

Appendix 2

Public and Stakeholder Engagement – Meetings and Sessions

1 Public Engagement Session#1

1.1 Introduction

1.1.1 Purpose of Public Engagement Session #1

On January 13, 2021, the Brampton Parking Plan Public Engagement Session #1 was held between 6:00pm and 8:00pm. The session's objective was to introduce the public to the study, provide an overview of key findings to date, and collect feedback related to existing parking issues and desired study outcomes. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Indigenous land acknowledgement; introductions, and welcome statements from City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project timeline, project objectives, best practice research findings, and the existing conditions assessment findings.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The public survey and other engagement activities were publicized, along with the Parking Plan web link to provide opportunity for further public input. All public input will be considered in the preparation of the draft parking policy framework in the first quarter of 2022.

All engagement materials will be available at the [Brampton Parking Plan Website](#).

1.1.2 Meeting Overview

The public engagement session #1 was hosted on WebEx with approximately 70 attendees. Comments were received throughout the event and sent through email to the City. Interactive polls were completed during the presentation to engage attendees and gain an understanding of the participant views and opinions.

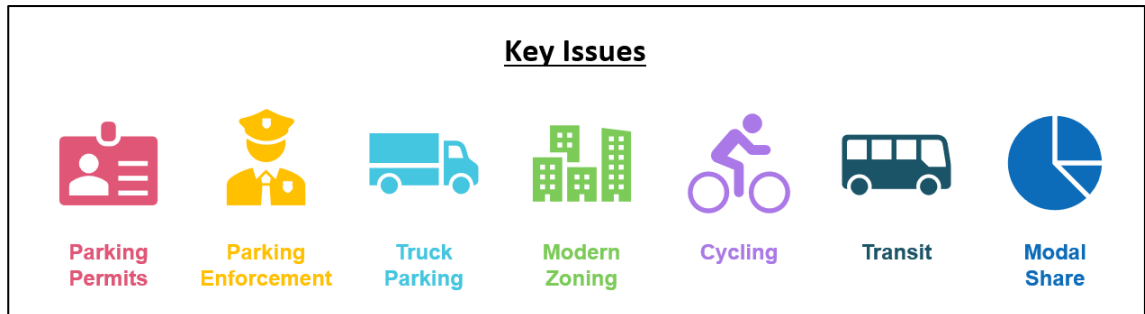
1.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- City of Brampton Media Release;
- Social Media Platforms (Facebook, Twitter, Instagram, and LinkedIn);
- Public notice in the online and print edition of the Brampton Guardian dated December 30, 2021;
- Public notice in ethnic media (Canadian Punjabi Post) from December 27 to 31;
- Radio advertisement on Des Perdis Radio AM 530 (Punjabi, Hindi) from December 27 to 31;
- Presentations at several public-facing (virtual) events; and
- Email blast outreach to more than 1,000 individuals and groups on the Brampton Plan contact list.

1.2 Key Messages Heard

All feedback received has been categorized into the following seven themes.



1.2.1 The Need for Parking Permits

Residents indicated some neighbourhoods experience off-street and/or driveway parking capacity constraints, especially in neighbourhoods where the average number of persons per house is relatively high. Residents suggested that an on-street parking permit system be implemented in certain neighbourhoods to increase parking availability. Residents also noted that on-street parking could potentially serve as a traffic calming measure.

1.2.2 Improving Parking Enforcement

Residents expressed frustration at the amount of illegal on-street and lawn parking. They also expressed frustration that some residents prefer on-street parking instead of parking on designated driveways, which can lead to driveway access difficulties. Residents suggested that improved parking enforcement is appropriate, and that parking tickets be displayed on vehicle windshields as a visual deterrent. Residents highlighted that increased enforcement would result in increased citation revenue.

Attendees also noted that personal vehicles and delivery vehicles often park in bicycle lanes which impedes cyclist flow and creates a safety hazard. Increased parking restriction enforcement was suggested.

1.2.3 A Growing Need for Truck Parking

Residents and businesses noted that truck traffic has increased in Brampton over the last decade due to its role as a good movement hub and its proximity to Toronto Pearson International Airport. Residents expressed concern that truck parking constraints often results in truck parking demand spilling into residential areas, especially for smaller trucks.

