



Agenda  
Planning & Development Committee  
The Corporation of the City of Brampton

**Date:** Monday, April 22, 2024  
**Time:** 7:00 p.m.  
**Location:** Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall  
**Members:** Regional Councillor M. Palleschi - Wards 2 and 6  
Deputy Mayor Singh - Wards 9 and 10  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
Regional Councillor N. Kaur Brar - Wards 2 and 6  
Regional Councillor D. Keenan - Wards 3 and 4  
Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor G. Toor - Wards 9 and 10  
City Councillor R. Power - Wards 7 and 8  
Mayor Patrick Brown (ex officio)

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:  
Gagandeep Jaswal, Legislative Coordinator, Telephone 905.874.2116, TTY 905.874.2130  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)

Note: Meeting information is also available in alternate formats upon request.

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1. Call to Order

2. Approval of Agenda

3. Declarations of Interest under the Municipal Conflict of Interest Act

4. Consent Motion

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. Statutory Public Meeting Reports

5.1 Staff Presentation re: Application to Amend the Official Plan and Zoning By-Law, Mainline Planning, on behalf of 7835 Mississauga Road Holding Inc., 7835 Mississauga Road, Ward 6, File: OZS-2024-0009

To Facilitate: The development of 3 industrial buildings and 1 office building.

Location: 7835 Mississauga Road

Staff: Arjun Singh, Planner, Development Services

*Recommendation*

5.2 Staff Presentation re: Application to Amend the Zoning By-Law, Brutto Consulting, on behalf of Samir Dalal (c/o Royal Laser), 11176 Highway 50, Ward 10, File: OZS-2023-0042

To Permit: The creation and operation of a temporary truck parking lot. The proposed development is an oversized motor vehicle parking lot/outdoor storage containing 421 truck parking spots.

Location: 11176 Highway 50

Staff: Harjot Sra, Planner, Development Services

*Recommendation*

6. Public Delegations (5 minutes maximum)

6.1 Delegation re: Shared E-scooter Pilot Program – Update

1. Austin Spademan, Bird Canada
2. Isaac Ransom, Neuron Mobility Canada

(See Items 7.3 and 7.4)

**7. Staff Presentations and Planning Reports**

7.1 Staff Presentation re: Active Transportation Master Plan

Active Transportation Master Plan Implementation – 2023/2024 Annual Report (All Wards)

Staff: Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

*Recommendation*

(See Item 7.2)

7.2 Staff Report re: Active Transportation Master Plan

Active Transportation Master Plan Implementation – 2023/2024 Annual Report (All Wards)

Staff: Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

*Recommendation*

(See Item 7.1)

7.3 Staff Presentation re: Shared E-scooter Pilot Program – Update

Staff: Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

*Recommendation*

(See Items 6.1 and 7.4)

7.4 Staff Report re: Shared E-scooter Pilot Program – Update

Staff: Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

*Recommendation*

(See Item 6.1 and 7.3)

8. **Committee Minutes**

9. **Other Business/New Business**

10. **Referred/Deferred Matters**

Note: In accordance with the Procedure By-law and Council Resolution, the Referred Matters List will be published quarterly on a meeting agenda for reference and consideration. A copy of the current Referred Matters List for Council and its committees, including original and updated reporting dates, is publicly available on the City's website.

11. **Correspondence**

- 11.1 Correspondence from Hannah Evans, Assistant Deputy Mayor, Ministry of Municipal Affairs and Housing, dated April 10, 2024, re: Minister's Zoning Order Ontario Regulation 38/22 in the City of Brampton

*To be received.*

- 11.2 Correspondence from the Honourable Paul Calandra, Minister, Municipal Affairs and Housing, dated April 10, 2024, re: Zoning Order Letter - Brampton GO

*To be received.*

- 11.3 Correspondence from the Honourable Paul Calandra, Minister, Municipal Affairs and Housing, dated April 10, 2024, re: Zoning Order Letter - Emerald Heights

*To be received.*

- 11.4 Correspondence from the Honourable Paul Calandra, Minister, Municipal Affairs and Housing, dated April 10, 2024, re: Zoning Order Letter - 8200 Dixie Road

*To be received.*

- 11.5 Correspondence from the Honourable Paul Calandra, Minister, Municipal Affairs and Housing, dated April 10, 2024, re: Zoning Order Letter - 11176 Highway 50

*To be received.*



**12. Councillor Question Period**

**13. Public Question Period**

**15 Minute Limit (regarding any decision made at this meeting)**

During the meeting, the public may submit questions regarding recommendations made at the meeting via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca), to be introduced during the Public Question Period section of the meeting.

**14. Closed Session**

Note: A separate package regarding this agenda item is provided to Members of Council and senior staff only.

**15. Adjournment**

**Next Regular Meeting: Monday, May 6, 2024 at 7:00 p.m.**

**Date:** 2024-03-20

**Subject:** **Information Report – OZS-2024-0009 – Application to Amend the Official Plan and Zoning By-Law**

**File:** OZS-2024-0009

**Contact:** Arjun Singh, Planner, Development Services & Design  
Mana Zavalat, Manager, Development Services & Design

**Report number:** Planning, Bld & Growth Mgt-2024-273

**RECOMMENDATIONS:**

1. That the presentation from Arjun Singh, Planner, Development Services & Design to the Planning & Development Meeting of April 22<sup>nd</sup>, 2024, re: **Information Report – OZS-2024-0009 – Application to Amend the Official Plan and Zoning By-Law**, be received.

**Attachments:**

- Attachment 1: OZS-2024-0009 – Public Meeting Presentation

# **APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW**

**TO FACILITATE THE DEVELOPMENT OF 3 INDUSTRIAL BUILDINGS & 1 OFFICE BUILDING:**

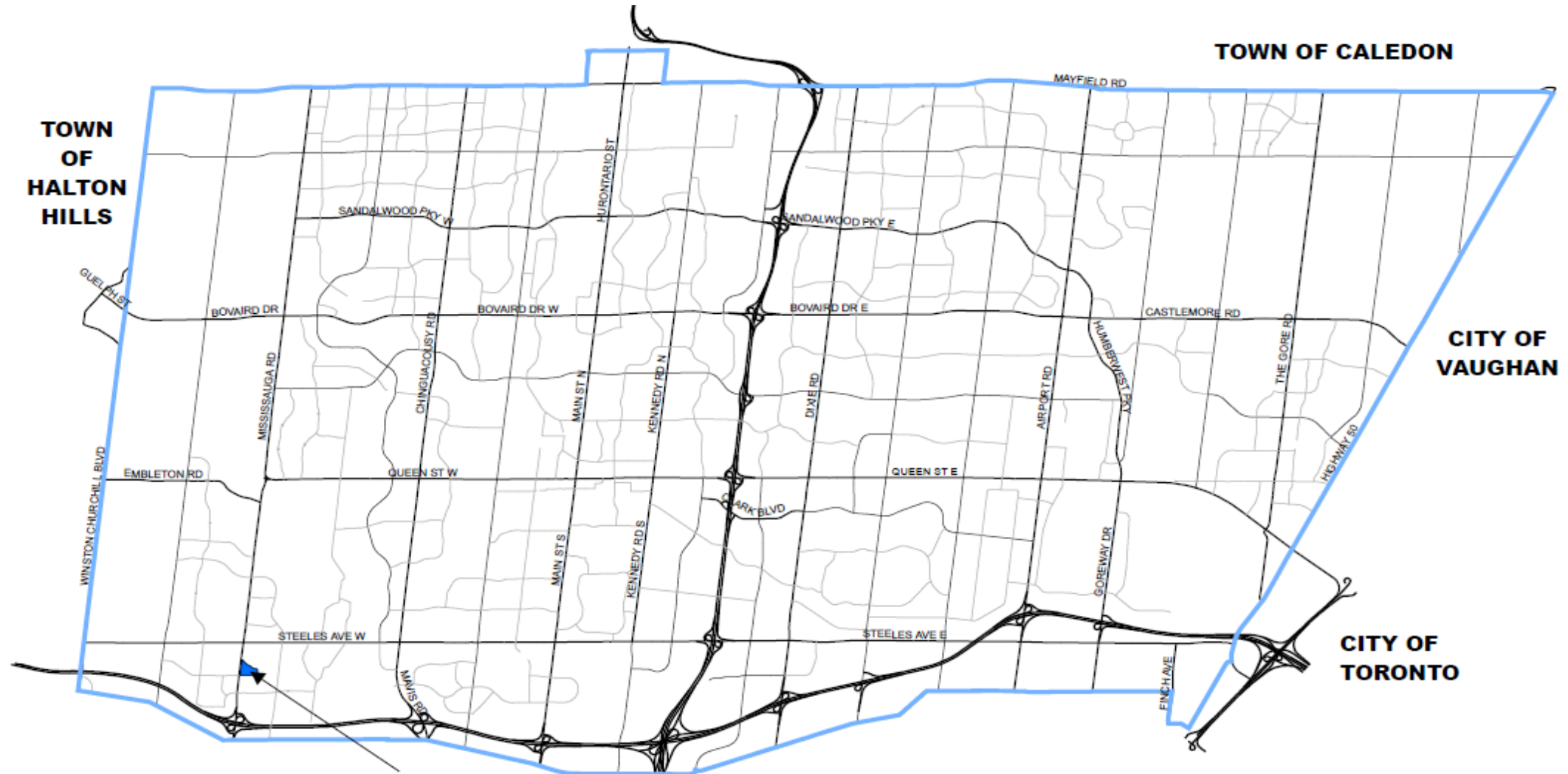
**7835 Mississauga Road**  
**City of Brampton File : OZS-2024-0009**

**Application by:**  
**Mainline Planning** on behalf of 7835 Mississauga Road Holding Inc.

**WARD : 6**

**REGIONAL COUNCILLOR: Michael Palleschi**  
**REGIONAL COUNCILLOR: Navjit Kaur Brar**

# LOCATION OF SUBJECT PROPERTY



OZS-2024-0009



# AREA CONTEXT



## North: Open Space, Commercial

Open Space valley lands, and commercial uses, beyond which is Steele's Avenue West.

## South: Commercial, Open Space

Streetsville Glen Golf Course, beyond which is Hallstone Road, further beyond is the 407 Highway

## East: Open Space, Floodplain, Residential

Levi Creek Valley Corridor, beyond which is low-rise residential in the form of Single detached dwellings

## West: Industrial & Office

Existing Industrial & office uses & Edgware Road





# AREA CONTEXT





# SITE VISIT



Street view looking directly  
to site



Street view looking North



Street view looking South

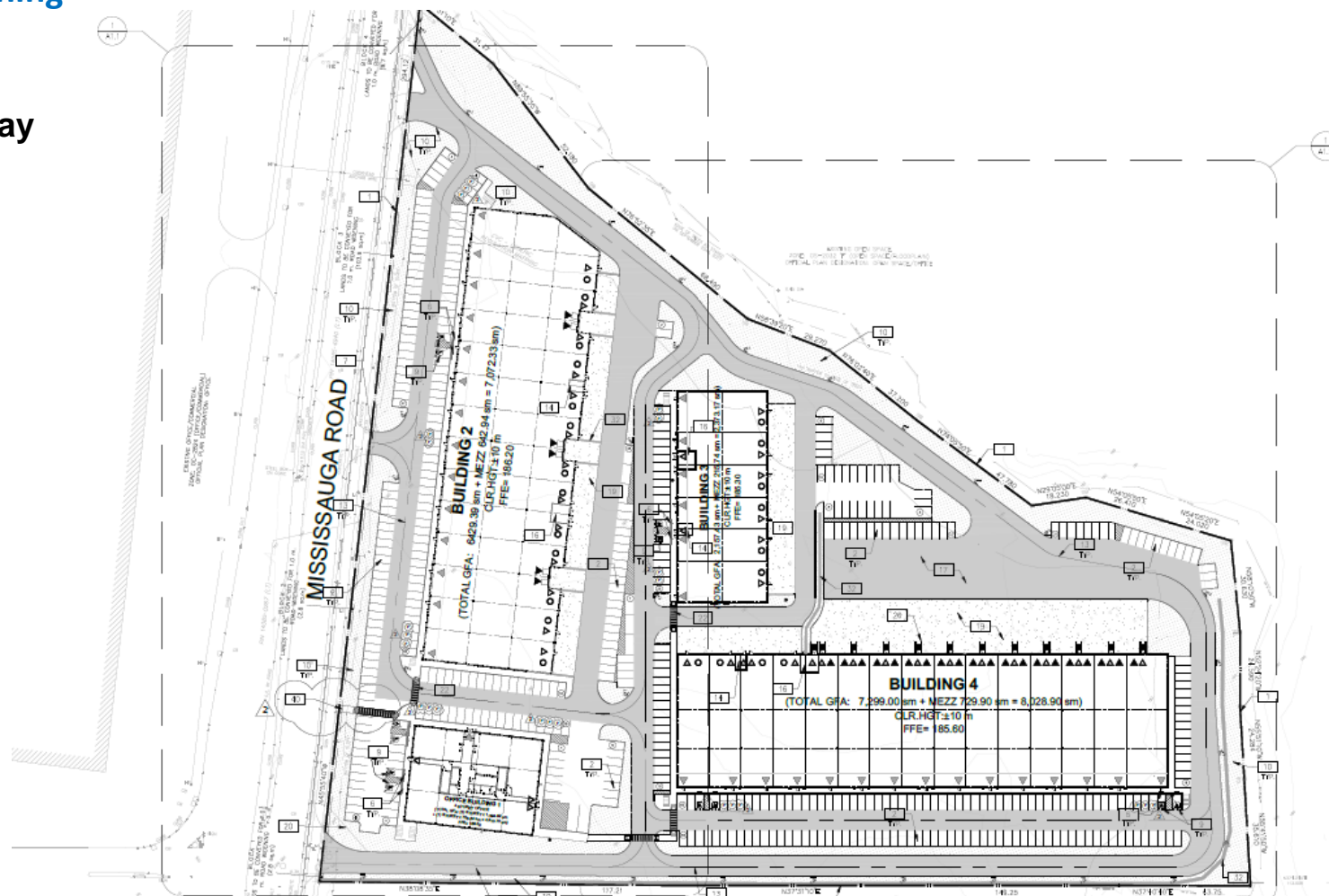
# DEVELOPMENT PROPOSAL

## An application to amend the Official Plan and Zoning By-law

To permit a development consisting of 3 Short-Bay Industrial Buildings and 1 Office Building

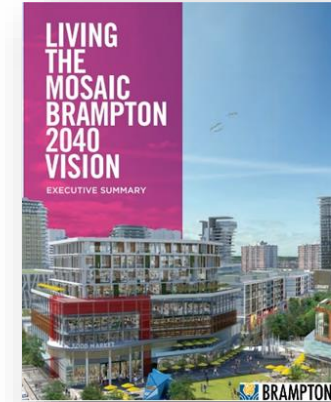
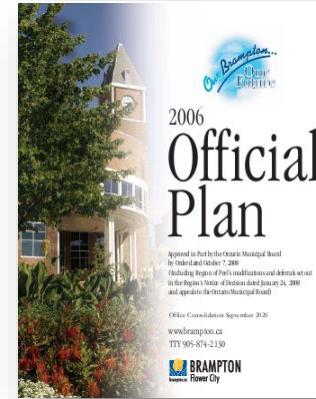
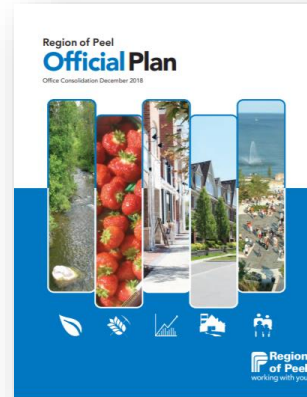
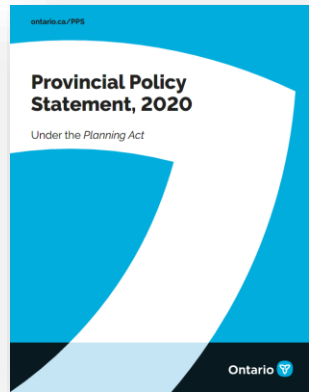
Further details include:

- A total site area of 54,794 sq.m
- A 4-storey office building (4,645 sq.m. GFA)
- 3 small bay industrial buildings (17,554 sq.m. GFA)
- Vehicular access via Mississauga Road
- A total vehicular parking count of 473 spaces
- 40 bicycle parking spaces
- Total landscaped area of 10,958 sq.m.





# PLANNING FRAMEWORK SUMMARY



The application will be evaluated based on:

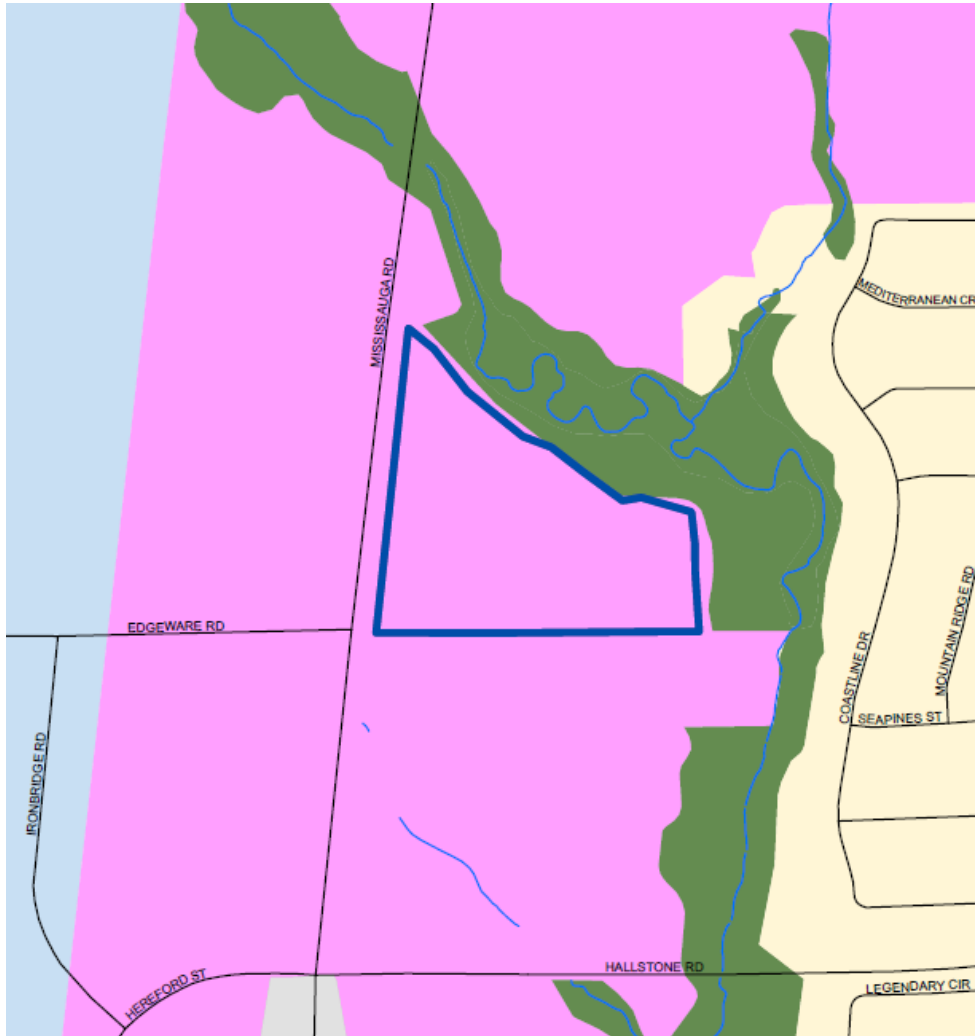
- The *Planning Act*
- Provincial Policy Statement (2020)\*
- Growth Plan for the Greater Golden Horseshoe (2020)\*
- Region of Peel Official Plan
- City of Brampton Official Plan
- Bram West Secondary Plan (Area 40c)

Also following the principles of:

- Brampton 2040 Vision

\*Subject to the Changes of the PPS, 2023

# CURRENT PLANNING CONTEXT: OFFICIAL PLAN DESIGNATION



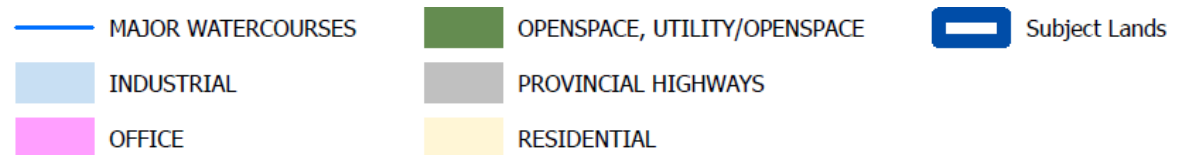
The Current Official Plan designation is Office

The Office designations are to be developed at densities and concentrations suited to the particular area as determined in the appropriate secondary plans.

Under Section 4.4.4.1 the Mississauga Road Corridor Office Centre in Bram West is planned to attract the following uses between Highway 407 and Steeles Avenue West and will be based on a high standard of urban design in accordance with the this Plan:

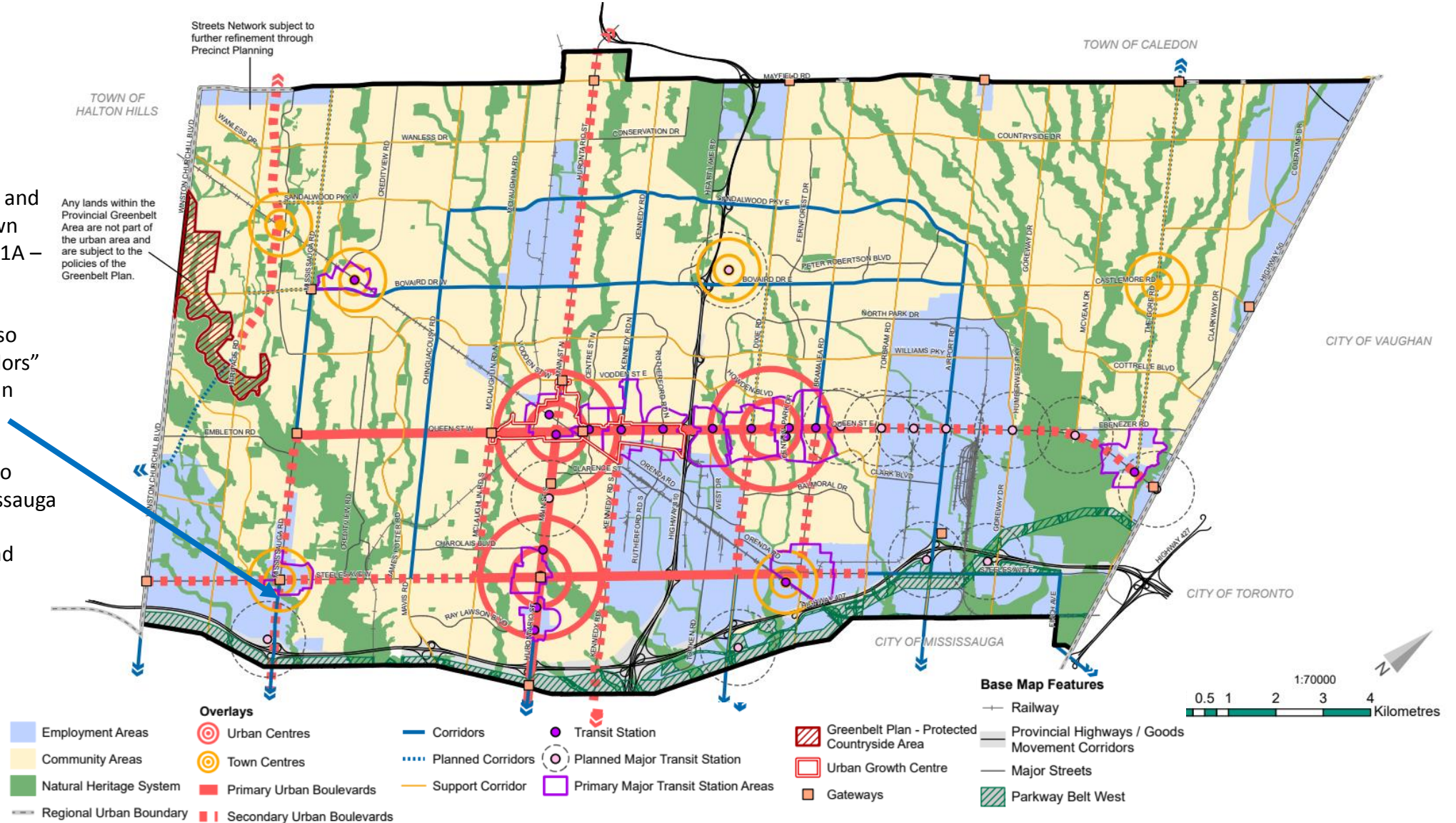
- i. Office and research and development uses;
- ii. Limited high performance prestige industrial uses;
- iii. Hotels, and conference/convention centres; and,
- iv. Limited accessory retail and service commercial uses that provide support to the adjacent employment areas.

