit, transportation demand management measures, and reduce development costs.

Section 4.5.3.8 notes that, *the City shall develop a strategy to reduce parking through secondary plans or zoning by-laws applicable to the office and retail areas to recognize the availability of and encourage the use of transit, carpools, and vanpools.*

### 3.5 Transportation Master Plan Review – Objectives and Principles – City Staff Report February 1, 2021

The staff report with respect to the current TMP Review states that the Guiding Principles are to:

- Enhance Mobility and Travel Options for People and Goods
- Advance Multi-Modal Transportation Equity
- Integrate Transportation and Land Use Planning
- Protect Public Health and Safety
- Improve Environmental Sustainability
- Leverage Technology
- Emphasize Community Engagement and Collaboration

The TMP Review will kick-off in early 2021 with an 18-month work plan. Among the multi-modal issues that the TMP Review will address are road widenings from 4 to 6 lanes that had been proposed in previous plans. While the TMP Review is underway, Planning and Capital Works staff will develop an interim approach to address 6 lane road widening projects that are already in advanced stages of planning or design.

### 3.6 2018-2022 Term of Council Priorities (TOCP) (2019)

In 2019, the City of Brampton Council identified 22 shared priorities embedded within five strategic directions. Relevant priorities under the TOCP include equalizing all forms of transportation by prioritizing active transportation, transit, and non-auto modes. The TOCP also includes the prioritization of jobs within Centres by establishing Community Improvement Plan(s) for each urban and town centre with incentives to increase employment and population density.

### 3.7 Active Transportation Master Plan (2019)

The Active Transportation Plan (2019) provides the network plans, policies, and program to support the vision set out in "Living the Mosaic". The Plan defines existing opportunities, considers and evaluates solutions, and develops a recommended active transportation system.

Active modes help reduce the need for surface parking. Site access challenges are common for pedestrians and cyclists due to the abundance of parking at transit terminal and major retail destinations. The Plan recognizes that the provision of on-street cycling facilities oftentimes requires the reconfiguration of the road through the removal of on-street parking spaces.

### 3.8 Housing Brampton – Housing Strategy and Action Plan (2021)

Brampton's Housing Strategy titled "Housing Brampton – Housing Strategy and Action Plan" was approved by City Council in May 2021. In consultation with residents and housing stakeholders, the strategy aims to facilitate the creation of safe, affordable, and diverse housing for its residents and help achieve the Brampton 2040 Vision of complete communities through six guiding principles.

Innovative housing solutions can only go so far unless major barriers - such as parking requirements - are addressed at a City-wide level. Producing affordable housing requires measures such as introducing inclusionary zoning, "up-zoning" for mid-rise buildings and low-cost multifamily buildings, using density bonuses and abolishing parking minimums. Relevant action items in the Strategy include identifying parking innovations through the Brampton Parking Plan and committing to Brampton-specific incentives within the Region of Peel incentive program for rental housing such as reducing parking rates for affordable units.

Other parking management measures that support affordable housing include:

- Explore cost-saving measures for mixed-use developments such as shared parking arrangements;
- Undertake proactive education and enforcement for safety, and parking concerns at affordable housing options such as lodging houses;
- Reduce parking requirements for sites close to frequent or rapid transit; and
- Prioritize reducing parking for purpose-built rental housing and affordable housing within 400m of frequent transit network.

### 3.9 Our 2040 Energy Transition - Community Energy and Emissions Reduction Plan (2018)

In June 2019, Brampton City Council voted unanimously to declare a climate emergency. This is a call to action for all sectors of society – government, business, the community, and individuals. The Community Energy and Emissions Reduction Plan (CEERP) establishes an integrated strategy that allows Brampton to benefit economically from reductions in energy use and energy-related emissions.

The Energy Plan recognizes that the space requirement to accommodate vehicles (e.g. larger roads, parking) leads to sprawl, which in turn increases resource and energy requirements per capita. The Plan outlines the following Actions specific to parking management:

- Zero Emissions Fleet Action 3.4.2: explore opportunities to provide incentives for low and zero emission vehicles (e.g. priority parking spots).

- Policy and Plans Action 3.9.6: undertake a feasibility study of implementing a parking spot pricing program with Regional partners.
- Low Carbon Energy Sources Action 5.3.6: identify and designate potential large-scale solar photovoltaic installation locations, such as car parking structures, commercial rooftops, etc.

