

Attachment 4

Public and Stakeholder Engagement –
Record of Emails and Comments

Record 1

From: Donna L

Sent: 2022/05/25 8:49 AM

To: Majeed, Malik

Subject: [EXTERNAL]Re: Brampton Parking Plan - Information Report to Committee of Council

Thank you so much for this heads up.

Just reading the report that was submitted to Council by IBI Group 19, it appears that there will be a recommendation that the City create permits for local residents to park on the street long term. If that is the recommendation, it is absolutely unacceptable for the following reasons (among others): noise, garbage pickup, safety (visibility of people pulling out of driveways and children crossing street), and indirectly the encouragement of more illegal occupation of housing as more parking is available.

We, as many others I am sure, are dead set opposed to increased on-street parking in our neighbourhood.

I look forward to the second virtual public engagement session.

Best regards,

Donna Laevens-Van West

Record 2

From: kelly hepburn

Sent: 2022/01/18 8:26 AM

To: Majeed, Malik

Subject: Re: Brampton Parking Plan - External-1

Good morning

Is there minutes or a report that will come out of the parking meeting. I am still very concerned about the limited enforcement power the city has for trailers and people parking on their front lawns. As well as the removal of lawns for parking.

I have two recreational vehicles that are parked in my neighborhood and your enforcement people say all they can do is request the vehicles to move but have no enforcement.

Who can enforce the by laws that are put in place?

Thank you

Kelly Hepburn

Record 3

From: Susan Colbert Wright

Sent: 2022/05/26 10:59 PM

To: Majeed, Malik

Subject: [EXTERNAL]RE: Brampton Parking Plan - Information Report to Committee of Council

NO NO NO !!!

Why even bother having regulations about driveway widening?

WE LIVE IN A RESIDENTIAL AREA. Commercial/Business vehicle parking must be restricted to restricted to Commercial/Business zoned areas.

We already have a problem with street parking with illegal rooming houses and non-registered multi-units.

Record 4

From: Powell, Sarah

Sent: 2022/07/12 2:27 PM

To: Majeed, Malik

Subject: [EXTERNAL]FW: Brampton Parking Plan- Peel Public Health Comments

Hi Malik,

Thank you for circulating the Brampton Parking Plan presentation for our review and comment on this project.

Efficient parking considerations are an important way to promote the use of healthy travelling habits and through limiting vehicle parking spots, promoting car pool spots, and supporting active transportation infrastructure and bicycle parking, we can discourage private automobile usage.

The guiding principles for the Brampton Parking Plan are well supported by both the City Official Plan and our Healthy Development Assessment (HDA). Specifically, our Efficient Parking Health indicator promotes creating a healthy built form by offering car share parking and preferential treatment to car pool spots, eliminating surface parking and even minimizing environmental impacts, through tree planting, porous surfaces, and pedestrian connectivity. These are all well aligned with the vision for the Brampton Parking Plan.

Slide 22: We are therefore supportive of both reducing parking minimums and removing parking minimums. While automobile parking can be an important amenity to residents, it can have a negative effect on density, proximity and the aesthetic of the public realm. Requiring less parking from all developments can encourage a health promoting built form, which supports pedestrians and cyclists.

Slide 24: We also support the consideration for reducing transit fares and/ or increasing parking prices to promote less private vehicle usage.

Slide 32: Other considerations for reducing parking demand in the future could consider:

- Provide reduced automobile parking ratios for buildings and other facilities within 400m of a higher order transit stop and apartments and condominiums offering car share spaces.
- Providing unbundled parking for multi family dwellings within 400m of a higher order transit station.
- For multi storey dwellings units, institutional and employment uses, parking is located away from the street, to the rear or side or is located underground.

We look forward to continued contribution through the next stages of this project.

Thank you,

Sarah

Sarah Powell MCIP, RPP (she/her)

Health Planning Facilitator- Built Environment

Chronic Disease and Injury Prevention

Region of Peel- Public Health

Record 5

From: ELIZABETH GREEN

Sent: 2022/06/12 9:39 AM

To: Majeed, Malik

Subject: Re: [EXTERNAL]Re: Brampton Parking Plan - Public and Stakeholder Engagement #2

Thank you.

I will be watching tomorrow.

As a long term resident of Brampton (I also work for a large employer within the city of Brampton), I am concerned about my property value, safety and the direction the city is going.

The city is doing nothing with regards to illegal multi tenant dwellings, basement apartments and rooming houses. Many houses on our street are now occupied by young men (fyi houses are 1400 Sq feet). House beside me is rumoured to have 8 unrelated people living in the house. Exterior of the house is unkept, grass not cut, snow not shovelled, garbage piling up (yes we called in the city with regard to the garbage... so they moved it to the back yard). Every time there is a change in tenants, the old tenants garbage gets left behind (but that is another story).

The city isn't protecting the property and standards that currently exist. Allowing for extending parking in the front is just going to increase the issue of (what I call) "Trucking Houses".

How are MY interests being protected by the city.

Elizabeth Green

Ural Circle, Brampton, Ontario

Record 6

From: Donna Laevens-Van West

Sent: 2022/06/15 2:54 PM

To: Majeed, Malik; Cadete, Nelson; Bowman, Jeff - Councillor

Subject: [EXTERNAL]2nd Public Stakeholder engagement session to obtain feedback on the findings and proposed parking policies (Meeting Convened on Monday June 13, 2022 June 13)

Dear Messrs. Majeed, Cadete and Bowman:

Further our comments provided at the ZOOM meeting convened on Monday June 13, 2022, the application of the concept of "Woonerf" (or home zones) might well be considered (in fact should be considered) for those streets in Brampton where residents may be permitted (in the future) to park their motorized vehicles throughout the year, pursuant to permit and other requirements (such as safety high on the priority list) as were identified and discussed at the ZOOM meeting this past Monday.

Our concerns expressed at Monday's ZOOM meeting were hopefully entered on the record. But IBI staff and City of Brampton staff should (we would suggest) seriously consider the spirit and intent and application of the "Woonerf" (a "living street") for those city streets in Brampton where residents will be permitted to park their vehicles on the street throughout the year (a recommendation that we believe will flow from the IBI study, or so it would appear from our take at Monday's ZOOM meeting). However, all things said and done, active transportation in the broad measure should be a first consideration for City of Brampton decision makers (politicians and staff) in the application of the City's proposed city-wide parking policy shift currently under review by IBI (for example [quote] "Under Article 44 of the Dutch traffic code, motorised traffic in a woonerf or "recreation area" is restricted to walking pace").