To facilitate this development and requested uses, an amendment to the Official Plan is required.



# CURRENT PLANNING CONTEXT: Brampton Plan

- The subject site is designated as “Employment Areas” and located within a “Town Centre” on Schedule 1A – City Structure
- The subject site is also located along “Corridors” and “Secondary Urban Boulevards”
- The subject site is also designated as “Mississauga Road Corridor” on Schedule 12 – Site and Area Specific Policies





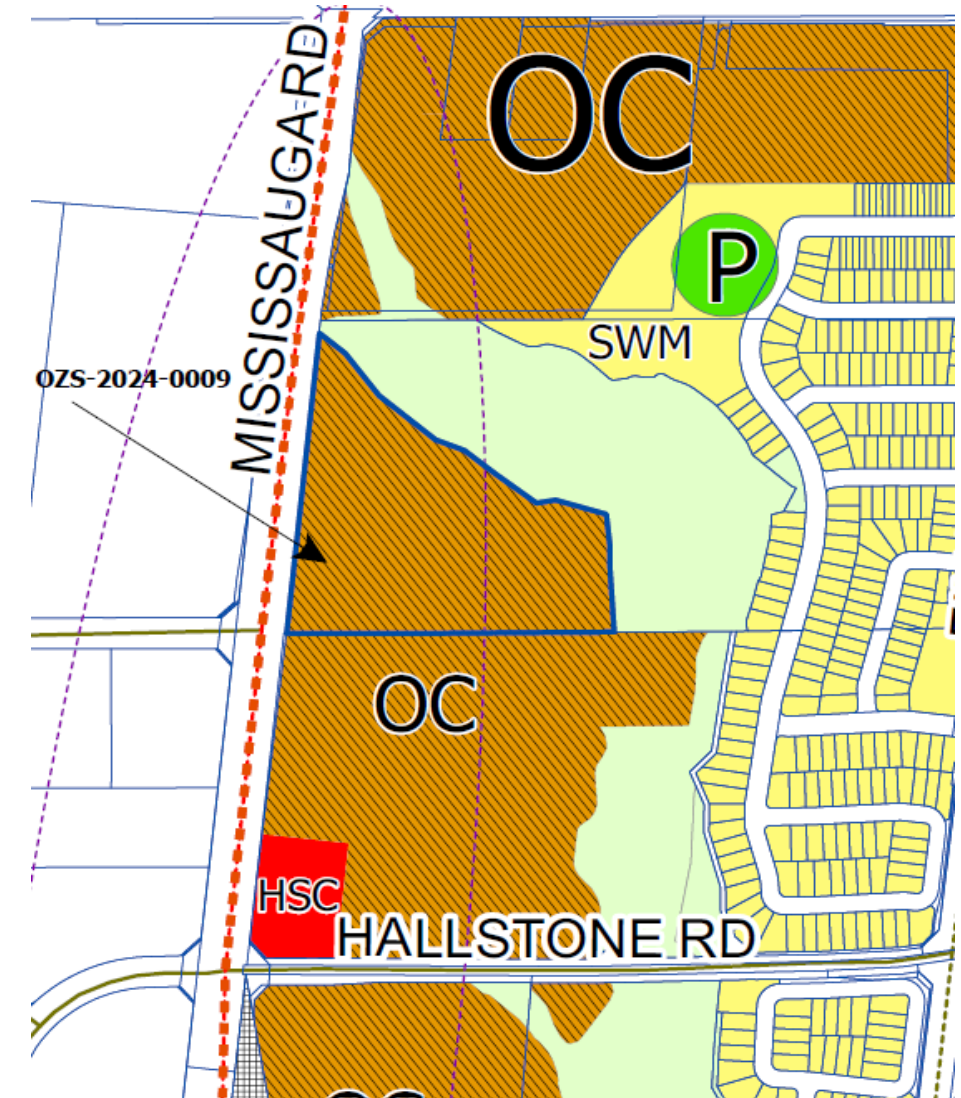
# CURRENT PLANNING CONTEXT: SECONDARY PLAN DESIGNATION

## Bram West Secondary Plan (Area 40c)

The current designation in the Secondary Plan is Office Centre.

For lands designated Office Centre permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services. In addition, open space uses such as parkettes and stormwater management facilities shall also be permitted. Warehousing and distribution uses shall not be permitted on lands designated Office Centre.

To facilitate this development and the requested uses, an amendment to the Secondary Plan is required.



### RESIDENTIAL

	EXECUTIVE RESIDENTIAL
	LOW / MEDIUM DENSITY
	MEDIUM DENSITY
	VILLAGE RESIDENTIAL
	CLUSTER / HIGH DENSITY
	CHURCHVILLE HERITAGE CONSERVATION DISTRICT

### EMPLOYMENT

	PRESTIGE INDUSTRIAL
	NEIGHBOURHOOD COMMERCIAL
	SERVICE COMMERCIAL
	CONVENIENCE COMMERCIAL
	HIGHWAY & SERVICE COMMERCIAL
	SPECIALTY OFFICE AND SERVICE COMMERCIAL
	OFFICE CENTRE

### INSTITUTIONAL

	SECONDARY SCHOOL
	SENIOR ELEMENTARY SCHOOL
	ELEMENTARY SCHOOL
	PLACE OF WORSHIP (RESERVE)
	Subject Lands

### OPEN SPACE

	VALLEYLAND
	CITY WIDE PARK
	NEIGHBOURHOOD PARK
	PARKETTE
	CEMETERY
	WOODLOT
	WETLAND
	SWM FACILITIES (QUANTITY)

# CURRENT PLANNING CONTEXT: ZONING BY-LAW

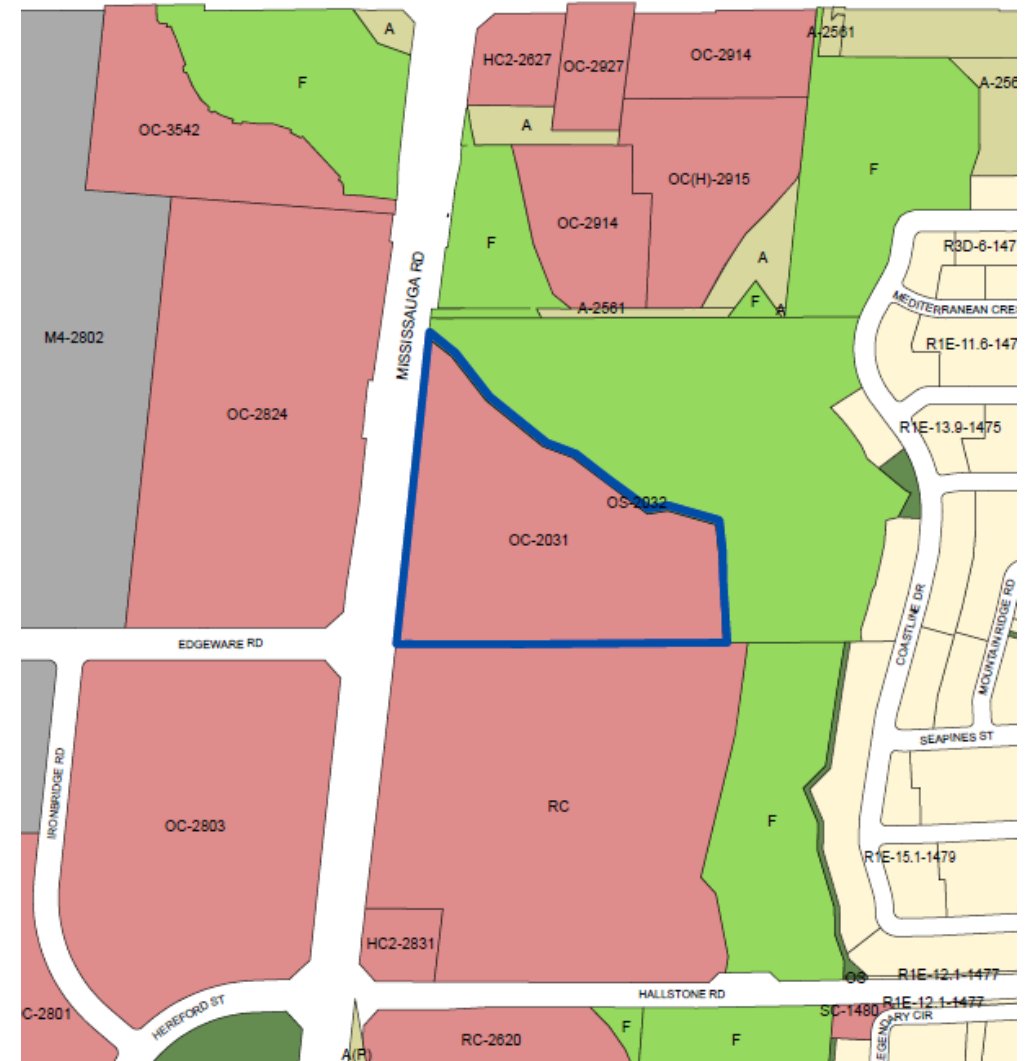
## Zoning By-law 270-2004

The subject property is zoned Office Central – 2031 (OC -2031) & Open Space – 2032 (OS-2032) as per the City of Brampton Zoning By-law No.270-2004, as amended.

Permitted Uses in the OC-2031 Zone include but are not limited to:

- a) an office;
- b) a research and development facility;
- c) a hotel;
- d) a conference centre;
- e) only in conjunction with and ancillary to the uses permitted in sections 2031.1 (a) and (b), light manufacturing and repairing and assembly of finished goods but shall not include the following purposes:
  - 1. a warehouse;
  - 2. a distribution facility or operation;
  - 3. the processing of raw foods or by-products;
  - 4. a motor vehicle repair shop or a motor vehicle body shop;
  - 5. a transport terminal;
  - 6. a salvage, junk, scrap or bulk storage yard;
  - 7. outdoor storage including intermodal containers on chassis;

A Zoning By-Law Amendment will be required to permit the requested uses.

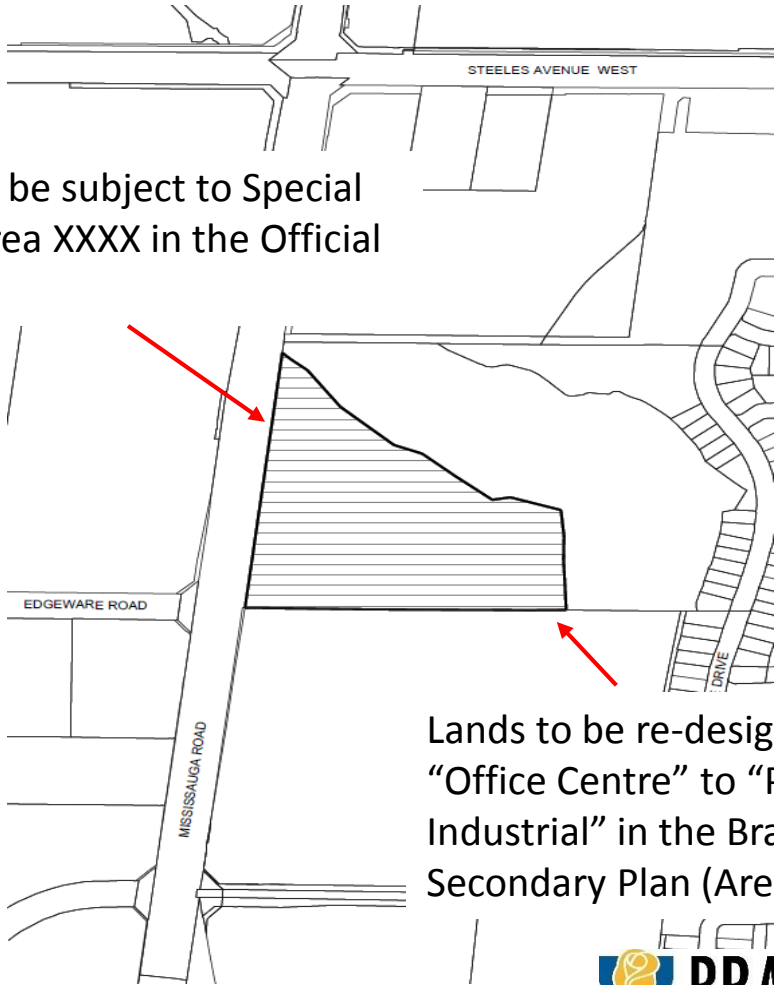


# PROPOSED PLANNING CONTEXT: OFFICIAL PLANNING AMENDMENT

The proposed Official Plan Amendment will redesignate the subject site from ‘Office’ to ‘Office’ with a Site-Specific Special Policy within the Official Plan. The amendment will also re-designate the site in Bram West Secondary Plan (Area 40c) from “Office Centre” to “Prestige Industrial”.

Proposed Designation	Highlight of proposed designation
(Official Plan) Office - Special Policy Area XXXX	<p>Permitted uses include:</p> <ul style="list-style-type: none"><li>• Office</li><li>• the manufacturing and processing, assembling, packaging, repairing, fabricating facilities</li><li>• a warehouse</li><li>• a motor vehicle leasing establishment,</li><li>• a radio or television broadcasting and transmission establishment</li><li>• a furniture and appliance store</li><li>• a restaurant</li><li>• a banquet hall</li><li>• a place of worship</li><li>• Ancillary retail uses (up to 20% of the total gross floor area of an industrial building, and up to 25% of the total floor area of an office building) shall be permitted in association with the industrial uses of this designation.</li></ul>
(Bram West Secondary Plan Area 40c) Prestige Industrial	<p>Permitted uses include:</p> <ul style="list-style-type: none"><li>• research and development facilities</li><li>• manufacturing and processing, assembling, packaging, repairing, fabricating, and warehousing facilities</li><li>• Office</li><li>• Hotels</li><li>• Conference/convention centers</li><li>• Ancillary retail uses</li></ul>

Lands to be subject to Special Policy Area XXXX in the Official Plan

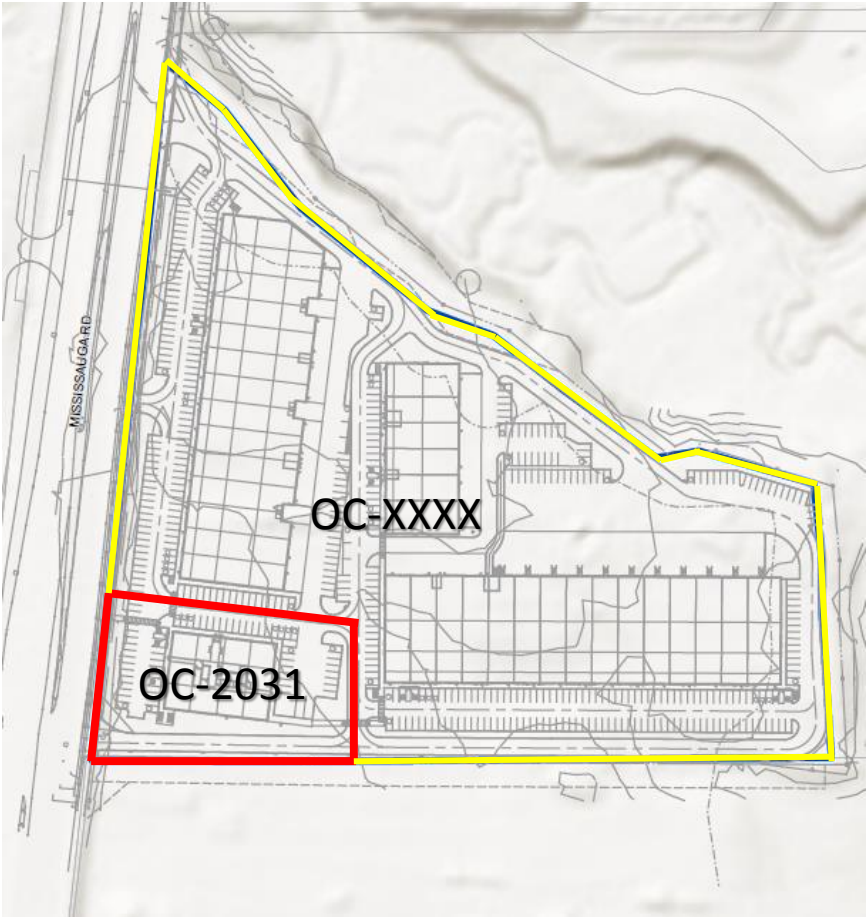


Lands to be re-designated from “Office Centre” to “Prestige Industrial” in the Bram West Secondary Plan (Area 40c)

# PROPOSED PLANNING CONTEXT: ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment will permit the rezoning of the subject site from “Office Centre – Special Section 2031 (OC-2031)” Zone to “Office Centre – Special Section 2031 (OC-2031)” & “Office Centre – Special Section XXXX”

Proposed Zones	Highlight of proposed Zone
Office Centre – Special Section 2031 (OC-2031)	<ul style="list-style-type: none"><li>• Permitted Uses<ul style="list-style-type: none"><li>• Office</li><li>• Research &amp; Development Facility</li><li>• Hotel</li><li>• Conference Centre</li><li>• only in conjunction with and ancillary to a Office &amp; Research/Development Facility, light manufacturing and repairing and assembly of finished goods <u>but shall not include the following purposes:</u><ul style="list-style-type: none"><li>• Warehouse</li><li>• Distribution facility</li><li>• Motor vehicle repair shop or body shop</li><li>• Parking lot</li><li>• Salvage, junk, scrap, or bulk storage yard</li></ul></li></ul></li></ul>
Office Centre – Special Section XXXX (OC-XXXX)	<ul style="list-style-type: none"><li>• Permitted uses<ul style="list-style-type: none"><li>• The uses permitted in the OC-2031 zone;</li><li>• The manufacturing and processing, assembling, packaging, repairing, fabricating facilities;</li><li>• Warehouse</li><li>• Motor vehicle leasing establishment</li><li>• Restaurant</li><li>• An accessory retail outlet provided that the total gross commercial floor area of the retail outlet is not more than 15% of the total gross industrial floor area of the particular industrial use</li></ul></li></ul>



(Proposed Zone: OC-2031 + OC-XXXX)



# KEY ISSUES / CONSIDERATIONS

- Ensuring compatibility with the overall vision for the Mississauga Road Corridor
- Ensuring high quality urban design to support the gateway distinction of the area
- Ensuring sufficient office space to support the overall role and function of the development





# NEXT STEPS

Notice of complete application – March 22, 2024

Circulation to departments and agencies

Notice of public meeting

**Public Meeting (We are here)**

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Appeal period



# ACCESS THE DEVELOPMENT APPLICATION

1. Click the [BramPlan Online](#) link:

<https://planning.brampton.ca/CitizenAccess/Default.aspx>

2. Click the [Search for An Application](#) link:

<https://planning.brampton.ca/CitizenAccess/Cap/CapHome.aspx?module=Planning&TabName=Planning>

3. Type the [file number](#) in the required field:

File Number: OZS-2024-0009

4. On the [OZS-2024-0009 file page](#) click:

The File Info Tab, and click documents to review all application drawings and documents.

The screenshot displays the BramPlanOnline web application interface. At the top, there is a navigation bar with the Brampton logo and the text "BramPlanOnline". Below this, a search bar is visible. The main content area is divided into two columns. The left column contains a "Welcome to BramPlanOnline!" message, a "Login" button, and a "Search for an application" link. The right column contains a "Login" form with fields for "User Name or E-mail:" and "Password:", a "Login" button, and a "Remember me on this computer" checkbox. Below the login form, there is a "New Users: Register for an Account" link. The bottom section of the screenshot shows the "File OZS-2024-0009:" page, which includes a "Documents" tab and a table of documents. The table has columns for "Name", "File Number", "Type", "Size", "Latest Update", "Upload Date", and "Action".

BRAMPTON | BramPlanOnline

Announcements Register for an Account Login

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**Don't have an account?**

If you don't have an account click on "Register for an Account". By registering for a free account, you will have the ability to submit online planning and development applications, eliminating the need for in office appointments to begin the process. Once registered, you will receive confirmation within 48 hours that your account is activated.

Through this system, you will be able to submit documentation track an application's status online. In order to establish communication and transparency, you are able to view your application status at anytime and view current tasks, allowing you to stay informed and prepared.

To get started, please select one of the services offered below.

**Planning**

[Search for an application](#)

For assistance, please contact us at: [planning.development@brampton.ca](mailto:planning.development@brampton.ca)

**Login**

User Name or E-mail:

Password:

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Home Planning

File OZS-2024-0009:

OPA ZBA Subdivision

Status: Submitted

File Info

Documents

**For any document that gets uploaded:**

1. All submitted documents must be named and categorized according to the City of Brampton Document naming and saving Protocol. [Please follow this link to find the document naming and saving conventions](#)
2. You must save the documents prior to continuing with the application. After you save the document, you cannot remove it.

**Resubmission:**

1. When making a resubmission, please email the planner on file once you have uploaded all necessary documentation.
2. All Precinct Plans, Draft Plans of Subdivisions (10 residential units or more), "Full" Site Plans, and Zoning By-law amendments to facilitate the above require the submission of a Sustainability Score & Summary. This includes each re-submission. Visit [www.brampton.ca/measuring-sustainability](http://www.brampton.ca/measuring-sustainability) for more details.

Name	File Number	Type	Size	Latest Update	Upload Date	Action
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# CONTACT INFORMATION

The report and presentation associated with tonight's meeting can be found online at [www.brampton.ca](http://www.brampton.ca) on the **MEETINGS** and **AGENDAS** page.

- City Planner contact:  
Arjun Singh  
Development Planner  
City of Brampton  
[Arjun.Singh@brampton.ca](mailto:Arjun.Singh@brampton.ca)
  
- Applicant contact:  
Joe Plutino  
Mainline Planning  
[jplutino@mainlineplanning.com](mailto:jplutino@mainlineplanning.com)

The background image shows a city street scene. On the left, there is a glass-enclosed bus stop with a red roof. The word "Wellington" is written on the top of the bus stop, and a "zum" logo is visible on the glass. A person is standing inside the bus stop. Behind the bus stop is a large, multi-story brick building with many windows. To the right of the main building is a tall, narrow structure with a clock face near the top and a sign that reads "CANADIAN 150". The sky is clear and blue.

# Thank you!

**Date:** 2024-04-05

**Subject:** **Information Report – Application to Amend the Zoning By-Law**  
*(The Temporary-Use Zoning By-law Amendment application is required to permit the creation and operation of a temporary truck parking lot. The proposed development is an oversized motor vehicle parking lot/outdoor storage containing 421 truck parking spots.)*  
**Brutto Consulting on behalf of Samir Dalal (c/o Royal Laser)**  
11176 Highway 50  
Ward: 10

**Contact:** Harjot Sra, Development Planner, Development Services & Design  
Angelo Ambrico, Manager, Development Services & Design

**Report number:** Planning, Bld & Growth Mgt-2024-286

**RECOMMENDATIONS:**

1. That the presentation from Harjot Sra, Development Planner, Development Services & Design to the Planning and Development Committee Meeting of April 22<sup>nd</sup>, 2024, re: **Information Presentation – Application to Amend the Zoning By-law Brutto Consulting on behalf of Samir Dalal (c/o Royal Laser)**, 11176 Highway 50, Ward 10, be received.

