



Revised Agenda  
Committee of Council  
The Corporation of the City of Brampton

**Date:** Wednesday, March 8, 2023  
**Time:** 9:30 a.m.  
**Location:** Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall

**Members:**

Mayor Patrick Brown (ex officio)	
Regional Councillor R. Santos	Wards 1 and 5
Regional Councillor P. Vicente	Wards 1 and 5
Regional Councillor N. Brar	Wards 2 and 6
Regional Councillor M. Palleschi	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
City Councillor R. Power	Wards 7 and 8
Regional Councillor G. Toor	Wards 9 and 10
Deputy Mayor H. Singh	Wards 9 and 10

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:  
Sonya Pacheco, Legislative Coordinator, Telephone 905.874.2178, TTY 905.874.2130  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)

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

1. Call to Order

2. Approval of Agenda

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

4. Consent

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. Announcements

6. Public Delegations

6.1 Delegation from Neel Sehga, Brampton resident, re: Vandalism Attack on Shri Gauri Shankar Mandir in Brampton and Hate Crime Against Hindus

6.2 Delegations re: International Women's Day - Women-Owned Small Businesses Supported in Brampton

1. Juliann Barry, Owner, Reveiller Afriq African Fashion & Accessories

2. Lydia Dawson and Jessica Dawson-Gaglione, Owners, My Own Design Dance Boutique

\*6.3 Delegation from TEDx Brampton Board of Directors, re: Consideration for Advanced Brampton Fund (Amplifying) for TEDxBrampton

Board of Directors: Shaun Ghulam, Candice Saffrey, Diondra Filicetti, Karen Aguilar, Rob Castro, Mitesh Shah, Andy Vo

*Note: This delegation was withdrawn on March 6, 2023.*

6.4 Delegation from Stephen Sayers, Brampton resident, re: Item 11.3.1 - Noise Walls in the Vicinity of Howden Boulevard and Vodden Street East - Ward 7



(See Item 11.3.1)

Note: Supporting materials for this delegation include reference to City By-law 6-85 and other materials attached.

- 6.5 Delegation from Dayle Laing, Committee Secretary, BikeBrampton, re: Items 11.1.1 and 11.2.1 - Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)

(See Items 11.1.1 and 11.2.1)

**7. Government Relations Matters**

- \*7.1 Staff Update re: Government Relations Matters

*Published on the City's website on March 7, 2023*

**8. Legislative Services Section**

*(Councillor Santos, Chair; Councillor Palleschi, Vice Chair)*

- 8.1 Staff Presentations

- 8.2 Reports

- 8.3 Other/New Business

- 8.4 Correspondence

- 8.5 Councillors Question Period

- 8.6 Public Question Period

5 Minute Limit (regarding any decision made under this section)

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.

**9. Economic Development Section**

*(Regional Councillor G. Toor, Chair; Regional Councillor R. Santos, Vice Chair)*

- 9.1 Staff Presentations
- 9.2 Reports
- 9.2.1 Staff Report re: Appointments to the Medical Technology (Medtech) Advisory Committee

*Recommendation*

- 9.3 Other/New Business
- 9.4 Correspondence
- 9.5 Councillors Question Period
- 9.6 Public Question Period

5 Minute Limit (regarding any decision made under this section)

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.

## 10. Corporate Services Section

*(Deputy Mayor Singh, Chair; Councillor Kaur Brar, Vice Chair)*

- 10.1 Staff Presentations
  - 10.2 Reports
  - 10.2.1 Staff Report re: Corporate Events Listing 2023-2026
- Recommendation*
- 10.3 Other/New Business
  - 10.3.1 Discussion Item at the request of Regional Councillor Santos re: Gender-based

Analysis Plus (GBA Plus) to Support the Development of Responsive and Inclusive Policies, Programs and Other Initiatives

- \*10.3.2 Discussion Item at the Request of Deputy Mayor Singh, re: Council Workshop on Status of Urban Community Hub Design Concepts, Uptown Hub and Queens Hub and Ongoing City Master Plans/Initiatives

*Added to the agenda on March 8, 2023.*

- \*10.3.3 Discussion Item at the Request of Mayor Brown, re: Canada Running Series Event in Brampton

See Item 10.4.1

*Added to the agenda on March 8, 2023.*

- 10.4 Correspondence

- \*10.4.1 Correspondence from Charlotte Brookes, National Event Director, Canada Running Series, received March 8, 2023, re: Item 10.3.2 – Discussion Item at the Request of Mayor Brown, re: Canada Running Series Event in Brampton

See Item 10.3.2

*Added to the agenda and published on the City's website on March 8, 2023.*

- 10.5 Councillors Question Period

- 10.6 Public Question Period

5 Minute Limit (regarding any decision made under this section)

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.

## 11. Public Works and Engineering Section

*(Councillor Vicente, Chair; Councillor Keenan, Vice Chair)*

- 11.1 Staff Presentations

11.1.1 Staff Presentation re: Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)

Presenter: Nelson Cadete, Acting Senior Manager, Integrated City Planning, Planning, Building and Growth Management

*To be received*

(See Items 6.5 and 11.2.1)

11.2 Reports

11.2.1 Staff Report re: Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)

*To be received*

(See Items 6.5 and 11.1.1)

11.2.2 Staff Report re: Request to Begin Procurement – 2023 Road Resurfacing - All Wards

*Recommendation*

11.2.3 ^ Staff Report re: Request to Begin Procurement for Plumbing Services at various City Facilities for a three (3) year period

*Recommendation*

11.3 Other/New Business

11.3.1 Discussion Item at the request of City Councillor Power, re: Noise Walls in the Vicinity of Howden Boulevard and Vodden Street East - Ward 7

(See Item 6.4)

\*11.3.2 Discussion Item at the Request of Regional Councillor Vicente, re: Snow Clearing Operations

*Added to the agenda on March 8, 2023.*

11.4 Correspondence

- 11.4.1      ^ Correspondence from Laura Hall, Director, Corporate Services / Town Clerk, Town of Caledon, dated March 2, 2023, re: New Transit Service on Dixie Road, North of Mayfield Road

*To be received*

- 11.5      Councillors Question Period

- 11.6      Public Question Period

5 Minute Limit (regarding any decision made under this section)

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.

## 12.      Community Services Section

*(Councillor Santos, Chair; Councillor Kaur Brar, Vice Chair)*

- 12.1      Staff Presentations

- 12.2      Reports

- 12.3      Other/New Business

- 12.4      Correspondence

- 12.5      Councillors Question Period

- 12.6      Public Question Period

5 Minute Limit (regarding any decision made under this section)

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.

## 13.      Referred Matters List

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.

Current number of referred matters as of the last City Council meeting (March 1, 2023) = 27

**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 these agenda items are distributed to Members of Council and senior staff only.

**16. Adjournment**

**Next Regular Meeting: Wednesday, March 29, 2023**



<b>For Office Use Only:</b> Meeting Name: Meeting Date:
---

## Delegation Request

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

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2  
 Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

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

Meeting Date Requested:  Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact:  Telephone:   
 Email:

<b>Subject Matter to be Discussed:</b>	Vandalism attack on Shri Gauri Shankar Mandir in Brampton and increase in hate crime against Hindus
<b>Action Requested:</b>	- Catch the perpetrators and punish them as per law - Take action against hate crime against Hindus - Do not permit Khalistani elements to spread hate against Hindus through display of hateful signagees (during referendums especially)

A formal presentation will accompany my delegation:  Yes  No  
 Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi, .mpg)  Other:

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

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

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

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

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.



<b>For Office Use Only:</b>
Meeting Name:
Meeting Date:

## Delegation Request

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

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2  
Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

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

Meeting Date Requested:  Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact:  Telephone:   
 Email:

<b>Subject Matter to be Discussed:</b>	<input type="text" value="International Women's Day - Women-owned small businesses being supported in Brampton"/>
<b>Action Requested:</b>	<input type="text" value="Delegation be received."/>

A formal presentation will accompany my delegation:  Yes  No  
 Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  Picture File (.jpg)  Video File (.avi, .mpg)  Other:

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

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

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

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

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.





<b>For Office Use Only:</b>
Meeting Name:
Meeting Date:

## Delegation Request

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

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2  
Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

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

Meeting Date Requested:  Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact:  Telephone:   
 Email:

<b>Subject Matter to be Discussed:</b>	International Women's Day - Women-owned small businesses being supported in Brampton
<b>Action Requested:</b>	Delegation be received.

A formal presentation will accompany my delegation:  Yes  No  
 Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi, .mpg)  Other:

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

**Note:** Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**  
 (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and  
 (ii) the electronic file of the presentation to ensure compatibility with corporate equipment. **Submit by Email**

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

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.



<b>For Office Use Only:</b>
Meeting Name:
Meeting Date:

## Delegation Request

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

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2  
Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

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

Meeting Date Requested:  Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact:  Telephone:   
 Email:

<b>Subject Matter to be Discussed:</b>	Consideration for Advanced Brampton Fund (Amplifying) for TEDxBrampton. Discussing the importance & value of hosting TEDxBrampton in 2023.
<b>Action Requested:</b>	To allow us to submit the application for the grant to be reviewed.

A formal presentation will accompany my delegation:  Yes  No  
 Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi, .mpg)  Other:

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

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

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

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

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.



<b>For Office Use Only:</b>
Meeting Name:
Meeting Date:

## Delegation Request

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

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2  
Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

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

Meeting Date Requested:  Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact:

Telephone:

Email:

<b>Subject Matter to be Discussed:</b>	City of Brampton level of responsibility concerning "accoustical wall fencing" on private property.
<b>Action Requested:</b>	Assume responsibility for this neighbourhoods need to install concrete barrier on City property.

A formal presentation will accompany my delegation:  Yes  No

Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi, .mpg)  Other:

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

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

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

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

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.

**Policy Title: Noise Attenuation Barriers on Major Roadways**

**Policy Number: 09-03-03**

Section:	<b>Environment And Conservation</b>	Subsection:	<b>Noise Pollution And Control</b>
Effective Date:	<b>April 13, 2011</b>	Last Review Date:	<b>March, 2015</b>
Approved by: <b>Council</b>		Owner Division/Contact: <b>Transportation and Works Department, Transportation and Infrastructure Planning Division</b>	

## Policy Statement

The City of Mississauga endeavours to ensure that noise attenuation barriers are constructed where necessary and that any such barriers are maintained in good condition, both in structure and appearance.

## Purpose

This policy identifies responsibilities for construction and maintenance of noise attenuation barriers and is divided into four categories:

- Noise attenuation barriers in existence at the time of approval of this policy that are to be replaced, as part of a replacement program
- Noise attenuation barriers to be constructed after approval of this policy, as part of new development
- New noise barriers to be constructed after approval of this policy, where none currently exist, as part of a retrofit program, and
- Noise attenuation barriers to be constructed after approval of this policy, as part of a capital works project

## Scope

This policy applies to noise attenuation barriers which are or will be installed adjacent to municipal highways which are under the jurisdiction of the City of Mississauga.

## Legislative Authority

This policy complies with *the Municipal Act, 2001*, Ontario Regulation 586/06, the Local Improvement Charges – Priority Lien Status and the City of Mississauga’s Property Standards By-law. Should any of these be amended so that this policy no longer complies, the particular Act, Regulation or By-law will take precedence.

**Installation Criteria**

Installation of new noise attenuation barriers is subject to the following:

- The noise level must be greater than 60 dBA (LEQ daytime). (LEQ means “equivalent sound level” and daytime means 7:00 a.m. to 11:00 p.m. LEQ daytime means daytime average.)
- The residential area must be adjacent to arterial and major collector roads, as designated in the Official Plan. Retrofit or replacements will not be considered adjacent to freeways or railway tracks, as they are not under the jurisdiction of the City
- Barriers must be installed on a complete block to ensure their effectiveness

**Replacement Program Category – Existing Barriers**

Should a noise attenuation barrier on private property require replacement, the City will construct a new noise attenuation barrier which will be situated, whenever possible, wholly on City property. The costs of construction of the new barrier will be 100 percent City funded. Ongoing maintenance and any future replacements of the noise attenuation barrier will be the responsibility of the City.

The replacement of deteriorated noise attenuation barriers will be determined based on priority, primarily according to the level of deterioration of the barriers. Priority listing will be reviewed annually and locations presented to Council for replacement approval.

Maintenance of noise existing attenuation barriers situated on private property will remain the responsibility of the property owner until such time as the City replaces the barrier and reinstalls it on City property. The Property Standards By-law establishes requirements of property owners with respect to the maintenance of their property. The City will ensure that noise attenuation barriers which are situated on private property are maintained to an acceptable level through enforcement of this by-law.

**Retrofit Program Category – New Barriers**

The City may install noise barriers along major collector or arterial roads in areas where such barriers were not previously installed. These installations may be initiated by the City or requested by private property owners by means of a petition. Installations will be dependent on the installation criteria in this policy being met.

