

# Brampton Parking Plan

Committee of Council Meeting  
November 15, 2023



## Public and Stakeholder Engagement Summary

- ✓ **Included several public engagement session, stakeholder meetings and online surveys.**
- ✓ **Residential parking constraints and need for improved parking enforcement,** were repeatedly reported.
- ✓ **Suggested solutions included:** support for removing parking requirements or adopting maximum parking requirements along intensification corridors, residential parking programs, and improvements to sustainable modes of transportation.
- ✓ The DBBIA and the Downtown Stakeholders Advisory Group, expressed concern regarding the recommended parking price increases in the Downtown. DBBIA requested to hold off on implementing parking price increases at least until the construction works on Queen Street and Main Street are completed in June 2024.
- ✓ Most surveyed truck drivers reported **insufficient truck parking supply.**

# Phase One

# Key Policy Directions



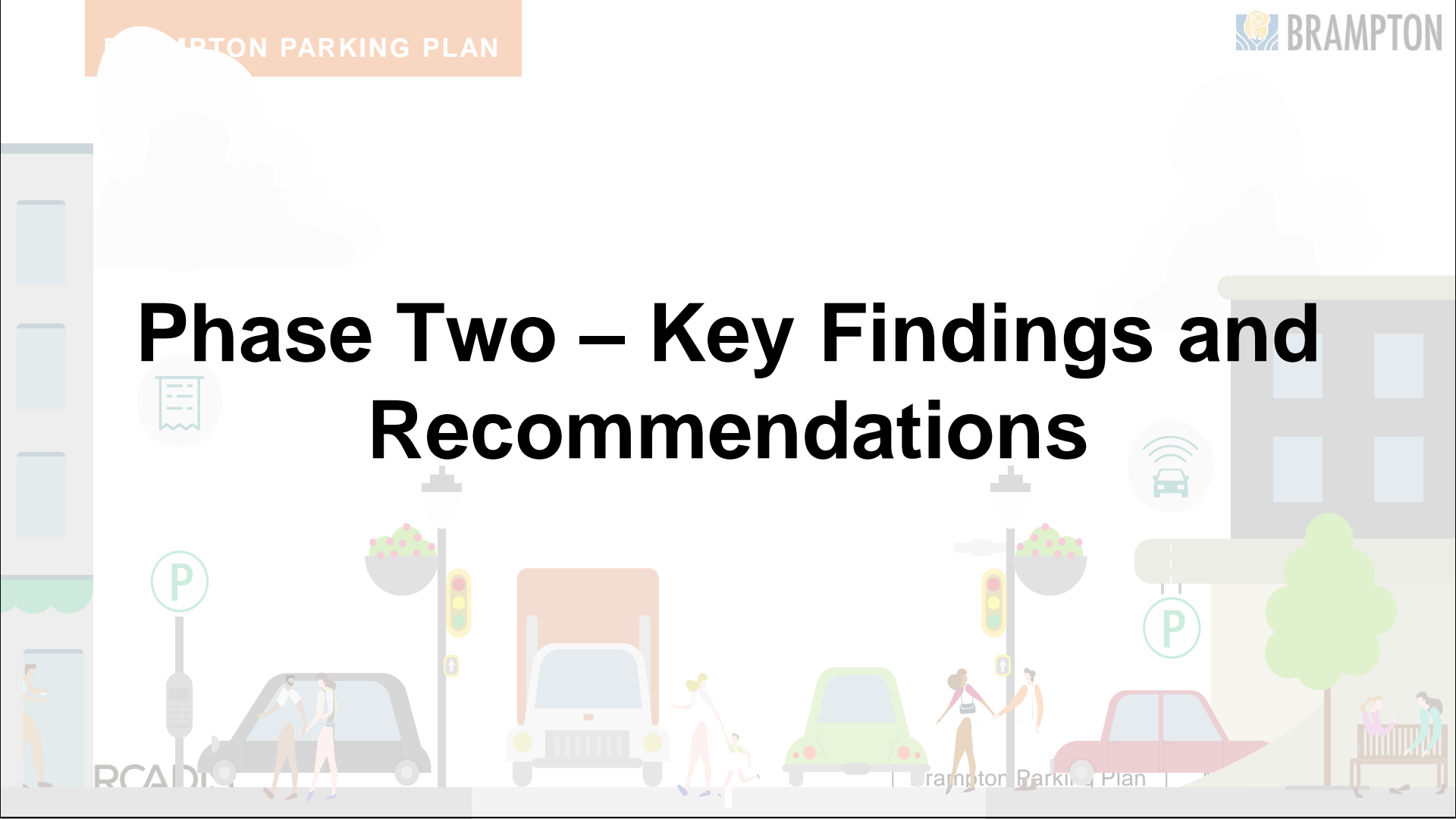
## Policy Directions

- The recommendations include **transformative policy directions** supporting the Corporate Strategic Plan, Brampton's 2040 Vision and the 2023 Brampton Plan, which prioritize non-auto modes, and promote active transportation, complete communities, and transit-oriented development, particularly within Major Transit Station Areas (MTSA), such as the Downtown.
- **Significant economic and environmental benefits** will result from removing parking requirements, setting parking maximums, and prioritizing non-auto modes, including **reduced housing costs, improved public realm, and reduced congestion, pollution, storm water runoff and soil erosion**. Parking is the single biggest land use in cities.

