

# Downtown Brampton Streetscaping Improvements – City of Brampton Municipal Engineers Association’s Municipal Class Environmental Assessment

## Minister’s Review of Issues Raised by Requesters

Issues	Response
<p>The Project will remove on-street parking, which will impact downtown businesses and customers. It will place a significant burden on businesses that require vehicular deliveries, and customers that require convenient vehicular access (e.g. seniors and those with a disability).</p>	<p>The City is expecting significant changes in its downtown area, including a new university campus, all day GO Transit rail service, and growth in residential and employment units. The City identified the Project as an opportunity to improve alternative forms of transportation, including cycling and walking.</p> <p>The Project proposes to widen sidewalks and pedestrian spaces, allowing for café seating, additional space for public festivals and events, benches, bike racks, street trees, and other street furniture. It also proposes dedicated cycle tracks in all directions. In order to accommodate these changes, one traffic lane on each direction (two lanes total on Main Street, two lanes total on Queen Street) need to be eliminated within the Project study area. This traffic lane is generally used for on-street parking.</p> <p>The City conducted a parking study as part of Project planning, and it is appended to the Environmental Study Report as Appendix A. The study identified that there is significant parking capacity in five existing off-street parking garages, all of which are within a five-minute walk of downtown businesses. The garages have a total of 1,802 spaces, and it was found that each garage only reached a maximum occupancy rate of between 67 to 81%, leaving at least 677 total spaces vacant at any one time between all five garages. The City has also committed to improving lighting, signage, wayfinding and maintenance of the parking garages.</p> <p>The parking capacity within the existing parking garages is expected to be adequate compensation for the 89 on-street parking spaces being eliminated as part of the Project. There will also be another 156 on-street parking spaces in the downtown area that will be unaffected by the Project.</p> <p>The City identified that the Project may impact deliveries to downtown businesses, as delivery vehicles normally utilize on-street parking space. During the Class Environmental</p>

Issues	Response
	<p>Assessment process, the City identified five potential loading zones to accommodate these deliveries: three within existing laneways behind downtown businesses, and two located on-street. The City will conduct further study on these potential loading zones for downtown businesses, and consult with the organization representing the Downtown Brampton Business Improvement Area to ensure the needs to businesses are addressed to the fullest extent possible.</p> <p>While accessible parking is provided in the exiting parking garages, City staff have indicated the garages may not accommodate larger accessibility vehicles. The City has committed to maintaining accessible parking near Brampton City Hall, and ensuring there is sufficient accessible parking for all types of accessibility vehicles throughout the rest of the Project area during detailed design. The City will explore adding more accessible parking spots within loading zones and laneways to give any people living with disabilities closer access to local businesses and other destinations in the downtown.</p> <p>The City also provided the ministry with an example drawing of an on-street loading zone, which would occupy the street furniture zone and the cycle track. Ministry staff are concerned that if the loading zone is occupied, this may pose a danger to cyclists by forcing them to merge into general traffic.</p> <p>I am satisfied that the City has adequately studied the impact of removing on-street parking, and will provide additional mitigation. I am imposing a condition that requires the City to consider loading zones and accessible parking that is designed to avoid impacts to cycling infrastructure.</p>
<p>Downtown businesses were not consulted on the Project and its proposed changes.</p>	<p>The City notified the public about the Project at four points during the Class Environmental Assessment process, and notices were issued in November 2016, February 2017, April 2017 and September 2017. These notices were advertised in the local newspaper, and directly mailed and e-mailed to members of the Downtown Brampton Business Improvement Area. Each notice provided contact information for the City, and invited interested persons to submit comments.</p>

Issues	Response
	<p>In addition, the City gave a presentation to Downtown Brampton Business Improvement Area members on February 1, 2017, and held a general stakeholder meeting (to which Downtown Brampton Business Improvement Area members attended) on February 16, 2017.</p> <p>The City met with Downtown Brampton Business Improvement Area staff twelve times during the Class Environmental Assessment process. The Downtown Brampton Business Improvement Area wrote to the City on September 19, 2017, to endorse the Project's preferred alternative. Some additional requests were made to the City in this letter, including conducting further studies and plans, continuing to consult with the Downtown Brampton Business Improvement Area and local businesses during detailed design and construction, as well as improving the existing parking garages. The City committed to undertaking this additional work and consultation in a response dated October 6, 2017.</p> <p>I am satisfied that the City met the consultation requirements of the Class Environmental Assessment.</p>