The noise attenuation barrier will be situated on City property whenever possible. The costs of construction of the barrier will be shared on a 50/50 basis with the abutting private property owner. The necessary barrier end returns will be included in the overall estimated cost and the landowners will be assessed on the basis of their rear lot frontage. There will be no adjustments for irregular lot sizes. Ongoing maintenance and any future replacements of the noise attenuation barrier will be the responsibility of the City.

### Petition Required

A petition supporting the installation of a noise barrier and signed by the number of landowners as required under Ontario Regulation 586/06, *Municipal Act, 2001*, must be filed with the City Clerk.

Property owners wishing to oppose the installation of a noise barrier which was initiated by the City must file a petition with the City Clerk.

### Capital Works Project Category

Noise barriers may be constructed by the City in conjunction with a road widening project if no noise attenuation barriers exist and the proposed additional lanes of traffic are found to adversely affect the daytime noise level beyond the established criteria (refer to the "Installation Criteria" section of this policy for the applicable criteria). If the installation criteria are satisfied, the City may elect to pre-install a noise attenuation barrier up to three years prior to the scheduled road widening.

Noise attenuation barriers may be constructed by the City at 100% City cost, on arterial roads as part of a significant capital improvement project, such as improvements at major intersections, transit priority and/or related infrastructure improvements and major asphalt resurfacing or reconstruction, where no road widening is being undertaken. The noise attenuation barriers must be installed where none currently exist and meet the criteria as outlined in the "Installation Criteria" section of this policy.

The cost of construction will be included in the project costs. The noise attenuation barriers will be situated on City property. Ongoing maintenance and future replacements will be the responsibility of the City.

### New Development Category

Servicing Agreements for new developments which require the construction of a noise attenuation barrier will specify that the noise attenuation barrier be situated on City property. Costs of construction will be the responsibility of the developer. Ongoing maintenance and any future replacements of the noise attenuation barrier will be the responsibility of the City.

### Revision History

Reference	Description
OW-192-88 – 1988 05 24	
OW-114-92 – 1992 04 27	

Policy Number: 09-03-03

Effective Date: April 13, 2011

Policy Title: Noise Attenuation Barriers on Major Roadways

Last Review Date: March, 2015

4 of 4

GC-0169-2005 – 2005 03 30	
August 23, 2007	Housekeeping amendment– to update Ont. Regulation 119/03 to Ont. Regulation 586/06)
GC-0067-2009 – 2009 03 11	Construction of noise barriers without road widening
GC-0166-2011 – 2011 04 13	Change in cost sharing to 100% City for replacement of deteriorated barriers

DATE: August 26, 2015

REPORT TITLE: **LOCAL IMPROVEMENT PROCESS FOR PRIVATELY OWNED NOISE ATTENUATION WALLS ALONG REGIONAL ROADS**

FROM: Dan Labrecque, Commissioner of Public Works

### **RECOMMENDATION**

**That a program to rebuild private noise attenuation walls adjacent to Regional Roads and to relocate them onto the public side of the Regional Road be supported in principle;**

**And further, that staff be directed to amend the Region of Peel development approval process to permit the installation of noise attenuation walls adjacent to Regional Roads on the public side of the Regional Road right-of-way;**

**And further, that staff report back to Regional Council with a more detailed implementation plan so that funding requirements for Regional ownership of private noise attenuation walls can be included in future budgets for Council consideration;**

**And further, that a copy of the report of the Commissioner of Public Works titled “Local Improvement Process for Privately Owned Noise Attenuation Walls Along Regional Roads” be sent to the Cities of Brampton and Mississauga, and the Town of Caledon for information.**

### **REPORT HIGHLIGHTS**

- Currently, there are different processes among the Region of Peel and its area municipalities dealing with the Local Improvement Process for privately owned noise attenuation walls.
- There are advantages to re-constructing private noise attenuation walls and relocating them on the public right-of-way to better address matters of public safety, aesthetics through consistent specifications and re-construction methods, and improving customer service.
- Assuming ownership of privately owned noise attenuation walls adjacent to Regional Roads would cost the Region approximately \$55 million in replacement and maintenance costs over the next 30 years.



August 26, 2015

## **LOCAL IMPROVEMENT PROCESS FOR PRIVATELY OWNED NOISE ATTENUATION WALLS ALONG REGIONAL ROADS**

### **DISCUSSION**

#### **a) Background**

Over the years staff has brought forward several reports on Regional noise attenuation wall levels of service, repair and replacement under the Local Improvement Process. Most recently, in 2011 staff brought forward a report highlighting that the Region does not fund the full cost of repair and replacement of private noise attenuation walls abutting Regional Roads (see Appendix I). Based on that report, Council's current direction is:

- That Corporate Policy W30-04 Noise Attenuation Barriers, which uses the local improvement process to provide for a special assessment to homeowners to cost share 50:50 with the Region (subject to available funding), be maintained.

Throughout Peel there are different approaches to applying the Local Improvement Program for privately owned noise attenuation walls. Through recent discussions with senior staff from the Cities of Brampton and Mississauga, and the Town of Caledon there is recognition to look at the issue universally from a customer service vantage point. In particular, one can view private noise attenuation walls adjacent to Regional Roads being designed to mitigate noise from inter-regional traffic well beyond the immediate neighbourhood. Therefore, a universal application of financial compensation across the Region would ensure equity among residents.

The development approval process governs the placement and material of noise attenuation walls. When a subdivision is planned along a Regional Road, developers are required to construct noise attenuation walls on private property. During the lifespan of the wall, any repair/replacement or upgrade is the responsibility of the property owner. In many instances, this is where the issue arises as the property owner views the fence as similar to all other public infrastructure, and the repair or replacement should be the responsibility of the Region.

To be proactive and prevent this situation from occurring it is recommended that the development approvals process be amended so that new walls are constructed on the public side of the Regional Road right-of-way. For existing situations, staff recommends the Region re-construct private noise attenuation walls on the public right-of-way once the walls are deemed to be at the end of their operational life. In both instances, these processes will help to ensure design specifications and construction methods are consistent.

#### **b) Current Situation – Policy Regime and Financial Models**

##### **1. Policy Regime - Local Improvement Process**

Under the *Municipal Act, 2001, Ontario Regulation 586/06*, allows the municipality to pass a by-law to undertake the work as a local improvement for the purpose of raising all or any part of the cost of work by imposing a special charge on the affected properties. The Region of Peel's Corporate Policy W30-04 provides for the replacement of private noise attenuation walls with a special assessment apportioning 50 percent of the final cost to the homeowner and 50 percent to the Region. Over the past decade, there have been five local improvement noise attenuation walls applications initiated of which only two have been approved in the City of Mississauga along Erin Mills Parkway between the Collegeway and South Millway. Many applications under the Local Improvement Process do not meet the initial requirements to proceed to the petition process. As there

August 26, 2015

## LOCAL IMPROVEMENT PROCESS FOR PRIVATELY OWNED NOISE ATTENUATION WALLS ALONG REGIONAL ROADS

is no formal budget in the Region's Transportation Capital Program for approved local improvement noise attenuation wall replacement, the projects that have been approved were financially managed as one-off budget initiatives presented to Council.

### 2. Financial Models Across Peel

At the moment the Town of Caledon does not have a program for noise attenuation walls. However, in recent discussions with the Town, this issue is being pursued with the intention to develop a policy and program for the repair and replacement. Table 1 below shows the array of funding models between the Region and the Cities of Brampton and Mississauga. The major differences are those outside of capital projects, in particular the application and funding for projects under Local Improvement Process.

**Table 1: Current Funding Models**

Project Type and Program	Agency and Funding Source		
	Region of Peel	City of Brampton	City of Mississauga
Resident Requested - New Wall, Repair or Retrofit  Local Improvement (subject to Council approval).	50% - Tax  50% - Homeowner	75% - Development Charges  25% - Homeowner	50% - Tax  50% - Homeowner
Replacement Program (subject to Council approval)	Local Improvement Process	Local Improvement Process	100% - Tax
Capital Project – Where need is identified through an Environmental Assessment (i.e. Road Widening)	100 % Development Charges	90-95% Development Charges  5-10% Tax	100 % Development Charges

August 26, 2015

## LOCAL IMPROVEMENT PROCESS FOR PRIVATELY OWNED NOISE ATTENUATION WALLS ALONG REGIONAL ROADS

### c) Asset Management Overview – Condition Rating and Replacement Costs

Table 2 provides a desktop review of privately owned noise attenuation walls adjacent to Regional Roads revealing that the majority have a condition rating of “Good”. Appendix II shows the Region’s noise attenuation wall condition rating. Of note from Table 3, the majority of spending on replacements for private walls is projected to occur in the next 20 years. This translates to approximately \$50M being spent by 2035, which is 90 percent of the required amount for the 30 year projection. Appendix III shows the location of private walls within the first ten years of the 30 year forecast.

**Table 2: Privately Owned Noise Attenuation Walls Abutting Regional Roads**

Jurisdiction	Rating by Length (m)				Total
	Excellent	Good	Fair	Poor	
Mississauga	0	2,188	4,153	2,060	<b>8,401</b>
Brampton	481	12,369	6,561	2,553	<b>21,964</b>
Caledon	0	1,669	631	0	<b>2,300</b>
<b>Total</b>	<b>481</b>	<b>16,226</b>	<b>11,346</b>	<b>4,613</b>	<b>32,666</b>

**Table 3: Private Noise Attenuation Walls Abutting Regional Roads – Replacement Costs**

Municipality	2015 Replacement and Maintenance Costs (\$M)/Estimated Total	Replacement Dollars Expected		
		10 Yrs.	10-20 Yrs.	20-30 Yrs.
Mississauga	<b>\$14.1</b>	\$10.3	\$3.6	\$0.2
Brampton	<b>\$36.9</b>	\$8.9	\$23.9	\$4.1
Caledon	<b>\$3.9</b>	\$0.7	\$2.0	\$1.1
<b>Total</b>	<b>\$55.0</b>	<b>\$20.0</b>	<b>\$29.5</b>	<b>\$5.4</b>
<b>Percentage of inventory to be replaced</b>		<b>36%</b>	<b>54%</b>	<b>10%</b>

August 26, 2015

## **LOCAL IMPROVEMENT PROCESS FOR PRIVATELY OWNED NOISE ATTENUATION WALLS ALONG REGIONAL ROADS**

### **FINANCIAL IMPLICATIONS**

Assuming the ownership of private noise attenuation walls adjacent to Regional Roads would be a new financial obligation for Peel, totalling \$55 million over the next 30 years. This equates to an average cost of approximately \$2 million per year, which is in addition to the \$500,000 per year the Region currently budgets for the replacement and repairs of Regionally owned noise attenuation walls. The additional \$2 million per year would allow for a linear annual program of approximately 1,200 metres (3,937 feet) to be repaired and replaced. Should Council decide to assume private noise attenuation walls, this new financial responsibility would result in additional pressure on the Region's capital reserves. Staff will include this pressure as part of its annual adequacy of reserves assessment to be reported to Council in October.

### **NEXT STEPS**

Subject to Council direction, it is proposed that staff initiate a work plan to program privately owned noise attenuation walls adjacent to Regional Roads in the 2017 capital plan. The work plan will be undertaken over the next 12 months and consist of activities listed below. At this time, no additional staff resources are anticipated to deliver the work plan.

1. Amending the development approvals process to construct noise attenuation walls on the public side of the Regional Road right-of-way.
2. Prioritization of high, medium, and low projects within the 30 year forecast for consideration in the 2017 Capital Budget.
3. Develop an inspection program for privately owned walls; including work required for utility impacts, easements, and additional resources.
4. Develop of a communication package to ensure residents are informed of the new program and what is eligible for 100 percent funding.

### **CONCLUSION**

Replacing private noise attenuation walls adjacent to Regional Roads and moving them onto the Regional Right-of-Way has several advantages, including: public safety, maintaining an aesthetically pleasing design and streetscape (which can be difficult if reconstruction is left to property owners), and alignment across the Region in terms of financial compensation. This policy shift adds a new financial obligation for Peel of approximately \$2M per year for the next 30 years. Staff is seeking Council direction on how to proceed.