## Key Policy Directions

- Divide the City into two types of parking policy areas: **Intensification Areas and Rest-of-City**.
- **Remove parking minimums** and set parking maximums in Intensification Areas, and tailor parking minimums to the actual demand in the Rest-of-City.
- Incorporate parking requirements for **affordable housing**, accessible spaces, electric vehicle stations, and bicycles.
- Strategies to **increase the supply of truck parking** include shared use of existing commuter parking lots, off-peak use of parking in large venues, truck parking permits in industrial and commercial areas (preferably underutilized brownfield sites with easy highway access away from residential areas), mechanisms to construct new facilities, truck parking permits, and truck parking availability information system.

# Phase Two – Key Findings and Recommendations



## Downtown Parking Management

- As Brampton's municipal parking operations are expected to remain in an **operational deficit until the year 2035**, ARCADIS has recommended to **remove the one-hour free parking and implement price increases** of \$3.00 per hour, \$13.50 per day & \$120.00 for monthly permit beginning January 2024. These rates would closer align the cost of parking with the cost of using transit in Brampton. The adult transit fare is now \$4.50 per trip (\$3.40 per trip and \$141.25 per month with Presto).
- Council may wish to delay the elimination of the free hour of parking until June 2025 after sanitary sewer and streetscape construction along Queen Street and Main Street in the downtown is completed.
- **Consider establishing a Parking Benefits District (PBD)** in the downtown. In a PBD, the parking revenue is invested in projects such as public realm improvements within the PBD. A feasibility study would be required, followed by a pilot program.

## Downtown Parking Management

- Parking system in the Downtown is underutilized, even more so due to hybrid work. About **900 existing available spaces within City parking facilities could be used optimally through shared parking agreements** with uses that could bring significant job growth to the Downtown, such as major offices and the Centre for Innovation, until higher-order transit becomes operational.
- **Potential for additional annual revenue from leasing of the available parking spaces** from approximately \$800K to \$1.1M, less some costs (approximately 10% - 20% of annual revenue). The revenue is subject to meeting several conditions and assumptions and as a result, it has been excluded from the financial implications chart. This revenue would reduce the total cost to the City.



## Parking Technology and Enforcement

Key recommendations to improve the efficiency of parking enforcement and handle the large number of parking violations include:

- **Establish priorities among service requests and complaints:** priority will be given to safety and traffic impact related offenses.
- **Build a system to track and map parking complaints and violations:** to create a heat map of parking offenses and use this information to establish well-focused proactive enforcement.
- **Add more enforcement staff as needed:** the number of violations may require adding full-time and part-time officers.
- **Increase the parking penalty rates and expand the adoption of License Plate Recognition (LPR) Technology:** better utilized if pay-by-plate system and digital parking permits are also established.

## Paid On-Street Parking Permit Program

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

**Net costs arising from the Parking Plan are estimated to be \$1.4M as follows:**

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

<b>Annual Operating Costs</b>		
<u>Category</u>	<u>Estimated Costs/Revenue*</u>	<u>Description</u>
<b>Annual Operating Costs To be included in future operating budget submissions, when applicable</b>	\$200,000	<ul style="list-style-type: none"> <li>• Annual Operating Costs of Hardware/Software</li> <li>• Merchant Processing Fees</li> <li>• Additional Staff: 2 PT Enforcement Officers (inclusive of salary, benefits, WSIB and other staff costs)</li> </ul>
<b>Annual Revenue To be included in future operating budget submissions, when applicable</b>	\$(700,000)	Additional estimated annual average revenue from parking price increases, removal of 1-hour free parking and revenue from two additional enforcement staff.
<b>*E Net Revenue</b>	\$(500,000)	

## Summary and Next Steps

- The recommendations of the Brampton Parking Plan include **transformative policy directions** and a parking implementation plan including 47 action items that are intended to support Brampton's move towards its 2040 Vision. It is recommended that the City focus on the activities that have **“high impact”** and that can be implemented in the **“Short-term.”**
- Staff recommend Council endorsement of the Brampton Parking Plan.