

Appendix 3

Public and Stakeholder Engagement – Written Comments

Record 1

From: [REDACTED]

Sent: 2022/05/25 8:49 AM

To: Majeed, Malik <Malik.Majeed@brampton.ca>

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: [REDACTED]

Sent: 2022/01/18 8:26 AM

To: Majeed, Malik <Malik.Majeed@brampton.ca>

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: scw@beyondmovement.net <scw@beyondmovement.net>

Sent: 2022/05/26 10:59 PM

To: Majeed, Malik <Malik.Majeed@brampton.ca>

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 <sarah.powell@peelregion.ca>

Sent: 2022/07/12 2:27 PM

To: Majeed, Malik <Malik.Majeed@brampton.ca>

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

7120 Hurontario Street, P.O. Box 610 RP0 Streetsville, Mississauga, Ontario L5M 2C1

Sarah.powell@peelregion.ca

Record 5

From: [REDACTED]

Sent: 2022/06/12 9:39 AM

To: Majeed, Malik <Malik.Majeed@brampton.ca>

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: [REDACTED]

Sent: 2022/06/15 2:54 PM

To: Majeed, Malik <Malik.Majeed@brampton.ca>; Cadete, Nelson <Nelson.Cadete@brampton.ca>; Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>

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 <Brian.Lakeman@brampton.ca>

Sent: 2022/07/14 5:22 PM

To: Majeed, Malik <Malik.Majeed@brampton.ca>

Cc: Zbogor, Henrik <Henrik.Zbogor@brampton.ca>

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 Tel: 905.874.3480

Email: brian.lakeman@brampton.ca

Record 8

From: Gariscsak, Anne <anne.gariscsak@peelregion.ca>

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 thorough 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 (eg 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 do 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 have 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 carsharing 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
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9
Main Office Telephone: 905.791.8000

Record 9

From: [REDACTED]
Sent: 2022/06/30 12:50 PM
To: Majeed, Malik <Malik.Majeed@brampton.ca>
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: [REDACTED]

Sent: 2022/08/04 1:39 PM

To: Majeed, Malik <Malik.Majeed@brampton.ca>

Cc: Lukasik, Laura <Laura.Lukasik@brampton.ca>; Stahl, Kelly <Kelly.Stahl@brampton.ca>

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 prepandemic 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 prepandemic 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 late for CMV

CTWA President

(Satnam Singh)