Dan Labrecque, Commissioner of Public Works

### **Approved for Submission:**




---

D. Szwarc, Chief Administrative Officer

August 26, 2015

**LOCAL IMPROVEMENT PROCESS FOR PRIVATELY OWNED NOISE ATTENUATION  
WALLS ALONG REGIONAL ROADS**

**APPENDICES**

Appendix I – Council Report, July 7, 2011: The Condition of Noise Attenuation Walls Along Regional Roads and the Effectiveness of the Local Improvement Process

Appendix II – Noise Attenuation Wall Rating System

Appendix III – 10 Years Private Noise Attenuation Wall Replacement Plan (2016-2025)

*For further information regarding this report, please contact Steve Ganesh, Manager, Infrastructure Programming and Studies, extension 7824, [steve.ganesh@peelregion.ca](mailto:steve.ganesh@peelregion.ca).*

*Authored By: Steve Ganesh*

*Reviewed in the workflow by:  
Financial Support Unit*

**APPROVED AT REGIONAL COUNCIL  
July 7, 2011**

**PW-C. TRANSPORTATION**

**PW-C3. The Condition of Noise Attenuation Walls Along Regional Roads and  
the Effectiveness of the Local Improvement Process**

Moved by Councillor McCallion;  
Seconded by Councillor Mahoney;

That the current levels of service for Region-owned noise  
attenuation walls be maintained;

And further, that Corporate Policy W30-04 Noise Attenuation  
Barriers, which uses the local improvement process to provide for a  
special assessment to homeowners to cost share 50:50 with the  
Region (subject to available funding), be maintained;

And further, that replacement of, or repair to private noise  
attenuation walls and/or fencing remain the responsibility of affected  
property owners.

Carried

2011-683



**REPORT**  
**Meeting Date: July 7, 2011**  
**Regional Council**

---

DATE: June 1, 2011

REPORT TITLE: **THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

FROM: Dan Labrecque, Commissioner of Public Works

---

### RECOMMENDATION

**That the current levels of service for Region-owned noise attenuation walls be maintained;**

**And further, that Corporate Policy W30-04 Noise Attenuation Barriers, which uses the local improvement process to provide for a special assessment to homeowners to cost share 50:50 with the Region (subject to available funding), be maintained;**

**And further, that replacement of, or repair to private noise attenuation walls and/or fencing remains the responsibility of affected property owners.**

### REPORT HIGHLIGHTS

- Council directed staff to report back on the condition of noise attenuation walls abutting Regional Roads and the effectiveness of the local improvement process. The assessment was to include information on the specific sections of Finch Avenue and Kennedy Road.
- Private fences located on both sides of Kennedy Road between Vodden Street East and Townsend Gate/Linkdale Road in the City of Brampton are in poor condition and visually unattractive. A local improvement petition was unsuccessful for replacing the fence with a noise attenuation wall.
- A private subdivision noise attenuation wall located along Finch Avenue between Darcel Avenue and Highway 427 in the City of Mississauga is in poor condition. A local improvement petition has not been initiated to replace the private noise attenuation wall.
- Corporate Policy W30-04 provides homeowners an opportunity to cost share 50:50 (based on actual final project costs) with the Region for replacement of noise attenuation walls using the local improvement process.
- At this time, the Region's Transportation Capital program is not fully funded. Staff suggests that the priority should be to focus on maintaining the Region's current assets and as such, staff would not recommend taking on any new financial liabilities associated with private noise walls or private fences.

June 1, 2011

**THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

**DISCUSSION**

**1. Background**

Regional Council, at its meeting held on July 8, 2010, requested that the Commissioner of Public Works report back to a future meeting on the following items:

- a) an update on the condition of existing noise attenuation walls abutting Regional roads, and in particular Kennedy Road north of Vodden Street in the City of Brampton;
- b) information regarding noise attenuation along Finch Avenue between Darcel Avenue and Highway. 427 in the City of Mississauga; and,
- c) Information on the effectiveness of the local improvement program.

**2. Region Owned and Private Noise Attenuation Walls Condition Reports**

**a) Region Owned Noise Attenuation Walls**

A condition assessment of Regional noise attenuation walls was completed in 2010 and indicates that the walls are overall in good condition. They are evaluated, monitored and maintained on an ongoing basis. Following is a summary of information for the Region owned noise attenuation walls.

<b>Region Owned Noise Attenuation Walls</b>					
Location	Length (metres)	Today's Replacement Value (millions \$) (based on cost of \$1,350/metre)	Cost of walls requiring replacement within 10 yrs. (millions \$)	Cost of walls requiring replacement within 10-20 yrs. (millions \$)	Cost of walls requiring replacement within 20-30 yrs. (millions \$)
Mississauga	13,027	\$17.8	\$ 4.9	\$ 8.6	\$ 4.2
Brampton	9,807	\$13.2	\$ 1.1	\$ 6.0	\$ 6.0
Caledon	0	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>22,834</b>	<b>\$31.0</b>	<b>\$ 6.0</b>	<b>\$ 14.6</b>	<b>\$10.2</b>

**b) Private Noise Attenuation Walls Abutting Regional Roads**

Regional staff undertook a desktop data collection and condition assessment of private noise walls to evaluate their current condition. Following is a summary of information for the private noise attenuation walls.

<b>Private Noise Attenuation Walls Abutting Regional Roads</b>					
Location	Length (metres)	Today's Replacement Value (millions \$) (based on cost of \$1,350/metre)	Cost of walls requiring replacement within 10 yrs. (millions \$)	Cost of walls requiring replacement within 10-20 yrs. (millions \$)	Cost of walls requiring replacement within 20-30 yrs. (millions \$)
Mississauga	8,402	\$ 11.3	\$ 2.4	\$ 6.2	\$ 2.7
Brampton	21,964	\$ 29.7	\$ 3.0	\$ 7.7	\$ 18.9
Caledon	2,300	\$ 3.1	\$ -	\$ .6	\$ 2.5
<b>Total</b>	<b>32,666</b>	<b>\$ 44.1</b>	<b>\$ 5.4</b>	<b>\$14.5</b>	<b>\$ 24.1</b>



June 1, 2011

## THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS

### c) Condition of Private Fences on Kennedy Road and Private Noise Attenuation Walls on Finch Avenue

#### i) Kennedy Road Fence

The homes in question have municipal addresses on Greene Drive and Kingswood Drive (streets that run parallel to Kennedy Road between Vodden Street East and Townsend Gate/Linkdale Road) and their rear yards abut Kennedy Road. The rear yards are fenced (not noise attenuation walls), many with gate access to Kennedy Road. The fences are either wood or chain link with ad hoc styles and maintenance.

Though residents were approached in 2007 about replacing the fence with a noise attenuation wall, there was little enthusiasm from the residents to move ahead with this solution for the following reasons:

- back gates give residents easy access to Kennedy Road transit, shopping, schools, etc. ;
- materials intended for backyard use can be delivered through gates and do not have to be taken through the house;
- limited financial ability of owners to afford local improvement cost sharing agreement.

The noise attenuation walls that were replaced in 2005 located north of Townsend Gate/Linkdale Road on Kennedy Road are Regionally-owned.

#### ii) Finch Avenue Private Noise Attenuation Walls

The concrete subdivision noise attenuation wall located along Finch Avenue between Darcel Avenue and Highway 427 in the City of Mississauga is in poor condition and continues to deteriorate. Residents could request replacement of the noise attenuation wall under the Region's local improvement process however to date, the Region has not received a request to initiate a local improvement for this portion of Finch Avenue.

Pictures are provided for both locations in Appendix I.

### 3. The Local Improvement Process

The Region of Peel's Corporate Policy W30-04 (Appendix III) provides for replacement of private noise attenuation walls with a special assessment which apportions 50 percent of the final cost to the homeowners with 50 percent paid by the Region. The local improvement process is described in detail in Appendix II.

Regional staff reviewed the success of the local improvement process over the past decade. There have been 84 enquiries from the public regarding deteriorating private noise walls and three applications for a local improvement noise attenuation wall initiated. Out of these applications one noise attenuation wall has been successfully constructed. One noise attenuation wall is pending for construction in 2011. Details of the projects are as follows:

- 2005 – A condominium corporation requested replacement of their noise attenuation wall which abuts Derry Road. The petition process was successful

June 1, 2011

**THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

and the by-law for the construction of the noise attenuation wall was passed by Council. However, when the project was tendered by the Region, the condominium corporation requested that the project be cancelled.

- 2007 - A condominium corporation on Erin Mills Parkway successfully replaced a private subdivision noise attenuation wall using the local improvement process.
- 2010 - A condominium corporation on Erin Mills Parkway was successful in their noise wall petition and construction is scheduled for the fall of 2011.

There are many enquiries from the public regarding the local improvement process; however most do not meet the initial requirements to proceed to the petition process.

Condominium corporations are the most successful users of the local improvement policy since the noise attenuation wall is considered an element in common between all homeowners in the condominium, and the cost can be spread between all owners and/or covered through the condominium board's reserve funds.

**4. Local Municipal Funding Practices for Replacement of Private Noise Attenuation Walls**

Local municipalities have funding strategies that differ from the Region of Peel. These differences are summarized below.

**City of Mississauga**

City of Mississauga policy provides for 100 percent City funding for the replacement of deteriorated private noise attenuation walls. City funding is subject to Council approval.

**City of Brampton**

City of Brampton policy provides for a 75/25 split with 75 percent paid by the City and 25 percent paid by the property owners for replacement of deteriorated private noise attenuation walls. City funding is subject to Council approval and the availability of funding.

**Town of Caledon**

The Town of Caledon has not replaced any noise attenuation walls through the local improvement process.

**5. Region's Financial Exposure under Various Local Improvement Funding Options**

The following chart illustrates the financial implications of changes to the current 50/50 special assessment cost share for the replacement of private noise attenuation walls. (The figures are based on the current replacement value of private noise attenuation walls abutting Regional roads.)

	Funding Options		
	Current 50% Region - 50% Homeowners	75% Region - 25% Homeowners	100% Region
<b>Region's Current and Potential Financial Exposure (millions\$)</b>	<b>\$ 22.05</b>	<b>\$ 33.08</b>	<b>\$ 44.1</b>

June 1, 2011

## THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS

There is no formal budget allocation established for approved local improvement noise attenuation wall replacements. To date, the projects that have been approved are managed as one-off budget initiatives. A fundamental shift in policy such as changing the current funding ratio would require sustainable adjustments to the longer term "state of good repair" financing plan.

Given the underfunded status of the Region's Transportation Capital program, staff recommends that the current 50/50 cost sharing special assessment with homeowners be retained.

### 6. Private Fences and Development of Noise Attenuation Walls

Staff has not determined the length of existing private fences along Regional roads for this report. However, given the amount of potential fence replacement required within the Region, and the underfunded status of the Region's Transportation Capital program, staff recommends that replacement and/or repair of deteriorating fencing located on private property should remain the sole responsibility of the affected property owners. Funding for repair, replacement and/or long-term maintenance should not be provided for by the Region.

## CONCLUSION

1. Regional noise attenuation walls are in good condition and are maintained on an ongoing basis. Staff recommends maintaining the current level of service for Region-owned noise attenuation walls.

Some private noise attenuation walls are in very poor condition, visually unsightly and may pose a safety risk within the right-of-way. The maintenance of private noise attenuation walls remain problematic, but should rest with homeowners and be enforced at the local municipal level.

2. There is no current Regional solution for replacement of the fences along Kennedy Road since there is no desire by homeowners to replace with a noise attenuation wall.

The noise attenuation walls along Finch Avenue between Darcel Avenue and Highway 427 are private subdivision walls. Although the noise attenuation walls would qualify for replacement under the local improvement process, the Region has not received a request to initiate the local improvement process.

3. Use of the local improvement process for noise attenuation walls to replace deteriorating private walls has a low success rate. This lack of success may be related to the following factors.
  - Cost for some homeowners may be prohibitive, even with a 50/50 cost share.
  - The process is involved and collection of signatures is time-consuming for the initiator. Low chance of success for the petition can be a disincentive to start the process.
  - The public may be unaware of the local improvement process.

However at this point in time, the current local improvement policy special assessment for 50 percent of the final costs to homeowners is equitable, given the overall underfunded status of the Region's Transportation Capital program.

