

Attachment 3

Public and Stakeholder Engagement – Meetings and Sessions

1 Public Engagement Session#1

1.1 Introduction

1.1.1 Purpose of Public Engagement Session #1

On January 13, 2021, the Brampton Parking Plan Public Engagement Session #1 was held between 6:00pm and 8:00pm. The session's objective was to introduce the public to the study, provide an overview of key findings to date, and collect feedback related to existing parking issues and desired study outcomes. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Indigenous land acknowledgement; introductions, and welcome statements from City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project timeline, project objectives, best practice research findings, and the existing conditions assessment findings.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The public survey and other engagement activities were publicized, along with the Parking Plan web link to provide opportunity for further public input. All public input will be considered in the preparation of the draft parking policy framework in the first quarter of 2022.

All engagement materials will be available at the [Brampton Parking Plan Website](#).

1.1.2 Meeting Overview

The public engagement session #1 was hosted on WebEx with approximately 70 attendees. Comments were received throughout the event and sent through email to the City. Interactive polls were completed during the presentation to engage attendees and gain an understanding of the participant views and opinions.

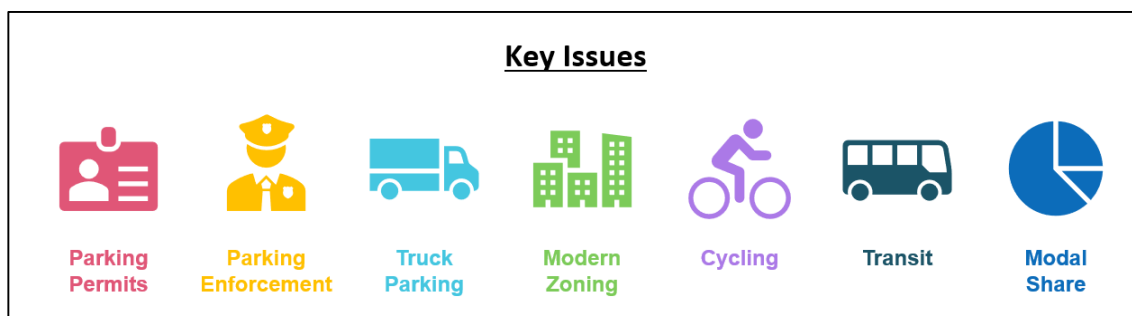
1.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- City of Brampton Media Release;
- Social Media Platforms (Facebook, Twitter, Instagram, and LinkedIn);
- Public notice in the online and print edition of the Brampton Guardian dated December 30, 2021;
- Public notice in ethnic media (Canadian Punjabi Post) from December 27 to 31;
- Radio advertisement on Des Perdis Radio AM 530 (Punjabi, Hindi) from December 27 to 31;
- Presentations at several public-facing (virtual) events; and
- Email blast outreach to more than 1,000 individuals and groups on the Brampton Plan contact list.

1.2 Key Messages Heard

All feedback received has been categorized into the following seven themes.



1.2.1 The Need for Parking Permits

Residents indicated some neighbourhoods experience off-street and/or driveway parking capacity constraints, especially in neighbourhoods where the average number of persons per house is relatively high. Residents suggested that an on-street parking permit system be implemented in certain neighbourhoods to increase parking availability. Residents also noted that on-street parking could potentially serve as a traffic calming measure.

1.2.2 Improving Parking Enforcement

Residents expressed frustration at the amount of illegal on-street and lawn parking. They also expressed frustration that some residents prefer on-street parking instead of parking on designated driveways, which can lead to driveway access difficulties. Residents suggested that improved parking enforcement is appropriate, and that parking tickets be displayed on vehicle windshields as a visual deterrent. Residents highlighted that increased enforcement would result in increased citation revenue.

Attendees also noted that personal vehicles and delivery vehicles often park in bicycle lanes which impedes cyclist flow and creates a safety hazard. Increased parking restriction enforcement was suggested.

1.2.3 A Growing Need for Truck Parking

Residents and businesses noted that truck traffic has increased in Brampton over the last decade due to its role as a good movement hub and its proximity to Toronto Pearson International Airport. Residents expressed concern that truck parking constraints often results in truck parking demand spilling into residential areas, especially for smaller trucks.

Attendees suggested that safe and secure truck parking locations compliant with zoning bylaws be formalized for both local and transient trucks.

1.2.4 Updating Zoning-By-Laws

IBI staff highlighted the implications of minimum parking requirements in zoning bylaws on the City's parking supply and the transportation landscape throughout the presentation.

Several residents expressed their support for removing minimum parking requirements or adopting maximum parking requirements in urban areas such as intensification corridors or near Major Transit Station Areas (MTSAs) where reliance on personal vehicles are relatively low. The impact of parking requirements on providing affordable housing, and the need for EV charging stations were also noted.

1.2.5 Micromobility Parking

Attendees raised concerns around a lack of safe and secure micromobility parking (bicycles, e-bikes, electric scooters, segways, etc.), especially in Downtown Brampton. City staff indicated that micromobility parking considerations will be included in the Brampton Plan.

1.2.6 Improved Public Transit Services

Throughout the engagement session, residents expressed concerns about transit service being insufficient to meet transit demand, especially in newer neighbourhoods. Residents indicated the desire to switch to transit from personal vehicles as their mode of travel if transit service as well as the availability of transit passes were improved.

Additionally, concerns were raised about the Brampton GO's parking lot capacity. Strategies to manage GO parking lot demand will be considered, such as improving transit connections between neighbourhoods and the GO Station as well as shared parking with nearby parking facilities.

1.2.7 Modal Share

Attendees often asked about the transportation plans in a post-COVID-19 future. Parking demand is anticipated to rebound post-COVID, but given that the rebound's exact magnitude is unknown, flexible solutions are required. A sensitivity assessment will be completed that will assess how well Brampton's Downtown parking system can accommodate various levels of parking demand (high and low scenarios).

Residents were also supportive of intensification plans (ex: Shoppers World) and transit improvements (ex: Hurontario LRT) as strategies to reduce personal vehicle mode share. Residents also expressed support for walkable communities.

1.3 Questions and Responses

1.3.1 Interactive Questions

Poll #1: What is your relationship to the City (select all that apply)?

Responses:

- 22 Residents;
- 20 City employees;
- 6 Government/agency representatives;
- 3 Developers;
- 1 Business owner;
- 1 Non-profit organization representative;
- 5 Other; and
- 18 No response.

Poll #2: What are the most important parking issues in Brampton (select top 3)?

Responses:

- 24 Unauthorized On-Street Parking;
- 18 Residential Parking Availability;
- 16 Parking Requirements for Development;
- 12 Truck Parking;
- 11 Customer Parking Availability in Downtown Brampton;
- 8 Employee Parking Availability in Downtown Brampton;
- 6 Cost of Municipal Parking;
- 5 Other; and
- 26 No Response.

Poll #3: Preferred areas for further investigation (select top 2)?

