



June 30th, 2020

Planning and Infrastructure Services
City of Brampton
2 Wellington Street West, 3rd Floor
Brampton, ON L6Y 4R2

Attention: Michelle Gervais, Policy Planner

RE: City's Comprehensive ZBL Review – Proposed Amendments to the Parking Standards

Dear Ms. Gervais,

On behalf of our clients represented by Glen Schnarr & Associates Inc., please accept our comments related to the Information Report – Comprehensive Zoning By-law Review: Proposed Amendments to the City's Zoning By-law Parking Standards (I35/2020).

Firstly, we support the City's initiative to consider reducing the parking standards in the Downtown/Central Area and throughout the City to reduce carbon footprint and facilitate walkable City.

We have reviewed the Information Report and various amendments to the City of Brampton Zoning By-law 270-2004 and respectfully submit a request for re-consideration as it relates to the follow proposed amendment:

- The single parking rate for “shopping centre” to be amended to one parking space per 19.0m² gross floor area compared to previous differentiating rate divided by the 2,000m² threshold.

The City of Brampton Zoning By-law defines *Shopping Centre* “to mean the premises upon which a group of at least five separate commercial uses have been developed and are managed as a unit by a single owner or tenant, or by a group of owners or tenants”(City of Brampton Zoning By-law 270-2004).

We request City staff and Councillors to re-consider the “shopping centre” Amendment to maintain the existing rate for retail/commercial uses less than 2,000m². As stated in the report, the current parking rate for “shopping centre” is appropriate and generally consistent with comparable zoning by-laws. As Downtown Brampton and the Central area continue to intensify, retail/commercial spaces less than 2,000m² are increasingly common in mixed-use buildings or smaller commercial plazas providing amenities to tenants within the building or residing nearby. Mixed-use developments are encouraged in the City and are often accessible via public transit and pedestrian pathways connecting users to end destinations without the use of the private automobile.

Retail/Commercial spaces larger than 2,000m² are often located in areas with high-order roads that serve a broader community primarily accessible by a private automobile or public transit.

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The existing parking rate supports the development of different forms of retail/ commercial space, with smaller locations servicing a neighbourhood level compared to larger locations servicing a community level. The existing rate maintains flexibility for developers wishing to provide on-site retail/ commercial services to create a more desirable place to live or diversify a neighbourhood characterized by predominantly residential land uses.

If the City is desirous of having one-tier parking standard for a shopping centre, we suggest that the new parking standard be less than one parking space per 19.0m² gross floor area. Reducing the parking standard for shopping centres will encourage site design that is more walkable and pedestrian-friendly and utilize greater opportunity for additional retail space translating into more municipal taxes and jobs.

Thank you for your time and consideration in this matter.

Kindest Regards,

GLEN SCHNARR & ASSOCIATES INC.

Colin Chung, MCIP RPP
Planner

CC: Terri Brenton, Legislative Coordinator, City of Brampton
Members of Planning Committee

Comments on the Proposed Parking Standards

Current Situation:

The City of Brampton is currently experiencing a dire housing crisis, caused by problems on both supply and demand. On the supply side, the City is experiencing a dire shortage of smaller units, caused by the City banning new second units in 2006, effectively impossible lodging house rules, and pervasive expensive planning requirements that make small units financially infeasible. On the demand side, the City has grown massively, major increases in numbers of international students, and shifting demographic trends towards smaller households across Canada.

The skyrocketing demand, and limited supply of smaller primary rental sector units has resulted in skyrocketing. The City taking until 2015 to unban second unit construction while the number of international students skyrocketed resulted in major increases in prices in the primary rental stock, and widespread construction of secondary rental housing, such as second units built outside of the building code to help fill the gap. When combined with the Federal government deciding to increase the number of international students significantly, and the increase coming disproportionately from India, where the number of students has quadrupled in four years to over 200k, we now have a rooming house situation spiraling rapidly out of control. With a dozen or more people living in a house design for four or five, with substantial not to code renovations, the City of Brampton has successfully achieved having crowding reminiscent of slums in developing countries pervasive throughout the city. While many major cities have an area of extremely poor housing, such as a Skid Row, Brampton likely has the dubious distinction of having horrific crowding distributed throughout the city

To make rent on a 20 hour work visa cap, international students have been forced to turn to under the table work, where they are exploited, and an increasing number of female students have been forced to turn to prostitution to be able to pay rent.

