



For Office Use Only: Meeting Name: Meeting Date:

Delegation Request

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2
 Email: cityclerksoffice@brampton.ca Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: City Council Planning and Development Committee
 Committee of Council Other Committee:

Meeting Date Requested: Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact: Telephone:
 Email:

Subject Matter to be Discussed:	Modernizing Parking Supplementary Report
Action Requested:	Implement a parking exemption defined by a distance 400 metres from good transit.

A formal presentation will accompany my delegation: Yes No
 Presentation format: PowerPoint File (.ppt) Adobe File or equivalent (.pdf) Video File (.avi, .mpg) Other:

Additional printed information/materials will be distributed with my delegation: Yes No Attached

Note: Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**
 (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
 (ii) the electronic file of the presentation to ensure compatibility with corporate equipment. **Submit by Email**

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.



Modernizing Parking

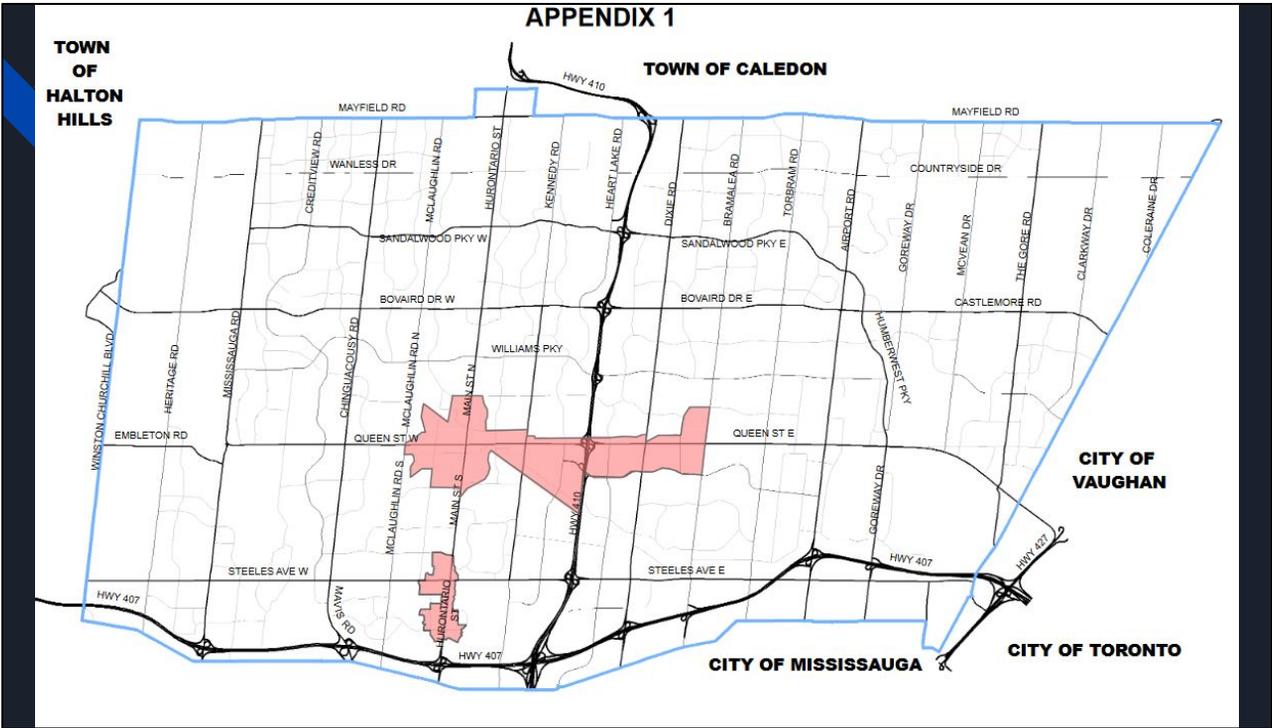
Sylvia Roberts



Staff Concerns

1. Site Specific Parking Requirements
2. On-street Parking
3. Public Realm Improvements
4. Improvements to Bus Rapid Transit Service
5. Rental Buildings
6. Accessible Parking Spaces

- 1) Site Specific Parking is normally to reduce the minimum parking requirements, if it turns out the by-law doesn't apply to them, the City can do a clean up pass
- 2) The concern about on street parking completely ignores that the current on street parking issue, is because of a lack of housing by good transit, as people are living further from it, they need cars to drive places. Adding housing near good transit would reduce the amount of on street parking compared to the status quo
- 3) The statement "Brampton should be designed for pedestrians, cyclists, transit riders and drivers; not, primarily, for parked cars" is true whether the area has minimum parking requirements apply or not. Staff should already be looking at the Public Realm for Hurontario-Main because the LRT is under construction, for Downtown as part of Downtown Reimagined, and for the Queen Street Corridor as part of the Queen Street BRT planning.
- 4) Somehow staff missed the single most important thing needed for areas where minimum parking requirements are removed, and that is improving frequency, which improves capacity, how on earth did they miss this? Adding service also isn't that hard, when a project is going to the site plan approval step, notify Brampton Transit and they can determine whether, and how much service needs to be added
- 5) Elimination of parking minimums makes it much easier for landlords to have parking and units as separate items, so people only pay for parking if they want it. Financing is a significant check on developers doing anything particularly radical with parking, in practice, as can be seen from when Minneapolis eliminated parking minimums near good transit, what happens is the amount of parking built per site goes down a little, and trends downwards over time, as successive developments show less parking is feasible.
- 6) This is the only one of the six concerns with merit