Attendees suggested that safe and secure truck parking locations compliant with zoning bylaws be formalized for both local and transient trucks.

1.2.4 Updating Zoning-By-Laws

IBI staff highlighted the implications of minimum parking requirements in zoning bylaws on the City's parking supply and the transportation landscape throughout the presentation.

Several residents expressed their support for removing minimum parking requirements or adopting maximum parking requirements in urban areas such as intensification corridors or near Major Transit Station Areas (MTSAs) where reliance on personal vehicles are relatively low. The impact of parking requirements on providing affordable housing, and the need for EV charging stations were also noted.

1.2.5 Micromobility Parking

Attendees raised concerns around a lack of safe and secure micromobility parking (bicycles, e-bikes, electric scooters, segways, etc.), especially in Downtown Brampton. City staff indicated that micromobility parking considerations will be included in the Brampton Plan.

1.2.6 Improved Public Transit Services

Throughout the engagement session, residents expressed concerns about transit service being insufficient to meet transit demand, especially in newer neighbourhoods. Residents indicated the desire to switch to transit from personal vehicles as their mode of travel if transit service as well as the availability of transit passes were improved.

Additionally, concerns were raised about the Brampton GO's parking lot capacity. Strategies to manage GO parking lot demand will be considered, such as improving transit connections between neighbourhoods and the GO Station as well as shared parking with nearby parking facilities.

1.2.7 Modal Share

Attendees often asked about the transportation plans in a post-COVID-19 future. Parking demand is anticipated to rebound post-COVID, but given that the rebound's exact magnitude is unknown, flexible solutions are required. A sensitivity assessment will be completed that will assess how well Brampton's Downtown parking system can accommodate various levels of parking demand (high and low scenarios).

Residents were also supportive of intensification plans (ex: Shoppers World) and transit improvements (ex: Hurontario LRT) as strategies to reduce personal vehicle mode share. Residents also expressed support for walkable communities.

1.3 Questions and Responses

1.3.1 Interactive Questions

Poll #1: What is your relationship to the City (select all that apply)?

Responses:

- 22 Residents;
- 20 City employees;
- 6 Government/agency representatives;
- 3 Developers;
- 1 Business owner;
- 1 Non-profit organization representative;
- 5 Other; and
- 18 No response.

Poll #2: What are the most important parking issues in Brampton (select top 3)?

Responses:

- 24 Unauthorized On-Street Parking;
- 18 Residential Parking Availability;
- 16 Parking Requirements for Development;
- 12 Truck Parking;
- 11 Customer Parking Availability in Downtown Brampton;
- 8 Employee Parking Availability in Downtown Brampton;
- 6 Cost of Municipal Parking;
- 5 Other; and
- 26 No Response.

Poll #3: Preferred areas for further investigation (select top 2)?

Responses:

- 19 Parking Minimums/Maximums;
- 17 Parking Technology;
- 12 Parking Enforcement;
- 12 Truck Parking;
- 8 Parking Permits;
- 6 Parking Pricing;
- 3 Parking Rates; and
- 33 No Response.

1.3.2 Open Discussion

The following four open discussion questions were provided to stimulate the discussion. The feedback received have been included in the engagement summary.

1. Do you have difficulty finding parking at your place of residence? If so, in which neighbourhood?
2. Would you support a residential on-street parking program?
3. What are truck parking challenges and opportunities?
4. Which areas of Brampton struggle the most with parking? How so?

Response to Open Discussion Q1: Parking is very underutilized in my neighborhood, but there's no visitor parking, as there are laws that prohibit the condo from purchasing excess private parking spaces to make visitor parking. Parking and housing crises have fed into each other so there is small unit demand being met with basement apartments. Older parts of Brampton have good transit so the demand can be offloaded, but in newer suburbs there is overcrowded transit and people drive instead. City needs to improve transit service hours; 65,000 a year was standard, and this council will have added less than 100,000 over their four-year term. People don't want to have cars but there is no alternative; if we added alternatives people would transition away from vehicles. Carsharing is also needed.

Response to Open Discussion Q1: Lots of illegal basement apartments causes an overflow of on-street parking. I am in favour of parking permits for individual residential vehicles.

The following are questions from attendees and the responses that were provided:

Question: What cities in North America were considered for the peer study?