June 1, 2011

**THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

4. Private noise attenuation walls continue to deteriorate along Regional roads creating both an aesthetic and functional liability in its rights-of-way. Residents with deteriorating walls are not using the local improvement process to replace the walls.
5. The local municipalities have replacement policies that are different to the Region's creating confusion and at times, a perception of unfairness.
6. Given the amount of potential fence replacement required within the Region, and the underfunded status of the Region's Transportation capital program, staff recommends that replacement and/or repair of deteriorating fencing located on private property should remain the sole responsibility of the affected property owners



Dan Labrecque  
Commissioner of Public Works

**Approved for Submission:**



D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact Liz Brock at extension 7902 or via email at [liz.brock@peelregion.ca](mailto:liz.brock@peelregion.ca)*

*gla* *L.B.* Authored By: Liz Brock

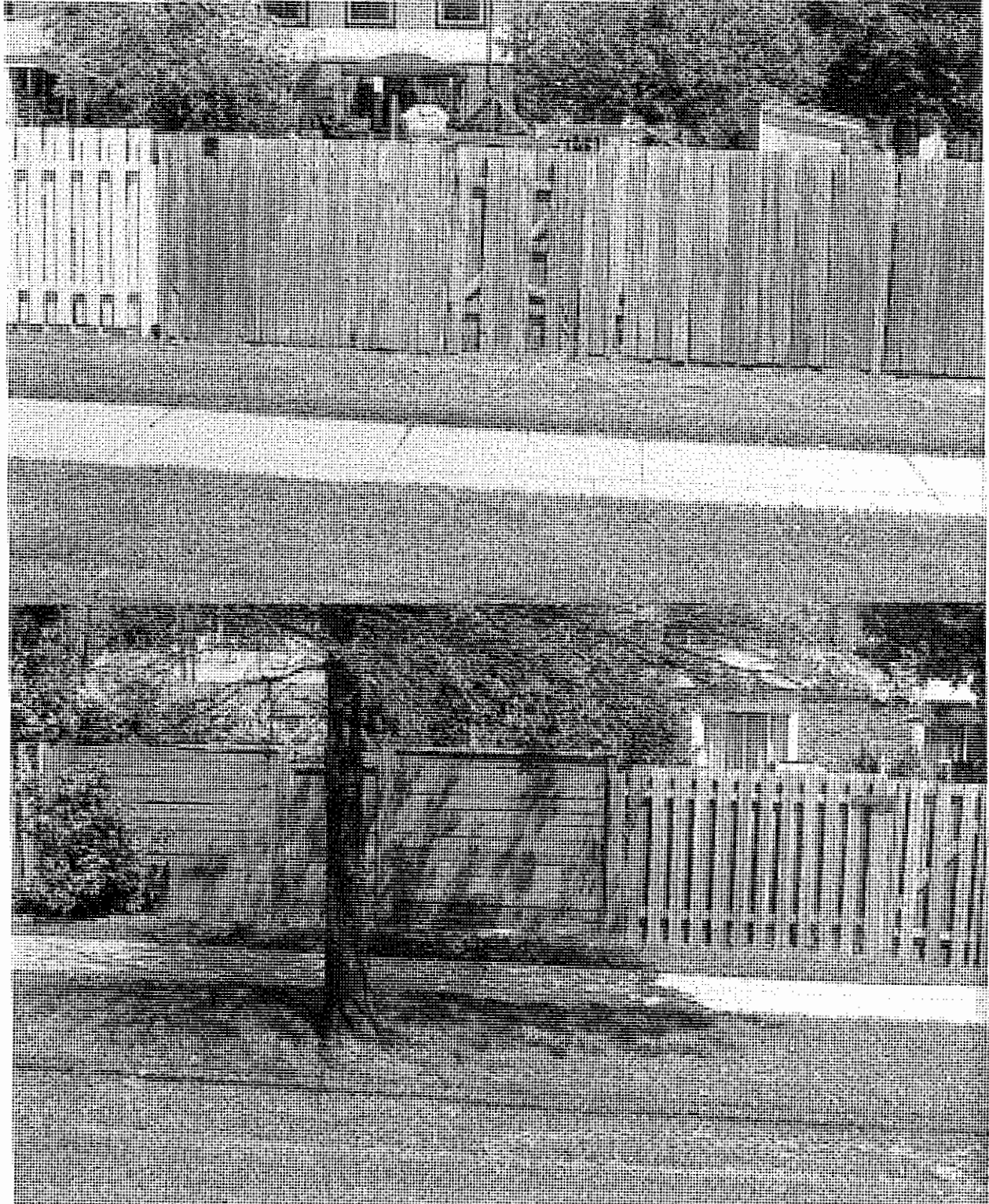
*ML* c. Legislative Services

June 1, 2011

**THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE  
EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

**APPENDIX I**

**T Private fence along Kennedy Road between Vodden Street East and Townsend Gate/Linkdale  
Road**



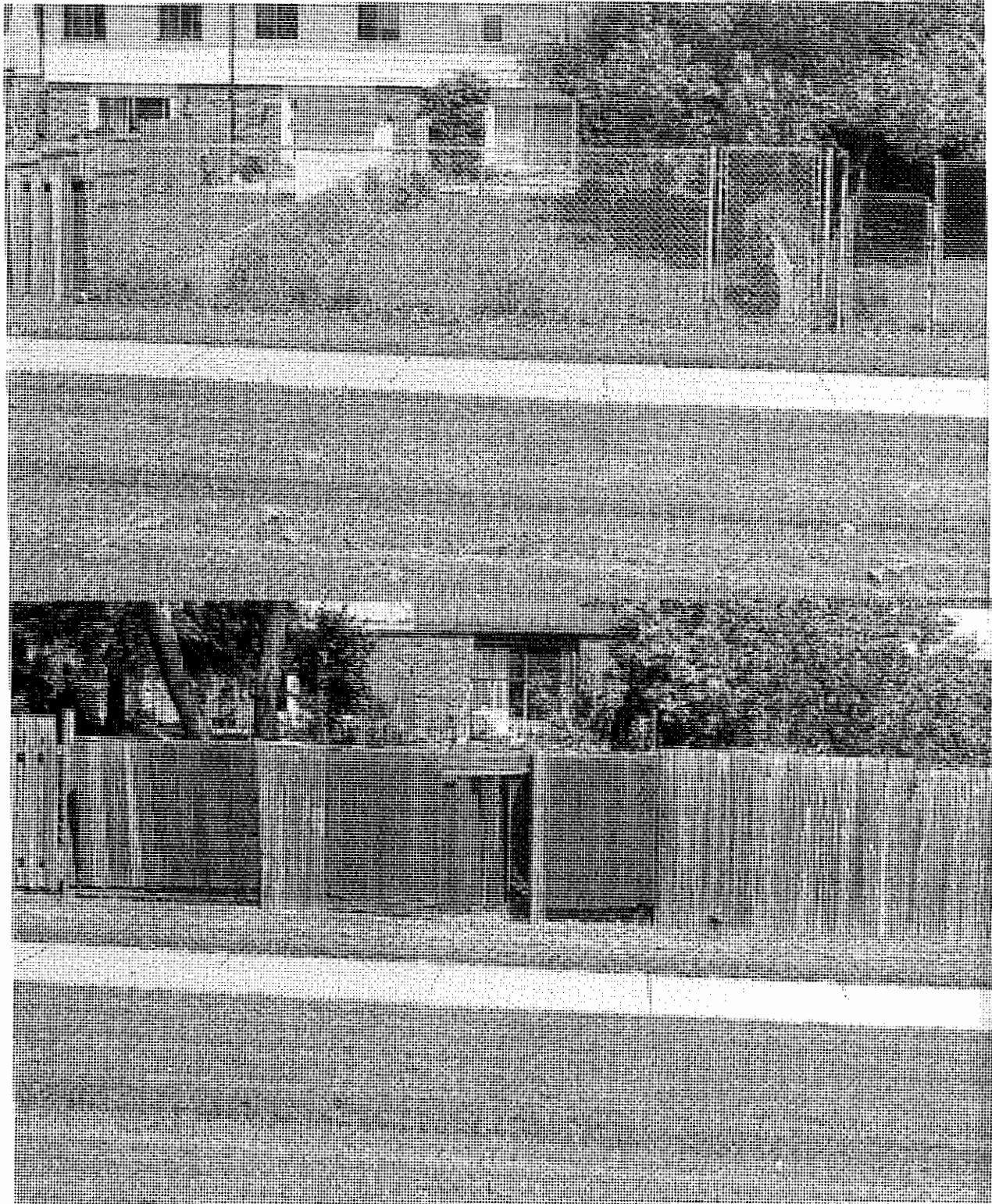


APPENDIX I

June 1, 2011

**THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE  
EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

**Private fence along Kennedy Road between Vodden Street East and Townsend Gate/Linkdale  
Road**



APPENDIX I

June 1, 2011

**THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE  
EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

**Private subdivision noise attenuation wall Finch Avenue - between Darcel Avenue & Hwy 427**



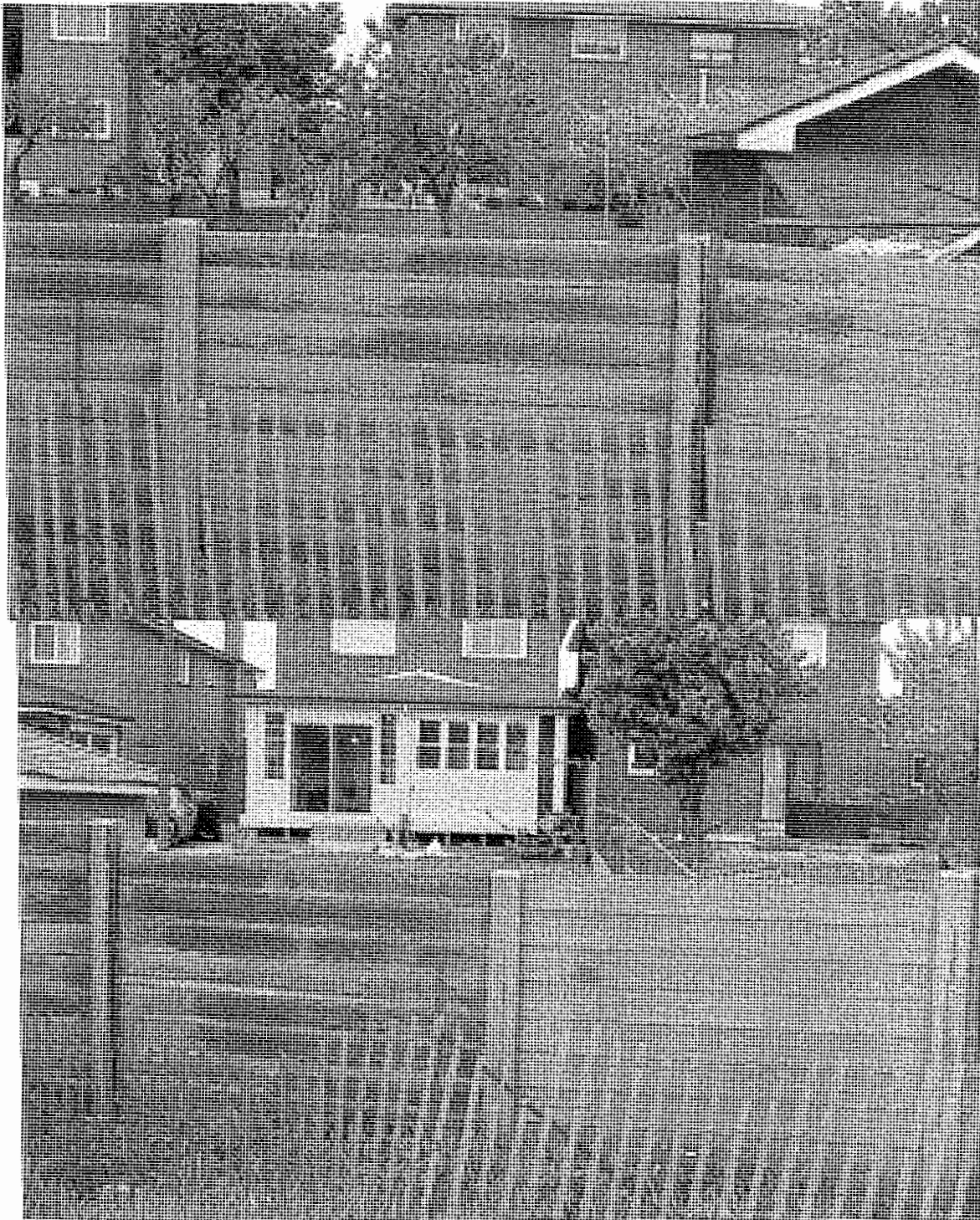


APPENDIX I

June 1, 2011

**THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE  
EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS**

**Private subdivision noise attenuation wall Finch Avenue - between Darcel Avenue & Hwy 427**





June 1, 2011

## THE CONDITION OF NOISE ATTENUATION WALLS ALONG REGIONAL ROADS AND THE EFFECTIVENESS OF THE LOCAL IMPROVEMENT PROCESS

### APPENDIX II

#### Local Improvements

Local improvements are owner-initiated requests for municipal services administered pursuant to the *Municipal Act, 2001, Ontario Regulation 586/06*. The Act offers communities a fair and impartial method of obtaining municipal services by sharing the costs with the municipality.

The Regulation allows the municipality to pass a by-law to undertake the work as a local improvement for the purpose of raising all or any part of the cost of the work by imposing a special charge on the affected properties. The Region's cost share agreement for a noise attenuation wall is 50/50 with property owners.

Residential properties with reverse frontage (a rear or side lot abutting a Regional road) and experiencing a daytime noise level of 60 decibels or higher during daytime hours (i.e. 7:00 a.m. – 11:00 p.m.) are eligible for a noise wall under the *Local Improvement Act*. As well, there must be at least three properties that would benefit from the wall to qualify and the proposed works are not dependent on whether the lot is occupied or vacant. There is no limitation on the length of assessable reverse frontage.