**Attachments:**

- OZS-2023-0042– Public Meeting Presentation



# **APPLICATION TO AMEND THE ZONING BY-LAW**

**To permit 412 temporary truck and trailer storage and parking for a period of three-years.**

**11176 Highway 50**

**City of Brampton File: OZS-2023-0042**

**Application by:**

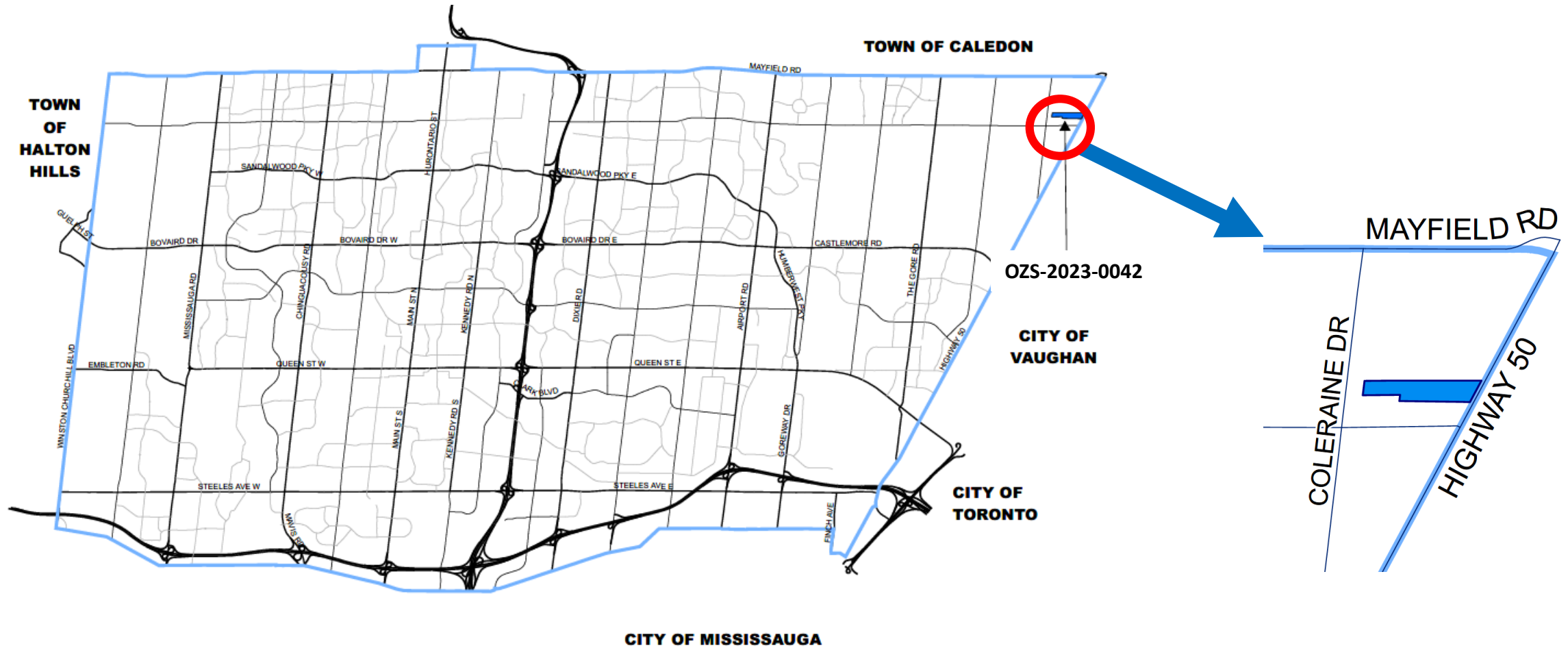
**BRUTTO CONSULTANTS on behalf of ROYAL LASER**

**WARD : 10**

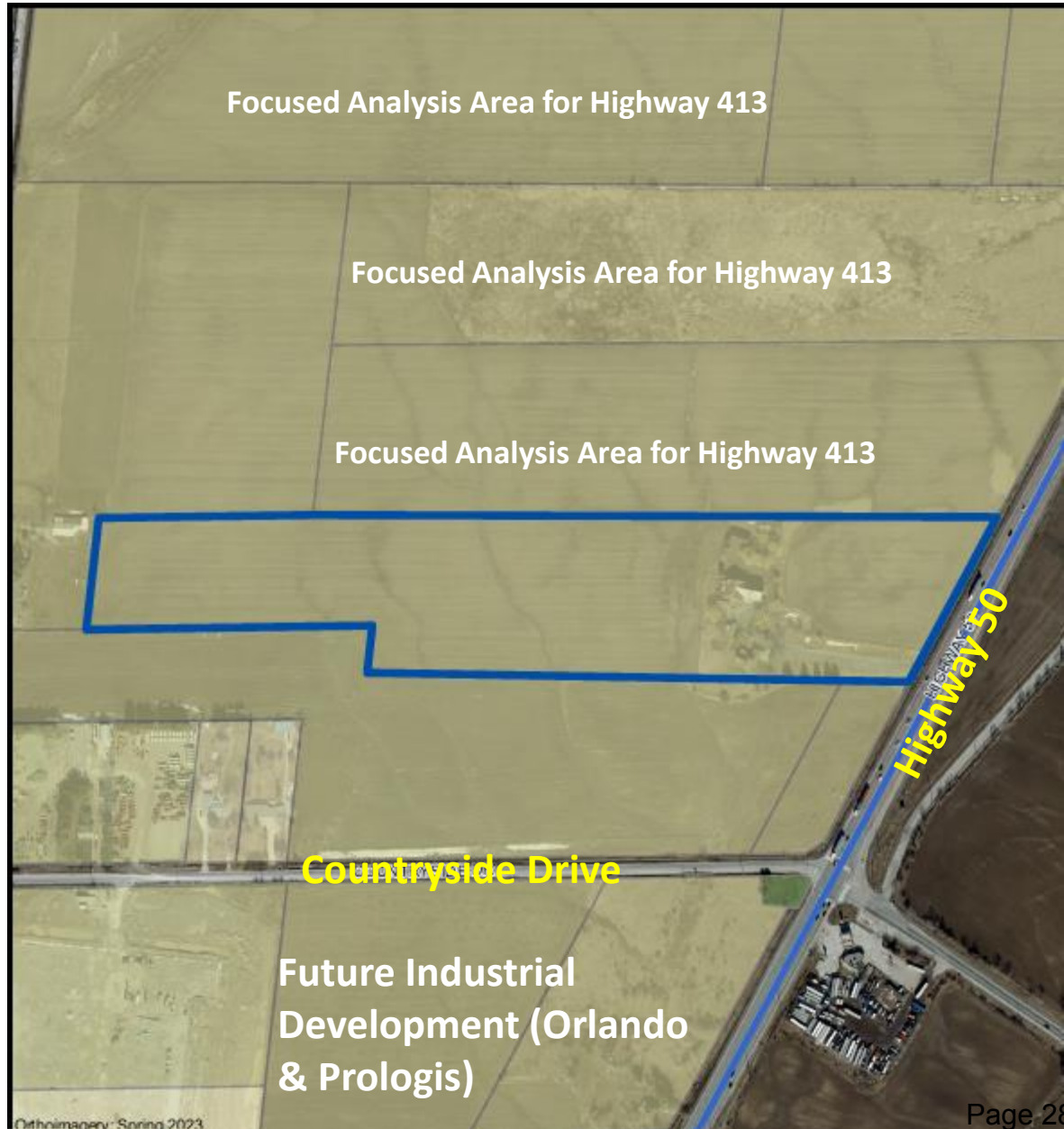
**REGIONAL COUNCILLOR: GURPARTAP SINGH TOOR**

**CITY COUNCILLOR / DEPUTY MAYOR: HAKIRAT SINGH**

# LOCATION OF SUBJECT PROPERTY



# AREA CONTEXT



**North:** Agricultural lands, designated as Focused Area of Analysis by the Ministry of Transportation regarding the planned Highway 413 corridor;

**South:** Agricultural lands, that has received approval for a temporary zoning by-law amendment for the purposes of truck parking.

**East:** Two truck parking lots and an outdoor storage container lot, Focused Analysis Area for Highway 413;

**West:** Highway 50, beyond which is the City of Vaughan.

## Legend

 Agricultural	 Residential	 Subject Lands
 Open Space	 City Limit	





# Aerial Photo



Subject Lands



# Site Photos



View looking north from Countryside Drive.

# Site Photos



View looking east from Highway 50



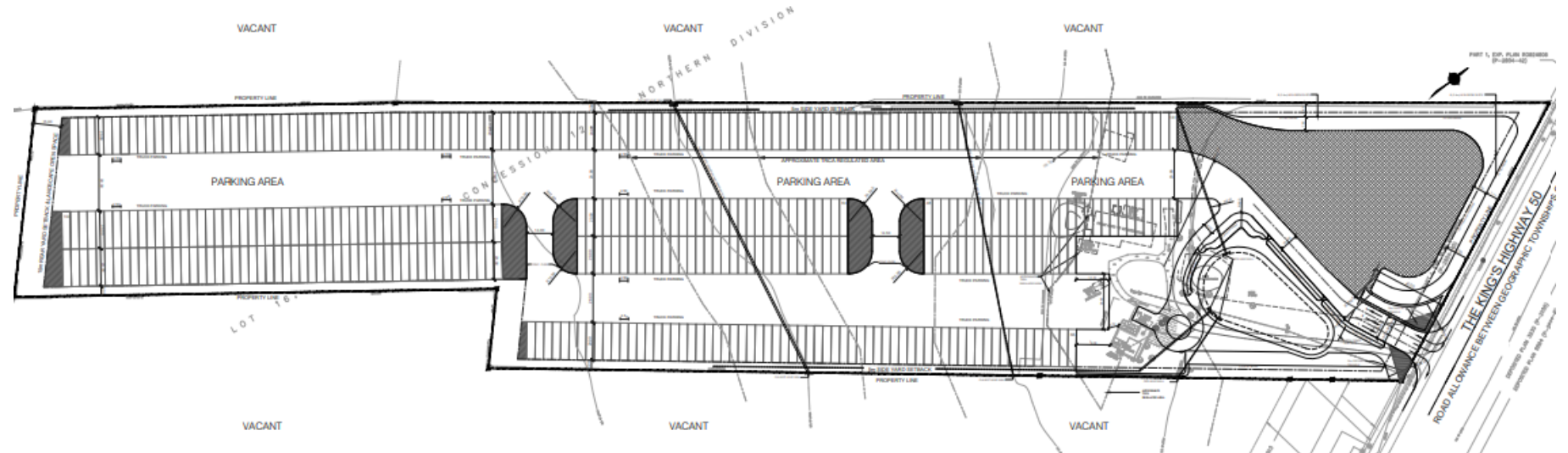
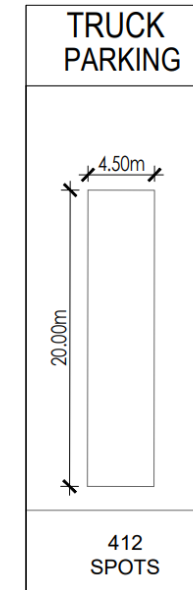
# DEVELOPMENT PROPOSAL

## An Application to Amend the Zoning By-law:

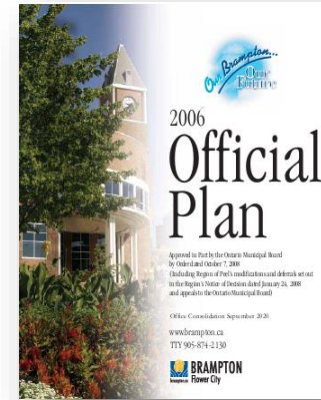
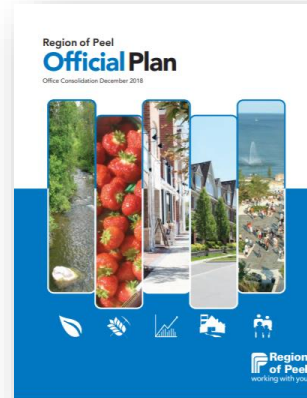
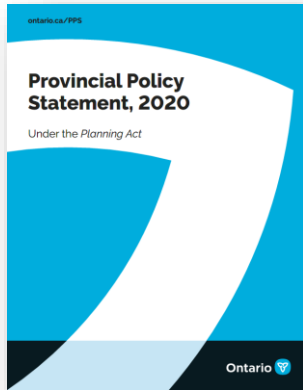
To facilitate the site development of 24.88 acres (10.06 hectares) with:

- 412 temporary truck and trailer storage and parking

SITE STATISTICS		
	EXISTING ZONE BY-LAW 270-2004	PROVIDED
ZONING	AGRICULTURE ZONE - A	
SITE AREA		100,676 m <sup>2</sup> 1,083,666 sq/ft 24.88 acres
SETBACKS		
FRONT YARD	MIN. 12m	MIN. 12m
REAR YARD	MIN. 15m	MIN. 15m
SIDE YARD	MIN. 7.5m	MIN. 5m
LANDSCAPED AREA		3m ALONG ALL LOT LINES
2-STOREY DWELLING		10,821 m <sup>2</sup> 116,476 sq/ft 2.67 acres
TRUCK PARKING AREA		84,776 m <sup>2</sup> 912,521 sq/ft 20.94 acres



# PLANNING FRAMEWORK SUMMARY



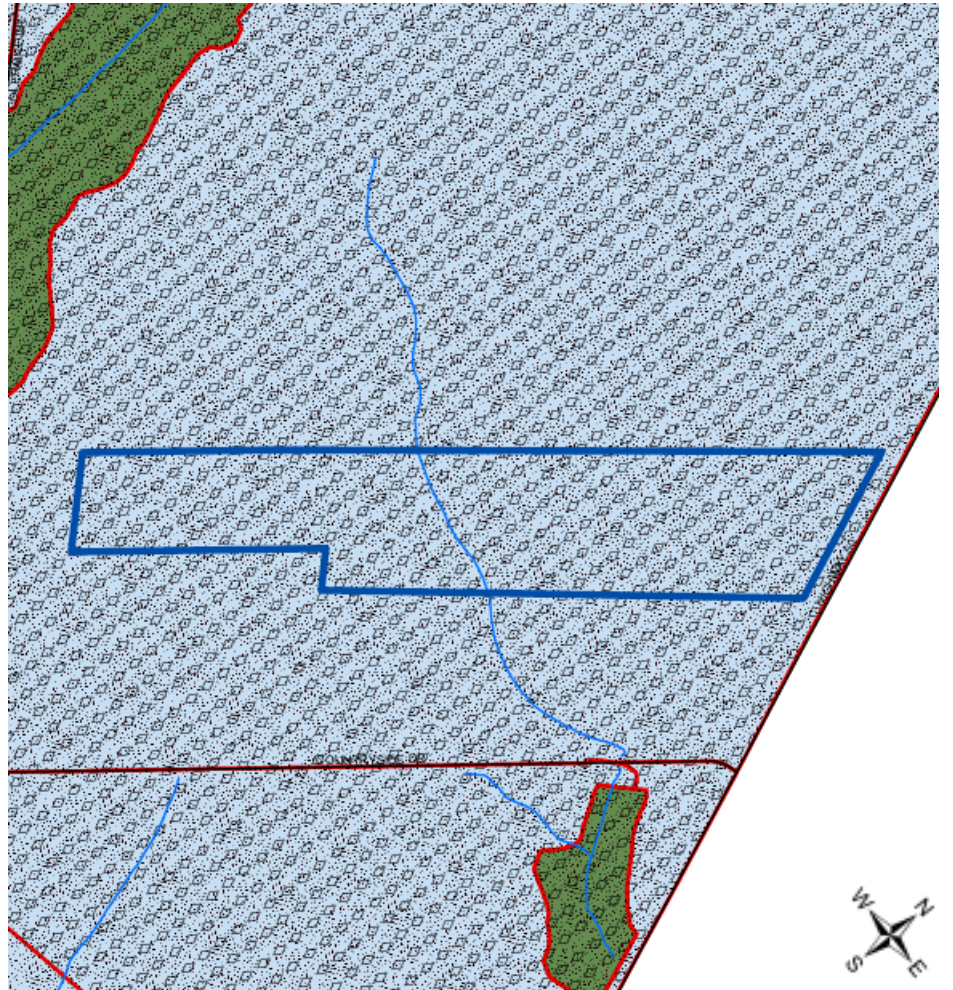
## The application will be evaluated based on:

- The *Planning Act*
- Provincial Policy Statement (2020) \*
- Growth Plan for the Greater Golden Horseshoe (2020) \*
- Region of Peel Official Plan
- City of Brampton Official Plan
- Highway 427 Industrial Secondary Plan

## Also following the principles of:

- Brampton 2040 Vision

# CURRENT PLANNING CONTEXT: BRAMPTON OFFICIAL PLAN



— MAJOR WATERCOURSES  
... SPECIAL STUDY AREA  
CORRIDOR PROTECTION AREA  
INDUSTRIAL  
OPENSOURCE, UTILITY/OPENSOURCE  
Subject Lands

## OP Land Use Designation:

“Industrial” and “Special Study Area”

(Schedule A – General Land Use Designations)

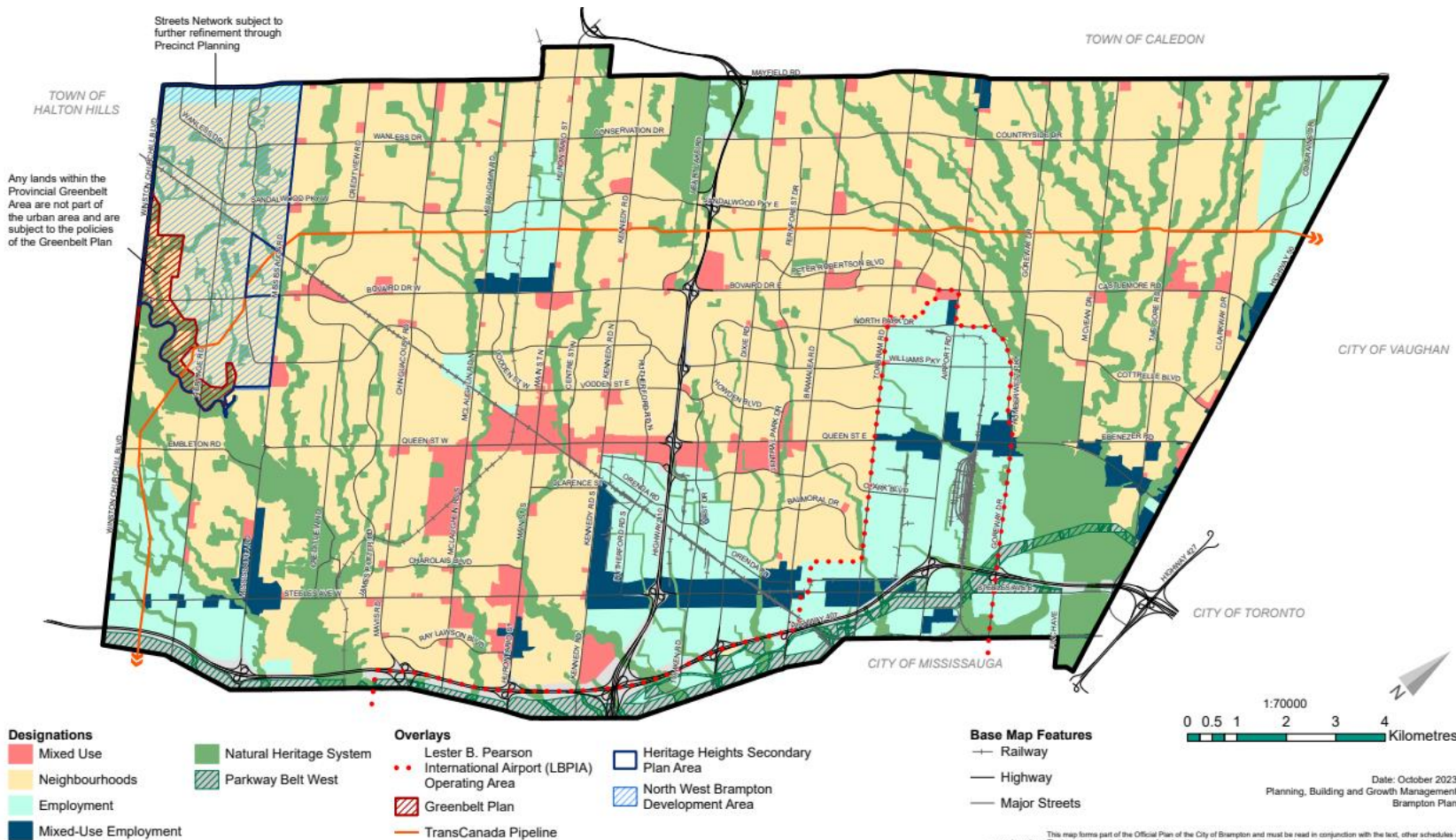
The property is designated ‘Industrial’ and ‘Special Study Area’ in the Official Plan, which permits industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. Corporate head offices and high-performance industrial uses such as research and development facilities are also permitted.

An amendment to the Official Plan is **not** required for the proposed development.

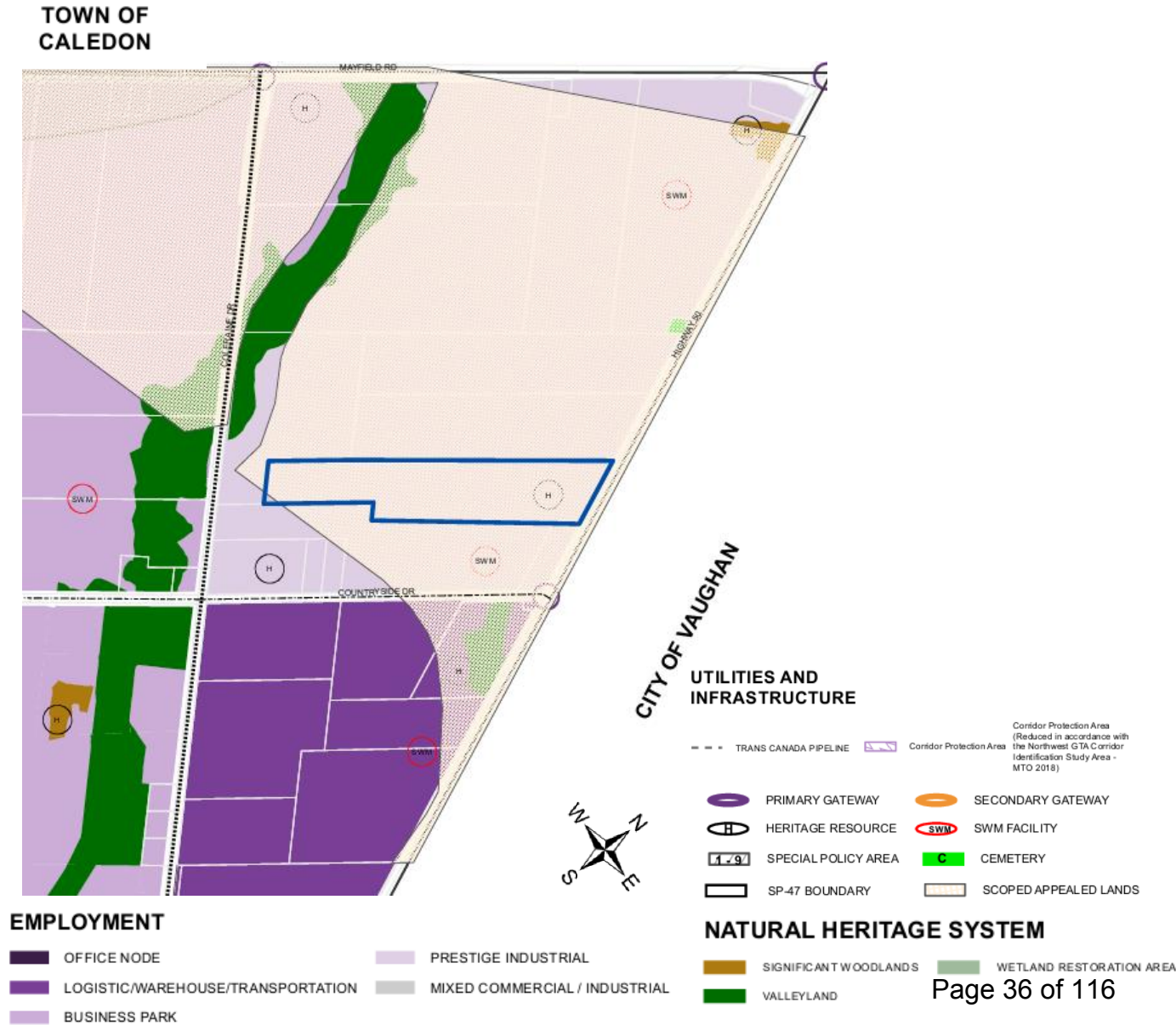


# PLANNING CONTEXT: BRAMPTON PLAN 2023

- Designated 'Mixed-Use *Employment*' and 'Natural Heritage System' within Schedule 2 – Designations of the Brampton Plan



# CURRENT PLANNING CONTEXT: SECONDARY PLAN



## Highway 427 Industrial Secondary Plan (Area 47)

### Land Use Designations:

- Prestige Industrial
- Special Policy Area
- Corridor Protection Area

An amendment to the Secondary Plan is **not** required to facilitate the proposed uses.



# CURRENT PLANNING CONTEXT: ZONING BY-LAW



## Current Zone: Agricultural (A)

### Agricultural (A) Land Use Permissions:

- Agricultural purposes
- A single detached dwelling
- Supportive Housing Residence
- Cemetery
- Animal hospital / kennel
- Home Occupation
- Accessory uses

An amendment to the Zoning By-law **is required**.



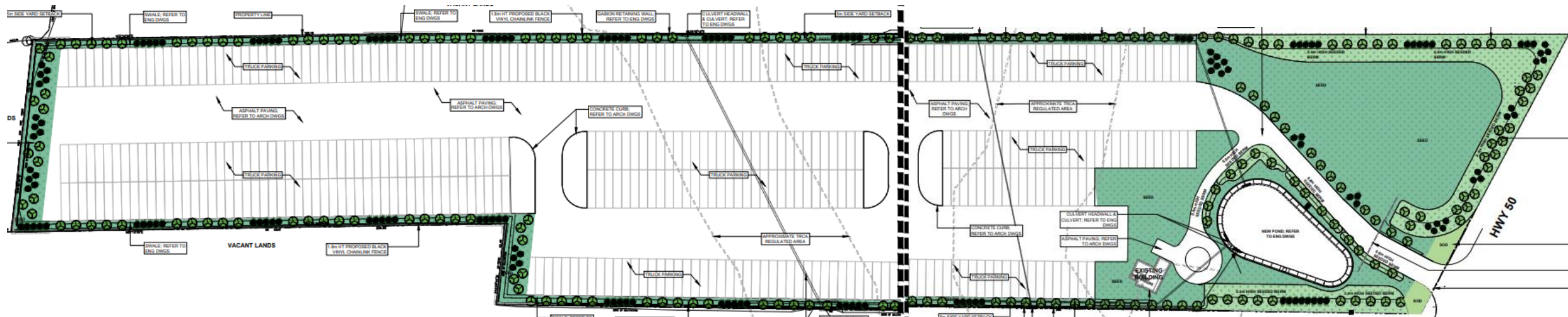
# PROPOSED ZONING BY-LAW AMENDMENT

The proposed Zoning By-Law Amendment will rezone the subject site from “Agricultural (A).”

