



## Delegation Request

For Office Use Only:

Meeting Name:

Meeting Date:

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](mailto: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: 2021 March 24th Agenda Item (if applicable): 10.4.2

Name of Individual(s): Sylvia Roberts

Position/Title: Resident

Organization/Person  
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter  
to be Discussed:

Minimum Parking Requirements

Action  
Requested:

Remove minimum parking requirements from other areas with good transit

A formal presentation will accompany my delegation: ☒ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☒ Adobe File or equivalent (.pdf)  
☐ Picture File (.jpg) ☐ 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.

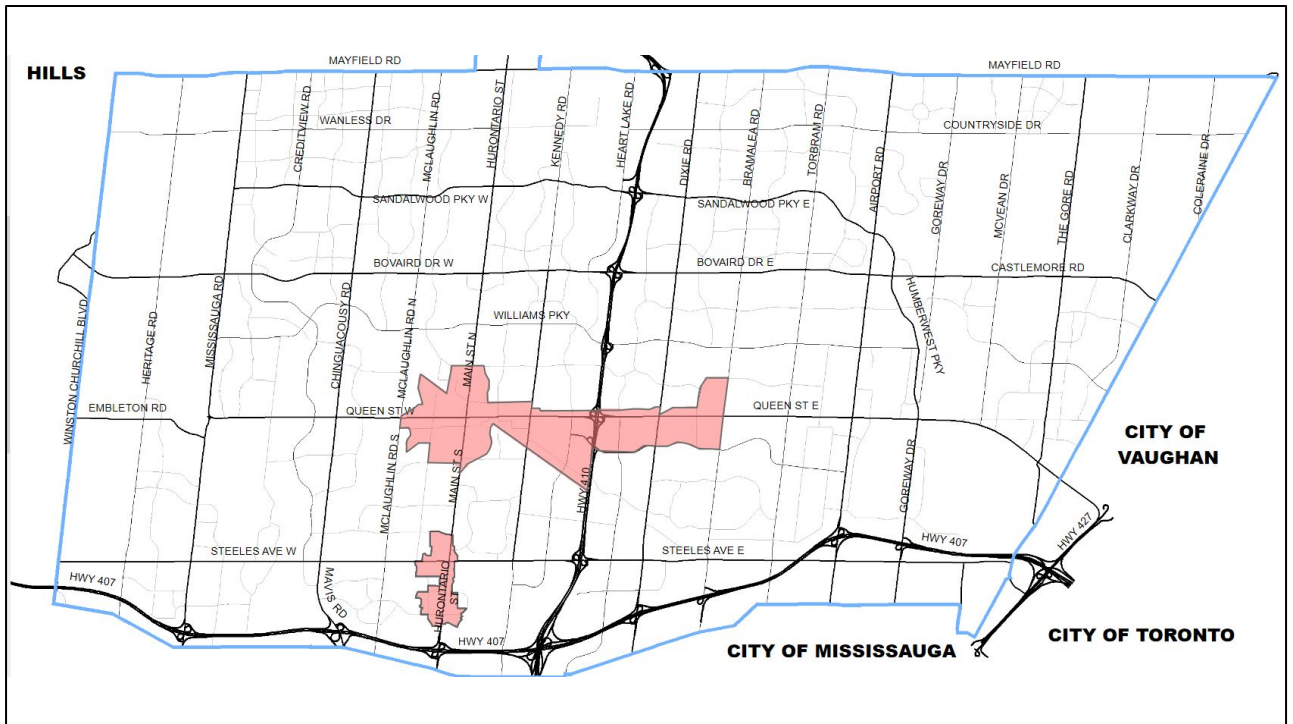
**Submit by Email**

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.

