



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

Date: Monday, July 8, 2024
Time: 1:00 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

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

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

6. Public Delegations (5 minutes maximum)

7. Staff Presentations and Planning Reports

7.1 Staff Report re: Brampton's Major Transit Station Areas Project Update – May 2024 Open Houses and Next Steps

Staff: Natasha D'Souza, Planner, Integrated City Planning

Recommendation

7.2 Staff Report re: Application to Amend the Zoning By-law and for a Draft Plan of Subdivision, Glen Schnarr and Associates Inc., Redcliff Homes, 0 Clarkway Drive, Ward 10, File: OZS-2021-0060

To Permit: 67 single detached units, 32 semi-detached units, 54 street townhouse units, 137 dual frontage and back-to-back townhouse units, residential reserve blocks, 1 elementary school block, 1 Stormwater Management Pond Block, Natural Heritage System (NHS) and NHS Buffer Blocks, 1 Park Block, 1 Walkway Block, and roads and road widening blocks to adjacent subdivisions.

Location: 0 Clarkway Drive

Staff: Arjun Singh, Planner, Development Services

Recommendation

Note: This item will be distributed prior to the meeting.

- 7.3 Staff Report re: Application to Amend the Zoning By-law, Candevcon Limited, Shri Maha Kali Ammaa Mandir Hindu Association, West of Goreway Drive and South of Mayfield Road, Ward 10, File: C07E17.009

To Permit: A 2-storey place of worship.

Location: West of Goreway Drive and South of Mayfield Road

Staff: Tejinder Sidhu, Planner, Development Services

Recommendation

Note: This item will be distributed prior to the meeting.

8. **Committee Minutes**

- 8.1 Minutes - Active Transportation Advisory Committee - June 11, 2024

To be approved.

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**

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, 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, August 12, 2024 at 7:00 p.m.



Report
Staff Report
 The Corporation of the City of Brampton
 7/8/2024

Date: 2024-06-11

Subject: **Recommendation Report: Brampton's Major Transit Station Areas Project update – May 2024 Open Houses and Next Steps**

Contact: Natasha D'Souza, Policy Planner, Integrated City Planning
 Claudia LaRota, Principal Planner/Supervisor, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2024-541

RECOMMENDATIONS:

1. That the report from Natasha D'Souza, Policy Planner, City Integrated Planning Division, to the Planning and Development Committee Meeting of July 8, 2024, re: **Recommendation Report: Brampton's Major Transit Station Areas Project update – May 2024 Open Houses and Next Steps** be received.

OVERVIEW:

- This report provides an update on Brampton's MTSA Study (Phase 2b) and outlines next steps for this project.
- On April 8, 2024 a staff presentation was made to Planning and Development Committee on the implications of Bill 150 as it relates to regulating unlimited height and density. For reasons relating to urban design, housing diversity, place-making, and infrastructure and community services, staff recommended reestablishing regulation of height and density to appropriate areas of MTSA's which was supported by Council.
- The appeal period for *Brampton Plan* concluded on June 5, 2024. The majority of the 16 appeals received are related to MTSA's, expressing concern with the general policies, land uses, and the intention to impose height and density restrictions. Notwithstanding these appeals, planning work for the MTSA's will continue while awaiting direction from the Ontario Land Tribunal (OLT).
- In May 2024, Open Houses were held to present the preliminary information about maximum building heights, proposed density, and

visualizations of future development concepts that will be considered in amendments to specific Secondary Plans and the creation of new Precinct Plans.

- **The draft amendments to the Secondary Plans will be brought forward to a statutory public meeting on September 9, 2024. Council adoption of these amendments is anticipated in November 2024.**
- **The Secondary Plan and Precinct Plan policies will inform MTSA zoning (Phase 3) which is intended to be completed by Q1 2025 as part of the Comprehensive Zoning By-law Review.**

BACKGROUND:

This report provides an update on Brampton’s MTSA Study (Phase 2b) and outlines next steps for this project.

Project Timeline:



On December 5, 2023, Bill 150 The *Official Plan Adjustment Act* was passed to ensure the Provincial goal of building 1.5 million homes in a manner that reinforces public trust. One of the key changes made was the ability of municipalities to implement maximum height and density requirements within protected MTSA. On April 8, 2024 a staff presentation was made to Planning and Development Committee on the implications of

Bill 150 as it relates to regulating unlimited height and density. For reasons relating to urban design, housing diversity, place-making, and infrastructure and community services, staff recommended reestablishing regulation of height and density to appropriate areas of MTSA's which was supported by Council.

On May 9, 2024, the Region of Peel approved *Brampton Plan*, the City's new Official Plan, which was adopted by Brampton City Council on November 2023 (By-law 195-2023). *Brampton Plan* contains the land use plans for the city's 14 Primary MTSA's. The MTSA policies in *Brampton Plan* were modified in conjunction with the Regional approval to allow maximum building heights and densities for the approved land use designations applicable to Primary MTSA's.

Specifically, it is now proposed that the MTSA policies prescribe maximum heights for all designated lands that permit high-rise mixed-use in a MTSA. Unlimited height is to be permitted for lands where high-rise mixed-use directly abuts a high order transit station/stop and at the Highway 410/Queen Street intersection. This direction on height and density is being further developed as part of the forthcoming Secondary Plan amendments and Precinct Plans.

On May 14 and 23, 2024, Open Houses were held in the City Hall Atrium to present the preliminary information on forthcoming MTSA policies that will be considered in the final amendments to the Secondary Plans and Precinct Plans. Specifically, proposed maximum building heights, density and three-dimensional renderings that conceptually demonstrate how each MTSA may redevelop, were presented. The feedback from the approximately 25 people who attended these Open Houses will be incorporated into the forthcoming amendments.

Two of the Primary MTSA's – Brampton GO and Bramalea GO – are now considered outside of the scope of the Brampton MTSA project (Phase 2b) because additional study inputs are necessary before moving forward. As such, separate studies will be initiated, and public engagements will be conducted to inform the necessary amendments to the Secondary Plans before they are brought forward for Council approval.

Staff are in the process of preparing amendments to the relevant Secondary Plans and creating two Precinct Plans for the MTSA's along the Queen Street Corridor. The purpose of these amendments is to implement site-specific detailed policies in accordance with the MTSA land use plans in *Brampton Plan*.

CURRENT SITUATION:

May 2024 Open Houses

On May 14 and 23, 2024, MTSA Open Houses were held in the City Hall Atrium to present information and seek feedback from the public on the main highlights of Brampton's MTSA Study (Phase 2b) - Official Plan Amendments (Precinct Plans and

Secondary Plan Amendments). The Open House material included a review of the approved land uses, proposed height, density, and demonstration plans for each approved MTSA in *Brampton Plan*.

The May 14, 2024 Open House was focused on Queen Street East - Precinct A (Kennedy, Centre and Rutherford MTSA along Queen Street west of Highway 410), and Bramalea - Precinct B (Laurelcrest, Dixie, Central Park and Bramalea MTSA along Queen Street east of Highway 410), as shown in Attachments A and B, respectively. Each Precinct Plan includes a planning area that encompasses a series of adjacent MTSA. This will allow for planning on a more comprehensive level to enhance the function of the entire Queen Street corridor. The Precinct Plans recognize the unique contributions from specific character areas located within these geographies. It is expected that the two Precinct Plans will form part of a new Secondary Plan that will include the 7 MTSA along the Queen Street Corridor.

The May 23, 2024, Open House focused on individual MTSA: The Gore, Mount Pleasant GO, Gateway Terminal, Ray Lawson, and Steeles at Mississauga. Detailed policies for each one of these MTSA will be implemented through site-specific Official Plan Amendments to the relevant secondary plans. Precinct Plans will not be created for these 5 MTSA.

The materials presented at this Open House (Attachment C), showed the draft implementing heights as they correspond with the approved land uses (low-rise, low-rise plus, mid-rise, high-rise, high-rise mixed use) for each MTSA. In accordance with the direction for MTSA in *Brampton Plan*, the provision of UHD is concentrated adjacent or within close proximity to high order transit stations or stops, and is intended to transition to a lower intensity-built form as it extends further away from the transit station or stop.

Character Areas within the Precinct Plans (presented at the May 14 Open House) were also displayed to the public to demonstrate the sense of place these areas conjure and where these areas are identified in relation to each MTSA within a continuous stretch along Queen Street. Potential demonstration plans were also displayed for feedback.

Properties that have been recently rezoned (within the past 5 years) are not currently being considered as part of the pre-zoning process in Phase 3. Landowners have the option to submit a specific written request to the MTSA team, if they wish to have the zoning standards that apply to their parcel(s) amended through Phase 3 of the MTSA study.

Comments on the material presented at the Open House focused mainly on where height and density has been assigned, and how it will be carried forward in the forthcoming zoning. A summary of comments from the Open House events and written submissions received subsequently, along with responses from staff is provided in Attachment D.

Out-of-scope Primary MTSA

There are two primary MTSA that will follow a separate process from the remaining Brampton MTSA Study namely, Brampton GO and Bramalea GO MTSA.

Brampton GO MTSA:

Brampton GO MTSA will be considered within a larger Secondary Plan review exercise for Downtown Brampton, which is anticipated to be initiated later this year. The scale of this exercise is coupled with other ongoing initiatives in the downtown to ensure a comprehensive policy environment that concerns this geography.

Bramalea GO MTSA:

The land uses prescribed in the Bramalea GO MTSA land use plan contemplate the introduction of residential uses in an area that currently functions as predominately industrial. In the absence of a City-initiated MTSA Land Use Compatibility Study to support the appropriateness of introducing residential uses to the industrial area, there was uncertainty regarding the Region's approval of the Bramalea GO MTSA land use plan in *Brampton Plan*, therefore this MTSA is not included as part of Phase 2b.

Since the Bramalea GO MTSA land use plan was ultimately approved by the Region as part of *Brampton Plan*, staff will pursue implementing a holding "H" provision on these lands to confirm the matter of land use compatibility before residential uses are permitted. As such, this MTSA will follow a separate process.

Brampton Plan Appeals

The appeal period for *Brampton Plan* concluded on June 5, 2024. 16 appeals were received, the majority related to MTSA. The appeal letters express concern with the MTSA land use plans and policies in *Brampton Plan*, specifically height and density provisions. Notwithstanding that these appeals are active, the Brampton MTSA project will continue to move forward until the OLT provides clarification on the scope of the appeals. Any MTSA that are not the subject of appeal will continue to be processed regardless of any associated matters before the OLT in order to meet the legislated requirement to bring forward the necessary Official Plan (Secondary Plan) amendments by Fall 2024.

Official Plan Amendments – Precinct Plans and Secondary Plan updates

Staff are preparing Official Plan Amendments to provide implementing policies that reflect the approved MTSA land uses through the development of Precinct Plans and Secondary Plans.

The forthcoming Official Plan amendments will recognize the MTSA planning areas and apply MTSA specific policies for height and density ranges as shown on Attachments A, B and C. The range of heights in these amendments do not illustrate properties that have received recent zoning approvals (within the past 5 years). However, landowners

have the option to submit a specific written request to amend the zoning that applies to their parcel(s) within this phase of work.

Two Precinct Plans have been created for an entire stretch of Queen Street that encompasses multiple, contiguous MTSAs, to enable a comprehensive planning approach. The Precinct Plans will form part of a new secondary plan area that applies to the 7 MTSAs along the Queen Street Corridor, between Centre Street and Bramalea Road, and will provide additional detailed direction and design guidelines for this area.

The Secondary Plans and Precinct Plans will also provide criteria for specific applications within the high-rise designation that propose additional height and density, beyond what has been prescribed in the policies established in the forthcoming amendments. The forthcoming amendments will also contain direction related to transition, in order to address those development applications that may be in the queue before this exercise is complete.

Next Steps

A statutory public meeting is targeted for the September 9, 2024 Planning Committee Meeting. That report will present the Phase 2b MTSA Study Official Plan Amendments (Secondary Plans and Precinct Plan) and seek feedback from the public. The final MTSA Official Plan Amendments are intended to be forwarded to Brampton Council for adoption in November 2024.

The adoption of the amendments to the Secondary Plans and creation of Precinct Plans will inform the related MTSA zoning review (Phase 3) which is intended to be completed by Q1 2025 as part of the Comprehensive Zoning By-law Review.

Initiating the planning work for the Planned MTSAs will be undertaken in Phase 4 (post 2025). The *2019 Growth Plan* required upper tier municipalities to work collaboratively with lower-tier municipalities to align transit investment and land use planning by directing transit-supportive densities to MTSAs along priority transit corridors. As such, the Region of Peel delivered the studies that delineated the boundaries of the Primary MTSAs and assigned minimum density targets. To determine this detail, the Region undertook the necessary study inputs to evaluate mobility, market and growth potential, land use and built form and community considerations for each MTSA.

The regional MTSA exercise was undertaken over a period of approximately three years as part of the Peel 2041 Official Plan and Municipal Comprehensive Review. Per Bill 185 *Cutting Red Tape To Build More Homes Act*, the Region of Peel will no longer be involved in the MTSA planning process. As such, Brampton attains additional responsibility from the Province that complements local decision making for city building outcomes. This will be considered in the upcoming budget discussions to ensure adequate resources to complete the technical analysis and additional responsibility for this exercise for the Planned MTSAs. Staff will report back to Council in advance of initiating Phase 4 of the MTSA study.

CORPORATE IMPLICATIONS:

Financial Implications:

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

STRATEGIC FOCUS AREA:

This report provides an update on the Brampton's MTSA policies and the harmonious alignment of policies that further the following strategic focus areas:

- **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.

CONCLUSION:

In May 2024, staff held two Open House events to present the MTSA Study Phase 2b preliminary information on maximum building heights, proposed density, and visualizations of future development concepts that apply within specific Primary MTSA's. The information presented at the Open Houses, as well as feedback from the public, will be considered in amendments to specific Secondary Plans and the creation of new Precinct Plan Areas. The draft amendments to the Secondary plans will be brought forward to a statutory public meeting on September 9, 2024. Council adoption of these amendments is anticipated in November 2024.

Authored by:

Reviewed by:

Natasha D'Souza, RPP, MCIP
Policy Planner, Integrated City
Planning

Henrik Zbogar, RPP, MCIP
Director, Integrated City Planning

Approved by:

Approved by:

Steve Ganesh, RPP, MCIP
Commissioner, Planning, Building, &
Growth Management

Marlon Kallideen
Chief Administrative Officer

Attachments:

Attachment A: Precinct A Open House Presentation Boards

Attachment B: Precinct B Open House Presentation Boards

Attachment C:

1. Mount Pleasant GO MTSA Open House Presentation Boards
2. The Gore MTSA Open House Presentation Boards
3. Steeles at Mississauga Road MTSA
4. Ray Lawson MTSA
5. Gateway MTSA

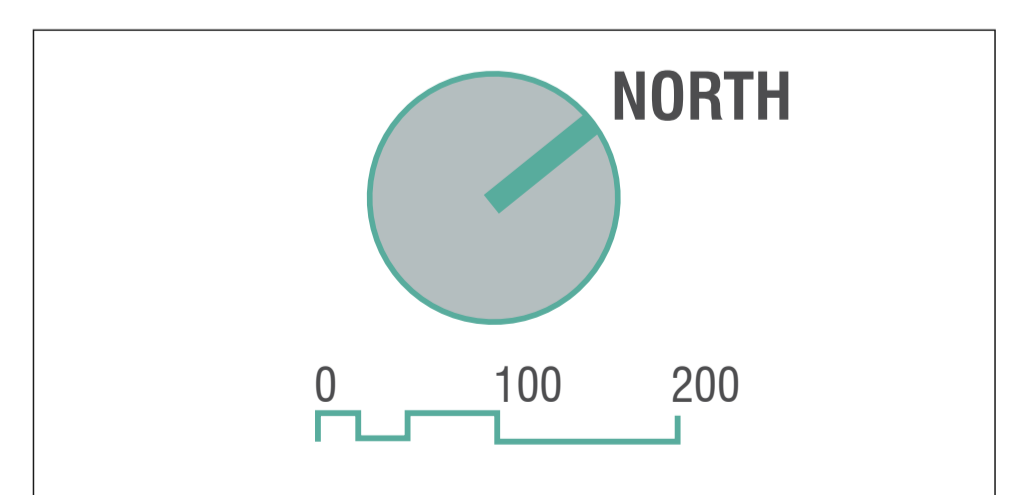
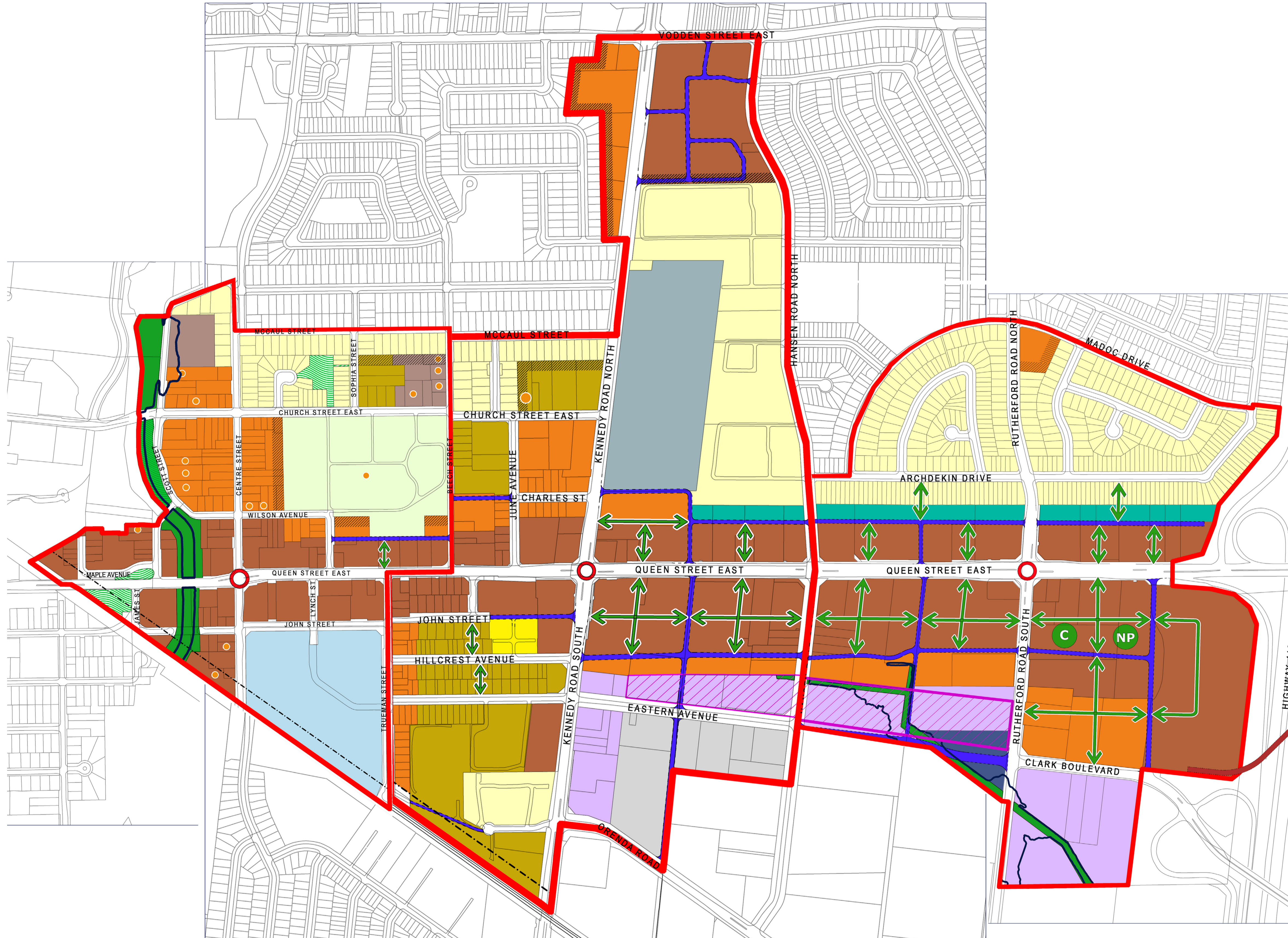
Attachment D: May 2024 MTSA Open House Comment and Response Table

- May 22, 2024 Letter from Ambria (Church) Limited
- June 10, 2024 Letter from MHBC (Morguard) re: Bramalea City Centre
- June 11, 2024 Letter from TACC HOLBORN (BLOCK 140) INC.