Responses:

- 19 Parking Minimums/Maximums;
- 17 Parking Technology;
- 12 Parking Enforcement;
- 12 Truck Parking;
- 8 Parking Permits;
- 6 Parking Pricing;
- 3 Parking Rates; and
- 33 No Response.

1.3.2 Open Discussion

The following four open discussion questions were provided to stimulate the discussion. The feedback received have been included in the engagement summary.

1. Do you have difficulty finding parking at your place of residence? If so, in which neighbourhood?
2. Would you support a residential on-street parking program?
3. What are truck parking challenges and opportunities?
4. Which areas of Brampton struggle the most with parking? How so?

Response to Open Discussion Q1: Parking is very underutilized in my neighborhood, but there's no visitor parking, as there are laws that prohibit the condo from purchasing excess private parking spaces to make visitor parking. Parking and housing crises have fed into each other so there is small unit demand being met with basement apartments. Older parts of Brampton have good transit so the demand can be offloaded, but in newer suburbs there is overcrowded transit and people drive instead. City needs to improve transit service hours; 65,000 a year was standard, and this council will have added less than 100,000 over their four-year term. People don't want to have cars but there is no alternative; if we added alternatives people would transition away from vehicles. Carsharing is also needed.

Response to Open Discussion Q1: Lots of illegal basement apartments causes an overflow of on-street parking. I am in favour of parking permits for individual residential vehicles.

The following are questions from attendees and the responses that were provided:

Question: What cities in North America were considered for the peer study?

Answer: Calgary, Edmonton, Ottawa, Windsor, Winnipeg, Austin, Buffalo, Cleveland, Columbus, San Antonio, San Francisco, Seattle

Question: The GO parking lot in the Downtown is often overflowing, are there any recommendations aimed at improving GO lot operations?

Answer: This issue was observed during the existing supply and demand analysis (the GO lot operated near capacity). We don't have the recommendations yet, but two potential options include shared parking with nearby parking facilities and TDM strategies to promote alternative methods of transportation between homes and the GO Station.

Question: For new builds in low rise developments, is there the need to provide on-site parking?

Answer: Yes, on-site parking is governed by the applicable zoning by-law parking requirements, which Brampton is currently in the process of updating through the Comprehensive Zoning By-law Review.

Comment: I have some concerns regarding the best practices review – the comparator municipalities are larger than Brampton.

Answer: The comparator municipalities were confirmed with Brampton staff and were selected as model cities for Brampton. Note that significant population growth is projected in Brampton, indicating that the larger municipalities may be appropriate comparators in the near future.

Question: Has there been a recommendation to reduce parking requirements for affordable housing or shelter units?

Answer: Brampton is currently in the process of updating through the Comprehensive Zoning By-law Review and we will be reviewing residential parking requirements as part of this study, including affordable housing.

Question: Has there been a recommendation to incorporate EV charging into the parking requirements?

Answer: Requiring EV charging stations is a best practice and will be considered for Brampton.

Question: Based on your research, what are the complaints and concerns raised about truck parking specific to Brampton? Residential locations, commercial locations, dimensions, noise?

Answer: A major challenge includes truck parking on local streets and potentially obstructing live lanes. Trucks are also parking in non-permitted areas, which might stem from a lack of dedicated facilities. These are preliminary concerns; a truck parking survey is currently in-progress where we're hoping to further identify issues in Brampton.

Question: What does a post-COVID world look like for transit and parking? Is the team considering this as part of the analysis?

Answer: Yes, COVID-19 impacts are being considered. While the exact impacts are unknown, we anticipate parking demand to rebound post-COVID. Given the unknown nature, flexible solutions are required. We are also conducting a sensitivity analysis to evaluate parking operations under different scenarios.

Question: is there any parking research regarding the high-rise buildings at the Shoppers World location? Has there been research done regarding the parking for this development as this location is at capacity?

Answer: The Hurontario LRT is planned to serve Shoppers World which will help to alleviate some parking demand. This is also a transformational project and the City is taking advantage of corridors that are planned for higher density with robust transit. The City is also trying to adopt 20-minute communities to help manage parking demand.

Question: Can we include green roofs, green houses, or even green energy such as solar panels? It would be great to have more sustainable urban structures.

Answer: We are developing guiding principles as part of this study, and yes sustainability aspects will be included.

Question: Is IBI using parking enforcement ticketing data as part of the analysis?

Answer: We've been in touch with the enforcement team at Brampton and will be gleaning insights.

Question: Can the Parking Plan touch upon accessibility and active transportation connections from private parking lots particularly?

Answer: Accessibility is always high priority. Municipalities are moving towards adopting zoning by-law parking requirements that are in line with the Accessibility for Ontarians with Disabilities Act.

Answer: The City has an Active Transportation Master Plan, and it includes provisions for cycling and pedestrian infrastructure. It also includes cycling parking supply requirements, and we've been reviewing the situation in Brampton with an eye towards parking connectivity. We've also been working with community advocacy groups. Active transportation is certainly a priority.

Answer: The Comprehensive Zoning By-law Update will include bicycle parking requirements in addition to vehicles.

Comment: Developer applications are using the numbers for entirely car-oriented purposes, with >95% auto mode share. However, we have a lot of transit trips but very few walking trips. These are not properly accounted for. There's a large application for Queen/Gore Rd which was using the wrong framework and didn't account for 150 transit trips per hour in the peak direction,

Question: Will electric scooter lanes and parking be considered?

Answer: Electric scooters (as well as other forms of micromobility) are typically served in bicycle lanes. Additionally, the previously noted Active Transportation Master Plan and Comprehensive Zoning By-law Update consider active transportation modes.

2 Focus Groups and Ward 3 & 4 Town Hall Summary

2.1 Introduction

2.1.1 Purpose of Engagement Activities

After the Brampton Parking Plan Public Engagement Session #1, a series of additional engagement meetings were held to introduce the study, provide an overview of key findings to date, and collect feedback related to existing parking issues and desired study outcomes. These events include the following:

- Ward 3 & 4 Town Hall held on January 25, 2022, between 7:00 PM and 8:30 PM;
- Truck Focus Group Meeting held on January 31, 2022, between 11:00 AM and 12:00 PM;
- Institutional Focus Group Meeting held on February 2, 2022, between 11:00 AM and 12:00 PM; and
- Development Focus Group Meeting held on February 2, 2022, between 3:00 PM and 4:00 PM.

The engagement sessions were divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Introductions and welcome statements from City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project timeline, project objectives, best practice research findings, and the existing conditions assessment findings.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The public survey and other engagement activities were publicized, along with the Parking Plan web link to provide opportunity for further public input. All public input will be considered in the preparation of the draft parking policy framework in the first quarter of 2022.

2.1.2 Meeting Overview

All the engagement activities were hosted on WebEx with approximately 10-20 attendees. Comments and questions were received throughout the event.