Proposed Amendments

Central Area

1 & 2) Even with a reduction of parking for all apartment units to 0.5 with 0.1 visitor parking for a combined total of 0.6 per unit, this cost is still likely to add up to 10% or more of a one bedroom unit's cost. This is acceptable as an interim measure

Buildings built within 400 metres of the parking garages downtown should be completely exempt from minimum parking requirements, there will still likely be some parking required, and if there is not enough parking for their demand, they can use the city garages. Contrary to the Consultant report, the City is not at risk of running out of parking downtown, it manages to be oversupplied at rock bottom rates. Underground parking in an area like downtown would likely

require \$600 a month per stall to break even financially, instead the City charges \$308 per year, yet still does not have full garages, this indicates downtown is oversupplied, and the City is spending millions of dollars a year on subsidizing parking. If demand did rise to such a level that 80%+ occupancy was normal, the City could significantly raise rates for monthly and annual passes before needing to adjust daily rates which affect. If the City was unwilling to raise rates fearing political blowback, the City could set up a municipal corporation which is delegated with taking care of parking, including setting rates, such a corporation is explicitly permitted in provincial regulation.

3) 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. The area between Kennedy and the 410 is extremely car dominated currently, with walkability still being limited, a phasing plan allows them to build development helping shift the modal split, while not leaving the development with enormously expensive stranded assets in the form of structured parking.

Given the increasing shift to ridesharing, and the advent of autonomous vehicles in the next couple decades, limiting them to two drop off spaces could be very problematic in the long term

4) The bike parking requirements should be clarified to explain how stacked bike parking works. In areas with high bike usage it is common to have stacked bike parking, which uses a mechanism to allow a bike to be easily stacked above another.

City Wide Amendments

1) Harmonizing parking for apartments down to 1.0 per unit is a step in the right direction, but it is still much too high. Of the comparator cities selected, only Kitchener and Ottawa have recently updated their parking by-laws significantly, and they range from a range of 0 to 0.5 per unit, with Kitchener furthermore setting out a parking maximum, which in certain cases is lower than the proposed minimum. Furthermore the proposed changes completely fail to take advantage of the City of Brampton having already created significant good transit. Ottawa uses 600 metres from rapid transit to provide a parking exemption, it would not be difficult for the City of Brampton to ask Brampton Transit which locations they identify as having good transit, and create an exemption for parking minimums within 300 metres of said stops. As exemptions for parking in areas with good transit range from 400 metres to 800 metres, 300 metres would be a reasonable interim distance.

3) What WSP calls best practices are not good, it isn't even good benchmarking, it is mediocre at best, and terrible planning at worst. If this method was employed in a US city in 1965 it would conclude that racial segregation should form a significant part of municipal governance. It may sound harsh to compare zoning to racial segregation, but in fact, urban planning and zoning was an instrumental part of racial segregation in the United States, and zoning from then has resulted in American cities being significantly racially segregated in 2020, because such zoning is pervasive throughout the US, and when they do benchmarking, other cities have zoning like that, and if one applied WSP's "best practices", one would conclude that maintaining urban planning policies that enforce racial segregation is a "best practice".

Medical Office Space: Of the 5 comparators, the proposed new parking requirement is only a hair below Mississauga, which is currently redoing its parking minimums, and higher than the other 4, with it being more than 50% above Ottawa and Toronto.