Attachment A

Queen East Precinct (Kennedy, Centre, and Rutherford MTSA)

- MTSA Land Use Plan
- Proposed Density Distribution
- Proposed Height Distribution
- Character Areas
- Aerial View
- Proposed Maximum Height
 - Kennedy MTSA
 - Centre MTSA
 - Rutherford MTSA



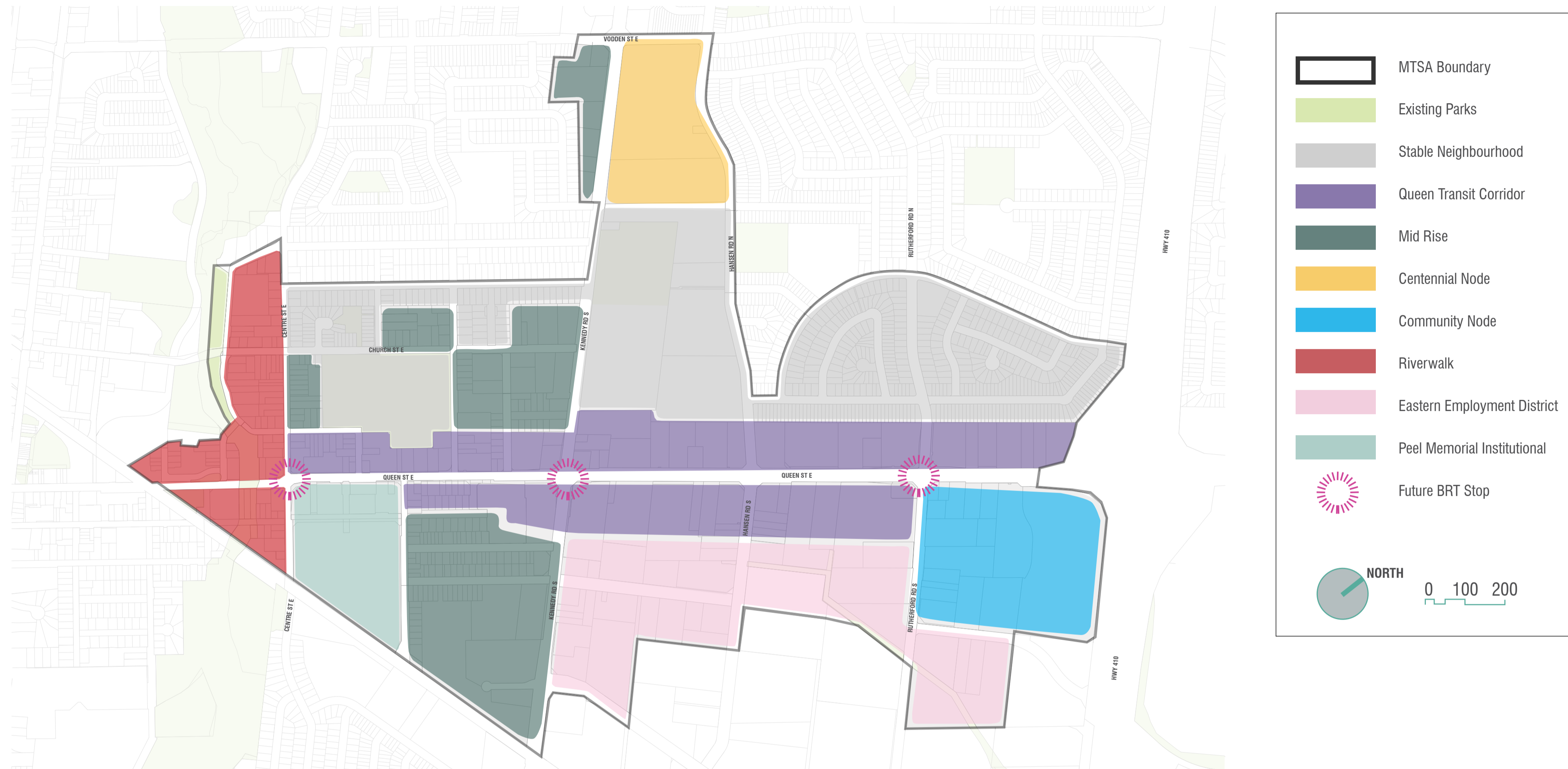
PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes



PROPOSED HEIGHT DISTRIBUTION





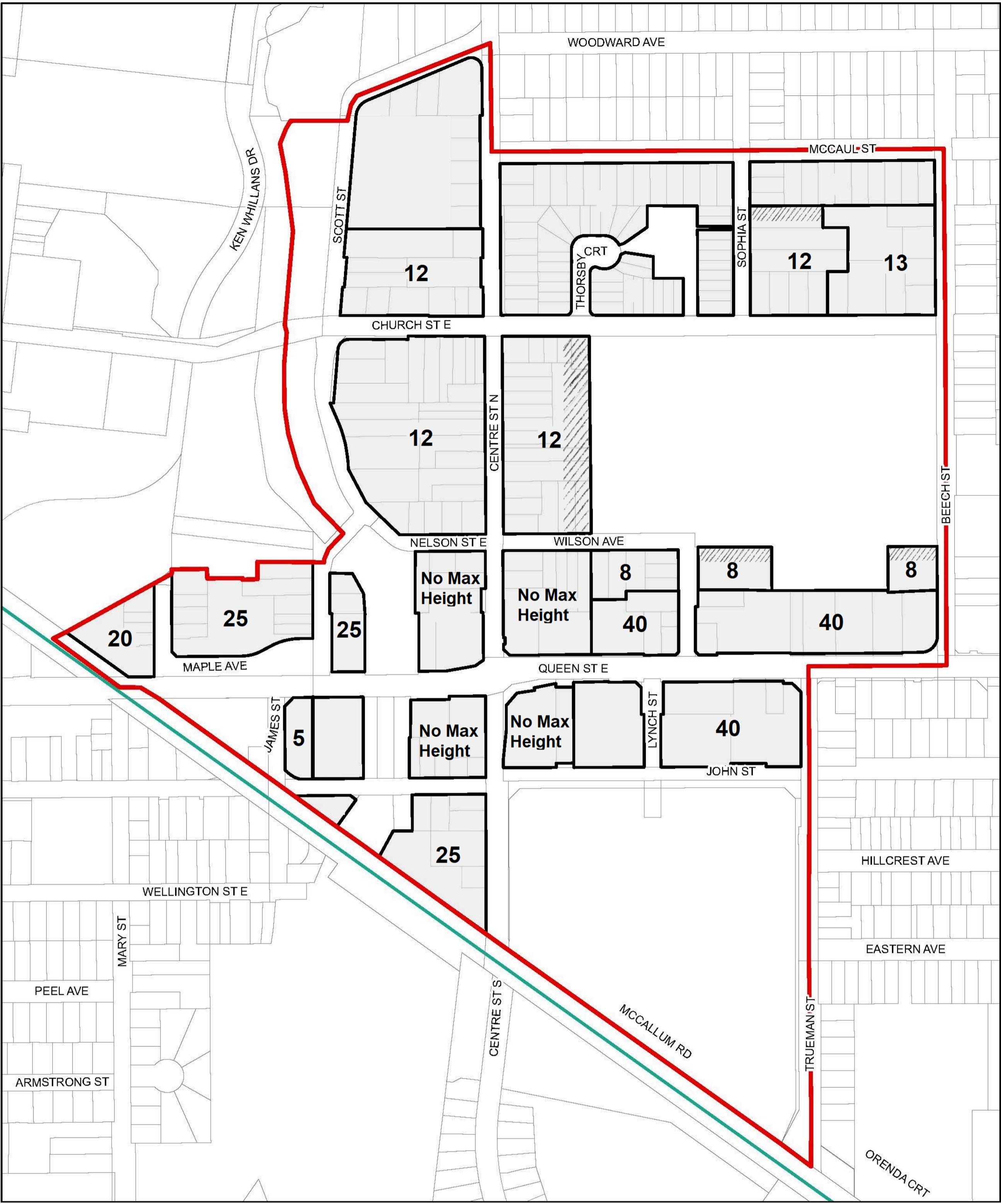
Stable Neighbourhood	Mid-Rise	Centennial Node	Community Node	Riverwalk	Peel Memorial Institutional	Queen Transit Corridor	Eastern Employment District
<ul style="list-style-type: none"> • Low-rise residential uses where significant change and intensification are not anticipated. • Institutional uses providing support services to the Precinct area. • Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood. 	<ul style="list-style-type: none"> • Mid rise residential uses that are encouraged to include commercial, retail and public spaces at grade. • Provide for heights and densities that are less than those in the Queen Transit Corridor Character Area. • Permit contextually sensitive infill development with an appropriate transition in height. • Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections. 	<ul style="list-style-type: none"> • Redevelopment of Centennial Mall with mid- and high-rise mixed-use buildings that creates appropriate transitions to the surrounding residential neighbourhood. • Retaining its role as a neighbourhood retail shopping destination to serve the existing and future residents. • Retail and service commercial uses encouraged at grade level to animate Kennedy Road and Vodden Street. • Privately-owned public spaces to be integrated and serve as gathering places, focal points and key connections, 	<ul style="list-style-type: none"> • A destination hub for shopping, living and recreational activities. • Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the Rutherford BRT station and along Highway 410. • Provide the greatest proportion of non-residential uses in the Precinct Area. • New Collector Road to function as the spine of the node where at-grade non-residential uses will be concentrated. • Includes a new community hub and central public park. • Provides neighbourhood connections to the community hub and public park. 	<ul style="list-style-type: none"> • Key destination within Brampton's growing downtown. • Higher density development and taller buildings located adjacent to the Centre BRT stop. • Built form to enhance the natural setting, watercourse views and public spaces to provide exceptional public realm experiences. 	<ul style="list-style-type: none"> • A health and wellness hub anchored by the Peel Memorial Hospital. • Encourage the development of medical office uses and complementary uses, such as long-term care facilities and seniors housing. • Mixed-use buildings throughout the precinct contribute towards the creation of lively, vibrant and people-oriented places. • A privately open public space area to provide areas for relaxation and community gathering. 	<ul style="list-style-type: none"> • Mixed-use developments with active frontages along Queen Street providing publicly accessible shops, services and amenities. • Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the BRT stations. • Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections. • Privately-owned public spaces to be integrated and serve as gateways, entrance features, gathering places, focal points and key connections. • Existing retail developments shall transform into transit-oriented communities over the long-term. 	<ul style="list-style-type: none"> • Providing an interface between sensitive uses and heavy industrial areas. • Protecting lands for employment uses to meet future needs over the long term. • Support employment intensification by permitting a broad range of uses to foster the growing innovation economy. • Ancillary amenities and services for local employees. • Heavy industrial uses south of Eastern Avenue/Clark Avenue to remain.

PRECINCT PLAN A AERIAL VIEW

Draft for Discussion Purposes

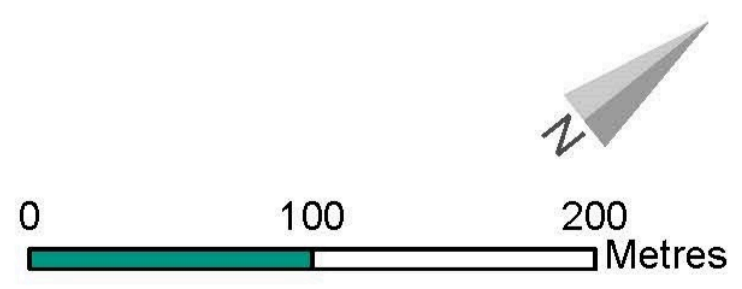


PRECINCT PLAN A Centre, Kennedy and Rutherford MTSA's

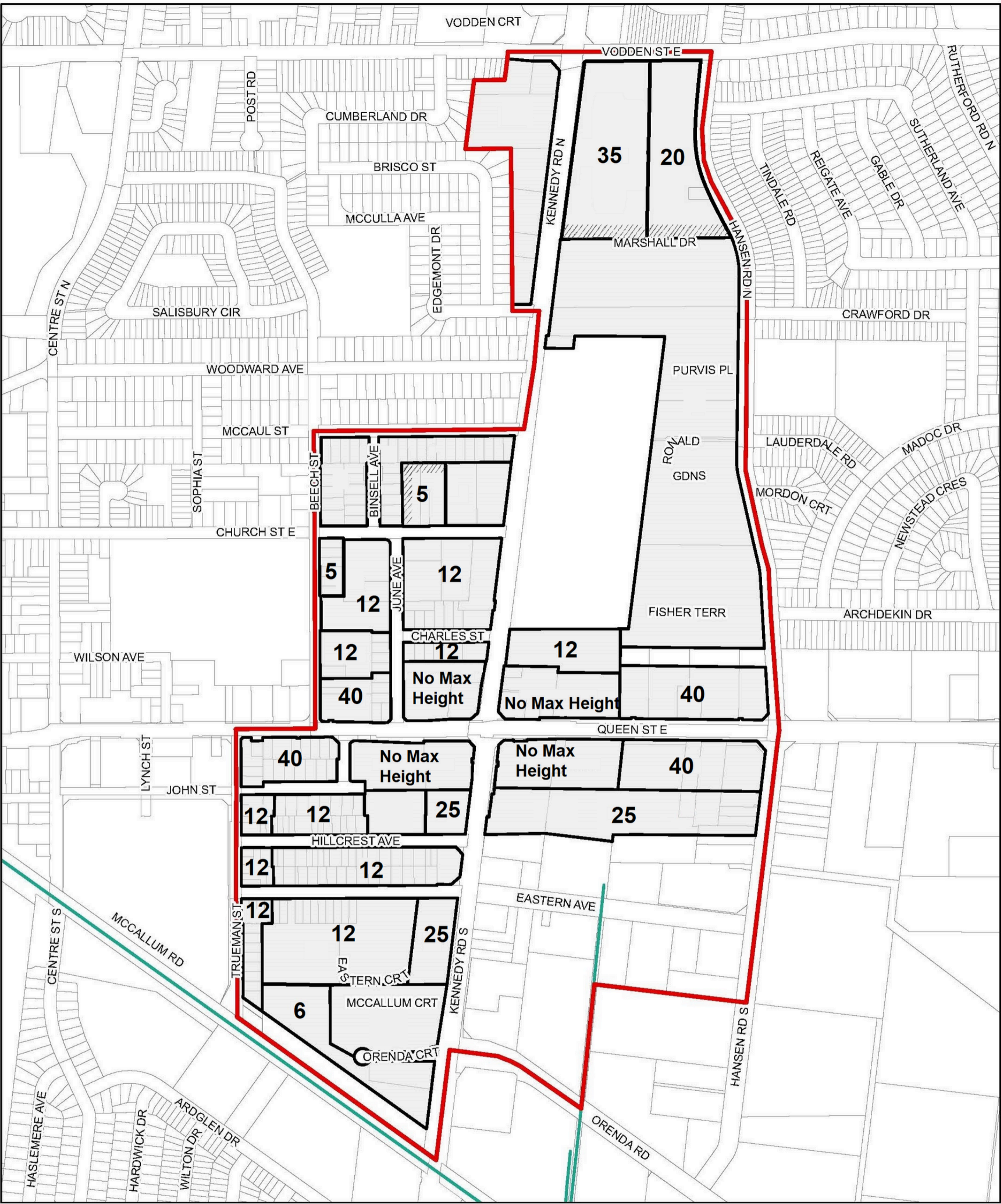


- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Railway
- Height Transition

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Centre MTSA

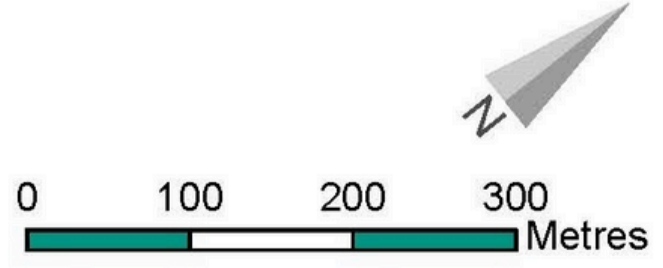


Date: 2024/03/12
 Planning, Building and Economic Development



- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Railway
- Height Transition

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Kennedy MTSA

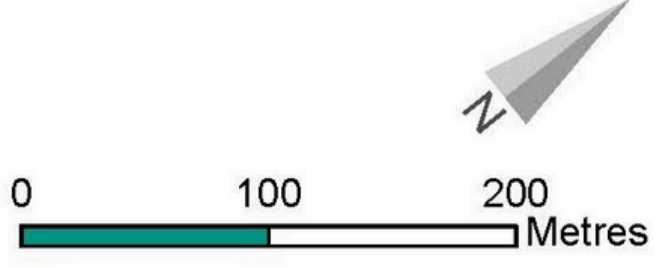


Date: 2024/03/12
 Planning, Building and Economic Development



-  MTSA Boundary
-  Maximum Height (# of storeys)
-  Parcel Fabric
-  Height Transition

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Rutherford MTSA

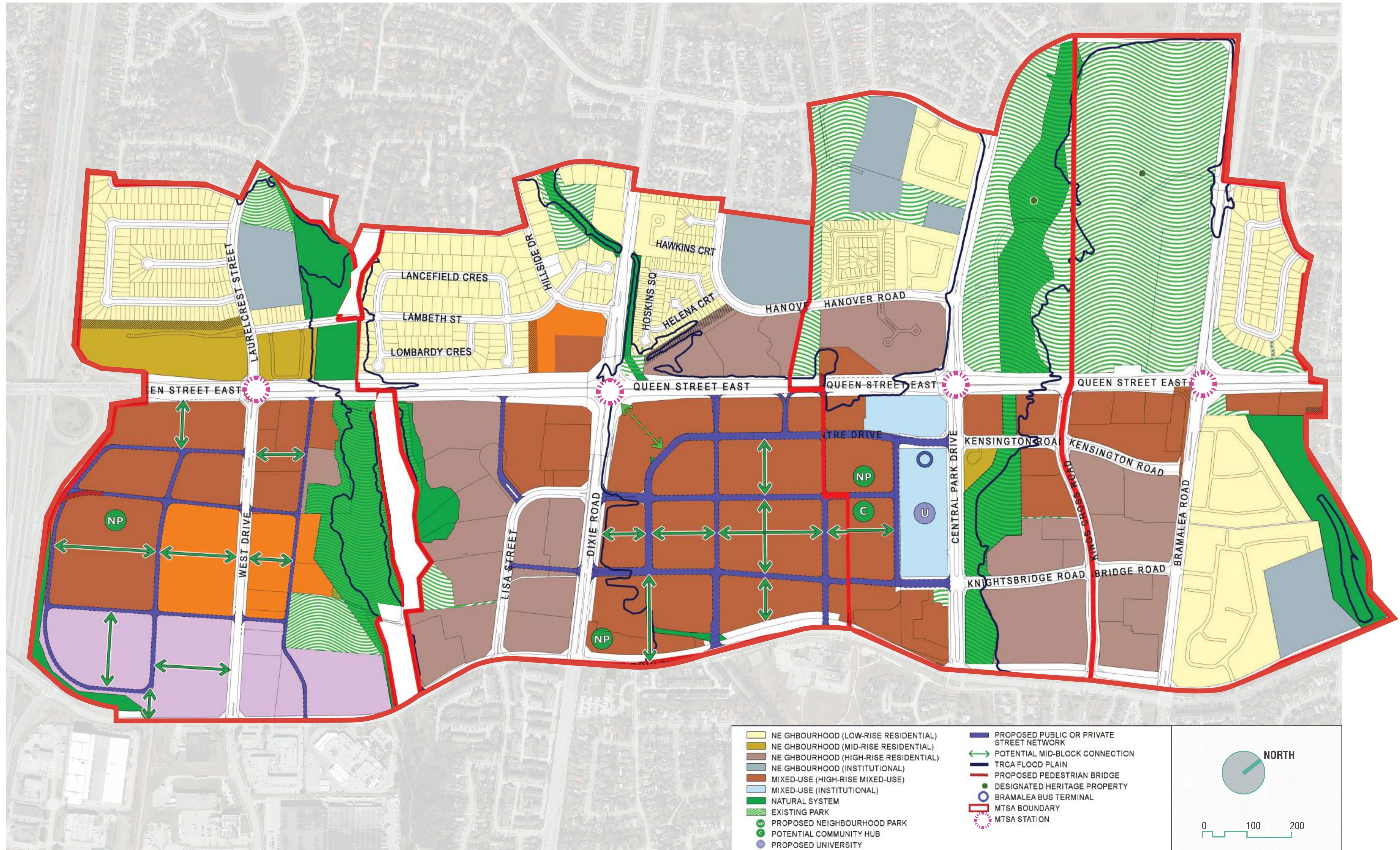


Date: 2024/03/12
 Planning, Building and Economic Development

Attachment B

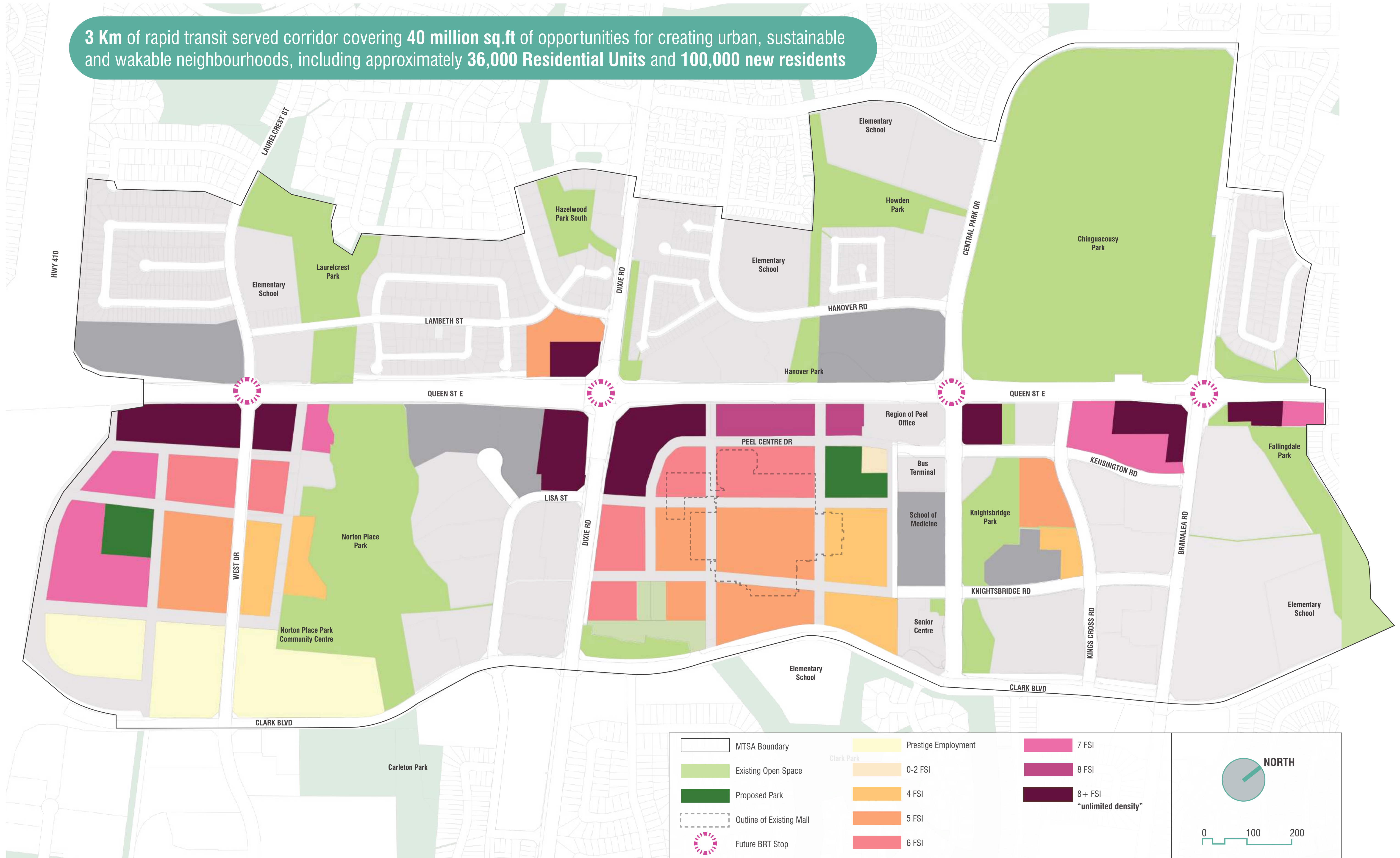
Bramalea Precinct (Laurelcrest, Dixie, Central Park, and Bramalea MTSA)

- MTSA Land Use Plan
- Proposed Density Distribution
- Proposed Height Distribution
- Character Areas
- Precinct Plan
- Aerial View
- Proposed Maximum Height
 - Laurelcrest MTSA
 - Dixie MTSA
 - Central Park MTSA
 - Bramalea MTSA



PROPOSED DENSITY DISTRIBUTION

3 Km of rapid transit served corridor covering 40 million sq.ft of opportunities for creating urban, sustainable and walkable neighbourhoods, including approximately 36,000 Residential Units and 100,000 new residents

