



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

**Date:** Monday, May 26, 2025  
**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)

**Accessibility of Documents:** Documents are available in alternate formats upon request. If you require an accessible format or communication support contact the Clerk's Department by email at [city.clerksoffice@brampton.ca](mailto:city.clerksoffice@brampton.ca) or 905-874-2100, TTY 905.874.2130 to discuss how we can meet your needs.

Note: This meeting will be live-streamed and archived on the City's website for future public access.

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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. General Delegations (5 Minutes Maximum)

6. Statutory Public Meeting

7. Planning Applications

7.1 File: OZS-2024-0065

Application to Amend the Official Plan and Zoning By-law, and for a Draft Plan of Subdivision

**Applicant/Consultant:** West Humber River Developments Inc., KLM Planning Partners

**Purpose:** To facilitate a residential development for the East Precinct area of the Gore Meadows Secondary Plan comprised of a high-density block with 20- and 22-storey towers containing 419 residential units and ground-floor commercial space, two 4-storey apartment buildings with 122 units, and medium-density blocks containing a total of 249 condominium townhouse units. A stormwater management pond, a centrally located public park block, a natural heritage system block, and new public roads with access to The Gore Road are also proposed.

**Location:** 10350 The Gore Road, north of Castlemore Road and west of The Gore Road, Ward 10

7.1.1 Staff Report by Samantha Dela Pena, Planner, Development Services

7.1.2 Delegations

7.1.3 Correspondence

*Recommendation*

*Note: To be distributed prior to the meeting.*

7.2 File: OZS-2023-0004

Application to Temporarily Amend the Zoning By-law

**Applicant/Consultant:** George Karathanassis, Glen Schnarr and Associates Inc.

**Purpose:** To permit a motor vehicle sales establishment on the north-easterly portion of the lands for a temporary basis for a period of no more than three (3) years.

**Location:** 9296 Highway 50, Ward 10

7.2.1 Staff Report by Chinoye Sunny, Planner, Development Services

7.2.2 Delegations

7.2.3 Correspondence

8. Staff Reports

8.1 Staff Presentation and Report by Fernanda Duarte Peixoto Soares, Project Manager, Integrated City Planning, re: Active Transportation Master Plan Implementation - 2024/2025 Annual Report (All Wards)

*Recommendation*

8.2 Staff Presentation and Report by Han Liu, Principal Urban Designer/Supervisor, Development Services, re: Urban Design Guidelines Update

*Recommendation*

8.3 Staff Report by Arjun Singh, Planner, Development Services, re: Modifications to Growth Management Staging and Sequencing Strategy for Secondary Plan 47 - Sub Area 3A

*Note: To be distributed prior to the meeting.*

9. Committee Minutes

**10. Other Business/New Business**

**11. 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.

**12. General Correspondence**

**13. Councillor Question Period**

**14. 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.

**15. Closed Session**

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

**16. Adjournment**

**Next Regular Meeting: Monday, June 9, 2025 at 7:00 p.m.**





**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 5/12/2025

**Date:** 2025-04-28

**File:** OZS-2023-0004

**Subject:** **Recommendation Report – Application to Temporarily Amend the Zoning By-law**

*To permit a motor vehicle sales establishment on the north-easterly portion of the lands for a temporary basis for a period of no more than three (3) years*

**George Karathanassis – Glen Schnarr and Associates Inc.**

9296 Highway 50  
 Ward 10

**Contact:** Chinoye Sunny, Development Planner, Development Services & Design

Angelo Ambrico, Manager, Development Services & Design

**Report number:** Planning, Bld & Growth Mgt-2025-329

**RECOMMENDATIONS:**

1. That the report from Chinoye Sunny, Development Planner, Development Services, to the Planning and Development Committee Meeting of May 12, 2025, re:  
**Recommendation Report – Application to Temporarily Amend the Zoning By-law**, George Karathanassis – Glen Schnarr and Associates Inc., File: OZS-2023-0004, 9296 Highway 50, Ward 10, be received;
2. That the application for a Temporary Zoning By-law Amendment submitted by Glen Schnarr and Associates Inc. on behalf of George Karathanassis be approved on the basis that it is consistent with the Provincial Policy Statement, and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That in accordance with the Planning Act, Council supports the proposed temporary use for a period of up to three (3) years from the date of adoption of the By-law included as Attachment 10 to this report; and
4. That the amendments to the Zoning By-law, generally in accordance with the attached Attachment 10 to this report be adopted;

5. That no further notice of public meeting be required for the attached Zoning By-law Amendment as per Section 34(10.4) of the Planning Act, R.S.O. c.P. 13, as amended.

#### **OVERVIEW:**

- That the report recommends approval of the proposed Temporary Use By-law Application to permit the interim motor vehicle sales establishment on the subject property, for a period of no more than three (3) years.
- The property is designated 'Residential' in Schedule A: General Land Use Designation and 'Neighbourhood Retail' in Schedule A2: Retail Structure of the Official Plan. No amendment to the Official Plan is required to permit the proposed temporary use development.
- The property is designated 'Community Areas' in Schedule 1A: City Structure and 'Mixed Use' in Schedule 2: Designation, as per Brampton Plan.
- The property is designated 'District Retail' and 'Special Policy Area 6' in the Bram East Secondary Plan (Area 41). No amendment to the Secondary Plan is required to permit the proposed temporary use development.
- As per Zoning By-law 270-2004, as amended, the subject property is zoned Residential Rural Estate Two (RE2) which permits a single detached dwelling, supportive housing residences, and purposes accessory to the other permitted purposes. A Temporary Zoning By-law Amendment is required to facilitate the proposed development.
- A Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on May 15, 2023. No members of the public spoke at the meeting and no written correspondence was received. Details of the Statutory Public Meeting are included in Attachment 7 of this report.
- The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.
- The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional

**Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2024).**

## **BACKGROUND**

The land subject to the Temporary Use Zoning By-law Amendment is located at 9296 Highway 50, which is north of Cottrelle Boulevard and west of Highway 50. Glen Schnarr and Associates Inc. submitted an application on behalf of George Karathanassiss on January 19, 2023, and it was deemed complete on February 14, 2023, in accordance with Section 34 (10.4) of the Planning Act.

The Statutory Public Meeting was held at the Planning and Development Committee Meeting on May 15, 2023. No members of the public spoke at the meeting and no written correspondence was received.

Since the time of receipt of the application and the public meeting, City Staff and the applicant have been working together to refine the technical details associated with the proposal. The applicant has submitted three (3) submission packages to be able to resolve various technical issues associated with the proposal.

## **CURRENT SITUATION**

### **Proposal**

A Temporary Use By-law to amend the Zoning By-law has been filed with the City to develop a motor vehicle sales establishment on the north-easterly portion of the lands for a temporary basis for a period of no more than three (3) years.

### ***Details of the Proposal (refer to Attachment 1)***

Details of the proposal are as follows:

- Temporary (3 years) motor vehicle sales establishment use.
- A temporary sales office measuring approximately 70.85 square metres.
- The existing one-storey dwelling will be retained for residential use by the property owner.
- A total of 16 vehicular parking spaces.
- Additional pavement hardscaping of 97 square metres.
- Access from Highway 50.

### ***Property Description and Surrounding Land Use (refer to Attachment 6)***

The lands have the following characteristics:

- A total site area of 0.73 hectares (1.81 acres);
- An existing one-storey dwelling with an accessory structure; and
- An approximate frontage of 77.68 metres along Highway 50.

The surrounding land uses are described as follows:

- **North:** a single detached dwelling and vacant lands subject to a future townhouse development application (City Site Plan File: SPA-2021-0122).
- **South:** a single-detached dwelling and a retail plaza.
- **East:** Highway 50, beyond which are vacant lands for future development located within the City of Vaughan.
- **West:** an existing low-density residential subdivision.

Further details on this application can be found in the Detailed Planning Analysis contained in Attachment 9, which contains an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

### **Summary of Recommendations**

This report recommends that Council endorse the approval of the proposed amendment to the Zoning By-Law, generally in accordance with Attachment 10, respectively. The proposal and implementing documents represents good planning, is consistent with the Provincial Policy Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in Attachment 9 – Detailed Planning Analysis.

### ***Application to Amend the Zoning By-Law***

The subject property is zoned 'Residential Rural Estate Two (RE2)' by By-Law 270-2004 as amended. The Temporary Use By-Law is required to permit the proposed motor vehicle sales establishment use. The By-law will include site-specific provisions regarding the motor vehicle sales establishment.

### ***Future Access Easement***

The City of Brampton and the Region of Peel have identified that the subject property and the neighbouring lands to the north and south (specifically municipally addresses 0 Clarkway Drive, 9318 Highway 50, 9296 Highway 50, and 9278 Highway 50) will require future reciprocal access easements between those properties. This is required because individual accesses to each of these properties will not be supported upon their redevelopment due to access management standards. Highway 50 is a Regional road that is identified as a 'Major Arterial Road' in Schedule 3C of the Brampton Plan, and is a key corridor within the City for the movement of goods and services. At this time, no discussions have taken place with the adjacent landowners regarding the future access easement as the properties are not being redeveloped at this time. The City's Traffic staff have agreed that the access easement matter will be considered further through the future site plan application for these lands, with the expectation that access easements will be required to be registered prior to the issuance of Site Plan Approval.

## **PLANNING ANALYSIS SUMMARY**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The proposed By-law, with the changes recommended by Staff, represents good planning. Please refer to Attachment 9 "Detailed Planning Analysis" for additional details.

### **Matters of Provincial Interest**

#### ***Planning Act, R.S.O., 1990***

The proposal is for a temporary use application to permit the development of a motor vehicle sales establishment. Temporary use applications are for a specified period of time and shall not exceed three (3) years as per Section 39 of the Planning Act.

The proposal represents orderly development as it will make efficient use of the lands. The proposed temporary change of use will be compatible with the nearby commercial plaza with no negative impacts to the surrounding community are anticipated in accordance with Section p) of the Planning Act. The proposal incorporates enhanced landscape screening to ensure that neighboring properties are not impacted by the temporary use development in accordance with Section r) of the Planning Act.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

#### ***Provincial Planning Statement (PPS 2024)***

The proposed development is located within a Settlement Area as defined in provincial and municipal planning documents. The proposed temporary use will not prevent the

lands from being developed for long-term uses in accordance with the City's Official Plan policies in the future to meet long-term residential needs.

Policy 1.2.6.1 of the PPS states that major facilities and sensitive land use shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety, and to ensure the long term economic viability of major facilities in accordance with provincial guidelines and procedures.

The subject property is located within a location planned for residential / mixed-use land uses. Existing residential dwellings exist within the immediate vicinity, where appropriate buffers, landscape treatments, and noise mitigation measures will be implemented through the By-law amendment and Site Plan approval process. The proposed temporary change of use will be compatible with the nearby commercial plaza and adjacent residential lands and no negative impacts to the surrounding community are anticipated

Based on the above, staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the Provincial Policy Statement.

## **Municipal Planning Documents**

### ***Region of Peel Official Plan (2022)***

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure.

The proposed development provides appropriate service commercial land uses through the inclusion of a motor vehicle sales establishment on the residential lands which will access to surrounding active transportation in accordance with Section 5.6.27.4. The proposal also utilizes existing servicing and infrastructure to redevelop an underutilized piece of land within the City in accordance with Sections 5.4.18.2 and 5.4.18.3.

The proposal will contribute to a complete community and intensify once underutilized lands to incorporate a temporary redevelopment with a mix a land uses on an appropriate area. Furthermore, in accordance with Sections 5.6.19.2 and 5.6.19.4, the proposed development incorporates a connection to the existing public sidewalk system which provides a pedestrian-friendly walkable access to other land uses in the community.

Based on the above, staff is satisfied that the proposed Temporary Use Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

### ***City of Brampton Official Plan (2006)***

The property is designated 'Residential' in Schedule A: General Land Use Designations and 'Neighbourhood Retail' in Schedule A2: Retail Structure. The 'Residential'

designation permits a full range of dwelling types ranging from single-detached dwellings to high-rise apartments. The 'Neighbourhood Retail' designation are usually located in residential areas in order to serve the shopping needs of the community.

The proposal incorporates enhanced landscaping on the site to adequately screen the motor vehicle sales establishment from adjacent properties and includes a connection to the existing public sidewalk system which provides a pedestrian-friendly walkable access to other land uses in the community in accordance with Sections 4.2.1.14, 4.11.4.2, and 4.11.4.7.

Although a motor vehicle sales establishment is not permitted as per S.4.35.7, the proposal is for a temporary use redevelopment which allows for redevelopment of the site with an amendment to the Official Plan in accordance with S.5.10.2.

The proposed development application meets the applicable criteria of enacting a Temporary Use By-Law outlined in Section 5.10.2 of the City of Brampton Official Plan:

- The proposal does not create and/or aggravate any situation detrimental to adjacent complying uses in accordance with Section 5.10.2(i).
- The temporary use does not interfere with the development of adjacent areas.

The Temporary Use By-law is proposed for a period of no longer than three (3) years in accordance with Section 5.10.1 of the City of Brampton Official Plan and the Planning Act. Based on the above, Staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the City of Brampton Official Plan.

### ***Brampton Plan, 2023***

The property is designated 'Community Area' in Schedule 1A and 'Mixed Use' in Schedule 2: Designations of the Official Plan. The City has identified that these lands should be planned for Mixed Use redevelopment in the future. The site will need to be developed in conjunction with the adjacent property owners in order to pursue a permanent residential development. However, currently there are no formal plans for future development, as the abutting property owners do not intend to develop their land for the foreseeable future.

The proposal is to temporarily permit the development of a motor vehicle sales establishment on the subject lands. In accordance with S.5.12.44 of the Official Plan, Temporary Use by-laws may be passed provided that the temporary buildings / structures do not significantly alter the lands. The existing residential dwelling is planned to be maintained on the site and only a temporary office of 70.85 square metres is proposed.

The proposed development application meets the applicable criteria of enacting a Temporary Use By-Law outlined in Sections 5.12.42 to 5.12.45 of the City of Brampton Official Plan:

- As the development application does not propose any permanent structures or buildings, the proposed use will be of temporary nature and will not entail major construction or investment. There will be no hardship in reverting to the original uses upon termination of the temporary use in accordance with Section 5.12.43(b).
- As the subject area is designated for commercial uses, the proposed temporary use is compatible with the surrounding land uses and character of the surrounding area in accordance with Section 5.12.43(c).
- The Functional Servicing Report has been deemed satisfactory with and confirms that the proposal does not require the extensions or expansion of existing municipal services in accordance with Section 5.12.43(d).
- The Traffic Impact Study has been deemed satisfactory and confirms that the proposal does not create any traffic issues within the surrounding area in accordance with Section 5.12.43(e).
- As the Temporary Use proposes the development of a motor vehicle sales establishment and the proposed use includes sufficient parking facilities entirely on-site in accordance with Section 5.12.42 and 5.12.43(f).
- Based on all of the above, the proposed use is generally desirable and compatible with the surrounding community in accordance with Section 5.12.43(g).

The Temporary Use By-law is proposed for a period of no more than three (3) years in accordance with Sections 5.12.42 to 5.12.45 of the City of Brampton Official Plan 'Brampton Plan' and the Planning Act. Based on the above, Staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the Brampton Plan.

### ***Bram East Secondary Plan (Area 41)***

The proposed development is located within the Bram East Secondary Plan (Area 41). The property is designated 'District Retail' and 'Special Policy Area 6' within the Secondary Plan.

Although a motor vehicle sales establishment is not permitted as per S.3.2.1.2(i) of the Secondary Plan, the proposal is for a temporary use redevelopment which allows for redevelopment of the site with an amendment to the Official Plan in accordance with S.5.10.2 of the 2006 Official Plan and S.5.12.44 of Brampton Plan.

Based on the above, Staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the Bram East Secondary Plan (SP41).

### ***Zoning By-law***

The 'Residential Rural Estate Two (RE2)' zone which permits a single detached dwelling, supportive housing residences, and purposes accessory to the other permitted purposes.



A Temporary Use Zoning By-law is required to facilitate the proposed use, as a motor vehicle sales establishment is not permitted by the current '*Residential Rural Estate Two (RE2)*' zone on the subject property. This Recommendation Report includes a copy of the proposed Temporary Use Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

## **Community Engagement**

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. Public Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on May 15, 2023. No members of the public made delegations at the meeting and no pieces of written correspondence were received. Details of the Statutory Public Meeting are included in Attachment 7 of this report.

## **CORPORATE IMPLICATIONS**

### **Financial Implications:**

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

### **Other Implications:**

There are no other corporate implications associated with this application.

## **STRATEGIC FOCUS AREA**

The report aligns with the strategic focus area "Growing Urban Centres & Neighbourhoods". The Temporary Zoning By-law Amendment will support commercial services within the City of Brampton.

### **Living the Mosaic – 2040 Vision**

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres with quality jobs. This report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic'.

## CONCLUSION

Staff is satisfied that the proposed Temporary Use By-law Amendment represents good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2024).

The report recommends that Council enact the Temporary Use By-law Amendment attached hereto as Attachment 10. The By-law is appropriate for the orderly development of the lands considering the following:

- The proposed temporary use aligns with policies within the City of Brampton Official Plan (2006) and Regionally approved 'Brampton Plan', specifically Section 5.10 – Temporary Use By-Laws and Sections 5.12.42 to 5.12.45 - Temporary Use By-Laws, respectively; and
- The appropriate measures will be implemented to reduce the visual impacts of the proposed motor vehicle sales establishment on any neighbouring residential uses.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Temporary Use Zoning By-law Amendment, as the proposal is in the public interest.

Authored by:

Reviewed by:

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Chinoye Sunny  
Development Planner  
Planning, Building and Growth  
Management

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Allan Parsons, MCIP, RPP  
Director, Development Services & Design  
Planning, Building and Growth  
Management

Approved by:

Approved by:

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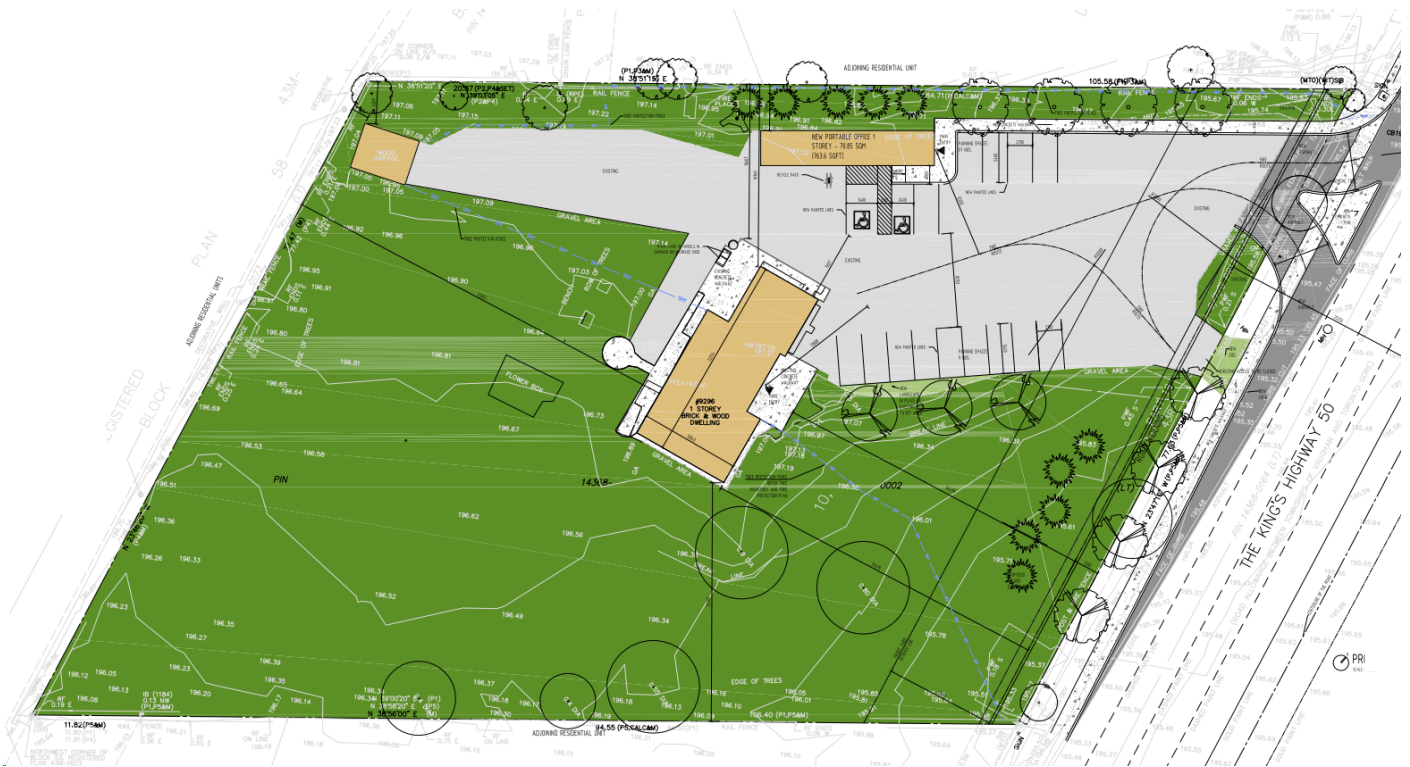
Steve Ganesh, MCIP, RPP  
Commissioner  
Planning, Building and Growth  
Management