Business Office Space: The City's proposed new parking minimum converted back to a per 25m² base is 0.833, which is higher than all five comparators, more than double that of Toronto, and more than triple that of Kitchener. In practice what this means is an office building does not pencil out basically anywhere in Brampton. A business office building must be either located in greenfield areas where vast parking lots are economical, or in the downtown area where the parking is exempt. The problem is an office building needs a reasonable catchment area in terms of time, and there just isn't the cheap land available that meets agglomeration economy needs, so that doesn't work. Then there is the downtown, but the area of Downtown that the City considers acceptable for non-residential is a small area, requires substantial lot assembly (expensive), and the City has plowed so much money into the area, that landowners are going to want more than developers are willing to pay for such a terrible location (floodplain restrictions are very expensive). Yes, the City spent so much money on downtown that it is currently too expensive to be worth anything. Ottawa's parking minimum is 1 per 42 square metres, consider that instead.

Building enough structured parking to satisfy the proposed parking requirements would cost in excess of four times the total development charges for office space.

Retail: Brampton has significantly higher minimums for retail than Kitchener and Ottawa, even being higher than Kitchener's maximum by 25%. Keep in mind that counting drive aisles and screening from the street for surface parking, or pillars for structured parking, the area per parking space is in excess of 30 metres. The parking minimum in effect is 1.5 metres of parking per 1 metre of usable space. This functionally blocks mixed use.

Shopping Centres: Brampton has a significantly higher parking minimum than the one of five cities that has more recently reviewed parking, and made the utterly baffling choice to harmonize the parking minimums upwards for both sizes of shopping centres. The reason smaller shopping centres had lower parking minimums is relatively straightforward, smaller shopping centres tend to be neighbourhood retail with shorter trips and a lower population to be serviced, the larger ones tend to be more regional shopping centres, with larger catchment areas and long visit times. When you see the number 1 per 19 metres and 1 per 23 metres, it is a red flag that this standard is over 40 years old like a 454 gram block of butter, because this is a metricated Imperial number. In the case of 19 metres, this is the closest approximate to 5 parking spots per 1000 square feet, and 23 metres is equivalent to 4 parking spots per 1000 square feet, with it being rounded so as to not result in this increasing the number of parking spots.

Restaurants, Sit down: While major cities across North America are seeking to build food halls, so residents can taste culinary diversity, what Brampton residents get to taste is failure, from a thousand restaurants snuffed out by the City's asphalt fetish. On Kennedy Road South, it tastes like a toxic brew of leaked fluids from the battered cars being sold and repaired along the strip, symbolic of the blight and decay. This is the result of Brampton parking requirements, which are significantly higher than Los Angeles and Houston. Finding yourself with significantly higher parking minimums than cities widely reviled for sprawl is like finding yourself alone sobering up at a Tims at 3 am, on a weekday, it is strongly worth reflecting on how you ended in such a situation.

Changing it from 6.25 square metres to 6.5 square metres is enough to say you've changed it, but not enough for it to really matter, it will still substantially block redevelopment, and still harm restaurants. In recent years, there has been rapid growth in the delivery business due to apps, and COVID ending dine in temporarily is likely to substantially accelerate this trend. What takeout and delivery need is loading spaces, not parking spaces. Furthermore, allowing patios on parking spaces was something the City should have allowed years ago, but was never able to happen because nearly all the strip malls are already sitting right at their parking minimums.

Restaurants, Takeout: Takeout restaurants even more exhibit the shift to app based delivery because remote ordering further cuts time off how long someone will be at the location, and has an even stronger case for ending parking minimums and encouraging loading zones. They would also benefit even more in the long term from being able to have patio spaces

Financial Implications: Increasing development by reducing unnecessary construction costs that do not meaningfully affect assessment value enhances the financial wellbeing of the Corporation.

Economic Development Implications

Reducing onerous and unnecessary regulations makes Brampton a more desirable place to do business, furthermore, minimum parking requirements pose significant costs to housing and employment. Slashing residential minimum parking requirements is an effective way for the City to improve housing affordability for new stock. Slashing minimum parking requirements for offices is an effective way to signal Brampton is open for business by reducing costs per square foot significantly.

The report notes Economic Development was consulted on transit, yet does not mention Brampton Transit, how much and how was Brampton Transit consulted on transit ridership implications? It is not very difficult to ask Brampton Transit for which bus stops they would consider to have good transit, and how far people would walk to the aforementioned transit, and also include a selection of locations where they believe adding development near would benefit transit ridership. As the City of Brampton already has bus stop data in a format for ArcGIS, it would be relatively straightforward for a GIS tech to select the bus stops provided by Brampton Transit and using the network analysis tool generate walksheds, in a format that can be provided as a map and a GIS layer.

