

Appendix 5 - Summary and Response to Public Comments

There were five (5) pieces of correspondence that were received from members of the public with respect to the proposed City-Initiated Zoning By-law Amendment to the parking standards. Below is a summary and a response to the comments that have been received.

Comment (in support)

The proposed parking rate for an apartment dwelling in the Central Area will be helpful in reshaping the outlook of downtown Brampton, help promote development and the realization of the “Downtown Reimagined” vision.

Comments:

- More progressive parking rates should be proposed for residential and commercial uses across the City;
- Recommend that the proposed parking rates be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences;
- Provide more ambitious bicycle parking space requirements that would include commercial and office uses;
- Harmonizing parking for apartments down to 1.0 per unit is a step in the right direction, but it is still much too high;
- Buildings built within 400 metres of the parking garages in downtown should be completely exempt from minimum parking requirements;
- The parking garages in downtown are not full and this indicates downtown is oversupplied in parking spaces;

Response:

The proposed parking amendments are limited in scope and are determined to be appropriate to advance prior to the completion of the Comprehensive Zoning By-law Review to better align Brampton’s parking standards with other municipalities in the short-term.

The proposed parking rates that are being considered in advance of the Comprehensive Zoning By-law Review are based solely on best practice and a more fulsome review of the City’s on-street and off-street parking and bicycle standards will be considered through the City-wide Parking Strategy. The City-wide Parking Strategy will help to inform the parking standards and bicycle parking requirements that will be included in the Comprehensive Zoning By-law. There will be opportunities through the City-wide Parking Strategy and Comprehensive Zoning By-law Review process for the public to comment on the City’s parking standards and bicycle parking requirements.

Comments:

- The proposed parking requirement of 1/19 square metres per gross leaseable commercial floor area is too high for a shopping centre and should be reduced to encourage site design that is more walkable and pedestrian-friendly.

- The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them means that people have a choice for how to get there and therefore the demand for parking in a shopping centre should be lower than what the proposed standards require.

Response:

Staff has considered the comments received at the Public Meeting and have amended the proposed parking rate for a shopping centre from 1 per 19.0 square metres to 1 per 23.0 square metres. The rate of 1 per 23.0 square metres will provide an adequate amount of parking for a shopping centre while at the same time ensuring that land is being used more efficiently.

Comment:

Surface parking maximums could hinder redevelopment along the Queen Street Corridor, and developers should be permitted to exceed them if they include a credible phasing plan showing the surface parking being used.

Response:

There may be circumstances where the proposed maximum surface parking requirements can not be met. An owner has the right to seek a minor variance to the maximum surface parking requirements. Appropriate justification will be required to be provided that demonstrates how the City's urban design objectives for the Central Area are still being met.

Comment:

How will stacked bicycle parking work?

Response:

Stacked bicycle parking will be reviewed in greater detail through the site plan approval process.

Comment:

The benchmarking that was used in WSP's memo is not a good comparison of best practices.

Response:

The benchmarking that was completed by WSP is based on municipalities in Ontario who have amended their parking standards in the last couple of years. Staff are of the opinion that the benchmarking that was completed to help inform the proposed Zoning By-law amendments is a good comparison of best practices in Ontario.

Comment:

Reducing parking will affect the purchase decisions of most buyers and will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit.

Response:

The proposed rates are only minimum parking rates. Based on what the demand is for parking when the owner is proceeding through the development approval process, the owner can provide more than the minimum required residential and visitor parking requirements. There are no maximum parking rates being proposed at this time.

A change in property value is not a planning consideration that can be evaluated pursuant to the requirements of the *Planning Act*.

Comment:

0.5 bicycle parking spaces per apartment unit seems to be high. It is recommended that this minimum rate be reduce to 0.2 spaces per unit and increase the minimum number of vehicle parking spaces.

Response:

The goals and objectives of the City's Official Plan and the Brampton 2040 Vision is to encourage residents to utilize other modes of transportation (i.e. transit, bicycling). This report recommends a minimum 0.5 bicycle parking spaces per apartment unit to meet the sustainable land use and transportation objectives of the Central Area.

Comment:

Townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of grid lock on the streets in these subdivisions, which is unsafe for everyone. How is further reducing these parking spaces going to affect the occupants of these townhomes?

Response:

The proposed change to the minimum parking rate are for those townhouses that do not have private garages/driveways.

Comment:

Could there be a survey or count of residents in senior citizen buildings that own a car and need parking spaces to determine if a minimum residential parking requirement of 0.5 spaces per unit is warranted.

Response:

The proposed parking amendment related to a senior citizen building is not amending the minimum residential parking rate. A further assessment of the minimum residential parking rate for a senior citizen building will be reviewed through the City's on-going Comprehensive Zoning By-law Review.

Comment:

Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

Response

On June 24, 2020 Brampton City Council approved a Zoning By-law amendment that removes the requirement to provide an additional parking space for the creation of a second unit. The general residential provisions of the Zoning By-law will continue to require that a minimum two (2) parking spaces be maintained on each residential lot.