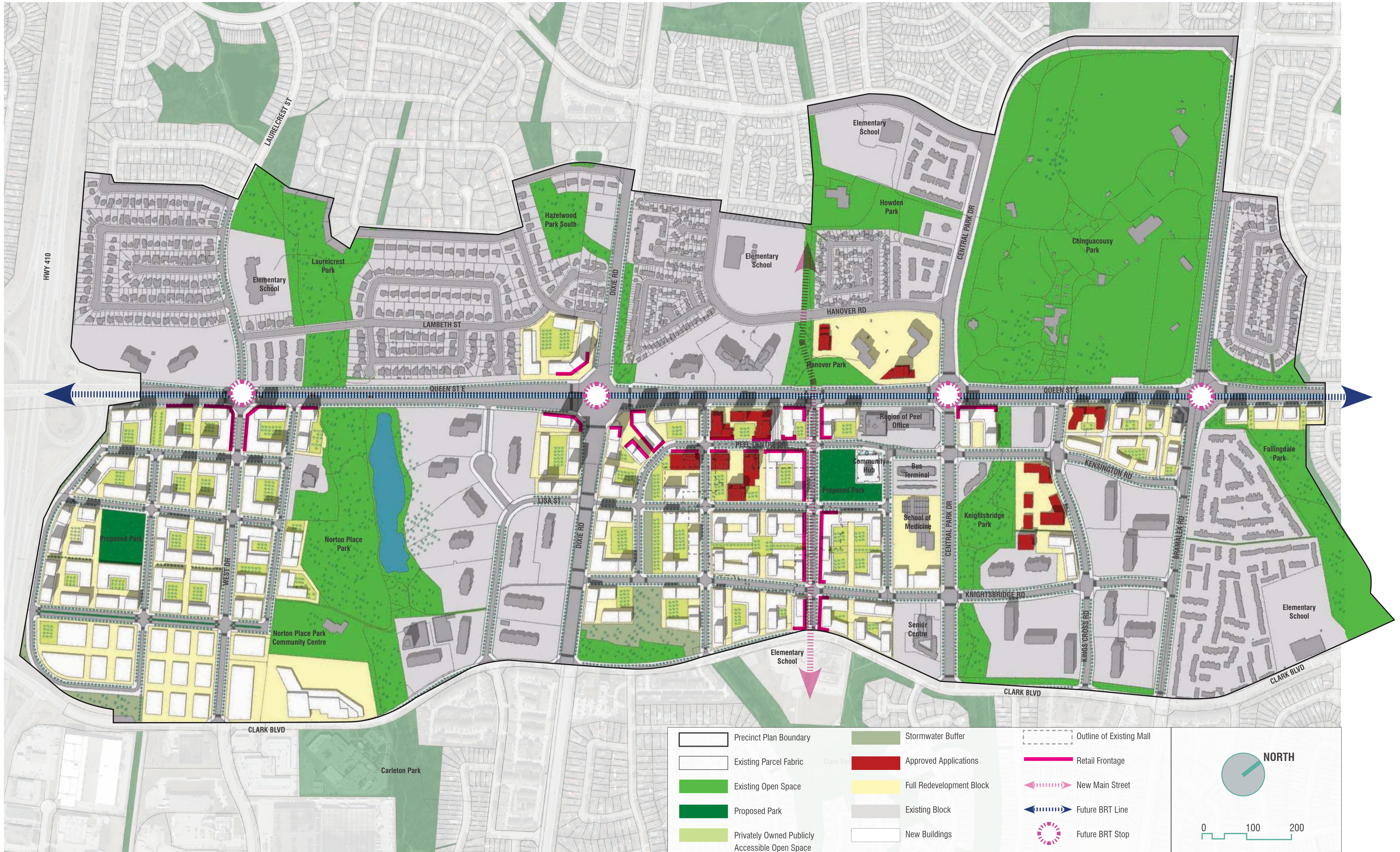


PROPOSED HEIGHT DISTRIBUTION

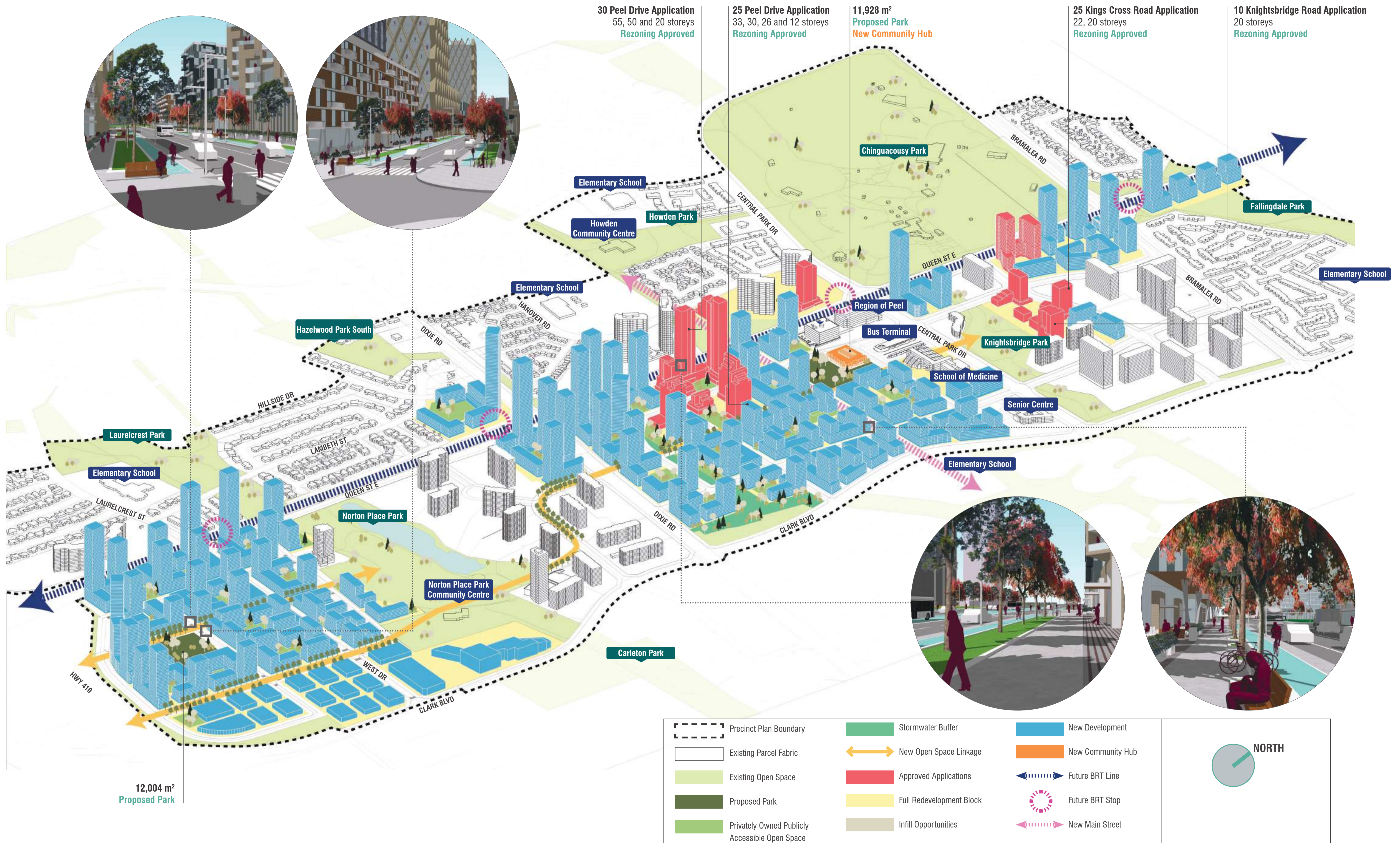




Stable Neighbourhood	Established Apartment Neighbourhood	Queen Transit Corridor	Bramalea South	Clark Employment District	Bramalea Urban Centre (BUC) - Corridor	Bramalea Urban Centre (BUC) - Residential	Bramalea Urban Centre (BUC) - Retail Hub	Bramalea Urban Centre (BUC) - Knowledge Hub
<ul style="list-style-type: none"> Low-rise residential uses where significant change and intensification are not anticipated. Institutional uses providing support services to the Precinct area. Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood. 	<ul style="list-style-type: none"> A collection of 'tower in the park' apartment buildings that are mainly surrounded by open space areas with connections to trails. Not areas of significant growth. Opportunities for limited compatible infill development. Infill development will be expected to enhance the street-level experience for pedestrians and improve access to transit and active transportation. 	<ul style="list-style-type: none"> The tallest buildings will surround the bus rapid transit stations and at the Highway 410/Queen Street interchange. Development fronting Queen Street will support its transformation into a walkable, pedestrian-oriented area activated by providing non-residential uses at grade. A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood. Existing major retail developments will transform into transit-oriented communities over the long-term. 	<ul style="list-style-type: none"> Primarily mid to high rise residential uses that are encouraged to include commercial, retail and public spaces at grade. Provide heights and densities that are less than those in the Queen Transit Corridor Character Area. A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood. A new Neighbourhood Park to provide recreational amenity space for new residents. 	<ul style="list-style-type: none"> Located on the periphery of the Precinct Area providing an interface and buffer between sensitive uses and heavy industrial areas. Protecting lands for employment uses to meet future needs over the long term. Support employment intensification by permitting a broad range of uses to foster the growing innovation economy. Ancillary amenities and services for local employees. Existing heavy industrial uses to transition over time to prestige employment. 	<ul style="list-style-type: none"> Primarily high-rise residential uses that are pedestrian-oriented and transit-supportive. Tallest buildings to be located adjacent to the Dixie bus rapid transit stop. Buildings to provide a vibrant street character and include direct connections to transit infrastructure. Be encouraged to include a mix of uses including retail or service uses at grade. 	<ul style="list-style-type: none"> Predominately high-rise built forms at a lower intensity than BUC Corridor. Be encouraged to include a mix of uses including retail or service uses at grade with residential above. Buildings to frame and activate the boundaries of the BUC. Provide an appropriate transition to the surrounding existing residential neighbourhoods. 	<ul style="list-style-type: none"> A regional-wide retail and service commercial hub with a "main street" character. Compact, pedestrian and transit-oriented mixed-use development in the form of high-rise buildings that achieves vibrant street level activity at a lower intensity than BUC Corridor. A network of complete streets and mid-block connections will transform this area into a walkable, pedestrian-oriented neighbourhood. Include the greatest proportion of non-residential uses in the Precinct Area. 	<ul style="list-style-type: none"> Heart of the BUC for civic facilities and open spaces that will attract people to this regional destination. A new post secondary institutional facility supported by public service uses, campus housing and transit facilities. Recreational activities and community gatherings will be the focus in the community hub and public park. Mixed-use buildings contribute towards the creation of lively, vibrant and people-oriented places.



PRECINCT PLAN AERIAL VIEW




PRECINCT PLAN B Laurelcrest, Dixie, Central Park and Bramalea MTAs

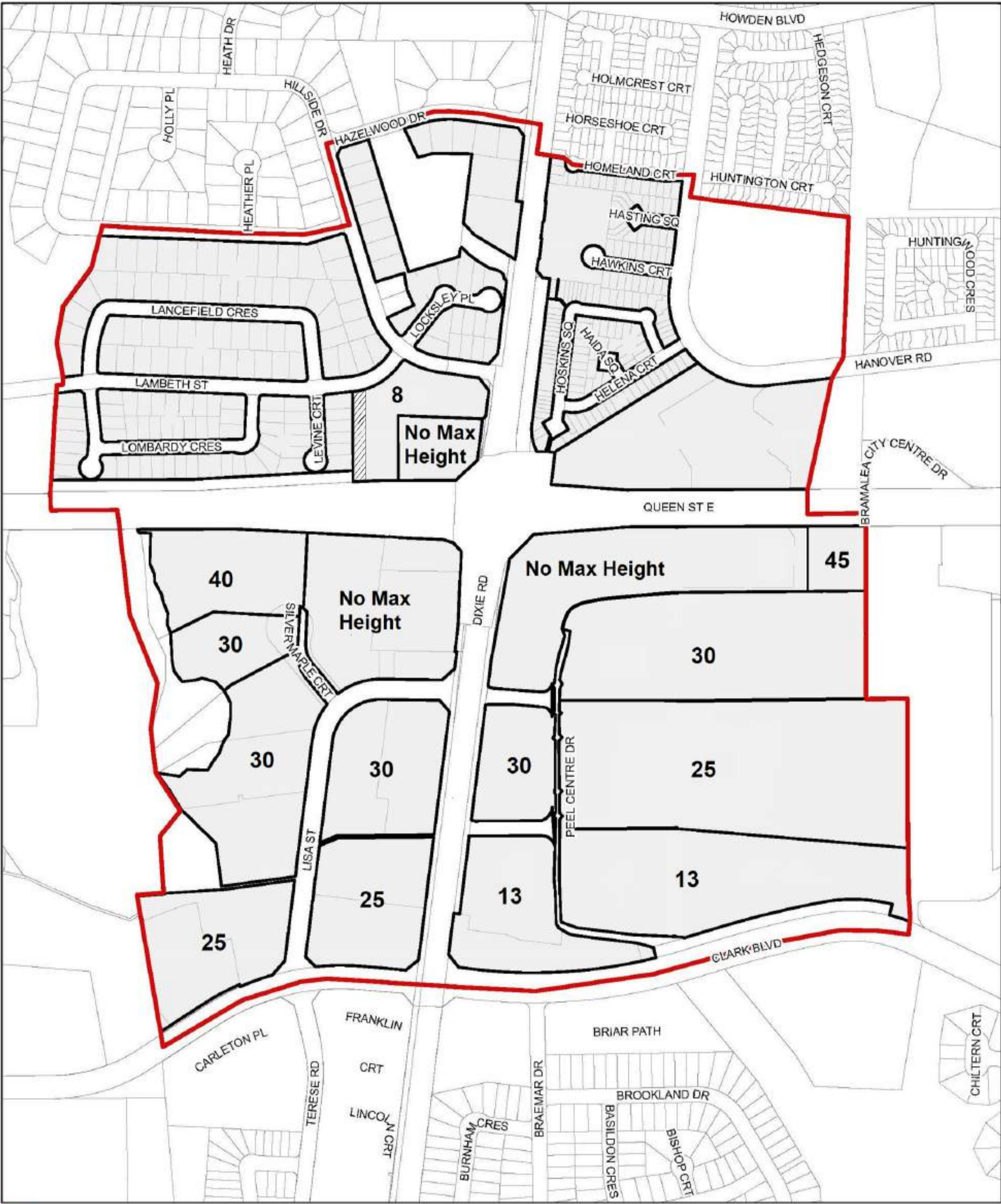




- MTSA Boundary
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- Parcel Fabric
- Railway

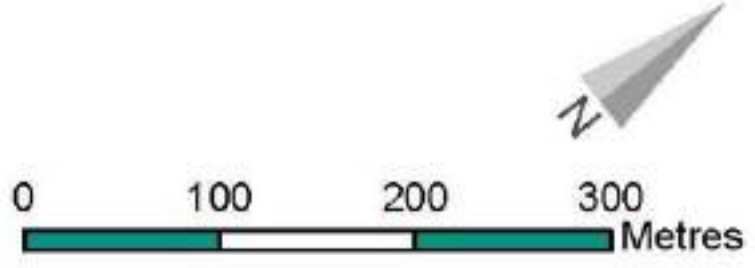
**Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Laurelcres MTSA**


 0 100 200
 Metres
 Date: 2024/03/12
 Planning, Building and Economic Development

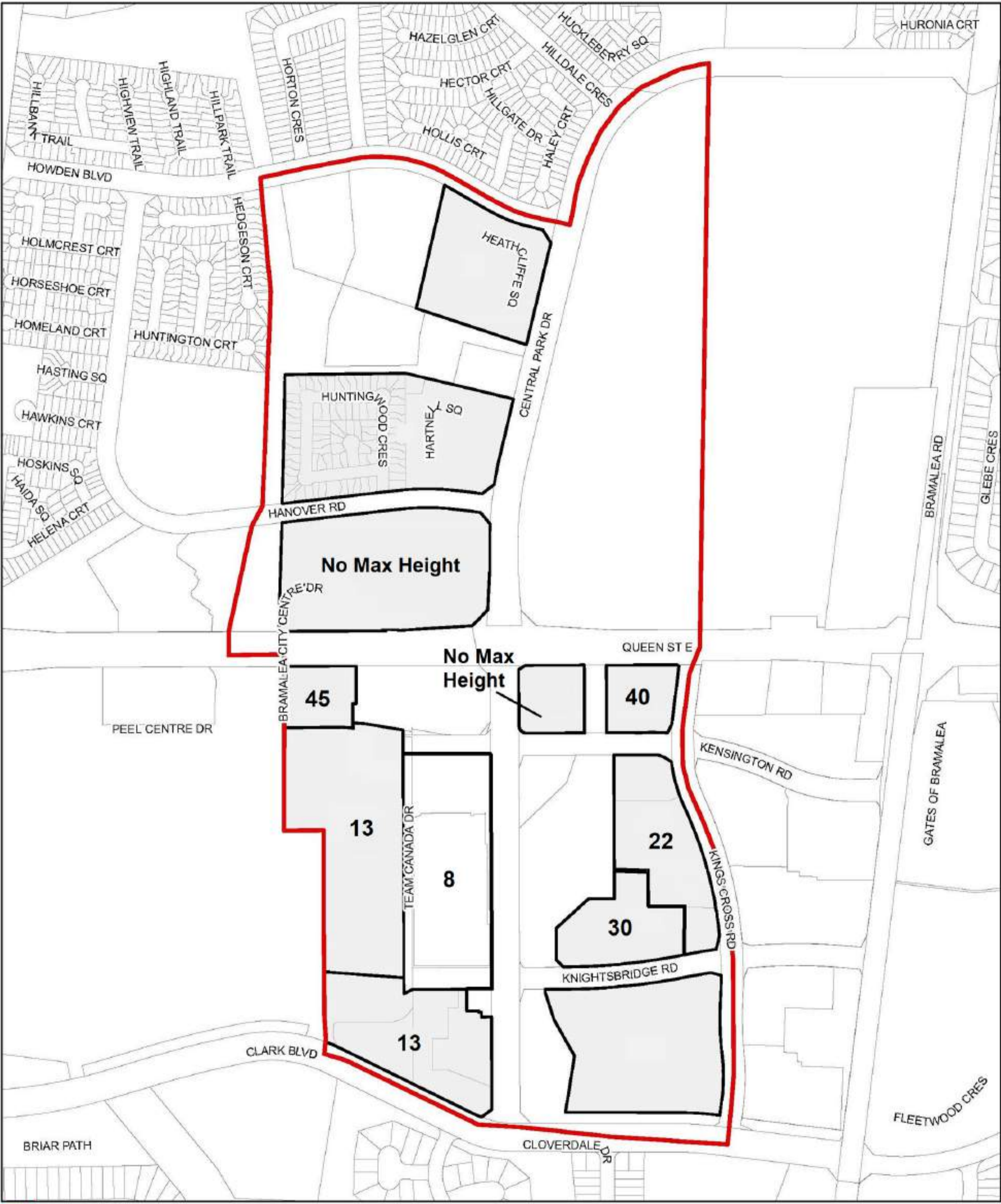


- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Height Transition

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Dixie MTSA

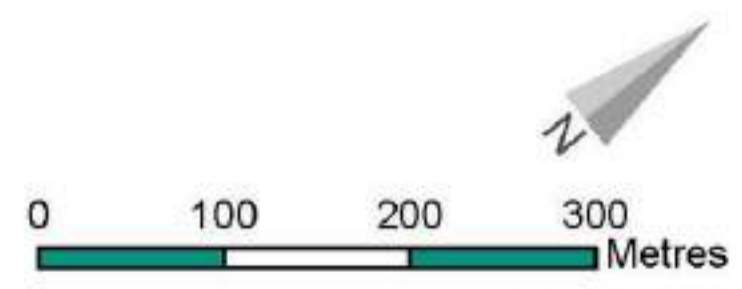


Date: 2024/03/12
 Planning, Building and Economic Development

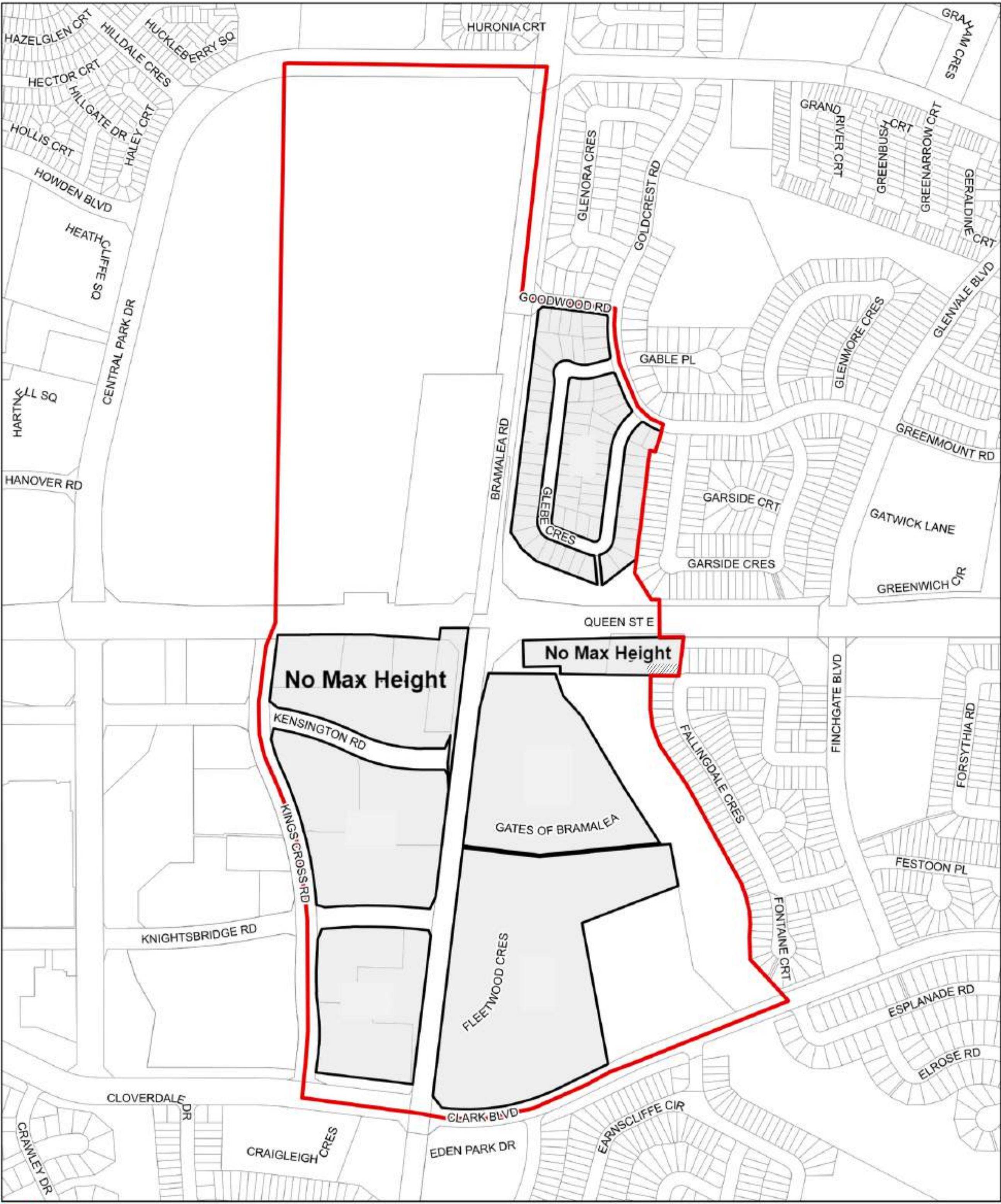


-  MTSA Boundary
-  Maximum Height (# of storeys)
-  Parcel Fabric

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Central Park (Bramalea Terminal) MTSA