Proposed Zone	Highlight of proposed Zone
Agricultural (A)	<ul style="list-style-type: none"><li>• Permitted Uses:<ul style="list-style-type: none"><li>• Outside storage;</li><li>• Parking Lot;</li><li>• An accessory building for the purpose of storing salt;</li><li>• An office as an accessory use.</li></ul></li></ul>
	<ul style="list-style-type: none"><li>• Minimum Front Yard Depth: 12.0 metres including to the oversized motor vehicles and transport trailers storage area to an accessory building</li><li>• Minimum Interior and Interior Side Yard Width: 5.0 metres</li><li>• Minimum Rear Yard Depth: 15.0 metres</li><li>• Minimum Landscaped Open Space: Minimum 3.0-metre-wide strip shall be provided along all lot lines, except at stormwater management facilities or at approved driveway locations</li><li>• Maximum number of Oversized Motor Vehicles and/or Trailer Parking Spaces: 412;</li><li>• A fence shall be permitted in the front yard, rear yard, exterior side yard, and interior side yard</li></ul>

# KEY ISSUES / CONSIDERATIONS

- A portion of the Subject Property is located within the Highway 413 Corridor Protection Area and requires approval from the Ministry of Transportation (MTO) for temporary use permissions
- The City requires a satisfactory Traffic Impact Study (TIS) to assess the traffic impacts on Highway 50, which is a Regional Road
- Appropriate truck screening and landscaping is required to screen the storage of trucks and trailers from public viewing



	EXISTING ZONE BY-LAW 270-2004	PROVIDED
<b>ZONING</b>	AGRICULTURE ZONE - A	
<b>SITE AREA</b>		100,676 m <sup>2</sup> 1,083,666 sq/ft 24.88 acres
<b>SETBACKS</b>		
FRONT YARD	MIN. 12m	MIN. 12m
REAR YARD	MIN. 15m	MIN. 15m
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<b>LANDSCAPED AREA</b>		3m ALONG ALL LOT LINES
<b>2-STORY DWELLING</b>		10,821 m <sup>2</sup> 116,476 sq/ft 2.67 acres
<b>TRUCK PARKING AREA</b>		84,776 m <sup>2</sup> 912,521 sq/ft 20.94 acres

# PLANNING PROCESS: CURRENT STATUS

Notice of Complete Application – March 7, 2024 |

Circulation to commenting departments and agencies

Notice of statutory Public Meeting

## **Public Meeting (We Are Here)**

The public meeting is to share information with members of the public on the application, and give them the opportunity to express their perspectives and opinions for consideration in the decision making process.

Collect & Review Public, Technical and Other Comments

Recommendation/Final Report

Appeal Period

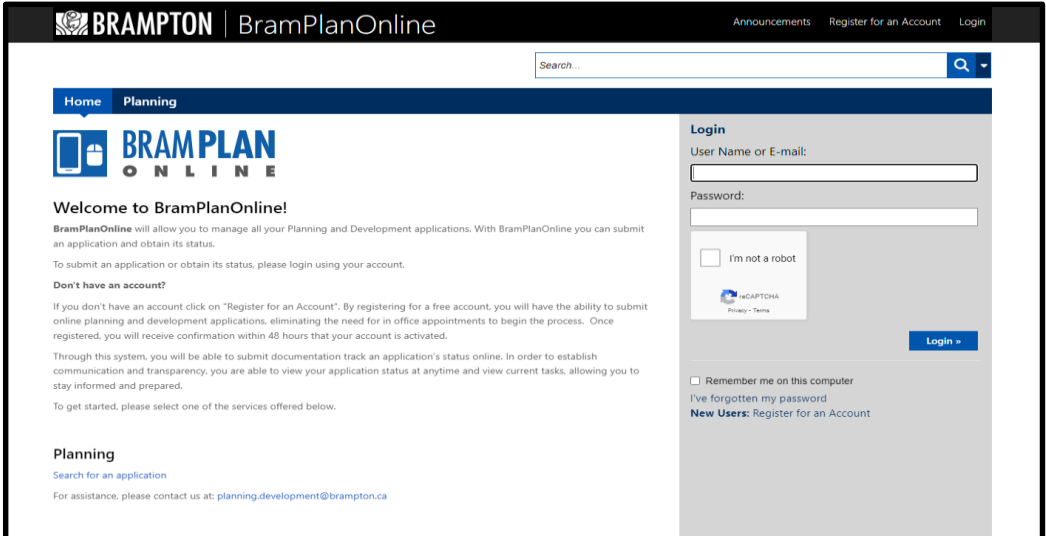


# ACCESSING MORE INFO ABOUT THE PROPOSAL

More info on the proposed development, including full plans and supporting studies submitted by the applicant, are publicly available on the **BramPlan Online** portal:

- 1. Click [here](#) to access **BramPlan Online**.
- 2. Click the “Planning” tab, and search for the file number: **OZS-2023-0042**.
- 3. On the [OZS-2023-0042 file page](#), click the “File Info” tab to select the “Documents” tab.

You can select the individual documents for review / download.



File OZS-2023-0042:

OPA ZBA Subdivision

Status: Submitted

File Info

Documents

**For any document that gets uploaded:**

- 1. All submitted documents must be named and categorized according to the City of Brampton Document naming and saving Protocol. [Please follow this link to find the document naming and saving conventions](#)
- 2. You must save the documents prior to continuing with the application. After you save the document, you cannot remove it.

**Resubmission:**

- 1. When making a resubmission, please email the planner on file once you have uploaded all necessary documentation.
- 2. All Precinct Plans, Draft Plans of Subdivisions (10 residential units or more), "Full" Site Plans, and Zoning By-law amendments to facilitate the above require the submission of a Sustainability Score & Summary. This includes each re-submission. Visit [www.brampton.ca/measuring-sustainability](http://www.brampton.ca/measuring-sustainability) for more details.

Name	File Number	Type	Size	Latest Update	Upload Date	Action
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# CONTACT INFORMATION

The presentation associated with tonight's meeting can be found online at [www.brampton.ca](http://www.brampton.ca) on the **MEETINGS** and **AGENDAS** page.

- **City Planner contact:**

Harjot Sra  
Development Planner  
City of Brampton  
[Harjot.Sra@Brampton.ca](mailto:Harjot.Sra@Brampton.ca)

**Applicant information:**

Francesco Fiorani  
[ffiorani@bruttoconsulting.ca](mailto:ffiorani@bruttoconsulting.ca)

The background image shows a city street scene. On the left, there is a glass-enclosed bus stop with a red roof. The word "Wellington" is written on the top of the bus stop, and a "zum" logo is visible on its side. A person is standing inside the bus stop. Behind the bus stop is a large, multi-story brick building with a curved facade and many windows. To the right of this building is a tall, narrow clock tower with a clock face. Further right, there is a vertical sign that reads "CANADA 150". The entire image is overlaid with a semi-transparent blue filter.

# Thank you!





### Delegation Request

For Office Use Only:

Meeting Name:

Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: ☐ City Council ☐ Planning and Development Committee  
☐ Committee of Council ☐ Other Committee:

Meeting Date Requested: March 20/24

Agenda Item (if applicable):

Name of Individual(s): Austin Spademan

Position/Title:

Head of Government Partnerships

Organization/Person  
being represented:

Bird Canada

Full Address for Contact: 161 Bay St, Suite 2300  
Toronto, ON  
M5J 1C4

Telephone: 4167887227

Email: austin.spademan@bird.co

Subject Matter  
to be Discussed:

Micromobility

Request to  
Council/Committee:

Request to attend/speak/answer questions

Attendance: ☐ In-person ☒ Remote

A formal presentation will accompany my delegation:

☐ Yes ☒ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Adobe File or equivalent (.pdf)

☐ Picture File (.jpg)

☐ Video File (.mp4)

☐ Other:

Additional information/materials will be distributed with my delegation: ☐ Yes ☐ No ☐ Attached

**Note:** Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

- (i) all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the City Clerk's Office, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2100, email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca).



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Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: ☐ City Council ☐ Planning and Development Committee  
☒ Committee of Council ☐ Other Committee:

Meeting Date Requested: March 20, 2024

Agenda Item (if applicable): Shared E-scooter Program

Name of Individual(s): Isaac Ransom

Position/Title:

Head of Corporate Affairs

Organization/Person  
being represented:

Neuron Mobility Canada

Full Address for Contact: 68 Harland Cres, Ajax, ON

Telephone: 416-577-8575

Email: Isaac.ransom@neuron.sg

Subject Matter  
to be Discussed:

Shared e-scooter update staff report.

Request to  
Council/Committee:

To receive information regarding Neuron's operations in 2023

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation:

☒ Yes ☐ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Picture File (.jpg)

☒ Adobe File or equivalent (.pdf)

☐ Video File (.mp4)

☐ Other:

Additional information/materials will be distributed with my delegation: ☐ Yes ☐ No ☐ Attached

**Note:** Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

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**Date:** 2024-03-28

**Subject:** **Active Transportation Master Plan**

**Contact:** Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Transportation Planning, Planning, Building and Growth Management

**Report number:** Planning, Bld & Growth Mgt-2024-230

**RECOMMENDATIONS:**

1. That the report from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Transportation Planning, to the Planning and Development Committee Meeting of April 22, 2024, re: **Active Transportation Master Plan Implementation – 2023/2024 Annual Report (All Wards)** be received.

Attachments:

- Attachment 1: ATMP Implementation 2023-2024 Presentation



# Active Transportation Master Plan Implementation – Annual Report 2023/2024

Planning and Development Committee Meeting

**Fernanda Soares**

Integrated City Planning,  
Planning, Building & Growth Management

April 22, 2024





# BRAMPTON PLAN

Mobility Framework in the **Brampton Plan** prioritizes pedestrians, cyclists, transit, and accommodates private automobiles and goods movement.

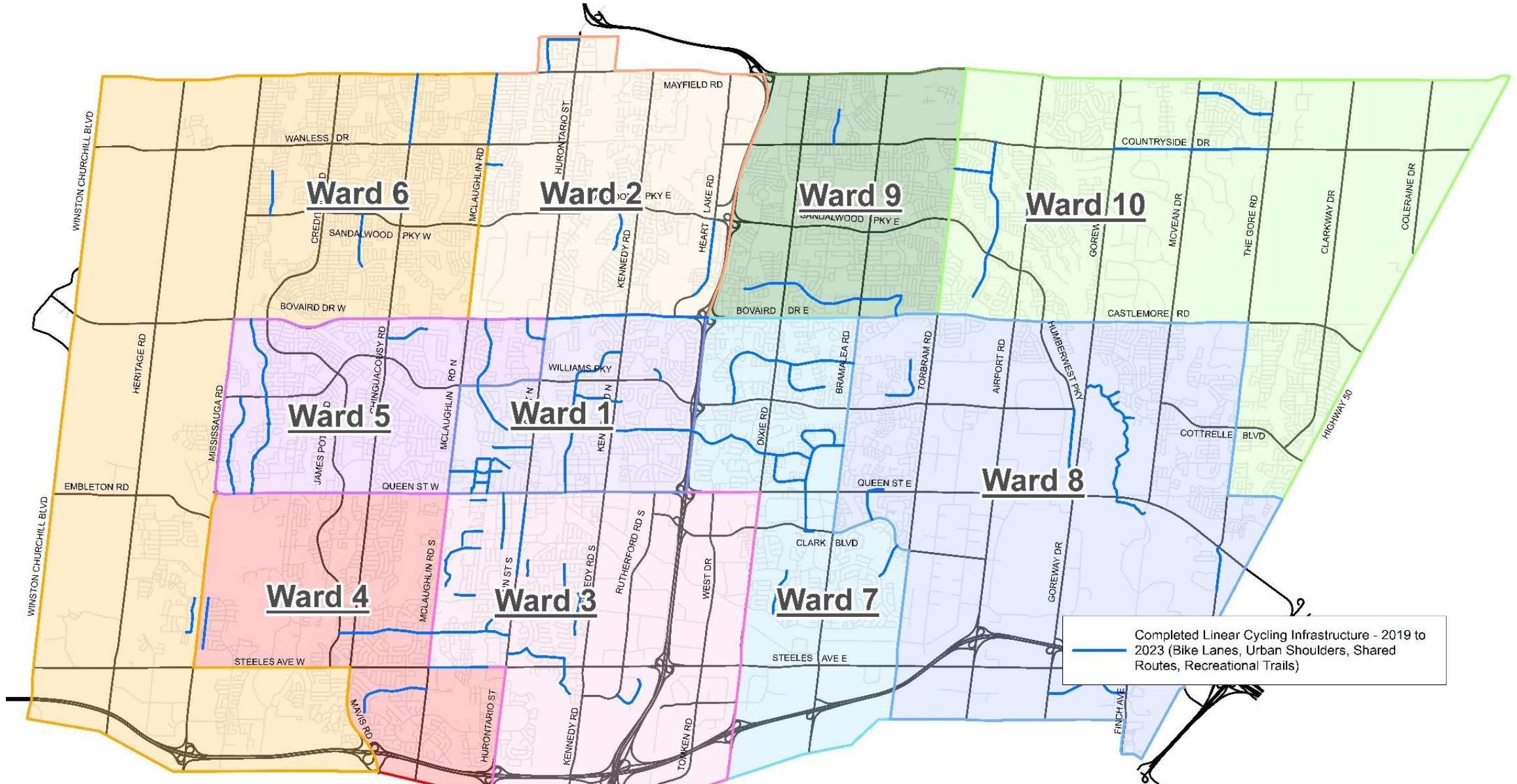
One of the three integrated networks that will guide future investment and decision-making in Brampton is the City's **Active Transportation Network**.

The **Active Transportation Network** facilitates local and regional connections via walking, cycling, or rolling and aims to ensure accessibility for people of all ages and abilities to destinations, amenities, daily needs, and recreational opportunities – all of which are key elements of 15-minute neighbourhoods.

Enhancing the Active Transportation Network can address challenges such as congestion, commute times, air quality, transportation costs, lack of connectivity, bicycle safety, and recreational access.

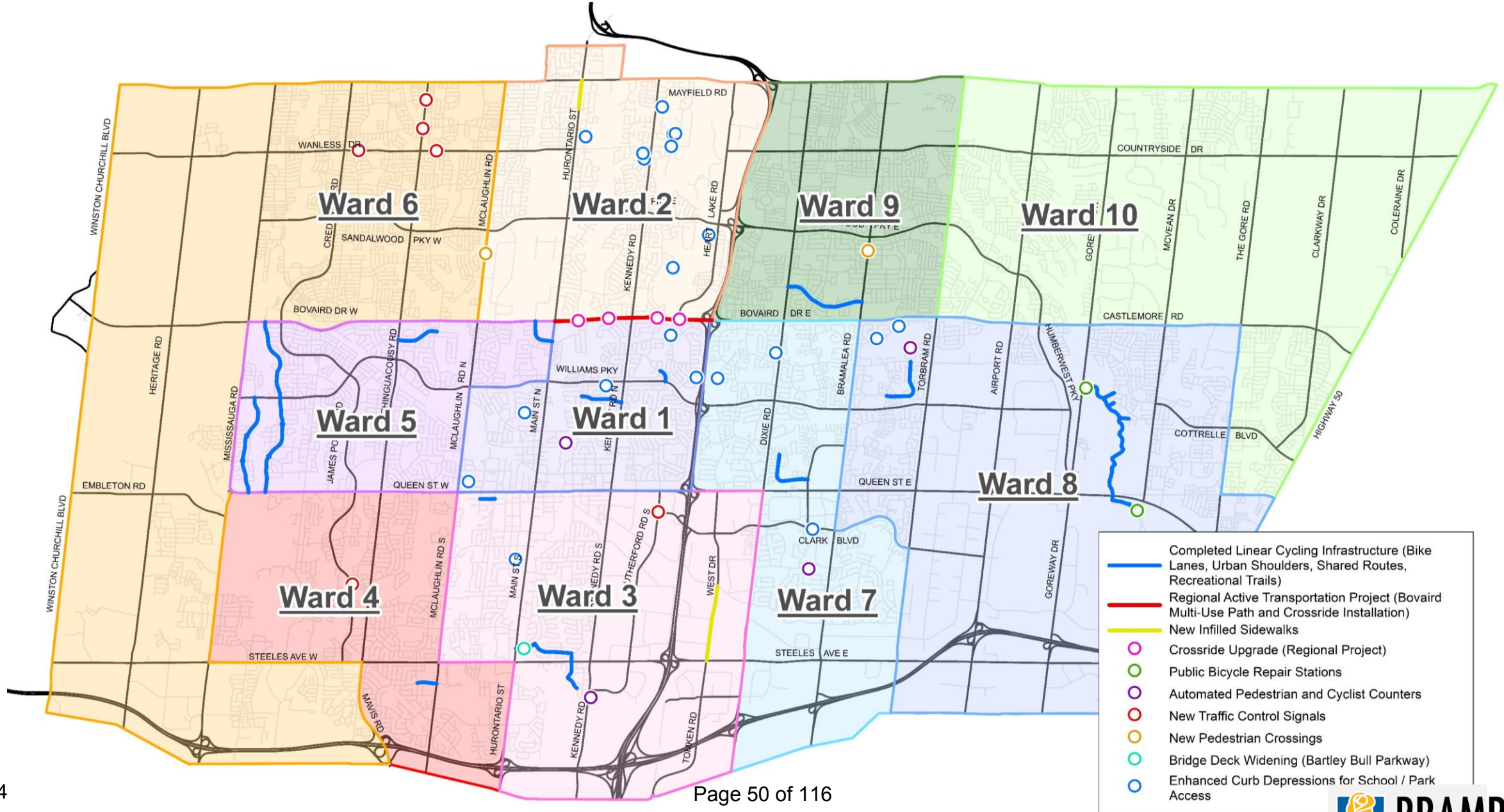


# Linear Facilities ATMP Installation Progress (since 2019)





# 2023 AT Implementation Program Map



# 2023 YEAR IN REVIEW

- The budget allotment for Active Transportation in the 2023 budget was \$5M;
- 19.2 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- 2 public bicycle repair stands;
- 4 pedestrian - cyclist counters;
- New curb depressions at 20 locations;
- 2 new pedestrian crossovers; and,
- 6 new traffic control signals.

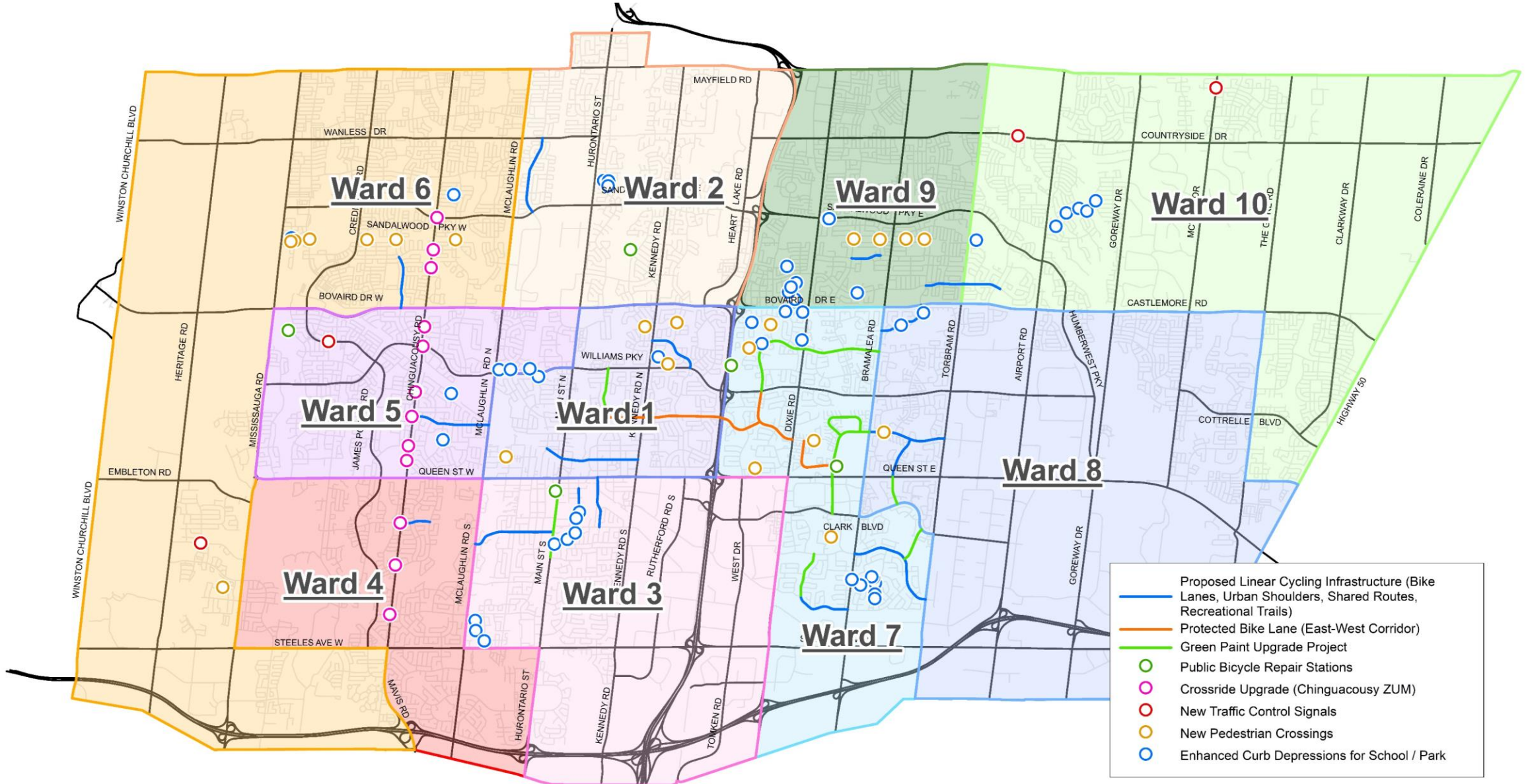


# 2024 AT Implementation Program Budget

Dept./Div.	Item	2024 Budget Allocation
CS/Parks Maintenance & Forestry	Recreation Trail Repair & Replacement – Various	\$835K
	Orangeville Railway Consulting-Visioning and detailed design study/City Wide	\$500K
PB&GM/Transportation Planning	Active Transportation Plans and Studies	\$260K
	Transportation Modelling & Data Analytics	\$160K
PWE/Capital Works	Sidewalk - Missing links City wide	\$600K
	Road Resurfacing Program	\$467K
	Goreway Drive (2.2km)	\$1.6M
	Williams Parkway (5.6km)	\$4.2M
	Quincy Place Pedestrian Bridge Replacement	\$400K
PWE/Road Maintenance, Ops. & Fleet	Active Transportation Enhancements	\$800K
	Active Transportation - Green Pavement Markings	\$2M
	Controlled Pedestrian Crosswalk	\$70K
TOTAL		\$11,892,000.00



# 2024 ATMP Implementation Map





# 2024 WORKPLAN

- Proposed 2024 budget allocation of approximately \$11.9M;
- 20.3 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- New curb depressions at 52 locations;
- 19 new pedestrian crossings;
- 4 new traffic control signals; and,
- 13 signalized pedestrian/cycling crossings (bicycle detection and bicycle crossings – “crossrides”)



# 2024 WORKPLAN (continued)

- 2024 Bike Month (June)
  - Bike Festival – May 25<sup>th</sup>
  - Bike to Work Week – June 17<sup>th</sup> to 21<sup>st</sup>
  - 2024 Bike the Creek (June 8th);
- Second season of the Shared E-Scooter Pilot Program;
- 5 Bicycle Repair Stands; and,
- Pedal Poll – National Bike Count



# Thank you!







**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 4/22/2024

**Date:** 2024-03-21

**Subject:** Active Transportation Master Plan

**Secondary Title:** Active Transportation Master Plan Implementation – 2023/2024 Annual Report (All Wards)

**Contact:** Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

**Report number:** Planning, Bld & Growth Mgt-2024-206

**RECOMMENDATIONS:**

1. That the report from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning, dated March 21, 2024, to the Planning and Development Committee Meeting of April 22, 2024, re: **Active Transportation Master Plan Implementation – 2023/2024 Annual Report (All Wards)** be received.