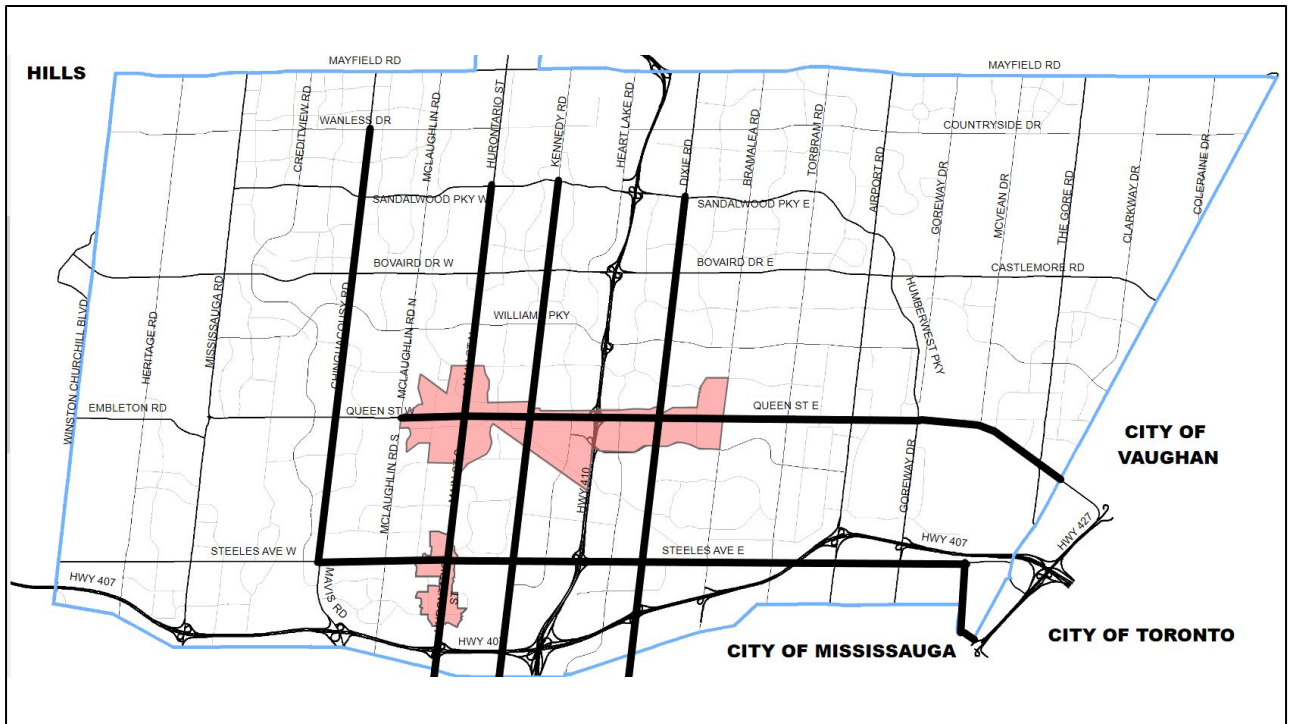
Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on 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.