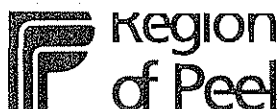
The local improvement process requires a proponent from the community for the noise wall petition. The Region prepares the petition and the proponent circulates within the community to determine the public interest in the proposal. The Region is a neutral party in the petition process. The petition has a time limit and must be returned on or before the closing date. The local improvement petition identifies the benefiting property owner's name, legal property description, and estimated cost share of each benefiting property for the improvement. The property owner(s) signature represents their understanding and acceptance of the conditions stated on the petition and therefore would be considered in the favour of the project.

The Office of the Regional Clerk verifies the petition for sufficiency. A sufficient petition requires at least two-thirds of the benefiting property owners, representing at least one-half of the assessed property value, to sign in favour of the works. Furthermore, there must be signatures representing a majority of the owners for each benefiting property (i.e., greater than one half) in order for it to be counted in favour of the works. The construction of the proposed project depends upon the final approval of Council.

The final cost of a noise wall ultimately depends on the height and type of material selected. Region staff will determine a price based on the approved wall type when the project has been tendered and will provide a breakdown of cost per affected property to the proponent and affected properties.

The *Municipal Act* gives Regional Council authority to set a by-law for collecting the owners' share of the project cost. The Region assesses the exact cost borne by each owner for the proposed works as per the *Municipal Act* and Regional 50/50 cost share policy.

Property owners may pay their share of the project cost through property taxes over fifteen years with imputed interest, or in a lump sum payment upon completion of the works.



Corporate  
Policy

Policy No: W30-04  
Page: 1 of 6  
Effective Date: June 13, 1996

---

TAB: WORKS  
SECTION: ROADS  
SUBJECT: NOISE ATTENUATION BARRIERS

---

### General

1. (1) Noise walls abutting railways and freeways under Ministry of Transportation (MTO) jurisdiction shall be constructed using only precast concrete or brick, concrete block or approved composite materials.

(2) Local improvements or retrofit noise walls abutting arterial and collector roads shall be constructed of either masonry, wood or approved composite materials with due consideration to streetscape, and future maintenance requirements at the discretion of the municipality.

(3) Noise walls built on private property abutting arterial and collector roads as a condition of development shall be constructed of either wood or approved composite materials.

(4) Only existing residential sites with reversed frontage and experiencing a daytime noise level equivalent (leq. daytime from 7:00 a.m. to 11:00 p.m.) or 60dBA or higher shall be considered for retrofit noise attenuation barriers.

(5) Retrofit noise walls shall be constructed with the centreline a minimum of 300mm on the public side of the streetline and only where rear yards or side yards abut a municipal road.

(6) Noise walls constructed as a condition of development shall be constructed with the centreline a minimum of 300mm on the private side of the streetline and become the maintenance responsibility of the homeowner through appropriate clauses registered on the title of the lot.

(7) A petition must be signed by owners representing a minimum of 2/3 of the properties in the benefitting area representing a minimum of 50% of the assessed value in order to be considered for a retrofit noise wall under the *Local Improvement Act*.

(8) The resident's special assessment for local improvement noise walls shall be based on 50% of actual final project costs with the remaining 50% to be paid by the municipality.

### Guidelines for Installation

2. The following guidelines are to initiate special assessment rolls for charges to be levied as a result of noise barrier construction under the *Local Improvement Act*. This policy is intended to supplement, and not replace, the Noise Barrier Policy, as adopted by Council in April, 1983 under Resolution 83-173-5.

1. In general, projects will be initiated by rate-payers submitting petitions to Regional staff. In cases where the work is considered to be essential, Council may be approached to initiate same. Projects may also be advanced for Council initiative in cases where works should be coordinated with road projects.



Corporate  
Policy

Policy No: W30-04  
Page: 2 of 6  
Effective Date: June 13, 1996

---

TAB: WORKS  
SECTION: ROADS  
SUBJECT: NOISE ATTENUATION BARRIERS

---

2. The Region will participate only in noise barriers designed in accordance with current technology to give a minimum anticipated noise attenuation of 5 dBA.
3. Wall height generally will be determined as per the sketch approved by Regional Council.
4. In order to achieve the required minimum attenuation the barrier wall should meet or intercept the line of sight between the assumed locations of noise source and receiver.
5. Also the Region will participate only if the road in question is at least four (4) lanes wide and the residential reverse frontage is continuous between intersecting streets. If, as can be the case, the corner lot has direct frontage on the Region road the wall may be terminated with a return, if feasible, along the side lot line prior to the frontage of the corner lot.
6. Mid-block pedestrian right-of-ways may be accommodated by staggering the noise barrier as shown in the sketch approved by Regional Council.
7. The approval of the local Municipality, as to the height and type of wall proposed, will be mandatory, prior to construction, bearing in mind the general aesthetics and the probable contravention of local by-laws, regarding the permissible height of fence.
8. Assessments will be prepared on Special Assessment Rolls on a form to be approved by the Commissioner of Public Works.
9. The total chargeable cost will be the construction cost, i.e. final contract cost including pre-engineering, design, supervision, administration but excluding future maintenance for the total length of the wall including end returns.
10. The portion of the total chargeable cost to be paid by each owner will be based on a modified frontage measurement, (to the nearest one hundredth of a metre) which will be the property width at mid lot in order to compensate for inequities arising from irregularly shaped lots.
11. The homeowner will be assessed 50% of the cost of the barrier under the *Local Improvement Act* with the remaining 50% being paid by the Municipality.

### Local Improvement Procedures

3. The following procedure for the construction and maintenance of noise abatement works on petition under the *Local Improvement Act* is adopted:

1. Petition signed by at least two-thirds of owners representing at least one-half of the lots liable to be specially assessed. (Section 11)



Corporate  
Policy

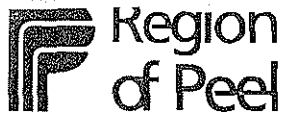
Policy No: W30-04  
Page: 3 of 6  
Effective Date: June 13, 1996

---

**TAB: WORKS**  
**SECTION: ROADS**  
**SUBJECT: NOISE ATTENUATION BARRIERS**

---

2. Petition lodged with the Clerk and is deemed to be presented to the Council when lodged. (Section 16)
3. Clerk determines sufficiency of petition and endorses certificate to that effect (attached to petition). (Section 15)
4. By-law authorizing engineer's report. (May be general or specific and combined with step 11.) (Section 42)
5. Council receives engineer's report outlining lifetime of the work, reductions for special lot frontages, estimate of the cost of work, statement of the share or proportion of the cost to be borne by the land and by the municipal corporation respectively and the number of instalments by which the special assessment should be made payable. (Section 40)
6. By-law is passed for undertaking the work as a local improvement. (Section 7)
7. By-law is passed with a minimum vote of three-quarters of all members of council (17) assuming a portion of the cost of the works to be paid by the municipal corporation. (May be combined with by-law authorizing the undertaking under Section 7, step 6.) (Section 27)
8. By-law passed authorizing temporary loans or advances to meet the cost of the work pending completion of it. (May be combined with previous steps 6 and 7.) (Section 53(1))
9. By-law awards tender for the construction of the work and firm contract is entered into whereby the cost of completing the undertaking is established and construction of the work has commenced.
10. By-law authorizing borrowing on credit of corporation to repay temporary loans and to defray the cost of the work and issuing debentures if required. Can only be passed after firm contract for carrying out work has been entered into whereby the cost of completing the undertaking is established and construction has commenced. (May also impose special or general rate for repayment of municipal portion of debenture.) (Sections 53(2) to 57)
11. By-law authorizing preparation of the special assessment roll. (May be general or specific and combined with step 4.) (Section 42)
12. By-law establishing Court of Revision. (May be combined with step 4.) (Section 43)
13. Special assessment roll is prepared and kept open for inspection at the Office of the Clerk for ten days before the day appointed for sittings of the Court of Revision. (Section 45)
14. A statement showing under the appropriate heads the actual cost of the work verified by the Clerk or the Treasurer is delivered to the Chair of the Court of Revision. (May show an



Corporate  
Policy

Policy No: W30-04  
Page: 4 of 6  
Effective Date: June 13, 1996

---

TAB: WORKS  
SECTION: ROADS  
SUBJECT: NOISE ATTENUATION BARRIERS

---

amount not to exceed 25 per cent of the total estimated cost for unfinished work and outstanding claims for land or injurious affection.) Actual cost includes:

- construction cost
- engineering expenses
- cost of advertising and service of notices
- interest on temporary loans
- compensation for land taken and injuriously affected and expenses incurred in connection with determining compensation
- estimated cost of the issue and sale of debentures and discounts allowed to the purchasers of them (Sections 46, 47, 20)

15. Court of Revision holds hearing and adjudicates upon:

- the actual cost of the work
- names of the owners
- frontage or other measurements
- reduction for irregular lots
- amounts assessed on exempt lots
- the lifetime of the work
- the frontage charge as a rate per metre (Court of Revision cannot alter the proportion of the cost to be borne by special assessment and the municipal corporation respectively) (Section 48)

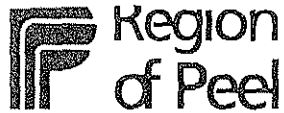
16. Clerk makes correction to special assessment roll and certifies corrected roll. (Section 51)

17. Council or owner may appeal to the Ontario Municipal Board the decision of the Court of Revision within twenty-one days of mailing of decision. (OMB has same powers as Court of Revision.) (Section 52)

18. By-law enacted imposing special assessment payable in annual instalments as Council shall prescribe not to extend beyond the life time of the work. In fixing the amount of annual instalments, a sum sufficient to cover the interest on borrowed funds may be added. Council may also permit commutation of the payment in cash. (Section 65)

19. Each annual instalment becomes due and payable on date defined by by-law under Section 56. Where the payment is not made, the provisions of the *Municipal Act* with respect to penalties and interest on the collection and recovery of taxes apply. (Section 58)

4. Petitioners shall be advised of the estimated cost of the work and their estimated cost share by both notification on the petition form and through a public meeting to be held within one month following verification by the Regional Clerk that the petition meets requirements for sufficiency.



Corporate  
Policy

Policy No: W30-04  
Page: 5 of 6  
Effective Date: June 13, 1996

---

TAB: WORKS  
SECTION: ROADS  
SUBJECT: NOISE ATTENUATION BARRIERS

---

5. The calculation of frontage lengths for noise abatement works constructed pursuant to the *Local Improvement Act* shall be based on the actual length of wall abutting the property owner's property boundary.

#### Technical Committee

6. A staff technical committee with members from the Region of Peel, City of Mississauga and City of Brampton appointed by their respective Commissioners shall meet as required with the following mandate:

- (a) to review, update and maintain a harmonized set of noise wall standards and specifications for applications in the Region of Peel, City of Mississauga and City of Brampton;
- (b) to review new products and to maintain and update a list of approved suppliers and products;
- (c) to liaise with suppliers in determining methods of reducing manufacturing costs or improving overall product quality;
- (d) to ensure a consistent application of the *Local Improvement Act* with respect to petition requirements, noise level standards, frontage measurements and special assessment allocation.

**SOURCE:** Resolutions 88-352-26, 94-55-21, 94-266-12, and 96-598.

**APPENDIX II  
LOCAL IMPROVEMENT PROCESS  
FOR PRIVATELY OWNED NOISE  
ATTENUATION WALLS ALONG REGIONAL ROADS**

**NOISE ATTENUATION WALL RATING SYSTEM**

Table 1 summarizes the rating mythology and performance rating criteria used by and developed by staff.