### 3.10 City-wide Community Improvement Plan (2021)

In 2021, City Council approved the City-wide Community Improvement Plan (CIP), which aims to attract additional employment development and redevelopment in Brampton's key sectors.

A key future implementation consideration related to parking is the exploration of a capital grant program to offset underground parking costs. The proposed grant would provide \$25,000 per underground parking space, which currently costs between \$50,000 to \$100,000 per space. The grant would be made available at strategic locations in the City where more cost-effective solutions (e.g. surface parking) are not feasible, thereby incentivizing investments in those locations.

The Employment Study notes that in order to achieve the employment targets in the Brampton 2040 Vision, the City would need to achieve approximately 90,000 ft<sup>2</sup> of new office space per year. If the City were to offer an incentive of \$80 per square foot (including the parking grant), this would equate to a cost of \$7.2 million to attract 90,000 ft<sup>2</sup> of new office space.

In addition to financial incentives, this parking plan investigates non-financial incentives such as providing alternative parking approaches.

## 4 Downtown Brampton Plans and Policies

Parking operations in Downtown Brampton are unique considering the high development densities and the availability of alternative modes of transportation (transit, micromobility, active transportation, etc.).

### 4.1 Downtown Parking Strategy (2009)

In 2009, the City completed a Downtown Parking Strategy to document existing conditions, identify operational issues with the municipal parking system, forecast future development parking demand and consider the short-term and long-term financial implications of the Strategy recommendations.

In 2009, 3,180 parking spaces were provided in Downtown Brampton consisting of:

- 210 on-street spaces (paid parking),
- 1,535 municipal off-street spaces, and
- 1,435 private off-street spaces.

The John Street garage, which opened in 2009, increased the parking supply by 225 spaces. Parking utilization in the Downtown core was found to peak at approximately 76%, or 82% if the remote Rosalea lot is excluded. The study recommended the following short-term measures aimed at addressing the limited on-street parking supply:

- Monthly permit holders be directed to park in the lower levels of the underground garages and the upper levels of the Nelson Square above ground garage. As a first step, this can be accomplished by issuing contract parking tags, and revoking parking from those people who are found using prime short term parking spaces.

- Restrict the monthly permit program to users with Downtown business addresses to ensure that only Downtown employees, and not GO patrons, are utilizing the permit program.
- Once the John Street garage is open for operation in the Fall of 2009 approximately 150 permit users from the Market Square and Nelson Square garages should be relocated to the John Street garage to free up short term parking in all garages.
- Lot No. 5 (38 spaces) at George & Queen Street should be converted from a monthly lot to a short term parking facility and the monthly customers transferred to the City Hall garage lower levels.
- Add approximately 10 additional paid on-street spaces along George Street South (subject to confirmation) at current parking rates.

Add approximately 12 paid spaces on Mill Street South from Monday to Friday 7am to 6pm with a rate of \$0.50 per half hour and a maximum duration of 90 minutes.

## 4.2 Integrated Downtown Plan (On-going)

Currently under development, the Integrated Downtown Plan builds on the Brampton 2040 Vision by incorporating key components to facilitate sustainable growth and development. These components will create opportunities for investment and innovation while continuing to support ongoing revitalization initiatives by both the public and private sector.

"Meanwhile strategies", which are projects to be implemented in the short term to engage the Downtown community, include reconfiguring the roadway using a "hybrid" approach that accommodates on-street parking, patios and bike lanes.

## 4.3 Downtown Brampton Special Policy Area, (Comprehensive Flood Risk and Management Analysis, 2014)

Provincial approval of the Downtown Brampton Special Policy Area was received in 2014, which allowed for the development and revitalization of Downtown Brampton while mitigating risks of flooding.

The Growth Plan designated Downtown Brampton as an Urban Growth Centre and the Metrolinx Big Move identified it as an Anchor Mobility Hub. Downtown Brampton is strategically located at the intersection of Express Rail (the GO Transit service) and two Rapid Transit lines (along Queen Street and Main Streets). As an Anchor Mobility Hub, the land within an 800 metre radius generally defining the mobility hub from which a significant portion of the essential ridership originates, also includes a significant portion of the SPA.

It is essential that growth be aligned around this existing and planned high order infrastructure, to support the complementary Provincial and municipal goals of intensification and reduced road congestion, while mitigating flood risks.