Answer: Calgary, Edmonton, Ottawa, Windsor, Winnipeg, Austin, Buffalo, Cleveland, Columbus, San Antonio, San Francisco, Seattle

Question: The GO parking lot in the Downtown is often overflowing, are there any recommendations aimed at improving GO lot operations?

Answer: This issue was observed during the existing supply and demand analysis (the GO lot operated near capacity). We don't have the recommendations yet, but two potential options include shared parking with nearby parking facilities and TDM strategies to promote alternative methods of transportation between homes and the GO Station.

Question: For new builds in low rise developments, is there the need to provide on-site parking?

Answer: Yes, on-site parking is governed by the applicable zoning by-law parking requirements, which Brampton is currently in the process of updating through the Comprehensive Zoning By-law Review.

Comment: I have some concerns regarding the best practices review – the comparator municipalities are larger than Brampton.

Answer: The comparator municipalities were confirmed with Brampton staff and were selected as model cities for Brampton. Note that significant population growth is projected in Brampton, indicating that the larger municipalities may be appropriate comparators in the near future.

Question: Has there been a recommendation to reduce parking requirements for affordable housing or shelter units?

Answer: Brampton is currently in the process of updating through the Comprehensive Zoning By-law Review and we will be reviewing residential parking requirements as part of this study, including affordable housing.

Question: Has there been a recommendation to incorporate EV charging into the parking requirements?

Answer: Requiring EV charging stations is a best practice and will be considered for Brampton.

Question: Based on your research, what are the complaints and concerns raised about truck parking specific to Brampton? Residential locations, commercial locations, dimensions, noise?

Answer: A major challenge includes truck parking on local streets and potentially obstructing live lanes. Trucks are also parking in non-permitted areas, which might stem from a lack of dedicated facilities. These are preliminary concerns; a truck parking survey is currently in-progress where we're hoping to further identify issues in Brampton.

Question: What does a post-COVID world look like for transit and parking? Is the team considering this as part of the analysis?

Answer: Yes, COVID-19 impacts are being considered. While the exact impacts are unknown, we anticipate parking demand to rebound post-COVID. Given the unknown nature, flexible solutions are required. We are also conducting a sensitivity analysis to evaluate parking operations under different scenarios.

Question: is there any parking research regarding the high-rise buildings at the Shoppers World location? Has there been research done regarding the parking for this development as this location is at capacity?

Answer: The Hurontario LRT is planned to serve Shoppers World which will help to alleviate some parking demand. This is also a transformational project and the City is taking advantage of corridors that are planned for higher density with robust transit. The City is also trying to adopt 20-minute communities to help manage parking demand.

Question: Can we include green roofs, green houses, or even green energy such as solar panels? It would be great to have more sustainable urban structures.

Answer: We are developing guiding principles as part of this study, and yes sustainability aspects will be included.

Question: Is IBI using parking enforcement ticketing data as part of the analysis?

Answer: We've been in touch with the enforcement team at Brampton and will be gleaning insights.

Question: Can the Parking Plan touch upon accessibility and active transportation connections from private parking lots particularly?

Answer: Accessibility is always high priority. Municipalities are moving towards adopting zoning by-law parking requirements that are in line with the Accessibility for Ontarians with Disabilities Act.

Answer: The City has an Active Transportation Master Plan, and it includes provisions for cycling and pedestrian infrastructure. It also includes cycling parking supply requirements, and we've been reviewing the situation in Brampton with an eye towards parking connectivity. We've also been working with community advocacy groups. Active transportation is certainly a priority.

Answer: The Comprehensive Zoning By-law Update will include bicycle parking requirements in addition to vehicles.

Comment: Developer applications are using the numbers for entirely car-oriented purposes, with >95% auto mode share. However, we have a lot of transit trips but very few walking trips. These are not properly accounted for. There's a large application for Queen/Gore Rd which was using the wrong framework and didn't account for 150 transit trips per hour in the peak direction,

Question: Will electric scooter lanes and parking be considered?

Answer: Electric scooters (as well as other forms of micromobility) are typically served in bicycle lanes. Additionally, the previously noted Active Transportation Master Plan and Comprehensive Zoning By-law Update consider active transportation modes.