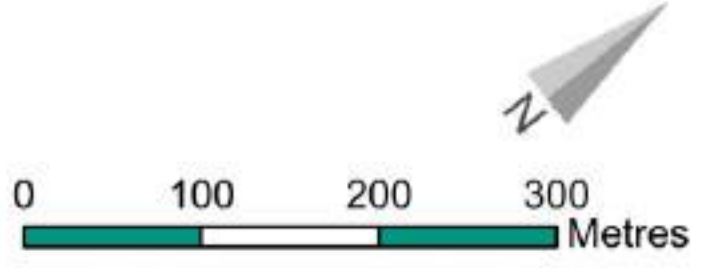


Date: 2024/03/12
 Planning, Building and Economic Development



- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Height Transition

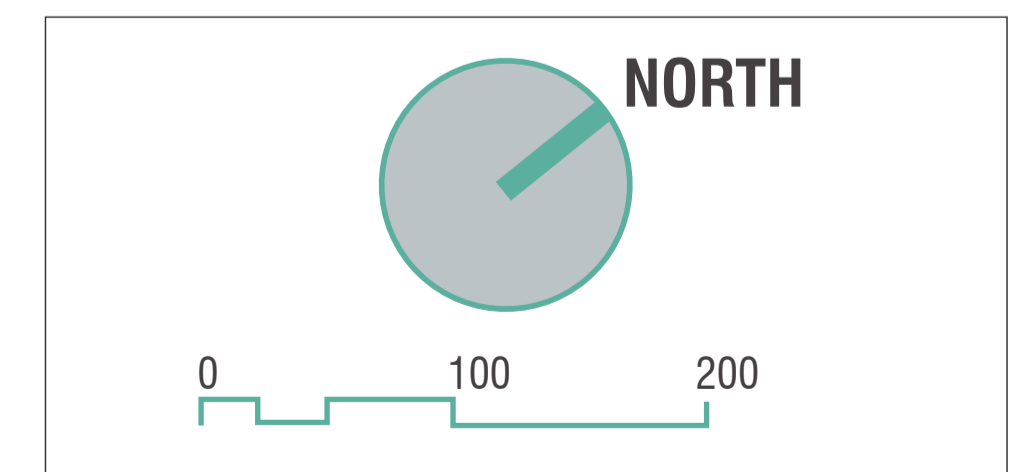
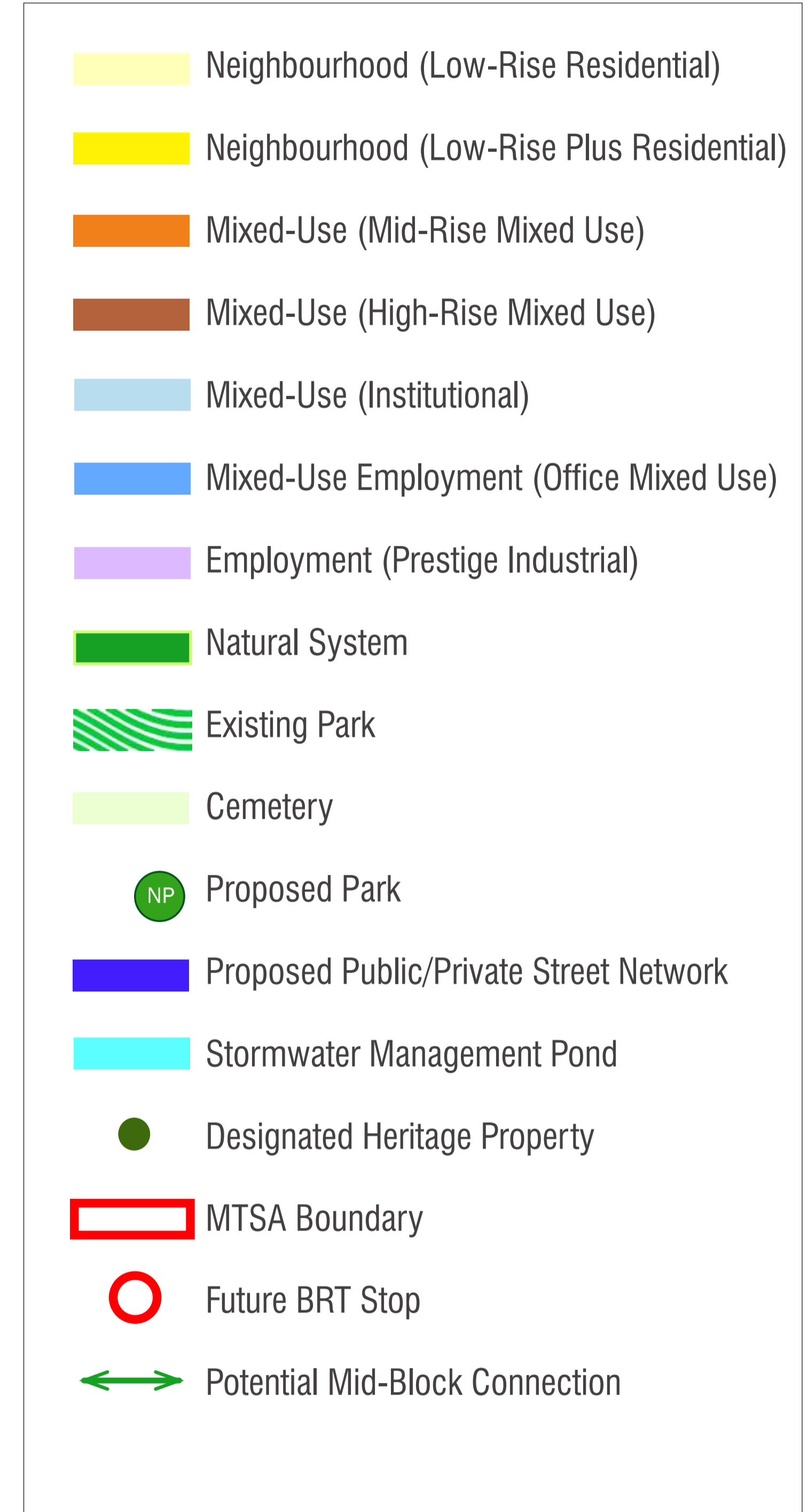
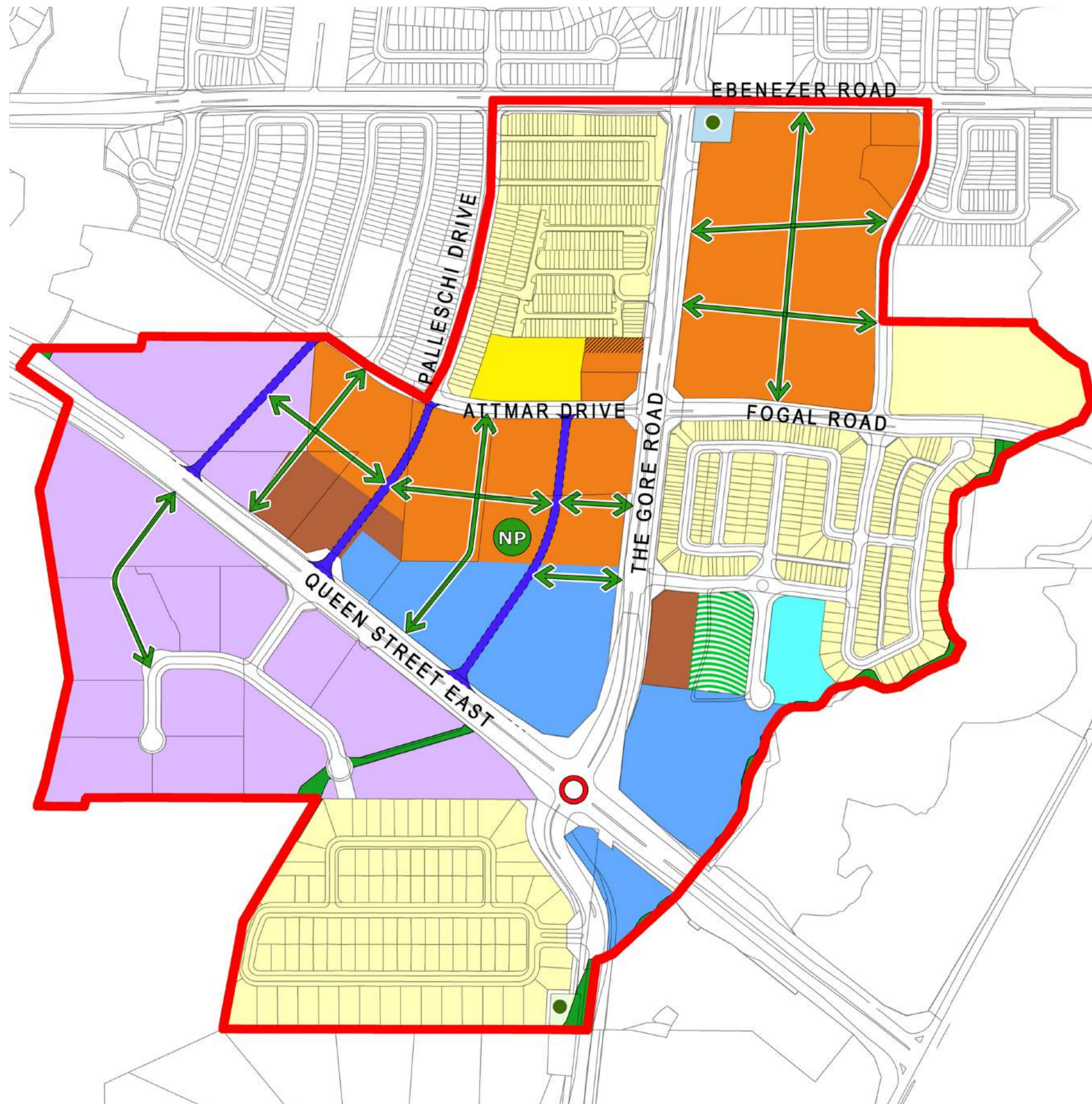
Draft for Discussion Purposes
Proposed Max Height (# of Storeys)
Bramalea MTSA



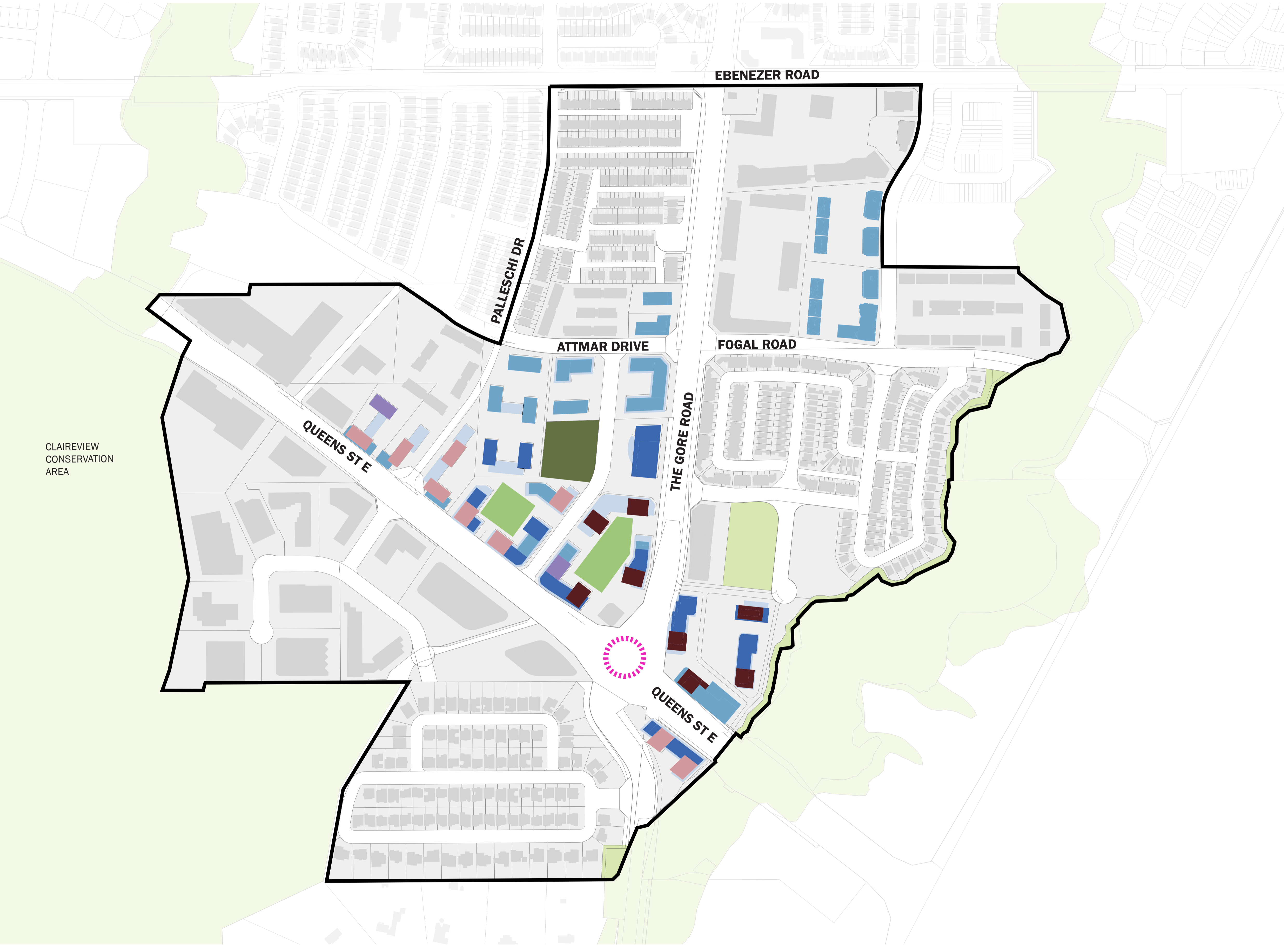
Date: 2024/03/12
 Planning, Building and Economic Development














Attachment C

- Mount Pleasant MTSA
 - MTSA Land Use Plan
 - Proposed Height Distribution
 - Proposed Density Distribution
 - Demonstration Plan
 - Proposed Maximum Height
- The Gore MTSA
 - MTSA Land Use Plan
 - Proposed Height Distribution
 - Proposed Density Distribution
 - Demonstration Plan
 - Proposed Maximum Height
- Steeles at Mississauga MTSA
 - MTSA Land Use Plan
 - Proposed Height Distribution
 - Proposed Density Distribution
 - Demonstration Plan
 - Proposed Maximum Height
- Ray Lawson MTSA and Gateway Terminal MTSA
 - MTSA Land Use Plan
 - Ray Lawson MTSA Proposed Density Distribution
 - Ray Lawson MTSA Proposed Height Distribution
 - Ray Lawson MTSA Demonstration Plan
 - Ray Lawson MTSA Proposed Maximum Height
 - Gateway Terminal MTSA Proposed Density Distribution
 - Gateway Terminal MTSA Proposed Height Distribution
 - Gateway Terminal MTSA Demonstration Plan
 - Gateway Terminal MTSA Proposed Maximum Height





PROPOSED HEIGHT DISTRIBUTION



-  MTSA Boundary
-  Existing Open Space
-  Proposed Park
-  Proposed Privately Owned Publicly Accessible Open Space
-  0-4 st
-  5-8 st
-  9-12 st
-  13-20 st
-  21-30 st
-  31-40 st
-  41-50 st
-  50+ st "unlimited height"
-  Future BRT Stop

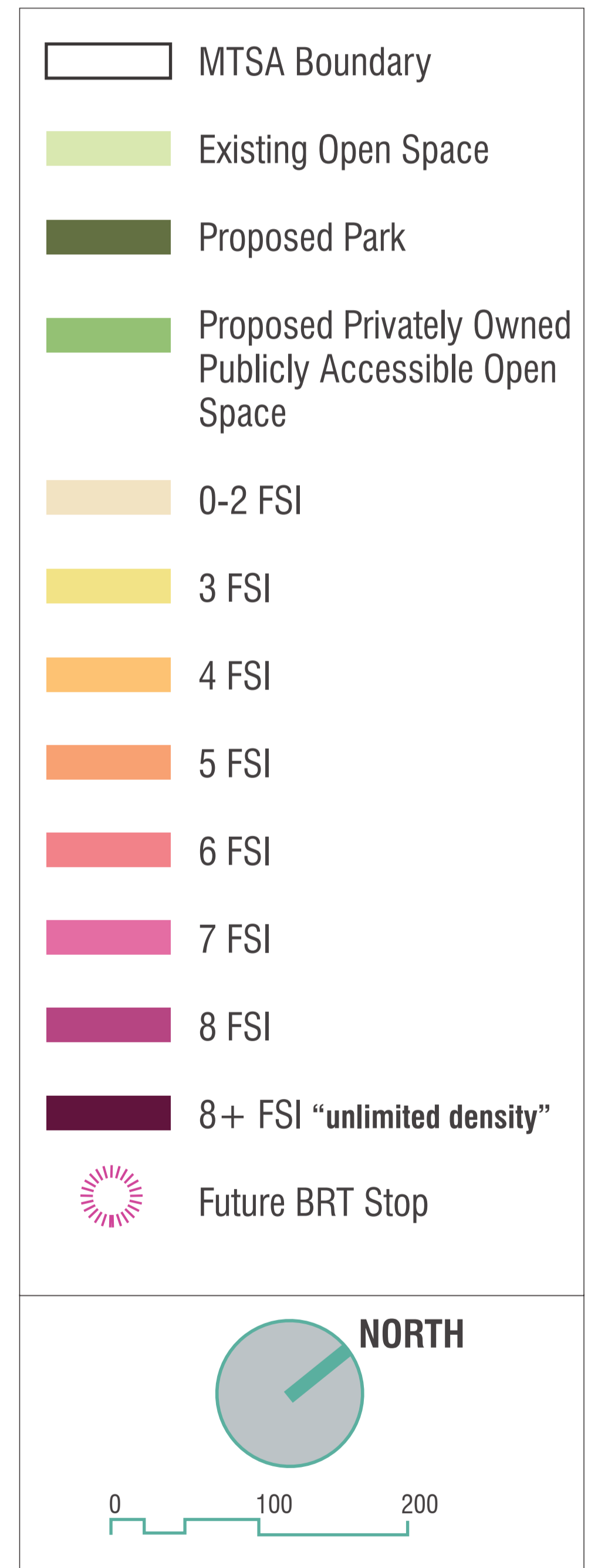
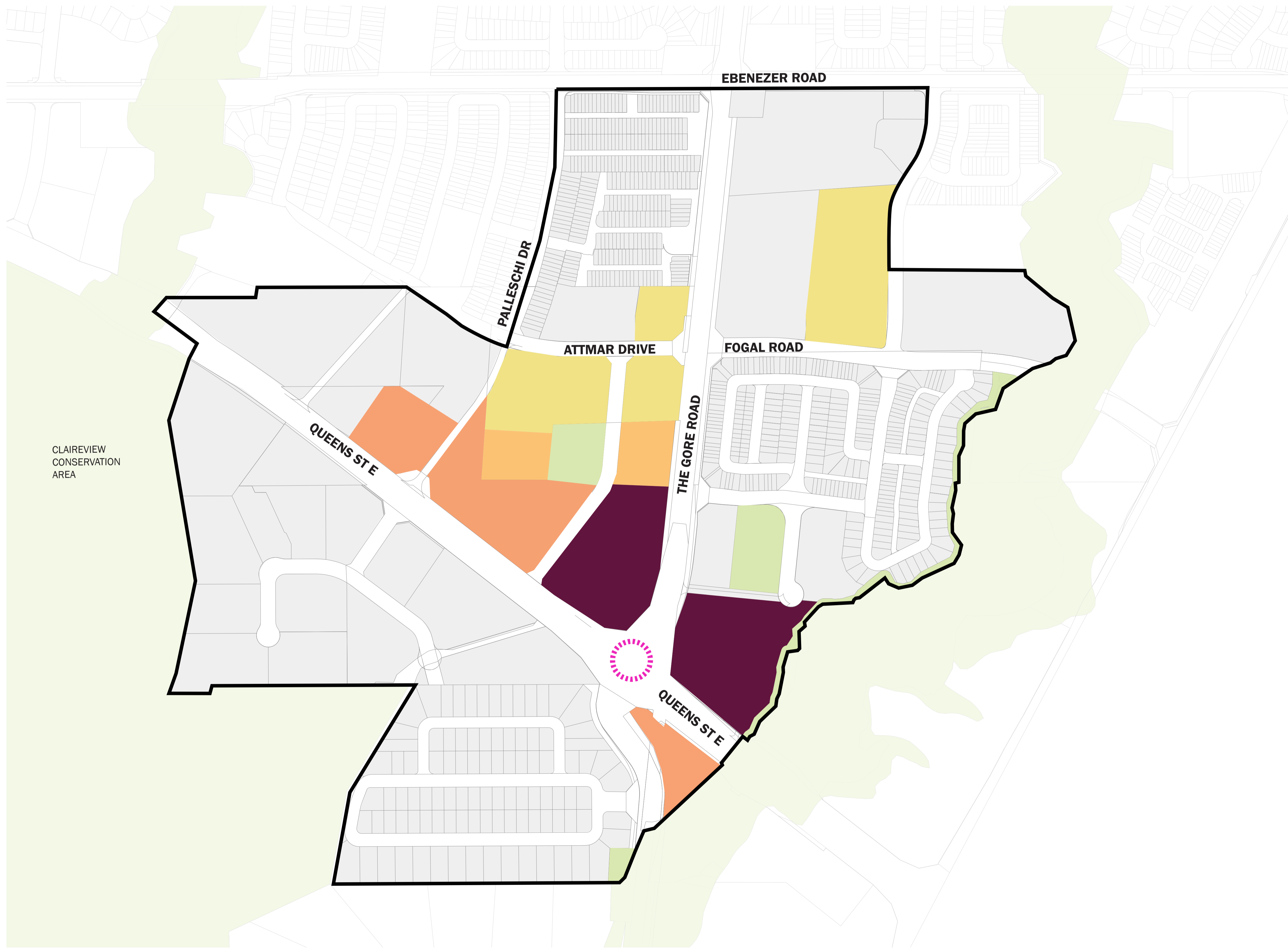
NORTH