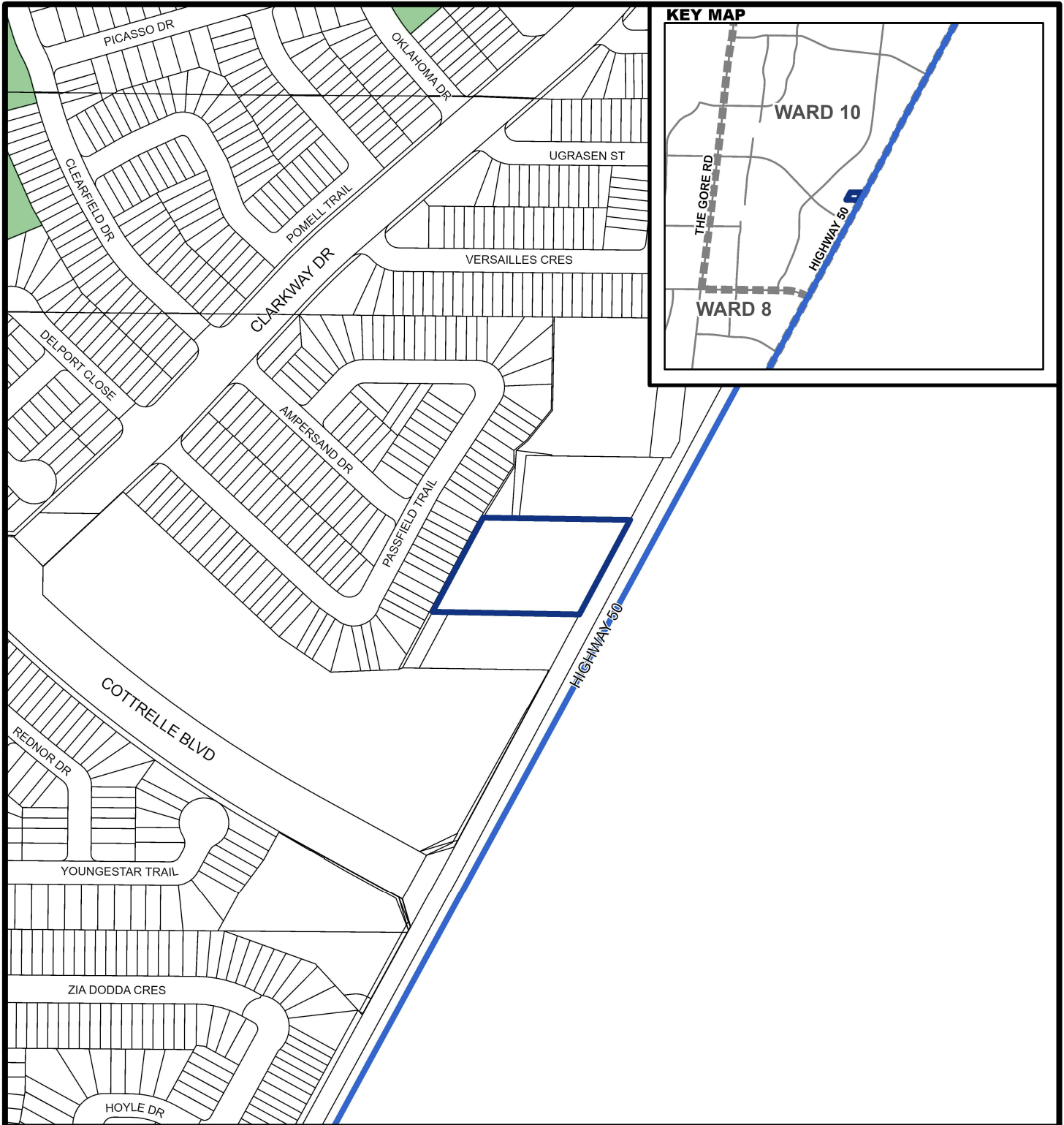
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Marlon Kallideen  
Chief Administrative Officer


**Attachments:**

- Attachment 1— Concept Plan
- Attachment 2— Location Map
- Attachment 3— Official Plan Designations
- Attachment 4— Secondary Plan Designations
- Attachment 5— Zoning Designations
- Attachment 6— Aerial & Existing Land Use
- Attachment 7— Results of Public Meeting
- Attachment 8— Results of External Circulation
- Attachment 9— Detailed Planning Analysis
- Attachment 10— Draft Zoning By-law Amendment
- Attachment 10A— Draft Zoning By-law Amendment Schedule






- SUBJECT LAND
- CITY LIMIT
- GREENSPACE
- PROPERTY LINE



**BRAMPTON**  
Flower City

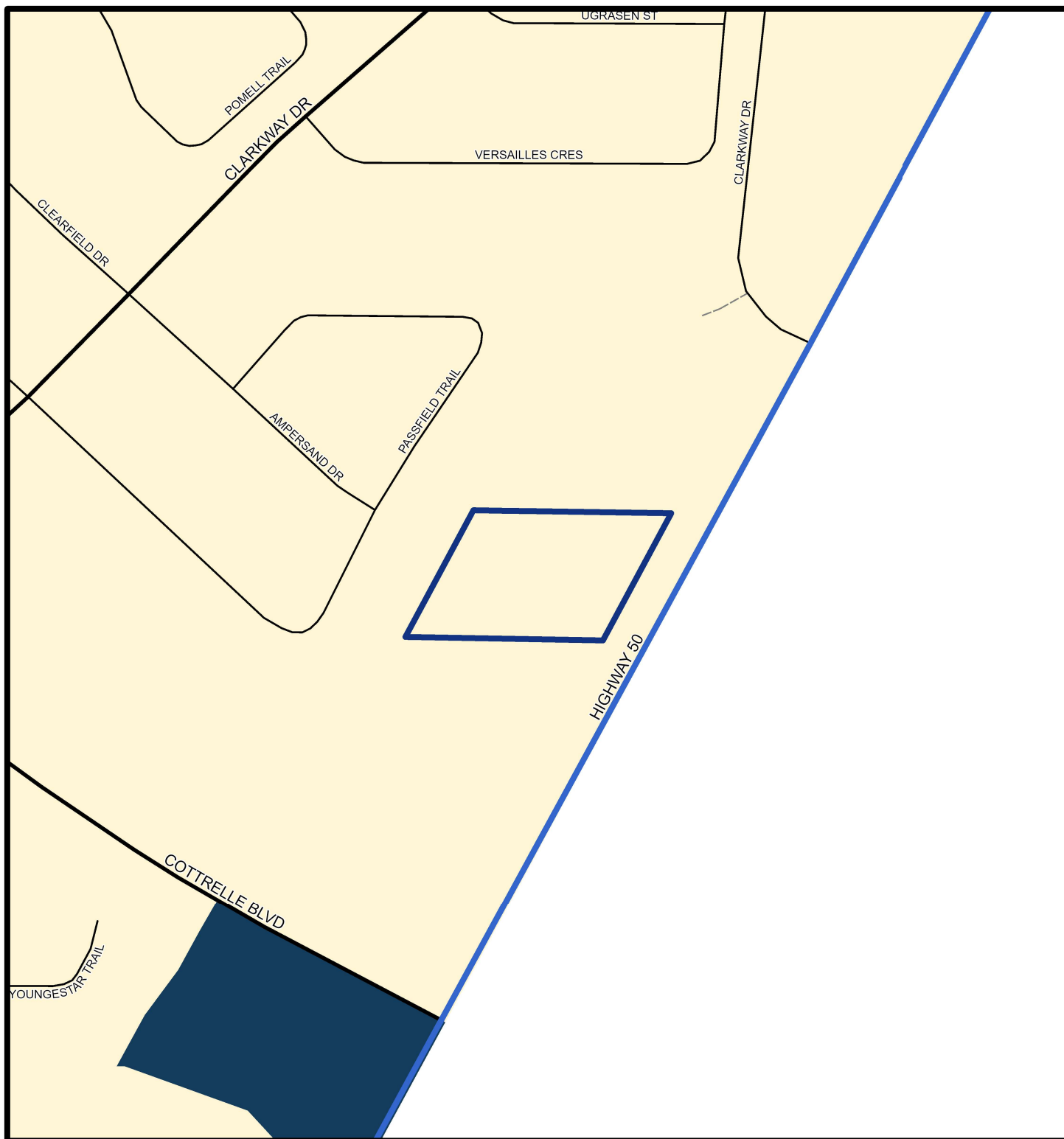
PLANNING, BUILDING AND GROWTH MANAGEMENT



0 50 100  
Metres

Author: ckovac  
Date: 2023/02/17

**APPENDIX 2**  
**LOCATION MAP**  
**GLEN SCHNARR AND ASSOCIATES**  
**GEORGE KARATHANASSIS**

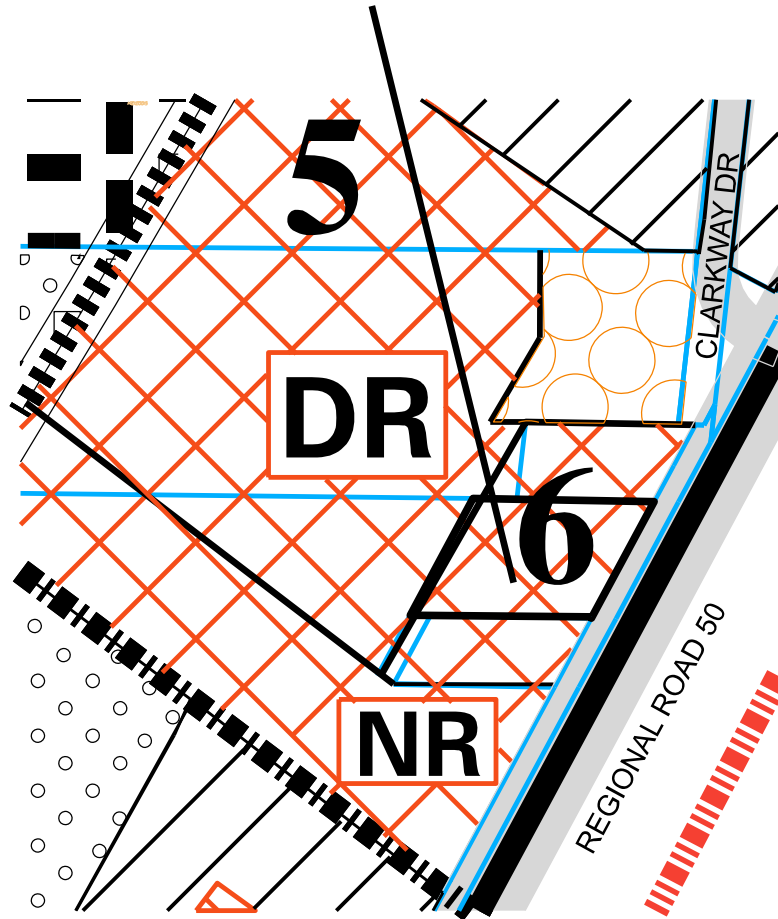


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- |                                                                                                      |                                                                                                 |
|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
|  SUBJECT LAND      |  RESIDENTIAL |
|  BUSINESS CORRIDOR |  CITY LIMIT  |

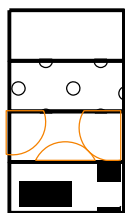


# SUBJECT LANDS



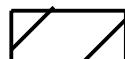
EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN

## RESIDENTIAL LANDS:



- Low Density
- Low / Medium Density
- Medium Density
- Cluster / High Density

## EMPLOYMENT LANDS:



- Mixed Commercial / Industrial



- District Retail
- Neighbourhood Retail

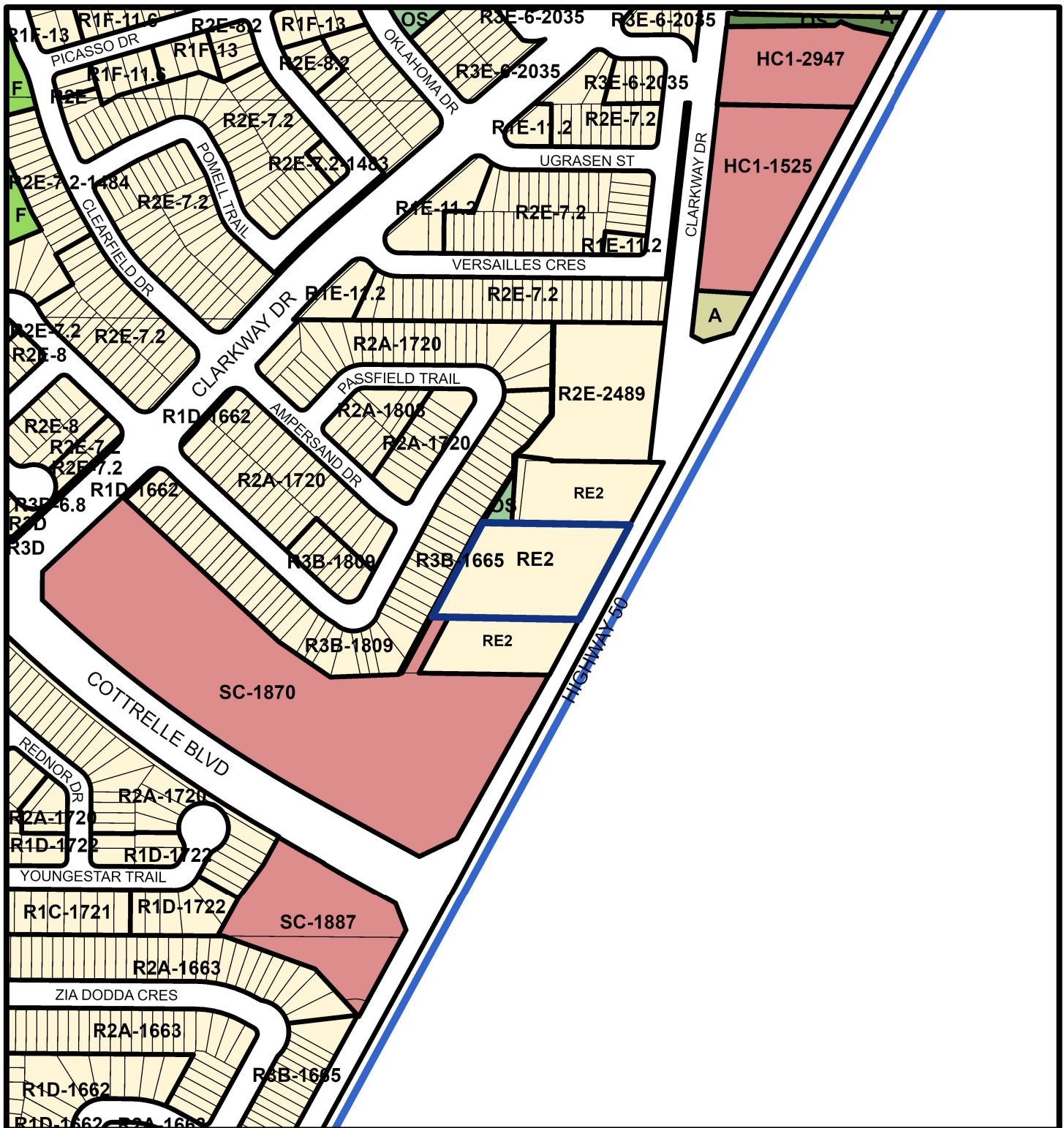
## ROAD NETWORK :



- Highway
- Minor Arterial
- Collector Road
- Secondary Plan Boundary







SUBJECT LAND
RESIDENTIAL
AGRICULTURAL
FLOODPLAIN  
COMMERCIAL
OPEN SPACE







AERIAL PHOTO DATE: SPRING 2022

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		



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# RESULTS OF PUBLIC MEETING

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**Results of Public Meeting (May 15, 2023) and Correspondence Received**

**OZS-2023-0004**

**Members Present:**

Regional Councillor M. Palleschi - Wards 2 and 6  
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 P. Fortini - Wards 7 and 8  
Regional Councillor G. Toor - Wards 9 and 10  
City Councillor R. Power - Wards 7 and 8

**Members Absent:**

Deputy Mayor H. Singh - Wards 9 and 10  
Regional Councillor M. Medeiros - Wards 3 and 4  
Mayor Patrick Brown (ex officio)

**Staff Present:**

Allan Parsons, Director, Development Services  
Henrik Zbogor, Director, Integrated City Planning  
Cindy Hammond, Director, Planning, Building & Growth Management  
David Vanderberg, Manager, Development Services  
Angelo Ambrico, Manager, Development Services  
Alex Sepe, Supervisor, Development Services  
Claudia LaRota, Supervisor, Integrated City Planning  
Michelle Gervais, Planner, Integrated City Planning  
Chinoye Sunny, Planner, Development Services  
Arjun Singh, Planner, Development Services  
Peter Fay, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Clara Vani, Legislative Coordinator

**Staff Report:**

PDC057-2023

That the staff presentation re: Application to Temporarily Amend the Zoning By-law, George Karathanassis c/o Glen Schnarr and Associates Inc., 9296 Highway 50, Ward 10, File: OZS-2023-0004, to the Planning and Development Committee meeting of May 15, 2023, be received.

**Public Comments/Correspondence:**

None.



February 21, 2023

City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2  
Att'n: Chinoye Sunny

Re: Notice of Application and Request for Comments – 9296 Highway 50  
COB File: OZS-2023-0004

Dear Chinoye,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- Anticipated capacity is not guaranteed and must be confirmed with Alectra Utilities Brampton. If capacity is available, it is provided on a first come first serve basis and the applicant is responsible for any expansion costs when the system capacity would have to be enhanced/expanded due to the applicant's loading requirements.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 52 weeks or longer.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs

**Alectra Utilities Corporation**

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

[alectrautilities.com](https://alectrautilities.com)

associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao  
Supervisor, Distribution Design – ICI & Layouts  
Alectra Utilities

## Sunny, Chinoye

---

**From:** Municipal Planning <MunicipalPlanning@enbridge.com>  
**Sent:** 2023/03/02 3:22 PM  
**To:** Sunny, Chinoye  
**Subject:** [EXTERNAL]RE: [OZS-2023-0004] Notice of Application and Request for Comments: DUE MAR 10/2023

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to [MunicipalPlanning@Enbridge.com](mailto:MunicipalPlanning@Enbridge.com).

Regards,

**Willie Cornelio** CET  
Sr Analyst Municipal Planning  
Engineering

ENBRIDGE  
TEL: 416-495-5180  
500 Consumers Rd, North York, ON M2J1P8  
[enbridge.com](http://enbridge.com)  
Safety. Integrity. Respect. Inclusion.

---

**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** Friday, February 17, 2023 10:51 AM  
**To:** ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; suzanne.blakeman@peelsb.com; Nick.gooding@peelsb.com; Sousa, Phillip <phillip.sousa@peelsb.com>; zach.tessaro@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csvgamonde.ca>; Municipal Planning <MunicipalPlanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; DaveA.Robinson@alecrautilities.com; CA - Circulations <CA.Circulations@wsp.com>; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca  
**Cc:** Sunny, Chinoye <Chinoye.Sunny@brampton.ca>; Sepe, Alex <Alex.Sepe@brampton.ca>; Ambrico, Angelo <Angelo.Ambrico@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail.SVC\_AccelaEmail@brampton.ca>; Fay, Peter <Peter.Fay@brampton.ca>; Urquhart, Chandra <Chandra.Urquhart@brampton.ca>; Vani, Clara <Clara.Vani@brampton.ca>; Jaswal, Gagandeep <Gagandeep.Jaswal@brampton.ca>  
**Subject:** [External] [OZS-2023-0004] Notice of Application and Request for Comments: DUE MAR 10/2023

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## Sunny, Chinoye

---

**From:** Koops, Krystina <Krystina.Koops@dpcdsb.org>  
**Sent:** 2023/03/02 11:44 AM  
**To:** Sunny, Chinoye  
**Cc:** Tessaro, Zach  
**Subject:** [EXTERNAL]Comments OZS 2023-0004

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

**RE: Application to Amend the Zoning By-law**  
**9296 Highway 50**  
**West side of Highway 50, north of Cottrelle Blvd**  
**OZS 2023-0004**

The Dufferin-Peel Catholic District School Board has reviewed the above-noted application and since the proposed development is for the temporary use of a motor vehicles sales establishment, no students are anticipated from this development. The Board has no comments or objection to the further processing of this application.

Thank you,

---

### Krystina Koops, MCIP, RPP

Planner - Planning Department  
Dufferin-Peel Catholic District School Board  
40 Matheson Boulevard West, Mississauga ON L5R 1C5  
Tel: 905-890-0708 ext. 24407 | Email: [krystina.koops@dpcdsb.org](mailto:krystina.koops@dpcdsb.org)  
Website: [www.dpcdsb.org](http://www.dpcdsb.org) | Twitter: [@DPCDSBSchools](https://twitter.com/DPCDSBSchools) | Instagram: [@DPCDSB.Schools](https://www.instagram.com/DPCDSB.Schools)  
Facebook: [@DPCDSBSchools](https://www.facebook.com/DPCDSBSchools) | YouTube: [DPCDSBVideos](https://www.youtube.com/DPCDSBVideos)

Extraordinary lives start with a great Catholic education.