## 4.4 Riverwalk

Riverwalk's overarching goal is to create a healthy, sustainable, and resilient Downtown Brampton. The first step is to develop, through the Downtown Brampton Flood Protection Class Environmental Assessment (DBFP EA), an innovative solution to flood risk that will enhance and protect the natural, social, and economic environment. The Environmental Study Report (ESR) for the DBFP EA was approved in 2020.

The City of Brampton Downtown Etobicoke Creek Revitalization Study was conducted in 2015 as part of Phase 1 Feasibility Studies for the Downtown revitalization process. The study integrated land use and urban design principles with engineering considerations for flood mitigation to identify

opportunities to revitalize the Riverwalk Downtown area. The study also referred to Downtown Parking Strategy as part of the policy work.

## 4.5 Main Street North - Development Permit System

Main Street North has been identified as a distinct "Character Area" within Downtown Brampton. The Development Permit System (DPS) tool under the Planning Act is being utilized to streamline the planning approval process and facilitate redevelopment in Main Street North.

The Main Street North DPS outlined parking space provisions, indicating the following:

- 6.17.1. *Each parking space shall be an angled parking space or a parallel parking space.*
- 6.17.2 *Where parking spaces are provided or required other than for a single detached dwelling, the following requirements and restrictions shall apply:*
  - (a) the parking spaces shall be provided or maintained on the same lot or parcel as the building or use for which they are required or intended;
  - (b) the width of a driveway leading to any parking area shall be a minimum width of 3.0 metres for one-way traffic, and a minimum width of 6.0 metres for two-way traffic.

## 5 Secondary Plans

Secondary Plans guide how OP policies with respect to land use, community design, natural heritage, roads and parks are applied to smaller areas of the City, otherwise known as Secondary plan areas (SPAs). Exhibit 5-1 summarizes the City's relevant SPAs and the designated parking provisions for these areas.

The City is currently reviewing the SPAs to update and consolidate the existing Plans. The updated Plans outline the current state of roads, local amenities, and geography within the SPAs and will reflect changes in OP policies once the Brampton Plan is in effect. Phase 1 was completed in 2018 and consolidated 18 of the 54 former secondary plans into 5 new Plans.

Exhibit 5-1: Summary of Relevant Secondary Plan Areas

SECONDARY PLAN AREA	RELEVANCE TO STRATEGY
SPA 7 Downtown Brampton	<p>The Downtown Brampton Secondary Plan includes a number of provisions that stipulate the location of parking on individual sites. Parking provisions include only permitting residential and commercial parking in the rear yard on residential lands on Church St East, reinforcing minimum parking requirements in Special Policy Area 1, and discouraging underground parking due to flood risk in Special Policy Area 3.</p> <p>Transit usage modal split is attempted to be increased from the current 16% to ultimately 29% by discouraging personal vehicle movements through "The Four Corners" and reducing current parking standards in relevant zoning by-laws.</p>
SPA 36 Queen Street Corridor	<p>This SPA supports commercial and mixed-use developments along the rapid transit corridor. Parking provisions include:</p>

SECONDARY PLAN AREA	RELEVANCE TO STRATEGY
	<ul style="list-style-type: none"> <li>• Less stringent parking standards to facilitate commercial, residential, and mixed-use development and redevelopment;</li> <li>• Exemptions from on-site parking requirements at the discretion of Council and the implementation of shared parking spaces for mixed-use developments;</li> <li>• Temporary parking that accords with urban form policies;</li> <li>• Off-site parking for business uses in the Central Mixed-Use area where ‘the City is provided with adequate evidence that legal agreements and leases are in effect and registered on title for such parking arrangements’; and</li> <li>• Policy support for cash in lieu payments as a means of providing financial support to transit.</li> <li>• Transit usage modal split is attempted to be increased from the current 8% to ultimately 24% by promoting alternative modes of transportation and reducing current parking standards in relevant zoning by-laws.</li> </ul>
SPA 37 Airport Road / Highway 7 Business Centre	<p>The main parking considerations include policy support for shared parking that serve multiple land uses in a business area and an acknowledgment that <i>‘reduced parking requirements may be warranted for certain development proposals’</i> and an onus on developers <i>‘to demonstrate why parking requirements should be reduced for individual sites ‘shall only be considered for zoning approval where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer, has been prepared to the satisfaction of the City.’</i></p>
SPA 55- Hurontario- Main Corridor	<p>To encourage active modes of transportation, the following policies on cycling infrastructure and bike parking apply (cf. section 5.9.5):</p> <ul style="list-style-type: none"> <li>• <i>It is recognized that the provision of cycling infrastructure along Hurontario/Main Street is constrained by the right-of-way width. Where sufficient right-of-way width is available along Hurontario/Main Street, consideration shall be given to provide bicycle lanes and on-street bicycle parking in a manner that does not adversely affect pedestrian safety and comfort;</i></li> <li>• <i>Bicycle parking shall be provided by all residential, commercial, institutional, employment, recreational and civic buildings. Residential buildings shall offer secure bike parking at a rate of at least 1 bicycle parking space for every two units and employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of gross commercial floor space. In addition, these buildings are encouraged to provide showers and change facilities;</i></li> <li>• <i>Bicycle parking areas shall be well lit and designed to ensure safety;</i></li> </ul>