2 Focus Groups and Ward 3 & 4 Town Hall Summary

2.1 Introduction

2.1.1 Purpose of Engagement Activities

After the Brampton Parking Plan Public Engagement Session #1, a series of additional engagement meetings were held to introduce the study, provide an overview of key findings to date, and collect feedback related to existing parking issues and desired study outcomes. These events include the following:

- Ward 3 & 4 Town Hall held on January 25, 2022, between 7:00 PM and 8:30 PM;
- Truck Focus Group Meeting held on January 31, 2022, between 11:00 AM and 12:00 PM;
- Institutional Focus Group Meeting held on February 2, 2022, between 11:00 AM and 12:00 PM; and
- Development Focus Group Meeting held on February 2, 2022, between 3:00 PM and 4:00 PM.

The engagement sessions were divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Introductions and welcome statements from City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project timeline, project objectives, best practice research findings, and the existing conditions assessment findings.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The public survey and other engagement activities were publicized, along with the Parking Plan web link to provide opportunity for further public input. All public input will be considered in the preparation of the draft parking policy framework in the first quarter of 2022.

2.1.2 Meeting Overview

All the engagement activities were hosted on WebEx with approximately 10-20 attendees. Comments and questions were received throughout the event.

2.1.3 Outreach

The Focus Group Sessions were promoted through the following outlets:

- City of Brampton Webpage;
- Downtown Brampton Business Improvement Area Member News - e-bulletin; and
- Email blast outreach to more than 200 stakeholders and groups including the development industry, Downtown Brampton Business Improvement Area, Brampton Board of Trade, Council Advisory Committees with respect to Housing, Transit, Cycling, and Age-Friendly Brampton, Taxi companies, Secondary educational institutions, Ontario Trucking Association, and other trucking stakeholders.

The Wards 3 and 4 Town Hall was promoted through social media and mailing lists.

2.2 Key Messages Heard

The following sections provide an overview of the key findings for each event.

2.2.1 Ward 3 & 4 Town Hall

Attendees stated that current parking policies are confusing and asked when the study recommendations will be implemented. IBI staff indicated that current parking policies are available online. The Brampton Parking Plan is anticipated to be completed in the 3rd quarter of 2022. The City will consider the recommendations and determine if, and when, the recommendations will be implemented. The public and stakeholders will be consulted at three more public engagement sessions throughout 2022 to collect feedback as key components of the study are developed.

Attendees expressed strong desire for improvements to alternative modes of transportation including transit, carsharing, and cycling.

There is concern regarding parking shortage at private restaurants and public parks. IBI staff noted that parking operations at individual developments are not assessed as part of this study and that these are governed by the Zoning By-Law. This study will review the draft Comprehensive Zoning By-Law that has been prepared as part of the current Zoning By-Law Review in order to address the citywide parking policy framework. The study includes a quantitative assessment of Downtown parking operations as well as qualitatively identifying parking constraints in residential neighbourhoods in other areas of the City through public engagement activities.

Attendees raised concerns over the appropriateness of parking prices. IBI staff noted that parking pricing was assessed as part of the best practices review and will be considered in the upcoming Financial Assessment. While recommendations have not yet been developed, the best practices review concluded that City of Brampton parking prices are lower than similar municipalities.

Attendees questioned why the Zoning Bylaw parking minimums were removed ahead of this study's recommendations. IBI stated that this was likely done through the City's Comprehensive Zoning Bylaw Update which is a separate study. City staff has clarified that the removal of parking minimums within the Downtown, Central Area and the Hurontario-Main Street Corridor was on the basis that these areas of the City provide opportunities for intensive, transit supportive development and have convenient access to existing or planned higher order transit. Additionally, parking minimum removal is an emerging best practice that is being adopted by municipalities in their Downtowns and Intensification Areas. The strategy is intended to provide flexibility to developers and to promote alternative modes of transportation in areas where personal vehicle mode share is known to be lower than rest of the city.

2.2.2 Truck Focus Group Meeting

Participants expressed concerns regarding small courier delivery trucks within high rise residential areas. There is conflict between delivery trucks and bike lane users at curbside. IBI staff noted the comment and acknowledged that curbside management is an important aspect and will include as a recommendation in the study report. IBI staff will also look into City of Toronto bike lane design and permit parking for delivery trucks at "No Parking" zones as part of best practice research.