**OVERVIEW:**

- The Active Transportation Master Plan (ATMP) Implementation Annual Report documents the progress and successes of the ATMP and provides an opportunity to advise Council and the community of changes coming to city road and trail/path networks in advance of the pending construction season.
- In 2023 the City implemented the following active transportation infrastructure improvements/highlights:
  - The allotment for Active Transportation in the 2023 Budget was \$5M;
  - 19.2 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
  - 2 public bicycle repair stands;
  - 4 pedestrian - cyclist counters;
  - New curb depressions at 20 locations;
  - 2 new pedestrian crossovers;
  - 6 new traffic control signals; and,



- 1.8 km of new sidewalk
- The proposed 2024 ATMP Implementation Program, includes:
  - 2024 City Budget allocation of approximately \$11.9M;
  - 20.3 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
  - New curb depressions at 52 locations;
  - 19 new pedestrian crossings;
  - 4 new traffic control signals; and,
  - 13 signalized pedestrian/cycling crossings (bicycle detection and bicycle crossings – “crossrides”)
- Complementing the proposed new infrastructure in 2024 are the following program and policy activities:
  - 2024 Bike the Creek event;
  - Second season of the Shared E-Scooter Pilot Program;
  - 5 Bicycle Repair Stands; and,
  - Pedal Poll – National Bike Count
- The Brampton Active Transportation Advisory Committee continues to carry out its mandate to help develop a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes.

## BACKGROUND:

The Mobility Framework outlined within the **Brampton Plan – Your Vision, Our Future**, establishes a hierarchy for the City to prioritize pedestrians, cyclists, transit and accommodate private automobiles and goods movement in decision making and investments. It is critical that the mobility framework is efficient and multi-modal. One of the three integrated networks that will guide future investment and decision-making in Brampton is the City’s Active Transportation Network. The Active Transportation Network creates critical local and regional connections using walking, cycling, or rolling that allow people of all ages and abilities to access destinations, amenities, daily needs, and recreational opportunities – all of which are key elements of 15- minute neighbourhoods. By improving the Active Transportation Network, the city can address many challenges including motor vehicle congestion, commute times, air quality, transportation costs, lack of connectivity, bicycle safety, and recreational access.

The ATMP recommends a comprehensive future cycling network that incorporates a variety of facility types such as signed routes, bike lanes, buffered bike lanes, protected bike lanes, cycle tracks and multi-use paths (located within road allowance) and recreational trails (located within parks and valley lands).

Network elements of the ATMP implementation strategy are delivered in partnership between Planning, Building & Growth Management, Public Works & Engineering, and Community Services departments, as a part of capital improvement projects, new development applications and maintenance programs. Since many of these projects have significant design timelines before actual construction can begin, decisions on which elements of the ATMP are constructed are determined well ahead of implementation. Careful monitoring of design progress and being mindful of changes to active transportation strategies help to ensure the scope of work is finalized prior to implementation (and avoiding costly change orders once projects have been tendered or are in construction).

As shown in Attachments A and B, since the ATMP was endorsed by Council in September 2018, approximately 78.5 kilometers of the City's cycling network has been constructed. Prioritizing the implementation of the Active Transportation Master Plan and advancing the proposed active transportation network is a key ingredient to address the challenges of access and mobility in a rapidly urbanizing City. The utility of active transportation extends beyond mobility. Advancing the City's active transportation strategy and making sustainable mode choices a viable travel option will also support broader city-building objectives to support a more equitable, green, attractive, healthy, and safe Brampton.

## **CURRENT SITUATION:**

Consistent with the ATMP, this annual report has been organized into the following four strategic themes:

1. Connecting the network
2. Designing for safety and comfort
3. Providing year-round mobility
4. Developing a walking and cycling culture

### **1. Connecting the network**

Enhancing and connecting the active transportation network in order to support an increase in walking and cycling is a critical focus for the Active Transportation Master Plan.

#### 2023 Program

The 2023 Active Transportation Implementation program included:

- An approved Budget allocation of \$5M
- 19.2 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);

- 2 public bicycle repair stands;
- 4 pedestrian - cyclist counters;
- New curb depressions at 20 locations;
- 2 new pedestrian crossovers;
- 6 new traffic control signals; and
- 1.8 km of new sidewalk

*Attachment C* depicts the AT infrastructure that was implemented in 2023.

*Attachment D* provides a detailed summary of the bike lanes, multi-use paths, recreational trails/paths, sidewalks and urban shoulders implemented with the 2023 ATMP Implementation Program.

*Attachment E* summarizes the locations where upgrades/enhancements (e.g. curb cuts, crossings, etc.) were implemented in 2023, to ensure a uniform level of quality across the cycling and trails network.

### 2024 Program

The 2024 Capital Budget allocation is provided in Table 1 below:

*Table 1: 2024 AT Implementation Program Budget*

Dept./Div.	Item	2024 Budget Allocation
CS/Parks Maintenance & Forestry	Recreation Trail Repair & Replacement – Various	\$835K
	Orangeville Railway Consulting- Visioning and detailed design study/City Wide	\$500K
PB&GM/Transportation Planning	Active Transportation Plans and Studies	\$260K
	Transportation Modelling & Data Analytics	\$160K
PWE/Capital Works	Sidewalk - Missing links City-wide	\$600K
	Road Resurfacing Program	\$467K
	Goreway Drive (2.2km)	\$1.6M
	Williams Parkway (5.6km)	\$4.2M
	Quincy Place Pedestrian Bridge Replacement	\$400K
PWE/Road Maintenance, Ops. & Fleet	Active Transportation Enhancements	\$800K
	Active Transportation - Green Pavement Markings	\$2M
	Controlled Pedestrian Crosswalk	\$70K
<b>TOTAL</b>		<b>\$11.9</b>

One of the key implementation strategies outlined in the ATMP is to incorporate cycling and walking infrastructure into planned construction opportunities (i.e., capital road

projects, road resurfacing program). Since 2021, the City has also included a reoccurring “Active Transportation Projects” line item in the annual Capital budget that identifies funding to construct a city-wide connected cycling and pedestrian network (per the Active Transportation Master Plan) to enable safer, more convenient travel by non-motorized modes.

*Attachment F* provides a detailed summary of planned linear facilities being delivered through construction opportunities and the ATMP In-fill program in 2024.

The ATMP “Fix-it” Program is an implementation tactic to enhance the existing network by completing critical gaps with proper pedestrian and/or cycling crossings and access (e.g., pedestrian crossings, curb depressions, traffic control signals and upgrades).

*Attachment G* summarizes a list of planned “fix-it” improvements including those deferred from previous years and those proposed in the 2024 Capital budget.

### Green Paint Treatments

Included within the latest provincial guidance relating to the construction of cycling facilities (Ontario Traffic Manual Book 18 - 2021) is a recommendation that green surface treatment may be used as a traffic control device to increase the visibility of a cycling facility, highlight areas of conflict and reinforce priority to people riding bikes in conflict areas. Green surface treatment may be applied either as a solid colour treatment, or in a dashed pattern (dashed green treatments are typically applied at merge zones or bus stops).

In response to this guidance and as a direction from Council, the City has incorporated the use of more green paint into its bicycle facility designs and will continue to do so moving forward. As noted in *Table 1*, there is \$2M allocated for this project in the 2024 Capital Budget.

This year, the City will also be introducing green paint along 10.3 km of existing bicycle lanes that were designed and implemented prior to this recent guidance. Bicycle lanes in the Downtown and Bramalea areas will be a first phase of a bicycle lane retrofit program that will bring consistency to all cycling infrastructure in the City.

*Attachment H* provides a summary of locations which are planned to receive green paint enhancements this year.

### Wayfinding

The current Outdoor Wayfinding and Signage Program (June 2007) was developed to:

- Present a consistent and attractive design treatment for all corporate outdoor signage across the City;



- Establish a distinct identity that reinforces Brampton's reputation as Canada's Flower City; and
- Assist residents and visitors to finding their way around Brampton.

The framework for outdoor wayfinding and signage is detailed in the Outdoor Master Wayfinding Program, Design Intent Drawings for the Sign Type Array. The master plan addresses hierarchy and typology to provide sign and site-specific information for consistent typography, colour selection, graphics character and construction methods for all civic signage across the City.

Within the scope of the program, Brampton's recreational trails have wayfinding signage to help orient users along the recreational trails and to nearby parks and recreational facilities. A gap in the current wayfinding program, as it relates to signage along the active transportation network, is a focus on recreational trails with no clear guidance on wayfinding along the City's cycling and walking infrastructure located on or adjacent to roadways (multi-use paths, bike lanes, sidewalks).

In 2024, staff will look to extend wayfinding beyond recreational trails in a pilot project. The area of focus will include roadway infrastructure connecting to the Franceschini Bridge (Esker Lake Recreational Trail) and roadway infrastructure extending beyond the current terminus points of the Chinguacousy Recreational Trail. The pilot will help to inform a much larger study that will provide wayfinding guidance across the City's active transportation network.

### Orangeville-Brampton Railway Corridor

The City of Brampton acquired the Orangeville-Brampton Railway Corridor in July 2022. The railway portion within Brampton's municipal area is approximately 14 km, and the city is working to transform it into a recreational trail system for the community. This trail system will connect the City of Brampton to the City of Mississauga and the Town of Caledon (and ultimately serve as part of a continuous AT link between Lake Ontario and the Georgian Bay). To complete this multi-year project, the City is collaborating with the Region of Peel, neighbouring municipalities, and the Conservation Authorities to create a united 'Rail to Trail' vision and secure future opportunities for a north-south connection to the TransCanada Trail System. In 2024, with an approved budget of \$500,000, the city will be hiring a consultant to complete the detailed design for the future proposed recreational trail. Associated visioning and public consultation will be conducted in house.

*Attachment I* maps the active transportation infrastructure that is proposed within the scope of the 2024 Active Transportation Master Plan Implementation Program.

## **2. Designing for safety and comfort**

High quality pedestrian and cycling infrastructure creates a safe and inviting environment which is critical to attracting anyone wishing to use active modes for transportation. The following are highlights of this year's program that will focus on designing for safety and comfort:

- *Ontario Bike Summit (OBS)* – Transportation Planning staff participated in a workshop at the OBS focused on translating best practices from the Netherlands onto Canadian streets, taking into consideration a combination of infrastructure design, automobile management, and community engagement.
- *Protected Intersection Training* – Transportation Planning staff attended a training session intended for participants to gain an understanding of protected intersections and their advantages over conventional designs, know the design elements that make up a protected corner and how to draw one and gain a basic understanding of how different signalization strategies can enhance designs.
- *Design Standard & Speed Review Project Charter* – staff have completed a project charter for an initiative that will review of our existing roadway standards and speed limit policies to complement the direction from the Brampton Complete Streets Guide. An update of road standards and speed limits through a 'complete streets' lens will ensure the safety of vulnerable road users, the provision of transportation choice for users and the incorporation of new trends for road and multi-modal transportation projects.
- *Review Capital Works Designs* – Transportation Planning staff will continue to work with Capital Works staff in the design of cycling infrastructure constructed as a part of larger road reconstruction projects.
- *Protected Intersection Pilot (Williams Parkway)* – Also referred to as a “Dutch-style intersection,” the design of a protected intersection keeps bikes physically separated from motor vehicles, providing a high degree of comfort and safety for people of all ages and abilities. Within the scope of the Williams Parkway Redevelopment Project, staff are incorporating protected intersection designs along the corridor at major cycling routes. These locations include Vodden/Royal Orchard, Centre, Rutherford and North Park Drive/Howden Boulevard. The multi-use path will be set back from vehicle traffic and cyclists will be given a dedicated path through the intersection, with right-of-way overturning vehicles. The design will improve visibility and sightlines, reduce the speed at which vehicles turn and reduce pedestrian and cyclist exposure at motor vehicle crossings. Designs are expected to wrap up in 2024, with a projected 2024/2025 construction period.

### **3. Providing year-round mobility**

Active transportation modes – especially bicycling – are seen as a challenge to accommodate in cities that experience cold and snowy winters. Yet there are

precedents from home and abroad that suggest otherwise and demonstrate that cycling year-round and in all conditions is very much achievable with a good maintenance program. There is a recognition of and investment in the symbiotic relationship between the provision of cycling infrastructure, tailored and prioritized maintenance, and development of an active modes culture.

Separated bike lanes have been installed along Hanover Road (first phase of the East-West Cycling Corridor) and staff in Roads Maintenance, Operations & Fleet have had an opportunity to apply a maintenance strategy that was developed to ensure that the facility is maintained and available year-round. Implications of the protected bike lanes along the East-west Cycling Corridor will continue to be monitored and presented to Council at a future date.

#### **4. Developing a walking and cycling culture**

Building a safe and comfortable active transportation network is a key prerequisite to making walking and biking a viable transportation option; however, it must also be complemented by supportive policies and programs to foster a walking and cycling culture. Equally important is continued outreach and engagement with community stakeholders and businesses to promote the City's reputation in our investment value proposition. The following are highlights of our community outreach and engagement efforts:

- Bike the Creek Event
- Electric Kick-style Scooter Pilot Program
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Pedal Poll
- Brampton Bike Hub
- Bike Month / Bike to Work Day
- Bike Basics Training Program (Recreation Brochure)

*Appendix J* provides greater detail on each of these initiatives.

#### **Active Transportation Advisory Committee (ATAC) Update**

The mandate of the ATAC is to provide input and advice to City staff and to Council regarding the development and maintenance of a safe and connected cycling network within Brampton (and that links to neighbouring municipalities) as part of an integrated multi-modal transportation system and developing a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes.

The Brampton Active Transportation Advisory Committee continues to carry out its mandate to develop a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes. *Attachment K* provides a summary of highlights from ATAC in 2023.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

Funding for the projects outlined within this report has been approved through the annual operating and capital budget approval process. Funding for future active transportation initiatives will continue to be considered through the annual budget process and included in the capital budget request put forward by Planning, Building & Growth Management, Public Works & Engineering and Community Services.

### **Communications Implications:**

Similar to previous years, staff will ensure that an appropriate communication plan is executed to ensure that all residents affected by these projects are advised of the direct impacts and the overall benefits of walking and cycling (the “why”). Under the branding of “Streets for People”, City Transportation Planning, Public Works & Engineering and Corporate Communications staff will deliver a communication strategy including (but not limited to) the following communication tactics:

- The City’s AT project webpage will be updated with details of the 2024 AT work plan;
- All AT projects will be added the interactive City Construction Map accompanied by status updates;
- Information toolkits will be distributed to members of Council; and,
- “Construction Notice” type signage will be erected locally.

## **STRATEGIC FOCUS AREA:**

The Active Transportation Master Plan supports and furthers the City’s following strategic focus areas by providing a sustainable and accessible transportation option:

- **Health & Well-being:** Focusing on citizens’ belonging, health, wellness, and safety.
- **Transit & Connectivity:** Focusing on transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.
- **Growing Urban Centres & Neighbourhoods:** Focusing on an economy that thrives with communities that are strong and connected.



**Environmental Resilience & Sustainability:** Focusing on nurturing and protecting our environment for a sustainable future.

## CONCLUSION:

The City's Active Transportation Master Plan lays out a defined strategy to implement a comprehensive citywide active transportation network. The network and program elements of the ATMP implementation strategy are delivered in partnership between Planning, Building & Economic Development, Public Works & Engineering, Community Services, Strategic Communications and Culture & Events Departments/Divisions, as a part of capital improvement projects, new development applications, maintenance programs and programing initiatives.

Building on the success of recent years, in 2024 City staff are planning the implementation of:

- 20.3 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- 52 curb depressions;
- 19 new pedestrian crossings;
- 5 public bicycle repair stands;
- 4 new traffic control signals; and,
- 13 signalized pedestrian/cycling crossing (bicycle detection and bicycle crossings – “crossrides”).

Further to the planned physical infrastructure, staff will develop complementary design standards, programing, and policy to foster a walking and cycling culture in the City supporting broader city-building outcomes.

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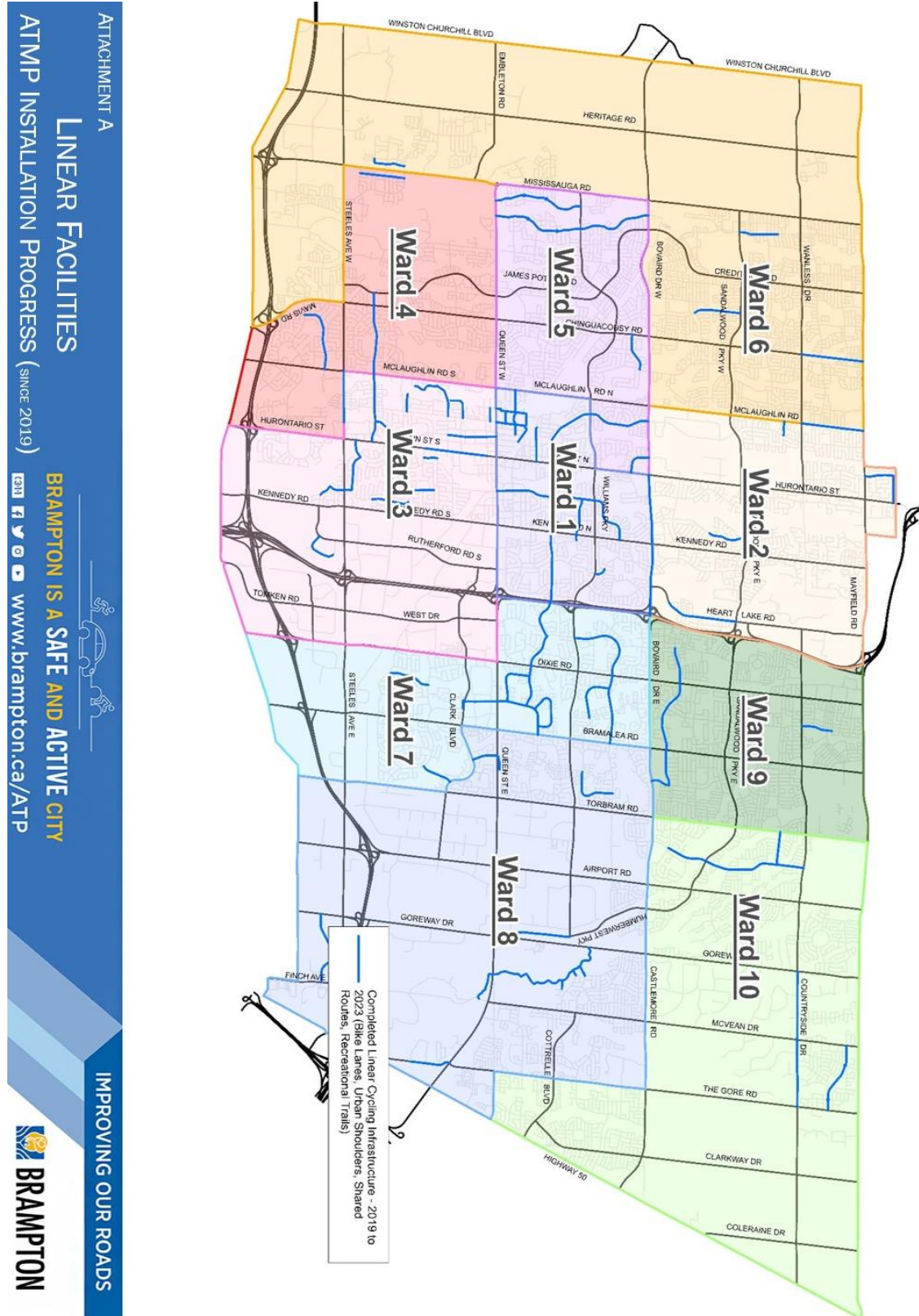
Commissioner  
Planning, Building & Growth Management

Chief Administrative Officer

**Attachments:**

- Attachment A: Linear Facilities Map – ATMP Installation Progress (since 2019)
- Attachment B: Linear Cycling Facility Totals – ATMP Installation Progress (since 2019)
- Attachment C: 2023 AT Implementation Program Map
- Attachment D: New Linear Cycling Facilities - 2023
- Attachment E: “Fix-it” Enhancements – 2023
- Attachment F: 2024 Planned Linear Facilities
- Attachment G: 2024 “Fix-it” Locations
- Attachment H: Green Paint Treatment
- Attachment I: 2024 ATMP Implementation Map
- Attachment J: 2024 Walking and Cycling Culture Update
- Attachment K: 2024 Brampton Active Transportation Advisory Committee Update

## Attachment A: Linear Facilities – ATMP Installation Progress (Since 2019)



**Attachment B: ATMP Implementation - Linear Cycling Facility Totals – ATMP  
Installation Progress (Since 2019)**

<b>Year</b>	<b>Ward</b>	<b>Location</b>	<b>Facility Type</b>	<b>Length</b>
2019	10	Countryside Drive - Goreway Drive to The Gore Road	Multi-use Path	2.7
2019	7	Central Park Drive - Queen Street to Bramalea Road	Buffered Bike Lanes	1.3
2019	9	Heart Lake Road - Sandalwood Parkway to New Pines Trail	Buffered Bike Lanes	1.4
2019	4	Kingknoll Drive - Ray Lawson Boulevard to McLaughlin Road	Urban Shoulders	1.4
2019	9	Russell Creek Drive - Yellowknife Road to Countryside Drive	Bicycle Lanes	0.6
2019	8	Kenview Boulevard - Finch Avenue to Goreway Drive	Urban Shoulders	1.5
2019	10	Mountainash Road - Countryside Drive to Peter Robertson Boulevard	Urban Shoulders	2.8
2019	1	Denison Avenue - Park Street to McLaughlin Road	Urban Shoulders	0.9
2019	1	Railroad Street - Mill Street North to McMurchy Avenue	Urban Shoulders	0.4
2019	6	Alloa Green Community Path - Thornbush Boulevard to Brisdale Drive	Park Path	0.4
2019	6	Mount Pleasant Village Path - Commuter Drive to Ganton Heights	Park Path	0.6
2019	5	Adrew McCandless Park Path - Mississauga Road to Elbern Markell Drive	Park Path	1.1
2019	5	Spring Valley Park Path - First trail intersection south of Williams Parkway to Dalmeny Drive	Park Path	0.5
2019	4	Riverview Heights Park Path - Lionhead Golf Club Road to North of Steeles Avenue	Park Path	1.8
2019	3	Harold Street/Curtis Drive (Fletchers Creek Rec. Trail) - McMurchy Avenue to Fletchers Creek Recreational Trail	Signed Route	1.2
2020	1	Vodden Street - Ken Whillans Drive to Highway 410	Buffered Bike Lanes	2.5
2020	7	Vodden Street - Highway 410 to Howden Boulevard	Buffered Bike Lanes	0.8
2020	7	Howden Boulevard - Vodden Street to Central Park Drive	Buffered Bike Lanes	1.5
2020	2,6	McLaughlin Road - Wanless Drive to Mayfield Road	Multi-Use Path	1.2
2020	7	North Park Drive - Williams Parkway to Bramalea Road	Buffered Bike Lanes	3.0
2020	7	Central Park Drive - Queen Street to Clark Boulevard	Buffered Bike Lanes	0.7



2020	3	Main Street South - Wellington Street to Etobicoke Creek	Buffered Bike Lanes	1.2
2020	2	Conestoga Road - Ruth Avenue to Sandalwood Parkway	Urban Shoulder	0.8
2020	1	Centre Street - Williams Parkway to Kennedy Road	Urban Shoulder	0.6
2020	6	Brisdale Drive - Fairhill Avenue to Sandalwood Parkway	Urban Shoulder	0.9
2020	9	Guru Nanak Street - Dixie Road to Great Lakes Drive	Buffered Bike Lanes	0.7
2020	4	Shy Harbour Drive - Olivia Marie Road to Financial Drive	Urban Shoulder	0.9
2020	8	Queen Street East (Don Doan Recreational Trail) - Glenvale Boulevard to Don Doan Recreational Trail	Recreational Trail	0.2
2020	4	Park Path - Dawson Valley - Overglen Court to Angelgate Road/Sage Meadows Crescent	Park Path	0.2
2020	4	Park Path - Heatherglen/Allegro Park Path - Heatherglen Drive to Allegro Drive	Park Path	0.1
2020	8	Park Path - Davenfield Valley - Davenfield Circle to Maybrook Way	Park Path	0.2
2020	6	Mount Pleasant Block 51-2 Park Path - Wanless Drive to Thornbush Boulevard	Park Path	1.1
2021	1	Townsend Gate - Kennedy Road to Hansen Road	Bike Lane	0.1
2021	2	Robertson Davies Drive - Mayfield Road to north limit of road	Urban Shoulder	0.6
2021	2	Collingwood Avenue - Hurontario Street to west limit of the road	Urban Shoulder	0.6
2021	9	Peter Robertson Boulevard - Bramalea Road to Sunny Meadow Blvd	Bike Lane	0.7
2021	9	Sunny Meadow Boulevard - Bovaird Drive to Peter Robertson Blvd	Bike Lane	0.4
2021	3	Mill Street - Charolais Boulevard to Edwin Drive	Signed Route	0.4
2021	3	Mill Street - Harold Street to Queen Street	Signed Route	1.0
2021	3	Parkend Avenue - McMurchy Avenue to end of the road	Signed Route	0.4
2021	3,4	Charolais Boulevard - James Potter Road to Main Street South	Bike Lane	3.0
2021	7	Avondale Boulevard - Birchbank Road to Balmoral Drive	Bike Lane	0.8
2021	1	Vodden Street - Isabella Street to Williams Parkway	Urban Shoulder	1.2
2021	1	Royal Orchard Drive - Williams Parkway to Bovaird Drive	Bike Lane	1.2
2021	1	Centre Street - Williams Parkway to Queen Street	Bike Lane	2.0