SECONDARY PLAN AREA	RELEVANCE TO STRATEGY
	<ul style="list-style-type: none"> <li>• <i>On-street bicycle parking is encouraged at appropriate locations and may be used to meet the above-noted bicycle parking standards; and,</i></li> <li>• <i>Bicycle parking shall not be located directly adjacent to areas of high-pedestrian traffic including in close proximity to street corners, transit stops, bus loading zones, goods delivery zones, taxi zones, emergency vehicle zones, hotel loading zones, near fire hydrants, near driveways, access lanes or intersections.</i></li> </ul> <p>The Hurontario Main Corridor SPA generally contains policy aspirations to transition to an urban living precinct over time. The following parking standards apply (cf. section 5.9.6):</p> <ul style="list-style-type: none"> <li>• <i>Live/work buildings shall not be required to provide additional parking for the “work” component</i></li> <li>• <i>Parking structures, underground parking and side-street parking are encouraged. Surface parking is discouraged but, if provided, shall be located behind or beside buildings</i></li> <li>• <i>No parking between a building and Hurontario/Main Street or at intersections;</i></li> <li>• <i>Parking structures are discouraged from fronting Hurontario/Main Street and all major cross streets.</i></li> <li>• <i>A requirement for ground floor activation for parking structures</i></li> <li>• <i>Policy support for shared parking facilities and shared vehicle access points by requiring landowners to enter into agreements;</i></li> <li>• <i>The ability to ‘use City-owned parking facilities, where provided, may be used to meet parking standards for commercial and other non-residential development, subject to the City’s specific parking policies’;</i></li> <li>• <i>A desire to review ‘Parking standards along the corridor [...] periodically in conjunction with the implementation of higher order transit’; and</i></li> <li>• <i>9. A requirement for ‘all parking structures that front onto a public street should generally have a minimum ground floor height of 4 metres and have retail uses fronting the street.’</i></li> </ul>
SPA 54 - Kennedy Road South	The Kennedy Road South SPA is most notable for the fact that it makes extensive use of Urban Design and Sustainability Guidelines to influence the form and location of parking on individual sites. This includes guiding principles for the design of surface parking (cf. 5.2.1) and orientation and site layout of commercial areas (cf. 5.2.3)
SPA 52 & 53 – Heritage Heights	Secondary Plan Areas 52 (Huttonville North) & 53 (Mount Pleasant West), collectively referred to as the “Heritage Heights Community”, is Brampton’s last undeveloped area, is located in northwest Brampton, stretching from Mayfield Road to the Credit River valley, and from Winston Churchill Boulevard to Mississauga Road. It makes up 1/16 of Brampton’s total land area

SECONDARY PLAN AREA	RELEVANCE TO STRATEGY
	<p>and was highlighted in the Brampton 2040 Vision as the proposed location for a new town centre – a complete, full-service, mixed-use place with work and housing options.</p> <p>The staff Recommendation Report states that the HHSP places the human being at the centre of the planning and decision-making process and not the automobile. This fundamental change affects the plan's street network, scale, and multimodal nature, as well as the land use placement, mix, density, and value. The plan recognizes the economic, environmental, health, equity, and quality of life shortfalls of conventional planning that is primarily concerned with vehicle throughput, and, instead, employs practices that are proven to achieve better outcomes on all fronts. In other words, the HHSP diverges from a suburban, low-density, dendritic street hierarchy-based plan to promote an urban, network-focused approach to transportation and human mobility.</p>

## 6 By-laws and Amendments

Municipal By-laws regulate private and public property in the City, including development details such as permitted uses and parking requirements, roads, sidewalks, parks, and other common spaces. Exhibit 6-1 summarizes By-laws that are relevant to the Parking Plan and outlines regulations related to parking provisions and management.