**Table 1**

Component Item	Peel Performance Rating			
	EXCELLENT	GOOD	FAIR	POOR
<b>Concrete Walls</b>	no observed defects	<ul style="list-style-type: none"> <li>light scaling</li> <li>narrow cracks</li> </ul>	<ul style="list-style-type: none"> <li>medium scaling</li> <li>rust stains</li> <li>medium cracks</li> <li>stable relative displacements of units</li> </ul>	<ul style="list-style-type: none"> <li>severe scaling or disintegration</li> <li>visible corrosion of exposed reinforcing steel</li> <li>wide cracks</li> <li>delamination and spalls</li> <li>failed components</li> </ul>
<b>Wood Walls</b>	no observed defects	<ul style="list-style-type: none"> <li>light weathering, checks, splits and shakes</li> <li>light rot or decay</li> <li>light abrasion and wear</li> </ul>	<ul style="list-style-type: none"> <li>medium weathering, checks, splits and shakes</li> <li>medium abrasion and wear</li> <li>medium cracking,</li> </ul>	<ul style="list-style-type: none"> <li>severe weathering, checks, splits and shakes</li> <li>severe rot or decay</li> <li>severe cracking, splintering, crushing and shattering</li> <li>severe connection deficiencies</li> <li>failed or missing components</li> </ul>
<b>Posts concrete</b>	few cracks < 2mm wide	<ul style="list-style-type: none"> <li>several cracks &lt; 2 mm wide</li> </ul>	<ul style="list-style-type: none"> <li>few cracks &gt; 2 mm wide</li> </ul>	<ul style="list-style-type: none"> <li>cracks with spalls or rust stains;</li> <li>failed post</li> </ul>
<b>Posts steel</b>	no observed defects	<ul style="list-style-type: none"> <li>light corrosion – no section loss</li> </ul>	<ul style="list-style-type: none"> <li>medium corrosion – up to 10% section loss</li> </ul>	<ul style="list-style-type: none"> <li>severe corrosion – more than 10% section loss</li> <li>cracked or broken posts</li> </ul>
<b>Footings / Foundations</b>	no observed defects	<ul style="list-style-type: none"> <li>narrow cracks</li> </ul>	<ul style="list-style-type: none"> <li>medium cracks</li> <li>minor settlement (&lt; 25 mm)</li> </ul>	<ul style="list-style-type: none"> <li>wide cracks</li> <li>settlement &gt; 25 mm</li> <li>severe erosion of ground around footing</li> </ul>
<b>Plumbness</b>	wall is plumb	<ul style="list-style-type: none"> <li>wall out of plumb by less than 1 horizontal to 25 vertical</li> </ul>	<ul style="list-style-type: none"> <li>wall out of plumb by more than 1 horizontal to 25 vertical</li> </ul>	<ul style="list-style-type: none"> <li>wall out of plumb by more than 1 horizontal to 25 vertical with failed connections to panels</li> </ul>

**APPENDIX II  
LOCAL IMPROVEMENT PROCESS  
FOR PRIVATELY OWNED NOISE  
ATTENUATION WALLS ALONG REGIONAL ROADS**

The methodology for completing the condition assessment is based on a panel by panel assessment. This produces a condition rating for each post, panel and foundation that rolls-up into an overall rating for the wall based on the sum of its components. An example of the condition rating categories is depicted below in Table 12 with some general comments.

**Table 2: Rating System**

<b><i>Rating</i></b>	<b><i>Description</i></b>
<b><i>Excellent</i></b>	<ul style="list-style-type: none"> <li>generally constructed within the last 10 years</li> </ul>
<b><i>Good</i></b>	<ul style="list-style-type: none"> <li>generally constructed within the last 10-20 years</li> </ul>
<b><i>Fair</i></b>	<ul style="list-style-type: none"> <li>generally constructed 20-30 years; may be of wooden material</li> </ul>
<b><i>Poor</i></b>	<ul style="list-style-type: none"> <li>generally constructed over 25 to 35 plus years and probably wood.</li> </ul>



**10 years Private Noise Wall Replacement Plan (2016-2025)**

- Mississauga Locations
- Brampton Locations
- Caledon Locations

Subject to Program Approval

**BRAMPTON**

- 11. Abutting Mavis (Ray Lawson to Steeles)
- 12. Abutting Steeles (Windmill to College Plaza, McMurphy Ave. to Sheldrake Ct.)
- 13. Abutting Dixie (Crescent Hill to Williams Pkwy.)
- 14. Abutting Dixie (Mansion St. to North Park Dr., North Park to Bovaird Dr.)
- 15. Abutting Bovaird Dr. (Hwy 410 to Dixie)
- 16. Abutting Dixie (Peter Robertson Blvd. to Sandalwood Pkwy.)
- 17. Abutting Mayfield (Inder Heights to Hurontario)

**MISSISSAUGA**

- 1. Abutting Erin Mills (Sheridan Park Dr. to Dundas St.)
- 2. Abutting Erin Mills (Dundas to South Millway, Millway to College Way)
- 3. Abutting Cawthra (Silver Creek to Bloor)
- 4. Abutting Cawthra (Burnamthorpe to Rathburn)
- 5. Abutting Erin Mills (Banfield Rd to Thomas St.)
- 6. Abutting Erin Mills (Thomas St. to Vista Blvd.)
- 7. Abutting Britannia (Glen Erin to WCB)
- 8. Abutting Britannia (EMP to Queen St.)
- 9. Abutting Derry (Danton Promenade to WCB)
- 10. Abutting Finch Ave. (Hwy 427 to S. of Darcel Rd.)

**CALEDON**

- 18. Abutting Hwy 50 (NW of Centennial Dr.)
- 19. Abutting Airport Road (from Cranston to Old Baseline Rd.)

**EXISTING PRIVATE NOISE WALLS**

**Road # Road Name**

- 1. Erin Mills Parkway/ Mississauga Road/Old Main Street
- 2. Finch Avenue
- 3. Britannia Road
- 4. Dixie Road
- 5. Derry Road
- 6. Queen Street/Embleton Road
- 7. Airport Road
- 8. The Gore Road
- 9. King Street
- 10. Bovaird Drive East
- 11. Forks of the Credit Road/ Bush Sideroad
- 12. Olde Base Line Road
- 14. Mayfield Drive
- 15. Steeles Avenue
- 16. Kennedy Road
- 17. Cawthra Road
- 18. Mavis Road
- 19. Winston Churchill Boulevard
- 20. The Queensway
- 22. Old Church Road
- 23. Garafraxa Townline
- 24. Charleston Sideroad/Highway 24
- 50. Highway 50
- 107. Queen Street East/Bovaird Drive West
- 136. Main Street/Queen Street East/ Porterfield Road
- 150. Coleraine Drive

- The projects have yet to be prioritized.
- Some projects (i.e. 13-16) will be included in future road widening projects and therefore qualify for funding from Development Charges.

**Minutes  
City Council**

---

- P&IS276-2015
1. That the report from R. Gasper, Director, Public Works, dated October 6, 2015, to the Planning and Infrastructure Services Committee Meeting of November 16, 2015, re: **Ice Storm and Emerald Ash Borer Tree Recovery Program Update and Forecasts – City Wide** (File HF.x) be received; and,
  2. That staff continue to follow the actions described in the report pertaining to the recovery from damages caused by the Ice Storm of 2013 and the Emerald Ash Borer (EAB).
- P&IS277-2015
1. That the report from report from C. Duyvestyn, Manager, Infrastructure Planning, dated October 28, 2015, to the Planning and Infrastructure Services Committee Meeting of November 16, 2015, re: **Noise Attenuation Wall Policy Amendment – Consistency of Retrofit Policy with Peel Municipalities** (File N0715-GENE-101 / HA.c).be received; and,
  2. That an amendment to the City’s Noise Attenuation Wall Policy be supported in principle to change the City’s cost share to 100% for the replacement and relocation of existing privately owned noise attenuation walls onto the City’s road right-of-way, subject to staff reporting back to Council with an implementation plan that will include a detailed assessment of the condition of existing privately owned noise attenuation walls and funding requirements for consideration in the 2017 Capital Budget; and,
  3. That the City’s Noise Attenuation Wall Policy be amended to change the City’s cost share to 50% for new noise attenuation walls constructed under the Local Improvement process with the remaining 50% shared by homeowners; and,
  4. That staff be directed to amend the City’s development approval process to have developers install noise attenuation walls adjacent to City roads within the road right-of-way; and,
  5. That homeowners continue to be responsible for the maintenance of any existing noise attenuation walls on their properties until such time as the City replaces the noise attenuation wall, except for concrete noise walls where

**Minutes  
City Council**

---

imminent attention is required due to safety reasons in which case the City will repair or stabilize the damaged noise attenuation wall after notification from the homeowner; and,

6. That ownership of noise attenuation walls located on City-owned buffers adjacent to Regional Roads be the responsibility of the Region of Peel as part of the Arterial Roads Review Ad Hoc Steering Committee (ARRASC); and,
7. That the City Clerk be directed to forward a copy of the report and Council Resolution to the Region of Peel, City of Mississauga and the Town of Caledon for their information.

P&IS278-2015

1. That the report from N. Cadete, Supervisor, Traffic Operations, dated October 21, 2015, to the Planning and Infrastructure Services Committee Meeting of November 16, 2015, re: **Ontario Traffic Manual, Book 15: Pedestrian Crossing Treatments – Curb Depressions at Uncontrolled Crossings** (File IA.b) be received; and,
2. That staff report to a future Planning and Infrastructure Services Committee meeting seeking Council endorsement of new pedestrian crossovers for low volume roads in the City, once the Ministry of Transportation Ontario releases the regulations that govern their location and design; and,
3. That the City policy respecting curb depressions at uncontrolled crossings be revised to allow barrier free access to school crosswalks and at parkland/street-to-street paths where they intersect low volume local roadways under the conditions outlined within the report.

P&IS279-2015

1. That the report from N. Cadete, Supervisor, Traffic Operations, dated October 16, 2015, to the Planning and Infrastructure Services Committee Meeting of November 16, 2015, re: **Traffic Related Issues – “U-turns” on James Potter Road – Ward 5** (File IA.b) be received; and,
2. That Traffic By-law 93-93, as amended, be further amended to implement a u-turn restriction on James Potter Road between a point 10 metres south of Bonavista Drive/Chudleigh Avenue and a point 10 metres north of Williams Parkway.

**Date:** 2017-10-24

**Subject:** **Information Report – Replacement and Relocation of Private Noise Walls onto City Right-of-Way**

**Contact:** Bishnu Parajuli, Manager Infrastructure Planning, Public Works and Engineering (905 874 3644)  
 bishnu.parajuli@brampton.ca

**Recommendation:**

1. **THAT** the report from Bishnu Parajuli, Manager, Infrastructure Planning, Public Works and Engineering, dated October 24, 2017, to the Committee of Council Meeting of November 15, 2017, re: **Information Report – Replacement and Relocation of Private Noise Walls onto City Right-of-Way** be received;

**Overview:**

- **On November 25, 2015, City Council supported in principle changing the City's Noise Wall Policy to increase the City's cost share to 100% for the replacement and relocation of existing private noise walls adjacent to City roads onto the City's right-of-way. Staff was directed to develop an Implementation Plan that will include a detailed assessment of existing private noise walls and funding requirements for consideration.**
- **Currently, replacement and relocation of private noise walls is implemented through Local Improvement process driven by homeowners with cost sharing split of 75% by the City and 25% by the homeowners. Only four projects (two replacement of existing and two new) have been implemented in the past 10 years through this process.**
- **In summer 2016, the City hired a consultant to complete the condition assessment of existing private noise walls adjacent to City roads and prepare a Noise Wall Implementation Plan.**
- **Private noise wall inventory was updated in Spring 2017. There are approximately 64 km of private noise walls adjacent to City roads in different states of repair.**
- **The estimated annual cost to replace and relocate these noise walls is approximately \$4.27 million for a period of 30 years and beyond. Additional**

## 9.2.1-2

**funding of \$4.27 million per year would be required to fund this initiative, which is equivalent to a 1% tax levy increase.**

- **The City currently owns approximately 5 km of noise walls. The funding required to inspect, maintain and replace this City asset is part of the annual budget consideration and amounts to \$300,000 per year.**

### **Background:**

#### Local Improvement Process for Noise Wall Replacement

Noise walls adjacent to City roads are generally located on private properties and homeowners are responsible to maintain and replace them at the end of service life. Currently, replacement of private noise walls is implemented through Local Improvement process where City shares 75% of the cost of replacement and benefitting homeowners share 25%.

Despite substantial subsidy provided by the City, only four Local Improvement projects (two replacement of existing and two new constructions) have been successfully implemented in the past 10 years. The low uptake is due to high cost to the homeowners. Noise walls continue to deteriorate and inability of homeowners to replace them will worsen the aesthetic of street corridors, create safety issues for pedestrians/cyclists and tarnish the overall image of the City.

#### City of Mississauga and Region of Peel Policies

The City of Mississauga and the Region of Peel both cover the full cost of replacing and relocating private noise walls under their jurisdictions. The City of Mississauga had 58 km of private noise walls to be replaced when the City started the program in 2009. Likewise, the Region of Peel started the program in 2015 and had 33 km of noise walls to be replaced when the Region started the program.

The City assuming responsibility to replace and relocate private noise walls onto City right-of-way will maintain a consistent policy across municipalities across the Region of Peel.