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## Sunny, Chinoye

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**From:** Tessaro, Zach <zach.tessaro@peelsb.com>  
**Sent:** 2023/02/27 1:12 PM  
**To:** Sunny, Chinoye  
**Cc:** Gooding, Nick; Sousa, Phillip; Koops, Krystina  
**Subject:** RE: [EXTERNAL] [OZS-2023-0004] Notice of Application and Request for Comments: DUE MAR 10/2023

Hi Chinoye,

PDSB has no comments on this Zoning By-Law amendment application given it is non-residential and no students are expected.

All the best,

**Zach Tessaro, BES | Planner - Development**  
Planning & Accommodation Support Services  
Peel District School Board  
5650 Hurontario Street,  
Mississauga ON, L5R 1C6  
P. 905-890-1010 ext. 2217  
E. [Zach.Tessaro@peelsb.com](mailto:Zach.Tessaro@peelsb.com)

---

**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** Friday, February 17, 2023 10:51 AM  
**To:** ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; Blakeman, Suzanne <suzanne.blakeman@peelsb.com>; Gooding, Nick <nick.gooding@peelsb.com>; Sousa, Phillip <phillip.sousa@peelsb.com>; Tessaro, Zach <zach.tessaro@peelsb.com>; Cox, Stephanie <Stephanie.Cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csmiamonde.ca>; Municipal Planning <municipalplanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; Henry Gamboa <henry.gamboa@electrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@electrautilities.com>; DaveA.Robinson@electrautilities.com; CA - Circulations <CA.Circulations@wsp.com>; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca  
**Cc:** Sunny, Chinoye <Chinoye.Sunny@brampton.ca>; Sepe, Alex <Alex.Sepe@brampton.ca>; Ambrico, Angelo <Angelo.Ambrico@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail.SVC\_AccelaEmail@brampton.ca>; Fay, Peter <Peter.Fay@brampton.ca>; Urquhart, Chandra <Chandra.Urquhart@brampton.ca>; Vani, Clara <Clara.Vani@brampton.ca>; Jaswal, Gagandeep <Gagandeep.Jaswal@brampton.ca>  
**Subject:** [EXTERNAL] [OZS-2023-0004] Notice of Application and Request for Comments: DUE MAR 10/2023

**CAUTION:** This email originated from outside of PDSB. Please do not click links or open attachments unless you recognize the email address and know the content is safe.

Good Morning,

Please find attached the **Notice of Application and Request for Comments**. An application for **9296 Highway 50** with an assigned file number of **OZS-2023-0004** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Chinoye by March 10, 2023**  
If you have any concerns please contact Chinoye at [Chinoye.Sunny@brampton.ca](mailto:Chinoye.Sunny@brampton.ca)

## Public Works

10 Peel Centre Dr.  
Suite A  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

April 19, 2023

Chinoye Sunny  
Planner I  
Development Services  
City of Brampton  
2 Wellington Street West  
L6Y 4R2  
[Chinoye.sunny@brampton.ca](mailto:Chinoye.sunny@brampton.ca)

**RE:      Application for Zoning By-law Amendment  
            9296 Highway 50  
            Zina and George Karathanassis  
            City File: OZS-2023-0004  
            Regional File: RZ-23-004B**

Dear Ms. Sunny,

Region of Peel Development Staff have reviewed the first submission materials for the above noted Zoning By-Law Amendment Application proposing to temporarily permit the operation of a motor vehicle sales facility out of a portable office space with surface parking and a full moves access to Highway 50 and offer the following comments:

### **Regional Requirements Prior to Zoning By-Law Approval**

#### **Traffic Requirements**

##### **Access and Studies**

- Please revise the "Traffic Opinion Letter" to reflect the following comments:
  - The Region will not allow the proposed full moves access at Highway 50.
  - A right-in/right-out access can be considered at Highway 50.
  - Access relocation can be considered. Please incorporate the proposed permanent access easement with the two adjacent properties and with the northerly located property on Clarkway Drive. The proposed permanent easement can be found as part of the SP-21-122B Tertiary Plan. (Related application of "PRE18-24B for "O Clarkway Drive").
  - The Region will review the functional design once received the revised site plan for the auxiliary turn lane requirements and geometrics for the proposed right-in/right-out access off Highway 50.

##### **Property Dedication**

- Regional Official Plan requirement for Regional Road 50 (Highway 50), which has a right-of-way of 45.0 metres, 22.5 metres from the centreline of the road allowance.

- An additional 5.5 metres (for a total Right of Way width of 50.5 metres, 25.25 metres from the centreline) will be required within 245 metres of intersections to protect for the provision of, but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters;
- The Region will require the gratuitous dedication of a 0.3 metre reserve behind the property line along the frontage of Regional Road 50 (Highway 50).
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;

#### **Landscaping/Encroachments**

- Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or right-of-way limits.
- Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.

#### **Draft- Reference Plans**

- The draft-Reference plans must show dimensions, including centreline of Highway 50.
- The 0.3 metre reserve is to be lifted over any approved access;
- The Region requires all dimensions to be shown as all reviews are done through the submitted PDFs.

#### **Site Plan**

- All comments provided should be reflected on the site plan, Including;
  - Centreline of roadways with property dimensions reflected;
  - Auxiliary turn lanes for the approved access off of the Highway 50 need to be incorporated;
  - There is a need to maintain the multi-use path along the frontage of this development;
- The finer details will be dealt with through the Engineering Submission.

#### **Engineering Requirements**

- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped, and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region's right-of-way must be designed in accordance to the Public Works "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";
- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right-of-way;
- The owner will be required to provide a security deposit in a form of Letter of credit for 100% of cost-estimate for the road and access work on the region's right-of-way.
- A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of the road and access works;
- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:

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#### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

- Completed [Road Occupancy Permit](#) and a permit fee as per the Region's user fees and charges By-law;
- Completed [Notice to Commence Work](#) ;
- Provide proof of insurance with the Region of Peel added to the [certificate](#) as an additional insured with \$5 million minimum from the Contractor;
- Approved engineering drawings will be required to be circulated for PUCC approval. Please note that any proposed construction with the Region of Peel's right-of-way is pending PUCC approval (minimum six to eight weeks process).
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

## **Servicing Requirements**

### **Water Servicing**

- This site does not have frontage on existing municipal water

### **Sanitary Sewer Servicing**

- An existing 750 mm diameter sanitary sewer is located on Hwy 50
- An existing 1200mm diameter sanitary sewer is located on Hwy 50

### **Regional Roads And Storm Water Requirements**

- The Region of Peel has a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA # 009-S701), for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no external flows are permitted, that outflow is discouraged during development or redevelopment of lands with existing drainage towards Region's ROW, and that no new connections are made to Regional Roads. To view the Region's CLI ECA please go to this link:
- <https://peelregion.ca/public-works/design-standards/pdf/clieca-swm-criteria.pdf>
- Development flows are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the Local Municipality, the Region of Peel, the local Conservation Authority and all other concerned departments and agencies. Where a storm connection to the Region's system is demonstrated as the only feasible outlet, the appropriate stormwater management criteria must be implemented on external lands to the Region's satisfaction.
- No grading will be permitted within any Region of Peel ROW to support adjacent developments.
- The Region will require a satisfactory Stormwater Management Report prior to OZ/RZ approval.
- The non-refundable Stormwater Management Report Review Fee of \$1500 is required as per the current Fees By-law prior to OZ/RZ approval.
- Staff have received the SWMR dated 2022-12-19 prepared by Flora Designs Inc/ Chirag C. Patel, P.Eng. The Report has been reviewed (comments provided by Sakshi Saini) and is not satisfactory for approval at this time. The report must be revised to include the following;
  - Please provide water quality for the mostly paved surface area currently proposed to be draining to the NE outlet. This should not be routed uncontrolled overland towards the Hwy 50 CB.
  - Provide 100 Y storage on site and controlled release towards Hwy 50 for entire site area.
  - Please use Region of Peel IDF curves for all flow and storage calculations.

---

### **Public Works**

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Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

- Please re-route all flow towards the SE outlet as the Hwy 50 system at the NE outlet shows surcharge above road grade at this location under the 10 Y storm as estimated by the Region's hydraulic model.
- The Storm Water Management report shall adhere to the Region's report criteria found on-line at <https://peelregion.ca/public-works/design-standards/pdf/stormwater-management-report-requirements-december-2022.pdf>

#### Functional Servicing Review Requirements

- Staff have received the FSR dated 2022-12-19 and prepared by Flora Designs Inc/ Chirag C. Patel, P.Eng. We offer the following comments:
  - The report stipulates that it does not propose any connections at this time to Region of Peel infrastructure. However, the reference to "**future sanitary sewer connection**" Pg. 12 of the report, is not being pursued at this time and therefore should be removed from the report as it is not approved under this application. The report shall be revised.
  - Since the site wants to utilize existing septic and well, it shall be circulated to Town of Caledon for approvals as well.
- Revised FSR is required prior to OZ/RZ approval.

#### Site Servicing Requirements

- There are on servicing connections proposed to Peel infrastructure and the use is temporary.

#### Payment Process

- Due to the ongoing developments of the novel coronavirus outbreak, the Region of Peel is currently implementing various measures to ensure the safety of our customers, employees and the workplace. Our front counter is now closed to the public and our staff have been directed to work from home for the foreseeable future. Therefore, Servicing Connections cannot process any payments over the counter at this time, however, we will accept Electronic Fund Transfers (EFT).
- Please complete the table below with your information and provide the completed table to Finance at [eftadvice@peelregion.ca](mailto:eftadvice@peelregion.ca) for payment processing (all fields are mandatory).
- We will not be able to accept or process the payment without the completed table.
- Once the Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.

Payer's Name (Individual or Company)	
Payer's Phone Number	
Payer's Address (Where the securities will be returned to)	
Payer's Email Address	
Company name representing the Payer	
Contact person name from company representing the Payer	
Contact person representing the Payer - email address	

#### Public Works

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Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

Dollar Amount of Payment	1500\$ (SWMR fee)
Region of Peel File Number (C#####)	C602787
Credit Card if Under \$1,000.00 (Yes/No)	
For Credit Card – Person to Call	
For Credit Card – Phone Number for the Above Person	

Owner name	
Owner contact person	
Owner address	
Owner contact person phone number	
Owner contact person email	

#### **General Servicing Comments**

- All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at <https://www.peelregion.ca/public-works/design-standards/#procedures>
- Please refer to Section 3 of our Site Plan Procedure document found on-line
- Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws <https://www.peelregion.ca/council/bylaws/archive.asp>
- Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.
- If you have questions regarding the Site Servicing Application Submission Requirements, please contact Servicing Connections at [siteplanservicing@peelregion.ca](mailto:siteplanservicing@peelregion.ca)
- Servicing for the proposed development must comply with the Local Municipality's
- Requirements for the Ontario Building Code and most current Region of Peel standards

#### **Public Health Recommendations**

- Through Section 7.5 of Regional Official Plan, the Region has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- A key policy is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City of Brampton Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.
- The following are our recommendations:
  - Consider providing a pedestrian walkway from building entrance to multi-use trail/sidewalk along Highway 50 to promote public transit use
  - Bicycle racks near building entrance are recommended

---

#### **Public Works**

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Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

- Where feasible, explore permeable and/or light-coloured paving in parking area instead of black asphalt to reduce negative aesthetic and environmental impacts of asphalt paving

**Sustainable Transportation Recommendations**

- There is an existing Multiuse Pathway (MUP) that fronts the subject property.
- The developer is advised to maintain and replace the MUP if it becomes damaged or is moved based on the proposed site. The MUP is to reflect Peel Standards, and please find attached (attachment can be found in the email carrying this comment letter).

**Concluding Comments**

If you have any questions or concerns, please contact the undersigned  
([megan.meldrum@peelregion.ca](mailto:megan.meldrum@peelregion.ca) or at 905 791 7800 x3558) at your earliest convenience.

Yours truly,



Megan Meldrum, MPL  
Junior Planner Planning and Development Services  
Region of Peel



**February 24, 2023**

Chinoye Sunny  
Planning Services Department  
Town of Brampton  
Ontario

**Re: 9296 Highway 50 - OZS-2023-0004**

**Rogers Reference #: M23A841A01**

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Dear Chinoye:

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of Brampton.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at [gtaw.newarea@rci.rogers.com](mailto:gtaw.newarea@rci.rogers.com) prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Alaa Azzam

GTAW New Area  
Outside Plant Engineering  
[gtaw.newarea@rci.rogers.com](mailto:gtaw.newarea@rci.rogers.com)  
Rogers Communications Canada Inc.  
3573 Wolfedale Rd, Mississauga Ontario



## Public Works

10 Peel Centre Dr.  
Suite A  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

peelregion.ca

February 11, 2025

Chinoye Sunny  
Planner I  
Development Services  
City of Brampton  
2 Wellington Street West  
L6Y 4R2  
[Chinoye.sunny@brampton.ca](mailto:Chinoye.sunny@brampton.ca)

**RE: Application for Zoning By-law Amendment: Revised Comments**  
**9296 Highway 50**  
**Zina and George Karathanassis**  
**City File: OZS-2023-0004**  
**Regional File: RZ-23-004B**

Dear Chinoye,

This comment letter replaces the second submission comments issued by the Region on January 23, 2025, and intends to correct comments made with respect to the access easement.

Region of Peel Development Staff have reviewed the second submission materials for the above noted Zoning By-Law Amendment Application proposing a 3 year temporary use by-law to permit the operation of a motor vehicle sales facility out of a portable office space with surface parking and a full moves access to Highway 50. The Region has no objections to the proposed zoning bylaw amendment and offer the following comments on this basis.

### **Regional Requirements Prior to Zoning By-Law Approval**

#### **Traffic Requirements**

##### **Access and Traffic Opinion Letter Update / Functional Design – December 2024**

- The Region is in support of the one right-in/right-out access off of Highway 50.
- Multi-use trail will be required on the west side of Highway 50; (Standard drawing 5-1-4B REV 5 for right-in/right-out with RTL and MUT and directional island is attached for your reference.)
- Minimum width of the right turn lane must be 3.5 m;
- There is support for realigning the multi-use path, along the frontage of Highway 50 for this development – currently, the existing multi-use path is directly adjacent to the curb, this does not meet Region of Peel's standards. (the current practice is for an asphalt splash pad 1.0m, separated by a grass buffer/boulevard (1.0m in width min)., adjacent to a 3.0m multi-use path;
- Taper for the turning right out of the access is not required (please see the attached Region's standard drawing 5-1-4B REV 5);

- The defined blanket easement across the site is acceptable for the provision of the permanent access easement with the two adjacent properties and with the northerly located property on Clarkway Drive once the development applications submitted by the adjacent properties. (The current proposed access through the permanent access easement can be found attached and as part of the SP-21-122B Tertiary Plan. (Related application of “PRE18-24B for “0 Clarkway Drive”));
- As per the applicant request, the Region can review the revised functional design of access equipped with an auxiliary turn lane and all requirements and geometrics for the proposed right-in/right-out access off Highway 50 at the **site plan stage** and is **not required as part of the zoning application**. The location of a right-in/right-out access can be confirmed upon receiving/approving the revised functional design of access.

### Servicing Requirements

- The FSR last revised December 2024 has been revised with no new/changes to the connections to municipal infrastructure are proposed for the temporary use.
- The FSR has been found to be complete but is required to be stamped by a P.Eng. to be found satisfactory by Servicing Connections.

### Stormwater Management Requirements

- The Region acknowledges the receipt of the SWM fee for the subject application.
- Following discussions with the applicant in October 2024 on the stormwater management requirements, sufficient revisions have been made to the FSR dated December 2024 to satisfy Regional SWM requirements.

### Regional Requirements Prior to Site Plan Approval

#### Transportation

##### **Site Plan**

- All comments provided should be reflected on the site plan, including;
- Centreline of roadways with property dimensions reflected;
- The **preferred configuration** of the cross section would be for the Multi-use Path (3.0m) and splash pad (1.0m) to be separated by a grass buffer/boulevard (1.0m in width, minimum) – separation between the splash pad and multi-use path provides several benefits, such as a dedicated space for signage, and increased the operating space for pedestrian users. The Region would like to target the preferred configuration.
  - **(1.0m splash pad + 1.0m (min) grass boulevard + 3.0m Multi-use path).**

##### **Property Dedication**

- Regional Official Plan requirement for Regional Road 50 (Highway 50), which has a right-of-way of 45.0 metres, 22.5 metres from the centreline of the road allowance.
- An additional 5.5 metres (for a total Right of Way width of 50.5 metres, 25.25 metres from the centreline) will be required within 245 metres of intersections to protect for the provision of, but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters;
- The Region will require the gratuitous dedication of a 0.3 metre reserve behind the property line along the frontage of Regional Road 50 (Highway 50) except in front of the approved access;

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#### **Public Works**

- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;

#### **Landscaping/Encroachments**

- Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or right-of-way limits.
- Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.

#### **Draft R-Plan**

- The 0.3 metre reserve is to be lifted over any approved access.

#### **Engineering Requirements**

- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped, and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region's right-of-way must be designed in accordance to the Public Works "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";
- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right-of-way;
- The owner will be required to provide a security deposit in a form of Letter of credit for 100% of cost-estimate for the road and access work on the region's right-of-way.
- A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of the road and access works;
- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
- Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law;
- Completed Notice to Commence Work ;
- Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;
- Approved engineering drawings will be required to be circulated for PUCC approval. Please note that any proposed construction with the Region of Peel's right-of-way is pending PUCC approval (minimum six to eight weeks process).
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

#### **Concluding Comments**

If you have any questions or concerns, please contact the undersigned ([emily.nix@peelregion.ca](mailto:emily.nix@peelregion.ca)) at your earliest convenience.

Yours truly,

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#### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)



Emily Nix, BES  
Junior Planner  
Planning and Development Services  
Region of Peel

Cc Sebastian Alzamora, Planner, Glen Schnarr & Associates Inc.

**Detailed Planning Analysis**  
**City File Number: OZS-2023-0004**

**Overview**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

**Planning Act R.S.O 1990**

*The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 39 of the Planning Act provides criteria for the consideration of a temporary use by-law. The following provides a discussion of these sections.*

**Section 2:**

*(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*

*(h) The orderly development of safe and healthy communities;*

*(o) The protection of public health and safety;*

*(p) The appropriate location of growth and development;*

*(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;*

*(r) The promotion of built form that,*

- i. Is well-designed,*
- ii. Encourages a sense of place, and*
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.*

### Section 39: Temporary Use Provisions

- (1) The council of a local municipality may, in a by-law passed under section 34, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law.*
- (2) A by-law authorizing a temporary use under subsection (1) shall define the area to which it applies and specify the period of time for which the authorization shall be in effect, which shall not exceed three years from the day of the passing of the by-law.*
- (3) Despite subsection (2), the council may by by-law grant further periods of not more than three years each during which the temporary use is authorized.*
- (4) Upon the expiry of the period or periods of time mentioned in subsections (2) and (3), clause 34 (9) (a) does not apply so as to permit the continued use of the land, buildings or structures for the purpose temporarily authorized.*

### **Analysis: Planning Act R.S.O 1990**

The proposal is for a temporary use application to permit the development of a motor vehicle sales establishment. Temporary use applications are for a specified period of time and shall not exceed three (3) years as per Section 39 of the Planning Act.

The proposal represents orderly development as it will make efficient use of the lands. The proposed temporary change of use will be compatible with the nearby commercial plaza with no negative impacts to the surrounding community are anticipated in accordance with Section p) of the Planning Act.

The proposal incorporates enhanced landscape screening to ensure that neighboring properties are not impacted by the temporary use development in accordance with Section r) of the Planning Act.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

### **Provincial Policy Statement, 2024**

The Government of Ontario released the updated Provincial Policy Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

*2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

*2.4.1.3 - Planning authorities should:*

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

*3.2.2 - Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*3.2.3 - As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

*3.5.1 - Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

*3.9.1 – Healthy, active, and inclusive communities should be promoted by:*

- a) Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

- c) Providing opportunities for public access to shorelines; and*
- d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

### **Analysis: Provincial Policy Statement**

The proposed development is located within a Settlement Area as defined in provincial and municipal planning documents. The proposed temporary use will not prevent the lands from being developed for long-term uses in accordance with the City's Official Plan policies in the future to meet long-term residential needs.

Policy 1.2.6.1 of the PPS states that major facilities and sensitive land use shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety, and to ensure the long term economic viability of major facilities in accordance with provincial guidelines and procedures.

The subject property is located within a location planned for residential / mixed-use land uses. Existing residential dwellings exist within the immediate vicinity, where appropriate buffers, landscape treatments, and noise mitigation measures will be implemented through the By-law amendment and Site Plan approval process. The proposed temporary change of use will be compatible with the nearby commercial plaza and adjacent residential lands and no negative impacts to the surrounding community are anticipated

Based on the above, staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the Provincial Policy Statement.

### **Region of Peel Official Plan (April 2022)**

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the 'Urban System' in Schedule E-1: Regional Structure.