Participants stated that trucking companies should provide for their own long-term truck parking as part of running a trucking business.

2.2.3 Institutional Focus Group Meeting

Attendees expressed concerns about inadequate transit service in areas with new sub-developments and identified the connection between improved transit resulting in increased ridership and reduced parking demand. In particular, the need to increase early morning and evening transit service to handle shift work was identified. Attendees also noted that these residential areas are known to experience parking capacity constraints. Bramalea City Centre and environs was a specific area that was identified in this regard.

Attendees stated the importance of demographic data for the parking analysis as Brampton has relatively large household sizes and significant rooming houses occupied by international students resulting in overcrowding. This represents latent demand for transit that is not being met.

With respect to Downtown, attendees stated that parking is under-utilized in the City's parking facilities, and that the City could raise funds by renting spaces to Downtown residents for overnight parking, and providing for carsharing. The parking capacity constraints at the GO parking lot was also raised. IBI staff stated that these issues will be addressed as part of the study.

Attendees asked if the study will be looking at parking for deeply affordable and transitional housing. The study will review Housing Brampton and Brampton's housing strategy, and explore opportunities from a parking perspective that will support affordable housing.

In response to a question on how the study will address the Active Transportation Master Plan (ATMP), IBI staff stated that the parking policy recommendations will be consistent with the ATMP and that bicycle parking requirements are being addressed as part of the Comprehensive Zoning By-law review.

IBI staff also responded to a question on electrical vehicle (ev) charging stations, and stated that this issue will be addressed in the context of parking.

2.2.4 Development Focus Group Meeting

Participants raised questions related to visitor parking requirements for residential developments and suggested shared parking as a strategy. IBI staff confirmed that that these items will be reviewed as part of the study.

A question was also asked about how areas are determined for the removal of parking minimums. IBI staff explained that the removal of parking minimums is most appropriate in intensification areas and along major transit corridors, and that factors considered include vehicle ownership rates and personal vehicle mode share. City of Brampton staff asked that developers provide their thoughts on the impact on parking minimum removal. Attendees noted that parking requirements do impact development, and that the number of parking spaces provided at development is based on City requirements and market demand.

3 Public Engagement Session#2

3.1 Introduction

3.1.1 Purpose of Public Engagement Session#2

On June 13, 2022, the second Brampton Parking Plan Public Engagement Session was held between 6:00pm and 8:00pm. The objective of this session was to present the proposed parking policies and framework, share key takeaways from Phase 1 tasks and collect feedback related to Phase 1's findings and desired study outcomes. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Indigenous land acknowledgement, introduction, and welcome statements from GLPi, City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project background and key takeaways from Phase 1 tasks, including: background documents review, best practices review, existing and future downtown parking conditions, public and stakeholder engagement, and parking policy framework.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The next phase of this study (Phase 2) will consist of the financial assessment, parking management plan, public and stakeholder engagement session #3 and the Brampton Parking Plan Report.

All engagement materials will be available at the [Brampton Parking Plan Website](#).

3.1.2 Meeting Overview

The public engagement session #2 was hosted on WebEx with approximately 42 attendees. Questions/comments were received throughout the event and sent via email to the City. Interactive polls were also completed during the presentation to engage attendees and gain an understanding of the participant views and opinions.

3.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- Social Media Platforms (Facebook, Twitter, etc.);
- Public notice in the online and print edition of the Brampton Guardian dated June 9, 2022; and
- An email blast outreach to over 1,000 individuals and stakeholders on the Brampton Parking Plan contact list was sent on June 2, 2022.

3.2 Key Messages Heard

Section 3 “Questions and Open Discussion” provides more details about the feedback received from the public including answers to polling questions, general remarks, and raised questions. However, this section summarizes the key messages heard from public as outline below:

On-street Parking Permits

- Some residents expressed their concerns regarding the proposed on-street paid parking permit program. These concerns mainly include potential adverse safety impacts (conflicts with cyclists (e.g., dooring), speed limits, impacts on pedestrian movements, etc.), reducing the available sidewalk width, and blockage to the street traffic.
- On the other hand, some residents supported the on-street parking permit program since it provides parking supply for the legally added units and may reduce the number of fines issued to illegal parkers. The program was also seen as a measure to welcome new students and offer them high quality housing options in the City.
- Some other raised issues include questions about how the parking permits would be priced and if the fees can vary based on some factors, and if the support or approval of the current residents is required to implement the permit program.