#### Council Direction

On November 25, 2015 (Resolution P&IS 277-2015), City Council supported in principle to amend the City's Noise Wall Policy and the City's cost share to 100% for the replacement and relocation of existing private noise walls along City roads onto the City right-of-way including their future maintenance based on the condition assessment. Some of the other key resolutions from this Council report included:

- Reporting back to Council with an Implementation Plan that will include a detailed assessment of the condition of existing private noise walls, funding requirements and sources of funding for consideration in the 2017 Capital Budget;
- Amending the City's cost share for new noise walls under the Local Improvement process to 50% with homeowners sharing the remaining 50%;
- Placing new noise walls through the development approval process on public right-of-way;

## 9.2.1-3

- Homeowners be responsible for maintaining any existing noise walls on their properties until such a time that the City replaces the noise wall, unless immediate attention is required due to safety reasons in which case the City will repair and stabilize the damaged noise wall after notification from the property owner

This report summarizes the assessment of both private and City owned noise walls adjacent to City roads and associated cost for keeping them in a state of good repair.

### Current Situation:

#### Condition Based Assessment of Private Noise Walls

In summer 2016, the City hired a consultant to prepare an inventory of existing private noise walls adjacent to City roads and an implementation plan including condition assessment, funding requirements and sources of funding. The consultant conducted a condition-based assessment of existing private noise walls and prepared a noise wall inventory.

#### Asset Risk Based Assessment for Private Noise Walls

In spring 2017, staff updated the private noise wall inventory. There are approximately 64 kilometres of private noise walls adjacent to City roads. These noise walls are evaluated in accordance with the corporate asset management principles using an asset risk model to identify those assets that are high risk and need to be prioritized for replacement in the future years.

To calculate a risk score for each noise wall, staff estimated its likelihood of failure and the consequence of failure based on its condition, height, material (wood, vinyl, masonry, concrete) and location (residential area, sidewalk, commercial, railway, boulevard).

In this asset risk-based approach, noise walls with higher risk get higher priority for replacement. As a prioritization example, a tall noise wall that is located near a sidewalk and is in very poor condition would be replaced before a shorter wall that is located far from vehicular or pedestrian travel routes and is in fair condition.

Table 1: Summary of Risk Levels and Replacement Cost of Private Noise Walls

Priority	Length (metres)	Percentage	Replacement Cost	Replacement Time Horizon	Annual Replacement Cost
Urgent Action	3,512	5.6%	\$6,763,996	2019	\$6,763,996
High Risk	11,794	17.7%	\$22,714,772	2020-2024	\$4,542,954
Medium Risk	36,490	57.9%	\$70,280,217	2025-2039	\$4,685,348
Low Risk	11,953	18.7%	\$23,020,909	2040-2044	\$4,604,182
Insignificant Risk	117	0.2%	\$226,159	2045-2048	\$56,540
<b>Total</b>	<b>63,866</b>	<b>100.0%</b>	<b>\$123,006,052</b>	<b>2019-2048</b>	<b>\$4,100,202</b>

Results of risk analysis of private noise walls are summarized in Table 1. As shown, immediate attention is required to replace and relocate 3,512 metres of private noise walls with an estimated cost of \$6.8 million. These noise walls are recommended to be replaced starting in 2019.

## 9.2.1-4

Similarly, other risk levels have been evaluated. The cost is based on \$1800 per metre plus 7% for contract administration, which is reflective of the current wall replacement cost. In order to achieve a uniform annual budget, the annual cost shown in Table 1 can be averaged to \$4.1 million for a period of 30 years though actual replacement will depend on urgency and other City priorities. The additional costs include staff cost to implement noise wall program and inspection cost that is estimated to be \$170,000 per year.

Therefore, the overall annual cost to assume responsibility to replace and relocate private noise walls is estimated to be \$4.27 million. For a period of 30 years, the total cost will be approximately \$128 million (\$123 million for replacement plus \$ 5 million for staff/inspection) that will have to be paid from the tax base.

### Asset Risk Based Assessment for City Owned Noise Walls:

The City currently owns approximately 5 km of noise walls. Most of these noise walls are in a good state of repair. Similar to private noise walls, an identical asset risk model is used to assess risk levels of City-owned noise walls and replacement timeline.

Table 2: Summary of Risk Levels and Replacement Cost of City-owned Noise Walls

Priority	Replacement Cost	Percentage	Length (metres)	Replacement Time Horizon	Annual Replacement Cost
Urgent Action	\$0	0.0%	0	2018-2019	\$0
High Risk	\$1,871,310	21.7%	972	2020-2024	\$374,262
Medium Risk	\$2,862,839	33.2%	1,486	2025-2039	\$190,856
Low Risk	\$1,371,435	15.9%	712	2040-2044	\$274,287
Insignificant Risk	\$2,521,535	29.2%	1,309	2045-2047	\$840,511
<b>Total</b>	<b>\$8,627,118</b>	<b>100.0%</b>	<b>4,479</b>	<b>2018-2047</b>	<b>\$287,571</b>

Results of risk analysis of City-owned noise walls are summarized in Table 2. Based on this analysis, there is no immediate need to replace any of the City-owned noise walls at this time. However, a long-term inspection and replacement program is required to be in place. As shown in Table 2, the annual replacement cost of City-owned noise walls varies significantly over the years. In order to achieve a uniform annual budget over the next 30 years, the annual cost can be estimated as \$300,000, which is part of the annual budget consideration in 2018.

### Total Cost of Noise Wall Program:

Based on discussions above on private and City-owned noise walls, the annual cost for noise wall program is estimated to be \$4.57 million that has to be paid from the tax base. As such, it is recognized that this new program will need to be examined with all the other City priorities as our existing infrastructure ages and requires increased investment to maintain service levels.

## 9.2.1-5

### **Corporate Implications:**

#### Financial Implications:

The annual estimated cost to replace and relocate private noise walls is \$4.27 million for a period of 30 years. \$4.27M is equivalent to a 1% tax levy increase in 2017 dollars. It should be noted that the noise wall program, if adopted, will lend itself to grant funding opportunities for short term shovel ready projects, should that funding become available.

The funding required to inspect, maintain and replace the City owned noise walls is part of the annual budget consideration and typically amounts to \$300,000 per year.

To ensure sustainable infrastructure management by maintaining current levels of service in the most cost-effective manner, the City has developed a comprehensive asset management plan and demonstrated leadership in municipal asset management planning by adopting the ISO 55000 international standard for asset management.

The City currently manages approximately \$5.3 billion in infrastructure assets excluding land with a funding shortfall of approximately \$200 million to keep all assets in a state of good repair. At existing funding levels with 2% infrastructure levy, the cumulative infrastructure gap is projected to grow to approximately \$650 million over the next 10 years

It is important to note that assuming responsibility to replace and relocate private noise walls without budgeting the additional required funds will negatively affect the City's infrastructure funding gap and the existing levels of service provided to the residents.

### **Strategic Plan:**

This report achieves the Strategic Plan priority "Move and Connect" by keeping people and goods moving efficiently by investing in new infrastructure and maintaining a state of good repair. Implementation of noise wall program will ensure reliability, improve safety of the residents, and uphold reputation of the City.

### **Conclusions:**

This report presents an assessment of both City-owned and private noise walls adjacent to City roads and implementation plan to keep noise walls in a state of good repair. By assuming responsibility, the City would incur approximately \$4.27 million annually for a period of 30 years, which is equivalent to a 1% tax levy increase to replace and relocate private noise walls adjacent to City roads, subject to prioritization with other corporate priorities and Council approval of annual budgets. This will provide relief to homeowners who are struggling to maintain and replace the noise walls on their properties, improve safety, aesthetic of street corridors and the image of the City.



## 9.2.1-6

Approved by:

Approved by:

---

Bishnu Parajuli, P. Eng.  
Manager, Infrastructure Planning  
Public Works and Engineering

---

Jayne Holmes, P. Eng.  
Director, Capital Works  
Public Works and Engineering

Report authored by: Bishnu Parajuli (Infrastructure Planning) and Salman Zafar (Corporate Asset Management)

**ACKNOWLEDGEMENT**

**TO:** CITY OF BRAMPTON  
**AND TO:** FRAM CONSTRUCTION LIMITED  
**RE:** Notonville West Subdivision  
Lot 170, Plan 43M-820  
City of Brampton (the "Property")

---

WE HEREBY acknowledge that the Subdivision Agreement for this Subdivision includes a requirement that an acoustical wall or barrier be constructed at the property as part of the noise control features required for this Subdivision.

WE FURTHER acknowledge, on behalf of ourselves, our heirs, administrators, successors and assigns, that the acoustical barrier, as installed, shall be retained, repaired or replaced by us, and that any maintenance, repair or replacement shall be with the same material, to the same standards, and having the same colour and appearance of the original, all to the requirements of the City of Brampton.

DATED this 22<sup>nd</sup> day of August, 1989.

*of Priban*

*B. Sayers*  
\_\_\_\_\_  
Brigette Sayers

*Stephen Sayers*  
\_\_\_\_\_  
Stephen Sayers

DHS-ACKFRAM:VWRE



<b>For Office Use Only:</b> Meeting Name: Meeting Date:
---

## Delegation Request

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

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

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

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

Meeting Date Requested:

Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact:

Telephone:

Email:

<b>Subject Matter to be Discussed:</b>	Active Transportation Annual Report, Community Rides, Bike the Creek
<b>Action Requested:</b>	

A formal presentation will accompany my delegation:  Yes  No

Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  Video File (.avi, .mpg)  Other:

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

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

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

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

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.



ACTIVE  
TRANSPORTATION  
ANNUAL REPORT  
★  
COMMUNITY RIDES  
★  
BIKE THE CREEK

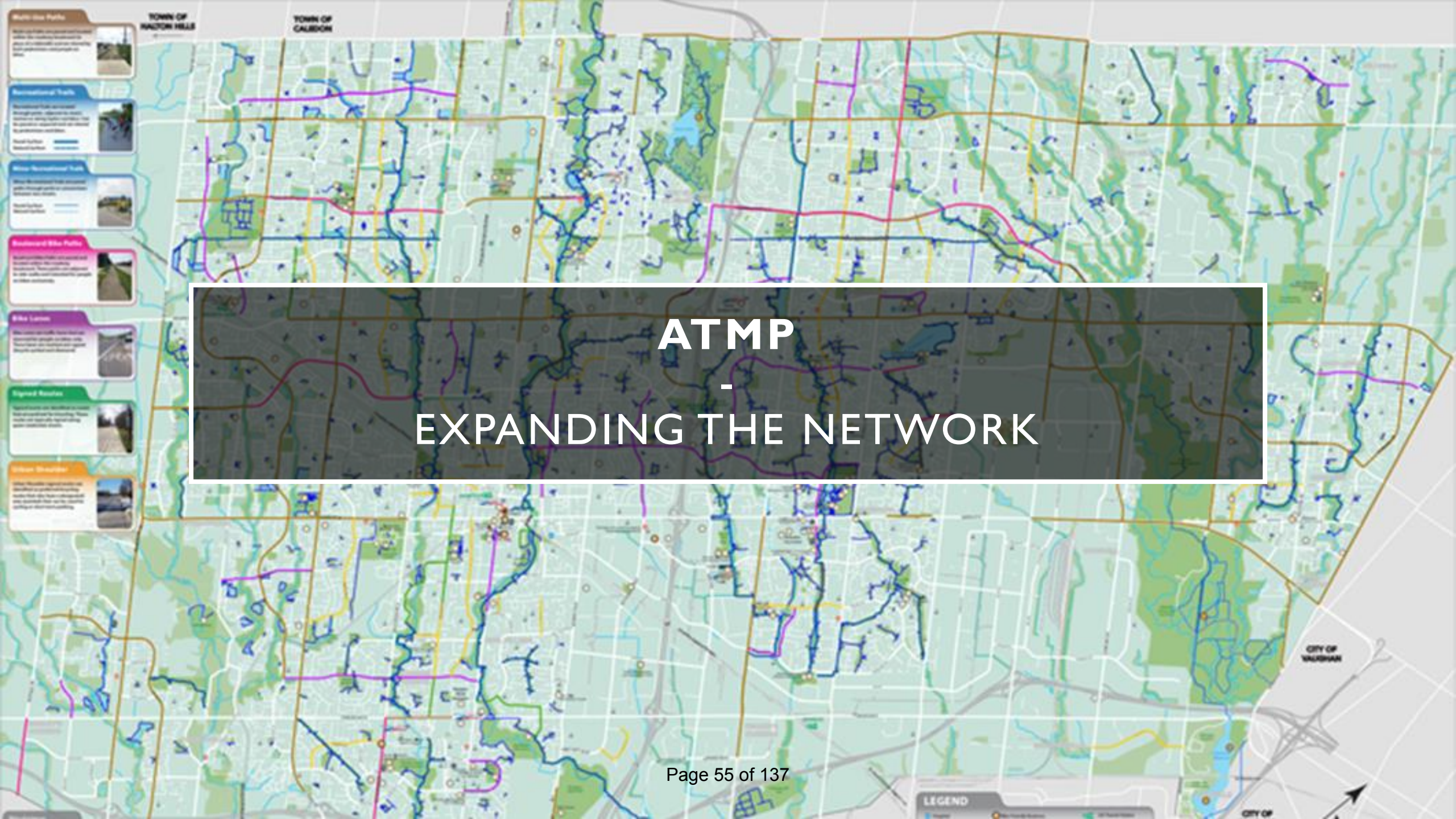
- Committee of Council
- Dayle Laing, BikeBrampton
- March 8, 2023



