

## Appendix 7 - Summary and Response to Public Comments

### *Statutory Public Meeting Comments*

There was one (1) member of the public in attendance at the virtual public meeting. A summary of the comments received at the public meeting are as follows:

- The Queen Street BRT Initial Business Case has been approved by Metrolinx recently and will include the operation of bus rapid transit from Mississauga Road to Highway 50, which significantly exceeds the area of where it is currently proposed to eliminate minimum parking requirements;
- Waiting for the completion of the City-wide Parking Strategy to implement no minimum parking requirements in other areas of the City will take too long;
- Brampton's current parking minimums are significant barriers to economic growth;
- Can the City implement no minimum parking requirements based on proximity (e.g. 400 metres) to transit stops?

Below is a summary and a response to the comments that have been received.

The boundaries of the proposed Zoning By-law amendment are proposed to include the Downtown, Central Area and the Hurontario-Main Corridor. These areas encompass a Provincially designated Urban Growth Centre, an anchor mobility hub and a gateway mobility hub. These three key strategic growth areas are located along the City's primary intensification corridors and are identified in the Official Plan as areas of the City where intensive, transit supportive development should be promoted in close proximity to existing or planned high order transit. Encouraging population and employment growth within key strategic areas of the City, such as an urban growth centre or mobility hubs, promotes a more efficient use of land and infrastructure and provides a focus for investments in transit, as well as other types of infrastructure and public service facilities.

Planning staff are aware that the Queen Street BRT Initial Business Case has been approved recently by Metrolinx and that it will include the operation of bus rapid transit from Mississauga Road to Highway 50. However, at this time, the proposed amendment is limited to those areas of the City that are identified in the City's Official Plan as key strategic growth areas to help encourage high density, mixed-use and transit-oriented development.

Phase 1 of the Municipal Parking Strategy (MPS) will include a review of removing minimum parking requirements in other areas of the City. It is expected that this component of the MPS will be completed by Q4 2021 and that implementation would begin to take place in Q1 2022.

Planning staff has no evidence that Brampton's current parking minimums are significant barriers to economic growth. On December 9, 2020, Council enacted By-law 259-2020. The purpose and effect of this by-law is to reduce the parking requirements for some residential, commercial and office uses City-wide. This reduced the parking requirement by approximately 50% for an apartment building located within the Central Area. The amendment also provided a permanent parking exemption for commercial and office uses in the Downtown. Staff is anticipating that these approved parking amendments and the proposed elimination of minimum parking requirements for specific uses in key strategic

growth areas of the City will act as an incentive for more development to occur across the City.

As discussed above, staff is proposing that the boundaries of the proposed Zoning By-law amendment include the Downtown, Central Area and the Hurontario-Main Corridor. A new Schedule is proposed to be added to the Comprehensive Zoning By-law that will depict the boundaries of where the elimination of minimum parking requirements would apply. This will not include providing a radius around transit stops.