2.1.3 Outreach

The Focus Group Sessions were promoted through the following outlets:

- City of Brampton Webpage;
- Downtown Brampton Business Improvement Area Member News - e-bulletin; and
- Email blast outreach to more than 200 stakeholders and groups including the development industry, Downtown Brampton Business Improvement Area, Brampton Board of Trade, Council Advisory Committees with respect to Housing, Transit, Cycling, and Age-Friendly Brampton, Taxi companies, Secondary educational institutions, Ontario Trucking Association, and other trucking stakeholders.

The Wards 3 and 4 Town Hall was promoted through social media and mailing lists.

2.2 Key Messages Heard

The following sections provide an overview of the key findings for each event.

2.2.1 Ward 3 & 4 Town Hall

Attendees stated that current parking policies are confusing and asked when the study recommendations will be implemented. IBI staff indicated that current parking policies are available online. The Brampton Parking Plan is anticipated to be completed in the 3rd quarter of 2022. The City will consider the recommendations and determine if, and when, the recommendations will be implemented. The public and stakeholders will be consulted at three more public engagement sessions throughout 2022 to collect feedback as key components of the study are developed.

Attendees expressed strong desire for improvements to alternative modes of transportation including transit, carsharing, and cycling.

There is concern regarding parking shortage at private restaurants and public parks. IBI staff noted that parking operations at individual developments are not assessed as part of this study and that these are governed by the Zoning By-Law. This study will review the draft Comprehensive Zoning By-Law that has been prepared as part of the current Zoning By-Law Review in order to address the citywide parking policy framework. The study includes a quantitative assessment of Downtown parking operations as well as qualitatively identifying parking constraints in residential neighbourhoods in other areas of the City through public engagement activities.

Attendees raised concerns over the appropriateness of parking prices. IBI staff noted that parking pricing was assessed as part of the best practices review and will be considered in the upcoming Financial Assessment. While recommendations have not yet been developed, the best practices review concluded that City of Brampton parking prices are lower than similar municipalities.

Attendees questioned why the Zoning Bylaw parking minimums were removed ahead of this study's recommendations. IBI stated that this was likely done through the City's Comprehensive Zoning Bylaw Update which is a separate study. City staff has clarified that the removal of parking minimums within the Downtown, Central Area and the Hurontario-Main Street Corridor was on the basis that these areas of the City provide opportunities for intensive, transit supportive development and have convenient access to existing or planned higher order transit. Additionally, parking minimum removal is an emerging best practice that is being adopted by municipalities in their Downtowns and Intensification Areas. The strategy is intended to provide flexibility to developers and to promote alternative modes of transportation in areas where personal vehicle mode share is known to be lower than rest of the city.

2.2.2 Truck Focus Group Meeting

Participants expressed concerns regarding small courier delivery trucks within high rise residential areas. There is conflict between delivery trucks and bike lane users at curbside. IBI staff noted the comment and acknowledged that curbside management is an important aspect and will include as a recommendation in the study report. IBI staff will also look into City of Toronto bike lane design and permit parking for delivery trucks at "No Parking" zones as part of best practice research.

Participants stated that trucking companies should provide for their own long-term truck parking as part of running a trucking business.

2.2.3 Institutional Focus Group Meeting

Attendees expressed concerns about inadequate transit service in areas with new sub-developments and identified the connection between improved transit resulting in increased ridership and reduced parking demand. In particular, the need to increase early morning and evening transit service to handle shift work was identified. Attendees also noted that these residential areas are known to experience parking capacity constraints. Bramalea City Centre and environs was a specific area that was identified in this regard.

Attendees stated the importance of demographic data for the parking analysis as Brampton has relatively large household sizes and significant rooming houses occupied by international students resulting in overcrowding. This represents latent demand for transit that is not being met.

With respect to Downtown, attendees stated that parking is under-utilized in the City's parking facilities, and that the City could raise funds by renting spaces to Downtown residents for overnight parking, and providing for carsharing. The parking capacity constraints at the GO parking lot was also raised. IBI staff stated that these issues will be addressed as part of the study.

Attendees asked if the study will be looking at parking for deeply affordable and transitional housing. The study will review Housing Brampton and Brampton's housing strategy, and explore opportunities from a parking perspective that will support affordable housing.

In response to a question on how the study will address the Active Transportation Master Plan (ATMP), IBI staff stated that the parking policy recommendations will be consistent with the ATMP and that bicycle parking requirements are being addressed as part of the Comprehensive Zoning By-law review.

IBI staff also responded to a question on electrical vehicle (ev) charging stations, and stated that this issue will be addressed in the context of parking.

2.2.4 Development Focus Group Meeting

Participants raised questions related to visitor parking requirements for residential developments and suggested shared parking as a strategy. IBI staff confirmed that that these items will be reviewed as part of the study.

A question was also asked about how areas are determined for the removal of parking minimums. IBI staff explained that the removal of parking minimums is most appropriate in intensification areas and along major transit corridors, and that factors considered include vehicle ownership rates and personal vehicle mode share. City of Brampton staff asked that developers provide their thoughts on the impact on parking minimum removal. Attendees noted that parking requirements do impact development, and that the number of parking spaces provided at development is based on City requirements and market demand.

3 Public Engagement Session#2

3.1 Introduction

3.1.1 Purpose of Public Engagement Session#2

On June 13, 2022, the second Brampton Parking Plan Public Engagement Session was held between 6:00pm and 8:00pm. The objective of this session was to present the proposed parking policies and framework, share key takeaways from Phase 1 tasks and collect feedback related to Phase 1's findings and desired study outcomes. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Indigenous land acknowledgement, introduction, and welcome statements from GLPi, City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project background and key takeaways from Phase 1 tasks, including: background documents review, best practices review, existing and future downtown parking conditions, public and stakeholder engagement, and parking policy framework.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The next phase of this study (Phase 2) will consist of the financial assessment, parking management plan, public and stakeholder engagement session #3 and the Brampton Parking Plan Report.

All engagement materials will be available at the [Brampton Parking Plan Website](#).

3.1.2 Meeting Overview

The public engagement session #2 was hosted on WebEx with approximately 42 attendees. Questions/comments were received throughout the event and sent via email to the City. Interactive polls were also completed during the presentation to engage attendees and gain an understanding of the participant views and opinions.

3.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- Social Media Platforms (Facebook, Twitter, etc.);
- Public notice in the online and print edition of the Brampton Guardian dated June 9, 2022; and
- An email blast outreach to over 1,000 individuals and stakeholders on the Brampton Parking Plan contact list was sent on June 2, 2022.

3.2 Key Messages Heard

Section 3 “Questions and Open Discussion” provides more details about the feedback received from the public including answers to polling questions, general remarks, and raised questions. However, this section summarizes the key messages heard from public as outline below:

On-street Parking Permits

- Some residents expressed their concerns regarding the proposed on-street paid parking permit program. These concerns mainly include potential adverse safety impacts (conflicts with cyclists (e.g., dooring), speed limits, impacts on pedestrian movements, etc.), reducing the available sidewalk width, and blockage to the street traffic.
- On the other hand, some residents supported the on-street parking permit program since it provides parking supply for the legally added units and may reduce the number of fines issued to illegal parkers. The program was also seen as a measure to welcome new students and offer them high quality housing options in the City.
- Some other raised issues include questions about how the parking permits would be priced and if the fees can vary based on some factors, and if the support or approval of the current residents is required to implement the permit program.