July 6, 2020

Mr. Richard Forward
Commissioner, Planning and Development Services
City of Brampton
2 Wellington Street West,
Brampton, Ontario
L6Y 4R2

Attn: Mr. Richard Forward, Commissioner, Planning and Development Services

Re: City of Brampton Public Meetings July 6, 2020

Information Report – Comprehensive Zoning By-law Review: Proposed Amendments to the City’s Zoning By-law Parking Standards, City Wide, (I35/2020)

and

Information Report – City Initiated Amendments to the Zoning By-law, City Wide, (I44/2020)

I represent the Fifth Avenue Group, the owner of 83 Wilson Avenue, and 14 & 16 Centre Street North, Part of Lots 44 & 45, Wellington Block, Registered Plan BR-5, City File: PRE18-027, which is being prepared for a Zoning By-law amendment submission in the next month. We are working to bring Brampton a 9 storey, 82-unit, mid-rise building at the south-east corner of Centre Street and Wilson Avenue (*view of project rendering below*).

This letter is provided in response to two Public Meeting reports from Michelle Gervais, Policy Planner, Planning, Building and Economic Development Department, items 5.1 and 5.2, titled ***Information Report - Comprehensive Zoning By-law Review: Proposed Amendments to the City’s Zoning By-law Parking Standards, City Wide, and Information Report*** and ***Information Report - City Initiated Amendments to the Zoning By-law, City Wide.***

With regards to item 5.1, we fully support the initiative to reduce the parking standards for the Central Area, however, we are proposing a parking standard that is below the one provided in the *Report*. We are in the process of reviewing the *Report* to determine how it might affect our proposal. We look forward to discussing this matter with staff.

With regards, to item 5.2, we are reviewing the proposed changes to the balcony standards and how they might affect our proposal and again, look forward to discussions with staff.

We request that we be notified of any future meetings related to these Public Meetings and By-law Amendments.

Thank you for your consideration.

Respectfully submitted,

Dan Kraszewski

Dan Kraszewski, R.P.P. M.C.I.P., OALA

cc. Fifth Avenue Group
Michelle Gervais, Policy Planner
Peter Fay, City Clerk



Proposed City-Initiated Amendments to the Zoning By-law - July 6 2020 Public Meeting
From: Mitch Talesk < >
Sent: 2020/07/02 6:34 PM
To: Gervais, Michelle
Cc: Mark Jepp; Tara Gollish
Subject: RE: [EXTERNAL]RE: Proposed City-Initiated Amendments to the Zoning By-law - July 6, 2020 Public Meeting
Attachments: New Standard for City-Wide Comm and Retail.png; Brampton Proposed Amendments to the Parking By-law.pdf

Good Evening Michelle,

I hope things are well there. As per the voicemail I left you a little earlier, I was looking to touch base with you on the Information Report posted on the City's website for the comprehensive zoning by-law review (parking standards), which will be going in front of PDC this coming Monday the 6th.

Although I am certainly happy to see that (overall) there has been a downward shift in the amount of parking required across the board, there was one section in particular I wanted to discuss, which relates to Shopping Centres with a Gross Leasable Floor Area of 2000m² or more (which I would imagine captures a lot of applications). I have gone through the process on a couple of site plans over the last two years on plazas that fit within that standard and have advocated that the parking standard of 1 space per 19m² is too much parking. In both cases I ended up seeking Minor Variances with a parking reduction of around 12% and succeeded. I think there are a number of reasons for this:

* With the diversity of uses in a plaza of that size, people come and go all day and I don't believe that it is fair to assume that the parking lots will always be crowded or full, or will be totally congested in peak times. It is our experience that they are usually not.

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

Proposed City-Initiated Amendments to the Zoning By-law - July 6 2020 Public Meeting (which are very old) require.