You may wish to review the attached link for insight into the "Woonerf" concept (Mr. Majeed, having studied urban planning in The Netherlands, I am sure you are well aware of its on-the-ground application and resultant benefits).

And thanks for giving us the opportunity to provide further comments.

Sincerely,

John J. Van West

Donna Laevens-Van West

Record 7

From: Lakeman, Brian

Sent: 2022/07/14 5:22 PM

To: Majeed, Malik

Cc: Zbogar, Henrik

Subject: RE: Brampton Parking Plan - Task 8 - Draft Parking Management Plan

Malik,

Thank you for the opportunity to review the Draft Parking Management Plan. I accept the basic premises, direction and conclusions of the report. The report aligns well with the principles and direction that underlie the update of the City's Transportation Management Plan (and I see merit in passing along the report to the consultant team working on the TMP to inform their work). That said, I do have a number of comments/suggestions for improvement for your consideration, with a focus on the Curbside Management and TDM sections of the report.

Curbside Management

- This section feels somewhat out of place in a report dedicated to parking management. The information in the section is important, but may be a better fit in another section of the overall Parking Plan.
- This section of the report does a good job of identifying (and differentiating) curbside stakeholders and functions. That said, I would like to see a sentence or paragraph that explicitly acknowledges/speaks to competing uses for limited curbside space (i.e. no one section of curbside can accommodate all uses equally / uses must be prioritized).
- This section should explicitly recognize/build on the City's Complete Streets Guide. Curbside
- space/management is addressed in a number of sections of the Guide, with it being the focus of Section 4.4.5 (Curbside Space).
- Direction in this report (or the broader Parking Study) regarding curbside management must align with direction in the Guide. As an example, I see merit in aligning the curbside typologies enumerated in Exhibit 5.4 with those outlined in the Complete Streets Guide (Figure 2.5).
- I see an opportunity to distinguish, and perhaps separate, placemaking from the other curbside functions. Every street can benefit from improved placemaking/design and this can be done along with (i.e. not have to compete with) other curbside functions.
- It is encouraging to see Access for People score highly in most of the curbside typologies – this aligns well with the shift in the transportation sector to plan for the movement of people, not vehicles.
- City staff need to determine how the curbside decision making framework fits into our planning and implementation processes.

TDM

- I see merit in having a sub-section that speaks explicitly to transit (comparable to the sub-section on active transportation). Transit-oriented TDM measures are, to my mind, key to fostering modal shift away from private vehicles. Potential transit-oriented TDM measures include: enhanced service, providing information/education campaigns, transit fare incentives, and transit priority measures. This would complement the mention of the bulk purchase of transit passes as part of a TDM package that could be asked of large developments.
- I support consideration of requiring large developments demonstrate how they will help minimize vehicle travel (particularly single-occupant vehicle trips) and parking demand in the form of TDM plans and using a checklist to score plans. This reminds me of, and could possibly be analogous to, the City's Sustainability Assessment Tool. I also see such TDM plans being of use when undertaking precinct-level plans for the intensification areas identified in Brampton Plan (i.e. areas such as Urban Centres or Town Centres where the cumulative impact of development-level TDM plans will need to be addressed).

- The downtown-tailored TDM measures provided in Section 2.1.7 of the report look good. These could, to my mind, also be applied in other focus/intensification areas (particularly in the Uptown area as it builds out). It is in such areas, and along the corridors between them that will be served by rapid transit, that we stand the best chance of using TDM to effect significant changes in modal share.

Brian Lakeman, RPP, MCIP

Transportation Policy Planner

City of Brampton | Planning, Building and Economic Development Department

Record 8

From: Gariscsak, Anne

Sent: Monday, April 4, 2022 11:58 AM

To: Majeed, Malik

Cc: Jamal, Naheeda; Lewkowicz, Paul; Wahab, Farad; Buonpensiero, Tara

Subject: [EXTERNAL]FW: Brampton Parking Plan Phase I - Planning and HDO Comments

Hello Malik,

Thank you for circulating the draft Phase 1 Brampton Parking Plan to Peel Region for review and comment.

Peel Region Policy and Housing Development Office (HDO) have reviewed the Draft Parking Plan and offer the following comments.

Page 7 There is an opportunity to draw linkages to the Peel Region Housing and Homelessness Plan (PHHP). Perhaps around maximizing planning tools and incentives to support affordable housing.

Page 8 Housing Brampton- Housing Strategy and Action Plan 2021, "Relevant Action Items include identifying parking innovations through this Parking Plan and committing Brampton specific incentives for rental housing such as reduced parking rates for affordable units. "Peel Region Housing Policy and HDO staff are very supportive of these efforts to further incentivize the building of rental housing and affordable housing.

Page 12 Zoning By Law Amendment 45-2021 "rescinded the minimum parking requirements in the City's planned intensification areas". HDO staff are very supportive of this initiative and have benefitted with having no minimum required tenant parking for our proposed Chelsea Gardens affordable housing infill development. HDO encourages the City to consider expanding this initiative to other appropriate areas, particularly in MTSAs.

Page 14 Best Practices Review Assumption that comparisons around parking prices are in American dollars for American jurisdictions? Makes more of an apples-to-apples comparison. Perhaps however if other jurisdictions can be reviewed particularly Toronto and Mississauga, for their efforts to reduce parking minimums in affordable housing developments.

Page 42 Public Sessions and Focus Groups, "Attendees expressed their support for removing minimum parking requirements or adopting maximum parking requirements in intensification

corridors or near MTSA. The impact of parking requirements on providing affordable housing was also noted. "Peel Region Housing Policy and HDO staff support this perspective.

Page 43 Institutional focus Groups," Attendees noted that parking planning should consider affordable housing and transitional housing, active transportation and EV charging stations." Region of Peel Housing and HDO staff support this and also support efforts to improve access to active transportation (e.g. bike lanes and bike racks) as well.

Page 47 Comparator Municipality Parking Requirements Comparison, HDO staff suggest Apartment Dwelling unit review be divided by tenure: Rental and Condominium as these would generate different parking needs. As well a category for affordable housing unit would also be a valuable comparator.

Page 51 Affordable Housing Requirements; Affordable housing is low cost housing that is intended to be affordable with low (add "and or moderate") income . As municipal and regional initiatives support moderate income households as well.