Illegal Parking and Multi-tenant Dwellings

- Many residents raised the challenges the City is facing regarding the multi-tenant dwellings, rooming houses, and the illegal occupancy of housing units, and how this results in large illegal on-street parking surge.
- Concerns were raised regarding if the suggested on-street parking permit program will involve and benefit the illegal occupants as well.

Truck Parking

- The potential adverse impacts of truck parking on residential zones were mentioned, e.g., noise and congestion creation.
- A question was raised about how the Zoning Bylaw (ZBL) regulates truck parking in residential zones.

Other Raised Parking Issues

- The need for increased parking enforcement in some areas, such as the downtown area.
- The need to incorporate bicycle parking requirements in the ZBL.

Insights from the Polling Questions

- The majority of the attendees showed support to modes of travel alternative to the private automobile.
- The majority of the attendees found the vision statement and the guiding principles appropriately shape Brampton's future growth and parking management.
- Most attendees supported the vision to reduce transit fares and increase parking prices at the same time. The remaining attendees were more in favor to reduce transit fares as opposed to increase parking prices.
- Reducing minimum parking requirements in intensification areas was given more support as compared to totally rescinding or removing parking requirements. It appears that residents were more in favor to a gradual and conservative relaxation of the parking requirements.
- In respect to support reducing parking requirements as a measure to promote housing affordability, attendees were almost evenly split, some agreed and some did not. Those who agreed had a slightly larger proportion.

3.3 Questions and Open Discussion

3.3.1 Polling Questions

Five polling questions were integrated into the presentation slides and were explained to the audience. Below is a summary of these questions and the answers received.

Poll#1

Multiple-choice poll

Are you considering alternatives to the private automobile as a mode of travel? 020



Poll#2

Multiple-choice poll

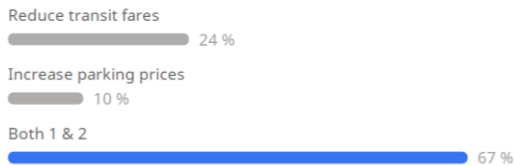
Do you find the vision statement and the guiding principles will appropriately shape Brampton's future growth and parking management? 018



Poll#3

Multiple-choice poll

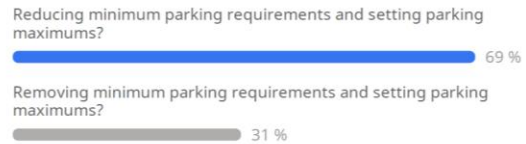
In your view, which of the following should be implemented: 021



Poll#4

Multiple-choice poll

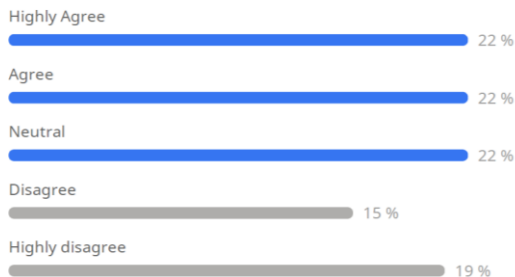
Considering that developers may provide the parking they want within intensification areas, do you support: 026



Poll#5

Multiple-choice poll

Do you agree on reducing parking requirements outside of Intensification Areas as a measure to promote housing affordability? 027



Note: the number next to each question refers to the total number of responses.

3.3.2 Open Discussion

First: Prepared Interactive Questions

The following four open discussion questions were provided to stimulate the discussion.

5. What other guiding principles could be included in the Brampton Parking plan?
6. How can the proposed policies, tactics and strategies be refined?
7. Where off-street residential parking is insufficient, are there solutions other than implementing a residential on-street permit parking program?
8. What can be done to reduce parking demand in the future (other than improving transit and cycling networks)?

Response to Open Discussion Q1: ensuring an equitable and overall quality of life, for all residents of Brampton, new and old. A challenge that may arise from the private public partnerships, is that a lot of the private colleges in Peel Region are providing an opportunity for a lot of international students to come in, but they don't have a zoning bylaw to have any residential space for students. It is a great opportunity for a lot of primary owners in Brampton to have a secondary unit or a living quarter for students that maintains a dignity, quality of life and safety. A solution can include having a parking permit as part of their tuition package and certain homes being selected to meet the criteria.

Response to Open Discussion Q4: Add more bike racks and bike valets in existing parking spaces and garages.

Second: Questions and Comments from Attendees

Comment: Thank you for an excellent open house and discussion. Unfortunately, I have to leave for another meeting. I look forward to reviewing the slides and notes.

Comment: Agree with the commenter below (note: "above", in this report), I appreciate the civility of this discussion, the sharing of citizens ideas and viewpoints, and the professionalism of the team!

Question: Will issued annual residential on-street parking permits of vehicles increase the incidence of cyclists being doored? If so, how will this issue be addressed? Will the City lower vehicle speed limits on streets where parking permits are being proposed?

Answer: The challenge with dooring is that it is often under reported and does not appear in collision data, hence there is a lack of data available. Taking the lane is a viable option on streets with on-street parking. The safety of all road users will be considered in implementation, the program goal is not limited to meet the parking demand.

Question: Why doesn't the City offer annual on-street parking permits? Some residents have legal 2nd units in their homes but parking space for only one car resulting in tickets/fines. Why not reduce back yard/lot ratios to add space to the driveway in order to fit at least two cars?

Answer: The City's Parking Plan is recommending the implementation of a residential paid parking permit program and Phase 1 report is suggesting three areas to pilot the program and the program can then be expanded in a phased approach, similar to Vancouver and Toronto. However, based on the assessment of several considerations, the City can determine the most suitable areas to pilot the program.

Studying the lot ratios is not specifically a part of this study (Brampton Parking Plan). However this concern has been previously raised to councillors and is being discussed. This comment has been taken into consideration.

Comment: Concerned that 30% answered no to the question (Poll Question #1), given that issues regarding climate change is on the minds of many.

Question: Will this slide deck be made available online?

Answer: Yes, the presentation will be available on the [Brampton Parking Plan Website](#).

Question: Are we going to address multi-use homes, rooming houses and the impact on family neighbourhoods and parking?

Answer: The residential paid on-street parking permit program will only offer parking to residents who use or occupy their housing legally. A maximum number of parking permits per household can also be considered. The City's planning and zoning department and policy discussions will also address these concerns.

Comment: Thank you so much for the opportunity. It was a great plan that was presented, but a big challenge that Brampton is facing is rooming houses and the additional traffic that comes along with that.

Comment: I am also concerned about the multi-use and rooming houses that have too many cars which cannot be accommodated on existing driveways.

Question: Will bicycle parking requirements be added for all land uses? They are currently missing for residential uses from the zoning by-law.