2021	1	Rosedale Avenue - Main Street to Pleasantview Avenue	Urban Shoulder	0.7
2021	8	Humberwest Parkway - Williams Parkway to Queen Street	Multi-Use Path	1.5
2021	3	Biscayne Crescent - First Gulf Boulevard (SI) to Costco Entrance	Urban Shoulders	0.7
2022	7	Hanover Road - Howden Boulevard to Central Park Drive	Bike Lanes	1
2022	10	Father Tobin Road - Torbram Road to Mountainash Road	Bike Lanes	0.7
2022	2	Van Scott Drive - Van Kirk Drive to McLaughlin Road	Bike Lanes	0.3
2022	3	Bartley Bull Parkway - Rambler Drive to Tullamore Road	Shared Roadway	0.8
2022	10	Squire Ellis Drive - McVean Drive to the Gore Road	Bike Lanes	1.4
2022	6	Veterans Drive - Sandalwood Parkway to Monument Trail / Muscovy Drive	Bike Lanes	0.8
2022	6	Chinguacousy Road - Wanless Drive to Mayfield Road	Multi-use Path	1.2
2022	7	Maitland Street - North Park Drive to MacKay Street	Urban Shoulders	1
2022	1	Nelson Street - Haggert Street to McMurphy Avenue	Urban Shoulders	0.2
2022	1	Haggert Avenue - Queen Street West to Railroad Street	Urban Shoulders	0.6
2022	1	Railroad Street - Haggert Avenue to Railroad Street	Urban Shoulders	0.2
2022	3	Meadowland Gate - Nanwood Drive to Eldomar Avenue	Urban Shoulders	0.3
2022	3	Harper Road - Bartley Bull Parkway and Cornwall Road	Urban Shoulders	0.5
2022	1	McMurphy Avenue - Railroad Street to Queen Street	Bike Lanes/Shared Roadway	0.6
2022	7	Hilldale Crescent - Central Park Drive to Central Park Drive	Buffered Bike Lanes	1.2
2022	7	Eastbourne Drive - Balmoral Drive to Clark Boulevard	Bike Lanes	0.6
2022	8	Finchgate Boulevard - Clark Boulevard to Queen Street East	Bike Lanes	0.5
2023	1	Linkdale Road - Kennedy Road to Centre Street	Bike Lanes	0.7
2023	3	Jessie Street - McMurphy Avenue to Haggert Avenue	Shared Roadway	0.3
2023	4	Kingknoll Boulevard - Windmill Boulevard to McLaughlin Road	Bike Lanes	1
2023	5	Gillingham Drive - Bovaird Drive to Main Street	Bike Lanes	0.6

2023	8	Jayfield Road - Jordan Boulevard to North Park Drive	Shared Roadway	1.1
2023	9	Peter Robertson Boulevard - Dixie Road to Bramalea Road	Bike Lanes	1.5
2023	8	Claireville Rec. Trail North - Valleycreek Dr to south of Queen Street	Recreational Trail	3.8
2023	3	Bartley Bull Parkway - Etobicoke Creek RT (Main Street South) to Orchard Drive	Shared Roadway	1.1
2023	3	Orchard Drive/Hartford Trail - Bartley Bull Parkway to Etobicoke Creek Rec. Trail	Shared Roadway	0.5
2023	7	*Cloverdale Drive - Chinguacousy Recreational Trail to Central Park Drive	Shared Roadway	0.1
2023	5	Elbern Markell Drive - Bovaird Drive to Queen Street	Bike Lanes	3.2
2023	5	Royal West Drive - Williams Parkway to Queen Street	Bike Lanes	2.0
2023	1	Rutherford Road from Williams Parkway to Weybridge Trail/Wikander Way	Bike Lanes	0.2
2023	1	Olde Town Road - Fletchers Creek Boulevard to Chinguacousy Road	Bike Lanes	0.4
2023	1 & 2	* Bovaird Drive - Main Street / Hurontario Street North and Highway 410	Multi – Use Path	2.7
<b>CITY-WIDE TOTAL</b>				<b>81.6</b>
Wards 1 & 5 Total				18.2
Wards 2 & 6 Total				11.2
Wards 3 & 4 Total				16.8
Wards 7 & 8 Total				22.5
Wards 9 & 10 Total				12.9





### Attachment D: New Linear Active Transportation Facilities (2023)

Location	Ward	Facility Type	Length
Linkdale Road - Kennedy Road to Centre Street	1	Bike Lanes	0.7
Jessie Street - McMurphy Avenue to Haggert Avenue	3	Shared Roadway	0.3
Kingknoll Boulevard - Windmill Boulevard to McLaughlin Road	4	Bike Lanes	1
Gillingham Drive - Bovaird Drive to Main Street	5	Bike Lanes	0.6
Jayfield Road - Jordan Boulevard to North Park Drive	8	Shared Roadway	1.1
Peter Robertson Boulevard - Dixie Road to Bramalea Road	9	Bike Lanes	1.5
Claireville Rec. Trail North - Valleycreek Dr to south of Queen Street	8	Recreational Trail	3.8
Bartley Bull Parkway - Etobicoke Creek RT (Main Street South) to Orchard Drive	3	Shared Roadway	1.1
Orchard Drive/Hartford Trail - Bartley Bull Parkway to Etobicoke Creek Rec. Trail	3	Shared Roadway	0.5
*Cloverdale Drive - Chinguacousy Recreational Trail to Central Park Drive	7	Shared Roadway	0.1
Elbern Markell Drive - Bovaird Drive to Queen Street	5	Bike Lanes	3.2
Royal West Drive - Williams Parkway to Queen Street	5	Bike Lanes	2.0
Rutherford Road from Williams Parkway to Weybridge Trail/Wikander Way	1	Bike Lanes	0.2
Olde Town Road - Fletchers Creek Boulevard to Chinguacousy Road	1	Bike Lanes	0.4
* Bovaird Drive - Main Street / Hurontario Street North and Highway 410	1 & 2	Multi – Use Path	2.7
Hurontario Street – Mayfield Road to Brinkley Drive (West Side)	2	Sidewalk	0.5
West Drive – Orenda Road to Steeles Avenue East (East Side)	3	Sidewalk	1.3
Queen Street East - Central Park Drive to Bramalea Road (South Side)	7	Sidewalk	0.5
<b>TOTAL CYCLING</b>			<b>19.2</b>
<b>TOTAL SIDEWALK</b>			<b>2.3</b>

\* Regional Project

### Attachment E: 'Fix-it' Enhancements (2023)

Location	Ward	Facility Type
* Bovaird Drive and Sunforest Drive / Yellow Brick Road	1 & 2	Crossride Upgrade + Intersection Improvements
* Bovaird Drive and Conestoga Drive / Hinchley Wood Grove	1 & 2	Crossride Upgrade + Intersection Improvements
* Bovaird Drive and Richvale Drive S / Langston Drive	1 & 2	Crossride Upgrade + Intersection Improvements
* Bovaird Drive and Heart Lake Road / Southlake Road	1 & 2	Crossride Upgrade + Intersection Improvements
Flower City Rec. Trail and McLaughlin Rd (Ward 2, 6)	2 & 6	Pedestrian Crossover
Flower City Rec. Trail and Bramalea Rd (Ward 9)	9	Pedestrian Crossover
86 Showboat Crescent (at Antler Road)	5	Curb Depression
60 Nuttall Street (at Franceschini Bridge)	7	Curb Depression
96 Rocky Point (at Franceschini Bridge)	1	Curb Depression
18 Colonel Bertram Boulevard	2	Curb Depression
24 Mount Forest Drive	2	Curb Depression
27 Mount Forest Drive	2	Curb Depression
36 Mount Forest Drive	2	Curb Depression
36 Fernbrook Crescent	2	Curb Depression
26 Christie Drive	2	Curb Depression
31 Christie Drive	2	Curb Depression
520 Conservation Drive (east of Regentview Drive)	2	Curb Depression
27 Forestgrove Circle	2	Curb Depression
40 Moorehead Crescent	2	Curb Depression
107 Cloverdale Drive (at Chinguacousy Trail)	7	Curb Depression
125 Professors Lake Parkway	8	Curb Depression
Professors Park North Path	8	Curb Depression
Reeve Road (between houses 27 & 45)	1	Curb Depression

Carter Drive (between houses 14 & 18)	1	Curb Depression
Lundy Parkette (42 Nottingham Cres)	7	Curb Depression
North Fletchers Creek Park (175 Dusty Lane)	5	Curb Depression
Wanless Drive and Edenbrook Hill Drive	6	New Traffic Signals
Wanless Drive and Thornbush Boulevard	6	New Traffic Signals
James Potter Road and Dusk Drive	4	New Traffic Signals
Rutherford Road and Clark Boulevard	3	New Traffic Signals
Chinguacousy Road and Clockwork Drive	6	New Traffic Signals
Chinguacousy Road and Remembrance Road	6	New Traffic Signals
Balmoral Drive and the Chinguacousy Trail - Crawley Park	7	Cycling – Pedestrian Counters
Sproule Drive and the Etobicoke Creek Trail - Duggan Park	1	Cycling – Pedestrian Counters
Professors Lake Park and the Don Doan Trail - Piccolo Wood	8	Cycling – Pedestrian Counters
Kennedy Road at the Etobicoke Creek Trail - Rayson Valley	3	Cycling – Pedestrian Counters
Claireville Trail North Lot	8	Bike Repair Station
Claireville Trail South Lot	8	Bike Repair Station
Bartley Bull Parkway - Bridge over Etobicoke Creek	3	Bridge Deck Widening
<b>PEDESTRIAN CROSSOVER TOTAL</b>		<b>2</b>
<b>CURB DEPRESSION TOTAL</b>		<b>20</b>
<b>REPAIR STAND TOTAL</b>		<b>2</b>
<b>BIKE-PED COUNTER TOTAL</b>		<b>4</b>
<b>TRAFFIC SIGNAL TOTAL</b>		<b>6</b>

\* Regional Project

## Attachment F: 2024 Planned Linear Facilities

Program	Location	Ward	Facility Type	Length
RR2024	Van Kirk Drive - Sandalwood Parkway to Wanless Drive	2	Bike Lanes	2.09
RR2024	Charolais Boulevard - McMurchy Avenue to McLaughlin Road	4	Buffered Bike Lanes	0.70
RR2024	Mary Street - Guest Street to Wellington Street	3	Super Sharrows	1.10
RR2024	Brisdale Drive - Bovaird Drive to Fairhill Avenue	6	Sharrows	0.90
RR2024	Sterritt Drive - Chinguacousy Road to Lockwood Road	4	Bike Lanes	0.20
RR2024	Flowertown Road - McLaughlin Road to Chinguacousy Road	5	Bike Lanes	0.80
RR2024 (Provisional)	Rutherford Road - Kennedy Road to Williams Parkway	1	Bike Lanes	1.93
RR2024 (Provisional)	Avondale Boulevard - Bramalea Road to Birchbank Road	7	Bike Lanes	1.76
ATMP	Mountainberry Road - Mountainash Road to Snowcap Road*	10	Shared Roadway	0.10
ATMP	Centre Street - Clarence Street to Queen Street*	3	Shared Roadway	0.90
ATMP	Harold Street - Main Street to McLaughlin*	3	Bike Lanes	1.50
ATMP	Black Forest Drive - Bramalea Road to Fernforest Drive *	9	Bike Lanes	0.70
ATMP	Balmoral Drive - Bramalea Road to Torbram Road*	7	Bike Lanes	1.90
ATMP	Glenvale Boulevard - Queen Street East to Central Park Drive *	8	Bike Lanes	0.70
ATMP	Central Park Drive - Bramalea Road to Torbram Road *	8	Bike Lanes	2.00
ATMP	Church Street - Mill Street to Kennedy Road*	1	Bike Lanes	1.71
ATMP	Peter Robertson Boulevard - Sunny Meadow Boulevard to Mountainash Road*	9	Bike Lanes	1.30
ATMP	East-West Cycling Corridor – Vodden Street, Howden Road, and Hanover Road*	1,7	Bike Lane Upgrade	-
<b>TOTAL</b>				<b>20.29</b>

\* Project deferred from 2023 due to resourcing issues and weather delays



### Attachment G: 2024 'Fix-it' Locations

Program	Location	Ward	Facility Type
Traffic Signals	Rivermont Road and Lionhead Golf Club Road	6	New Traffic Signals
Traffic Signals	Countryside Drive and Yellow Avens Road	10	New Traffic Signals
Traffic Signals	James Potter Road and Alister Drive	5	New Traffic Signals
Traffic Signals	Squire Ellis Drive and McVean Drive	10	New Traffic Signals
Repair Stands	Andrew McCandless Park	5	Repair Stand
Repair Stands	Franceschini Bridge	1 & 7	Repair Stand
Repair Stands	Jim Archdekin Rec Centre	2	Repair Stand
Repair Stands	Gage Park	3	Repair Stand
Repair Stands	Chinguacousy Park	8	Repair Stand
RR2024	36 Neville Crescent	7	Curb Depression
RR2024	61 Newbury Crescent	7	Curb Depression
RR2024	12 Norwood Place	7	Curb Depression
RR2024	30 Novella Place	7	Curb Depression
RR2024	71 Autumn Blvd - Bramalea Road West Side	7	Curb Depression
RR2024	71 Autumn Blvd - Bramalea Road East Side	7	Curb Depression
RR2024	20 Professor's Lake Parkway	8	Curb Depression
RR2024	125 Professor's Lake Parkway	8	Curb Depression
RR2024	81 Moore Street	1	Curb Depression
RR2024	Centennial Park North Path - Mary Street	3	Curb Depression
RR2024	Centennial Park South Path - Mary Street	3	Curb Depression
RR2024	78 Saddletree Trail	5	Curb Depression
RR2024	Ravenscliffe Parkette	5	Curb Depression
RR2024	40 Worth Ave - Phelps Drive	5	Curb Depression
RR2024	54 Pebblestone Circle	5	Curb Depression
RR2024	Shallimar Court	5	Curb Depression
RR2024	86 Parkside Drive	3	Curb Depression
RR2024	56 Parkside Drive	3	Curb Depression
RR2024	20 Parkside Drive	3	Curb Depression
Parks Repair	Dearbourne Park - 16 Dartnell Place	7	Curb Depression
Parks Repair	Dearbourne Park - 20 Dunbarton Crescent	7	Curb Depression

Parks Repair	Dearbourne Park - 31 Drum Oak Crescent	7	Curb Depression
Parks Repair	Dearbourne Park - 101 Dorset Drive	7	Curb Depression
Parks Repair	Dearbourne Park - 96 Dorset Drive	7	Curb Depression
Parks Repair	Dearbourne Park - 65 Dorset Drive	7	Curb Depression
Parks Repair	Dearbourne Park - 62 Dorset Drive	7	Curb Depression
Parks Repair	Bloore Ponde - 102 Seaside Cir	9	Curb Depression
Parks Repair	Bloore Pond - 30 Coralreef Crescent	9	Curb Depression
Parks Repair	Bloore Pond - 23 Sandyshores Dr	9	Curb Depression
Parks Repair	Bloore Pond - 56 Riverbank Rd	9	Curb Depression
Parks Repair	Meadowland Park - 156 Main Street South	3	Curb Depression
Parks Repair	Meadowland Park - 8 Meadowland Dr	3	Curb Depression
Parks Repair	Meadowland Park - 28 Meadowland Dr	3	Curb Depression
Curb Contract	30 Maldives Crescent - Vales of Castlemore Trail	10	Curb Depression
Curb Contract	140 Treeline Boulevard - Vales of Castlemore Trail	10	Curb Depression
Curb Contract	10 Quincy Place - Vales of Castlemore Trail	10	Curb Depression
Curb Contract	58 Latania Boulevard - Vales of Castlemore Trail	10	Curb Depression
Curb Contract	Sandalwood Parkway East & Springtown Trail (West Side)	9	Curb Depression
Curb Contract	7 Andes Ct - Stephen Llewellyn Trail	10	Curb Depression
Curb Contract	740 Peter Robertson Boulevard - BCAC (Springdale Forest)	9	Curb Depression
Curb Contract	Sandalwood Parkway East & Springtown Trail (East Side)	9	Curb Depression
Curb Contract	34 Vision Way - Vales of Castlemore Trail	10	Curb Depression
Curb Contract	1 Rockbrook Trail - Thauburn Parkette	6	Curb Depression
Curb Contract	42 Nottingham Crescent - Lundy Parkette	7	Curb Depression
Curb Contract	56 Carnac Gardens - J.P. Hutton Park	6	Curb Depression
Curb Contract	19 Madronna Gardens - J.P. Hutton Park	6	Curb Depression
Curb Contract	123 Weybridge Trail	1	Curb Depression
Curb Contract	42 Starfish Court	9	Curb Depression
Curb Contract	40 Crawley Drive	7	Curb Depression
Curb Contract	69 Braidwood Lake Road - Ferri Parkette	2	Curb Depression
Curb Contract	46 Ferri Crescent - Ferri Parkette	2	Curb Depression
Curb Contract	18 Lawnview Court - Ferri Parkette	2	Curb Depression
Flower City Trail	Flower City Rec. Trail at Sunny Meadow Blvd	9	Pedestrian Crossover

Flower City Trail	Flower City Rec. Trail at Tysonville Circle	6	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Aldersgate Drive	6	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Veterans Drive	6	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Legate Street	6	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Brisdale Drive	6	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Edenbrook Hill Drive	6	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Fernforest Drive	9	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Sprucelands Avenue	9	Pedestrian Crossover
Flower City Trail	Flower City Rec. Trail at Maidengrass Road	9	Pedestrian Crossover
2024 PXO Contract	Central Park Drive (at trail east of Goldcrest Road/Glenforest Road)	8	Pedestrian Crossover
2024 PXO Contract	Nuffield Road (at Esker Lake Trail)	7	Pedestrian Crossover
2024 PXO Contract	Edinburgh Drive (at Bramwest Trail)	6	Pedestrian Crossover
2024 PXO Contract	Balmoral Drive (upgrade at Eringate Rd)	7	Pedestrian Crossover
2024 PXO Contract	Clarence Street (at the Etobicoke Creek Trail)	3	Pedestrian Crossover
2024 PXO Contract	Sunforest Drive (at the Etobicoke Creek Trail)	2	Pedestrian Crossover
2024 PXO Contract	Central Park Drive (at the Don Doan Trail)	8	Pedestrian Crossover
2024 PXO Contract	Laurelcrest Street (at the Esker Lake Trail)	7	Pedestrian Crossover
2024 PXO Contract	Braemar Drive (south of Burnham Crescent)	7	Pedestrian Crossover
Chinguacousy ZUM	Chinguacousy Road - AT Intersection Improvements	4,5,6	Crossride Upgrade
<b>PEDESTRIAN CROSSOVER TOTAL</b>			<b>19</b>
<b>CURB DEPRESSION TOTAL</b>			<b>52</b>
<b>BICYCLE REPAIR STAND TOTAL</b>			<b>5</b>
<b>CROSSRIDE UPGRADE TOTAL</b>			<b>13</b>
<b>NEW TRAFFIC SIGNAL TOTAL</b>			<b>4</b>

### Attachment H: 2024 Green Paint Treatment

Location	Ward	Length
Centre Street - Queen Street to Williams Parkway	1	2
Main Street - Nanwood Drive to Wellington Street	3	1.2
Central Park Drive - Bramalea Road to Clark Boulevard	7	2
Hilldale Crescent - Central Park Drive (east and west int.)	7	1.2
Eastbourne Drive - Balmoral Drive to Clark Boulevard	7	0.6
North Park Drive - Williams Parkway to Bramalea Road	7	2
Avondale Boulevard - Birchbank Road to Balmoral Drive	7	0.8
Finchgate Boulevard - Queen Street to Clark Boulevard	8	0.5
<b>TOTAL</b>		<b>10.3</b>



Attachment I: 2024 ATMP Implementation Map

ATTACHMENT I

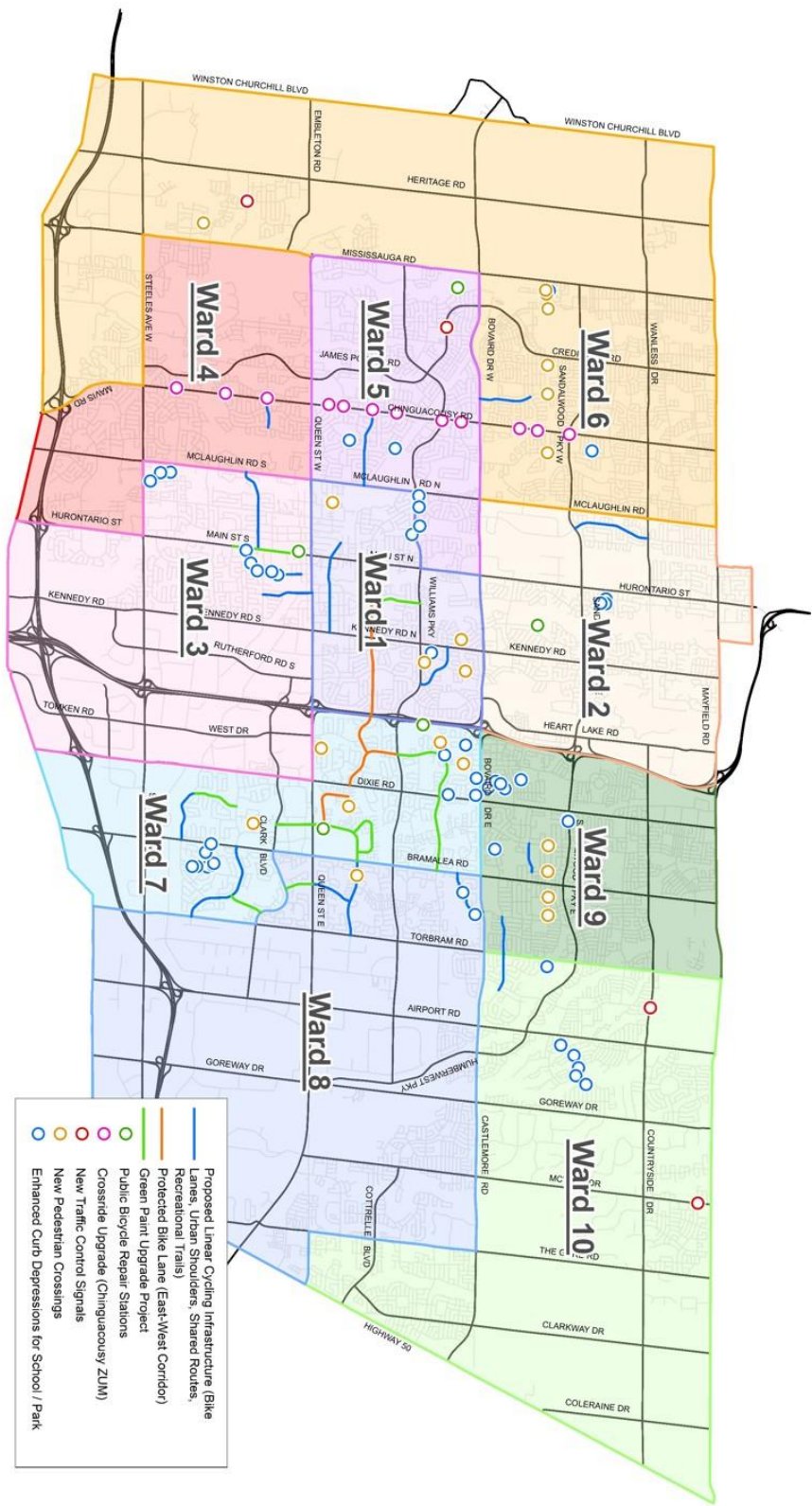
2024 ATMP  
IMPLEMENTATION

BRAMPTON IS A SAFE AND ACTIVE CITY

www.brampton.ca/atp

BRAMPTON

IMPROVING OUR ROADS



## Attachment J: 2024 Walking and Cycling Culture Update

The following are highlights of our community outreach and engagement efforts:

- *Bike the Creek* – Bike the Creek is the City's signature cycling event during Bike Month, aimed at promoting both conservation and the City's extensive cycling network. 2023's event had over 1500 registrants and drew around 1000 visitors from across the province. 2024 will be the event's 10th anniversary and will reflect the City's heritage with a new inter-regional route.
- *E-Scooter Pilot Program* – In its first season (April to November 2023), there were approximately 200,000 electric scooter trips taken by 110,000 different users of the Shared Pilot Program. The 3 operators, Bird, Neuron and Scooty collectively deployed 750 e-scooters per day on average and covered over 415,000 kilometres travelled. The City will resume the program this Spring with the commitment of continuing to prioritize active transportation programs and projects to build more connected communities and provide more sustainable transportation options for everyone.
- *Trail Bike/Pedestrian Counters* – The city has installed 4 new pedestrian-cyclist counters across its trail network, in addition to the existing one on the Franceschini bridge. Collecting data to monitor pedestrian and cyclist behaviour will help the city to evaluate the effectiveness of various initiatives recommended in the ATMP. Furthermore, the City hopes to establish on-road data collection capabilities through new traffic signal technologies.
- *Bicycle Repair Stands* – The City installed 2 new bicycle repair stations along the Claireville Northern Trail extension, one in each parking lot. 5 more repair stands will be installed, strategically located together with other cycling amenities (water fountains, washrooms) to create rest areas across the City.
- *Pedal Poll* - Pedal Poll is a nationwide bike count where volunteers stationed across the country observe cyclists passing by, collecting valuable data on who is biking and where. Communities collect data that can be compared regionally, nationally, and internationally. For a second year, Brampton participated in the data collection as a focused community. A summary of the count has been released for 2023 and staff (together with volunteers from the cycling community) plan to participate in the Pedal Poll again in 2024.
- *Brampton Bike Hub* - Different Spokes, Brampton's do-it-yourself (DIY) bike hub, was opened in August 2022 as a partnership between the City, the Region and PCHS. The bike hub aims to empower people that use bicycles for transport by providing the tools, parts and training necessary for bike repairs, free of charge in a welcoming environment. Open to the surrounding community, the hub draws in a wide variety of people with 3 days of DIY hours, focused workshops, a bicycle library, a mentorship program and social rides. By providing the space for the hub, the City aims to make cycling accessible, affordable, and barrier-free for all.