The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

*Section 5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.*

*Section 5.4.6 To optimize the use of the existing and planned infrastructure and services.*



*Section 5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.*

*Section 5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

*Section 5.4.9 To protect and promote human health.*

*Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.*

*Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.*

*Section 5.4.18.1 To achieve efficient and compact built forms.*

*Section 5.4.18.2 To optimize the use of existing infrastructure and services.*

*Section 5.4.18.3 To revitalize and/or enhance developed areas.*

*Section 5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.*

*Section 5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

*Section 5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.*

*Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*

*Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*

*Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*

- a) Support the Urban System objectives and policies in this Plan;*
- b) Support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

*Section 5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

*Section 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.*

*Section 5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.*

*Section 5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.*

#### **Analysis: Region of Peel Official Plan (April 2022)**

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure.

The proposed development provides appropriate service commercial land uses through the inclusion of a motor vehicle sales establishment on the residential lands which will access to surrounding active transportation in accordance with Section 5.6.27.4. The proposal also utilizes existing servicing and infrastructure to redevelop an underutilized piece of land within the City in accordance with Sections 5.4.18.2 and 5.4.18.3.

The proposal will contribute to a complete community and intensify once underutilized lands to incorporate a temporary redevelopment with a mix a land uses on an appropriate area. Furthermore, in accordance with Sections 5.6.19.2 and 5.6.19.4, the proposed development incorporates a connection to the existing public sidewalk system which provides a pedestrian-friendly walkable access to other land uses in the community.

Based on the above, staff is satisfied that the proposed Temporary Use Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

#### **City of Brampton Official Plan (2006):**

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The plan incorporates policies from the Region of Peel Official Plan, PPS, and Growth Plan to address land use planning decisions.

The property is designated 'Residential' in Schedule A: General Land Use Designations and 'Neighbourhood Retail' in Schedule A2: Retail Structure. The 'Residential' designation permits a full range of dwelling types ranging from single-detached dwellings to high-rise apartments. The 'Neighbourhood Retail' designation are usually located in residential areas in order to serve the shopping needs of the community. The Brampton Official Plan sections that are applicable to this application include but are not limited to:

*Section 2.4.2 Managing Growth in Brampton:*

*e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,*

*f) Promote the efficient use of existing City and Regional services and infrastructure.*

*Section 4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.*

*Section 4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:*

*ii) Siting and building setbacks;*

*iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*

*vii) Landscaping and fencing on private property.*

*Section 4.3.5.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.*

*Section 4.3.5.5 The Local Retail uses are defined as follows:*

*a) Neighbourhood Retail: A group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet.*

*Section 4.3.5.7 The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses.*

*Section 4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.*

*Section 4.11.4.1 Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.*

*Section 4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.*

*Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:*

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*

- xi) *Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) *Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

*Section 5.10.1 – The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the Planning Act, 1990, regarding the enactment and subsequent extensions to such by-laws shall apply.*

*Section 5.10.2 - The City shall, in considering the enactment of a temporary use by-law, be satisfied that:*

- (i) *The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;*
- (ii) *The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;*
- (iii) *The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;*
- (iv) *Adequate provision will be made for off-street parking and loading facilities; and,*
- (v) *The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.*

*Section 5.10.3 – Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.*

*Section 5.10.4 - Upon the expiry of the time period(s) authorized by a temporary use bylaw, the use of land, buildings or structures that were permitted under such a by-law shall cease to exist and shall not be considered nonconforming within the context of the Planning Act or this Plan.*

### **Analysis: City of Brampton Official Plan (2006)**

The property is designated 'Residential' in Schedule A: General Land Use Designations and 'Neighbourhood Retail' in Schedule A2: Retail Structure. The 'Residential' designation permits a full range of dwelling types ranging from single-detached dwellings to high-rise apartments. The 'Neighbourhood Retail' designation are usually located in residential areas in order to serve the shopping needs of the community.

The proposal is to temporarily permit the development of a motor vehicle sales establishment on the subject lands. In accordance with S. 5.10.3 of the Official Plan, Temporary Use by-laws may be passed provided that the temporary buildings / structures do not significantly alter the lands. The existing residential dwelling is planned to be maintained on the site and only a temporary office of 70.85 square metres is proposed.

The proposal incorporates enhanced landscaping on the site to adequately screen the motor vehicle sales establishment from adjacent properties and includes a connection to the existing public sidewalk system which provides a pedestrian-friendly walkable access to other land uses in the community in accordance with Sections 4.2.1.14, 4.11.4.2, and 4.11.4.7.

Although a motor vehicle sales establishment is not permitted as per S.4.35.7, the proposal is for a temporary use redevelopment which allows for redevelopment of the site with an amendment to the Official Plan in accordance with S.5.10.2.

The proposed development application meets the applicable criteria of enacting a Temporary Use By-Law outlined in Section 5.10.2 of the City of Brampton Official Plan:

- The proposal does not create and/or aggravate any situation detrimental to adjacent complying uses in accordance with Section 5.10.2(i).
- The temporary use does not interfere with the development of adjacent areas.

The Temporary Use By-law is proposed for a period of no longer than three (3) years in accordance with Section 5.10.1 of the City of Brampton Official Plan and the Planning Act. Based on the above, Staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the City of Brampton Official Plan.

### **Brampton Plan 2023**

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal.

The property is designated 'Community Area' in Schedule 1A and 'Mixed Use' in Schedule 2: Designations of the Official Plan. The 'Brampton Plan' sections that are applicable to this application include but are not limited to:

*2.1.2.1 The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:*

- c) *Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.*

*2.1.2.4 Community Areas will provide flexibility to allow for a mix of building types based on their location in the City Structure to achieve the objectives of Brampton Plan.*

*2.2.1.1 Our Strategy to Build an Urban City implements the policies of our City Structure and the City-Wide Building Blocks. The policies of each designation must be read together to understand the vision and intent for each area. The following provides a summary of each designation (Schedule 2) which forms Our Strategy for Building an Urban City:*

- a) *The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.*

*2.2.3.5 The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 1A:*

- a) *A broad range of uses in keeping with the Mixed-Use designation, including but not limited to residential, commercial, office, cultural, major and local institutional, hospitality, entertainment, recreational and other related uses may be permitted. Other uses may be permitted, as determined through the respective Secondary-level plans.*
- b) *Mixed-use buildings with ground related active uses, such as cafes, restaurants, commercial and personal services uses, will be encouraged.*

*2.2.7.8 New proposals locating on Collector, Major and Minor Arterials are encouraged to plan for the creation of complete communities by providing vertically and/or horizontally integrated mixed-use buildings. This may include, any combination of compatible uses, including but not limited to live-work units, residential use, appropriately scaled commercial uses, personal and social service, local office, daycares, cafes, restaurants, or community uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings, and buildings with a mix of unit types.*

*2.2.7.9 Mixed use buildings will be directed to transit supportive corridors, and transit supportive intersections.*

*2.2.7.35 The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for building stepbacks, maximum lot coverage, minimum lot size, height, front and sideyard setbacks, massing, floor area, roofline, materials, and minimum landscaped areas, as appropriate, having regard for:*

- a) Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan.*
- b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees.*
- c) Active frontages and ground related non-residential uses to encourage walkability and street life.*
- d) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability.*
- e) Proximity to the Mixed-Use designation and Corridors overlay.*
- g) Transition in building form to and from abutting designations.*
- h) The intended density to be accommodated within the permitted building envelope.*

*5.12.42 - A temporary use by-law will define the land to which it applies and prescribe the period of time during which it is in effect, to a maximum of three years*

*5.12.43 - The City will consider the following when considering approval of a temporary use by-law:*

- a) The proposed use will conform to the policies of Brampton Plan;*
- b) The proposed use will be of a temporary nature, and will not entail major construction or investment on the part of the owner so that the owner will not experience undue hardship in reverting to the original uses upon the termination of temporary use provisions;*
- c) The proposed use is compatible with the surrounding land uses and character of the surrounding area;*
- d) The proposed use is properly serviced and does not require the extension or expansion of existing municipal services;*
- e) The proposed use does not create any traffic issues within the surrounding area;*
- f) The proposed use will include sufficient parking facilities entirely on-site; and,*
- g) The proposed use is generally desirable and compatible with the surrounding community.*

*5.12.44 - Temporary use by-laws may be passed without the necessity of amending Brampton Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.*

*5.12.45 - Upon the expiry of the time period(s) authorized by a temporary use bylaw, the use of land, buildings or structures that were permitted under such a by-law will cease*



*to exist and will not be considered nonconforming within the context of the Planning Act or this Plan.*

### **Brampton Plan 2023 Analysis**

The property is designated 'Community Area' in Schedule 1A and 'Mixed Use' in Schedule 2: Designations of the Official Plan. The City has identified that these lands should be planned for Mixed Use redevelopment in the future. The site will need to be developed in conjunction with the adjacent property owners in order to pursue a permanent residential development. However, currently there are no formal plans for future development, as the abutting property owners do not intend to develop their land for the foreseeable future.

The proposal is to temporarily permit the development of a motor vehicle sales establishment on the subject lands. In accordance with S.5.12.44 of the Official Plan, Temporary Use by-laws may be passed provided that the temporary buildings / structures do not significantly alter the lands. The existing residential dwelling is planned to be maintained on the site and only a temporary office of 70.85 square metres is proposed.

The proposed development application meets the applicable criteria of enacting a Temporary Use By-Law outlined in Sections 5.12.42 to 5.12.45 of the City of Brampton Official Plan:

- As the development application does not propose any permanent structures or buildings, the proposed use will be of temporary nature and will not entail major construction or investment. There will be no hardship in reverting to the original uses upon termination of the temporary use in accordance with Section 5.12.43(b).
- As the subject area is designated for industrial uses, the proposed temporary use is compatible with the surrounding land uses and character of the surrounding area in accordance with Section 5.12.43(c).
- The Functional Servicing Report has been deemed satisfactory with and confirms that the proposal does not require the extensions or expansion of existing municipal services in accordance with Section 5.12.43(d).
- The Traffic Impact Study has been deemed satisfactory and confirms that the proposal does not create any traffic issues within the surrounding area in accordance with Section 5.12.43(e).
- As the Temporary Use proposes the development of a motor vehicle sales establishment and the proposed use includes sufficient parking facilities entirely on-site in accordance with Section 5.12.42 and 5.12.43(f).
- Based on all of the above, the proposed use is generally desirable and compatible with the surrounding community in accordance with Section 5.12.43(g).

The Temporary Use By-law is proposed for a period of no more than three (3) years in accordance with Sections 5.12.42 to 5.12.45 of the City of Brampton Official Plan 'Brampton Plan' and the Planning Act. Based on the above, Staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the 'Brampton Plan'.

### **Bram East Secondary Plan (Area 41)**

The proposed development is located within the Bram East Secondary Plan (Area 41). The property is designated 'District Retail' and 'Special Policy Area 6' within the Secondary Plan. The Secondary Plan policies that are applicable to this application include but are not limited to:

*3.2.1 The lands designated District Retail on Schedule SP41(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, section 4.2 and other relevant policies of the Official Plan. In addition, the maximum permitted gross leasable floor area of a supermarket shall be 9,500 square metres (102,260 square feet).*

*3.2.1.2 Lands within Special Policy Area #6 are intended to be developed for District Retail purposes, in conjunction with Special Policy Area #5 and in accordance with the provisions set out in section 3.2.1.1. However, if Special Policy Area #5 is developed for Medium Density residential purposes, the lands within Special Policy Area #6 may continue to be developed for limited commercial purposes, provided that commercial development within this area adheres to the following requirements:*

- i) Shall consist of the range of commercial uses permitted within a planned (District Retail) commercial shopping center, with the exception of a supermarket, a gas bar, a theatre, a taxi/bus station and/or a motor vehicle body shop/repair/washing establishment.*
- ii) Shall be subject to the requirements, principles and guidelines for commercial development set out in Section 3.2.1.1, above.*

### **Analysis: Bram East Secondary Plan (Area 41)**

The property is designated 'District Retail' and 'Special Policy Area 6' within the Secondary Plan.

Although a motor vehicle sales establishment is not permitted as per S.3.2.1.2(i) of the Secondary Plan, the proposal is for a temporary use redevelopment which allows for redevelopment of the site with an amendment to the Official Plan in accordance with S.5.10.2 of the 2006 Official Plan and S.5.12.44 of Brampton Plan.

Based on the above, Staff is satisfied that the proposed Temporary Use By-law is consistent with the policies of the Bram East Secondary Plan (SP41).

### **Zoning By-law**

The subject is currently zoned 'Residential Rural Estate Two (RE2)'.

### **Analysis: Zoning By-law**

The 'Residential Rural Estate Two (RE2)' zone which permits a single detached dwelling, supportive housing residences, and purposes accessory to the other permitted purposes.

A Temporary Use Zoning By-law is required to facilitate the proposed use, as a motor vehicle sales establishment is not permitted by the current '*Residential Rural Estate Two (RE2)*' zone on the subject property. This Recommendation Report includes a copy of the proposed Temporary Use Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

### **Technical Studies**

The following paragraphs summarize the technical studies and reports that were provided in support of the development application.

#### **Planning Justification Report**

The Planning Justification Report prepared by Glen Schnarr and Associates Inc. was submitted to provide policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Bram East Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

#### **Functional Servicing and Stormwater Management Report**

A Functional Servicing Report was prepared by C.F. Crozier & Associates Inc. to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage. The Functional Servicing Report demonstrates that the stormwater quantity controls are not proposed because the proposed development is expected to produce a lower amount of runoff and the stormwater quality controls are not proposed because the proposed development will be adding landscaping and vegetation to the existing site. City of Brampton Environmental Engineering staff and Regional staff have reviewed the Functional Servicing Report and found it satisfactory.

#### **Traffic Impact Study**

A Traffic Impact Study (TIS) was prepared by C.F. Crozier & Associates Inc. to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, potential impact of traffic generated by the proposed development, and identification of the mitigation measures required to ensure the road network operates safely upon completion of the project. The

proposed development proposes a right-in / right-out access on the north of the property to avoid spacing conflicts with the adjacent access on Highway 50. City of Brampton Traffic staff and Regional staff have reviewed the Traffic Impact Study and found it satisfactory.

### **Tree Inventory & Preservation Plan**

A Tree Inventory & Preservation Plan was prepared by Kuntz Forestry Consulting Inc. The Tree Inventory & Preservation Plan indicates that a total of thirty-six (36) trees and four (4) polygons are on and within ten metres of the proposed development. The removal of twelve (12) trees and one (1) polygon will be required to accommodate the proposed development. The Open Space department have reviewed the Tree Inventory & Preservation Plan and have found the document to be satisfactory.



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number \_\_\_\_\_ - 2025

To amend By-law 270-2004, as amended

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby enacts as follows;

**WHEREAS**, Glen Schnarr & Associates Inc. on behalf of George Karathanassis has submitted an application to amend the Zoning By-Law to permit a temporary motor vehicle sales establishment located at 9296 Highway 50 for a period of not more than three (3) years;

**WHEREAS** upon review of the foregoing, the Council of The Corporation of the City of Brampton has determined that the proposed amendment is desirable and appropriate for the temporary use of the subject property and will not negatively impact the underlying use permissions of the Residential Rural Estate Two (RE2) Zone; and,

**WHEREAS** pursuant to Section 39 of the Planning Act, R.S.O 1990, c.P.13, as amended, the council of a local municipality may, in a By-Law passed under Section 34 of the Planning Act, authorize the temporary use of the land, buildings, or structures for any purposes set out therein that is otherwise prohibited by the By-Law.

NOW THEREFORE the Council of The Corporation of the City of Brampton ENACTS as follows:

1. "Notwithstanding the requirements and restrictions of the Residential Rural Estate Two (RE2) of Zoning By-Law 270-2004, as amended, the lands shown on Schedule 'A' hereto:
  - 1) May be used for the following purposes:
    - a. A motor vehicle sales establishment;
  - 2) Shall subject to the following requirements and restrictions for uses set out in 1)a:
    - a. Minimum Lot Area: 0.70 hectare;
    - b. Minimum Interior Side Yard Width: 5.0 metres;
    - c. Minimum Landscaped Open Space: 55% of the front yard;
    - d. Maximum Number of Parking Spaces: 16 parking spaces;

e. Maximum Height for Temporary Office Building: 7.5 metres

2. This Temporary Use Zoning By-law expires on May xx, 2028.”

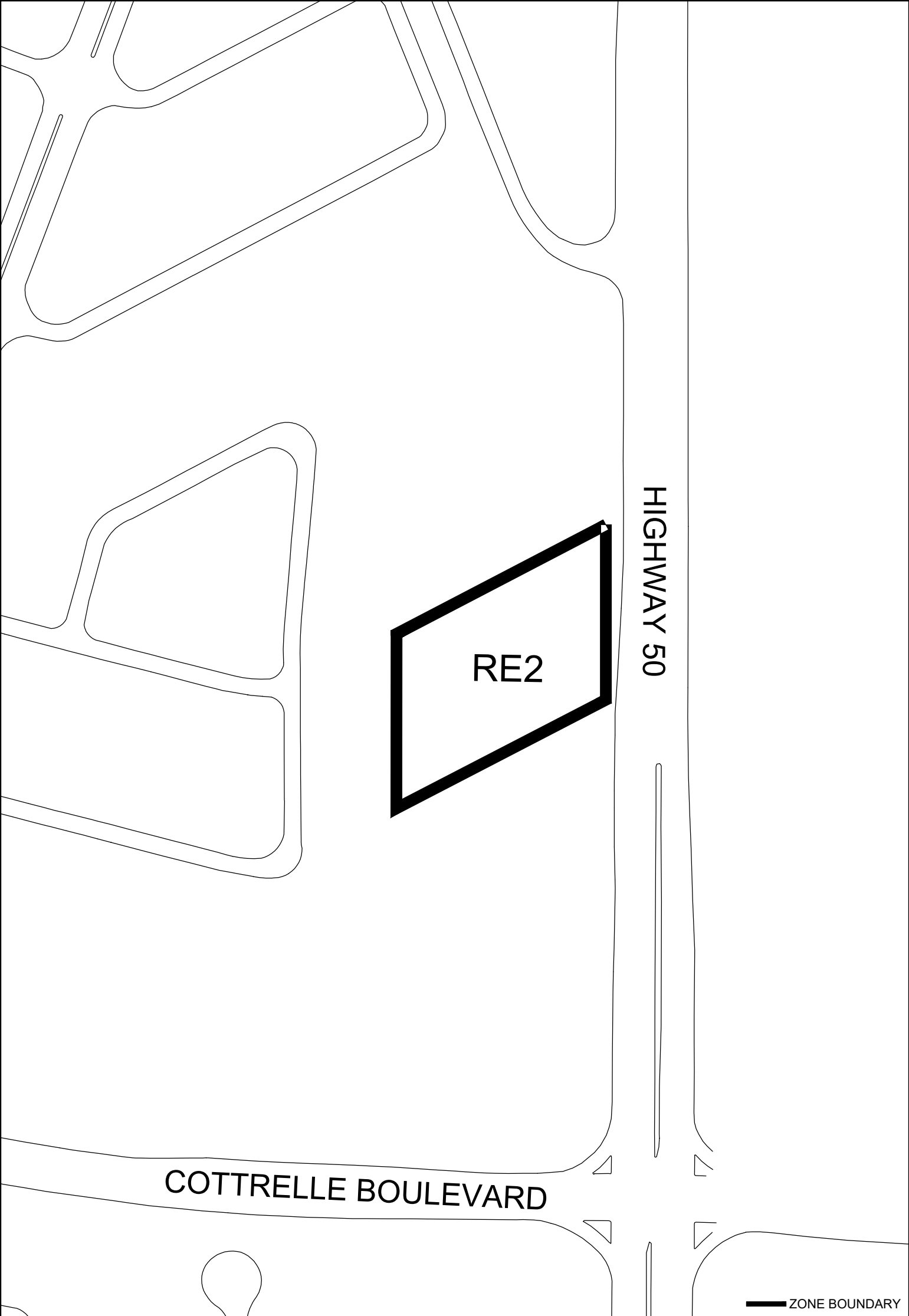
ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ , 2025.


Approved as to  
form.  
  
20\_\_ / month / day  
  
[insert name]

Approved as to  
content.  
  
20\_\_ / month / day  
  
[insert name]

\_\_\_\_\_  
Patrick Brown, Mayor

\_\_\_\_\_  
Genevieve Scharback, City Clerk



PART OF LOT 7, CONCESSION 10		<b>CITY OF BRAMPTON</b> Planning, Design, and Development	
BY-LAW _____ SCHEDULE A		Date:	Drawn By:

**Date:** 2025-04-30

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

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

**Report number:** Planning, Bld & Growth Mgt-2025-390

**RECOMMENDATIONS:**

1. That the presentation from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning, dated April 30, 2024, to the Planning and Development Committee Meeting of May 26, 2025, re: **Active Transportation Master Plan Implementation – 2024/2025**, be received.