Answer: This Parking Plan is a comprehensive parking strategy, which will cover all modes of transportation and different vehicles. The new draft ZBL includes new bicycle parking requirements for several land use categories and for both mixed-use zones and residential zones.

Comment: Concerned that we will have trucks parked in every vacant lot. All the shopping mall parking lots will be full of trucks. The resulting noise and gridlock problems can be unbearable.

Answer: There are several conditions that should be met before permitting truck parking on a parking lot, these include, for example, noise and geometric constraints. Truck parking near residential units should not be allowed to avoid noise interruption. The geometric dimensions and features of the parking lot should be adequate to allow trucks to enter, circulate, maneuver, and exit the parking lot safely. Timing constraints at shared facilities will also be reviewed (e.g. trucks may only park during off peak hours to avoid interrupting the parking demand of the development during its working hours). Truck parking locations should be evaluated on a case-by-case basis, and an engineering feasibility study should be completed to determine these locations.

Question: Please address the recent reports that trailers will be permitted to park on front lawns.

Answer: Some cities, that have truck parking challenges, allow truck in residential lots provided many rigid conditions are met, e.g., the residential lot area should be large enough, and the owner of the house and the truck should be the same, etc. Such rigid conditions are usually met in rural low-density areas. The draft ZBL addresses parking of trailer, recreational, and commercial vehicles in residential zones. The provision puts some restrictions in terms of the permissible size of the vehicle and may only allow for temporary parking durations based on the size and type of the vehicle and the parking location (in the garage, driveway, rear yard, etc.).

Question: Thank you, I do appreciate this open house and the opportunity to speak. Thank you to the staff and the consultants for all their hard work. I'm wondering if someone could provide specific comment on potential amendments to parking rates for employment areas.

Answer: The study looked at both residential and non-residential land uses. The recommendation is that if the development is within an intensification area, then parking requirements are either reduced or totally rescinded. Alternatively, if the development is outside the intensification areas, the recommendation is to maintain the parking requirement but to update it based on the actual demand which can change in the future, i.e., according to the mode split changes and the increase

use of transit, walking, cycling, and micro-mobility. In phase 2 of the study, the potential of several transportation demand management (TDM) measures will be assessed, and such measures should give new developments the chance to demonstrate how they are leveraging TDM strategies to reduce their parking demand.

Comment: Before offering paid parking for a resident, please confirm if the house has an illegal apartment or has been turned into a rooming house.

Comment: Allow commercial uses such as convenience or small grocery stores within residential zones to promote active transportation and reduce the need for parking.

Comment: Regarding parking on residential streets. Perhaps residents should start using their covered garages for car use instead of storage units.

Comment: From the Downtown Brampton BIA we have heard that we need to increase enforcement in the downtown as we hear that many people are parking in no-parking areas.

Answer: Enforcement will be further discussed in Phase 2 of the study. Recommendations may include recruiting additional resources/officers. However, technological recommendations such as the wide adoption of license plate recognition can also be leveraged to make the enforcement more efficient.

Question: Would residential parking permits be fixed price or would they be variable priced based on various factors (location, household income, household size, income, etc).

Answer: Residential on-street parking permit programs initially aim to use a general fixed cost. Cities usually set the pricing rate as a way to manage the demand and optimize the capacity, but also to promote other alternative modes of transportation and offset the cost of the program. However, if some specific factors found to warrant fees variations, then these will have to be further explored and discussed with the City.

Question: In terms of your guiding principles, will you have a conflict between the goal of active transportation and people wanting to use cars. The concern I have is we have streets in Brampton with no sidewalks. Are you going to allow street parking on streets with no sidewalks?

Answer: Various considerations will be looked into, including safety and sidewalk widths, when assessing the feasibility of on-street parking. There should be a set of guidelines that assist to identify where to implement on-street parking and where not to. An assessment on a case-by-case basis is also needed. The widths of the street, the traveled way, and the sidewalk are all important geometric features that must be considered when assessing the feasibility of on-street parking.

The following are some questions that were given by some attendees, but the time limits did not allow addressing or answering them during the meeting. A post-meeting answer or remark is added next to each.

Question: Why don't you start \$1 or \$2 parking on streets and near walkways instead of fining people everyday seeing their car parked on streets?

Post-meeting answer: One of the benefits of implementing paid residential parking permits is to manage the parking demand and regulate the parking in a clearer manner in congested areas. This could lead to a more efficient parking enforcement and potentially may reduce the number of violations.

Question: If houses/driveways are limited to a certain number of vehicles, why should we allow others to park on the road blocking the roadway?

Post-meeting answer: On-street parking permits are intended to serve the high parking demand generated by residents who use their housing legally. The location of on-street parking spaces

should be decided such that they do not block existing driveways and do not impede the street traffic.

Question: Has the current condition of the existing parking facilities been taken into consideration for studies? Have the current repair strategies been informed by your findings?

Post-meeting answer: parking demand and supply were only analyzed quantitatively for the parking facilities located in Brampton Downtown. Some qualitative attributes were also considered from the online surveys and the public engagement activities for other areas.

Question: Regarding on street residential parking permits, would current residents have a say or input into the final decision?

Post-meeting answer: on-street parking permit programs typically require the support of the majority of homeowners affected by the permit program. A survey is usually carried out to evaluate the residents' support.

4 Public Engagement Session#3

4.1 Introduction

4.1.1 Purpose of Public Engagement Session #3

On December 15, 2022, the third Brampton Parking Plan Public Engagement Session was held between 6:00pm and 8:00pm. The objective of this session was to present the Draft Brampton Parking Plan, including a brief overview of the Phase 1 Policy Directions, key findings from Phase 2, and the Parking Implementation Plan. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgments:** Indigenous land acknowledgment, introduction, and welcome statements from GLPi, City and IBI staff.
- **Part 2 – Presentation:** A presentation that provided a brief overview of the Phase 1 policy directions, and Phase 2 key findings. The focus of the presentation was on Phase 2, including the financial assessment, downtown parking management, parking enforcement, paid on-street parking permit program, parking partnerships, and Transportation Demand Management (TDM) initiatives. A brief overview of the Parking Implementation Plan was also presented.
- **Part 3 – Open Discussion:** A question and answer period for attendees to provide comments and ask questions.
- **Part 4 – Next Steps:** The Final Parking Plan, including further refinements, will be presented for Council endorsement in early 2023.

All engagement materials will be available at the [Brampton Parking Plan Website](#).

4.1.2 Meeting Overview

Public engagement session #3 was hosted on WebEx with approximately 25 attendees. Questions/comments were received throughout the event and sent via email to the City. Interactive discussion questions were also posed to the attendees at the end of the presentation for engagement and to gain an understanding of the views and opinions of the participants.

4.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- Social Media Platforms (Facebook, Twitter, etc.);
- An email outreach to over 1,000 individuals and stakeholders on the Brampton Parking Plan contact list was sent on December 3, 2022.