As per their annual report, the bike hub has garnered over 13,000 visits, with 767 members registered.

- *Bike Month / Bike to Work Day* - Bike Month is celebrated across the GTHA. This year, the city is aiming to have a Bike Month opening celebration to kick off the festivities. Rather than focusing on a centralized Bike to Work Day, the option of an internal event for city staff is being proposed alongside a Bike to Work Day guide for local businesses.
- *Bike Basics* - is a cycling education program for youth (ages 6 to 14). In this interactive workshop, participants will learn about proper bike fit, safety equipment, street signs, signaling, stopping and how to ride. The program is aimed at youth who want to learn to ride a bike or want to sharpen skills, Bike Basics will provide novice riders with more confidence.

## **Attachment K: 2024 Brampton Active Transportation Advisory Committee Update**

The following are highlights from the Brampton Cycling Advisory Committee in 2023:

- Helped plan and deliver 9th annual Bike the Creek event - 1,500 registered.
- Planned and led 14 Community Rides from May to September with themed rides. Highest participation ever with 67 cyclists (average 30-40); 409 registrants.
- Participated in Vélo Canada Bikes' National Pedal Poll with 26 Canadian communities. 3 years of comparison data.
- Helped organize and participate in the Earth Day event at Norton Place Park. Organized and led bike rides from 3 different locations to Earth Day event site.
- Two members attended Share the Road's Ontario Bike Summit – cycling conference to learn and share best-practices experience from other communities.
- Organized and staffed 3-day Outdoor Adventure Show with 15 committee and Bike Brampton volunteers. Interacted with 791 attendees from 61 communities from Windsor to Pembroke. Promoted Bike the Creek, Community Rides, bike hub programming.
- Documented and reported illegal bike lane parking to 311.
- Researched bike lane infraction fines across Canada. (\$35 to \$225). Recommended fines be increased from \$35.
- Worked with Strategic Communications on Streets for People and bike lane information in tax bill inserts.
- Researched, reported, and advised on AT winter road and path maintenance.
- Provided advice on bike signal timing at new cross-rides.
- Provided advice on intersection treatment options around bike lane safety.
- Engaged Region of Peel staff regarding issues at regional road intersections to improve safety for vulnerable road users.
- Expressed interest in participating in future consultations on Orangeville – Brampton Rail Trail.



**Date:** 2024-03-28

**Subject:** **Shared E-scooter Pilot Program – Update**

**Contact:** Fernanda Duarte Peixoto Soares, Project Manager, Active  
Transportation, Integrated City Planning

**Report number:** Planning, Bld & Growth Mgt-2024-320

**RECOMMENDATIONS:**

1. That the presentation from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning, to the Planning and Development Committee Meeting of April 22, 2024, re: **Shared E-scooter Pilot Program – Update** be received.

# Shared E-scooter Pilot Program Update

Planning and Development Committee Meeting

**Fernanda Soares**

Integrated City Planning,  
Planning, Building & Growth Management

April 22, 2024



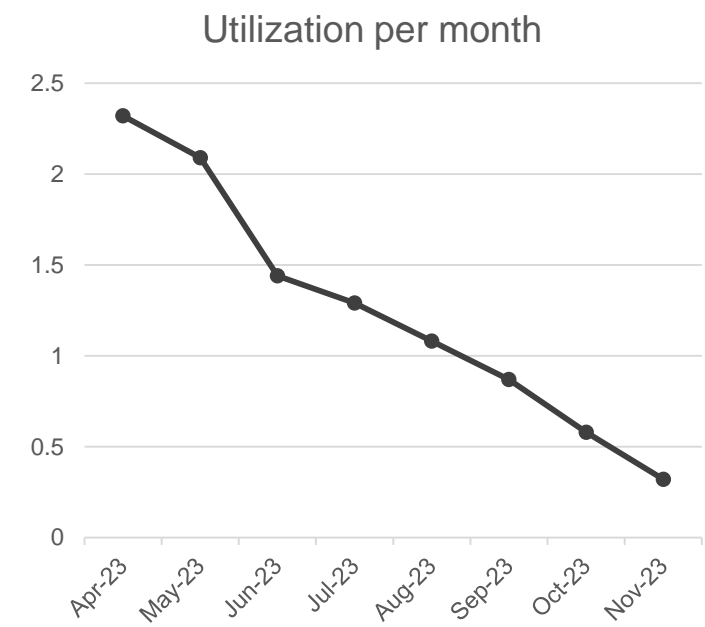
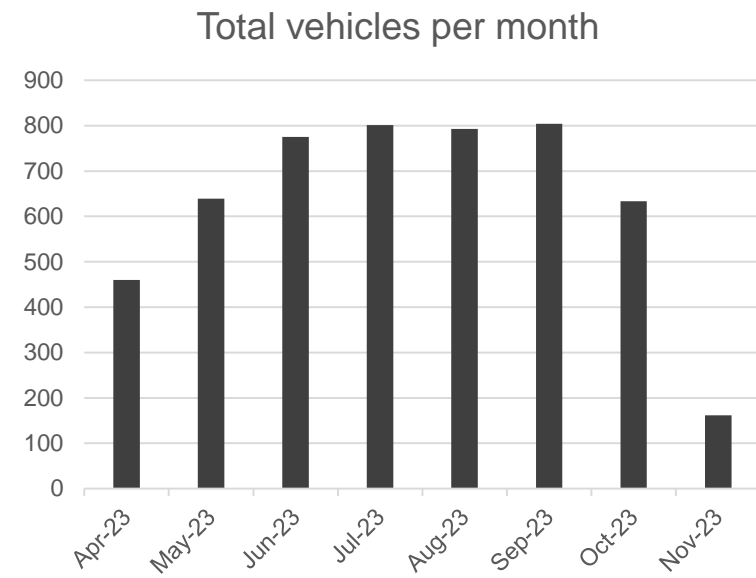
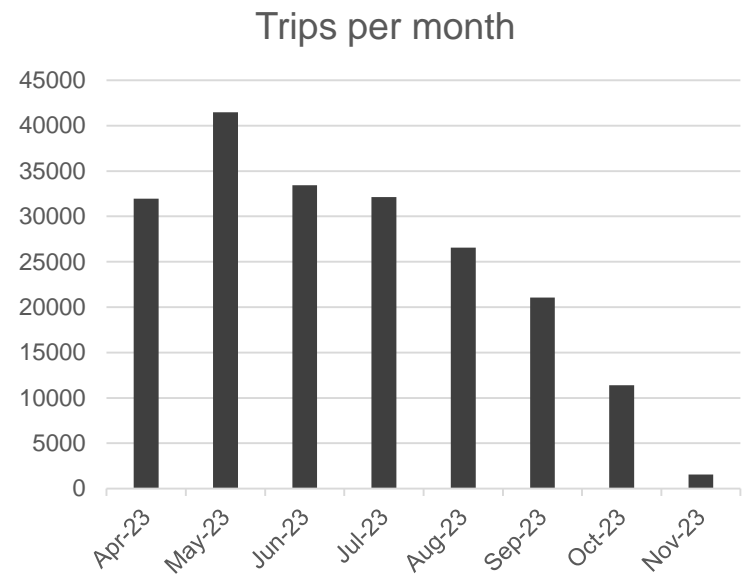
# OVERVIEW OF THE 2023 SEASON

- April 3 to November 12, 2023
- 3 operators: Bird, Neuron, and Scooty
- Approximately 200,000 trips
- 110,000 users
- 750 e-scooters on average deployed per day
- 415,000 kilometres travelled
- Average trip length was 2.12 kilometres and average trip duration was 15 minutes
- Estimated CO2 savings ranged from 10 to 14 tons-CO2eq.



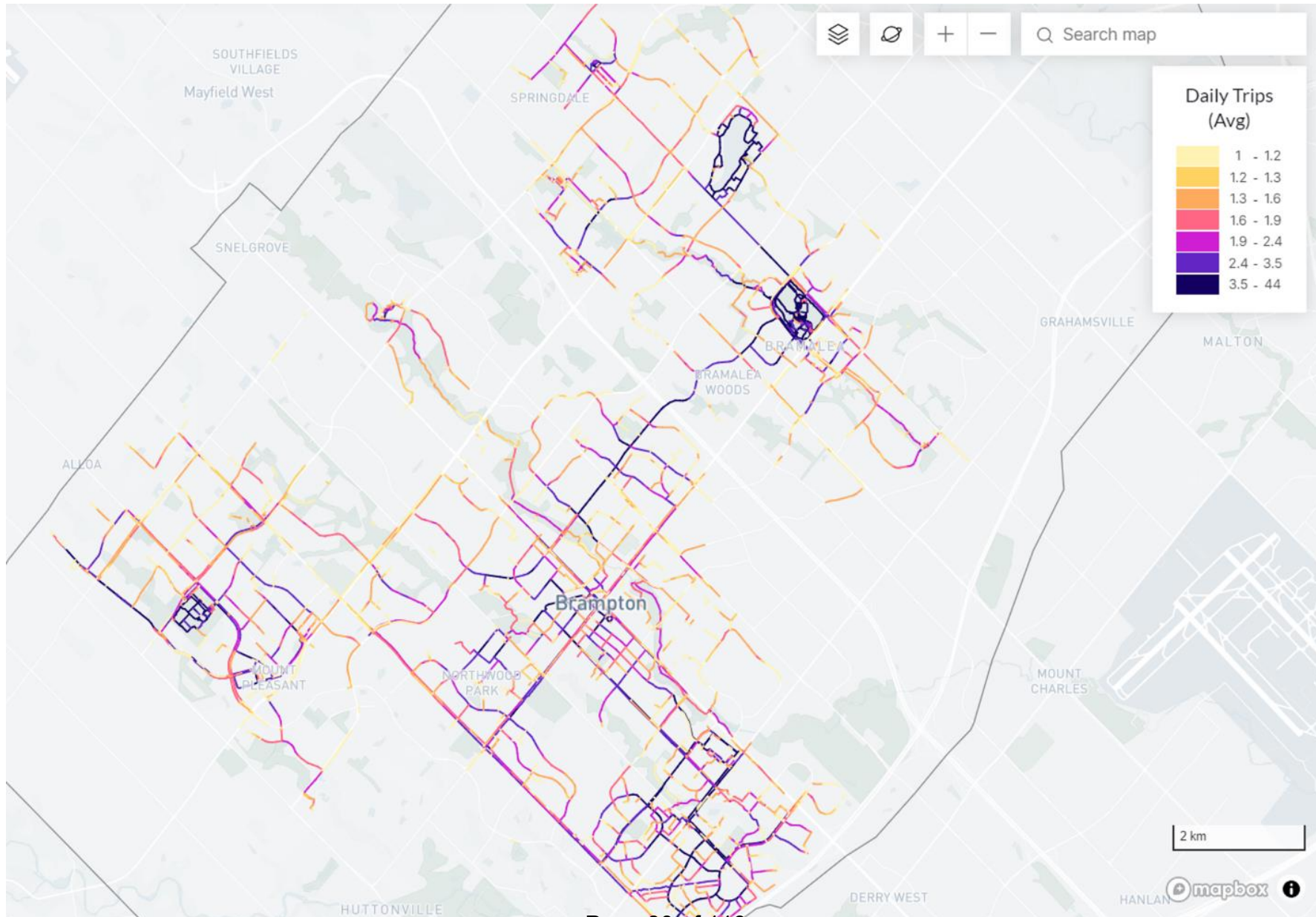


# Shared Electric Scooter Monthly Performance Statistics





# Most Travelled Routes by E-scooters



# Summary of 311 calls related to the Shared Pilot Program

**CRM Call Details Relating to E-scooter Inquiries from April 2023 to November 12th, 2023**

Month	# of E-scooter SRs Relating to Litter, Debris and Obstruction	% of E-scooter SRs to Overall Count for Litter, Debris and Obstruction	# of E-scooter SRs Relating to Parking Infraction-Sidewalk	% of E-scooter SRs Relating to Parking Infraction-Sidewalk	Total # Monthly E-scooter SRs Counts	Total % Monthly E-scooter SRs Counts
April	54	30%	13	7%	67	18%
May	45	25%	6	3%	51	14%
June	23	13%	38	20%	61	16%
July	20	11%	76	40%	96	26%
August	10	6%	19	10%	29	8%
September	8	4%	4	2%	12	3%
October	17	9%	0	0%	17	5%
November (1st to 12th)	4	2%	0	0%	4	1%
<b>Total</b>	<b>181</b>	<b>13%</b>	<b>156</b>	<b>10%</b>	<b>337</b>	<b>11%</b>

\* E-scooter inquiries is a defined search relating to escooters

Month	Total # trips	Total # Monthly E-scooter SRs Counts	SRs / trip
April	31,952	67	0.002
May	41,483	51	0.001
June	33,426	61	0.002
July	32,122	96	0.003
August	26,557	29	0.001
September	21,068	12	0.001
October	11,405	17	0.001
November (1st to 12th)	1,558	4	0.003
<b>Total</b>	<b>199,571</b>	<b>337</b>	<b>Average 0.002</b>

# TAKEAWAYS FROM 2023

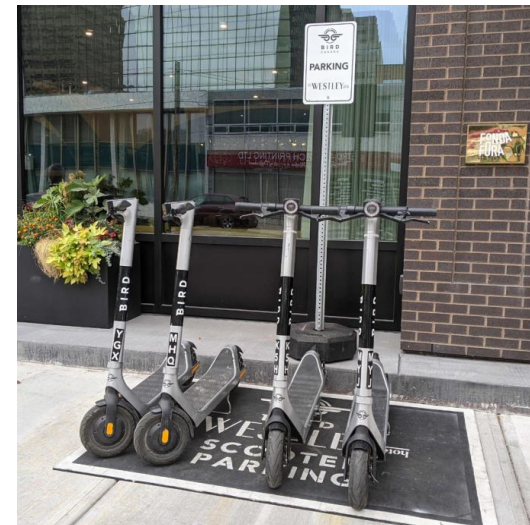
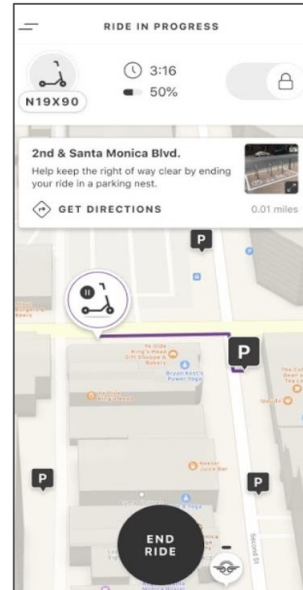
- Lock-to parking model – low compliance rate (60%)
- Parking trial compliance rates: 95% for free-flow parking, 97% for designated parking
- 311 calls: 337 calls (11% of all service requests related to “Litter, Debris, and Obstruction” and “Sidewalk Parking Infraction” attributed to shared e-scooters)
- Very low rate of calls/complaints per number of trips (0.002)
- Emails: 20% were positive feedback, reporting personal experiences or seeking information
- Survey conducted by one of the operators: 40% of users reported using e-scooters mostly to connect to public transit.



# 2024 Parking Model

Hybrid parking model will be introduced:

- High pedestrian traffic areas: designated virtual parking corrals
- Less congested areas: a free-floating parking model





# 2024 NEXT STEPS

- Determine the 2024 Season launch date (suggestion: May 1st)
- Report back to the Ministry of Transportation
- Retain a micromobility data management service to support fleet services and operations compliance
- Hire a TMU summer intern through the Mitacs program
- Continue to work with operators and partners to improve the assessment and evaluation of the program.

# Thank you!



**Date:** 2024-03-28

**Subject:** **Shared E-scooter Pilot Program – Update**

**Contact:** Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

**Report Number:** Planning, Bld & Growth Mgt-2024-146

**RECOMMENDATIONS:**

1. That the report from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning, to the Planning and Development Committee Meeting of April 22, 2024, re: **Shared E-scooter Pilot Program – Update** be received.

**OVERVIEW:**

- This report provides a summary of the Shared E-scooter Pilot Program performance to date as well as, identifies challenges and issues experienced after one full season.
- In its first season (April 3rd to November 12th), there were approximately 200,000 electric scooter trips taken by 110,000 different users of the Shared Pilot Program. The 3 operators, Bird, Neuron and Scooty collectively deployed 750 e-scooters per day on average and covered over 415,000 kilometres travelled.
- The average trip length was 2.12 kilometres and average trip duration was 15 minutes.
- Estimated CO2 savings ranged from 10 to 14 tons-CO2eq, contributing to achieving the City's target of 30% reduction in GHG emissions by 2030 as established by the Brampton Grow Green Environmental Master Plan.
- Based on the parking trial results shared by operators, for the 2024 season a hybrid parking model that uses both designated parking and a free-floating parking model will be tested.
- The City of Brampton will resume the e-scooter pilot program this Spring with the commitment of continuing to prioritize active transportation programs and projects to build more connected communities and provide more sustainable transportation options for everyone.

## **BACKGROUND:**

At its February 2, 2022 meeting, Committee of Council directed staff to proceed with a pilot project to implement and subsequently assess the uptake and impact of a shared electric kick-style scooter system in the City. A request for proposal process was used to select Neuron Mobility Limited, Bird Canada Incorporated, and Scooty Mobility Incorporated as successful shared electric scooter (e-scooter) companies to operate in the City for the pilot program.

Brampton's Shared E-Scooter Pilot Program aligns with the principles guiding the update of our Transportation Master Plan which is focused on achieving Brampton's 2040 Vision to be "a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit".

The program supports mobility and accessibility, addresses transportation equity, provides additional travel options that are sustainable, while placing Brampton at the forefront of the next generation's shift to new ways of moving and getting around the City.

The two-year Shared E-Scooter Pilot Program launched on April 3<sup>rd</sup>, 2023. and this report provides a summary of the program's performance, challenges addressed, and issues experienced after one full operating season, as well as providing next steps for the upcoming season.

## **CURRENT SITUATION:**

In its first season (April 3<sup>rd</sup> to November 12<sup>th</sup>), there were approximately 200,000 electric scooter trips taken by 110,000 different users of the Shared Pilot Program. The 3 operators, Bird, Neuron and Scooty collectively deployed 750 e-scooters per day on average and covered over 415,000 kilometres travelled (see Attachment 1).

Each operator has their own deployment strategy for balancing the supply of e-scooters throughout the City based on their business models and demand. Deployments are usually focused on parks, transit corridors, mobility hubs and popular destinations like Downtown Brampton, recreational and community centres, libraries, and other community amenities.

Operators reported that the most popular starting and ending locations were Chinguacousy Park, Professors Lake Recreation Centre, Creditview Sandalwood Park, Heart Lake Conservation Area, Loafer's Lake and Downtown Brampton.

Data also suggests that a significant portion of trips are taken to and from transit stations and transit stops, which supports the case for micromobility as a viable and sustainable mode to address "first and last mile" transit connections. Another transit integration opportunity that transpired was a partnership between Metrolinx and one of



the operators, that permitted deployment of vehicles in designated parking areas at Bramalea GO Station, Brampton GO Station and Mount Pleasant GO Station, under an exclusive arrangement.

The most popular routes used by riders during the first season are illustrated on the map in Attachment 2.

Additional key performance metrics following the first operating season of the Shared E-Scooter Pilot Program include:

- Average **trip length** was 2.12 kilometres.
- Average **trip duration** was 15 minutes.
- Estimated **CO<sub>2</sub> savings** ranged from 10 to 14 tons-CO<sub>2</sub>eq, contributing to achieving the City's target of 30% reduction in GHG emissions by 2030 as established by the Brampton Grow Green Environmental Master Plan (Brampton's car-dependency and transportation accounts for almost 60% of community-wide GHG emissions).

### **E-scooter Parking trial**

The original conditions under which all operators were required to perform included the following parking rules:

- E-scooters may be parked in roadway boulevards, along sidewalks, in parks and adjacent to pathways as long as they do not obstruct or interfere with pedestrian travel;
- All parked e-scooters must remain in an upright position with both wheels in contact with the ground; and
- Parked e-scooters must be locked to a fixed object like a bicycle rack, urban furniture or in a designated parking area ('lock-to' parking model).

Throughout the first season and with the help of operators, staff monitored the lock-to parking compliance. Evidence from the 2023 season showed that the current lock-to model is not working in Brampton with an overall compliance rate of around 60% throughout the season.

Based on a comparison of our low compliance rate against information from other Canadian markets, that experience an average compliance rate of 97% (Hamilton, Calgary and Ottawa); staff directed operators to trial the use of two alternate parking solutions. Within smaller areas of the City, the following two parking solutions were tested to investigate whether a change to the parking model would result a higher compliance rate:

- *Designated parking model* - operators established designated parking areas within a parking zone. These parking areas were identified to the end user within the operators' app, and riders were forced to end their rides at these parking locations. Riders were not required to lock the scooter at the end of their ride.
- *Free-flow parking model* – the second test allowed users within a defined area to end their rides wherever they choose, as long as they park within the furniture zone and do not obstruct the pedestrian right of way. Again, riders under this test were not required to lock the scooters.

Across all operators, results from the parking trial showed an overall 95% compliance rate within the free-flow parking areas and a 97% compliance rate within the designated parking zones. This means that riders correctly parked vehicles 95% of the time in the furniture zone and out of the pedestrian right of way when they did not have to lock their vehicle to anything. Also, riders parked correctly within the designated parking zones (geofences area) when required to, 97% of the time.

For the 2024 operating season, staff is tweaking the Program to trial a hybrid parking model that uses both designated parking and a free-floating parking model. In high pedestrian traffic areas with high e-scooter demand, such as Chinguacousy Park, Downtown Brampton, Sheridan College, Professor's Lake and others, operators will be required to set up virtual parking corrals and clearly indicate these in their apps to direct users to end their trips at these locations. Transit terminals and stops are also be included in the designated parking strategy in order to mitigate mis-parked e-scooters around these locations and to guarantee transit accessibility.

These corrals will restrict riders to end their rides only in pre-determined locations. This approach aims to limit the clutter of vehicles in areas with high pedestrian traffic and reduce mis-parking complaints.

Outside of areas identified with high pedestrian traffic, such as the examples noted above, staff is proposing a free-floating parking model to provide riders with more flexibility and convenience. A free-floating parking model will allow riders to end their rides at their destination and not have to worry about finding something to lock to. It is expected that this change will make the service easier for riders to use and help promote connections to transit and complete transportation gaps in the City.

Staff believe that the proposed program change will adequately address and decrease parking issues moving forward, as many of complaints reported were related to riders locking their vehicles to private property or parking in non-compliant areas with high pedestrian traffic.

### **311 Data**

Throughout the year, members of the public were able to report improperly parked e-scooters and any other concerns regarding the Pilot Program through 311 calls and the program email [escooters@brampton.ca](mailto:escooters@brampton.ca).

With the support and collaboration of the Community Services team, staff was able to collect and analyze data from 311 calls.

A total of 337 calls were received by 311 over the course of the 2023 Shared Pilot Program operating season, representing an average of 11% of the overall service requests received by 311 related to 'Litter, Debris and Obstruction' and 'Sidewalk Parking Infraction' during the extent of the season (see Attachment 3).

Attachment 3 also shows that the number of calls/complaints per the total number of trips received throughout the course of the season fell between 0.003 and 0.001.

It is also noteworthy to report that all operators fulfilled the required response time of under one hour (averaging between 30-45 minutes) to address issues from the public.