Page 52 "Setting high parking requirements reduces affordability by increasing developer costs, which often get passed on to the owner or renter. According to Victoria Transport Policy Institute, each parking space is estimated to increase the unit's cost by 12.5%. Parking policies can support affordable housing by reducing the parking required." Region staff has heard this from the development industry and in response we speak to local municipal efforts to reduce parking requirements for affordable housing to make it less costly to build this type of housing. Also these reduced minimums help make IZ and other initiatives more feasible in markets that are not as strong.

Page 52 "The draft ZBL does not provide special parking provisions for affordable housing. Granting reductions or exemptions to ZBL parking requirements for affordable housing is an emerging trend." HDO staff strongly encourage special and reduced parking or exemptions for affordable housing, such as City of Mississauga is currently introducing.

Page 52 Separate affordable housing parking minimums: In this approach, the ZBL identified affordable housing as a type of land use and defines parking requirement that are lower than other residential developments. Examples include: Seattle (no minimum parking is required), Winnipeg (one space per five dwelling units), and Austin (only requires accessible parking spaces). Region of Peel Housing Policy and HDO supports this approach as it provides for greater certainty for those building affordable housing, particularly from cost and feasibility perspective. It is a more streamlined process. This approach also better supports the Region's efforts to speak to local municipal efforts lower parking minimums as an offset to reduce the cost of affordable housing.

Page 52 "Brampton is recommended to start with the second approach where parking exemptions are granted on a case-by-case basis. This is because affordable housing developments may vary widely depending on the resident composition, the type of dwelling (high-rise, low-rise, townhouses, converted dwelling), and the location and its proximity to central areas, high-density streets, and transit routes, and stations. Therefore, setting a citywide parking requirement for affordable housing may not be a feasible option and a flexible approach seems to be more appropriate in the short to medium-term." This approach could lead to an inconsistent approach in the same community or similar community. This is not the ideal approach. A single land use could have some nuances such as location, residential composition, and housing types which could be addressed within a more consistent approach.

Brampton should review parking requirements in other jurisdictions in the GTA. Perhaps review Mississauga's precinct approach where there is one land use type for affordable housing (and we would be happy to share ideas on what this could include) with varying parking minimums by parking precinct. Would the City of Brampton be open to creating a standard reduced parking minimum for Downtown Brampton, Queen Street Corridor and other compact/intensifying areas such as Heritage Heights, Mount Pleasant, Uptown Steeles and Mississauga/Steeles? And then doing case-by-case in other areas? The Region would be happy to provide suggestions on how

other types of uses such as transitional, supportive or other shared housing arrangements could be addressed in this ZBL.

Page 52” In the long-term, if more definitive types and areas of affordable housing are established and more on-site parking demand data becomes available, then designated affordable housing land uses can be added to the ZBL with specific parking requirements.” Peel Housing Policy and HDO staff appreciate this but would rather this occur in the near future, not longer term or case by case.

Page 65 8.4.2 Comprehensive Zoning Bylaw Review “ The draft ZBL allows developers to reduce parking requirements by adopting shared parking, providing dedicated car sharing spaces, and adding more bicycle parking spaces than required. These parking reductions are in-line with best practices to promote sustainable and affordable developments “ Peel Housing Policy and HDO staff appreciate these efforts.

Page 65 “Parking policies can support affordable housing by granting parking requirement reductions. In the short-term, Brampton is recommended to grant parking reductions or exemption based on a case-by-case review. This provides a flexible approach that can accommodate the wide variety of affording housing types and locations. To further support affordable housing, Brampton is developing an Inclusionary Zoning program. In the long-term, affordable housing requirements can be added as a land use with specific ZBL parking requirements once the parking demand generation is better understood. “Peel Housing Policy staff and HDO staff hope that a case-by-case approach is only for the near future and can transition to designating affordable housing as a separate land use type.

Thank you again for allowing Regional staff the opportunity to offer comments for the subject draft report, should you have any questions or should you wish to discuss the above noted comments further, please do not hesitate to contact me.

Anne Gariscsak, MCIP RPP CPT

Intermediate Planner

Housing Development Office

Regional Municipality of Peel

Record 9

From: Sylvia Menezes Roberts

Sent: 2022/06/30 12:50 PM

To: Majeed, Malik

Subject: Re: [EXTERNAL]Re: Brampton Parking Plan - Public and Stakeholder Engagement #2

Hi Planner Majeed,

I am listening to the video, early on you have a survey on whether people think transit fares should be lowered, parking rates raised, or both, this fails to consider that part of the reason many people in Brampton do not use transit is that the provision of transit is inadequate in their area. I have talked to many people for whom switching to transit would add 60-120 minutes to their commute per day, and as such, even if transit were free, they wouldn't consider it.

The question for reducing or removing parking seems a pointless question to ask because the public hasn't actually read the data on this, so you are asking people to basically make multi billion dollar decisions based on feelings, this is absurd. If multi billion sounds hyperbolic, at current construction prices of \$75k a spot, \$2 billion is only 27k parking spaces, compared to our need to add housing for ten times that many people.

The City needs to look at ending the overnight parking ban downtown, to allow residential to use the spaces, setting up a parking benefits district where half the proceeds go to the Downtown BIA, ending the annual parking pass, and jacking up the monthly parking pass as the parking report from 10 years ago said to at least 50% higher than the transit pass rate.

Sincerely,

Sylvia

Record 10

From: Sylvia Menezes Roberts

Sent: 2022/08/04 1:39 PM

To: Majeed, Malik

Cc: Lukasik, Laura; Stahl, Kelly

Subject: [EXTERNAL]Parking Study Downtown & a Parking Benefits District

Dear Planner Majeed,

This is to follow up with what I mentioned at the IDP charrette. I believe establishing a parking benefits district downtown would be beneficial for the Downtown and the City of Brampton. As you may recall from the 2010 Brampton Parking study, it specifically recommended that the cost of parking at minimum exceed that of the cost of a monthly bus pass, which at present is \$128, over \$80 more than the monthly transit pass. In order to stop the City hemorrhaging money subsidizing parking downtown, revenue would need to exceed \$250 per spot per month in the structured parking, which means increases of \$200 per month are needed. With pre-pandemic operation seeing public off street utilization of ~1000 cars per day, assuming only half return, for ~500 per day, and staff continue to get a 50% reduction on rates, a \$40/month general increase still nets \$120k a year. This should be reinvested into the downtown, and can provide sustainable funding for basic maintenance, where the downtown is sorely lacking. After five years of such increases, the City is netting \$500k+ per year, which again, as the money is raised in the downtown, should be spent on the downtown, this is enough for significant programming upgrades to downtown, in addition to vastly improved general maintenance.