* Lastly, and connected with the point above, vast amounts of parking does not, in my opinion, discourage people from driving to the corner store, which is ultimately the behaviour we should be trying to curb.

I am not sure what the process looks like in front of us for the approval of these new standards, but I would be interested to know. I am really hoping that the City can continue to look at the standards and be more aggressive. Given the investments in transit, path networks, and the better planning we do with every plan, I am hoping that we can tighten up the standards even further, get people out of their cars, and make our sites more green and efficient.

As I mentioned, feel free to call my cell 416 268 4672 or keep this email chain going.

Speak soon and enjoy the evening!

Mitch

From: Gervais, Michelle <Michelle.Gervais@brampton.ca>
Sent: June 11, 2020 11:28 AM
To: Mitch Taleski >
Cc: Humble, Jeffrey <Jeffrey.Humble@brampton.ca>; Mark Jepp <mark@paradisedevelopments.com>
Subject: RE: [EXTERNAL]RE: Proposed City-Initiated Amendments to the Zoning By-law - July 6, 2020 Public Meeting

Hi Mitch,

Doing ok. I hope you are well.

The Information Report and the draft by-law related to the proposed parking standards will be available to the public when the July 6 Planning and Development Committee agenda is published on June 26.

Thanks.

Michelle Gervais, MCIP, RPP
Policy Planner, Planning, Building and Economic Development Department

Correspondence Regarding CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

From: Danton, Shauna
Sent: 2020/07/06 2:09 PM
To: Gervais, Michelle
Subject: FW: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

Hi Michelle,

FYI - correspondence that will be circulated prior to the meeting tonight.

Thanks,
Shauna

From: City Clerks Office <City.ClerksOffice@brampton.ca>
Sent: 2020/07/06 10:48 AM
To: Danton, Shauna <Shauna.Danton@brampton.ca>
Subject: FW: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

From: Kevin Montgomery
Sent: 2020/07/03 11:24 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Cc: Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>; Medeiros, Martin - Councillor <Martin.Medeiros@brampton.ca>; Brown, Patrick - Mayor <Patrick.Brown@brampton.ca>
Subject: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

Hello.

Copying Councillors Bowman and Medeiros, and Mayor Brown on this email also.

Emailing to express my support for the proposed amendments to the comprehensive zoning bylaws. While I agree with any effort to reduce the minimum parking requirement city-wide, I would have rather it be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences.

I'm also happy to see a proposed maximum surface parking requirement for an apartment dwelling in the Central Area.

And of course, bicycle parking requirements are a must. Again, I would have preferred

Correspondence Regarding CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004
to see something more ambitious, with minimum requirements established for
commercial and office uses also.

Regards from Ward 3,
Kevin Montgomery R.G.D., C.X.D.

Real Estate and Development

134 Peter Street
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Michelle Gervais, Policy Planner
City of Brampton
Planning and Development Services
2 Wellington St. West
Brampton, Ontario
L6Y 4R2

Dear Michelle,

I am writing today in support of the Proposed Amendments to the City's Zoning By-Law Parking Standards City-Wide report which you are championing. Recently, we have acquired property in downtown Brampton, located at the address of 31-33 George Street North and 28 Elizabeth St. North. Our intention is to build a high density residential rental building on the premises and believe the current parking requirement needs to be amended.

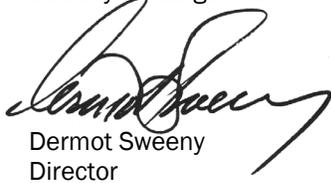
The City of Brampton has a vision to revitalize the downtown with projects that include a potential university campus, the Innovation Centre and Library at the corner of Nelson and George St., as well as the Phase 2 extension of the Hurontario LRT connecting to Brampton GO Station, to name a few. I and my team believe in this vision and vow to develop a beautiful building at our site which should spur on further development and help that vision become reality. With all these projects in the pipeline of development in the downtown of Brampton, we believe that this will only discourage the use of cars and motorized automobiles further. A more walkable downtown with more attractions, storefronts, commerce, and pedestrian designated areas will lessen the need for cars. In addition, the increased scheduling for GO Trains as well as the LRT and potential BRT along Queen St. should reduce the need for cars even further.