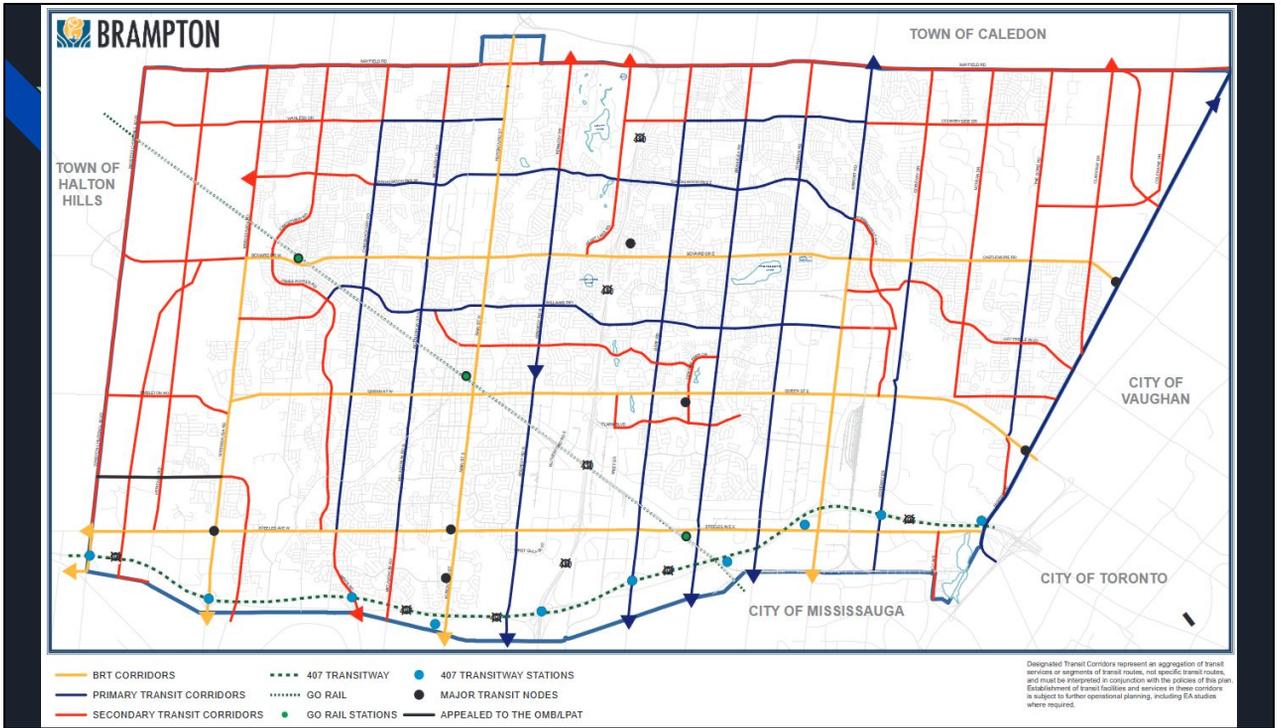
Staff's proposed areas to eliminate minimum parking requirements



Committee Motion

- elimination of parking requirements in areas with high density,
- along transit corridors and within the central area, and
- long-term care parking considerations.

The motion at Planning Committee specifically spot of eliminating along transit corridors, this plan doesn't do that, it doesn't even have a real definition of what good transit is, and uses secondary plan areas, which means areas without good transit would get an exemption, and areas with good transit, won't get an exemption.



Schedule C of the Official Plan



The Price of Inaction, the Housing Crisis

- Rising food bank usage,
- Full shelters,
- Overcrowded housing

The City of Brampton is in a full blown Housing Crisis, and it is worsening by the day, the City needs to act, and swiftly. Staff says to wait for the Parking Strategy, but all we've done is wait, the Comprehensive Zoning By-law Review started in 2012, and hopefully it'll be done in 2022. We don't have time to wait ten years for the Parking Strategy, or even five. Parking is a significant, and low hanging fruit to grab when it comes to housing affordability, a requirement of 1 parking spot per unit, as underground parking, is \$50k+, which is significant and is higher than development charges for smaller units, precisely the ones we need.

Food Bank Usage and Housing Costs

<https://www.cbc.ca/news/canada/hamilton/ontario-food-banks-annual-report-2019-2020-1.5821171>

Homelessness Crisis

<https://www.cbc.ca/news/canada/toronto/big-city-problems-how-booming-brampton-is-dealing-with-a-spike-in-homelessness-1.5310071>

Shelters for victims of domestic violence are full and turning people away

<https://www.thestar.com/news/gta/2020/08/13/domestic-violence-calls-have-doubled-in-peel-region-since-2014-police-records-say.html>



Proposal

Use walking distance of 400 metres from a designated transit station for the parking exemption: “where it can be shown that the walking distance along public streets and paths between the nearest active entrance and a designated transit station is 400 metres or less, no off-street motor vehicle parking is required to be provided under this section”

Criteria to select stops (not part of zoning by-law)

- Headways of 15 minutes or better all day on weekdays, 20 minutes on weekends
- Be on a primary intensification corridor
- Be on a major transit corridor (BRT or primary transit corridor in OP)

Ottawa's ZBL uses distance to alter the minimum parking requirements

<https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/law-z/planning-development-and-construction/maps-and-zoning/zoning-law-no-2008-250/zoning-law-2008-250-consolidation/part-4-parking-queuing-and-loading-provisions-sections-100-114>

It works towards OP 4.5.4.26 “The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities” basing the exemption on distance provides a powerful financial incentive to consider pedestrians.