As an additional measure, since even pre-pandemic there was abundant public parking capacity, overnight parking should be permitted. The current situation means developers must significantly overbuild parking in each proposal, because new residents cannot secure nearby off site overnight parking, this change could potentially reduce cost per unit by as much as 10%, without decreasing unit desirability, strongly encouraging development downtown, improving downtown vitality. While the people regularly refer to the lack of a grocery store downtown, the reality, is there are two within a 15 minute walk, and a third within a 20 minute walk, or each can be easily accessed by transit, being located at major transit stops, if you wished to improve convenience for people living downtown, make sure to have several car share vehicles in each garage.

With the overnight parking change, the increase in parking rates, and the inevitable and necessary elimination of the subsidized employee parking, the City has the potential to easily raise a million per year off of parking revenue within the next decade, allowing the funding of enormous maintenance and operations improvements per year.

Sincerely,
Sylvia

Record 11

To: Patrick Brown

(Mayor of Brampton)

Date: 06 August 2022

Subject: Prominent issues faced by the truckers

We the members of CTWA (Canadian Truckers Welfare Association) want to get to your notice some of the prominent problems faced by the trucker community nowadays. The issues are described as follows:

1. Expensive Single Owner Parking:

It has been noticed that the parking spot costs for single-owner CMV operators are prominently high and despite the high cost, the security of the trucks is still not promised and is rather compromised quite often.

As the CMV parking yards are not regulated by the city government therefore they don't follow any industry standards in terms of security which leads to incidents like vehicle theft.

Guidelines need to be established which make it mandatory to have the basic services like security, surveillance, and proper lighting in every CMV parking yard at a reasonable cost. This will provide confidence to the drivers regarding the safety of their trucks and ease this vehicle theft stress from their minds.

We also noticed that there are a lot of empty land spaces within Brampton city which is regulated by the provincial and city government. We appeal that these empty spaces should be utilized as parking spaces for truckers, especially for single-owner operators who are the most affected by this issue. This will not only solve the issue for truckers, but the city government could also generate revenue by providing this parking facility: in this way both sides benefit from it.

2. Insufficient restroom facilities:

The fast-food chains like "MC Donald", "KFC", "Tim Hortons", etc. are a part of almost every trucker's journey, and we propose that Brampton city should align with these brands to make some support policies that shall benefit the truckers.

Currently, there is no location within the city where a trucker could take a stop and use the restroom for some time and the only resort is to go to the truck stop that is located outside the city. However, Mississauga city has provided facilities where truckers could park near these fast-food chain restaurants to use restrooms for some time.

We would like you to implement the following suggestions within the city of Brampton to solve the stated issue:

2A) Provide a minimum of 15-30 minutes of standing/parking time to all commercial motor vehicles (CMV) near these fast-food restaurants.

2B) Provision of a 3rd/separate lane for CMV

CTWA President
(Satnam Singh)

Record 12

From: kelly hepburn

Sent: 2022/12/03 3:29 PM

To: Majeed, Malik

Subject: [EXTERNAL]Re: Draft Brampton Parking Plan - Public & Stakeholder Engagement Session #3

Good afternoon

Let's be clear it is not the multigenerational homes that are adversely effected it is the student rooming house s that have 15 to 20 people living in 2400 square foot single family dwellings.

Landlords are making a fortune off these homes and do not maintain them.

They are parking 6 cars in a four car driveway paving over lawns and now you are going to let them park on

the street. The neighborhoods will be nothing but cars. What is your vision of Brampton.?

Rooming houses, closed schools because there are no children living in the neighborhood and cars parked night and day on the streets which are already impossible to drive around.

I have a 140 feet of curb that will now be blocked by cars. That will be my view.

I have two rooming houses across from me that I have been able to keep semi maintained by limiting them to 6 cars. Now there will be no limit to how many people you can cram into a home.

Is anyone checking on the safety of these homes or do all you care about is collecting money for parking permits.??!

It's impossible to keep my lawn clean because if the debris and junk flying around the neighborhood from the overflowing garbage and recycling bins that cannot hold the garbage generated by 20 people. Not to mention the high number of Uber eats drivers flying down the street to drop off food to students who don't have use of kitchens.

Your plan is very short sighted and make it impossible for single families to live in Brampton while you cater to the international students and greedy landlords.

Extremely disappointed in the direction Brampton is going. You will not be able to undo what you are creating and you will have nothing but rooming houses with no one that cares about their property.

Record 13

From: kelly hepburn

Sent: 2023/01/10 9:55 AM

To: Majeed, Malik

Subject: [EXTERNAL]Re: Draft Brampton Parking Plan

Hi.

Is the Brampton council planning on approving street permit parking in neighbourhoods.

I am very concerned that you are allowing our property values to drop and for single family homes to be surrounded by rooming houses. Parking lot driveways and streets that you cannot manoeuvre down.

From: Majeed, Malik

Sent: 2023/01/10 12:53 PM

To:

Cc: Mahmood, Shahid <Shahid.Mahmood@brampton.ca>; Humble, Jeffrey <Jeffrey.Humble@brampton.ca>

Subject: RE: [EXTERNAL]Re: Draft Brampton Parking Plan

Hello Kelly

Thank you for this email and the attached email dated December 3 2022.

I understand your concern regarding over-crowded student rooming within single family dwellings and their impact on the quality of life, particularly in low density neighbourhoods. Student housing needs to be addressed through the City's housing strategy – [Housing Brampton](#). Housing Brampton aims to address off campus student housing as affordable housing for singles, through various Action Items, including the introduction of a new rental typology- Single Room Occupancy, and initiatives such as Additional Residential Units.

As well, the Province's Bill 23, the More Homes Built Faster Act, 2022 seeks to accelerate implementation of an updated additional residential unit framework by allowing up to three units per lot in many existing residential areas. The Bill also prohibits municipalities from applying minimum unit sizes or requiring more than one parking space in connection with these units.