# Parking 2

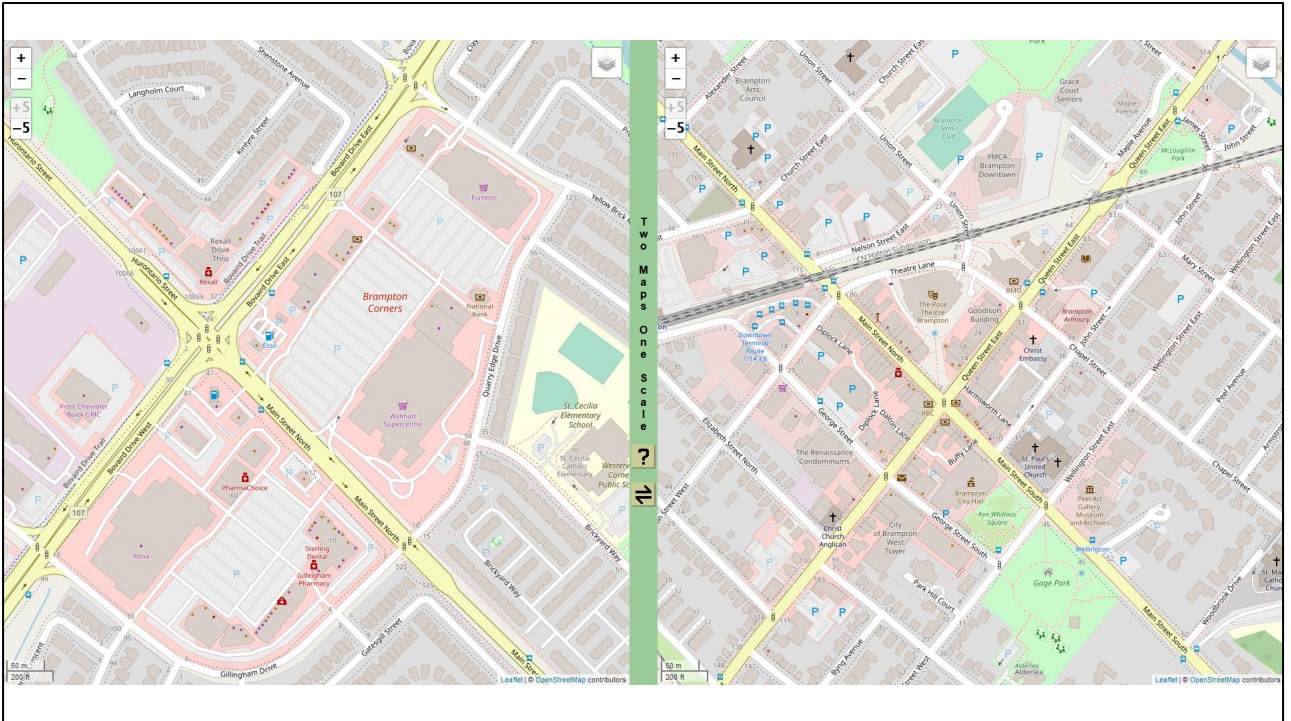
Electric boogaloo



This is a map of where staff has proposed removal of parking minimums



Here is that map, with the addition of transit lines that are 15 minutes or better all day. What can be clearly see is that a significant portion of it is entirely unaffected. Along those areas are a number of good intensification sites of a significant size.



Here are two plazas at Bovaird and Main, downtown is on the right for scale, it has excellent transit access from the 502, and the commercial area to the southwest has zoning that includes office zoning, with an office building on site of over 50k square feet. This is a good site for intensification, of employment uses. It is on two primary intensification corridor (Main and Bovaird). No flood restrictions



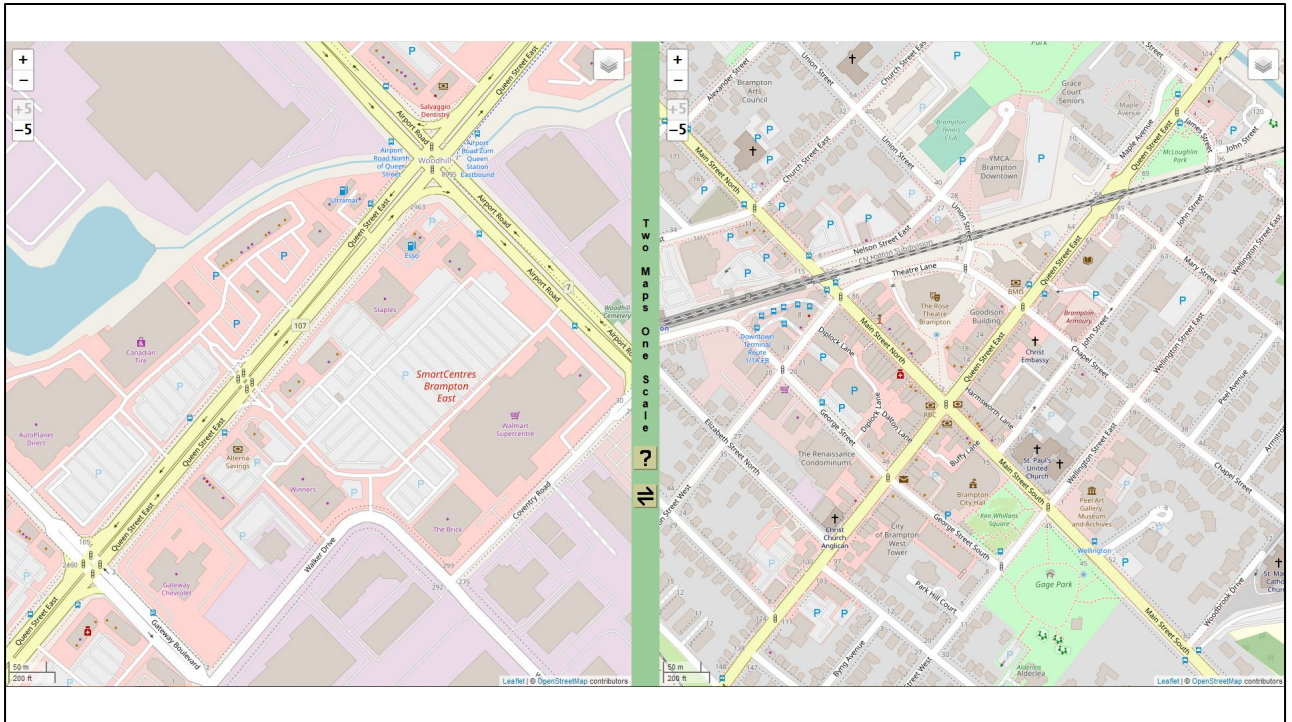


Here is the Kingspoint Plaza owned by SmartCentres, it also has good transit from the 502 Main, and is a kilometre from the Brampton GO station. It also has excellent cycling access from the Etobicoke Creek Trail and bike lanes on Vodden. It is on the Main Street Primary Intensification Corridor. Flood restrictions