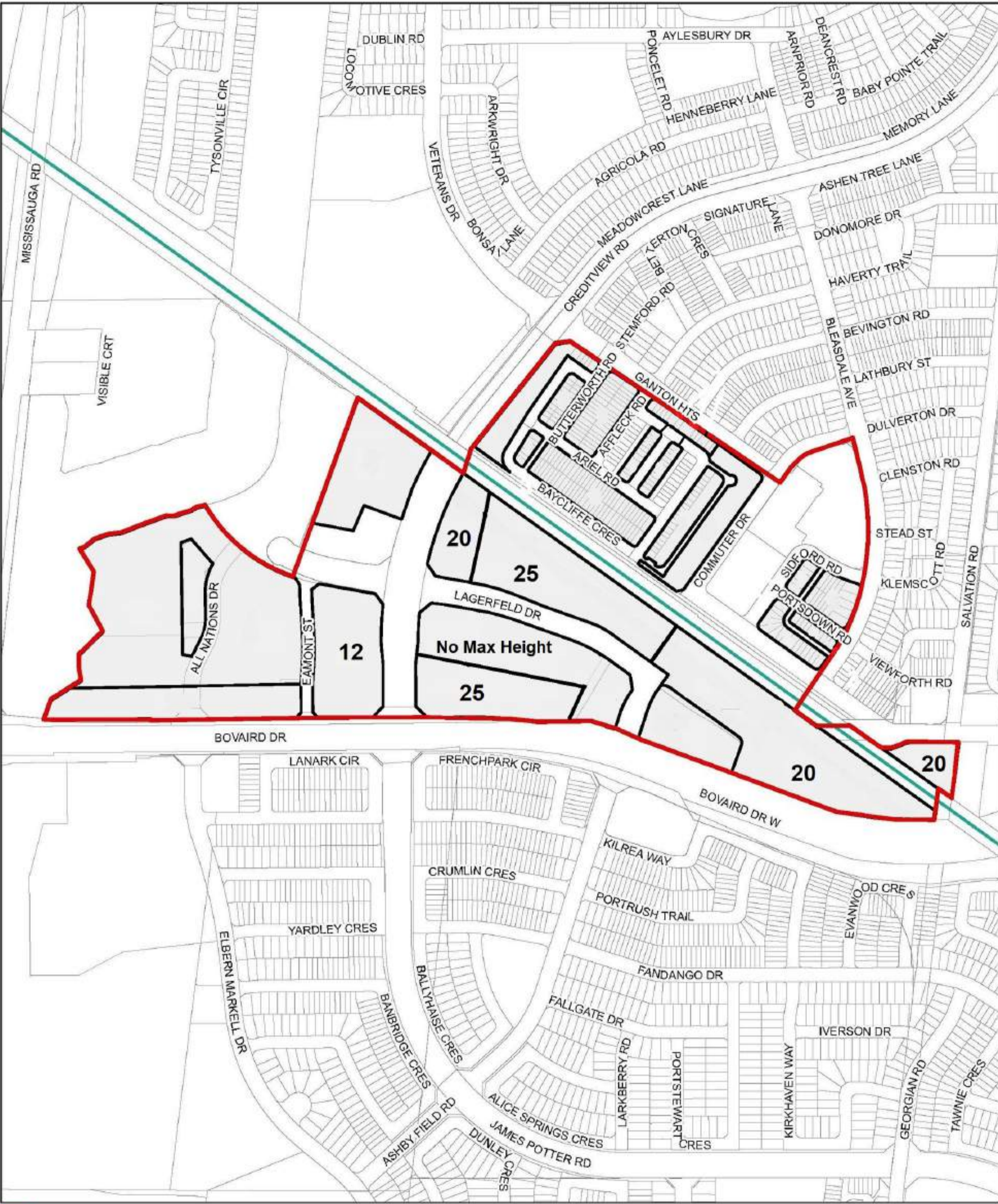


PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes

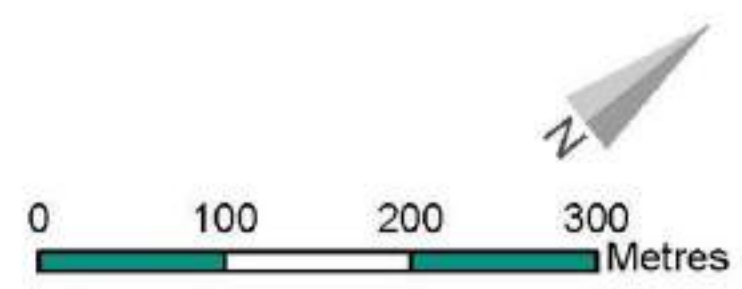




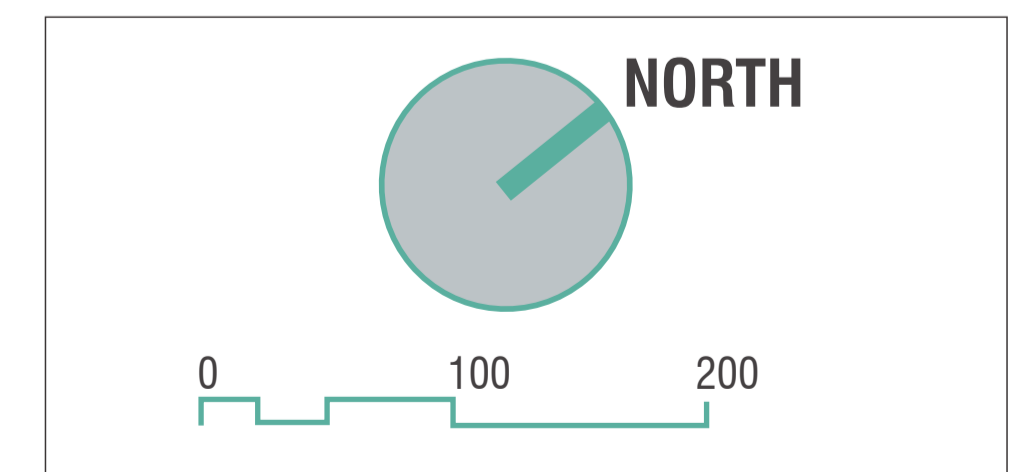
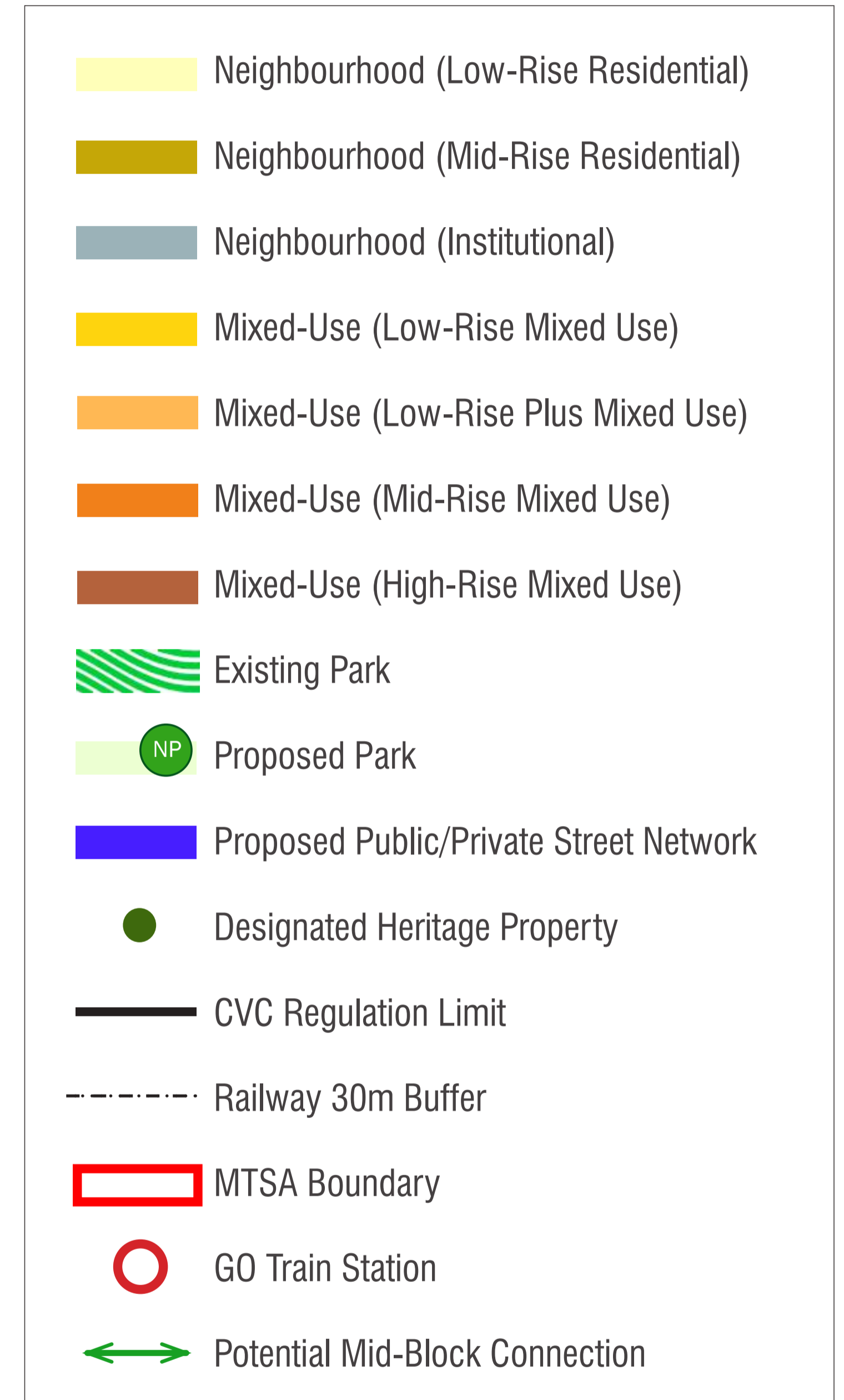
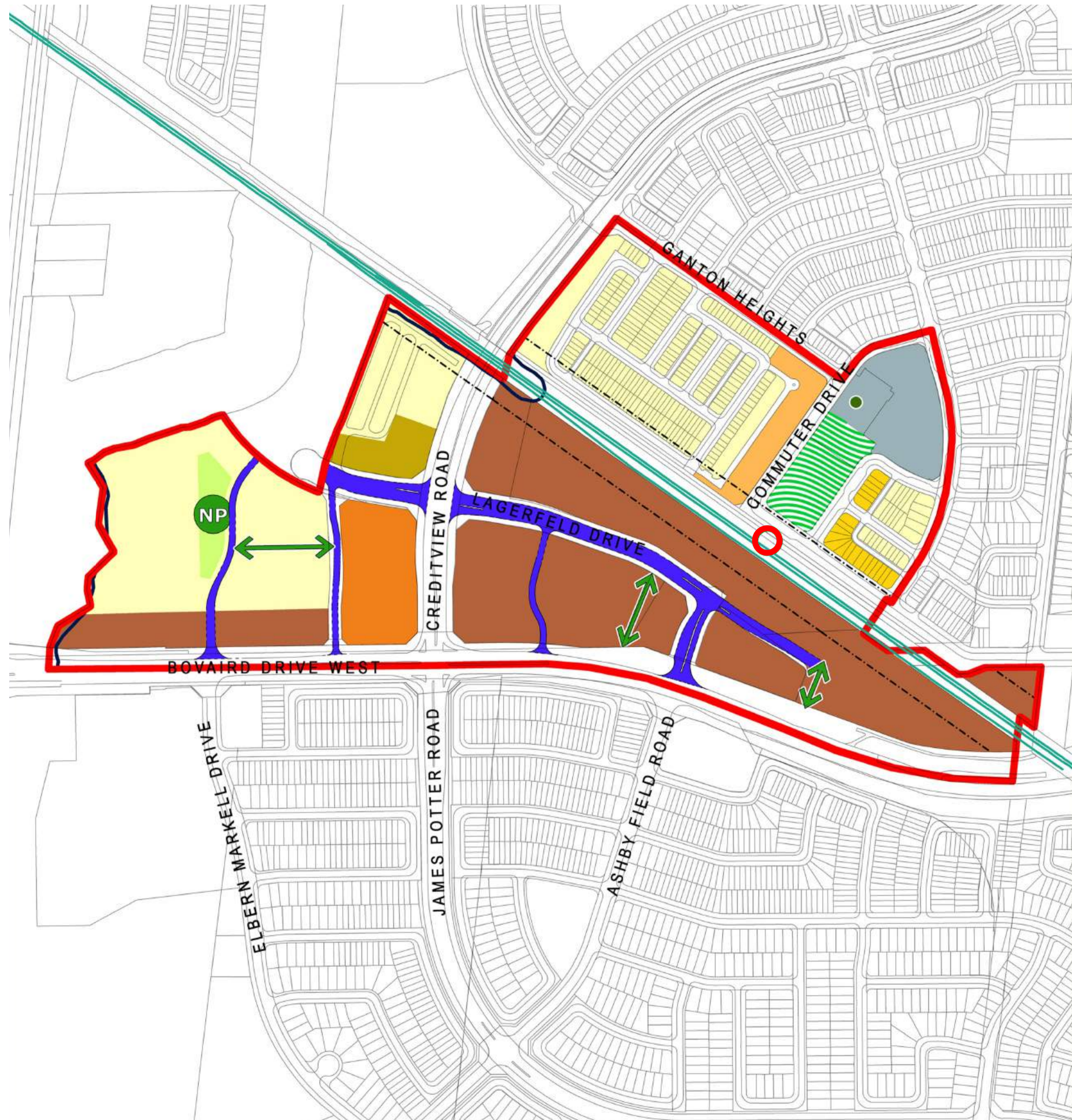


- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Railway

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Mount Pleasant GO MTSA



Date: 2024/03/12
 Planning, Building and Economic Development



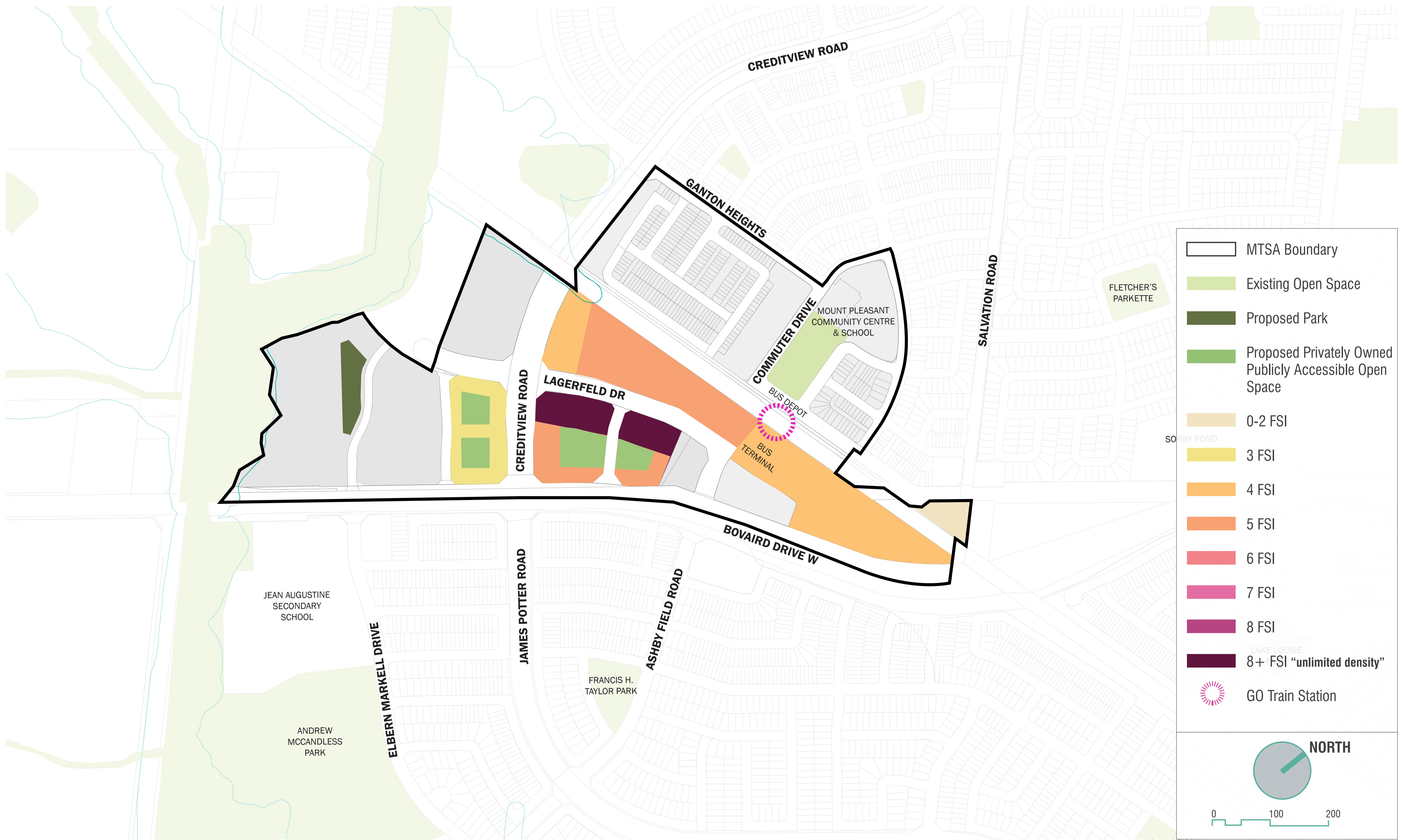
PROPOSED HEIGHT DISTRIBUTION

Draft for Discussion Purposes


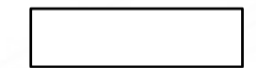







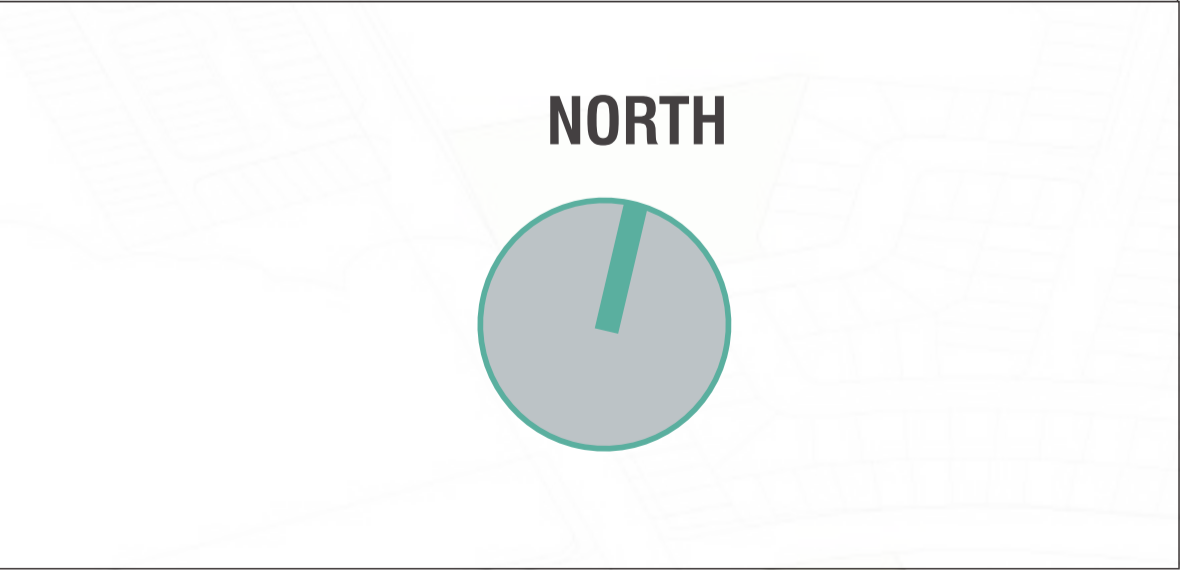
PROPOSED DENSITY DISTRIBUTION

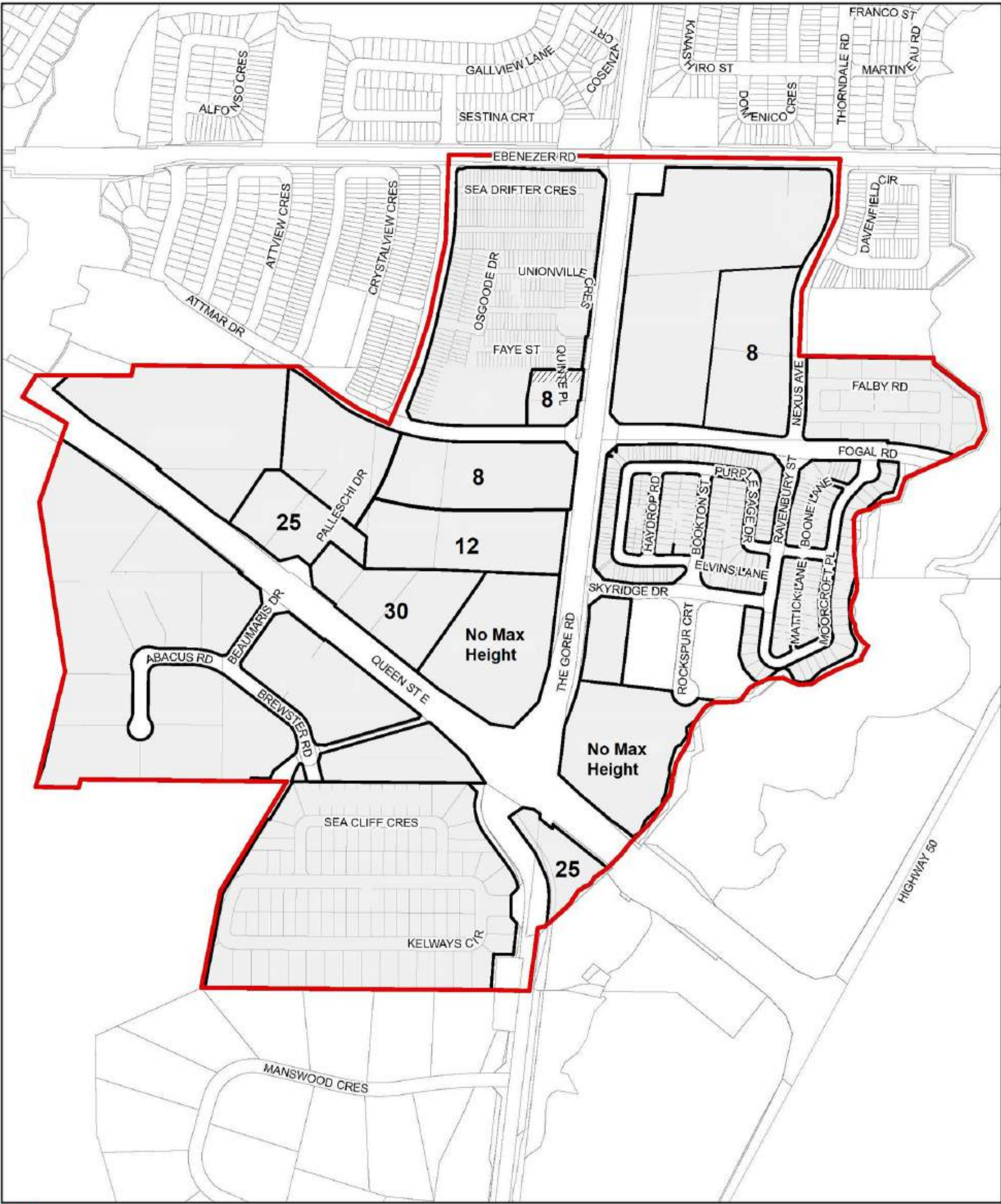
Draft for Discussion Purposes





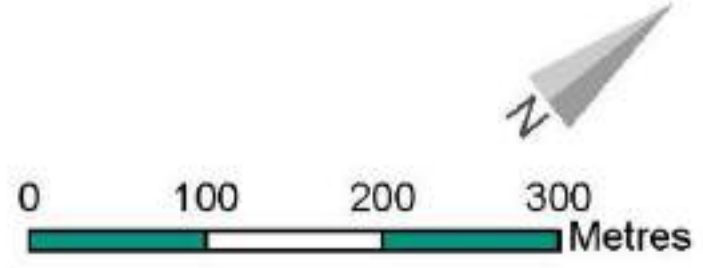
-  MTSA Boundary
-  Existing Buildings
-  Potential Development
-  Approved Applications
-  Existing Open Space
-  Proposed Park
-  Proposed Privately Owned Publicly Accessible Open Space
-  GO Train Station