The Draft Brampton Parking Plan is recommending implementation of paid on-street parking permits subject to several considerations such as:

- Requiring the support of the majority of homeowners in the area, which would be assessed through a survey of the homeowners;
- A case-by-case review of each application to evaluate potential adverse safety and operation impacts resulting from the program, such as conflicts with cyclists and pedestrians, impact on sidewalk width, adding friction to the street traffic, sight distance reduction at driveways and intersections, and any implications to waste collection;

- Awareness campaign clarifying who can benefit from the program and how the adverse impacts will be considered and mitigated. It will not apply to overcrowded rooming houses;
- Permit costs are recommended to be set such that the collected revenue offsets the cost of operating and maintaining the program;
- Adopting digital (electronic) permits to facilitate mobile License Plate Recognition enforcement. Using the digital permit system and the license plates as proof of payment will inhibit the illegal resale or transfer of permits as they are tied to specific license plates.

Municipalities that have implemented on-street permit parking program, address winter snow clearing by requiring vehicles to park on one side of the street, or restrict on-street parking during heavy snow events.

The Plan recommends a phased implementation of the program:

Phase One – Program Feasibility Assessment: Evaluates actual parking operations, resources needed, program cost, and public support, conducts best practices review, and identifies potential areas for a pilot program.

Phase Two – Implement a Pilot Small-Scale Program: Examines how the program works in practice and identifies areas for improvement.

Phase Three – Program Expansion or Adjustment: Adjusts program regulations, policies, and boundaries based on findings from previous phases.

A recommendation report on the Parking Plan will be presented to Council in the first quarter of 2023.

I have no information on whether Council will endorse all or parts of the Parking Plan.

Hope this helps

Regards

Malik Majeed, M.Sc. MCIP RPP
Policy Planner, City Planning and Design
Planning, Building and Economic Development

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2

Record 14

From: Rick Evans

Sent: 2022/12/15

To: Majeed, Malik

Subject: [EXTERNAL]Re: Draft Brampton Parking Plan - Public & Stakeholder Engagement Session #3
Malik,

I find these virtual public meetings on parking very inadequate, particularly when the chats are restricted to few characters. It is difficult to have an effective dialogue.

Given the importance of parking in the small area which defines the Downtown boundaries for the BIA, I suggest it much more effective that staff arrange a specific presentation to engage our membership and hear their concerns for this unique area. The DT business and landlord's voices will be lost in a broad engagement which discusses the overall parking framework for application throughout Brampton. The impact to residents in the surrounding neighbourhoods can not be underestimated. The concerns for any part of Brampton are no less important, but the new policy has unique implications for our area given the mix of uses ranging from commercial & hi-rise residential to cultural facilities, event hosting and street-level retail. It is further complicated by the number of new proposed hi-rise developments in and around DT. Such development, long needed DT is a good problem but one which begs dialogue with DT stakeholders over the proposals for developer incentives trading vehicle and bicycle parking and reductions in the number of spots required per units.

As Chair of the DBBIA's Development committee, I am particularly concerned with the implementation of a new parking strategy without the completion of the IDP or even a preliminary design for the forthcoming DT Revitalization. Given concerns over these essential projects, I have taken the liberty of copying Mr Kallideen. I would look forward to having a specific forum for the Downtown.

Thank you,

Rick

Richard Evans

Committee Chair, DBBIA

Record 15

From: Brampton Business Executive Suites

Sent: 2023/01/13 4:46 PM

To: Godefroy, Suzy

Cc: Majeed, Malik; Percival, Carrie

Subject: [EXTERNAL]Draft Brampton Parking Plan

Hi Suzy, further to our conversation of Dec 16, 2022 I would like to summarize our concerns regarding the parking plan.

Parking is our biggest challenge.

Everyone complains about having to pay. Yes it eases the pain when you tell them it is free for one hour and that evenings and weekends are free. To see the prices increase or to eliminate the free hour is something we are strongly against. No one wants to pay for parking even if it is very much cheaper than Toronto!

We are not Toronto or for that matter comparable to any other municipality. We are in Brampton and the clientele is very different. We cannot have the same expectations of Bramptonians as we would for Torontonians or any other municipality. The mindset is different for whatever reason. It is a hard lesson we learnt when we first opened our doors in 2004.

Secondly, as you may have heard in the news lately, Canada has a higher percentage of seniors. This is reflected in our clients and their clients. More people are coming with walkers, oxygen tanks, walking sticks, or are otherwise disabled. These people do not like to pay for parking on their limited incomes or walk additional distances when the parking lot and/ or garage next to us is closed so the city can make revenue on filming. These seniors firstly do not like change of parking venue and secondly do not like being told to walk an additional distance from underground City Hall or Rose Theatre even if it is free!

There is also complaints of urine smell in the stairwells, people sleeping in the stairwells, and crime. Can we fix these issues first!

We are not going to bring in the frustrations due to all the never ending construction and all the losses since March 2020.

What is the City thinking? Are they oblivious to what is going on? Do they really want business in the downtown? These are questions that comes to one's mind.

We need to increase the free parking from one hour to minimum 2 hours. Most of our counsellors/ therapists and other practitioners take one hour appointments which in effect is 2 hours of parking time for their clients.

I have to say that we have been proud to say that parking is free (since 2020). People love it.

Sorry for ranting but the draft parking plan is not welcomed at all.

Sincerely

Amrit

Record 16



January 27, 2023

Mr. Malik Majeed, M.Sc. MCIP RPP
Policy Planner, City Planning and Design
Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton ON
L6Y 4R2

Sent via email to malik.majeed@brampton.ca

RE: City of Brampton Draft Parking Plan Report

The Building Industry and Land Development Association (BILD) is in receipt of the Staff Report entitled *Information Report – Brampton Parking Plan Draft Report* found on the Committee of Council meeting Agenda dated November 23, 2022. BILD also acknowledges the public consultation session that was held on December 15, 2022. We are submitting this information in advance of the release of the final Brampton Parking Plan that is anticipated to be presented for Council endorsement in early 2023, and in time for your commenting deadline of January 30th.

BILD recognizes the importance of this document in implementing up-to-date best practices regarding parking minimums, maximums and other requirements. BILD and its members would like to thank the City and its consulting team for addressing some of the challenges that the industry has been facing surrounding parking standards. This document is another step in the right direction and we are therefore supportive of the work that is proposed to be implemented through the new Brampton Parking Plan once it is finalized.