# Active Transportation Master Plan Implementation 2024/2025 Annual Report

**Planning and Development Committee Meeting**  
**26 May 2025**

**Integrated City Planning**  
Planning, Building and Growth Management

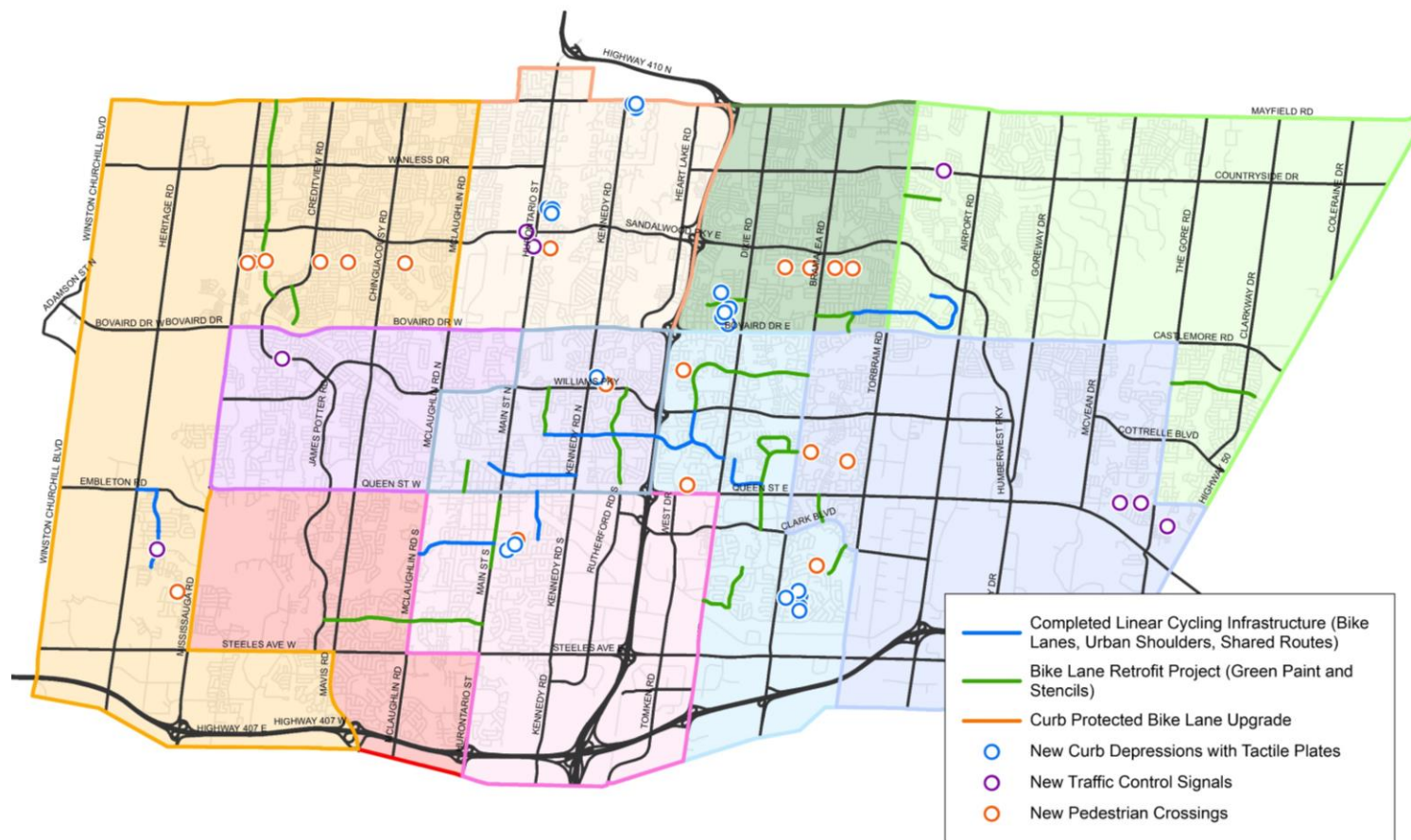
# 2024 in Review

## Major Milestones of the 2024 Active Transportation Implementation Program:

- 9.81 km of bike lanes, urban shoulders, multi-use paths and recreational trails and paths
- 20.65 km of existing cycling infrastructure retrofitted with green pavement markings
- 20 new curb depressions installed
- 17 new pedestrian crossovers
- 8 new traffic control signals installed

## Together, these upgrades and expansions:

- Increase connectivity and expand the network across Brampton
- Support accessibility for residents using mobility devices, strollers, and bicycles
- Improve visibility and safety for all road users

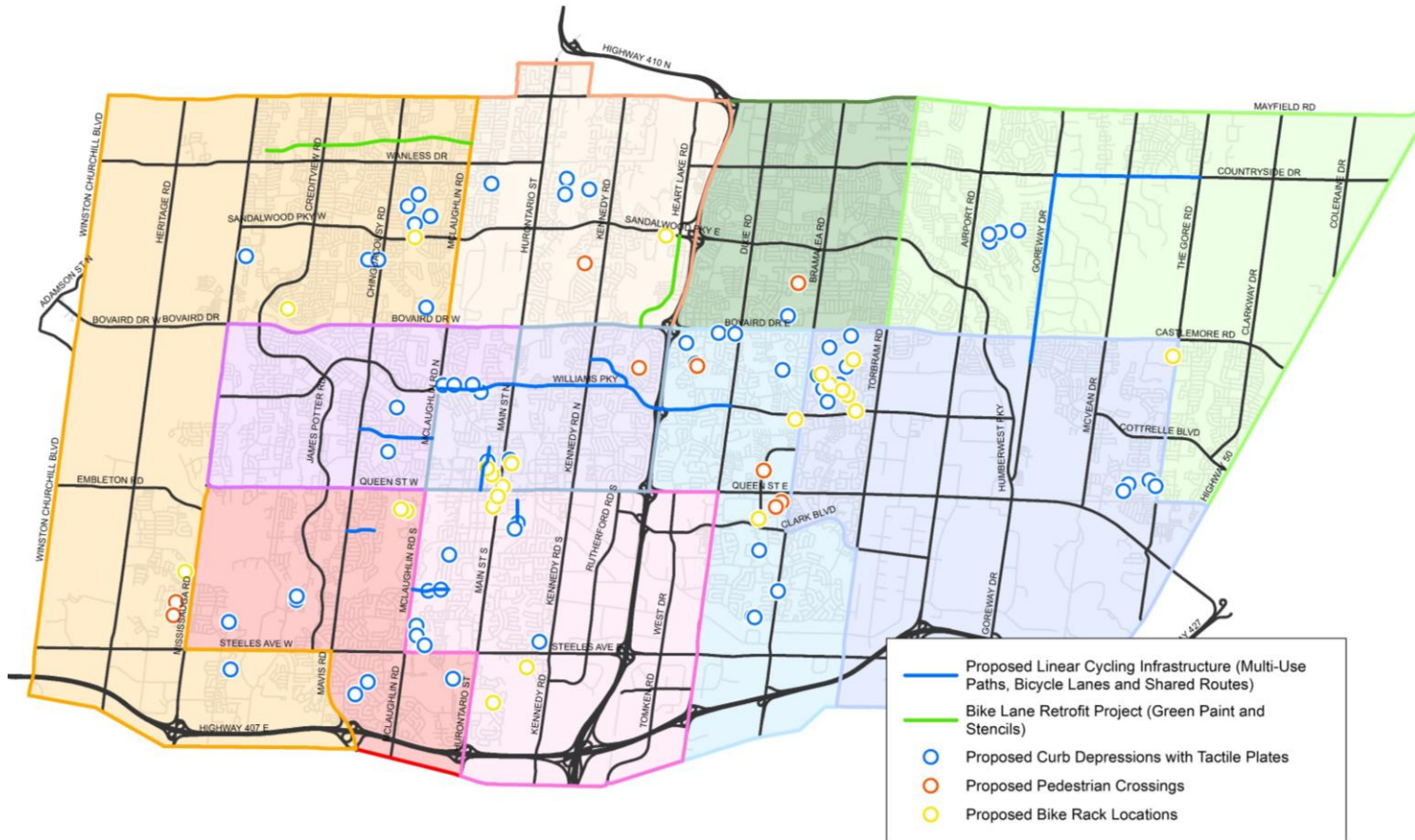




# 2025 Work Plan

**Planned objectives for the 2025 Active Transportation Implementation Program that build on 2024 accomplishments:**

- 23.2 km of bike lanes, multi-use paths and shared roads to further expand the network
- 5 km of existing linear infrastructure retrofitted with addition of green paint treatment
- 97 new curb depression locations
- 9 new pedestrian crossovers, improving trail connectivity
- 52 new bike racks for parking, supporting cyclists' end of trip amenities



# 2025 Key Initiatives

## Federal Active Transportation Fund

- Leveraging funding opportunities from the federal government for the Westcreek/Advance Multi-Use Pathway Project to improve connectivity and accessibility for pedestrians and cyclists

## Wayfinding Pilot

- Expand wayfinding beyond recreational trails close to major destinations such as parks, schools and major/minor roads
- Focus area: Esker Lake Trail (Bovaird Dr. to Williams Pkwy) – Wards 1 & 7

## Active Transportation Master Plan Update

- Kick off the Active Transportation Master Plan Update in 2025, integrating lessons learned and aligning with new directions from Brampton Plan (2023) and the upcoming Brampton Mobility Plan (2025)







# Howden Blvd. Bike Lane Relocation

## **Council Resolution (Jan 13, 2025 – C018-2025):**

- Budget Approved: \$170,000 for design of bike lane relocation (from road to boulevard – North Park Dr. to Central Park Dr.)

## **Key Directives:**

- Ensure Vision Zero principles are included
- Assess safety & traffic implications of added traffic lanes
- Evaluate maintenance costs for boulevard bike facilities
- Conduct public consultation before final report
- Complete design for 2026 Budget construction funding

# Guru Nanak Street & Dixie Road Intersection

## Background (Feb 13, 2025 – Peel Regional Council):

Delegation by Gurdwara Guru Nanak Mission Centre raised concerns over:

- Traffic impacts from bike lanes, flexible posts
- Lack of northbound left-turn signal

## Response & Mitigation: Collaborative Next Steps

- City staff continue to collaborate with the Region of Peel as they lead a road improvement project along Dixie Road, presenting an opportunity to propose a new configuration to address key issues







- Brampton Bike Festival (May 25)
- Community Rides (May 26, June 4, 9, 18, 23)
- Repair Workshops (May 30, June 6, 13, 20, 27)
- Bike the Creek (June 8)
- Bike to Work Week (June 16 to 22)

**RIDE YOUR BIKE.  
DISCOVER YOUR CITY.**

Learn more at  
[brampton.ca/cycling](https://brampton.ca/cycling)



 **BRAMPTON**



# Bike Month

# Upcoming Events

# Thank you!







**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 5/26/2025

**Date:** 2025-04-15

**Subject:** **Active Transportation Master Plan Implementation – 2024/2025 Annual Report (All Wards)**

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

**Report number:** Planning, Bld & Growth Mgt-2025-168

**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 May 26, 2025, re: **Active Transportation Master Plan Implementation – 2024/2025 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.
- The 2024 ATMP Implementation Work Plan including the following active transportation infrastructure improvements/highlights:
  - The allotment for Active Transportation in the 2024 Budget was \$11.9M;
  - 9.81 km of new linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
  - 20.65 km of existing linear infrastructure retrofitted with addition of green paint treatment;
  - New curb depressions at 20 locations;
  - 17 new pedestrian crossovers; and,
  - 8 new traffic control signals.
- The proposed 2025 ATMP Implementation Work Plan, includes:
  - 2025 City Budget allocation of approximately \$10.7M;

- **23.2 km of linear infrastructure (bike lanes, MUPs, shared roads);**
- **5 km of existing linear infrastructure retrofitted with addition of green paint treatment;**
- **New curb depressions at 67 locations;**
- **9 new pedestrian crossovers; and,**
- **52 new bike racks for parking.**
- **Complementing the proposed new infrastructure in 2025 are the following program and policy activities:**
  - **ATMP Update kickoff;**
  - **2025 Bike the Creek event;**
  - **2025 season of the Shared E-Scooter Pilot Program;**
- **Staff has developed a strategy and tentative timeline to address Council's direction to design the relocation of the bike lanes from the road to the boulevard along Howden Boulevard between North Park Drive and Central Park Drive.**
- **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 Active Transportation Master Plan (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).

Since the ATMP was endorsed by Council in September 2018, approximately 88.3 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.

*Attachment A & B* provides a map and detailed summary of all linear facilities (bike lanes, multi-use paths, recreational trails/paths, sidewalks and urban shoulders) implemented since 2019.

## **CURRENT SITUATION:**

This report documents the progress and successes of the ATMP implementation 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.

Consistent with the ATMP, the annual report provides updates and plans that follow the plan's 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 to support an increase in walking and cycling is a critical focus for the ATMP. Below is a summary of all the projects that were implemented in 2024 through the different programs (Infill Program, Fix-it, Capital, etc.) and an outline of the 2025 Work Plan.

## 2024 Implementation Program

The 2024 Active Transportation Implementation program included:

- 2024 City Budget allocation of approximately \$11.9M;
- 9.81 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- 20.65 km of existing linear infrastructure retrofitted with addition of green paint treatment;
- New curb depressions at 20 locations;
- 17 new pedestrian crossovers; and,
- 8 new traffic control signals.

*Attachment C* depicts the AT infrastructure that was implemented in 2024.

*Attachment D* provides a detailed summary of the bike lanes, multi-use paths, recreational trails/paths, sidewalks and urban shoulders implemented with the 2024 ATMP Implementation Program.

At the direction of Council, in 2024 the City retrofitted a number of existing bicycle lanes in the City by incorporating a more standard application of green paint along potential conflict areas (in accordance with Provincial guidance). *Attachment E* summarizes the locations where green paint retrofit treatment was applied 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 F* provides all the 2024 upgrades/enhancements (e.g. curb cuts, crossings, etc.) of the “Fix-it” program.

## 2025 Implementation Work Plan

The active transportation funding allocation within the 2025 Capital Budget is summarized in Table 1 below:

*Table 1: 2025 AT Implementation Program Budget*

Dept./Div.	Item	2025 Budget Allocation
CS/Parks Maintenance & Forestry	Recreation Trail Repair & Replacement – Various	\$1,5M
PB&GM/Transportation Planning	E-scooter Data Management	\$17K
	Complete Streets Corridor Study (BMP Recommendation)	\$125K
PWE/Capital Works	2025 Road Resurfacing Program (Elgin and Mill + curb cuts)	\$73K
	Howden In Boulevard Facility Design (Williams to Central Park)	\$170K

	Countryside Drive Improvements (Hwy50 to Arterial 2)	\$1.1M
	Goreway Drive Improvements (Cottrelle to Countryside)	\$2.6M
	Williams Parkway (McLaughlin to Dixie)	\$4.2M
PWE/Road Maintenance, Ops. & Fleet	Fix-it (curb cuts, bike parking)	\$80K
	PXO Contract	\$850K
<b>TOTAL</b>		<b>\$10.7M</b>

The 2025 Active Transportation Implementation program includes:

- 23.2 km of linear infrastructure (bike lanes, multi-use paths, shared roads);
- 5 km of existing linear infrastructure retrofitted with addition of green paint treatment;
- New curb depressions at 67 locations;
- 9 new pedestrian crossovers; and,
- 52 new bike racks for parking.

The locations of the 2025 projects to be implemented are shown and listed in *Attachments I, J and K*.

### ***Howden Boulevard***

At the Special Council Budget Meeting of January 13, 2025, the following resolution was approved (C018-2025):

1. That the 2025 Capital Budget be amended to include a new project in the amount of \$170,000, to design the relocation of active transportation bike lanes from the road to the boulevard on Howden Boulevard between North Park Drive and Central Park Drive, with the funding source to be determined by the Treasurer;
2. That staff report back regarding any implications related to safety of vulnerable users and traffic patterns in Brampton, should more lanes of traffic be added;
3. That Vision Zero be incorporated into the design;
4. That staff review the increase of service in addition to associated costs when bike lanes move to the boulevard to ensure the bike lanes are maintained in a similar manner to roads within Brampton;
5. That staff be directed to undertake public consultation prior to the report coming back to Council for consideration; and
6. That the design be completed in time for construction funding to be requested in the 2026 Budget submission, subject to the Mayor's consideration.

In response to the Council direction, staff from Transportation Planning and Public Works & Engineering have developed the following strategy and tentative timeline to address the Council resolution:

- Staff will test the feasibility of alternate options including the relocation of the entire bike lane into the boulevard and an option that will transition the existing separated bike lanes into the boulevard at intersections (before and after - to accommodate exclusive turn lanes at intersections).
- For each option, staff will conduct the analysis in support of the Council requests relating to road safety, maintenance costs and adverse effects to roadway users.
- Staff will meet with the Active Transportation Advisory Committee to present the proposed options and the process, to solicit feedback to inform our community engagement.
- Present conceptual design options to the public at an in-person public information centre (tentative date September 2025) - to be hosted at a local venue (school, recreation centre, etc.). The PIC will include the following data/analysis:
  - vehicle volume counts - before and after the bike lanes
  - vehicle speed - before and after bike lanes
  - bike counts - before and after bike lanes
  - % cut-through traffic - before and after bike lanes
  - collision history - collision rate before and after bike lane
  - anecdotal commentary relating to preference of infrastructure type
  - video surveillance of existing intersection operation - highlighting intersection queueing/congestion
  - trip generation and traffic implications of the new recreation facility/library (Howden RC);
  - maintenance costs relating to on-street separated bicycle lanes vs alternate boulevard options.
  - cost and implications of each design option (utilities, trees, etc.).
- Within a report to Committee of Council (suggested date October), present to the content shared at the public engagement event and make a recommendation to Committee.
- Prepare a detailed design for the preferred concept - October 2025 to Spring 2026.
- Construction - Summer of 2026.

### ***Guru Nanak Street and Dixie Road***

At the February 13, 2025, Peel Regional Council meeting, Manohar Singh Bal, Director and Secretary, Gurdwara Guru Nanak Mission Centre, provided an overview of concerns regarding impacts to traffic flow at the intersection of Guru Nanak Street and Dixie Road, due to the addition of bike lanes, flexible posts, and no northbound left turn traffic signal. The delegation was referred to Regional Public Works staff as the intersection of Dixie Road and Guru Nanak Street/Peter Robertson Boulevard falls under their jurisdiction.

Brampton staff have been collaborating with the Region of Peel staff to identify potential improvements. The Region has committed to mitigate the issues reported through the following measures:

- The Region will maintain the flexible poles at the subject intersection for safety of cyclists and will be replacing any flexible poles that were knocked down during winter maintenance operations.
- A new northbound advance signal phase on Dixie Road at Guru Nanak Street intersection is currently in design, this enhancement was one of the asks from Gurdwara Guru Nanak Mission Centre.
- The Region agreed to review traffic activity on Guru Nanak Street and will be scheduling surveys to understand the peak of the Gurdwara Guru Nanak Mission Centre activities to compare against the street peak traffic to modify signal timing by increasing eastbound/westbound phase or signal cycling at Dixie Road.
- The widening of Dixie Road to 6 lanes is currently under design and will be revisited with the intent of accommodating the bicycle lanes within the boulevard at the subject intersection.

### ***Federal AT Fund***

Staff submitted an application package for the Capital Project stream of the Federal Active Transportation Fund to support the Westcreek/Advance Multi-Use Pathway project in Brampton. This application aims to secure funding to enhance active transportation infrastructure, improving connectivity and accessibility for pedestrians and cyclists in the area.

## **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 ongoing efforts around designing AT infrastructure for safety and comfort:

- *Transportation Impact Study (TIS) Assessment Program* – Transportation Planning staff participated in this ten-module program that deepened participants' existing understanding of TIS, further their knowledge in advanced areas of TIS, and enable them to apply and integrate this knowledge into their own work.
- *Design Standards Update & Speed Review* – collaborative initiative that will review the City's 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.

### **Wayfinding Pilot**

The City's 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 2025, staff will look to extend wayfinding beyond recreational trails in a pilot project. The area of focus will include roads and active transportation facilities around the Esker Lake Recreational Trail (from Bovaird Drive to Williams Parkway) within Wards 1 & 7. Destinations include Lakelands Park, Bramalea Community Park / Dog Park, North Park Secondary School and major / minor roads. The pilot will help to inform a much larger initiative that will provide wayfinding guidance across the City's active transportation network.

### **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.



Staff has been actively collaborating with Road Operations and Maintenance to ensure that the level of service for new cycling facilities, such as the new protected bike lanes, are maintained throughout the year. This includes a strong focus on winter and snow clearance operations to keep these facilities safe and accessible for cyclists. By coordinating efforts and aligning maintenance strategies, staff is working to enhance the reliability and usability of cycling infrastructure in all seasons.

Winter 2024/2025 was the first full season that snow clearing operations had to provide service on the new protected bike lanes along the East-West Cycling corridor, as well as around the safety bollards installed by the Region of Peel at the intersection of Guru Nanak/Peter Robertson and Dixie Road. Following the significant snowfall events this past winter, Active Transportation, City Road Operations and Maintenance and Region of Peel staff met to address winter maintenance challenges and identify opportunities for improvement. The goal is to ensure that Brampton's active transportation network remains functional, safe, and inviting year-round, regardless of weather conditions.