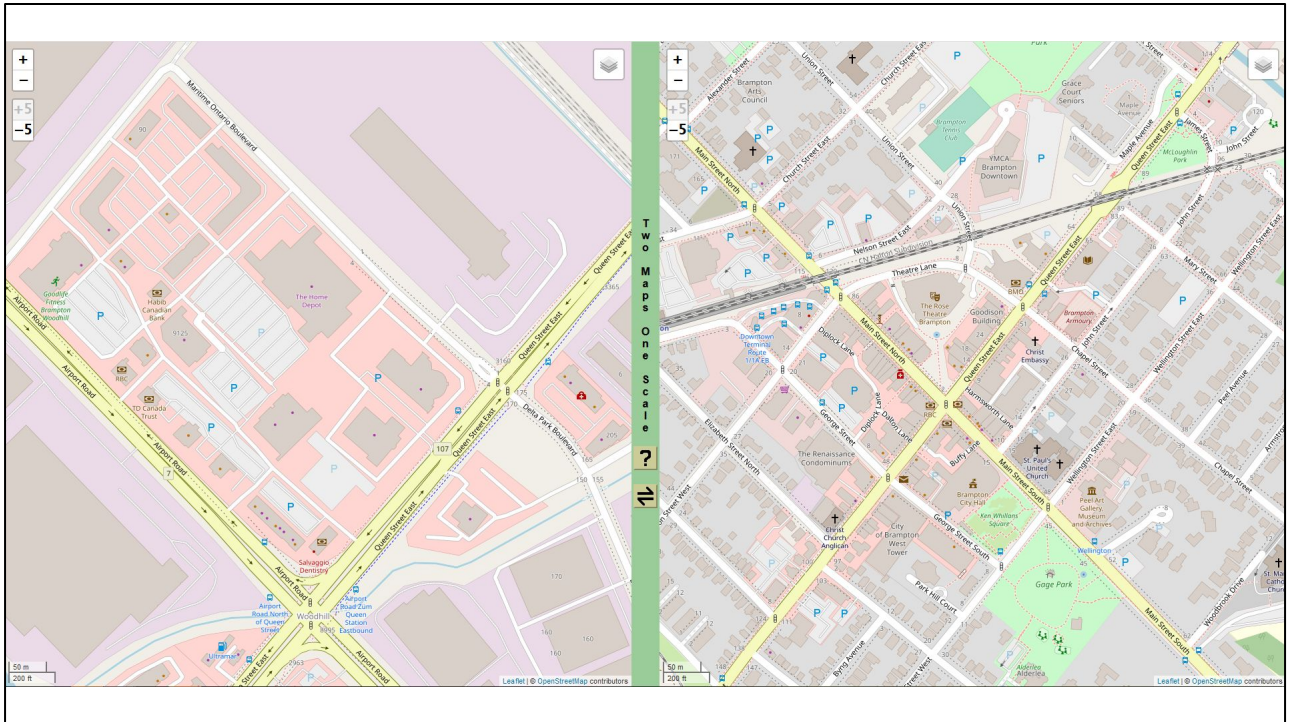
This is Centennial Mall, it has transit access from the 7 Kennedy which while not a Zum line is decent transit, and access from bike lanes on Vodden. To the north and east are semis, to the south is towns and to the west is low and mid rise apartments, it is a great place to redevelop for mid rise or the lower end of high rise. It has proximity to a number of public schools which are below capacity and expected to be below capacity for the next decade, making it good for larger family sized units. (Kingswood Drive, Sir JAM, Gordon Graydon, and a single bus ride from Turner Fenton). No flood restrictions