The reason for this submission is to identify BILD's concern with the proposed requirement for Electric Vehicle (EV) charging stations. To be specific, Section I. of Exhibit 9.1 (Parking Implementation Plan) within the draft Brampton Parking Plan proposes that as a default and to be implemented through the City-wide Zoning By-law, 20 percent of the required parking spaces for apartment residential or mixed-use buildings are to be equipped with EV charging stations, while the remainder of those required parking spaces are to be EV-ready. Additionally, for non-residential uses, the draft policy requires that 10 percent of parking spaces be equipped with EV charging stations and another 20 percent be EV-ready.

BILD members have indicated that this requirement will have a large financial impact to residential as well as commercial, industrial and institutional development projects. Additionally, BILD is especially concerned with the rigidity of this proposed policy requirement given the current context of the housing affordability crisis across the province. The draft Brampton Parking Plan indicates that best practices are drawn from large cities such as Toronto, Seattle and Washington, DC. Housing markets and development standards vary greatly across the province and even within municipalities themselves.

Additionally, through past discussions with City staff regarding the related Sustainability Metrics Program update (known as the Sustainable New Communities Program), BILD members have communicated that the cost to outfit a low-rise development with EV-ready spaces is significantly greater than that for a mid- or high-rise development. Requiring EV charging stations or EV-readiness as a default, and without consideration for the specific



context and scale of a market or project, will exacerbate the current challenges surrounding the rising cost of community development.

Accordingly, we are recommending that the proposed requirement instead be a policy-based approach that includes incentives for the developer to provide the recommended 20 percent EV-ready spaces rather than broadly implementing a strict requirement through future zoning by-laws. The use of incentives will actively address the aforementioned project and market contexts and offset the significant financial impact to development.

It is BILD's opinion that the EV-charging policies identified in this submission warrant further review and targeted consultation with our members prior to finalization of the new Brampton Parking Plan. For above-code requirements such as these, the industry would like to see a true partnership with the City to help ensure the success of the implementation of new policy.

Thank you for the opportunity to submit these comments. As your community building partner, we trust that you will take them into careful consideration as you finalize this work.

Kind regards,

Sophie Lin
Planner, Policy & Advocacy

CC: Allan Parsons, City of Brampton
Gavin Bailey, BILD Peel Chapter Chair
Victoria Mortelliti, Senior Manager, BILD
Members of the BILD Peel Chapter

The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,500 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.

Record 17

大成 DENTONS

Andrea Paterson
Land Use Planner
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77 King Street West, Suite 400
Toronto-Dominion Centre
Toronto, ON, Canada M5K 0A1

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January 27, 2023

malik.majeed@brampton.ca

Malik Majeed, Policy Planner
Planning, Building and Growth Management Department
City of Brampton
2 Wellington Street West
Brampton ON L6Y 4R2

Dear Mr. Majeed

Re: Brampton Parking Plan Draft Report


Thank you for your email inviting comments on the Draft Brampton Parking Plan. We have been monitoring the parking review process on behalf of a few of our clients, and note that there is some ambiguity regarding the establishment of maximum parking caps for lands located within Intensification Areas ("IAs"). Through our phone call, you were able to clarify that setting parking maximums in IAs will only be "for select land uses", and not for all uses within IAs. We maintain that this approach is appropriate since certain non-residential land uses, particularly those outside of Downtown Brampton, continue to require the provision of appropriate levels of vehicular parking.

We have participated in two Open Houses related to this review, and note that staff have advised that maximum parking caps were not appropriate for certain non-residential uses, using warehousing and manufacturing as examples. We are in agreement with this position and believe that no maximum parking cap should be placed on such uses, regardless if they are located within an IA or outside of an IA.

Please feel free to contact the undersigned, should you have any questions.

Yours truly,

Dentons Canada LLP

DocuSigned by:

91A616951E3C406...

Andrea Paterson
Land Use Planner

AP/amn

Zaanouni Law Firm & Associates ► LuatViet ► Fernanda Lopes & Associados ► Guevara & Gutierrez ► Paz Horowitz Abogados ► Sirote ► Adepetun Caxton-Martins Agbor & Segun ► Davis Brown ► East African Law Chambers ► For more information on the firms that have come together to form Dentons, go to [dentons.com/legacyfirms](https://www.dentons.com/legacyfirms)

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Record 18



January 30, 2023

Mayor Patrick Brown and Members of Council
City of Brampton
2 Wellington Street West
Brampton, ON, L6Y 4R2
Via email: peterfay@brampton.ca & parkingstrategy@brampton.ca

Dear Mayor Brown and Members of Council,

On behalf of the Downtown Brampton BIA (DBBIA) board of directors and our 300 + downtown businesses and 140 landlords, we are writing to City of Brampton Council to provide feedback on the Draft Parking Plan for the City of Brampton.

Downtown Brampton BIA board of directors and staff attended the most recent public information virtual session on Thursday December 15, 2023 as well as a meeting that was specifically set up by city staff for the Downtown Brampton BIA on January 17, 2023.

At this time, we the DBBIA have been in discussions with a number of business owners and operators about the following recommendations specifically to the Downtown Brampton area:

Highlights from the Draft Brampton Parking Plan for Downtown Brampton include the following recommendations and we have provided the DBBIA's feedback in red:

- Remove the one-hour free parking at municipal garages - DBBIA does not support this
- Increase the hourly parking price rates of the metered on street parking and the cost of the monthly and annual parking permits - DBBIA does not support this
- Continue to provide parking spaces in municipal parking garages dedicated for short-term (hourly or less than hourly) purposes. DBBIA supports
- Convert downtown on-street parking meters from pay-and display into pay-by-plate and smart parking meters - DBBIA supports
- Upgrade the payment technology at the municipal parking garages in the downtown area, use pay-by-plate machines and LPR cameras. DBBIA supports – but would recommend coin operated machine option with new technology
- Cancel the CIL of parking program in Brampton Downtown - DBBIA needs more details on this and the strategy on how to build new parking infrastructure in the next 5/10/15/20 years without a Cash in Lieu program for new development in the downtown
- Add public parking within key strategic areas and Major Transit Station Areas as part of the Community Benefit Charges. DBBIA supports

As the Downtown Brampton BIA, a business organization, representing hundreds of tax payers and property owners, we are very passionate about the parking strategy, infrastructure, maintenance, ease of use for all, and safety factors in the parking garages and spaces in the downtown core.

While we commend the City of Brampton for the work they have done on the new Parking Plan for the City of Brampton, the DBBIA is focussed on business recovery from Covid 19, as well as barriers to entry for downtown for everyday shopping, dining and professional business in downtown, specifically related to the road work and safety concerns.