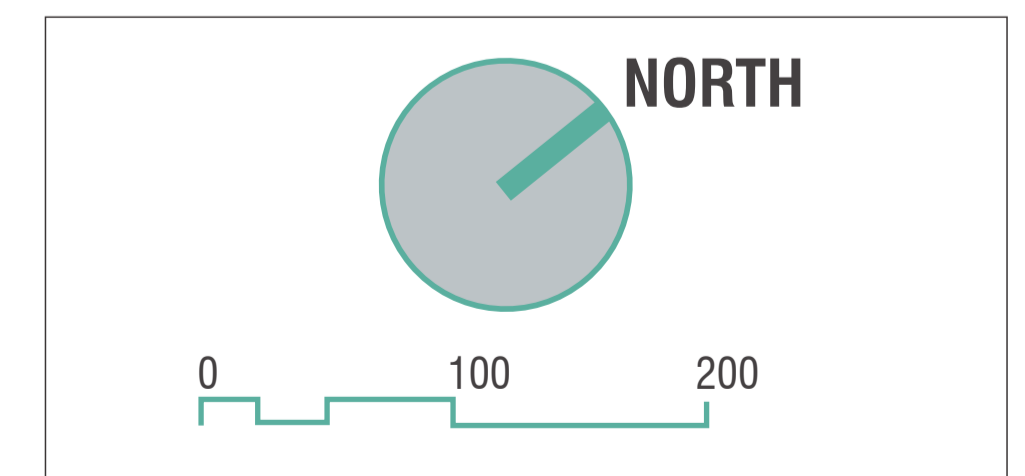
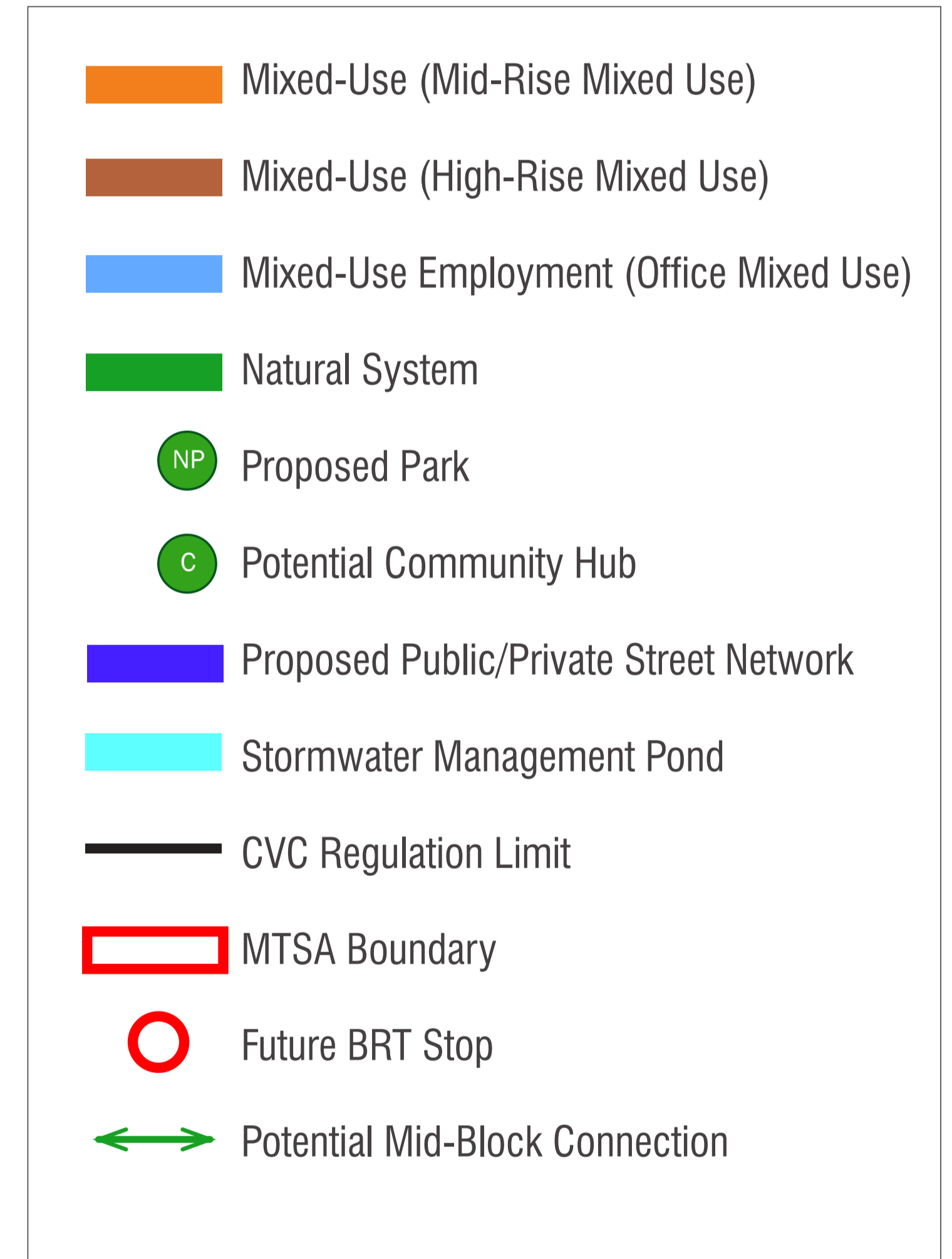
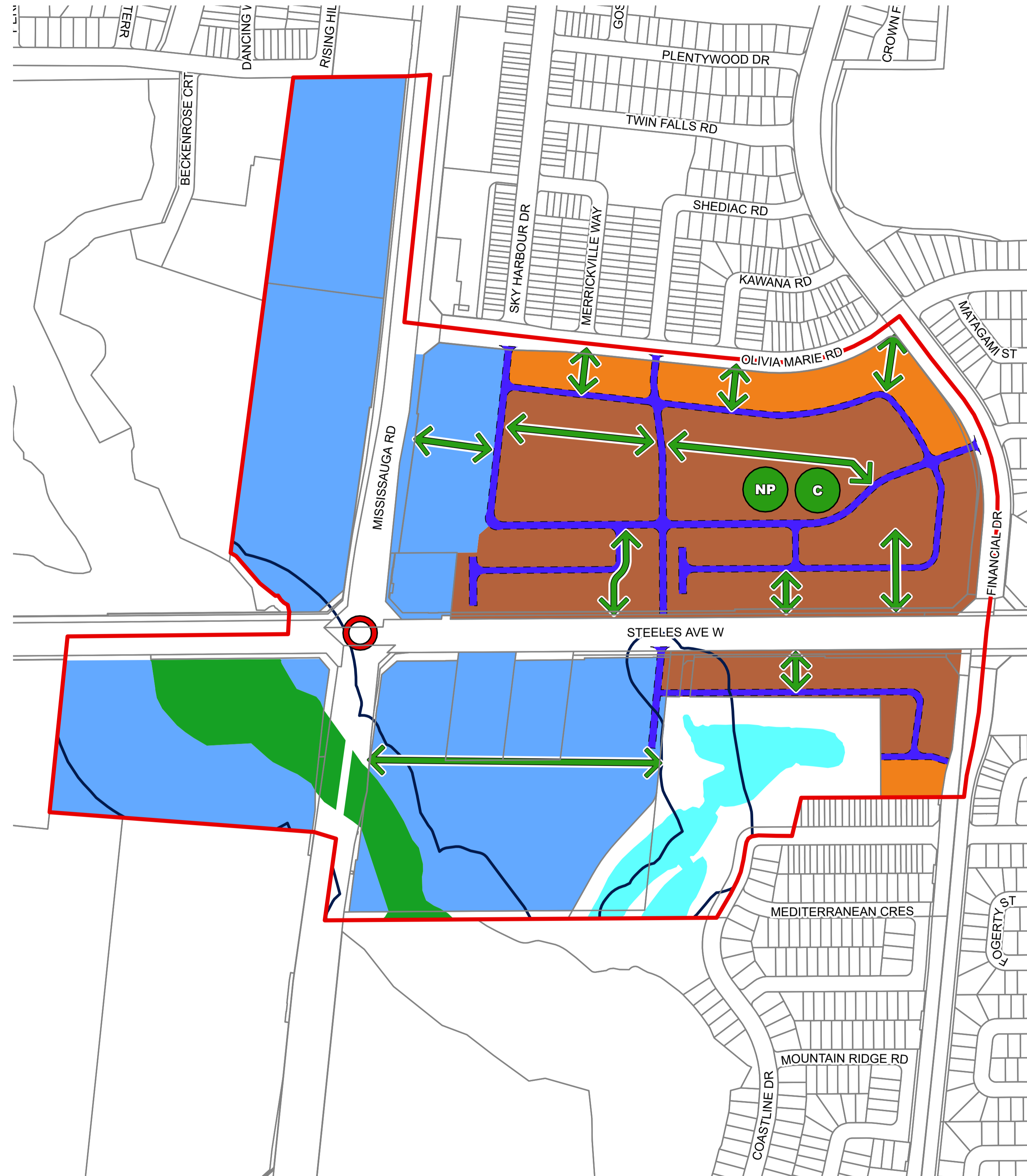


- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Height Transition

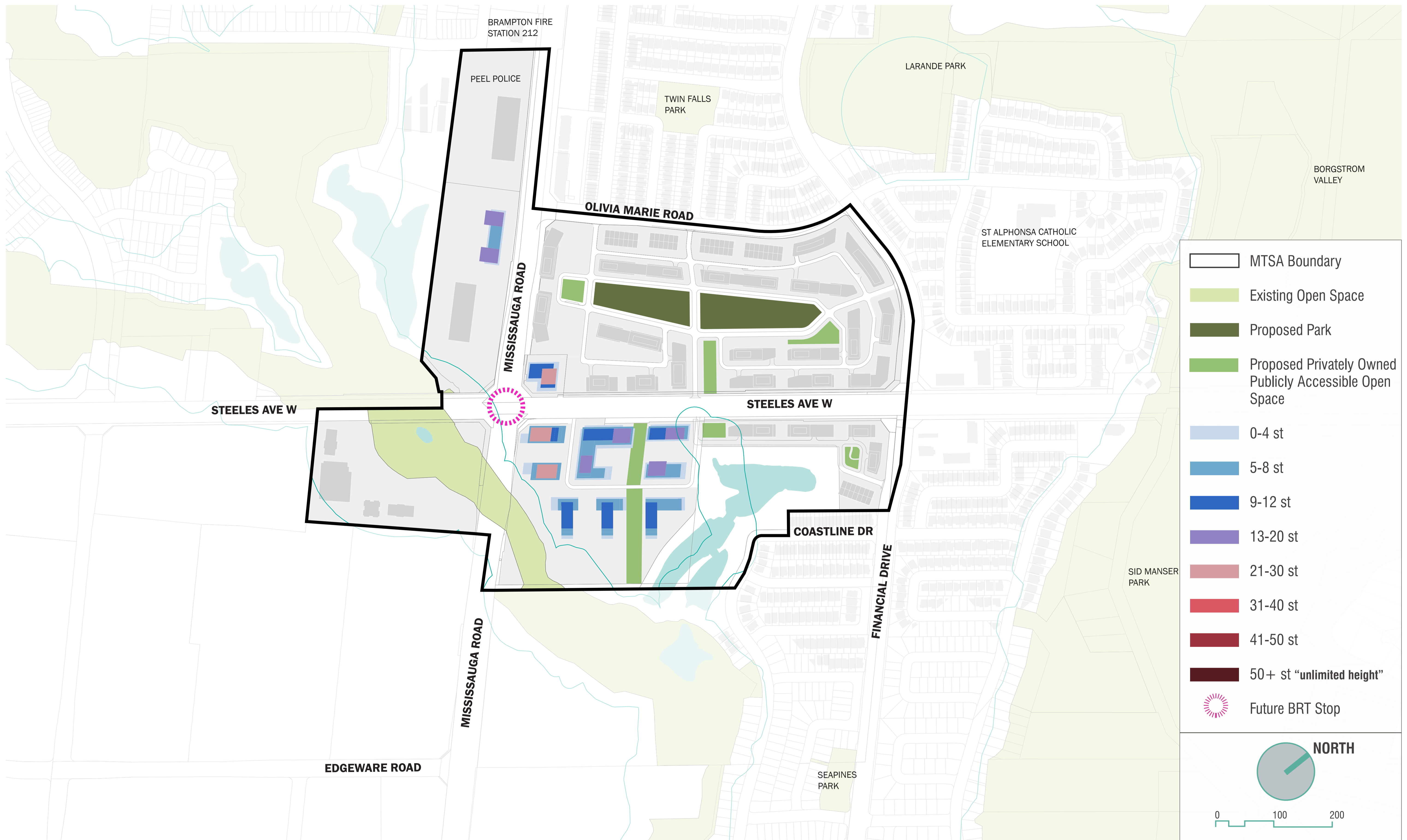
Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
The Gore MTSA