Staff also tracked all emails received related to the pilot and responded to them accordingly. Many messages were related to parking on private property and concerns about safety. Approximately 20% of the messages were from residents asking for information and/or complimenting the program by reporting their personal experience as users.

## **Partnerships**

### ***Toronto Metropolitan University***

As part of the pilot program evaluation, the City has partnered with Toronto Metropolitan University (TMU) professor Dr. Raktim Mitra to assist with his research titled *Shared e-scooter programs and opportunities for equitable transportation in suburban communities*. The research aims to provide insight to municipalities like the City of Brampton, intended to assist in the development of strategies and solutions aligned with provincial goals related to shared e-scooter policy in Ontario.

The City and TMU were successful in securing funding through the Mitacs Accelerate Program which will match City funding to hire two summer student interns involved with Dr. Mitra's research.

Last summer, the first student intern assisted with the program rollout, undertook community engagement events, and established a data collection protocol to examine user behaviour. This year, another student intern will examine who is using e-scooters, and when, where and for what purposes, with a specific focus on sustainable and equitable transportation outcomes.

The City expects to directly benefit from this opportunity and gain critical new insights to inform the future sustainability of the city's E-scooter Pilot Program and help with the delivery of a possible permanent program in the future.

### ***Transportation Association of Canada***

The City also partnered with the Transportation Association of Canada (TAC) to collaboratively produce a study relating to Shared Micromobility Services in Canadian Communities, along with 15 other municipalities/agencies.

This project, expected to be finalized by May 2024, will synthesize and document the experiences of Canadian agencies, so that they may be shared with others that are studying, planning, implementing, or managing shared micromobility services. It will capture and communicate lessons learned from Canadian stakeholders about the various types of shared micromobility services, their roles within the growing spectrum of mobility options, where key opportunities exist for each, and how they can make transportation systems more efficient, effective, equitable, safe, and sustainable.

The main project deliverable will be a concise but comprehensive report that will:

- Synthesize collected information into a set of guiding principles addressing considerations such as supportive built forms and densities, coverage, accessibility, equity, supportive destinations, and device placement/availability.
- Identify opportunities and challenges associated with alternative approaches and suggest priority approaches for different contexts where warranted.
- Integrate or reference existing resources (e.g. publications from National Association of City Transportation Officials and North American Bikeshare & Scootershare Association) as appropriate for a Canadian audience.

### **Provincial Electric Scooter Pilot**

In January 2020, the Province began the five-year pilot project allowing municipalities to regulate the use of electric kick-scooters. Municipalities that opted to join the provincial pilot agreed to monitor all collisions involving e-scooters on roads within the municipality and provide semi-annual written reports to the Ministry of Transportation Ontario (MTO).

The MTO is leading an initiative to better coordinate data collection across Ontario's e-scooter pilot program. The City has responded to an MTO questionnaire relating to data collection and participated in a workshop with participating municipalities which provided a forum for municipal partners to discuss best practices with each other and work toward standardized methods of data collection and program evaluation.



The information collected will be used to improve data-sharing across municipalities, optimize program requirements, and produce meaningful insight that can inform local policy and program decisions.

Ontario's emerging vehicle pilot projects continue to grow through the rising participation of local governments and their communities and will likely be extended beyond its initial deadline of November 2024.

### **Collision and Injury Data**

One of the requirements of the Provincial Electric Scooter Pilot is for participating municipalities to remit incident/collision and injury-related data upon request. The source of incident/collision data for pedestrians and cyclists in Peel is currently limited to police collision data (from Motor Vehicle Accident Reports), which does not capture the full scope of pedestrian and cycling injuries.

To address the current gap in incident/injury data, the City has partnered with the City of Mississauga, the Region of Peel and Peel Public Health in requesting that cycling and electric scooter collision data be included in a Ministry of Health funded research program. This research will be undertaken in collaboration with Institute for Clinical Evaluative Sciences (ICES), led by Dr. Alison Macpherson, through an Applied Health Research Question (AHRQ). The AHRQ is a question posed by a health system policy maker in order to obtain research evidence to inform planning, policy and program development that will benefit the entire Ontario health system.

The study is close to having a final product ready to be shared, pending review of the data received from the ICES. The research findings will be used by the Region of Peel and partner organizations to improve safety and service delivery for vulnerable road users in Peel, through initiatives such as the E-scooter Pilot Program.

### **Next Steps**

The following is a summary of action items and/or milestones anticipated in the lead up to the second season in May 2024:

- Determine the 2024 Season launch date (suggestion: May 1<sup>st</sup>);
- Report back to the Ministry of Transportation;
- Retain a micromobility data management service to support fleet services and operations compliance;
- Hire a TMU summer intern through the Mitacs program; and
- Continue to work with operators and partners to improve the assessment and evaluation of the program.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications**

There is no financial impact resulting from the adoption of the recommendations in this report.

## **STRATEGIC FOCUS AREA:**

The Shared E-scooter Pilot Program supports and furthers the City's following strategic focus areas by providing a sustainable and accessible transportation option:

- **Health & Well-being:** Focusing on citizens' belonging, health, wellness, and safety.
- **Transit & Connectivity:** Focusing on transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.
- **Growing Urban Centres & Neighbourhoods:** Focusing on an economy that thrives with communities that are strong and connected.
- **Environmental Resilience & Sustainability:** Focusing on nurturing and protecting our environment for a sustainable future.

## **CONCLUSION:**

The Shared E-scooter Pilot Program has exceeded expectations in ridership numbers and the feedback received from the community has been positive. Since April, residents and visitors alike have embraced the convenience and eco-friendly nature of the e-scooter initiative, contributing to the program's overall success.

The significant number of rides starting and ending at transit terminals and stops indicates that the program appears to be addressing an existing transportation gap in the City by providing transit users with an alternate mode to complete their first and last mile. In a survey conducted by one of the operators, 40% of users reported using e-scooters mostly to connect to public transit.

The City of Brampton will resume the e-scooter pilot program this Spring testing the hybrid parking strategy that uses both designated and free-floating parking model, with the commitment of continuing to prioritize active transportation programs and projects to build more connected communities and provide more sustainable transportation options for everyone.

During the extent of the pilot, City staff will continue to closely monitor the program and adjust as appropriate to support the safety and well-being of all road users. Once the pilot project is complete, summary recommendations will be brought to Council for consideration.

Authored by:

Reviewed by:

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Fernanda Duarte Peixoto Soares  
Project Manager (A), Active  
Transportation  
Integrated City Planning

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Henrik Zbogar, RPP, MCIP  
Director, Integrated City Planning

Approved by:

Approved by:

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Commissioner,  
Planning, Building & Growth Management

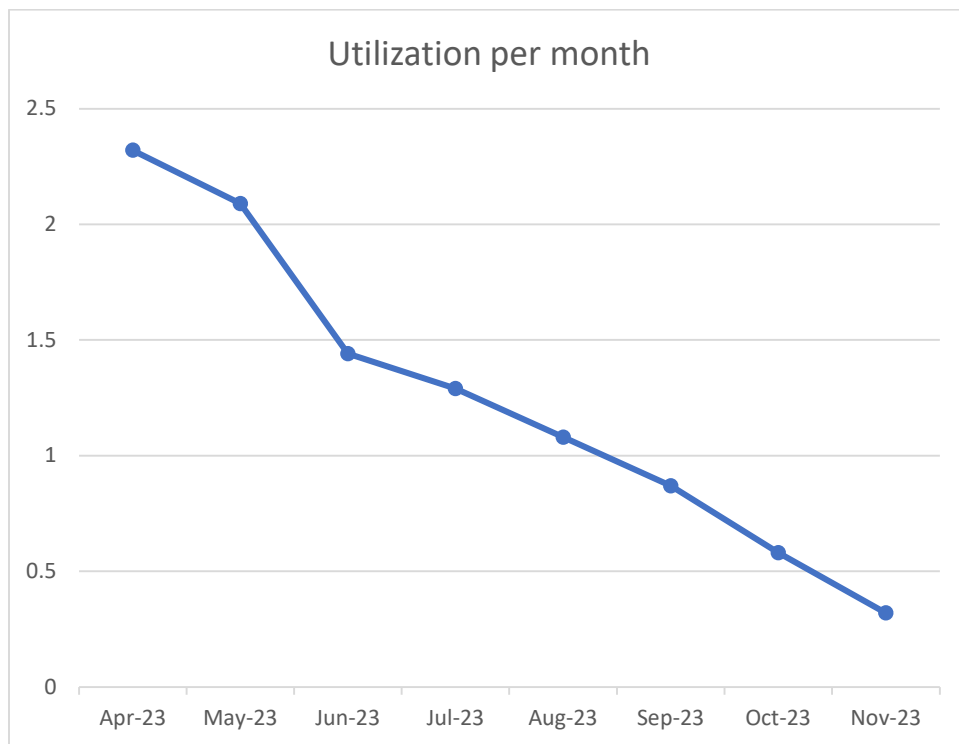
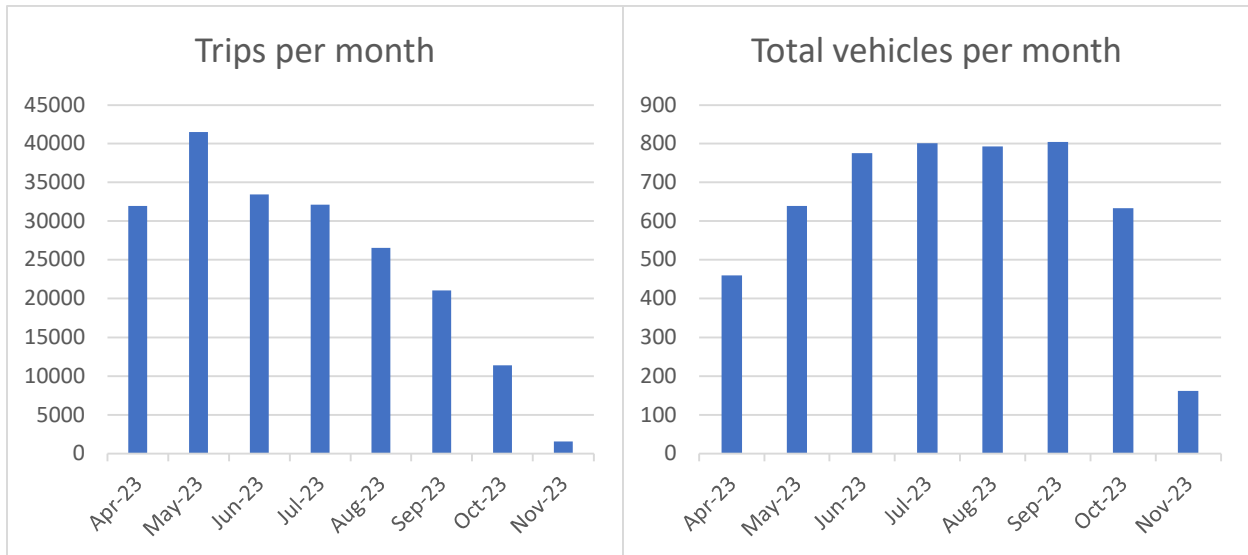
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Marlon Kallideen  
Chief Administrative Officer

**Attachments:**

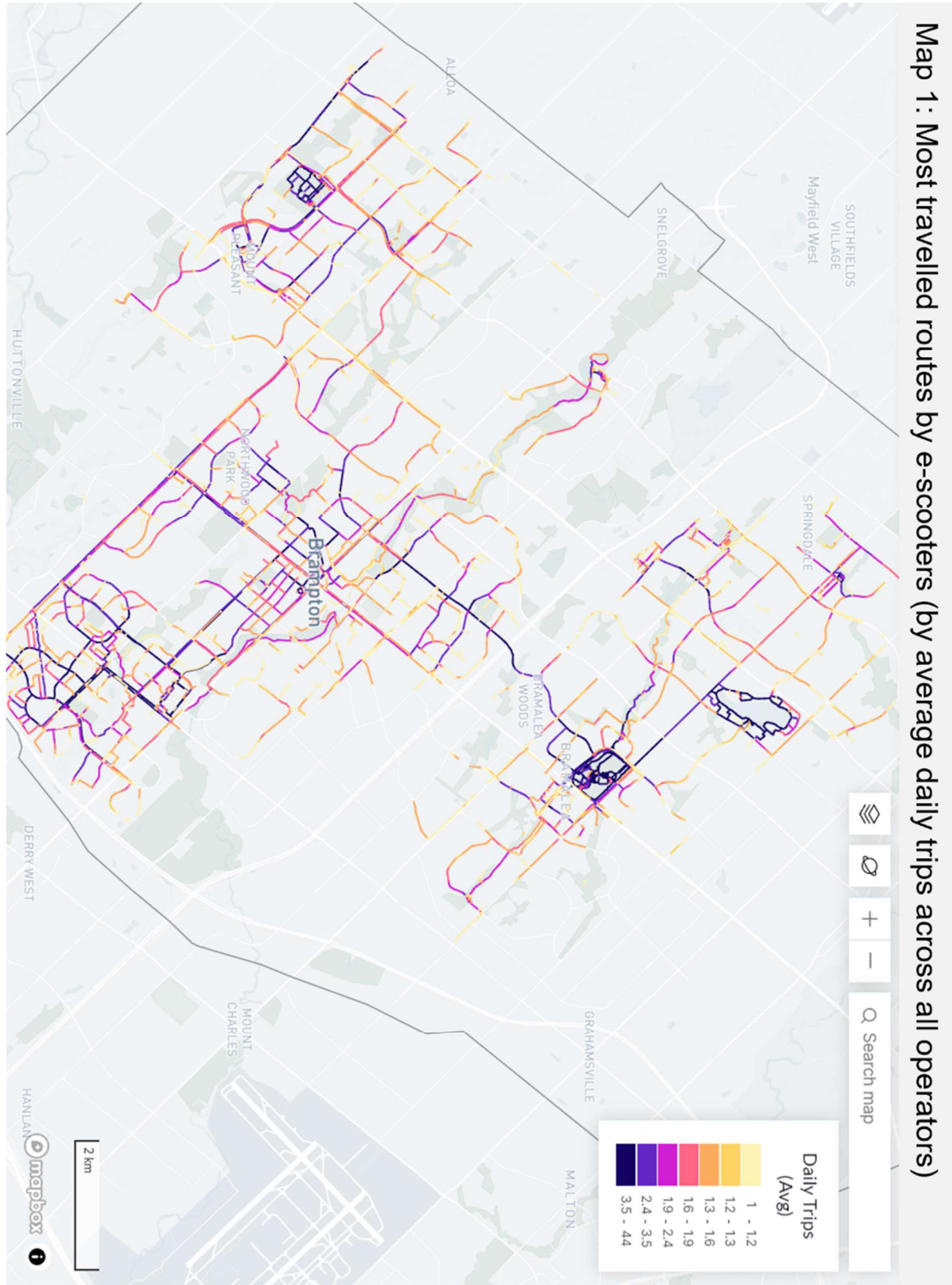
- Attachment 1 – Shared Electric Scooter Monthly Performance Statistics
- Attachment 2 – Most travelled routes by e-scooters
- Attachment 3 – Summary of 311 calls related to the Pilot Program

## Attachment 1 – Shared Electric Scooter Monthly Performance Statistics





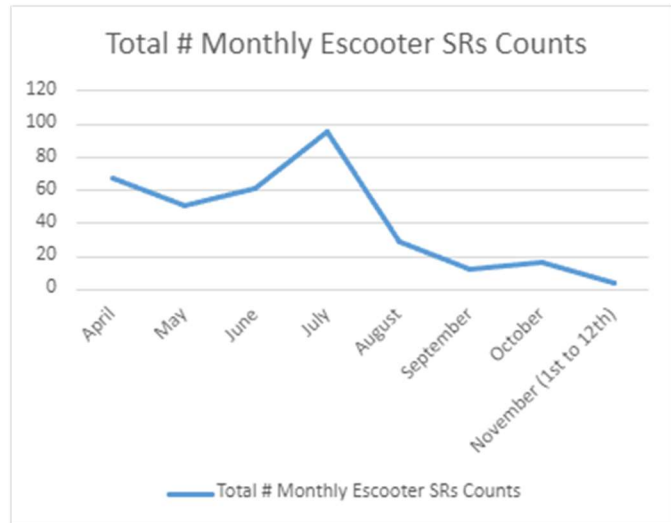
## Attachment 2 – Most travelled routes by e-scooters



### Attachment 3 – Summary of 311 calls related to the Shared Pilot Program

CRM Call Details Relating to E-scooter Inquiries from April 2023 to November 12th, 2023						
Month	# of E-scooter SRs Relating to Litter, Debris and Obstruction	% of E-scooter SRs to Overall Count for Litter, Debris and Obstruction	# of E-scooter SRs Relating to Parking Infraction-Sidewalk	% of E-scooter SRs Relating to Parking Infraction-Sidewalk	Total # Monthly E-scooter SRs Counts	Total % Monthly E-scooter SRs Counts
April	54	30%	13	7%	67	18%
May	45	25%	6	3%	51	14%
June	23	13%	38	20%	61	16%
July	20	11%	76	40%	96	26%
August	10	6%	19	10%	29	8%
September	8	4%	4	2%	12	3%
October	17	9%	0	0%	17	5%
November (1st to 12th)	4	2%	0	0%	4	1%
<b>Total</b>	<b>181</b>	<b>13%</b>	<b>156</b>	<b>10%</b>	<b>337</b>	<b>11%</b>
* E-scooter inquiries is a defined search relating to scooters						

Month	Total # trips	Total # Monthly E-scooter SRs Counts	SRs / trip
April	31,952	67	0.002
May	41,483	51	0.001
June	33,426	61	0.002
July	32,122	96	0.003
August	26,557	29	0.001
September	21,068	12	0.001
October	11,405	17	0.001
November (1st to 12th)	1,558	4	0.003
<b>Total</b>	<b>199,571</b>	<b>337</b>	<b>0.002</b>



Ministry of Municipal Affairs  
and Housing

Ministère des Affaires municipales  
et Logement

Municipal Services Division

Division des services aux municipalités

777 Bay Street, 16<sup>th</sup> Floor  
Toronto ON M7A 2J3

Telephone: 416-585-6427

Fax.: 416 585-6882

777, rue Bay, 16<sup>e</sup> étage

Toronto ON M7A 2J3

Téléphone: 416-585-6427

Télec.: 416 585-6882



234-2024-1586

April 10, 2024

Charlotte Gravlev, Deputy City Clerk  
City of Brampton  
2 Wellington St. West,  
Brampton ON L6Y 4R2  
[charlotte.gravlev@brampton.ca](mailto:charlotte.gravlev@brampton.ca)

Dear Charlotte Gravlev,

**Subject: Minister's Zoning Order Ontario Regulation 38/22 in the City of Brampton**

I am writing to advise you that the Minister of Municipal Affairs and Housing has come to a decision regarding the proposed revocation of O. Reg. 38/22, a zoning order that applies to lands located at 5253 Coleraine Drive in the City of Brampton.

On December 13, 2023, the Ministry of Municipal Affairs and Housing initiated a 45-day consultation on the proposed revocation of O. Reg. 38/22, based on limited progress being made on the subsequent approvals needed for project implementation. Based on the information received, further progress has not been demonstrated and O. Reg. 38/22 has been revoked through [O. Reg 165/24](#). See here for more details: [Notice of Proposed Revocation: Minister's Zoning Order - Ontario Regulation 38/22 | Environmental Registry of Ontario](#)

The site continues to be subject to the in effect municipal zoning by-law.

Sincerely,

*Original signed by*

Hannah Evans,  
Assistant Deputy Minister

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M7A 2J3  
Tel.: 416 585-7000

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et du Logement**

Bureau du ministre  
777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél. : 416 585-7000



234-2024-1748

April 10, 2024

Patrick Brown  
patrick.brown@brampton.ca

Dear Mayor Brown:

I would like to thank you for your zoning order request for the Rogers employment campus located on the Brampton GO lands in the City of Brampton received in January 2022.

As you may know, last fall I announced a review of the approach to zoning orders to ensure decisions are made in a transparent manner and support government priorities.

As part of that commitment, I have introduced a zoning order framework that will help guide how zoning order requests are received and considered. The new zoning order framework is available online on the Ministry of Municipal Affairs and Housing [website](#).

Moving forward, I will only be considering requests that have been submitted in accordance with the new zoning order framework. I ask that you review the new zoning order framework and consider whether submitting a new request can be done in a manner that aligns with the new framework. If you would like to submit a new request for a zoning order, please email [mmahzoningorders@ontario.ca](mailto:mmahzoningorders@ontario.ca), with the necessary information and material.

We will continue to work closely with our municipal partners to help build critical projects, such as affordable housing, health care facilities, schools and long-term care homes, at a pace that Ontarians need and deserve.

/...2

Please accept my best wishes.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Calandra', with a stylized flourish at the end.

Paul Calandra  
Minister of Municipal Affairs and Housing

cc: Charlotte Gravlev, Clerk, [charlotte.gravlev@brampton.ca](mailto:charlotte.gravlev@brampton.ca)  
Marlon Kallideen, CAO, [marlon.kallideen@brampton.ca](mailto:marlon.kallideen@brampton.ca)  
Steve Ganesh, Planning Director, [steve.ganesh@brampton.ca](mailto:steve.ganesh@brampton.ca)



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234-2024-1748

April 10, 2024

Patrick Brown  
[patrick.brown@brampton.ca](mailto:patrick.brown@brampton.ca)

Dear Mayor Brown:

I would like to thank you for your zoning order request for a mixed-use community in Emerald Heights in the City of Brampton received in October 2021.

As you may know, last fall I announced a review of the approach to zoning orders to ensure decisions are made in a transparent manner and support government priorities.

As part of that commitment, I have introduced a zoning order framework that will help guide how zoning order requests are received and considered. The new zoning order framework is available online on the Ministry of Municipal Affairs and Housing [website](#).

Moving forward, I will only be considering requests that have been submitted in accordance with the new zoning order framework. I ask that you review the new zoning order framework and consider whether submitting a new request can be done in a manner that aligns with the new framework. If you would like to submit a new request for a zoning order, please email [mmahzoningorders@ontario.ca](mailto:mmahzoningorders@ontario.ca), with the necessary information and material.

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Paul Calandra  
Minister of Municipal Affairs and Housing

cc: Charlotte Gravlev, Clerk, [charlotte.gravlev@brampton.ca](mailto:charlotte.gravlev@brampton.ca)  
Marlon Kallideen, CAO, [marlon.kallideen@brampton.ca](mailto:marlon.kallideen@brampton.ca)  
Steve Ganesh, Planning Director, [steve.ganesh@brampton.ca](mailto:steve.ganesh@brampton.ca)

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234-2024-1748

April 10, 2024

Patrick Brown  
patrick.brown@brampton.ca

Dear Mayor Brown:

I would like to thank you for your zoning order request for a mixed-use development located at 8200 Dixie Road in the City of Brampton received in January 2022.

As you may know, last fall I announced a review of the approach to zoning orders to ensure decisions are made in a transparent manner and support government priorities.

As part of that commitment, I have introduced a zoning order framework that will help guide how zoning order requests are received and considered. The new zoning order framework is available online on the Ministry of Municipal Affairs and Housing [website](#).

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Sincerely,

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Paul Calandra  
Minister of Municipal Affairs and Housing

cc: Charlotte Gravlev, Clerk, [charlotte.gravlev@brampton.ca](mailto:charlotte.gravlev@brampton.ca)  
Marlon Kallideen, CAO, [marlon.kallideen@brampton.ca](mailto:marlon.kallideen@brampton.ca)  
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Tél. : 416 585-7000



234-2024-1748

April 10, 2024

Mayor Patrick Brown  
[patrick.brown@brampton.ca](mailto:patrick.brown@brampton.ca)

Dear Mayor Brown:

I would like to thank you for your zoning order request for employment lands at 11176 Highway 50 in the City of Brampton received in October 2021.

As you may know, last fall I announced a review of the approach to zoning orders to ensure decisions are made in a transparent manner and support government priorities.

As part of that commitment, I have introduced a zoning order framework that will help guide how zoning order requests are received and considered. The new zoning order framework is available online on the Ministry of Municipal Affairs and Housing [website](#).

Moving forward, I will only be considering requests that have been submitted in accordance with the new zoning order framework. I ask that you review the new zoning order framework and consider whether submitting a new request can be done in a manner that aligns with the new framework. If you would like to submit a new request for a zoning order, please email [mmahzoningorders@ontario.ca](mailto:mmahzoningorders@ontario.ca), with the necessary information and material.

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Please accept my best wishes.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Calandra', with a large circular flourish at the beginning and a horizontal line at the end.

Paul Calandra  
Minister of Municipal Affairs and Housing

cc: Charlotte Gravlev, Clerk, [charlotte.gravlev@brampton.ca](mailto:charlotte.gravlev@brampton.ca)  
Marlon Kallideen, CAO, [marlon.kallideen@brampton.ca](mailto:marlon.kallideen@brampton.ca)  
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