We recommend that you look at postponing increasing parking rates, fees and eliminating the first hour free, until a later date, and/or after the completion of the Region of Peel Sanitary and Sewer replacement as well as the downtown streetscaping.

Best regards,

Carrie Percival

Carrie Percival
Chair
Downtown Brampton BIA

Rick Evans

Rick Evans
Development & Safety Chair
Downtown Brampton BIA



Suzy Godefroy
Executive Director
Downtown Brampton BIA

Cc.

- Steve Ganesh, Commissioner of Planning, City of Brampton
- Harry Persaud, Director, Downtown Revitalization, Public Works & Engineering
- Malik Majeed, Planner III, Policy, Planning, Building & Growth Management
- Anna Chrzaniecki, Downtown Coordinator, Economic Development

Record 19

From: Susan Colbert Wright
Sent: 2023/01/30 11:20 PM
To: Majeed, Malik <Malik.Majeed@brampton.ca>; Parkingstrategy <Parkingstrategy@brampton.ca>
Cc: Power, Rod (Councillor) <Rod.Power@brampton.ca>
Subject: [EXTERNAL]Brampton Parking Plan - Questions

Below are my questions regarding the Brampton Parking Plan. I look forward to your responses. Thank you

*Sincerely
Susan Colbert Wright*

Cavendish Crescent and the surrounding residential areas are within the area designated for Special Parking Provisions. Why? What are "Special Parking Provisions"?

Under what circumstances are multi-tenant dwellings, rooming houses, additional units legal?

How will ineligibility (no parking permits for occupants of illegal multi-tenant dwelling, rooming houses, additional units) be determined? How will it be known if the house is illegal (if it is not registered or never had a proper building permit) and therefore ineligible for a parking permit? How will it be known if residents use or occupy the housing legally?

If the driveway does not accommodate parking for all the residents, why should a parking permit be issued?

Cavendish Crescent and the surrounding residential area have an increasing number of houses with illegally added units and illegal parkers. Parking enforcement has typically been non-existent. Recent examples are: 1) a car parked for more than 2 weeks on a street with no sidewalks, it was more than a foot away from the curb and located near to a curve on the street. More than 3 residents submitted 311 requests (some received no response) before a ticket was finally issued. 2) 2 cars were parked on the same street where one partially blocked a driveway and also the garbage disposal bins located there)

Cavendish Crescent and the surrounding residential area are located in a floodplain area. [Why are additional units permitted?](#) Why would any paid-on street parking be allowed?

Does the City of Brampton envision that particular areas (i.e. Cavendish Crescent et al) to ultimately be a neighbourhood of multi-tenant dwellings, rooming houses, and houses with additional units?

From: Majeed, Malik
Sent: 2023/02/03 2:06 PM
To: Susan Colbert Wright
Cc: Power, Rod (Councillor) <Rod.Power@brampton.ca>
Subject: RE: [EXTERNAL]Brampton Parking Plan - Questions

Hello Susan

Following is a response to the questions in your email below:

The Brampton Parking Plan is a high-level citywide study that addresses broader policy directions. The [Draft Parking Plan](#) does not identify specific streets for the implementation of its recommendations. Please let me know the document that designates Cavendish Crescent and the surrounding residential areas for Special Parking Provisions and I'll take a look.

Lodging Houses (also referred to as rooming, boarding, or multi-tenant houses) are required to be licensed by the City in order to be legal. The lodging house licence is renewed on an annual basis requiring inspections from fire and property standards.

The Draft Parking Plan is recommending implementation of paid on-street parking permits subject to several considerations such as:

- Requiring the support of the majority of homeowners in the area, which would be assessed through a survey of the homeowners;
- A case-by-case review of each application to evaluate potential adverse safety and operation impacts resulting from the program, such as conflicts with cyclists and pedestrians, impact on sidewalk width, adding friction to the street traffic, sight distance reduction at driveways and intersections, and any implications to waste collection;
- Awareness campaign clarifying who can benefit from the program and how the adverse impacts will be considered and mitigated. It will not apply to illegal Lodging Houses;
- Permit costs are recommended to be set such that the collected revenue offsets the cost of operating and maintaining the program;
- Adopting digital (electronic) permits to facilitate mobile License Plate Recognition enforcement. Using the digital permit system and the license plates as proof of payment will inhibit the illegal resale or transfer of permits as they are tied to specific license plates.

As well, the Province's [Bill 23](#), the More Homes Built Faster Act, 2022 allows up to three units per lot in many existing residential areas (Please refer to the section titled Restrictions for Residential Units). The Bill also prohibits municipalities from applying minimum unit sizes, and requires only one additional parking space, if two additional residential units are proposed. The City is in the process of updating policies to comply with Bill 23. Given this context, implementation of a paid on-street residential parking permit program would be an important consideration.

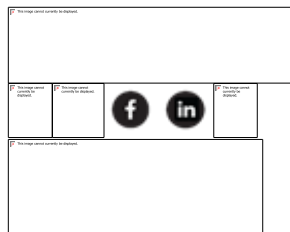
The [Bramalea Secondary Plan](#) designates nearly all of the land fronting Cavendish Crescent as Residential and a small portion as Recreational Open Space. The lands designated Natural Heritage System (floodplain etc.) are to the east and west of the lands designated Residential.

I have passed on your concern about existing parking enforcement to staff in Enforcement and By-Law Services.

The Parking Plan includes several recommendations to enhance parking enforcement (Section 8.2 of the Report).

Sincerely

Malik Majeed, M.Sc. MCIP RPP
Policy Planner, City Planning and Design
Planning, Building and Economic Development
City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2



Record 20

From: Maryam Zaman-Mawji

Sent: 2023/01/09 10:39 PM

To: Keenan, Dennis (Councillor) <Dennis.Keenan@brampton.ca>

Subject: [EXTERNAL]Addressing residential issues in city of Brampton

Dear Mr. Keenan.