4.2 Key Messages Heard

Section 2 summarizes the key messages heard from the public as outlined below. Section 3 “Open Discussion and Questions” provides more details about the feedback received from the public.

On-Street Parking Permit Program

- Concerns were expressed regarding overcrowding the streets with parking and abusing the program, e.g., by non-registered/illegal Additional Residential Units (ARUs), multi-tenant rooming house occupants etc.
- Questions were raised regarding the selection of the candidate streets or zones for participation in the program. Narrow streets that do not have sidewalks and areas surrounding major hospitals were highlighted as inappropriate areas to implement the on-street parking program.
- Extensive and proactive parking enforcement is needed to implement the program and obtain public support.
- Suggestion was made to make the one-side parking policy year-round rather than only during the winter season.

Parking Enforcement

- More enforcement activities are needed especially if the on-street parking permit program is implemented. Enforcing the on-street parking program should be a priority. Enforcement activities should also consider non-parking related matters, such as the unregistered/illegal ARUs and the illegal widening of driveways.
- Increased parking penalty rates are needed for violations related to blocking the cycling network, e.g., blocking the bike lane.

Parking Policies

- The provision of adequate bicycle parking supply in new developments must be ensured. There is also a need to provide different types of bicycle parking, e.g., short-term and long-term.
- Attention must be given to provide parking spaces for electric bikes similar to the electric vehicle charging stations.
- Rescinding parking minimums in intensification areas should be done carefully so the policy does not result in a parking supply shortage.
- Rescinding parking minimums and setting parking maximums should consider the characteristics particular to some land-uses which might need exemption from these policies.
- Parking requirements in the rural areas should be different than those in the urban centers.

Other Subjects

- Truck parking facilities should not be located near residential areas.
- The City should benefit from emerging technologies and use them to improve the parking system.

4.3 Open Discussion and Questions

4.3.1 Open Discussion

The following five prepared interactive questions were provided to stimulate the discussion.

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

10. What other aspects should be considered as part of a residential paid on-street parking program?
11. What is your opinion on implementing a Parking Benefits District within downtown? Is it feasible anywhere else in the City?
12. What other parking management strategies and tactics could be considered in Brampton?
13. Do the recommendations adequately address short-term and long-term truck parking needs in Brampton? What other truck parking opportunities would you suggest?

Participant comment regarding Q1: Brampton is currently facing challenges when it comes to addressing all parking violations and offences. How does the City plan to enforce a new paid on-street parking permit program?

Project Team response: The study highlighted that the City receives a large number of complaints and service requests related to parking offences. City staff prioritize complaints and give more priority to safety-related incidents; however, the large volume of complaints makes it difficult to address them all and respond promptly. The study outlined several recommendations and strategies to enhance the enforcement activities in Brampton. In addition, the study highlighted that the implementation of the on-street parking permit program would require additional enforcement resources and staff to enforce the program. The success of the on-street permit program is conditional upon having efficient enforcement. With a parking enforcement team dedicated to monitor the program, the enforcement efficiency can be significantly improved.

All the study recommendations pertaining to parking enforcement should help the City to move towards a more proactive enforcement. Among these recommendations are the use of license plate recognition (LPR) technology and the analysis of parking violation data by time and location.

Feedback regarding Q2: Participants asked about the locations where the on-street parking permit program would be implemented. Participants also asked whether streets without sidewalks would have parking permitted on both sides. It was noted that parking on both sides of the street could make it dangerous for residents to walk. There was also a suggestion to consider neighbourhoods around major hospitals as a high-traffic priority zone.

Project Team response: The study only provided a high-level recommendation with respect to implementing on-street parking and, as such, did not identify specific locations. The study provides guidelines for implementation, such as carrying out a detailed feasibility study in the future to further understand the demand versus supply, reviewing best practices, assessing public support, identifying potential streets/zones for a pilot project, and identifying the required resources.

There are usually two approaches to select the program streets or zones. One approach starts with a petition submitted by the residents to the City. The City then conducts a technical review to confirm the eligibility of the street/zone and survey the homeowners to confirm that the majority support the program. In the other approach, the City initiates the process and conducts a technical review to determine which streets or zones are most in need of the program.

Not every street will be eligible for the on-street parking permit program. A list of rigorous traffic and safety requirements should be assessed as part of a technical review for any street or zone before determining eligibility. If a street is not wide enough to accommodate the on-street parking safely and efficiently, then it will not be accepted. The technical review should consider the availability of sidewalks and the street width to ensure that cyclists and pedestrians can keep moving safely.

Participant comment regarding Q4: Was there any consideration to provide electric charging stations for e-bikes? It was noted that these stations could be linked with electric vehicles charging stations.

Project Team response: In the Brampton Parking Plan, the e-bike parking was highlighted in several recommendations and activities. However, specific requirements were not quantified.

The City is expected to commence a zoning bylaw review which may specify charging station requirements related to parking of electric vehicles and electric bicycles.

Many cities have incorporated charging station requirements for electric vehicles into their zoning bylaw, and it is expected that municipalities who have not, will do so in the near future. Relatively speaking, zoning bylaws have not advanced in terms of providing parking requirements for electric bicycles as compared to electric vehicles. However, in cities such as Toronto, there is an initiative to convert some electric vehicle parking spaces to accommodate electric bicycles.

4.3.2 Questions and Comments from Attendees

Question: Regarding the on-street parking with permits - how does the City stop abuse of the program by unregistered/illegal multi-tenant rooming house renters / landlords? Introducing the on-street parking program may result in overcrowding the street with multi-tenant parking.

Answer: The on-street parking permit is a popular parking program and has been applied in several Canadian and North American cities. This program should be regulated and well managed, and only legal residents should be allowed to apply. For example, illegal multi-tenant housing occupants are not illegible to apply. An official application must be submitted and reviewed rigorously by the City to ensure the applicant resides legally in the City. There could be a cap on the number of permits issued to a municipal address as well. A dedicated parking enforcement staff should be responsible for monitoring the on-street parking program and to target illegal users. These measures would help to manage the program and ensure the street does not become overcrowded.

Question: Will the presentation slides be made available to the public on the City's website.

Answer: Yes, the presentation will be available on the [Brampton Parking Plan Website](#).

Question: Would recommendations for increased parking penalty rates be applied across the board? E.g. the penalty for parking in a bike lane in Brampton is among the lowest.

Answer: The study did not assess parking penalty rates for all types of parking offences, as this was beyond the scope of this study. The general recommendation was however to look at increasing these penalties where needed, e.g., for repeat offenders and for special areas and events where parking offenses have been very problematic to the traffic. It is agreed that some types of parking offenses may be given higher penalty rates. Blocking the cyclist and pedestrian network is an example of parking violations that should be assigned a stronger deterrence.

Question: The non-registered/illegal ARUs (Additional Residential Units) and multi-tenant or multi-unit rooming houses are presently not well enforced/monitored. How will on-street parking permits be monitored and enforced?