Exhibit 6-1: Summary of Relevant By-Laws

BY-LAW	RELEVANCE TO STRATEGY
Current Comprehensive Zoning By-law	The current Zoning By-Law regulates land uses that are permitted on different types of properties (e.g. residential, commercial, industrial, etc.), and provides other regulations such as parking provision requirements, lot size, type of buildings, etc.
Zoning By-Law Review Technical Paper #9: Parking and Loading Standards Review (2018)	<p>A review of the City's Zoning By-law is currently underway to bring it into conformity with Brampton's new Official Plan (Brampton Plan). The City's consultant, WSP, has prepared a comprehensive Zoning Issues and Analysis Report, eight technical papers and a Parking and Loading Standards Review as part of the review.</p> <p>The Parking and Loading Standards Review assessed existing parking and loading standards against relevant policies, benchmarked Brampton's parking approach against other GTHA municipalities, and identified future issues such as emerging technologies and trends that would impact the demand for parking.</p> <p>The key recommendations and conclusions from the Parking and Loading Standards Review are as follows:</p> <ul style="list-style-type: none"> <li>• <i>Generally the minimum parking requirements for certain uses in Brampton were found to be high compared with other GTA municipalities;</i></li> </ul>



BY-LAW	RELEVANCE TO STRATEGY
	<ul style="list-style-type: none"> <li>• <i>Assess suitability and practicality of incorporating some (or all) of the Urban Design Guideline elements into the Zoning By-law to facilitate a more pedestrian-oriented built form that reduces automobile dependency;</i></li> <li>• <i>Examine opportunities to shift away from supply-based policy and make greater use of parking management approaches, such as shared parking and curbside management (including lay by areas for loading);</i></li> <li>• <i>Revisit the suitability of relying on minimum parking requirements as the default consideration to achieve a certain level of parking and access at a site level; and</i></li> <li>• <i>Assess risk of relying on minimum parking requirements into the future, given policy statements of the Metrolinx Regional Transportation Plan and powers to intervene under the Metrolinx Act, 2006.</i></li> </ul> <p>Recommended parking by-law reform directions:</p> <ul style="list-style-type: none"> <li>• REFORM DIRECTION 1: Lower parking requirements wherever possible</li> <li>• REFORM DIRECTION 2: Accommodate context-specific parking requirements</li> <li>• REFORM DIRECTION 3: Develop revised shared use parking requirements</li> <li>• REFORM DIRECTION 4: Revise generic geometric designs for parking in the ZBL, but also allow alternatives</li> <li>• REFORM DIRECTION 5: New provisions for bicycle parking</li> <li>• REFORM DIRECTION 6: New accessible parking provisions</li> </ul>
<p>City of Brampton Traffic and Parking By-law (By-law 93-93)</p>	<p>This By-law, as amended, was established to regulate traffic and parking on City of Brampton streets. Regulations include parking prohibitions for various types of parking, provision of accessible spaces, and the design and operations of municipal parking lots. Common parking concerns include vehicles parking over the 3-hour time limit and on streets between 2 a.m. and 6 a.m., accessible parking enforcement, parking along fire routes and within 3 metres of fire hydrants, idling and oversized motor vehicle parking.</p> <p>Recommendations made through the Parking Plan will align with the regulations outlined in this By-law. Note that updates to the Traffic By-law may be required to facilitate some recommendations formulated as part of this study.</p>
<p>By-law 259-2020 Modernizing Parking Standards City-wide</p>	<p>Passed by Council in January 2021 the aim of this By-law is to manage parking in a responsible manner, which includes promoting sustainable forms of development and placing more emphasis on utilizing transit and active transportation opportunities.</p> <p>This city-wide By-law is intended to amend the parking requirements for some residential, commercial, and office uses throughout the city. Regulations in this By-law also include adding bicycle parking space requirements and maximum surface parking requirements for apartment dwellings in the Central Area.</p>