Illegal Parking and Multi-tenant Dwellings

- Many residents raised the challenges the City is facing regarding the multi-tenant dwellings, rooming houses, and the illegal occupancy of housing units, and how this results in large illegal on-street parking surge.
- Concerns were raised regarding if the suggested on-street parking permit program will involve and benefit the illegal occupants as well.

Truck Parking

- The potential adverse impacts of truck parking on residential zones were mentioned, e.g., noise and congestion creation.
- A question was raised about how the Zoning Bylaw (ZBL) regulates truck parking in residential zones.

Other Raised Parking Issues

- The need for increased parking enforcement in some areas, such as the downtown area.
- The need to incorporate bicycle parking requirements in the ZBL.

Insights from the Polling Questions

- The majority of the attendees showed support to modes of travel alternative to the private automobile.
- The majority of the attendees found the vision statement and the guiding principles appropriately shape Brampton's future growth and parking management.
- Most attendees supported the vision to reduce transit fares and increase parking prices at the same time. The remaining attendees were more in favor to reduce transit fares as opposed to increase parking prices.
- Reducing minimum parking requirements in intensification areas was given more support as compared to totally rescinding or removing parking requirements. It appears that residents were more in favor to a gradual and conservative relaxation of the parking requirements.
- In respect to support reducing parking requirements as a measure to promote housing affordability, attendees were almost evenly split, some agreed and some did not. Those who agreed had a slightly larger proportion.

3.3 Questions and Open Discussion

3.3.1 Polling Questions

Five polling questions were integrated into the presentation slides and were explained to the audience. Below is a summary of these questions and the answers received.

Poll#1

Multiple-choice poll

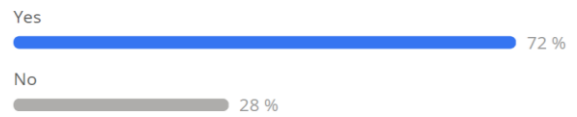
Are you considering alternatives to the private automobile as a mode of travel? 020



Poll#2

Multiple-choice poll

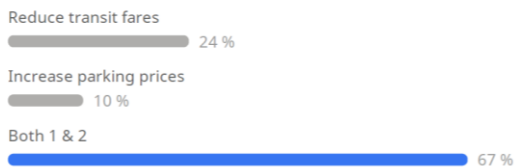
Do you find the vision statement and the guiding principles will appropriately shape Brampton's future growth and parking management? 018



Poll#3

Multiple-choice poll

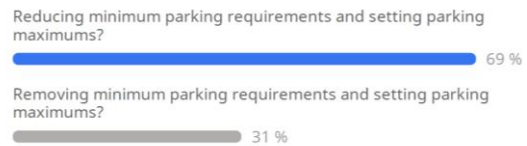
In your view, which of the following should be implemented: 021



Poll#4

Multiple-choice poll

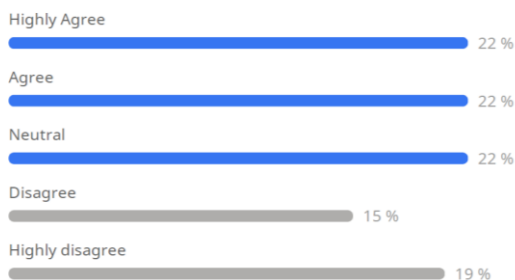
Considering that developers may provide the parking they want within intensification areas, do you support: 026



Poll#5

Multiple-choice poll

Do you agree on reducing parking requirements outside of Intensification Areas as a measure to promote housing affordability? 027



Note: the number next to each question refers to the total number of responses.

3.3.2 Open Discussion

First: Prepared Interactive Questions

The following four open discussion questions were provided to stimulate the discussion.

5. What other guiding principles could be included in the Brampton Parking plan?
6. How can the proposed policies, tactics and strategies be refined?
7. Where off-street residential parking is insufficient, are there solutions other than implementing a residential on-street permit parking program?
8. What can be done to reduce parking demand in the future (other than improving transit and cycling networks)?