Date: 2024/03/12
 Planning, Building and Economic Development

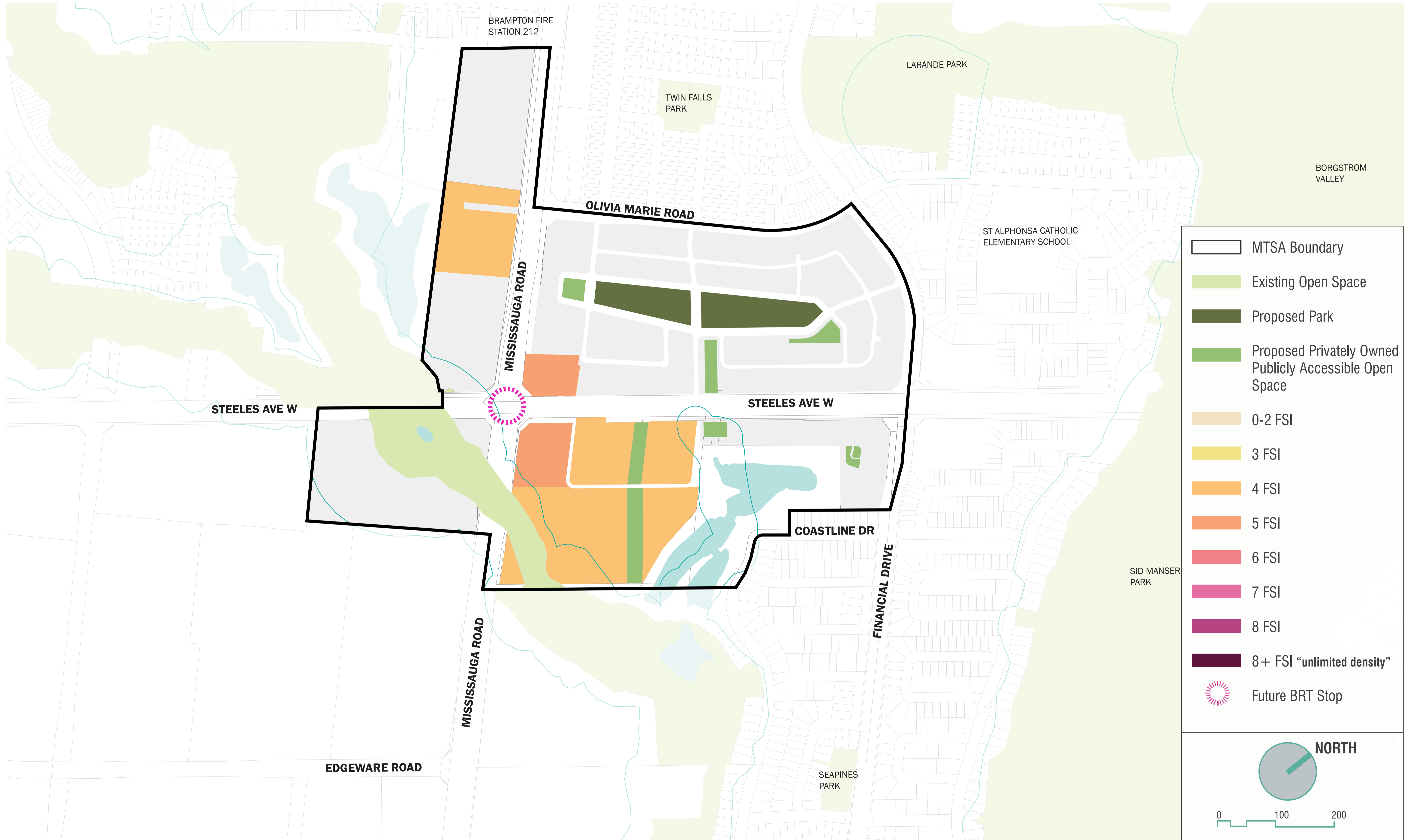


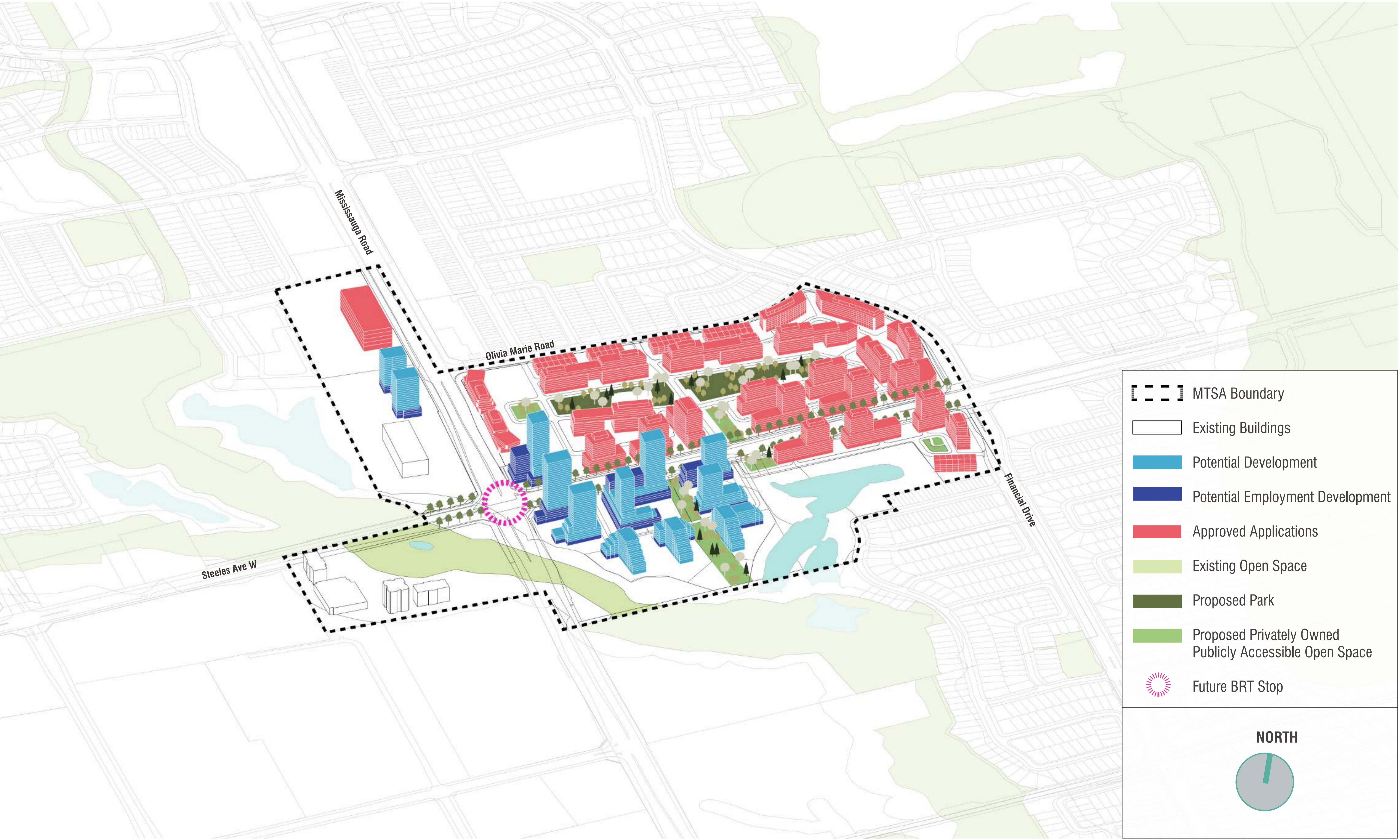
PROPOSED HEIGHT DISTRIBUTION

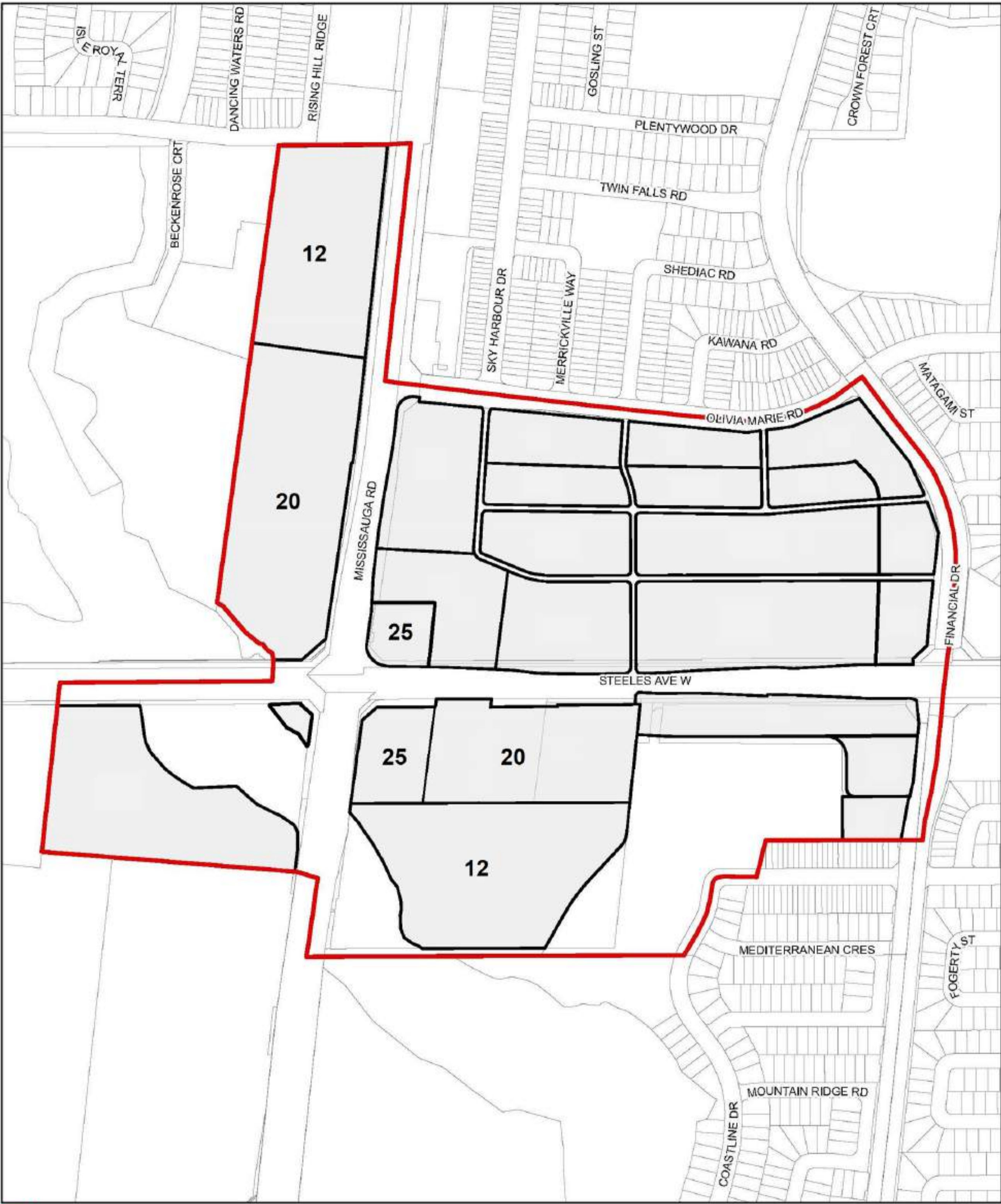


PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes




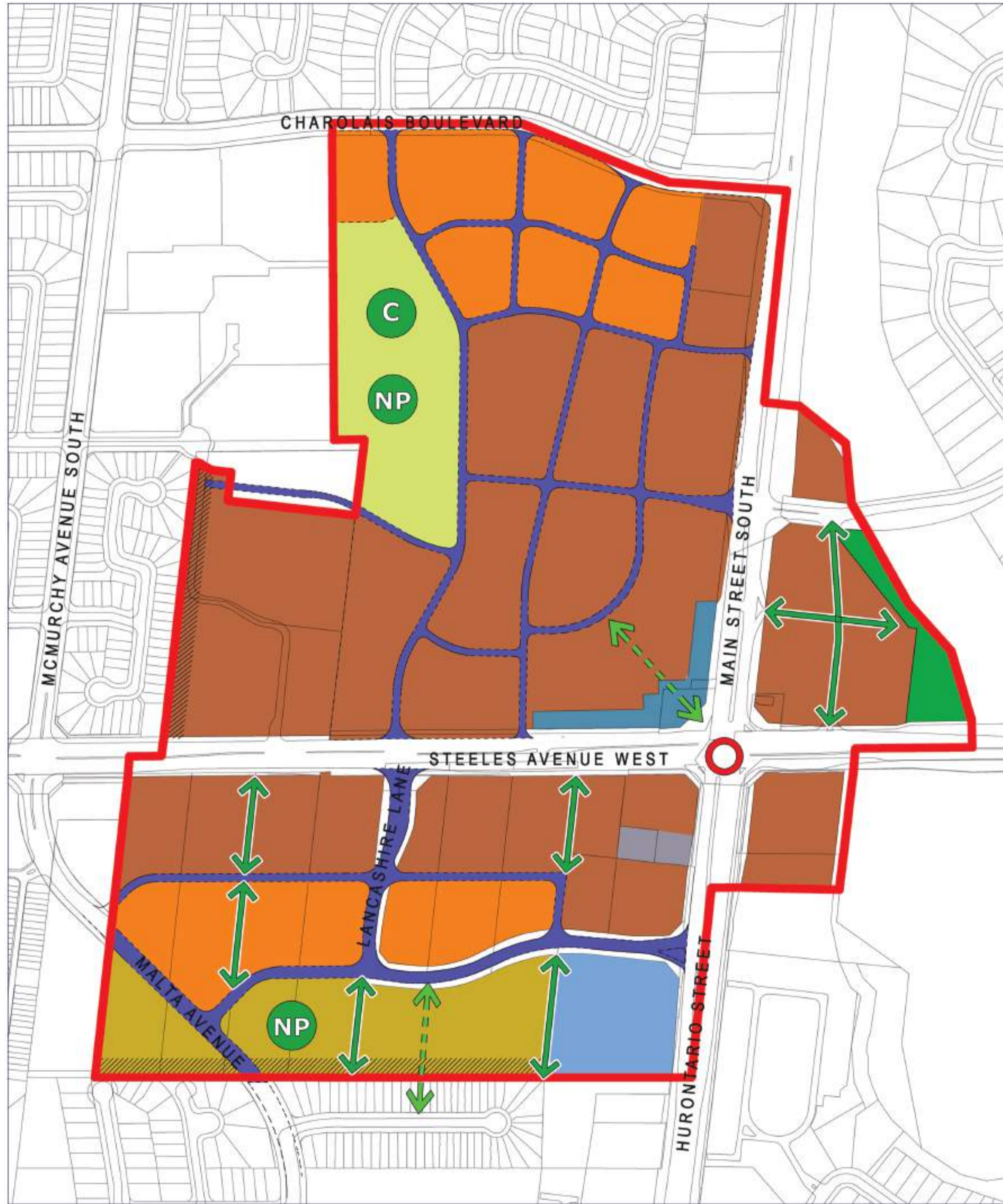




- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric

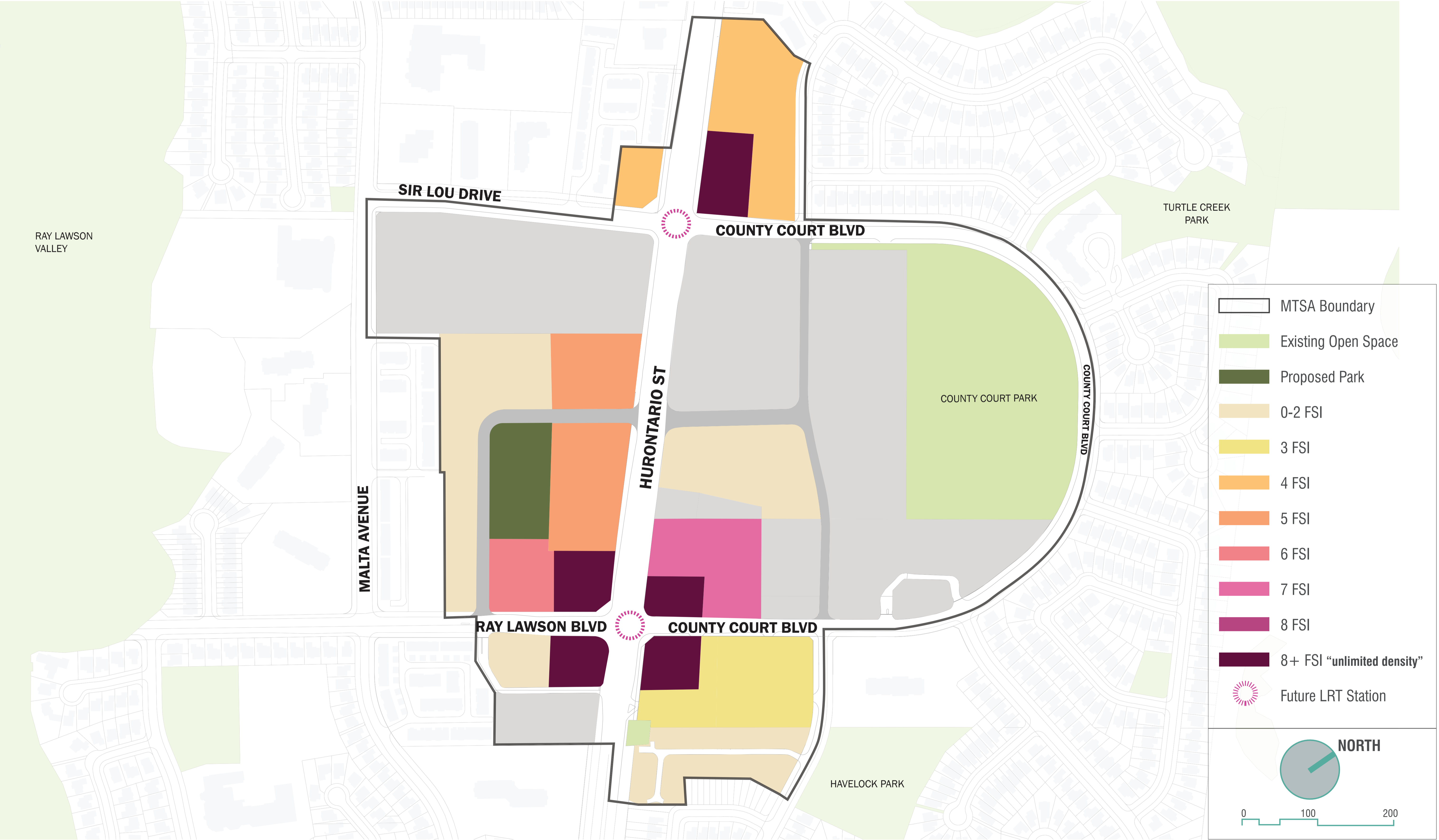
**Draft for Discussion Purposes
 Proposed Maximum Height (# of Storeys)
 Steeles at Mississauga MTSA**


 0 100 200
 Metres
 Date: 2024/03/12
 Planning, Building and Economic Development

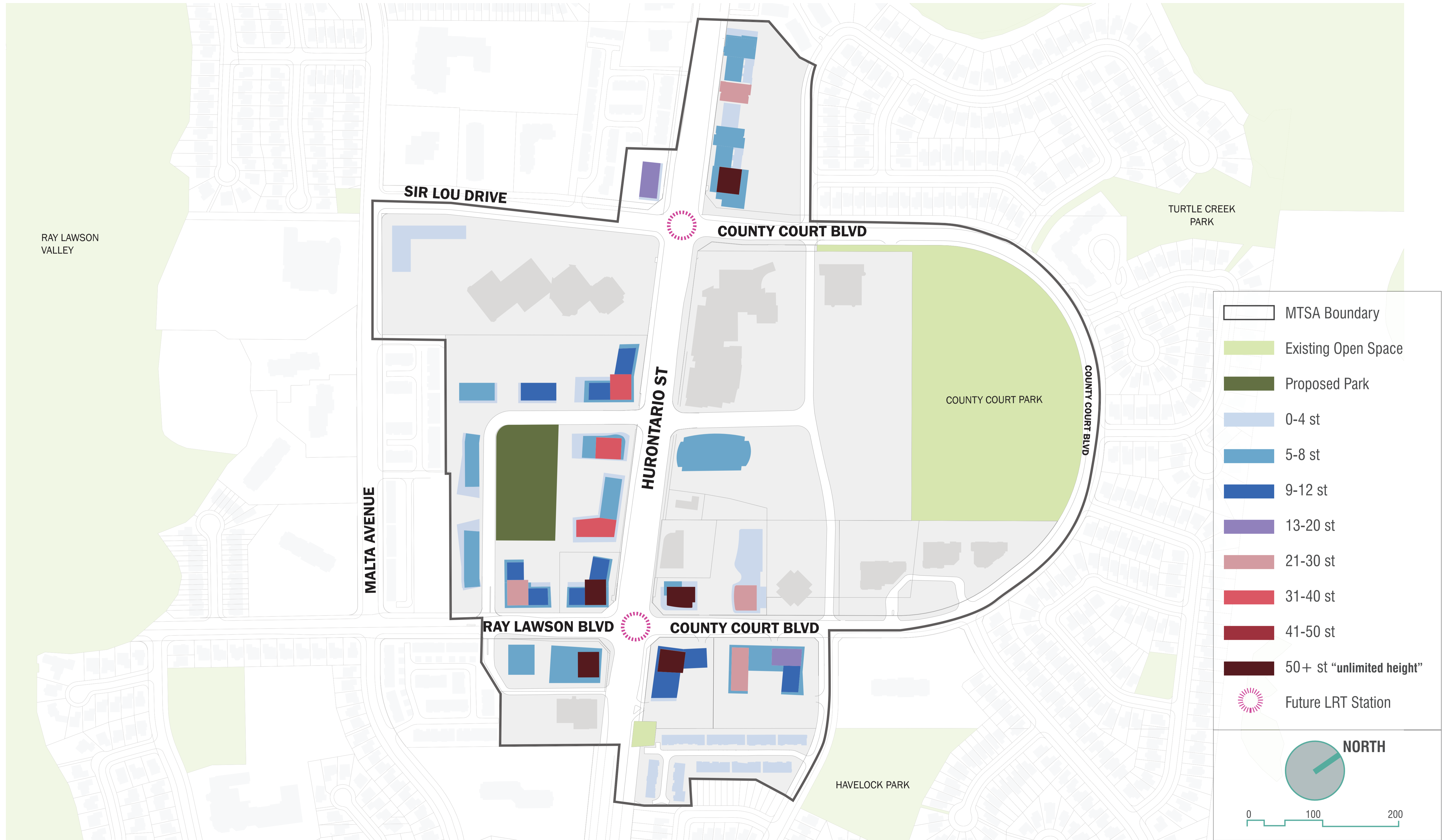


Neighbourhood (Mid-Rise Residential)	Gateway Station	Proposed Park	Cemetery	Pedestrian Connection
Mixed-Use (Mid-Rise Mixed Use)	Utility	Proposed Public/Private Street Network	MTSA Boundary	Designated Heritage Property
Mixed-Use (High-Rise Mixed Use)	Natural Heritage System (NHS)	Height Transition Area	Future LRT Station	
Mixed-Use Employment (Office Mixed Use)	Proposed Community Hub	Existing Park	Potential Mid-Block Connection	

PROPOSED DENSITY DISTRIBUTION



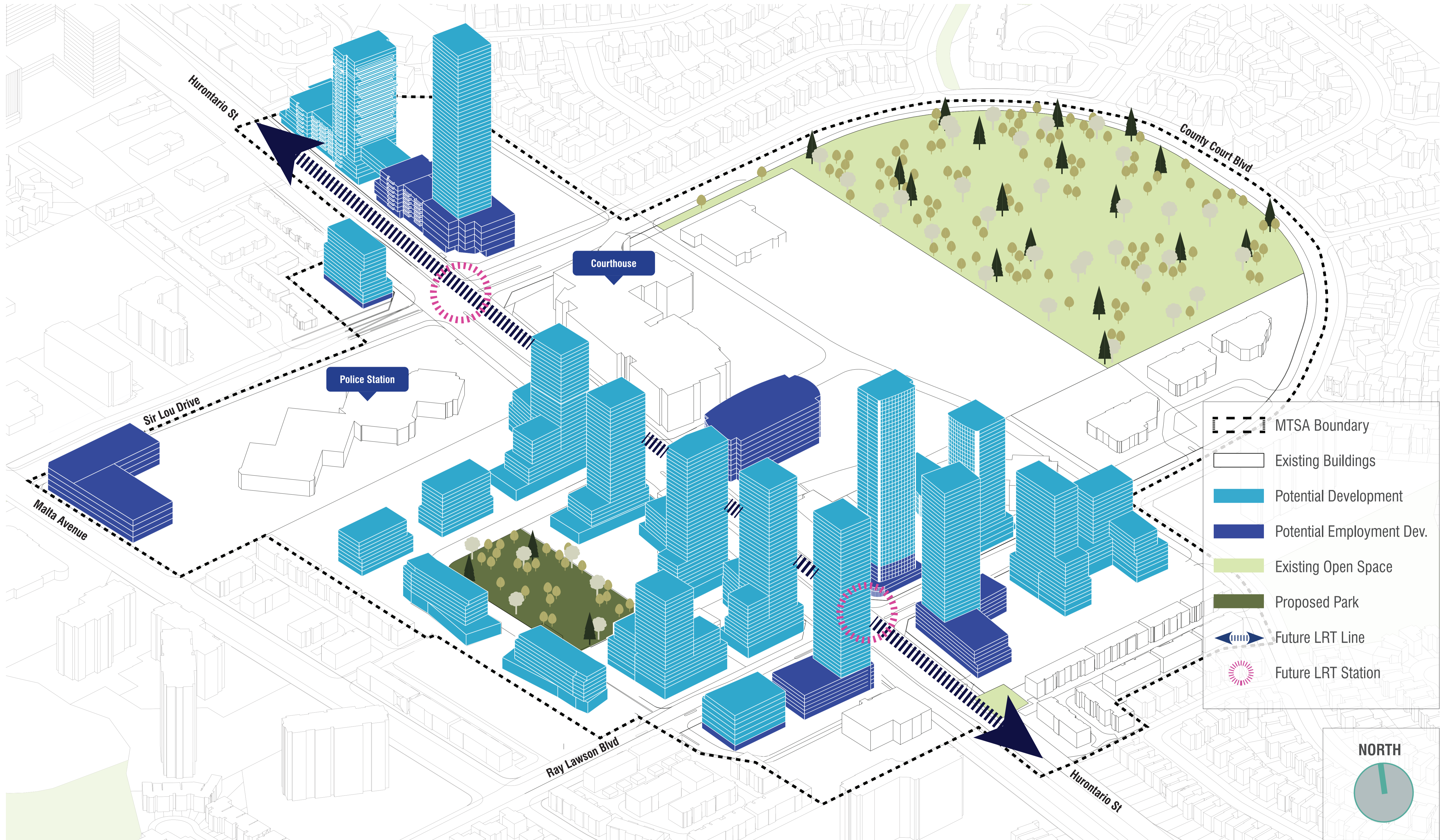
PROPOSED HEIGHT DISTRIBUTION

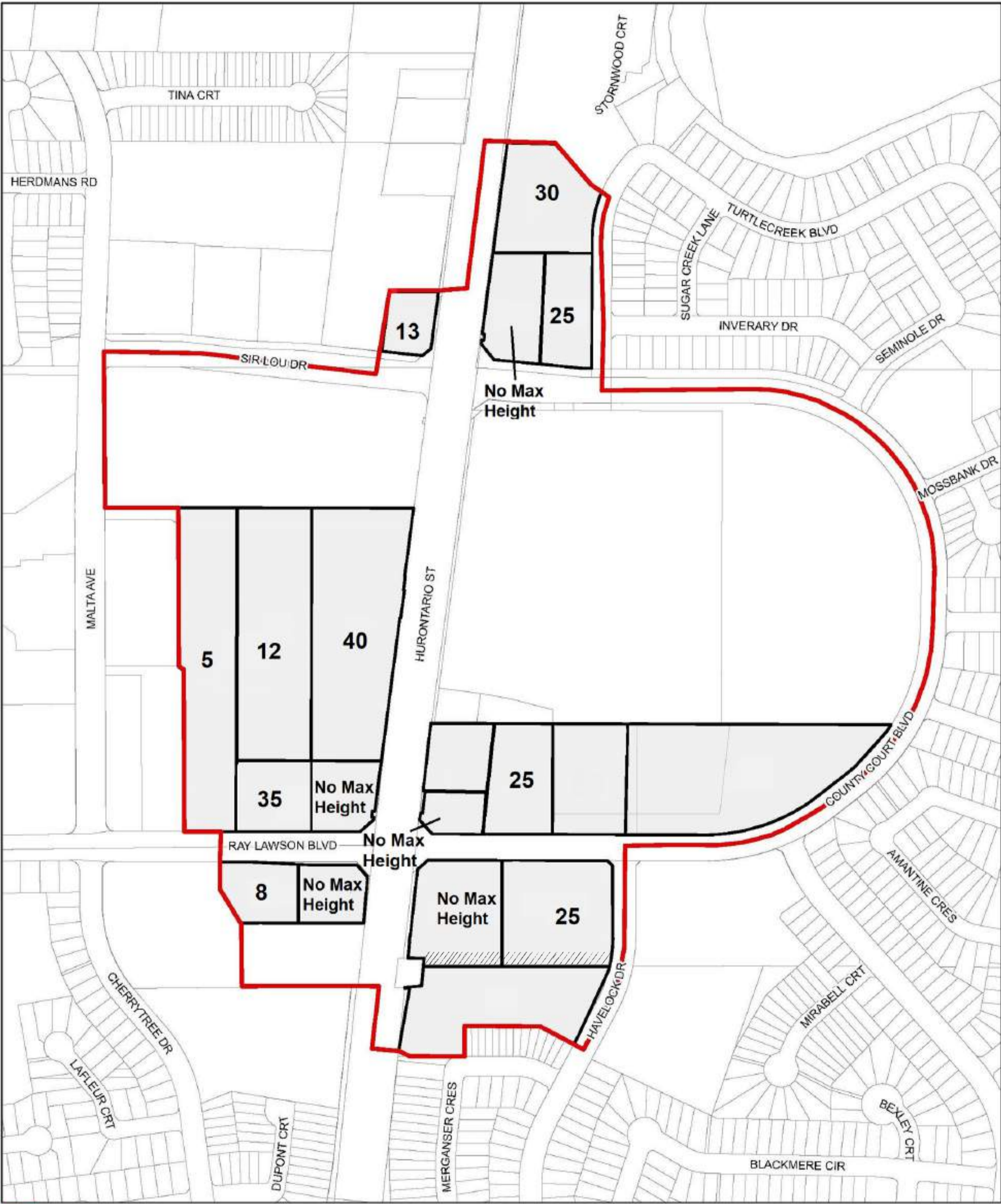


	MTSA Boundary
	Existing Open Space
	Proposed Park
	0-4 st
	5-8 st
	9-12 st
	13-20 st
	21-30 st
	31-40 st
	41-50 st
	50+ st "unlimited height"
	Future LRT Station

NORTH


0 100 200





- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Height Transition

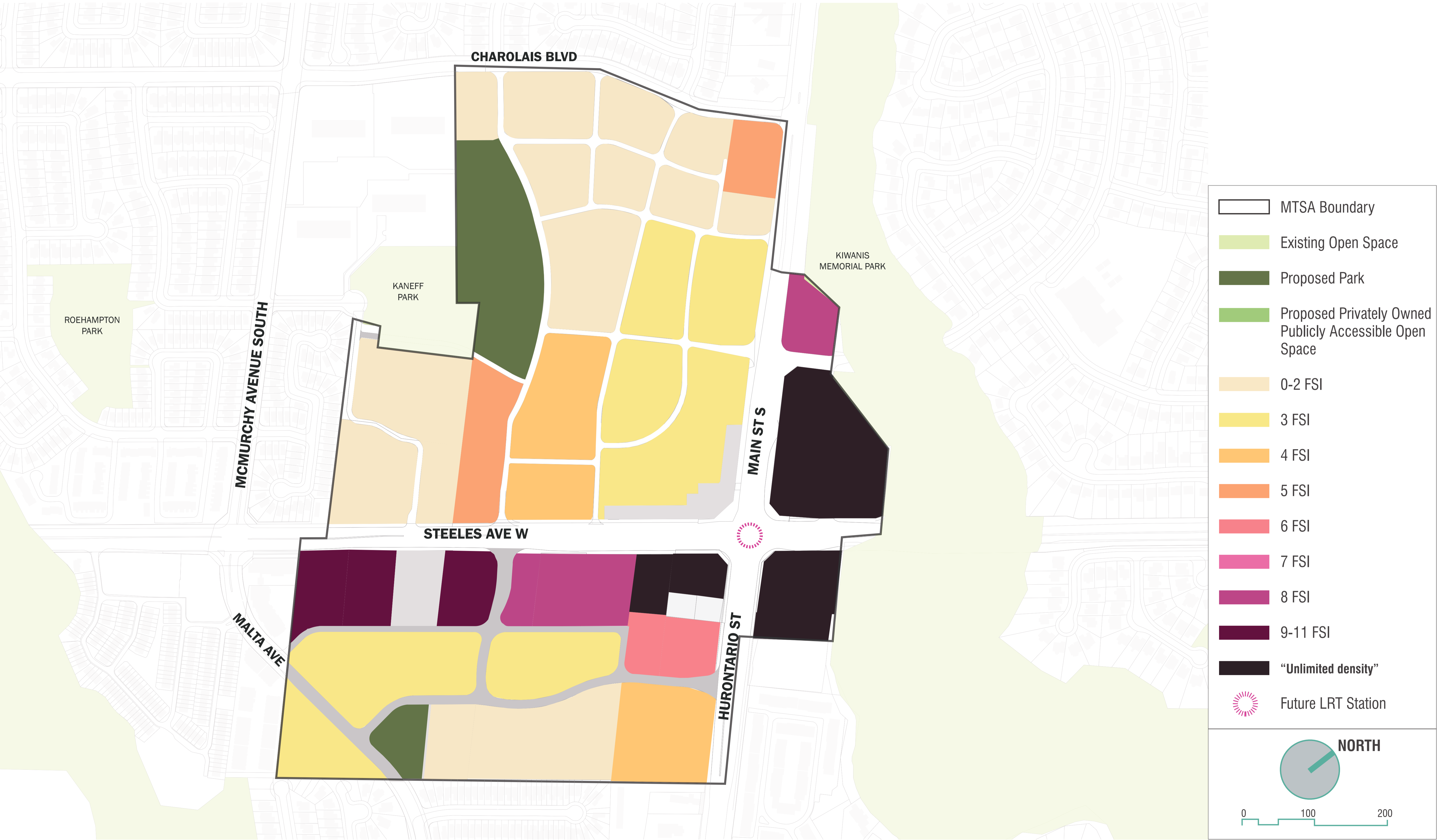
Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Ray Lawson MTSA