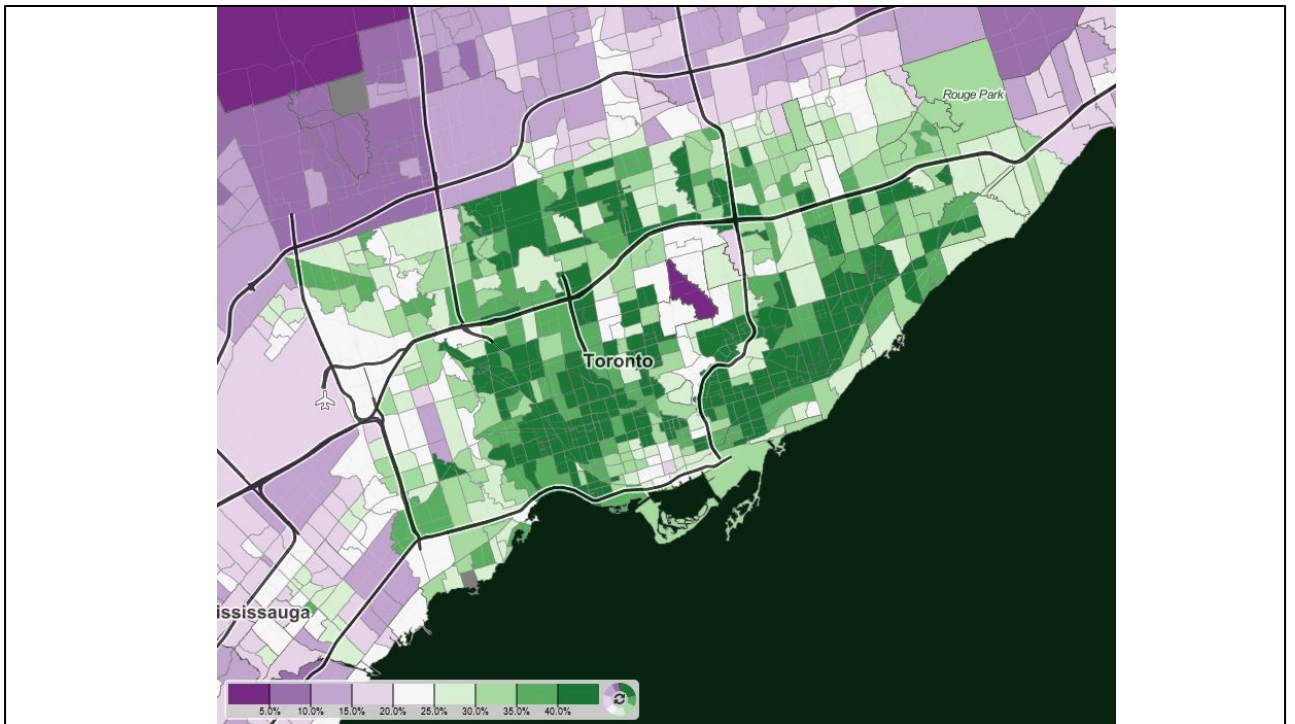


This is the western portion of the Airport and Highway 7 secondary plan, it is on two primary intensification corridors, has excellent transit service from the 501 Queen, and also has okay transit service from the 505 Bovaird, which is to be extended to Pearson Airport. The connections to downtown, Bramalea City Centre, Malton GO, Pearson Airport, Vaughan Metropolitan Centre, and York University, make it suitable for office related intensification. The secondary plan still refers to Queen Street as Highway 7 and in MTO jurisdiction, despite being downloaded in 1997. No flood restrictions.





This is the eastern part of the Airport and Highway 7 Secondary plan, this mall is even designated as office in the SP, but because of how dated the secondary plan is, this doesn't make financial sense, but an update is waiting on the secondary plan consolidation. No flood restrictions



This is a map of transit ridership in the City of Toronto based on 2016 census data, Etobicoke north of the 401 has high transit ridership, so does Scarborough, Western North York, Thorncliffe and Flemingdon Park, Weston, and yet in 2016 when this was taken, none of these areas had rapid transit, they didn't even have streetcars, they have frequent buses. The Planning department may wish to think about why their blindspot includes the areas with large concentrations of Visible Minorities in Toronto. The Planning Department may also want to consider the equity impacts of their fixation on rapid transit, such as how the construction of Line 5 Eglinton and associated redevelopment have caused enormous damage to Little Jamaica at Eglinton West.

## Municipal Parking Strategy

- Too little, too late
- Don't write cheques you can't cash

The City is growing by approximately 25k people a year, it is building nowhere near enough housing for our population growth, and the housing it is building is of the wrong type. It is also not adding anywhere near enough employment.

It is suggested that Transportation Planning and Development Services Divisions will deal with parking reductions on a site by site basis, do they have enough staff to handle development applications for 5k+ apartment units per year, or employment. What criteria is to be used? Business does not like uncertainty.