Response to Open Discussion Q1: ensuring an equitable and overall quality of life, for all residents of Brampton, new and old. A challenge that may arise from the private public partnerships, is that a lot of the private colleges in Peel Region are providing an opportunity for a lot of international students to come in, but they don't have a zoning bylaw to have any residential space for students. It is a great opportunity for a lot of primary owners in Brampton to have a secondary unit or a living quarter for students that maintains a dignity, quality of life and safety. A solution can include having a parking permit as part of their tuition package and certain homes being selected to meet the criteria.

Response to Open Discussion Q4: Add more bike racks and bike valets in existing parking spaces and garages.

Second: Questions and Comments from Attendees

Comment: Thank you for an excellent open house and discussion. Unfortunately, I have to leave for another meeting. I look forward to reviewing the slides and notes.

Comment: Agree with the commenter below (note: "above", in this report), I appreciate the civility of this discussion, the sharing of citizens ideas and viewpoints, and the professionalism of the team!

Question: Will issued annual residential on-street parking permits of vehicles increase the incidence of cyclists being doored? If so, how will this issue be addressed? Will the City lower vehicle speed limits on streets where parking permits are being proposed?

Answer: The challenge with dooring is that it is often under reported and does not appear in collision data, hence there is a lack of data available. Taking the lane is a viable option on streets with on-street parking. The safety of all road users will be considered in implementation, the program goal is not limited to meet the parking demand.

Question: Why doesn't the City offer annual on-street parking permits? Some residents have legal 2nd units in their homes but parking space for only one car resulting in tickets/fines. Why not reduce back yard/lot ratios to add space to the driveway in order to fit at least two cars?

Answer: The City's Parking Plan is recommending the implementation of a residential paid parking permit program and Phase 1 report is suggesting three areas to pilot the program and the program can then be expanded in a phased approach, similar to Vancouver and Toronto. However, based on the assessment of several considerations, the City can determine the most suitable areas to pilot the program.

Studying the lot ratios is not specifically a part of this study (Brampton Parking Plan). However this concern has been previously raised to councillors and is being discussed. This comment has been taken into consideration.

Comment: Concerned that 30% answered no to the question (Poll Question #1), given that issues regarding climate change is on the minds of many.

Question: Will this slide deck be made available online?

Answer: Yes, the presentation will be available on the [Brampton Parking Plan Website](#).

Question: Are we going to address multi-use homes, rooming houses and the impact on family neighbourhoods and parking?

Answer: The residential paid on-street parking permit program will only offer parking to residents who use or occupy their housing legally. A maximum number of parking permits per household can also be considered. The City's planning and zoning department and policy discussions will also address these concerns.

Comment: Thank you so much for the opportunity. It was a great plan that was presented, but a big challenge that Brampton is facing is rooming houses and the additional traffic that comes along with that.

Comment: I am also concerned about the multi-use and rooming houses that have too many cars which cannot be accommodated on existing driveways.

Question: Will bicycle parking requirements be added for all land uses? They are currently missing for residential uses from the zoning by-law.

Answer: This Parking Plan is a comprehensive parking strategy, which will cover all modes of transportation and different vehicles. The new draft ZBL includes new bicycle parking requirements for several land use categories and for both mixed-use zones and residential zones.

Comment: Concerned that we will have trucks parked in every vacant lot. All the shopping mall parking lots will be full of trucks. The resulting noise and gridlock problems can be unbearable.

Answer: There are several conditions that should be met before permitting truck parking on a parking lot, these include, for example, noise and geometric constraints. Truck parking near residential units should not be allowed to avoid noise interruption. The geometric dimensions and features of the parking lot should be adequate to allow trucks to enter, circulate, maneuver, and exit the parking lot safely. Timing constraints at shared facilities will also be reviewed (e.g. trucks may only park during off peak hours to avoid interrupting the parking demand of the development during its working hours). Truck parking locations should be evaluated on a case-by-case basis, and an engineering feasibility study should be completed to determine these locations.

Question: Please address the recent reports that trailers will be permitted to park on front lawns.