BY-LAW	RELEVANCE TO STRATEGY
	A permanent parking exemption is provided for commercial and office uses in the Downtown.
Zoning By-Law Amendment 45-2021 - Parking requirements in the Downtown, Central Area, and a portion of the Hurontario-Main Corridor	<p>The Zoning By-law amendment aims to modernize parking standards by eliminating minimum parking requirements for most uses in areas of the City that are planned for intensification and that are well-served by transit, and includes lands within Downtown, Central Area, and the Hurontario-Main Corridor.</p> <p>This amendment requires that a minimal number of visitor parking spaces be provided for apartments and multiple residential dwellings located in the Downtown, Central Area, and a portion of the Hurontario-Main Corridor</p>
Queen Street Community Planning Permit System - Report and Presentation  Queen Street Rapid Transit Initial Business Case	<p>The Queen Street East Community Planning Permit System By-law (QESP) is not yet implemented but it is intended to streamline and expedite planning approvals for proposed developments in the Queen Street East precinct area.</p> <p>Metrolinx is leading the project for advancing rapid transit along the Queen Street-Highway 7 corridor with support from the City of Brampton, Peel Region, and York Region.</p> <p>Metrolinx utilizes a benefits management framework for managing major infrastructure projects through the life cycle from planning, design, construction, and in-service phases.</p> <p>The Queen Street-Highway 7 Bus Rapid Transit (BRT) Initial Business Case (IBC) report signals the opening of the first decision stage, a crucial milestone in this benefits management framework. For the Queen Street-Highway 7 BRT, the IBC compared various BRT infrastructure options and identified ones for further refinement during preliminary design and environmental assessment.</p> <p>Metrolinx has requested the submission of proposals for undertaking the Preliminary Design Business Case for the Queen St – Highway 7 BRT project, advancing the preliminary design of the project to a minimum of 30% (AAEC Class 3 cost estimate), and obtaining TPAP approval for the entire corridor over 24 months. The Metrolinx website identifies February 10, 2022 as the closing date for submissions.</p>
Brampton Accessible Parking Manual (2014)	<p>Brampton Accessible Parking Manual stresses on ensuring access to appropriately marked, signed, and maintained accessible parking spaces. The manual emphasizes that all people of all ages and abilities must enjoy the City's activities. The manual provides detailed requirements and guidelines of accessible parking spaces in Brampton, including types of accessible parking spaces, minimum required number of spaces, surface, physical dimensions, curb cuts, and signage.</p> <p>Two types of accessible parking are defined, Type A to be "Van accessible" and Type B for conventional vehicles. The number of the required accessible spaces is based on the total number of parking spaces provided, a detailed table is provided to calculate this number for both types of accessible parking.</p>

BY-LAW	RELEVANCE TO STRATEGY
<p>Hurontario-Main Corridor Shopper's World Redevelopment</p>	<p>On November 25, 2020, City Council adopted the ZBA to permit the comprehensive redevelopment of Shoppes World, which is 21.5 hectares (53.0 acres) in area, into a transit-oriented community. The concept plan associated with the ZBA includes approximately 5000 dwelling units and 106,000 square metres (1,142,000 square feet) of retail, office and community uses. To support this development and the larger Uptown Brampton area, the proposed solution is to build a community hub that would integrate community facilities in one building and be located within an expansion of Kaneff Park.</p> <p><a href="https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=7438">https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=7438</a></p>
<p>Opportunities, City-Wide, for Appropriate Community Improvement Planning: Employment, November 2020, N. Barry Lyon Consultants Ltd</p>	<p>The NBLC study explored opportunities citywide for the use of a Community Improvement Plan (CIP) to incent employment growth. The study recognizes that due to the unpredictability of market forces etc., the effectiveness of a CIP and uptake of a suite of financial tools is not always easy to predict. A strong public realm, access to walkable urban amenities - especially transit, as well as a deep pool of tenants and talented labour will influence the desirability of a location for new employment investment.</p> <p>With respect incenting office development, the study recommends capital grant to offset underground parking costs. For projects pursuing underground parking, a capital grant of \$25,000 per parking space can be requested. This grant will only be made available in locations the City determines underground parking is a desirable outcome and where more cost-effective solutions (surface, podium parking) is not possible. Consultation with the municipality will be necessary to confirm budget and the City's support for the application.</p> <p>An alternative to the above approach to an underground parking grant program would be a City Parking Partnership Program. Here the City would consider partnering with developers by financing the underground parking component of an office development subject to its size, design, cost, and location.</p> <p>The CIP should also include language that allows for inclusion of non-financial incentives, such as the ability to provide parking solutions in the area through a municipal or joint venture parking garage. This can be especially impactful in Brampton's downtown. This power should be utilized as applications come forward and where partnerships are sought, therefore being investigated as opportunities arise.</p> <p>The study states that the City's Economic Development staff should administer and monitor the CIP program, and that an annual budget of \$8 million might be able to incent upwards of 200,000 square feet of new employment space each year depending on the uptake in the program.</p>