#### **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, as well as the relationship with the City's Active Transportation Advisory Committee (ATAC)

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.

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

- Bike the Creek Event - June 7, 2025
- Electric Kick-style Scooter Pilot Program – April to November (2025)
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Brampton Bike Hub
- Bike Month / Bike to Work Day - June 2025 / June 18, 2025

- Bike Basics Training Program (Recreation Brochure)
- Support to the Active Transportation Advisory Committee (ATAC)
- The Shared E-scooter Pilot Program had a second successful season in Brampton, demonstrating strong ridership and operator collaboration.

*Attachment G and H* state the 2024 Walking and Cycling Culture Update and Brampton Active Transportation Advisory Committee Update respectively.

### ***ATMP Update***

This year staff will be starting the process to update the 2019 Active Transportation Master Plan, ensuring that the City's AT network, policies and programming align with current needs, best practices, and future growth policies outlined within the approved Brampton Plan and the soon to be finalized Brampton Mobility Plan. The update will also focus on enhancing the implementation strategy, incorporating lessons learned from the past 5 years of building the City's current network. The project schedule proposes that a consultant will be retained to assist with the update by the autumn of 2025.

## **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 progress to date and current year work plan;
- All AT projects will be added the interactive City Construction Map accompanied by status updates;
- Education and communication through social media about AT will be developed and shared in collaboration with Strategic Communications and other Divisions;

- Information toolkits will be distributed to members of Council in addition to regular updates on upcoming implementation and initiatives happening in the City and more specifically in their Wards; and,
- “Construction Notices” will be distributed to residents affected by any implementation.

### 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, Tourism & Events Departments/Divisions, as a part of capital improvement projects, new development applications, maintenance programs and programing initiatives.

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.

Authored by:

Reviewed by:

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Fernanda Duarte Peixoto Soares  
Project Manager, 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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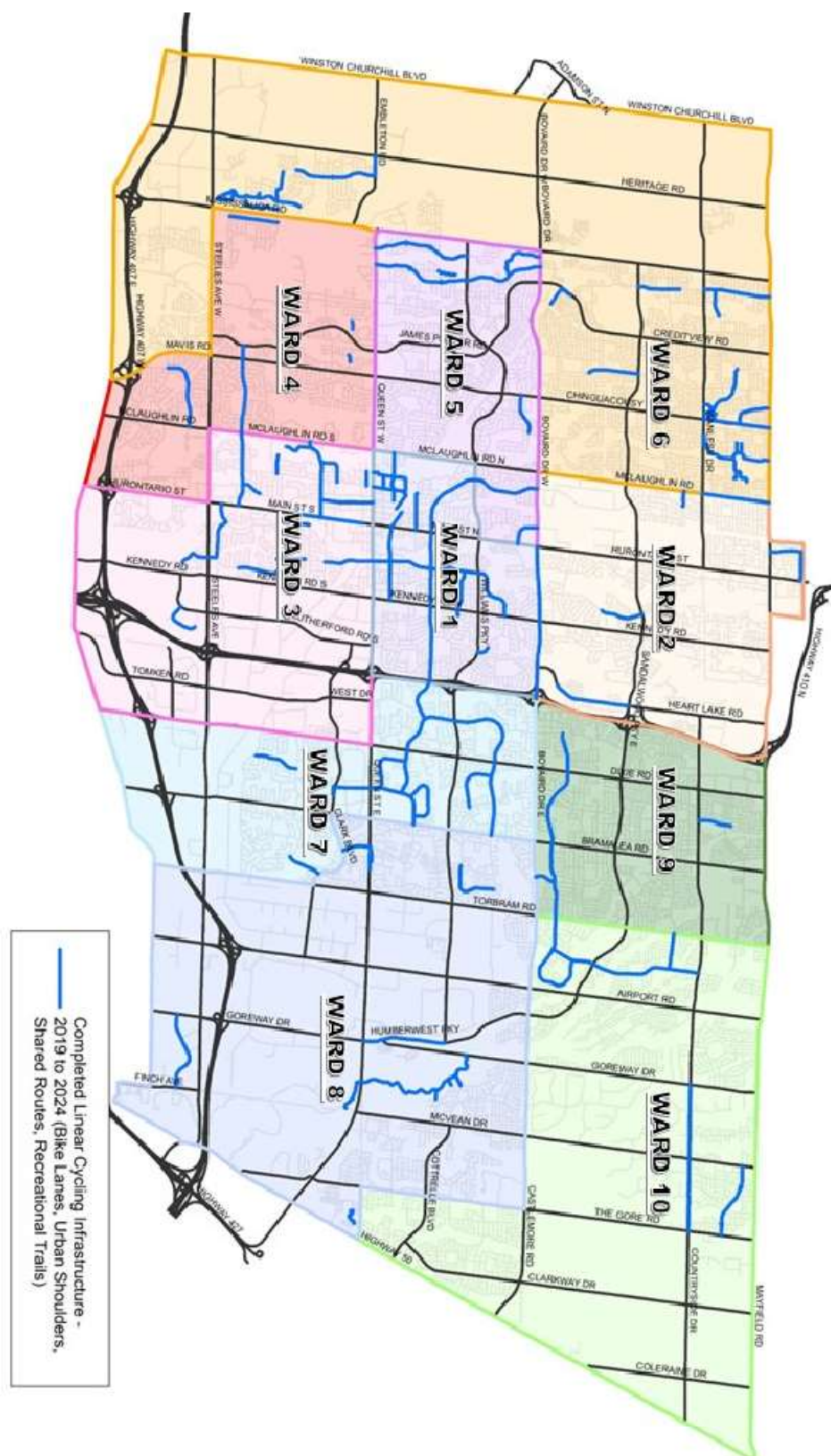
Steve Ganesh, RPP, MCIP  
Commissioner  
Planning, Building & Growth Management

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Marlon Kallideen  
Chief Administrative Officer

### **Attachments:**

- Attachment A— Linear Facilities Map – ATMP Installation Progress (since 2019)
- Attachment B— ATMP Implementation - Linear Cycling Facility Totals (Since 2019)
- Attachment C— 2024 ATMP Implementation Program Map
- Attachment D— 2024 New Linear Facilities
- Attachment E— 2024 Green Paint Treatment
- Attachment F— 2024 “Fix-it” Enhancements
- Attachment G— 2024 Walking and Cycling Culture Update
- Attachment H— 2024 Brampton Active Transportation Advisory Committee Update
- Attachment I— 2025 Proposed Active Transportation Implementation Map
- Attachment J— 2025 Proposed Linear Facilities
- Attachment K— 2025 Proposed “Fix-it” Enhancements



## Attachment B - ATMP Implementation - Linear Cycling Facility Totals (Since 2019)

Year	Ward	Location	Facility Type	Length
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 Recreational 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 Recreational 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 Recreational 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
2024	7	Howden Boulevard - Williams Parkway to Vodden Road	Protected bike lane	0.5
2024	3	Centre Street South - Clarence Street to Queen Street East	Sharrows	0.9
2024	1	Church Street - Mill Street to Kennedy Road North	Bike lane	1.7
2024	3	Harold Street - Main Street to McLaughlin Road	Bike lane	1.5
2024	9	Peter Robertson Boulevard - Sunny Meadow Boulevard to Mountainash Road	Buffered bike lane	1.3
2024	10	Mountainberry Road - Mountainash Road to Snowcap Road	Urban shoulder	1.6
2024	6	Rivermont Drive - Embleton Road to Financial Drive	Bike lane	2.1
2024	6	Embleton Road - Heritage Road to Rivermont Drive	Bike lane	0.2
<b>CITY-WIDE TOTAL</b>				<b>91.4</b>
Wards 1 & 5 Total				19.9
Wards 2 & 6 Total				13.5
Wards 3 & 4 Total				19.2
Wards 7 & 8 Total				23.0
Wards 9 & 10 Total				15.8



## Attachment D - 2024 New Linear Facilities

Location	Ward	Facility Type	Length
Howden Boulevard - Williams Parkway to Vodden Road	7	Protected bike lane	0.5
Centre Street South - Clarence Street to Queen Street East	3	Sharrows	0.9
Church Street - Mill Street to Kennedy Road North	1	Bike lane	1.7
Harold Street - Main Street to McLaughlin Road	3	Bike lane	1.5
Peter Robertson Boulevard - Sunny Meadow Boulevard to Mountainash Road	9	Buffered bike lane	1.3
Mountainberry Road - Mountainash Road to Snowcap Road	10	Urban shoulder	1.6
Rivermont Drive - Embleton Road to Financial Drive	6	Bike lane	2.1
Embleton Road - Heritage Road to Rivermont Drive	6	Bike lane	0.2
<b>TOTAL</b>			<b>9.8 km</b>

## Attachment E - 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
Guru Nanak Street - Great Lakes Drive to Dixie Road	9	0.7
McMurphy Avenue North - Railroad Street to Queen Street West	1	0.6
Peter Robertson Boulevard - Bramalea Road to Sunny Meadow Boulevard	9	0.7
Castle Oaks Crossing - The Gore Road to Apple Valley Way	10	1.6
Charolais Boulevard - James Potter Road to Main Street	3,4	3.0
Father Tobin Road - Torbram Road to Mountainash Road	10	0.7
Rutherford Road North - Williams Parkway to Archdekin Drive	1	0.5
Sunny Meadow Boulevard - Peter Robertson Boulevard to Bovaird Drive East	9	0.4
Veterans Drive - Mayfield Road to Creditview Road	6	1.1
Birchbank Road - Dixie Road to Avondale Boulevard	7	0.5
Bleasdale Avenue - Creditview Road to Commuter Drive	6	0.7
<b>TOTAL</b>		<b>20.6 km</b>

## Attachment F - 2024 “Fix-it” Enhancements

Location	Ward	Facility Type
Edinburgh Drive at Mugford Crescent - Bramwest Trail	6	Pedestrian Crossover
Clarence Street - 37m west of Meadowland Drive / Etobicoke Creek Trail	3	Pedestrian Crossover
Balmoral Drive - 23m West of Eringate Rd / Don Doan Trail	7	Pedestrian Crossover
Central Park Drive - 212m west of Greenmount Road / Don Doan Trail	8	Pedestrian Crossover
Central Park Drive - 54m east of Glenforest Road	8	Pedestrian Crossover
Nuffield Road - 59m west of Nuttal Street / Esker Lake Trail	7	Pedestrian Crossover
Sunforest Drive - 96m South of Townley Crescent / Etobicoke Creek Trail	2	Pedestrian Crossover
Weybridge Trail - 165m east of Foxacre Row	1	Pedestrian Crossover
Flower City Recreational Trail at Tysonville Circle	6	Pedestrian Crossover
Flower City Recreational Trail at Veterans Drive	6	Pedestrian Crossover
Flower City Recreational Trail at Legate Street	6	Pedestrian Crossover
Flower City Recreational Trail at Brisdale Drive	6	Pedestrian Crossover
Flower City Recreational Trail at Edenbrook Hill Drive	6	Pedestrian Crossover
Flower City Recreational Trail at Fernforest Drive	9	Pedestrian Crossover
Flower City Recreational Trail at Sprucelands Avenue	9	Pedestrian Crossover
Flower City Recreational Trail at Maidengrass Road	9	Pedestrian Crossover
Ebenezer Road at Alfonso Crescent / Attmar Drive	8 & 10	New Traffic Signal
Ebenezer Road at Royal County Drive / Palleschi Drive	8	New Traffic Signal
Fogal Road at Nexus Avenue / Ravenbury Street	8	New Traffic Signal
Hurontario Road at Whybank Road	2	New Traffic Signal
Sandalwood Parkway at Excel Warehouse	2	New Traffic Signal
Rivermont Road and Lionhead Golf Club Road	6	New Traffic Signal
Countryside Drive and Yellow Avens Road	10	New Signals + Crossside
James Potter Road and Alister Drive	5	New Signals + Crossside

Dearbourne Park - 16 Dartnell Place	7	Curb Depression
Dearbourne Park - 20 Dunbarton Crescent	7	Curb Depression
Dearbourne Park - 31 Drum Oak Crescent	7	Curb Depression
Dearbourne Park - 101 Dorset Drive	7	Curb Depression
Dearbourne Park - 65 Dorset Drive	7	Curb Depression
Dearbourne Park - 62 Dorset Drive	7	Curb Depression
Bloore Pond - 102 Seaside Circle	9	Curb Depression
Bloore Pond - 30 Coralreef Crescent	9	Curb Depression
Bloore Pond - 23 Sandyshores Drive	9	Curb Depression
Bloore Pond - 56 Riverbank Road	9	Curb Depression
Meadowland Park - 8 Meadowland Drive	3	Curb Depression
Meadowland Park - 28 Meadowland Drive	3	Curb Depression
Ferri Parkette - 69 Braidwood Lake Road	2	Curb Depression
Ferri Parkette - 46 Ferri Crescent	2	Curb Depression
Ferri Parkette - 52 Ferri Crescent	2	Curb Depression
Ferri Parkette - 18 Lawnview Court	2	Curb Depression
Kingfisher Park - 27 Kenpark Avenue	2	Curb Depression
Kingfisher Park - 30 Starlight Court	3	Curb Depression
Kingfisher Park - 10 Kingfisher Court	4	Curb Depression
Kingfisher Park - 20 Kingfisher Court	5	Curb Depression
123 Weybridge Trail	1	Curb Depression
42 Starfish Court	9	Curb Depression
<b>PXO TOTAL</b>		<b>16</b>
<b>SIGNAL TOTAL</b>		<b>8</b>
<b>CROSSRIDE TOTAL</b>		<b>2</b>
<b>CURB CUT TOTAL</b>		<b>22</b>

## Attachment G - 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 and is aimed at promoting both conservation and the City's extensive cycling network. In 2024, over 1800 people registered to participate. 2024 marked the event's 10th anniversary and celebrated the city's heritage with a new south-western route.
- *E-Scooter Pilot Program* – In the second season of the Pilot Program (May 1st, 2024 to November 30th, 2024) 67,172 riders took 150,310 e-scooter trips in Brampton. The three operators (Bird, Neuron and SCOOTY) collectively deployed 705 e-scooters per day on average. The City will resume the program in March 2025 with a continued commitment to active transportation projects that build safe, connected and sustainable communities for all.
- *Brampton Bike Hub* - Different Spokes, Brampton's do-it-yourself (DIY) bike hub, opened in August 2022 as a partnership between City of Brampton, Region of Peel and Punjabi Community Health Services (PCHS). The bike hub empowers people by providing the tools, parts and training necessary for bike repairs in a welcoming environment. The bike hub hosts weekly 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 of July 2024, Different Spokes implemented a membership fee structure to support the hub, hired a new mechanic and hosted 35 bike rides and 114 repair sessions.
- *Bike Month* - Bike Month is celebrated in June across the GTHA. To celebrate, staff created a variety of events and a city-wide advertising campaign. To kick off Bike Month, Bike Festival was held in Chinguacousy Park with 12 participating exhibitors. Transportation Planning also partnered with the Healthy Workplace team to create a Healthy Workplace Festival (in lieu of a traditional Bike to Work Day) with 14 booths, sponsored catering and a staff bike ride. Finally, staff trialed outreach to Brampton businesses, resulting in a partnership with William Osler Health System to increase bicycle commuting rates in the city. All three initiatives will continue in 2025.
- *Bicycle Friendly Business Program* – As part of ongoing outreach and engagement with Brampton businesses, the Tourism & Special Events Office continues to work with partners to develop and promote cycling tourism opportunities within the City of Brampton. The Bicycle Friendly Business incentive program was launched in 2022 to help Brampton businesses be prepared to welcome cycling visitors.

## **Attachment H - 2024 Brampton Active Transportation Advisory Committee Update**

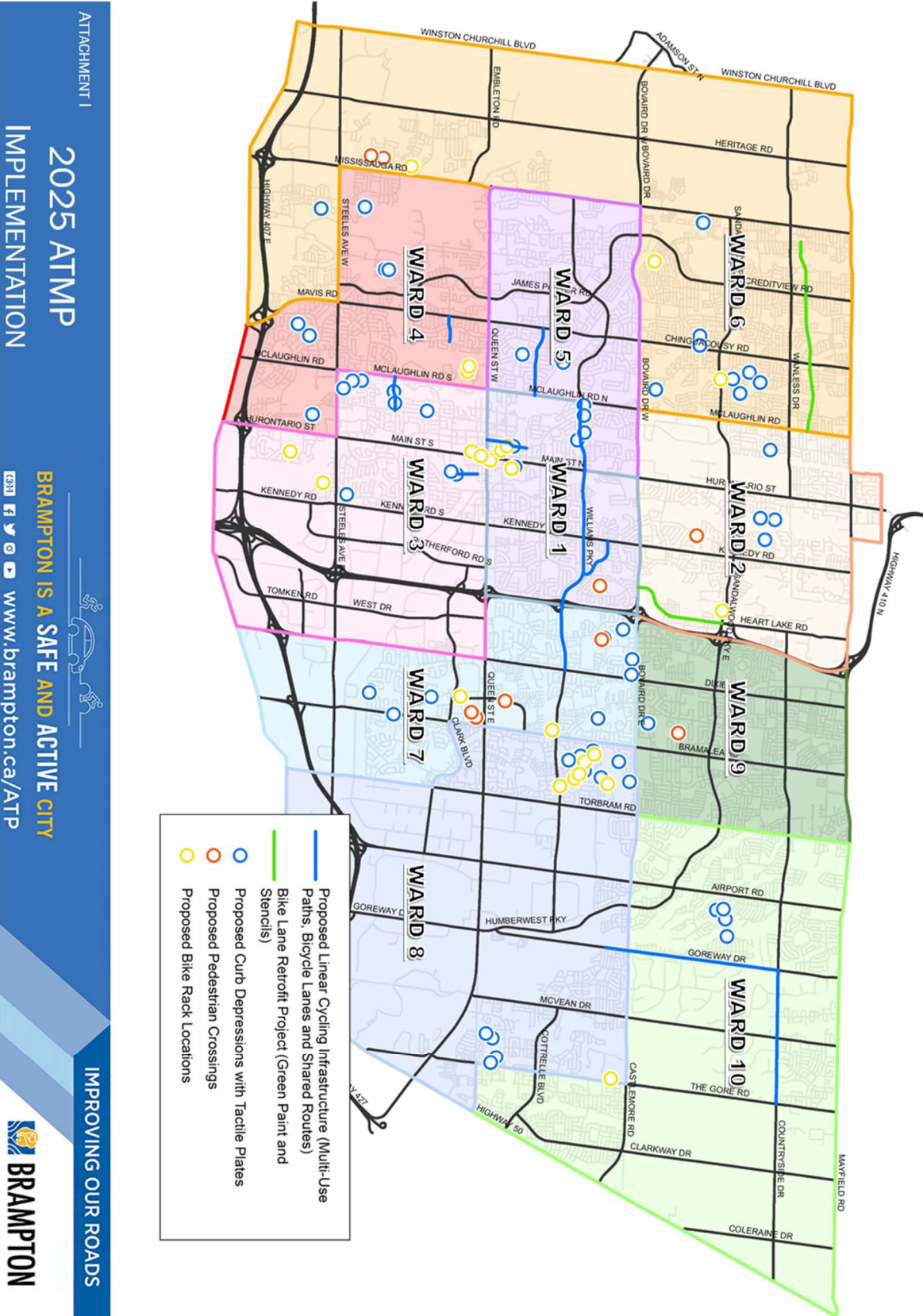
The following are highlights from the Brampton Active Transportation Advisory Committee in 2024:

- Helped plan and deliver 10<sup>th</sup> annual Bike the Creek event - 1,800 registered. Helped promote Brampton's Ride with GPS Tourism account for maps and turn-by-turn instructions for Bike the Creek participants. Helped organize and provide some content for anniversary video.
- Planned and led 14 Community Rides from May to September with Ward rides and a 'Tour the Trees' themed ride with Brampton Forestry. Offered more versions of rides (5km, slow 15km and faster 15km), to gain participation. Participation averaged 30-40 per ride in 2024.
- Helped organize and participate in the Earth Day event at Gore Meadows Recreation Centre. Organized and led bike ride 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 16 committee and Bike Brampton volunteers. Interacted with 616 attendees from 70 communities from Goderich to Niagara, and Matawa to Port Hope. Promoted Bike the Creek, Community Rides, and bike hub programming. Positive comments about the quality of these programs.
- Assisted staff in hosting BikeFest at Chinguacousy Park, to kick off Bike Month.
- Worked with Strategic Communications on bike month educational videos for cycling safety tips on paths and roads.
- Provided advice on consistent intersection treatment options around bike lane safety.
- Assisted staff with Ward townhall meetings regarding active transportation.
- Assisted staff, in cooperation with Traffic Operations, on advice for installation of regulatory road signage.
- Researched, reported, and advised on AT winter road and path maintenance in advance of new city winter clearing contracts.
- Assisted Brampton Recreation with advice and promotion of a revised Bike Basics program for children.