0 100 200
Metres

Date: 2024/03/12
 Planning, Building and Economic Development

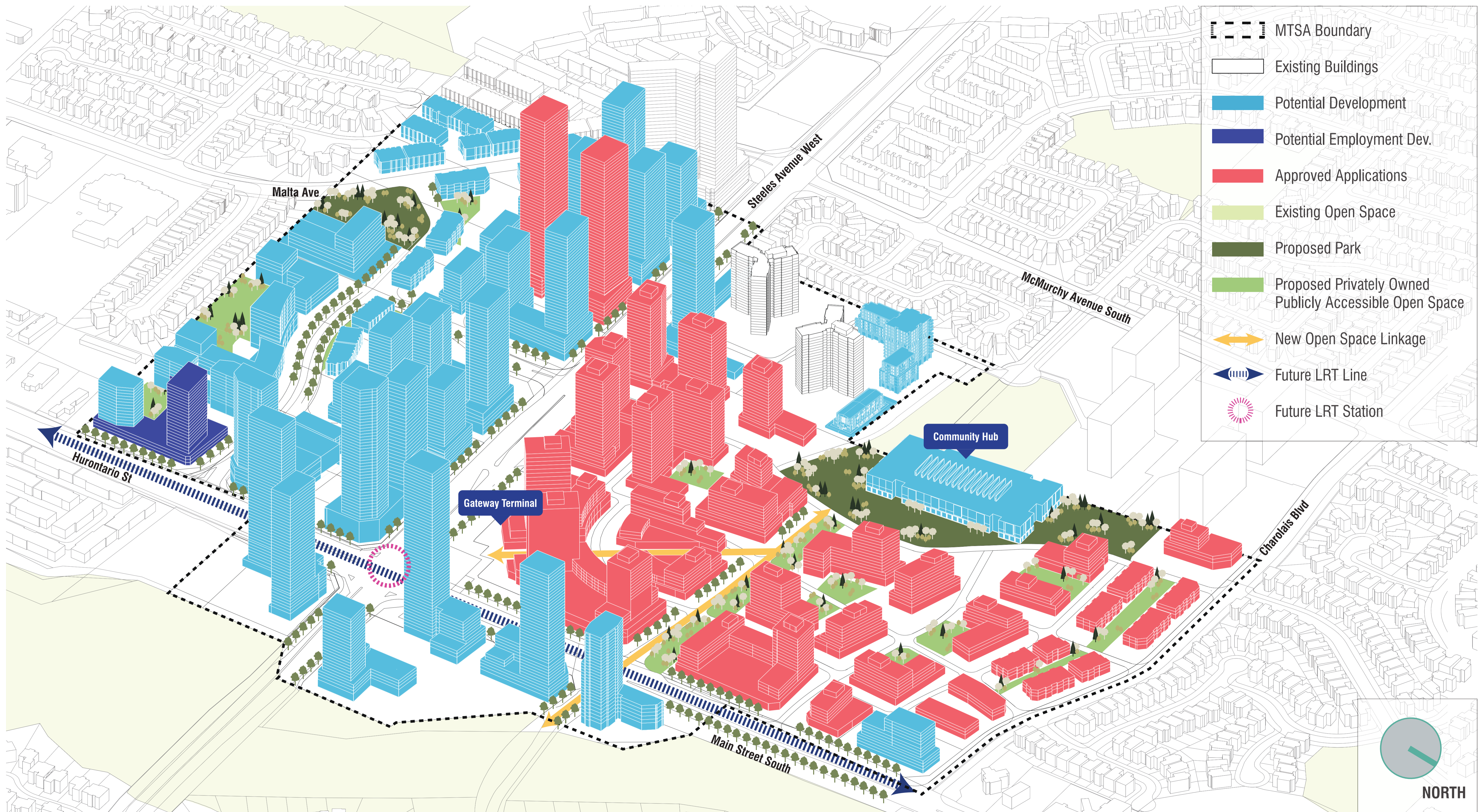
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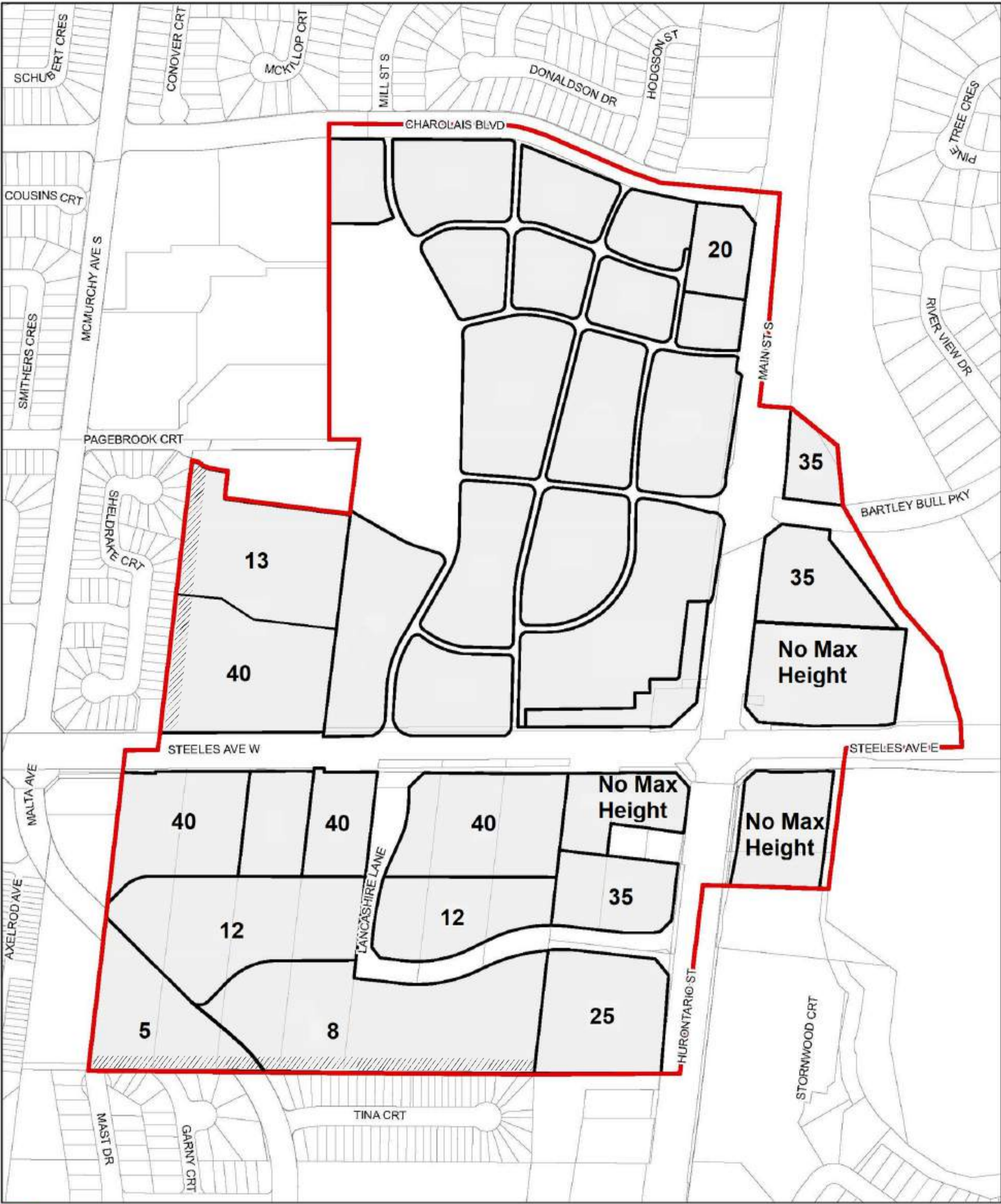


PROPOSED HEIGHT DISTRIBUTION

Draft for Discussion Purposes

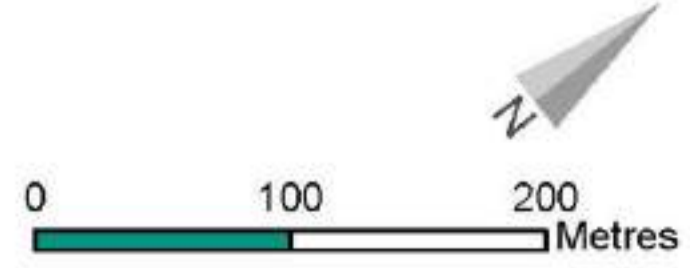






-  MTSA Boundary
-  Maximum Height (# of storeys)
-  Parcel Fabric
-  Height Transition

Draft for Discussion Purposes
Proposed Max Height (# of Storeys)
Gateway MTSA



Date: 2024/03/12
 Planning, Building and Economic Development

Attachment D: May 2024 MTSA Open House Comment and Response Table

- May 22, 2024 Letter from Ambria (Church) Limited
- June 10, 2024 Letter from MHBC (Morguard) re: Bramalea City Centre
- June 11, 2024 Letter from TACC HOLBORN (BLOCK 140) INC.

**May 2024 MTSA Open House
Comment and Response Table**

Comment	Staff response
1. Ambria (Church) Limited. Letter dated May 22, 2024	
<ul style="list-style-type: none"> • Clarify the height and future zoning permissions that will apply to their properties, which were recently subject to a rezoning approval. 	<ul style="list-style-type: none"> • Properties that have been recently rezoned (within the past 5 years) are not currently being considered as part of the pre-zoning process in Phase 3. Landowners have the option to submit a specific written request to the MTSA team, if they wish to have the zoning standards amended that apply to their parcel(s) through Phase 3 of the MTSA study.
2. The Bramalea City Centre (“BCC”) located at 25 Peel Centre Drive - Morguard Corporation (“Morguard”) represented by MHBC. Letter dated June 10, 2024	
<ul style="list-style-type: none"> • The height mapping should be reflective in-principle planning approvals for greater heights than what is currently being permitted in this study. • A cap on FSI is already controlled through building height restrictions. • Park adjacent to Bramalea Terminal should be located at the south end of the site to integrate into the existing trail system. • Is additional open space warranted given the amount of parkland existing in the surrounding area? 	<ul style="list-style-type: none"> • Properties that have been recently rezoned (within the past 5 years) are not currently being considered as part of the pre-zoning process in Phase 3. • FSI is necessary to address different performance standards, additional to height. • The proposed park location is conceptual. The need and exact location will be determined through future development approvals.
TACC HOLBORN (BLOCK 140) INC. Letter dated June 11, 2024	
<ul style="list-style-type: none"> • It is not appropriate for the City to suggest where the various heights should be located within it. • It is not appropriate for the City to suggest the building massing 	<ul style="list-style-type: none"> • it is a “demonstration” plan to show a potential or conceptual distribution of heights/built form, but not intended to be part of the approved documents. This is just for illustration purposes



May 22, 2024

City of Brampton
Planning, Building and Growth Management
2 Wellington Street West
Brampton, Ontario L6Y 4R2

via email: mtsa@brampton.ca

Attention: Michelle Gervais, MCIP, RPP
Policy Planner, Integrated City Planning

**RE: Ambria (Church) Limited
1, 1A, 3 Sophia Street and 120, 122, 126, 128 Church Street E., City of
Brampton
MTSA Study Phase 2b Official Plan Amendments**

Ambria (Church) Limited (“Ambria”) is the registered owner of 120, 122, 126, 128 Church Street East and future owners of 1, 1A, 3 Sophia Street (collectively known as the “Subject Lands”), located on the northeast corner of Church Street East and Sophia Street, generally north of Queen Street East and west of Kennedy Road in the City of Brampton. The Subject Lands are located within the Centre Street Major Transit Station Area (“MTSA”).

We appreciate the City’s continued efforts with the MTSA Study review as well as ongoing public and stakeholder engagement. We also appreciate the opportunity to provide comments on the City’s recent release of the proposed modifications to the Brampton Plan Major Transit Station Area policies (MTSA Study Phase 2b). Further to our recent conversations with development services, we offer the following comments and suggestions regarding the proposed modifications summarized below.

Flexible Policy Framework

The City is proposing modifications to the Brampton Plan MTSA to implement building height and density policies in accordance with the provincial mandated Bill 150. The proposed modifications will allow staff to propose maximum building heights and densities and locations for unlimited height and density for MTSA’s where city council deems appropriate. We appreciate staff’s consideration to deliver on Brampton’s MTSA policy objectives in accordance with Bill 150 however we would appreciate additional clarification if the proposed policy framework would allow for flexibility to permit privately initiated OPAs to amend MTSA policies and schedules 13a-13n.

The Brampton Plan MTSA does not provide clear policy language that states where appropriate, amendments to the land schedules would be permitted or not permitted in the Official Plan. In accordance with Bill 23, through the future implementing Zoning By-law MTSA's are protected within the first year of being approved which may be an issue for lands that are suitable for higher density uses. We ask the City to consider policy language in the MTSA Study that includes permitting Official Plan Amendments to amend Schedules 13a – 13n for the purposes of re-designating lands located in the MTSA's boundaries suitable for higher density development.

Centre Street MTSA – Schedule 13d Centre Street Land Use Plan

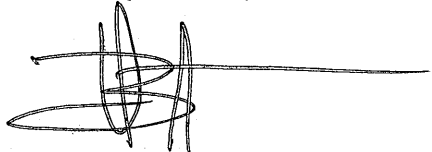
The City's recently adopted OP designates the Subject Lands as "Neighbourhood (Mid-Rise Residential)" per Schedule 13d – Centre Street Land Use Plan. The Mid-Rise Residential designation permits residential dwelling units contained within a mid-rise building ranging between 5 to 12 storeys. Currently, land uses in the MTSA do not have a maximum density restriction rather have a minimum density requirement to which the Mid-Rise Residential designation permits a minimum density of 0.50 Floor Space Index ("FSI"). The OP also designates the northern portion of the Subject Lands (abutting the designated Low-Rise Residential parcels) as a "Height Transition Area" which requires consideration for appropriate transition between higher density uses to low density uses.

Discussions between Ambria and Development Services are currently ongoing regarding precinct planning exercises for the area which includes discussions on a joint-venture development plan between Ambria and the owners to the east (55, 59, 61 Beech Street and 132, 136, 140, 142 Church Street East). Collectively, the Subject Lands along with lands to the east presents a development opportunity for a cohesive plan which will incorporate a mix of unit types.

In order to maximize the development potential with respect to the Subject Lands, we are requesting the City reconsider the Subject Land's designation from Mid-Rise Residential to High-rise Residential, similar to the designation of the adjacent lands to the east. The redesignation of the Subject Lands to High-Rise will allow for a coordinated development plan with our joint venture partners to the east to permit higher density residential uses along Church Street while providing for appropriate transitioning to the low-density residential uses to the north. Although the Subject Lands will be designated for High-Rise density, the rear portion will be limited to Mid-Rise uses (6-8 storeys) due to the provision of the Height Transition Area designation in the OP. Therefore, the opportunity for providing a mix of unit types is available for the Subject Lands.

We appreciate your consideration of the matters outlined above and look forward to working with Town staff to address our concerns. Should you have any questions or require additional information, please contact the undersigned or Marcus Martins at mmartins@ambria.ca or 416-682-5209.

Yours truly,
Ambria (Church) Limited



Vincent Baffa, MCIP, RPP, PLE
Vice President, Development

cc. Mayor Patrick Brown, City of Brampton
Henrik Zbogar, Director – Integrated City Planning, City of Brampton
Claudia LaRota, Principal Planner – Integrated City Planning, City of Brampton
Steve Ganesh, Commissioner – Development Services, City of Brampton
Angelo Ambrico, Manager – Development Services, City of Brampton



June 10, 2024

Michelle Gervais, MCIP, RPP
Policy Planner, City Planning & Design
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Via email: mtsa@brampton.ca

Dear Ms. Gervais;

**RE: Major Transit Station Area Plans for Dixie and Central Park
OUR FILE 9519Y-1**

MacNaughton Hermsen Britton Clarkson Planning Limited (“**MHBC**”) is retained by Morguard Corporation (“**Morguard**”) with respect to the Bramalea City Centre (“**BCC**”) located at 25 Peel Centre Drive (outlined on the location map below). BCC is a successful regional shopping centre containing approximately 1.5M square feet of retail and office space on 33 hectares of land. It is a major activity centre, drawing people from around the city and region to shop, work and play. Over the years, the ownership has made substantial investments into the property to maintain the regionally significant class A shopping centre status that it enjoys today.



Bramalea City Centre

BCC is located within the Dixie and Central Park MTSAs which are themselves identified as being within the Queen Street East Precinct. MHBC attended the City's Major Transit Station Areas ("MTSA") open house on May 14, 2024 and has reviewed the draft precinct plans. MHBC is continuing to review and assess the implications of the draft precinct plans with Morguard and awaits the distribution of the formal plans online. However, upon our review of the draft precinct plans, we have identified significant concerns and offer the following comments:

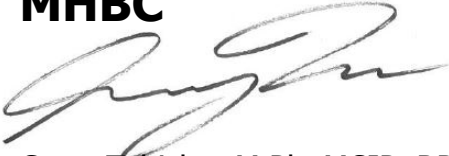
1. Maximum Building Heights and Densities – Maximum building height and density permissions should be increased throughout the BCC site, particularly closer to the Queen Street corridor and the Bramalea Bus Terminal where such density can support transit use. The permitted heights for the BCC site should be aligned with the other properties along the Dixie/Queen intersection, which are permitted heights of 40+ storeys (including numerous properties with unlimited heights). BCC currently contains one of the City's largest transit terminals based on the number of transit routes accommodated, includes GO transit access, and is on the future Queen Street Bus Rapid Transit route. BCC is unique in that it is a single 33 hectare parcel of land located directly on the Queen Street corridor, and as such, additional height and density is appropriate for the site to support both the existing transit and the future transit planned for this immediate area. Further to this, please note that the existing SPA for the BCC lands (SPA-2021-0268) has received approval in principle for the development of four apartment buildings with heights ranging from 12-33 storeys. At a minimum, the height mapping should be reflective of this in-principle approval, as one of the towers is taller than what is currently being permitted in this study.
2. Density Limits – Although the City has the authority under the Planning Act to implement density restrictions within MTSAs, is an FSI cap a necessary tool if density can already be adequately controlled through building height restrictions? Inclusion of this metric adds another constraint to building and site design that could limit design creativity, which is of utmost importance in an urban intensification context. BCC is uniquely positioned as a single large landholding adjacent to two proposed major transit stations and an existing transit terminal, which have capacity to accommodate a considerable amount of height and density while being able to control and mitigate impacts internally. This sheer size and consolidated nature of ownership allows land use conflicts, servicing issues and other such development-related matters to be resolved largely without reliance on or impacts to abutting land owners. As such, the inclusion of numerous FSI caps to control the density of the singular site is not necessary; if staff wish to proceed with FSI caps as a tool to control density, an overall density for the entire BCC property should be applied.
3. Park Location – There appears to be a large suburban-style park shown next to the Bramalea Bus Terminal. Should this park be located at the south end of the site where it can be integrated into the existing trail system? This would allow greater density to be concentrated closer to transit infrastructure where parks an open space can be provided in a more urban format through methods like privately owned publicly accessible spaces ("POPS").
4. Additional Open Space – Specific areas of parks and open spaces have been designated on the precinct plans. Is this additional park and open space area warranted given the amount of parkland existing in the surrounding area?

5. Mixed Uses – We concur with the language used in the character area descriptions which “encourages” a mix of uses and commercial uses at grade as opposed to requires them. This is an important acknowledgement of the significant existing supply of commercial uses in the area which is the context within which most of this area will develop.

We appreciate the opportunity to review the draft MTSA plans at the May open house session and we look forward to reviewing copies of the presentation materials in detail once they become publicly available. We intend to provide a more detailed comments upon such detailed review.

Yours truly,

MHBC



Gerry Tchisler, M.Pl., MCIP, RPP
Partner



June 11, 2024

Sent via Email

Corporation of the City of Brampton
2 Wellington Street West, Brampton
ON L6Y 4R2

Attention: Michelle Gervais
Policy Planner, Integrated City Planning

**RE: May 23, 2024 Open House
MTSA Study Phase 2B
The Gore MTSA**

We are the owners of the property located at the north-east corner of Queen Street East and The Gore Road.

We attended the above-referenced Open House hosted by the City and were pleased to see “unlimited density” proposed for our property; however, we do have concerns with respect to the Proposed Height Distribution and Demonstration Plan that was presented.

Although we appreciate the City suggesting “unlimited height” within our property, we believe it is not appropriate for the City to suggest where the various heights should be located within it as is shown on the attached Proposed Height Distribution exhibit. Similarly, we believe that is not appropriate for the City to suggest the building massing as illustrated on the attached Demonstration Plan exhibit.

The building heights/massing will be determined through our zoning amendment application OZS-2024-0037.

We appreciate the City’s efforts in this process and look forward to seeing updated exhibits that are in line with our proposal.

Sincerely,

TACC HOLBORN (BLOCK 140) INC

James Stevenson
Vice-President of Planning & Development

cc. Steve Ganesh, Commissioner of Planning, Building and Growth
Lauren Capilongo
Natalie Lam
Nick Sestito



Minutes

Active Transportation Advisory Committee

The Corporation of the City of Brampton

Tuesday, June 11, 2024

Members Present: Steven Laidlaw (Co-Chair)
Lisa Stokes (Co-Chair)
Enzo Bek
Cindy Evans
Alina Grzejszczak
Dayle Laing
Barry Lavallee

Members Absent: Steven Lee
Regional Councillor Rowena Santos

Staff Present: Tammi Jackson, Legislative Coordinator
Tyron Nimalakumar, Transportation Planner, Planning, Building
and Growth Management
Fernanda Duarte Peixoto Soares, Project Manager, Active
Transportation, Integrated City Planning, Planning Building and
Growth Management

1. **Call to Order**

The meeting was called to order at 7:01 p.m. and adjourned at 8:41 p.m.

2. **Approval of Agenda**

The following motion was considered.

ATC022-2024

That the agenda for the Active Transportation Advisory Committee Meeting of June 11, 2024, be approved, as published and circulated.

Carried

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

Nil

4. **Previous Minutes**

The minutes were considered by the Planning and Development Committee on May 6, 2024, and were approved by Council on May 15, 2024. The minutes were provided for Committee's information.

5. **Presentations / Delegations**

5.1 Presentation by Lisa Stokes, Co-Chair, re: Ontario Bike Summit

Lisa Stokes, Co-Chair, provided an overview of the Ontario Bike Summit, and responded to questions of clarification from Committee.

Committee discussion included the following:

- Question regarding whether all federal political parties has a set policy for cycling in Ontario.
- Clarification that federal parties spoke about what the provincial government can do to assist municipalities.

- Question regarding whether the number of possible municipal liabilities was provided specifically in relation to active transportation.

The following motion was considered.

ATC023-2024

That the presentation from Lisa Stokes, Co-Chair, re: **Ontario Bike Summit**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received.

Carried

5.2 Presentation by Cindy Evans, Citizen Member, re: Ontario Bike Summit

Cindy Evans, Citizen Member, provided an overview of the Ontario Bike Summit, and responded to questions of clarification from Committee.

The following motion was considered.

ATC024-2024

That the presentation from Cindy Evans, Citizen Member, re: **Ontario Bike Summit**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received.

Carried

5.3 Presentation by Stephen Laidlaw, Co-Chair, re: Leading Pedestrian Interval

Stephen Laidlaw, Co-Chair, provided an overview of the Leading Pedestrian Interval, and responded to questions of clarification from Committee.

Committee discussion included the following:

- Question regarding whether Brampton has any of the leading pedestrian intervals installed.
- Clarification that leading pedestrian intervals have not been installed in Brampton.
- Question regarding what the steps would be to have leading pedestrian intervals implemented throughout Brampton.

The following motion was considered.

ATC025-2024

That the presentation from Stephen Laidlaw, re: **Leading Pedestrian Interval**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received

Carried

5.4 Presentation by Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management re: E-scooter Pilot Program Update

Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management , provided an update on the E-Scooter Pilot Project, and responded to questions of clarification from Committee.

Committee discussion included the following:

- Question regarding:
 - whether the heat map will affect the cycling lanes in the future.
 - has their been an increase in compliance with public bike racks and how many scooters can be parked at the bike racks.
 - Have complaints been received about the debris and construction.
 - How many scooters were abandoned and not complained about.
 - Question regarding CO2 emissions and whether the data is accurate.

The following motion was considered.

ATC026-2024

That the presentation from Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management, re: **E-scooter Pilot Program Update**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received

Carried

6. Reports / Updates

- 6.1 Verbal Update by Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management, re: The Brampton Bike Festival

Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management, provided a brief update on the Brampton Bike Festival and answered questions of clarification.

The following motion was considered.

ATC026-2024

That the verbal update from Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management, re: **The Brampton Bike Festival**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received.

Carried

- 6.2 Verbal Update by Lisa Stokes, Co-Chair, re: Community Rides

Lisa Stokes, Co-Chair, provided an update on the Community Rides, and responded to questions of clarification from Committee.

The following motion was considered.

ATC027-2024

That the verbal update from Lisa Stokes, Co-Chair, re: **Community Rides**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received.

Carried

- 6.3 Verbal update by Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management re: Latest Implementation Developments on East-West Cycling Corridor

Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management, provided an update on the Latest Implementation Developments on East-West Cycling Corridor, and responded to questions of clarification from Committee.

The following motion was considered.

ATC028-2024

That the verbal update from Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management, re: **Latest Implementation developments on East-West Cycling Corridor**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received.

Carried

- 6.4 Verbal Update by Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management re: Community Engagement

Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management, provided an update on community engagement, and responded to questions of clarification from Committee.

The following motion was considered.

ATC029-2024

That the verbal update from Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management, re: **Community Engagement**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received.

Carried

7. Other / New Business / Information Items

- 7.1 Active Transportation Advisory Committee - Sub-Committee Minutes - May 14, 2024

The following motion was considered.

ATC030-2024

That the **Active Transportation Advisory Committee Sub-Committee Minutes of May 14, 2024**, to the Active Transportation Advisory Committee Meeting of June 11, 2024, be received.

Carried

8. **Correspondence**

Nil

9. **Question Period**

Nil

10. **Public Question Period**

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made at this meeting. T. Jackson, Legislative Coordinator, confirmed there were no questions from the public.

11. **Adjournment**

The following motion was considered.

ATC031-2024

That the Active Transportation Advisory Committee do now adjourn to meet again on Tuesday, August 13, 2024, at 7:00 p.m. or at the call of the Chair.

Carried

Steven Laidlaw (Co-Chair)

Lisa Stokes (Co-Chair)