Answer: The current parking enforcement team is working hard but the City is receiving a large number of complaints which makes it difficult to proactively enforce parking. The study provided several recommendations to enhance parking enforcement for the whole City and for all types of parking offences. These recommendations were included in the Phase 2 report. The study highlighted that additional resources are needed to enforce the on-street parking permit program. The size of the enforcement team should grow progressively if more and more streets are added to this program.

Question: How do you reconcile the implementation of a prioritized enforcement program with the residential paid on-street parking program? Is it a priority to pay?

Answer: The priority protocols usually focus on safety and traffic flow related criteria. The same criteria can also be applied when enforcing the on-street parking. However, we need a dedicated enforcement team to monitor the on-street parking program. This team should be also available in the evening and early morning hours to enforce the overnight parking program. By establishing a dedicated enforcement team, enforcing the paid on-street parking permit program will be given special attention and priority.

Question: How will you ensure that more bicycle parking is made available? What will bicycle parking look like?

Answer: Bicycle parking requirements have been proposed to be added to the City zoning bylaw and this should require new developments to provide on-site bicycle parking. The zoning bylaw (ZBL) will encourage developers to provide even more bicycle parking supply through incentives. For example, if a developer provided additional bicycle parking in excess of the ZBL requirements, they can be exempted from some of the required vehicle parking spaces.

There are two main types of bicycle parking: outdoor bicycle parking and indoor (secured) bicycle parking. One of the recommendations of this study is to expand the zoning bylaw requirements so that it can accommodate these two different types of bicycle parking. Outdoor bicycle parking is mainly used for short stays. However, indoor bicycle parking is needed for long term stays, i.e., the cyclists can have a safe and secure place to store their bicycle.

Question: Why is the 'one-side' street parking initiative restricted to winter? Will it alleviate problems to have this initiative year-round?

Answer: One-side street parking is more needed in the winter because this facilitates the snow removal activities. Of course, there are other benefits if the one-side street parking is adopted year-round, e.g., facilitating the movement of maintenance and emergency vehicles.

Question: Additional Residential Units are not allowed in flood plains. But, these are not currently well managed and enforced. So how will parking be managed?

Answer: These developments are not permitted within flood plains, and this is enforced by the City. The City has grown to a stage that requires significant increase in enforcement activities.

Question: Will all types of land uses in intensification areas have their parking minimums removed? Or will it just be for residential developments?

Answer: The recommendation is to rescind minimum parking requirements for most land uses in these intensification areas. Exceptions may be made for some land uses. For example, the existing ZBL for downtown Brampton requires some visitor parking spaces to be provided for some types of land uses like the residential.

Comment: The current penalty for parking or standing in a bike lane is \$35.00

Question: Should the City of Brampton review parking applications to determine whether an illegal driveway has been constructed by the applicant beforehand?

Answer: This study focuses on the on-street parking program. However, to be eligible for the program, applicants should not have illegal parking on-site. The regulations and enforcement activities relevant to the driveway widening are beyond the study scope.

Question: We/DBBIA had a discussion regarding the reduction in parking minimums & how this could affect the overall parking availability in the downtown?

Answer: By removing the parking minimum requirements, we are communicating to the developers that they are not obliged to provide a certain number of parking spaces. Rescinding

the parking minimums only relaxes the requirement but we are not telling the developers that they cannot provide any parking. We expect that the developers will continue to provide parking supply because they want to maintain a high quality of service. Developers would still assess their parking needs and build parking supply accordingly. However, some developers may seek alternative parking supply options, e.g., by relying on off-site shared-parking agreements or by following a hybrid model, i.e., to provide some on-site parking and also seek additional parking supply through the parking partnership arrangements.

The relaxation of parking requirements is also reflective of transit ridership which has significantly grown and is expected to continue to grow, especially along rapid transit corridors. The aim is to limit the oversupply of parking.

Provided in the meeting chat: Over 200 cities have removed parking restrictions, including San Jose just this week. Map of North America: <https://parkingreform.org/resources/mandates-map/>

Participant Comment: I think removing the 1 hour free parking will impact downtown merchants and deter people from visiting their businesses.

Question: What more could be done to address the issue of truck parking and in particular to get trucks out of residential neighborhoods?

Answer: The study provided several strategies aiming at increasing the truck parking supply. For example, large parking lots can be utilized during off-peak hours since these large parking facilities are empty and poorly utilized during this time. In addition, establishing a truck parking information system is recommended to assist truck drivers in identifying where parking spaces are available. Moreover, long term recommendations included the construction of new truck parking facilities through City initiated programs and public private partnerships.

When choosing the location of truck parking facilities, an adequate buffer must be provided between the facility and residential areas. That way, noise, emissions, and disturbance can be avoided.

Question: Why would a bicycle parking incentive for developers incorporate a tradeoff between bicycles and vehicles?

Answer: Many zoning bylaws offer an option to developers to reduce their vehicle parking spaces by including additional bicycle parking spaces. Providing bicycle parking spaces is less costly for developers compared to conventional vehicle parking spaces. More bicycle parking would reduce the total cost of the development, reduce auto-dependence, and encourage the use of alternative modes of transport.

Question: Can you expand on DT Curb MGMT - loading zones, 30 min. meters, pick-up/ drop off zones, parking accommodations for people with mobility challenges & software?

Answer: The study developed a decision-making framework to optimize the use of the curbside. The framework looks at several curbside functions, such as parking, pickup and drop off activities, transit use, and social activities such as patios and restaurants. The framework can be used by the City to assess the best use of the curbside as part of a city-wide curb management strategy.

Question: What further process will be followed to determine what uses in the rest of the city may be subject to maximum parking?

Answer: This study recommended that parking maximums should be considered in the context of each land use and its associated parking needs. A future zoning bylaw update study should better inform which land uses should have parking maximums and which can be given more flexibility. For example, some manufacturing and warehouse facilities may have different parking needs according to their activities and it may not be practical to assign them a maximum parking requirement. We need to look at the specific nature of each land use and decide whether it is appropriate to assign a parking maximum or not.

Comment: Developers are driven first by cost, not adequacy. Many best practices in minimizing parking requirements are for developed urban centers not suburban centers.

Question: Can you provide comment on studies for parking adequacy between urban and suburban centres please?

Answer: Typically transit and non-auto mode shares are more prevalent in urban centers which is why these centres are chosen for the removal of parking minimums. In suburban centers, there are often many unused spaces, so enforcing parking maximums will mitigate the excess suburban parking supply.

Question: What evidence shows more cycling in a suburban center leads to less vehicle ownership? (Not less vehicle traffic).

Answer: The Region carries out a Transportation Tomorrow survey every five years and receives hundreds of responses. The responses provide information about place of residence, commuting patterns, vehicle ownership, bicycle ownership, and origins and destinations. Past results have shown a correlation between cycling and reduced vehicle ownership. Brampton's parking bylaws have not been updated for almost 30 years when the transportation network was much more focused on private vehicles. Brampton has been rapidly moving to transit and active transportation modes. This policy is based on best practices and takes direction from the Brampton 2040 Vision. The strategic areas, where parking requirements can be relaxed, are mainly the major transit station areas. Significant transit improvements in terms of subways, BRT and conventional bus lines and their coverage, reliability, and frequency of service are the main contributors to reduced parking demand, rather than the cycling network. The active transportation network, in terms of cycling and pedestrian facilities, can further reduce auto dependence.