Congratulations on being elected our councilor for ward 3 and 4. As citizens of Brampton for over 25 years, we have experienced some recent unwelcomed changes/questionable decision making regarding our local infrastructure. Our concerns are as follows:

-Charolais Boulevard, which runs east/west from Hurontario to James Potter Rd., has been reduced from a 4 lane street to 2 lanes to accommodate a bicycle lane. When we called the city for an explanation, the rationale for the lane reduction was to channel traffic to an already congested Steeles Avenue. While my wife and I advocate for greener alternatives of transportation, and live an active lifestyle, it is clear that the research done on the local demographic, or lack thereof, did not adequately warrant such a change. If I were to initiate a petition voting to restore Charolais Blvd. to 4 lanes, the support would be overwhelmingly in our favor. The increased traffic congestion on Charolais translates to more vehicles idling and thus greater pollution for starters. Not to mention, if I were asked to count how many cyclists I've seen utilizing the bike lanes since their inception, I'd still have fingers left on my one hand to count! This is a prime example of an extremely poor decision that was made, more importantly, how was this conclusion made? I am genuinely curious to know how many residents voted for these bicycle lanes. As I am sure all parents and residents in our neighborhood can attest to, it now takes twice the amount of time to get our children to school, and this is unacceptable.

-With the housing market in a volatile state, and a large percentage of the population unable to purchase a home, why hasn't anything been done to address the parking crisis renters are facing? Recently, we did our due diligence and legalized our basement to meet the municipality's current guidelines - a project that cost us nearly one hundred thousand dollars. In spite of these rigorous codes and inspections that we complied to, why are there such strict guidelines still in effect for parking on our residential streets. A 14 calendar day allowance is comical when a tenant signs a year long lease! We're on the verge of a recession, the cost of living has risen sharply, and the last thing a tenant needs are parking fines when struggling to make ends meet! Again poor decisions making by city leaders as the parking issue should have been sorted before issuing all these permits to build second unit. Other municipalities, North York for instance, have relaxed parking restrictions to compensate and accommodate their expanding population. In addition, Brampton residents pay some of the highest taxes relative to other municipalities, overnight street parking in residential areas should be made legal and free!

Please take our concerns, on behalf of our neighbourhood, into consideration and address them accordingly with your staff. We look forward to your reply, thank you for listening.

Sincerely,

Zafir and Maryam Mawji

From: Iqbal, Heba <Heba.Iqbal@brampton.ca>
Sent: Tuesday, January 10, 2023 1:45:31 PM
To: Maryam Zaman-Mawji
Cc: Keenan, Dennis (Councillor) <Dennis.Keenan@brampton.ca>; Miele, Victoria <Victoria.Miele@brampton.ca>
Subject: RE: [EXTERNAL]Addressing residential issues in city of Brampton

Good afternoon Zafir and Maryam,

Thank you for your email.

Councillor Keenan has received feedback from residents regarding the implementation of bike lanes on Charolais Blvd and based on an initial brief discussion with staff, was advised that the reduction of the lanes was based on historical traffic count information by Traffic Services count program. That being said, at the request of Councillor Keenan, staff are looking at the feasibility of obtaining post reconfiguration data and opportunities for a targeted study to evaluate the implementation of the lanes. We'd be happy to connect you directly with staff to learn more about the implementation of the bike lanes.

The City is currently in the process of creating the Brampton Parking Plan. Although the public engagements have been completed, we would be happy to share your comments below with the team that is leading this plan. Please let us know if you would be okay with us doing so. A link to a website that has more details regarding the plan is below:

<https://www.brampton.ca/EN/Business/planning-development/municipal-parking-strategy/Pages/Welcome.aspx>

Best,

Heba Iqbal
Executive Assistant
Regional Councillor Dennis Keenan, Wards 3 & 4



From: Maryam Zaman-Mawji
Sent: 2023/02/16 10:22 AM
To: Iqbal, Heba <Heba.Iqbal@brampton.ca>
Cc: Keenan, Dennis (Councillor) <Dennis.Keenan@brampton.ca>; Miele, Victoria <Victoria.Miele@brampton.ca>
Subject: Re: [EXTERNAL]Addressing residential issues in city of Brampton

Hello Iqbal,

Yes please share this.

Another thing to consider is for homes that are already legalized with second unit should NOT be getting tickets until they city has a solution.

Also, I'd like an update on where the planning stages are currently.

Thank you.
Maryam

From: Iqbal, Heba <Heba.Iqbal@brampton.ca>
Sent: 2023/02/16 3:19 PM
To: Majeed, Malik <Malik.Majeed@brampton.ca>
Cc: Keenan, Dennis (Councillor) <Dennis.Keenan@brampton.ca>; Miele, Victoria <Victoria.Miele@brampton.ca>; Ghumman, Kanwar <Kanwar.Ghumman@brampton.ca>
Subject: FW: [EXTERNAL]Addressing residential issues in city of Brampton

Good afternoon Malik,

Please see below a correspondence from a resident, I've highlighted the sections related to parking in general/the parking plan.

Is there an update we can provide the resident regarding the Parking Plan and would you be able to advise if some of the concerns noted by the resident were taken into consideration?

Best,

Heba Iqbal
Executive Assistant
Regional Councillor Dennis Keenan, Wards 3 & 4



From: Majeed, Malik <Malik.Majeed@brampton.ca>
Sent: 2023/02/16 3:54 PM
To: Iqbal, Heba <Heba.Iqbal@brampton.ca>
Cc: Keenan, Dennis (Councillor) <Dennis.Keenan@brampton.ca>; Miele, Victoria <Victoria.Miele@brampton.ca>; Ghumman, Kanwar <Kanwar.Ghumman@brampton.ca>
Subject: RE: [EXTERNAL]Addressing residential issues in city of Brampton

Good afternoon, Heba

As an update, staff expect to present the Draft Brampton Parking Plan for Council endorsement by the end of March 2023.

The Draft Parking Plan is recommending implementation of paid on-street parking permits to address residential parking constraints, subject to several considerations such as:

- Requiring the support of the majority of homeowners in the area, which would be assessed through a survey of the homeowners;
- A case-by-case review of each application to evaluate potential adverse safety and operation impacts resulting from the program, such as conflicts with cyclists and pedestrians, impact on sidewalk width, adding friction to the street traffic, sight

distance reduction at driveways and intersections, and any implications to waste collection;

- Awareness campaign clarifying who can benefit from the program and how the adverse impacts will be considered and mitigated. It will not apply to illegal Lodging Houses;
- Permit costs are recommended to be set such that the collected revenue offsets the cost of operating and maintaining the program;
- Adopting digital (electronic) permits to facilitate mobile License Plate Recognition enforcement. Using the digital permit system and the license plates as proof of payment will inhibit the illegal resale or transfer of permits as they are tied to specific license plates.

Regards

Malik Majeed, M.Sc. MCIP RPP

Policy Planner, City Planning and Design

Planning, Building and Growth Management

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2