- Assisted with cross-municipality booth for Brampton - Orangeville Rail Trail project at Bike the Creek. Expressed interest in participating in future project consultations. Promoted the City's public survey.
- Presented new data from The Atmospheric Fund for 2023 compared to 2022. Number of cycling trips increased by 22 per cent. Distance increased by 17 per cent. Number of walking trips increased by 14 per cent. Distance increased by 8 per cent. Compared to 2018 before the ATMP, cycling trips increased by 57 per cent. Distance increased by 73 per cent. Growth compares favourably with Greater Toronto and Hamilton area.

Attachment I – 2025 Proposed Active Transportation Implementation Map



## Attachment J – 2025 Proposed Linear Facilities

Location	Ward	Facility Type	Length
Sterritt Drive - Chinguacousy Road to Drinkwater Road	4	Bicycle Lane	0.7
Flowertown Avenue - Chinguacousy Road to McLaughlin Road North	1	Bicycle Lane	1.9
Mary Street - Wellington Street East to Guest Street	3	Super Sharrows	0.5
Rutherford Road - Kennedy Road North to Williams Parkway	1	Bicycle Lane	1.3
Mill Street - Queen Street West to Rosedale Avenue West	3	Sharrows	1.2
Elgin Drive - McLaughlin Road South to McMurchy Avenue South	3	Bicycle Lane	1.0
Countryside Drive - Goreway Drive to The Gore Road	10	Multi-Use Path	3.8
Goreway Drive - Cottrelle Boulevard to Countryside Drive	8 & 10	Multi-Use Path	4.9
Williams Parkway - McLaughlin Road North to Dixie Road	1, 5 & 7	Multi-Use Path	7.9
<b>TOTAL</b>			<b>23.2 KM</b>

## Attachment K – 2025 Proposed “Fix-it” Enhancements

Location	Ward	Facility Type
Howard Stewart Road by Dancing Waters Road - Bramwest Trail	6	PXO
Rising Hill Ridge by Beckenrose Court - Bramwest Trail	6	PXO
Conestoga Drive by Ruth Avenue - Bramwest Trail	2	PXO
Kensington Road by Kings Cross Road - Bramalea Medical Centre	7	PXO
Kings Cross Road by Kensington Road - Midblock Crossing	7	PXO
Deep Sea Drive by Stoneylake Avenue - Esker Lake Trail	1	PXO
Black Forest Drive by Willow Park Drive - Black Forest Trail	9	PXO
Central Park Drive by Howden Boulevard - Chinguacousy Park	7	PXO
North Park Drive and Newhaven Manor - Esker Lake Trail	7	PXO
56 Avondale Boulevard	7	Curb Cut
67 Mill Street North	1	Curb Cut
24 Ellen Street	1	Curb Cut
36 Brenda Avenue	3	Curb Cut
140 Elgin Drive	3	Curb Cut
67 Parkside Drive	3	Curb Cut
56 Parkside Drive	3	Curb Cut
20 Parkside Drive	3	Curb Cut
108 Elgin Drive	3	Curb Cut
36 Neville Crescent	7	Curb Cut
61 Newbury Crescent	7	Curb Cut
12 Norwood Place	7	Curb Cut
30 Novella Place	7	Curb Cut
20 Professor's Lake Parkway	8	Curb Cut
125 Professor's Lake Parkway	8	Curb Cut
81 Moore Street	1	Curb Cut

75 Mary Street - Centennial Park	3	Curb Cut
78 Saddletree Trail	5	Curb Cut
120 Ravenscliffe Court - Ravenscliffe Parkette	5	Curb Cut
40 Worth Avenue - Phelps Drive	5	Curb Cut
54 Pebblestone Circle	5	Curb Cut
8 Shallimar Court	5	Curb Cut
86 Parkside Drive	3	Curb Cut
56 Parkside Drive	3	Curb Cut
20 Parkside Drive	3	Curb Cut
740 Peter Robertson Boulevard - Black Forest Park	9	Curb Cut
40 Crawley Drive	7	Curb Cut
58 Latania Boulevard - Vales of Castlemore Trail	10	Curb Cut
30 Maldives Crescent - Vales of Castlemore Trail	10	Curb Cut
126 Treeline Boulevard - Vales of Castlemore Trail	10	Curb Cut
35 Linstock Drive - Treeline Park	10	Curb Cut
45 Lonestar Crescent	6	Curb Cut
30 Valley Park Crescent	6	Curb Cut
43 Corvette Court	6	Curb Cut
394 Bartley Bull Parkway	3	Curb Cut
607 Ray Lawson Boulevard - Hickory Wood Public School	4	Curb Cut
103 Malta Avenue - Saint Kevin Separate School	4	Curb Cut
220 Van Scott Drive	2	Curb Cut
50 Somerset Drive - Somerset Drive Public School	2	Curb Cut
40 Fairmont Close	4	Curb Cut
134 Leadership Drive	4	Curb Cut
18 Larande Court	4	Curb Cut
61 Nova Scotia Road	6	Curb Cut

83 Tulip Drive	4	Curb Cut
950 North Park Drive - St. Anthony Catholic Elementary School	7	Curb Cut
1 Rockbrook Trail - Thauburn Parkette	6	Curb Cut
54 Pennington Place	8	Curb Cut
14 Vogue Crescent - Watson Valley	2	Curb Cut
41 Petworth Road - Watson Valley	2	Curb Cut
41 River Rock Crescent - Hesp Valley	6	Curb Cut
1 Tideland Drive - Hesp Valley	6	Curb Cut
87 Earlsbridge Boulevard - Hesp Valley	6	Curb Cut
27 Beavervalley Drive - Hesp Valley	6	Curb Cut
1 Jefferson Road - Jefferson Park	8	Curb Cut
20 Jerome Crescent - Jefferson Park	8	Curb Cut
79 Jefferson Road - Jefferson Park	8	Curb Cut
68 Jaffa Drive - Jefferson Park	8	Curb Cut
78 Gallucci Crescent - William Hostrawser Valley	10	Curb Cut
34 Alfonso Crescent - William Hostrawser Valley	10	Curb Cut
22 Gallucci Crescent - William Hostrawser Valley	10	Curb Cut
118 Gallview Lane - William Hostrawser Valley	10	Curb Cut
South West Library	6	Bike Rack
Mount Pleasant Village Library	6	Bike Rack
Professor's Lake Recreation Centre	8	Bike Rack
Bob Callahan Flower City Seniors Centre	4	Bike Rack
Central Public School Recreation and Arts Centre	1	Bike Rack
County Court Fieldhouse	3	Bike Rack
Flower City Community Campus - Lawn Bowling Building	4	Bike Rack
Gore Bocce Club	8	Bike Rack
Knightsbridge Community and Senior Citizens Centre	7	Bike Rack

Peel Village Golf Course	3	Bike Rack
Terry Miller Recreation Centre	7	Bike Rack
Gage Park	3	Bike Rack
Donnelly Pond	2	Bike Rack
Sandalwood and Fletchers Creek	6	Bike Rack
Jefferson Park - Amphitheatre	8	Bike Rack
Jefferson Park - North Park Drive Entrance	8	Bike Rack
Jordan Park - Lookout/Community Garden	8	Bike Rack
Jordan Park - Jordan Boulevard Entrance	8	Bike Rack
Jayfield Park - Williams Parkway Entrance	8	Bike Rack
Garden Square	1	Bike Rack
City Hall - Main Entrance	3	Bike Rack
Brampton GO - West Entrance	1	Bike Rack
Brampton GO - South Entrance	1	Bike Rack
<b>PXO TOTAL</b>		<b>9</b>
<b>CURB CUT TOTAL</b>		<b>67</b>
<b>BIKE RACK TOTAL</b>		<b>52</b>



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 5/26/2025

**Date:** 2025-04-08

**Subject:** Information Report – Urban Design Guidelines Update

**Contact:** Han Liu, Principal Urban Designer/Supervisor, Development Services & Design

**Report number:** Planning, Bld & Growth Mgt-2025-147

**RECOMMENDATIONS:**

1. That the report from Han Liu, Principal Urban Designer/Supervisor, Development Services and Design to the Planning and Development Committee Meeting of May 26, 2025, re: **Information Report – Urban Design Guidelines Update**, be received.

**OVERVIEW:**

- This report is to inform the Council about the development of revised Urban Design Guidelines and to outline the key updates in the document.
- Urban Design Guidelines and Comprehensive Zoning By-Law (CZBL) are two important tools to implement Brampton Plan. They play different yet interconnected roles in assisting in Brampton's transition to a more urbanized and sustainable future.
- The guidelines are City-wide standards for new developments, providing a flexible framework for City Staff to review applications and guiding developers in creating high-quality, sustainable designs that align with the City's goals. They also allow flexibility and adaptability to meet different project needs.
- The updates implement Brampton Plan, coordinate with the new Comprehensive Zoning By-Law, and replace the 2003 Development Design Guidelines to reflect the evolving needs and priorities of the City.
- The guidelines support future development by expediting approvals, promoting high-quality and sustainable design through alignment with the new CZBL and Sustainable New Communities Program, and providing a clear framework for growth in priority intensification areas.



- The new draft document includes two key updates: the introduction of guidelines for high-rise developments and a shift away from angular planes toward alternative transition strategies.
- The development of the UDG has included an inclusive and collaborative engagement process, incorporating input from the public, the development industry, internal and external stakeholders, and experts from the Urban Design Review Panel.
- The update to Urban Design Guidelines reflects Brampton's commitment to facilitating more housing and investment opportunities while ensuring design excellence and compatibility with the surrounding built environment.

## BACKGROUND:

### Implementation and Alignment with the 2023 Official Plan

Brampton is a rapidly growing City that has undergone significant transformation over the past several decades. Once characterized by sprawling greenfield and industrial developments, it is evolving into a more compact, urban community with a diverse mix of uses. To support this shift, the City of Brampton launched the **Brampton 2040 Vision** in 2018, which later informed the development of the **Brampton 2023 Official Plan** (referred to as *Brampton Plan*). A range of tools and policies has been introduced to implement Brampton Plan, including two key components, being the:

- **Urban Design Guidelines (UDG)** - led by Urban Design with The Planning Partnership as the consultant, and
- **Comprehensive Zoning By-Law (CZBL)** - led by Integrated City Planning staff with WSP as the consultant.

These tools play different yet interconnected roles in assisting Brampton's transition to a more urbanized and sustainable future. The UDG focuses on translating the urban design policies outlined in Brampton Plan into actionable guidance while complementing the CZBL. Brampton Plan provides a framework encompassing environmental sustainability, parks and open spaces, transportation, heritage, and urban design. It introduces five design lenses and four pillars of sustainability, which form the foundation of the UDG principles. Additionally, Brampton Plan defines the City Structure, setting high-level goals for design and built form in various areas based on this structure. The UDG provides relatively detailed guidance to shape the built form, character, and design vision for these areas.

On the other hand, the CZBL is a legal tool to regulate land use and development, focusing primarily on establishing minimum requirements. While the UDG allows for

flexibility and creativity in the design process, the CZBL ensures compliance with land-use regulations. Together, these tools function as complementary mechanisms to achieve Brampton Plan's vision, balancing regulatory standards with innovative design.

## **What are Urban Design Guidelines?**

The UDG is a set of city-wide standards that establish clear guidance for new developments, serving as a key tool for both City Staff and developers. For City Staff, the UDG provides a basis to review and assess development applications, ensuring alignment with the City's broader planning goals. For developers, the guidelines inform the creation of development applications that meet the City's expectations for quality and character. The UDG promotes consistency and high quality in urban developments while allowing flexibility and adaptability to meet different project needs. It ensures that new developments contribute to a cohesive, context-sensitive urban fabric while emphasizing sustainability, accessibility, and innovation in design.

## **Purpose of the Project**

The current design guidelines in use, the [2003 Development Design Guidelines](#) (DDG), were approved by Council to focus on greenfield development prevalent at that time. They were designed to guide growth patterns and respond to the development pressures of the early 2000s. In 2015, additional draft guidelines for [Transit-Supportive Mid-Rise Development](#) were introduced and integrated into the DDG to support emerging urban needs. Since then, both the City of Brampton and the Province of Ontario have introduced and updated various plans, legislation, and policies to prioritize urban development, including intensification and sustainable growth strategies.

This project – the City-Wide UDG – aims to address this shift by clearly defining the City's expectations for urban development. It provides direction on essential aspects such as street and block patterns, community focal points, interfaces with natural heritage, the design of parks and open spaces, and the development of the public realm. Additionally, the document includes a broad range of development forms and building types, including low-, mid-, and high-rise structures, as well as mixed-use developments, ensuring a comprehensive approach to urban design.

In summary, the UDG is intended to implement Brampton Plan, align with the CZBL, replace the dated 2003 DDG, and incorporate the draft 2015 Transit Supportive Mid-Rise Development Guidelines to better reflect the evolving needs and priorities of the City.

## **How UDG Support Future Development**

The UDG is a key tool in advancing Brampton's future development objectives. The document supports growth and intensification by providing greater clarity, consistency, and direction to both the development industry and City staff. Specifically, it contributes to the following:

### ***Expediting Development Approvals by Establishing Expectations Upfront***

The guidelines improve clarity for developers at the outset of the application process, helping to reduce approval timelines. By clearly outlining design expectations, they facilitate more streamlined and efficient review processes.

### ***Ensuring Strong Alignment with New CZBL and Sustainable New Communities Program***

The UDG promotes more consistent, high-quality urban design outcomes across new developments. It provides clear design guidelines to promote sustainable intensification, assisting in the achievement of the City's environmental and growth objectives.

### ***Providing a Clear Framework for Growth in Priority Intensification Areas as per Brampton Plan***

The document supports shifting away from the rigid application of angular plane requirements to better accommodate intensified development. It also establishes a foundation for pre-zoning Major Transit Station Areas (MTSAs) to facilitate development.

These measures position the UDG as a strategic tool for guiding Brampton's direction toward sustainable, well-designed, and efficient urban growth.

### **Project Timeline, Public Engagement, and Review Process of Urban Design Guidelines**

The development of the UDG has been guided by an inclusive and collaborative engagement process, incorporating input from the public, internal and external stakeholders (including City departments, the Region of Peel, Peel District School Board, Bell Canada, Toronto and Region Conservation Authority, etc.), the development industry, and experts from the Urban Design Review Panel. Urban Design staff have worked diligently to ensure a robust, comprehensive, and transparent approach, encouraging diverse perspectives to help refine and enhance the UDG.

To facilitate this, three drafts of the UDG were shared for feedback, accompanied by two Public Open Houses organized in collaboration with the CZBL team. Additionally, multiple touchpoints were held with Council members, focusing on key topics of the approach to angular plane and transition of mid- and high-rise developments to low-rise neighbourhoods. Below is a timeline summarizing the key project and engagement milestones achieved so far, as well as those targeted for completion:

- Project Relaunch: Q1 2022
- Informal Draft for Internal Review & Public Release: Q4 2023
- First Draft Virtual Public Engagement (in partnership with the CZBL): February 13, 2024

- First Draft Public Release: February 28, 2024
- First Draft Circulation for Internal Review: Q1 2024
- Meetings with the Development Industry (Angular Plane & Transition): Q2 and Q3 2024.
- Second Draft Circulation for Internal Review: July 29, 2024 to August 16, 2024
- Key Topic Presentation to Urban Design Review Panel (Angular Plane & Transition): August 27, 2024
- Second Draft Public Release: September 2024
- In-Person Public Open House (in partnership with the CZBL): October 15, 2024
- Meetings with BILD: October 22, 2024 and December 17, 2024
- Revised Second Draft Circulation for Internal Review: October 28, 2024 to November 1, 2024
- Third Draft Circulation for Internal Review: February 12, 2025 to March 3, 2025
- Third Draft Release for Public Meeting: April 2025
- Public Meeting: May 12, 2025
- Targeted Council Adoption: Q3 2025

Key comments received to date include:

1. alignment with the CZBL,
2. input on the approach to angular planes,
3. the transition of high- and mid-rise developments,
4. integration with the City's Sustainable New Communities Program, and
5. the need for flexibility in the guidelines.

This feedback has been essential in refining the UDG, which has evolved to enhance clarity, flexibility, and consistency with broader city objectives. The resulting draft UDG balances high standards with contextual adaptability and feasibility in development projects.

A dedicated [Let'sConnect](#) webpage has supported this process, serving as a platform for the public and stakeholders to share feedback, ask questions, and stay informed about the progress of the UDG.

This extensive engagement and review process ensures the guidelines reflect the needs and aspirations of Brampton's diverse community while aligning with the city's broader urban development objectives.

## **CURRENT SITUATION:**

### **An Overview of the Guidelines**

The Guidelines provide a clear framework for creating high-quality, sustainable developments across the City. Noted below are its three key components:

- [Part A – Introduction](#) outlines core design principles, links to city policies, and offers practical guidance.

- [Part B – Sustainable Community Design](#) focuses on larger-scale planning (e.g. neighbourhood design), addressing buildings, streets, parks, and natural systems to support sustainable communities.
- [Part C – Site Organization and Built Form](#) provides detailed guidance for designing residential, mixed-use, and non-residential developments, ensuring functional and visually appealing city-building.

## **Key Updates**

The UDG includes two key updates from the 2003 Guidelines, being: 1. Guidelines for High-Rise Development and 2. Updated Transition Strategies. These updates reflect Brampton's commitment to facilitating more housing options and investment opportunities while ensuring design excellence and compatibility with the surrounding built environment. Details on these items are provided below.

### ***1. Guidelines for High-Rise Development***

To accommodate the City's evolving urban landscape, the UDG introduces guidelines (contained in Part C5) dedicated to the design of high-rise buildings; defined as buildings exceeding 13 storeys, as per Brampton Plan and Zoning By-law. This section addresses all forms of high-rise buildings, including residential, mixed-use, commercial, and office developments. It promotes a dynamic, street-focused built form that integrates with its surroundings, supports the creation of pedestrian-friendly public spaces, and enhances placemaking initiatives.

### ***2. Updated Transition Strategies***

The transition from high- and mid-rise developments to low-rise neighborhoods is a key consideration as Brampton undergoes urban intensification. Balancing growth with compatibility is essential. The project team has conducted baseline studies of practices in other municipalities and developed strategies to move away from rigid reliance on angular planes. Instead, alternative requirements, such as building setbacks, step-backs, and tower separation distances, are recommended. Generally, angular planes will not be applied, except when assessing mid- and high-rise development applications where they are proposed outside the permitted uses outlined in Brampton Plan.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

There is no financial impact resulting from the planned actions in this report. The cost of the project is covered within the existing budget.

## **Communications Implications:**

Public meetings for UDG are non-statutory. However, an email notification regarding this public meeting for the Urban Design Guidelines Update is planned for distribution to key stakeholders and subscribers via the Let's Connect webpage.

## **STRATEGIC FOCUS AREA:**

The UDG directly supports Brampton's strategic focus areas by fostering sustainable, connected, and vibrant urban growth.

**Health & Well-being:** The UDG promotes health and wellness by prioritizing walkability, accessible public spaces, and safe, inclusive designs that encourage active lifestyles and community engagement.

**Transit & Connectivity:** By emphasizing transit-oriented development and prioritizing pedestrian, cycling, and transit connections, the UDG supports efficient, sustainable transportation networks and better connectivity across the city.

**Growing Urban Centres & Neighbourhoods:** The document guides the creation of mixed-use and vibrant neighborhoods, promotes economic growth, local investment, and strong community ties while enhancing the quality of urban life.

**Environmental Resilience & Sustainability:** The guidelines prioritize sustainable development through green infrastructure, energy-efficient design, and the integration of natural systems, aligning with Brampton's environmental goals. It also connects directly to the City's Sustainable New Communities Program.

**Government & Leadership:** The UDG provides clear, transparent guidelines that support effective governance, accountability, and innovation in urban planning, ensuring consistency and high standards in development. Working alongside the CZBL, they provide flexibility to achieve goals while allowing for adjustments based on specific project needs. This balance ensures that the guidelines remain effective and relevant, supporting Brampton's broader vision while fostering high-quality, context-sensitive urban development.

**Culture and Diversity:** The UDG encourages the integration of public art, cultural heritage, and diverse community spaces, reflecting Brampton's cultural richness and promoting inclusivity and cross-cultural understanding.

## **CONCLUSION:**

The UDG is instrumental in implementing Brampton Plan and guiding the City toward a sustainable, urban future. These guidelines provide a framework to support growth while maintaining high design standards and ensuring that new developments are compatible with the city's goals for sustainability, accessibility, and quality of life. The

UDG also facilitates housing options by encouraging diverse residential developments to support affordability. As Brampton continues to grow, the UDG will assist developers and City staff in creating vibrant, inclusive communities that emphasize sustainable design, connectivity, and resilience. To further enhance the document and gather diverse perspectives, the third draft of the guidelines will be circulated for feedback, with a targeted deadline of June 2nd, 2025. The guidelines are targeted for adoption by Council in Q3 2025. Ultimately, the UDG will contribute to achieving the City's strategic goals by fostering economic, environmental, and social well-being.