The single greatest cost to development in downtown Brampton as we have found through extensive due diligence is the construction of parking. Construction costs have increased exponentially in the past few years and the only way we together with all other Developers can achieve any returns on investment is to minimize any onsite structured parking. We believe that in the near future, the need for a car will greatly diminish, with all the transit projects listed above together with creative technologies and ideas such as Auto Share, Uber, Home delivery Services, On-Line shopping etc. the extremely expensive individual vehicle ownership will dramatically reduce very soon and continue to do so over time. reducing the need for a car as well, such as Uber, auto share programs, home delivery services, etc. This along with Brampton downtown destined to become a Place to Live, Work, Learn and Play as a more walkable destination with greater emphasis on long travel needs, more cycling and walking we firmly believe in and encourage the significant decrease in the minimal parking requirements for all higher density housing and especially rental accommodation. We would support eliminating parking minimums all together and allowing the market demands for parking dictate the need for parking to be constructed in each project.

Today there remains a need for cars in the downtown of Brampton, but we are brainstorming creative solutions to reduce parking over time as that demand decreases within our projects. We would also encourage the City of Brampton to strongly support well designed above grade structured Parking that is designed to be utilized for Office, Education, Health care, Service and additional commercial uses or residential uses over time. We are glad to see the

City of Brampton push forward ideas of reducing car dependency and encourage creative ways to decrease that dependency over time. The future of our planet may depend on it and we look forward to working together with the City to resolve future parking restraints as well. We need to be much more forward thinking these days as we should have been in the past. We greatly support any initiative that reduces car dependency and builds better Urban Communities.....

Yours truly,
Sweeny Holdings Inc.



Dermot Sweeny
Director

From: Shenali De Mel
Sent: 2020/08/15 6:45 PM
To: Gervais, Michelle
Cc: Majeed, Malik
Subject: Re: [EXTERNAL]BREB Input on City's Zoning By-law Parking Standards, City Wide, (I35/2020)

* Hello Michelle,

The BREB's Govt. Relations Committee (GRC) met this week. While we agree that the impact on the environment would be good, our experience in the field with selling and buying real estate has raised some concerns. Thus, we would appreciate if this list of questions and concerns were addressed in the proposed amendments

1. Proposal to reduce Residential Parking in Central downtown apartment dwellings.

- * Is this for buildings with owned units?
- * Reducing parking will affect the purchase decisions of most buyers.
- * It 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.
- * So, if a unit did not have an assigned parking space, it would not fetch as high of a sale price as one that included parking.

2. Incorporating Bicycle parking spaces for apartment dwellings

- * 0.5 bicycle parking spaces per unit seems to be high as, from our Realtor experience, most apartment dwellers have cars that need underground or surface parking, than those who use their bikes for a daily commute.
- * With the incorporation of more Bike lanes in Brampton, this might be a good idea, but how about reduce it to 0.2 per unit and increase vehicle parking spaces in those same buildings?

3. For parking at City wide Apartments and Townhouses.

- * From our Realtor experience we have noticed that 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.

* Currently, we see people extending driveways, most of them illegally. How is further reducing these parking spaces going to affect the occupants of these townhomes?

4. Parking at Senior Homes

- * Assuming these are buildings for independent living seniors and NOT long term care facilities, 0.5 residential parking per unit might be appropriate.
- * Could there be a survey or count of residents that own a car and need parking spaces to determine if the 0.5 assessment is warranted.

Parking External Comments

5. One of the major impacts of reduced parking would be on second-unit dwellings.

* Currently, Brampton has a large amount of unregistered illegal basement units. Those residents need adequate parking.

* Illegal extension of driveways by residents can be unsafe, especially concerning Fire hazard and City snow removal.

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

We look forward to hearing back re: these. Do keep us posted if you require our participation at any Planning meetings if we can be of any assistance.

Thank you,

Shenali De Mel
Sales Representative

www.rltrgrl.ca
Director - Brampton Real Estate Board (BREB)
Chair - BREB Government Relations Committee