The zoning bylaws may reduce conventional vehicle parking space requirements if the developer provides additional bicycle parking but up to a certain level.

Question: What are some of the more innovative electronic or digital approaches being used for parking for everything from finding spots, the parking payment and so forth, and which might make the most sense for Brampton?

Answer: Apps and the digital-first strategy are becoming much more prevalent. Other cities have been utilizing QR codes, wayfinding strategies, digital payments, real-time availability, and smart meters to provide information to customers so they can have a better experience using the parking facilities. This study did not go into the details but there is a wide range of technologies that could be used to improve the parking system (e.g., cameras and sensors) which are becoming popular across North America.

5 Minutes of Meeting with Downtown Brampton BIA

Minutes

To/Attention	Notes to File	Date	November 6, 2023
From	Arcadis IBI Group	Project No	134185
Subject	Parking Study Update with Downtown Brampton BIA Teleconference January 17, 2023		
Present	Peter Richards, Arcadis IBI Group Amjad Dehman, Arcadis IBI Group Janice Zhang, Arcadis IBI Group Malik Majeed, City of Brampton Paul Aldunate, City of Brampton Harry Persaud, City of Brampton Henrik Zbogor, City of Brampton Jeffrey Humble, City of Brampton Shahid Mahmood, City of Brampton Victoria Miele, City of Brampton (Aide to Councillor Paul Vicente)	Kevin Draper, Brampton Board of Trade Carrie Percival, Downtown Brampton BIA Suzy Godefroy, Downtown Brampton BIA Rick Evans, Downtown Brampton BIA Grettel Comas, Downtown Brampton BIA Emma O'Malley, Downtown Brampton BIA Peeyush Gupta, Downtown Brampton BIA Irene (only first name provided)	

Item Discussed

Action By

Introduction

M. Majeed welcomed everyone to the meeting and introduced the Brampton Parking Plan and the past public engagement activities.

Information

Open Discussion

Question: What were the participation rates at the public engagement activities, given the outreach events were all virtual?

Answer: City staff responded that the events being virtual had no negative impact on participation rate. The public is arguably more engaged, as videos of public engagement sessions are available online and comments from the public are received constantly. Arcadis IBI noted that the participation rates at all events were high, with 40 to 80 participants per session. Online surveys had over 500 responses. Arcadis IBI considers all comments received through public engagement sessions and survey responses and addresses them in the report.

Information

Post Meeting Note:

The following are further remarks and figures regarding the public engagement activities:

- Extensive outreach - via webpage, media release, social media, Brampton Guardian, ethnic media, radio and an email blast to more than 1,000 individuals and groups and online survey;
- Survey garnered approx. 700 respondents;
- Public Engagement #1 – approx. 60 participants (excl. of City & Arcadis IBI staff);
- Public Engagement #2 – approx. 50 participants (excl. of City & Arcadis IBI staff);
- Public Engagement #3 – approx. 30 participants (excl. of City & Arcadis IBI staff);

Comment: Removing one-hour free parking and increasing parking rates will discourage people from coming to downtown and will have major impacts on the local businesses. Public transportation is not convenient enough to replace auto vehicle, which is the major transportation means for most visitors to Downtown Brampton. The recommendations made in this plan should take into consideration the various challenges that the local businesses are facing, including construction and COVID-19.

Response: Arcadis IBI noted that these recommendations on removing free parking and increasing parking rates are incentivizing tools that are meant to increase parking turnover rates, which may increase the number of customers that can be served and may have economic benefits to local businesses. These recommendations provided in the plan are made based on industry best practices and experience from similar studies (such as Byward Market in Ottawa). In addition, Brampton Parking Plan is an overarching plan aiming to achieve various objectives, including reducing auto-dependence, encouraging alternative means of transportation, and improving environmental sustainability.

Information

Comment: Downtown Brampton BIA does not support increasing hourly parking price rates of the metered on-street parking and the cost of the monthly and annual parking permits.

Response: Arcadis IBI noted that the City's parking financial system is currently running at a deficit, while most comparable municipalities have higher parking rates compared to Brampton and are mostly achieving financial sustainability. The parking rate increase recommendation can increase parking revenue in Brampton which can be used for parking maintenance and infrastructure improvement in the City. In addition, in a parking benefit district model, the parking revenues can be used to improve the area (e.g., funding other public services). The recommendations of the parking plan are carried out in phases. Council will take all the challenges into consideration before they endorse the plan and decide on the timeline of the actions.

Information

Question: The study is done during COVID-19, how accurate is it in reflecting the current parking operations?

Answer: Arcadis IBI noted that the parking supply and demand analysis was performed based on parking counts collected in 2019, which was prior to COVID-19 impacts. The existing downtown systemwide parking utilization in 2019 scenario was 58% and was forecasted to only increase to 63% by 2040. Analysis of quarterly Downtown parking surveys undertaken by the City from 2009 to 2019 revealed historical under-utilization of parking.

Information

Comment: Downtown Brampton BIA recommends maintaining coin operated machines for on-street parking spaces as a means to provide accessible payment options for different users.

Response: Arcadis IBI noted that providing coin parking meters is not a best practice as it induces higher cost in labour efforts required for collecting, sorting, and handling cash. To make parking more accessible for customers, a possible alternative is to have merchant validation for parking spaces, or a very small number of machines to accept cash and coins.

Information

Question: What will be the future parking needs? What is the basis for removing Cash in-Lieu of parking?

Answer: Arcadis IBI noted that cash in-lieu traditionally is supposed to allow for developers to make Cash in-Lieu payments to provide fewer parking spaces than by-law requirements. Municipalities can then use the collect Cash in-Lieu of parking to build new parking facilities where parking demand is high. To date, the City had only generated approximately \$40,000 towards their Cash in Lieu of parking fund. By reviewing the history of several site plans and development applications, the developers of several major residential buildings did not opt to use the CIL of parking and preferred to provide sufficient parking supply on-site. With parking minimum removal in downtown, there will no longer be any incentive to developers to make cash in-lieu payments to the City, making the Cash in-Lieu program irrelevant. Also, even with the parking minimum removal, most developers are expected to assess their parking needs and accommodate these carefully to ensure the marketability of their development and the successful running of their business.

Information

Question: How will the feedback from public play a role in this plan?

Answer: Comments and feedback from public will be considered in the recommendations being presented to Council.

Information

Next Steps

Next Steps include:

- Suzy Godefroy from Downtown Brampton BIA will collect comments and feedback from BIA and share with City no later than January 30, 2023.
- The Final Parking Plan, including any further refinements, will be presented for Council endorsement in early 2023.

Arcadis IBI /
DBBIA