Authored by:

Reviewed by:

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Approved by:

Approved by:

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Commissioner  
Planning, Building and Growth  
Management

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Marlon Kallideen  
Chief Administrative Officer

#### **Attachments:**

- Attachment 1 – Urban Design Guidelines Presentation

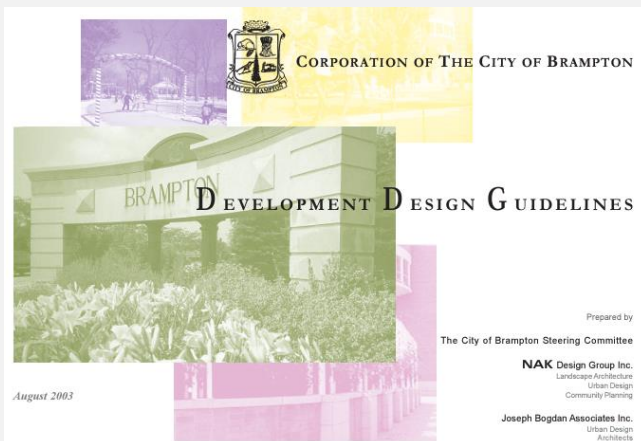
# Urban Design Guidelines Update

Development Services & Design  
May 26, 2025



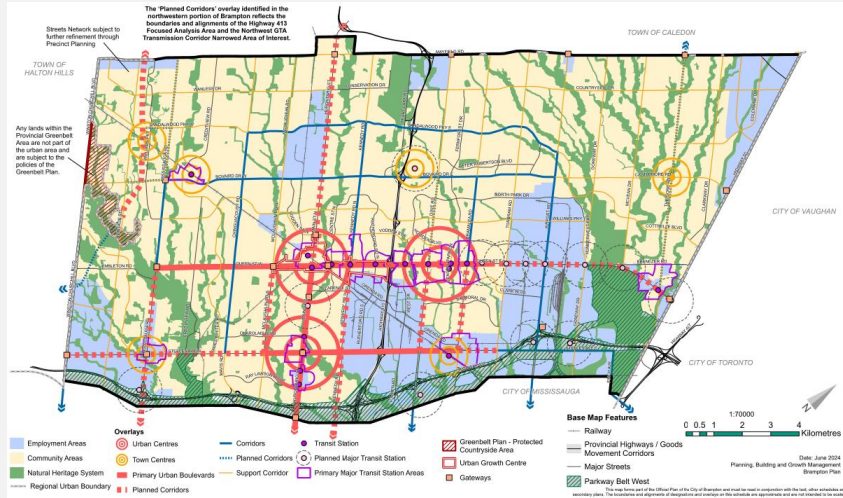



# Overview of Urban Design Guidelines (UDG)



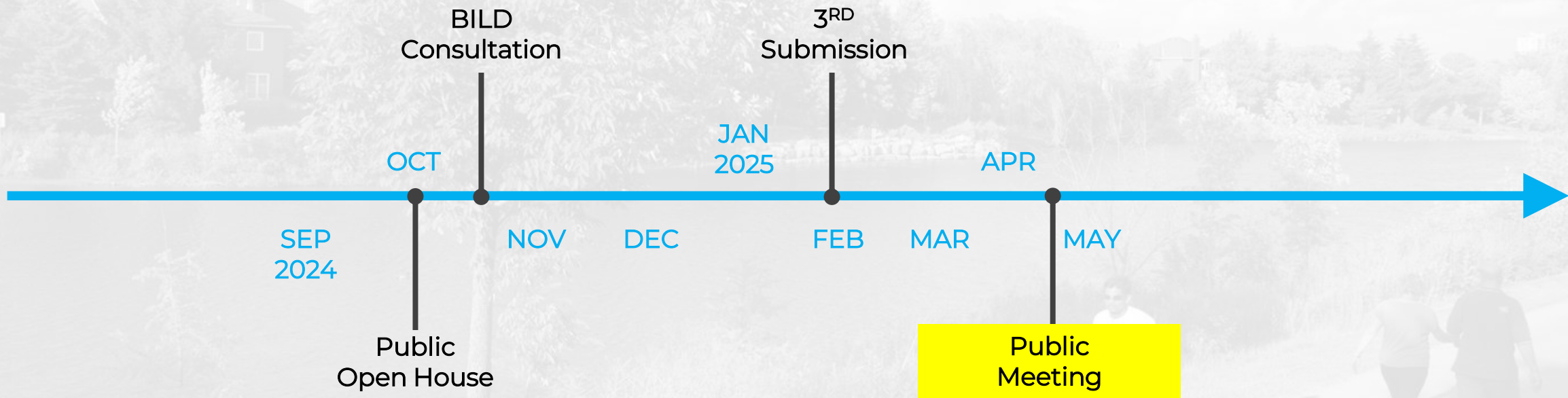
- A planning tool to implement Brampton Plan in conjunction with Comprehensive Zoning By-law to shape the look, form and function of development
- An update to the current Development Design Guidelines (2003)
  - ✓ Consolidate various design guideline documents
  - ✓ User-friendly document
  - ✓ Non-statutory statements, general rules and sets of recommendations
  - ✓ Primarily qualitative rather than quantitative
  - ✓ Incorporate a chapter for High-rise Developments

# How UDG Support Future Development



- Expediate approvals through establishing expectations upfront
  - ✓ Improve **clarity** for developers to reduce approval time
  - ✓ **Facilitate** more streamlined review processes
- Strong alignment with new **CZBL** and **Sustainable New Communities Program** 
  - ✓ Promote more consistent and high-quality urban design
  - ✓ Provide guidelines to support **sustainable intensification** outcomes
- A clear framework for growth in **priority intensification areas** as per Brampton Plan
  - ✓ Move away from **strict use** of angular planes in intensification areas
  - ✓ Establish the foundation for **pre-zoning MTSA areas** to facilitate development

# Urban Design Guidelines (UDG)



- Key Internal Reviewers:

Urban Design . Parks Planning & Open Space . Traffic Planning . Transportation Planning  
Environmental Planning . Heritage Planning . Cultural Services . Policy Planning
- Key External Reviewers:

BILD . Peel District School Board . Dufferin Peel Catholic District School Board Bell  
Canada . Credit Valley Conservation . Metrolinx



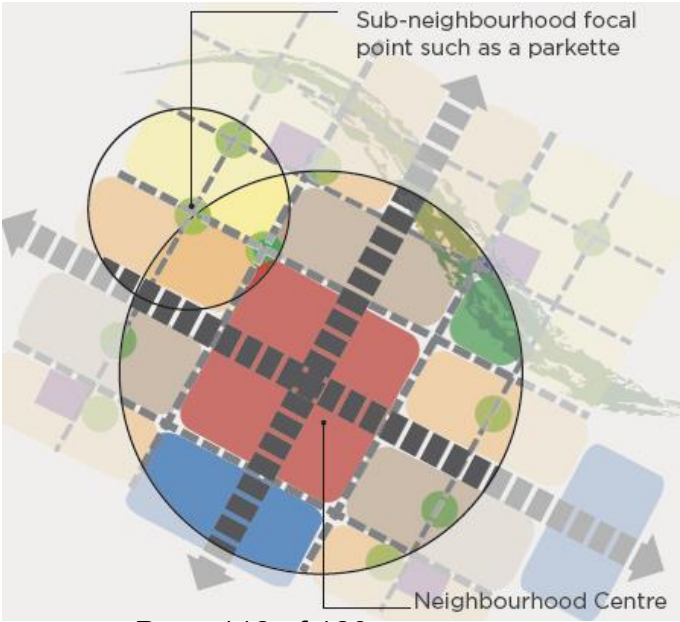
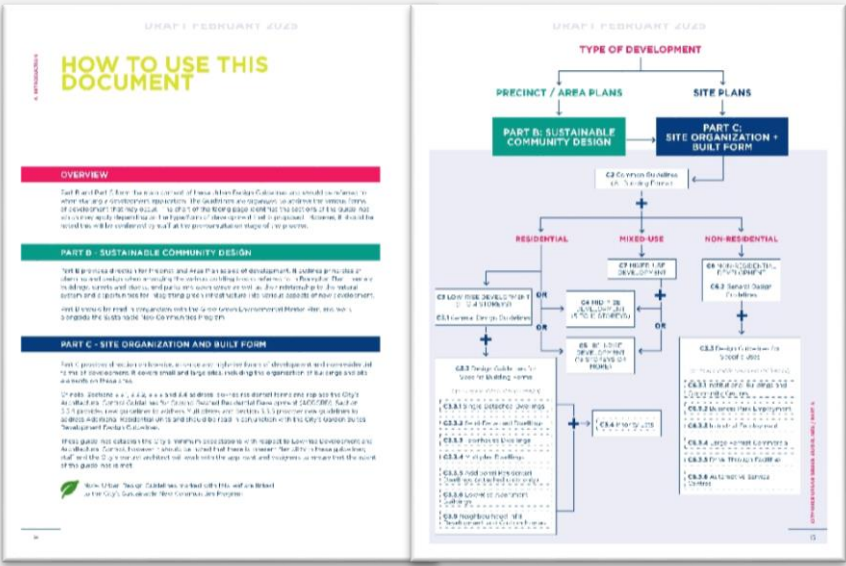
# Urban Design Guidelines (UDG)

## PART A

- ✓ Background
- ✓ Purpose of the document
- ✓ Vision / Guiding Principles
- ✓ How to use this document

## PART B

- ✓ Built Environment
- ✓ Mobility
- ✓ Natural Heritage, Parks and Open Space
- ✓ Infrastructure and Buildings



# Urban Design Guidelines (UDG)

## PART C

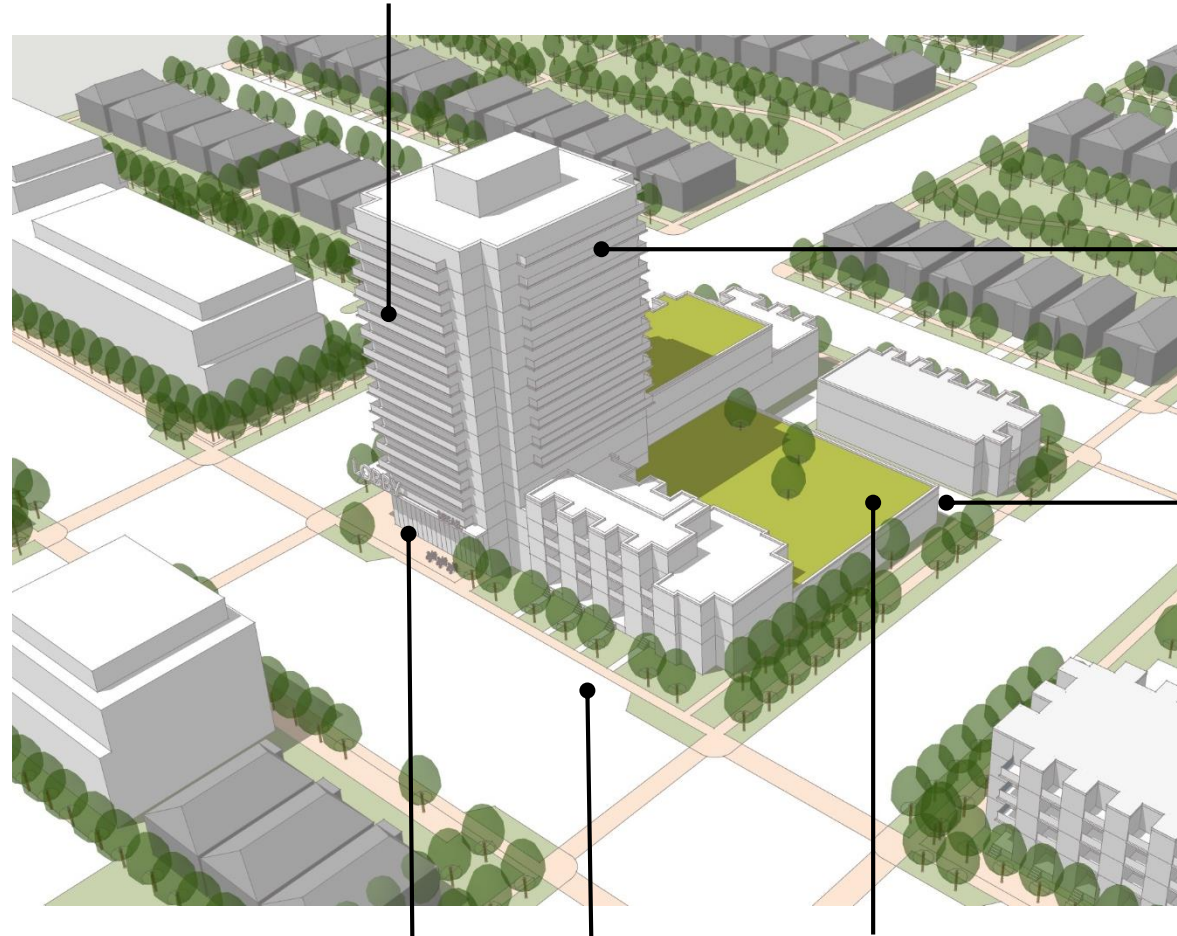
- ✓ Low-rise Developments
- ✓ Mid-rise Developments
- ✓ High-rise Developments
- ✓ Commercial, Employment, Institutional Developments
- ✓ Mixed-use Developments

**PART C:**  
SITE ORGANIZATION  
+ BUILT FORM



Leaf symbol added to guidelines linked to the City's Sustainable New Communities Program.

ORGANIZATION OF BUILDINGS TO THE STREET AND TO ONE ANOTHER;  
TRANSITION TO SURROUNDING AREAS; SEPARATION DISTANCES, STEP BACKS



BUILDING  
ARTICULATION

LOCATION OF  
PARKING  
RELATIVE TO  
STREETS

STREETSCAPE AND  
STREET WALL  
Page 113 of 120

GENERAL  
LANDSCAPING

LOCATION AND ACCESS TO  
OPEN SPACE AMENITY



# Low-Rise Forms (1 to 4 storeys)

## Principles/Objectives

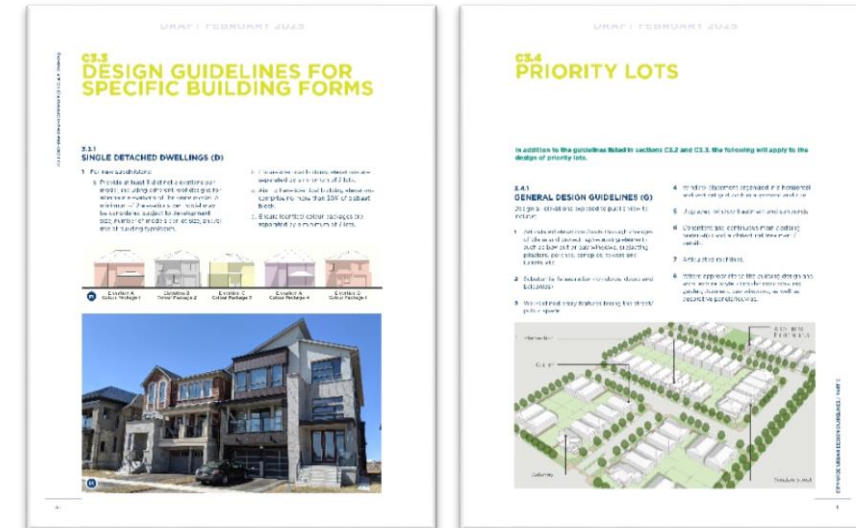
- Variety of housing
- Animated streetscapes
- Protection of mature neighbourhoods
- Promotion of infill development

## ✓ General Guidelines followed by Form-Specific Guidelines

- Single-detached dwellings
- Semi-detached dwellings
- Townhouse dwellings
- Multiplex dwellings
- Additional Residential Units (attached units only)
- Low-rise Apartment Buildings

## ✓ Priority Lots

## ✓ Neighbourhood Infill Development and Custom Homes



## Principles/Objectives

- Building base frames and animates the streetscape
- Placemaking
- Articulated streetwall and massing
- Appropriate transition to low-rise residential areas

## Building Height

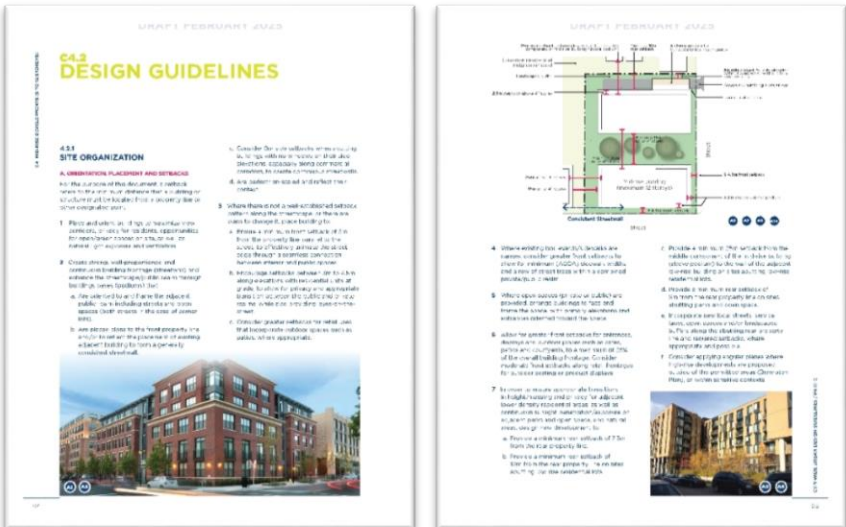
- Maximum 12 storeys or 100% of adjacent ROW

## Podium

- Maximum 6 storeys or 80% of ROW, whichever is lower

## Transition

- Specific setbacks /stepbacks as a way to provide massing/height transition to low-rise areas (*instead of angular planes*)





# High-Rise Forms (13 storeys or greater) New Chapter of the UDG

## Principles/Objectives

- Building base frames and animates the streetscape
- Placemaking
- Top and Tower focus on an enhanced skyline
- Minimize shadow and wind impacts
- Appropriate transition to low-rise residential areas

## Building Height

- 13 storeys or greater
- Emphasis on context and fit

## Podium

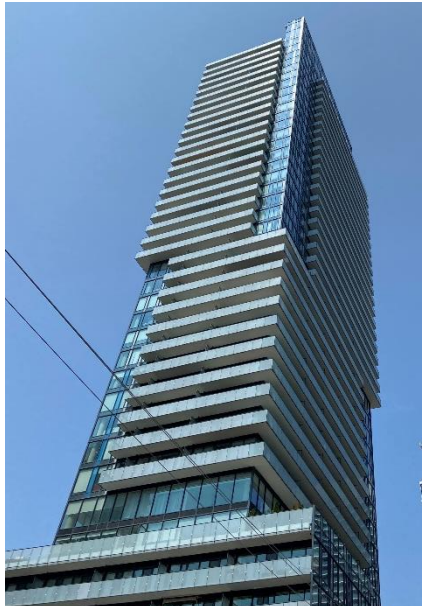
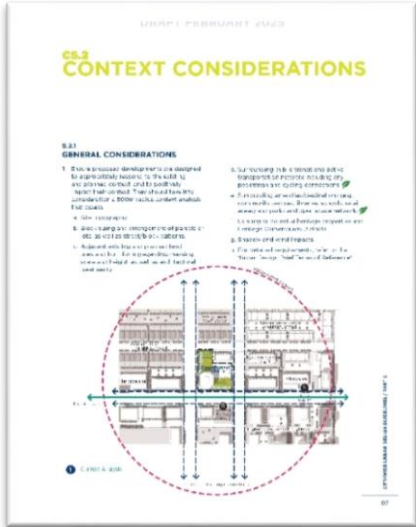
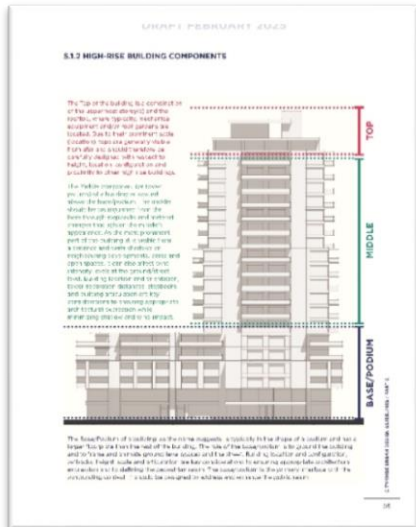
- Podium height related to ROW

## Middle/Tower

- Tower: maximum 800sm floorplate
- Slab: limited to 18 storeys

## Transition

- Specific setbacks /stepbacks as a way to provide massing/height transition to low-rise areas (*instead of angular planes*)





Principles/Objectives

- Placemaking and appropriate fit within the context.
- Animated streetscapes and public spaces.
- Compatible and multi-functional developments.

✓ Highlights

- Urban Centres and Urban Boulevards
- Residential and non-residential uses
- Street-related development



### Principles/Objectives

- Animated streetscapes framed by high quality, coordinated built form
- Limited parking along street frontages
- Screened loading, servicing and parking areas
- Safe and connected pedestrian routes

### ✓ General Guidelines followed by Form-Specific Guidelines

- Institutional Buildings & Community Centres
- Business Park Employment (new)
- Industrial / Employment
- Large Format Commercial (large floor plates - new)
- Drive-Through Facilities
- Automotive Service Centres



# Next Steps



- Continue to engage with stakeholders to gather feedback by June 2, 2025
- Incorporate stakeholder input into refining the third draft
- Prepare the final draft for formal review, targeting adoption by Council in Q3 2025





# Thank You.