Answer: Some cities, that have truck parking challenges, allow truck in residential lots provided many rigid conditions are met, e.g., the residential lot area should be large enough, and the owner of the house and the truck should be the same, etc. Such rigid conditions are usually met in rural low-density areas. The draft ZBL addresses parking of trailer, recreational, and commercial vehicles in residential zones. The provision puts some restrictions in terms of the permissible size of the vehicle and may only allow for temporary parking durations based on the size and type of the vehicle and the parking location (in the garage, driveway, rear yard, etc.).

Question: Thank you, I do appreciate this open house and the opportunity to speak. Thank you to the staff and the consultants for all their hard work. I'm wondering if someone could provide specific comment on potential amendments to parking rates for employment areas.

Answer: The study looked at both residential and non-residential land uses. The recommendation is that if the development is within an intensification area, then parking requirements are either reduced or totally rescinded. Alternatively, if the development is outside the intensification areas, the recommendation is to maintain the parking requirement but to update it based on the actual

demand which can change in the future, i.e., according to the mode split changes and the increase use of transit, walking, cycling, and micro-mobility. In phase 2 of the study, the potential of several transportation demand management (TDM) measures will be assessed, and such measures should give new developments the chance to demonstrate how they are leveraging TDM strategies to reduce their parking demand.

Comment: Before offering paid parking for a resident, please confirm if the house has an illegal apartment or has been turned into a rooming house.

Comment: Allow commercial uses such as convenience or small grocery stores within residential zones to promote active transportation and reduce the need for parking.

Comment: Regarding parking on residential streets. Perhaps residents should start using their covered garages for car use instead of storage units.

Comment: From the Downtown Brampton BIA we have heard that we need to increase enforcement in the downtown as we hear that many people are parking in no-parking areas.

Answer: Enforcement will be further discussed in Phase 2 of the study. Recommendations may include recruiting additional resources/officers. However, technological recommendations such as the wide adoption of license plate recognition can also be leveraged to make the enforcement more efficient.

Question: Would residential parking permits be fixed price or would they be variable priced based on various factors (location, household income, household size, income, etc).

Answer: Residential on-street parking permit programs initially aim to use a general fixed cost. Cities usually set the pricing rate as a way to manage the demand and optimize the capacity, but also to promote other alternative modes of transportation and offset the cost of the program. However, if some specific factors found to warrant fees variations, then these will have to be further explored and discussed with the City.

Question: In terms of your guiding principles, will you have a conflict between the goal of active transportation and people wanting to use cars. The concern I have is we have streets in Brampton with no sidewalks. Are you going to allow street parking on streets with no sidewalks?

Answer: Various considerations will be looked into, including safety and sidewalk widths, when assessing the feasibility of on-street parking. There should be a set of guidelines that assist to identify where to implement on-street parking and where not to. An assessment on a case-by-case basis is also needed. The widths of the street, the traveled way, and the sidewalk are all important geometric features that must be considered when assessing the feasibility of on-street parking.

The following are some questions that were given by some attendees, but the time limits did not allow addressing or answering them during the meeting. A post-meeting answer or remark is added next to each.

Question: Why don't you start \$1 or \$2 parking on streets and near walkways instead of fining people everyday seeing their car parked on streets?

Post-meeting answer: One of the benefits of implementing paid residential parking permits is to manage the parking demand and regulate the parking in a clearer manner in congested areas. This could lead to a more efficient parking enforcement and potentially may reduce the number of violations.

Question: If houses/driveways are limited to a certain number of vehicles, why should we allow others to park on the road blocking the roadway?

Post-meeting answer: On-street parking permits are intended to serve the high parking demand generated by residents who use their housing legally. The location of on-street parking spaces

should be decided such that they do not block existing driveways and do not impede the street traffic.

Question: Has the current condition of the existing parking facilities been taken into consideration for studies? Have the current repair strategies been informed by your findings?

Post-meeting answer: parking demand and supply were only analyzed quantitatively for the parking facilities located in Brampton Downtown. Some qualitative attributes were also considered from the online surveys and the public engagement activities for other areas.

Question: Regarding on street residential parking permits, would current residents have a say or input into the final decision?

Post-meeting answer: on-street parking permit programs typically require the support of the majority of homeowners affected by the permit program. A survey is usually carried out to evaluate the residents' support.