BikeBrampton.ca

Biking in Brampton  
Page 54 of 137





**ATMP**  
-  
**EXPANDING THE NETWORK**



SERVING  
DIVERSE  
POPULATION  
OF COMMUTER  
&  
RECREATIONAL  
CYCLISTS



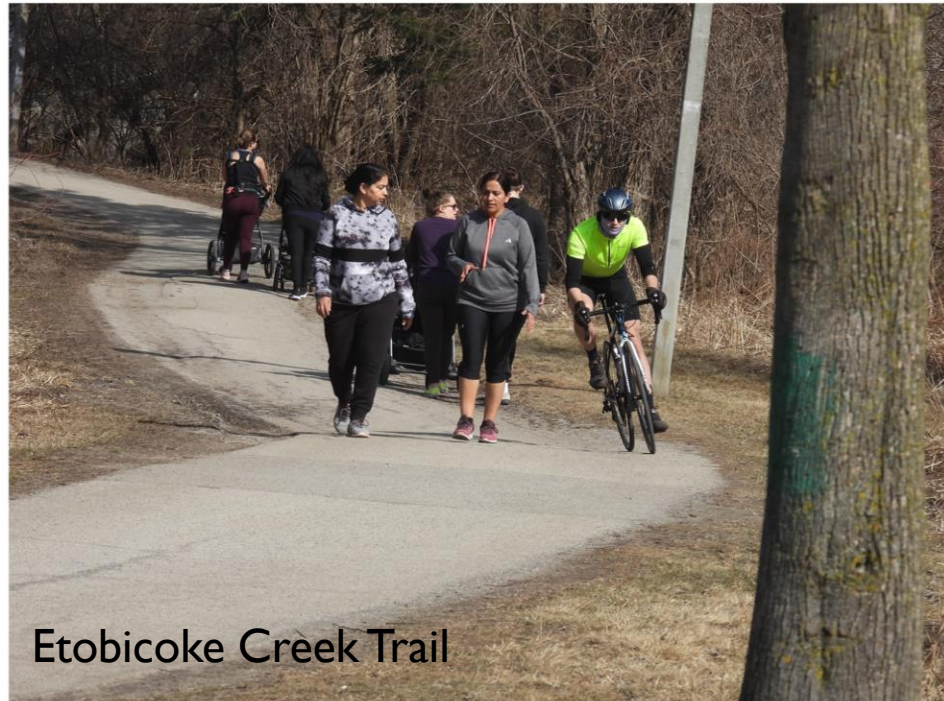
**Different Spokes**

Brampton Bike Hub



# AT INFRASTRUCTURE

- Sidewalks = pedestrians
- Multi-use paths = pedestrians & cyclists sharing
- On-street infrastructure (bike lanes) **NECESSARY TO MANAGE CAPACITY**



Etobicoke Creek Trail



Vodden Street bike lanes



# INTERSECTION DESIGN CONSISTENCY







## PARKING IN BIKE LANES

Forces cyclists (and kids riding to this school) out into the vehicle lane





## CROSSRIDE SIGNALS

- Crossrides are great for multi-use path intersections
- Signal timing design should be in line with adjacent municipalities
- We should not have to stop and push beg button to cross, then have signal turn yellow within a couple of seconds
- Bike signal heads should synchronize with vehicle traffic





**CURB DEPRESSIONS = ACCESSIBILITY**



# COMMUNITY RIDES

- 14 Themed rides for 2023
- Different Spokes Bike Month
- Library Appreciation
- Downtown Heritage
- Public Art
- Lakes & Bridges
- Heart Lake Nature
- Chinguacousy Park
- Claireville Critter
- Mount Pleasant Transit
- Sheridan
- Tour the Trees (with Parks)
- Mississauga Connector
- Scones & Valleys – Caledon

# RIDE A BIKE. DISCOVER YOUR CITY.

[www.brampton.ca/communityrides](http://www.brampton.ca/communityrides)



# Bike the Creek

June 10, 2023

9th annual cycling event  
through Peel Region's  
urban roads and trails.



For more information and to register visit [trca.ca/bike-the-creek](http://trca.ca/bike-the-creek)

In collaboration with:



# BIKE THE CREEK





# PEEL-WIDE SIGNATURE CYCLING EVENT

- 9<sup>th</sup> annual signature bike ride
- FREE event aimed at encouraging people of all ages to discover joy of cycling
- Attracts over **1,350** cycling enthusiasts from Brampton & GTHA (Cycle Tourism)
- Promoted to **800** people at ‘Experience Brampton’ booth at The Great Outdoor Adventure Show
- “Resilient Communities”
- Cycling leads to strong, healthy, vibrant, sustainable communities
- Aligns with: Active Transportation Master Plan, 2040 Vision, Climate Emergency
- Zero-waste event



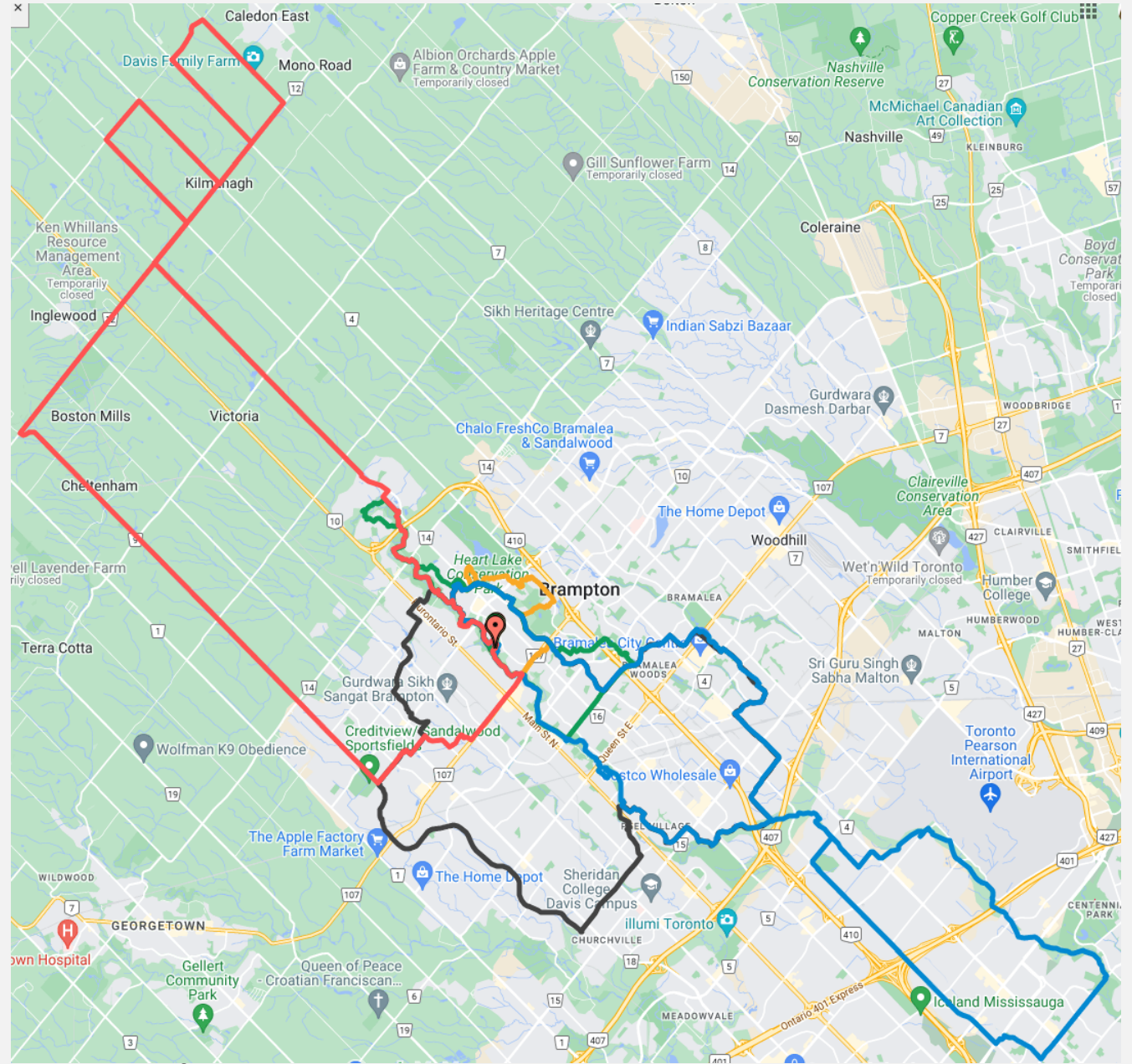
BikeBrampton.ca  
Biking in Brampton  
Builds our Community



Toronto and Region  
**Conservation**  
Authority

# 6 ROUTES

- Inclusivity, Diversity, Equality...
- New routes this year
- 6 km Family Ride
- 12 km Family Ride
- 30 km Nature Ride
- 50 km Brampton City Ride
- 61 km Brampton Bramalea Mississauga Ride
- 44 & 67 km Caledon Town Ride





# #BIKETHECREEK23 PROMOTION

- Councillor Newsletters
- Social Media
- City Website
- Pre-event Signage
- Jerseys & T-shirts for purchase





BTC DIGNITARY RIDES - YOU'RE INVITED!





# Government Relations Matters

Committee of Council  
March 8, 2023



## Regional Council

Thursday, 9 March 2023 @ 9:30 AM | Meeting agenda is available [here](#)

*The Public Affairs team reviewed the Council agenda and engaged with relevant department staff.*

### **8.1 Canada-Wide Early Learning Child Care Update and Expansion Plan (For Information)**

#### Summary:

- The staff report provides information on the Canada-Wide Early Learning and Child Care Access and Inclusion Framework.

#### Staff Comments (Recreation/Government Relations):

- The Region of Peel is the Service System Manager for Early Years and Child Care and it has been allocated 7,621 new child care spaces to be realized by the end of 2026.
- The Gore Meadows EarlyOn Centre is the only partnership for child care delivery between the City and the Region of Peel.
- The socio-economic factors identified by the province, child care demand and additional well-being indicators included in Peel's Neighborhood Information Tool were used to identify 13 priority areas including: Brampton Bramalea, Brampton Northwest, Brampton Southwest and Brampton Southeast.

#### Staff Recommendation:

- Receive the report.

### **15.1 BlackNorth Initiative Homeownership Bridge Program Update (Recommendation)**

#### Summary:

- This regional report provides Council with an update on the BlackNorth Initiative Homeownership Bridge Program and recommends a more flexible approach to determining the per household grant amount.

#### Staff Comments (Government Relations/Planning):

- In 2021, Regional Council approved a one-time grant of \$2.5 million to BNI to provide 50 eligible renter households in Peel with a grant of up to \$50,000, as part of the second mortgage to purchase a home.
- Due to the increases in purchase prices and the interest rate increases for borrowing, regional staff request flexibility to provide grants \$50,000 to \$120,000 per eligible Peel household, to assist 20 to 50 Peel households under the BlackNorth Initiative Homeownership Bridge Program.
- Funds would be provided from the previously approved grant of \$2.5 million.

#### Staff Recommendation:

- Support the recommendation.

### 17.1 Infrastructure Planning and Requests of the Province to Support Bill 23 Housing Targets

#### Summary:

- This item addresses a request from the February 23, 2023 Regional Council meeting for the regional staff to meet with municipal staff and develop a list of provincial commitments to support local housing pledges.
- **Content not available at the time this presentation was prepared.**

#### Staff Comments (Planning/Government Relations):

- Agenda item that builds on a staff presentation and a discussion at February 23, 2023 Regional Council meeting regarding infrastructure planning to support Bill 23 housing targets in Peel.
- City staff met with Regional staff and it was determined that due to lack of details the \$20B infrastructure needs figure is a high level estimate and there would be great difficulty in breaking it down to individual municipality level.
- The City will continue to work with the province and the region in a collaborative way to ensure infrastructure funding aligns with the housing growth targets for Brampton.

#### Staff Recommendation:

- Support the recommendation.

### **20.1 Motion Regarding Homelessness**

#### Summary:

- The motion moved by Regional Councillor Vicente calls on the province to take action to address the growing homelessness crisis in Ontario.

#### Staff Comments (Government Relations):

- The motion is part of a campaign by the Association of Municipalities of Ontario encouraging municipalities to pass a resolution ahead of the provincial budget calling on the province to end homelessness.
- The motion also builds on advocacy by the Ontario Big City Mayors (OBCM) for the provincial government to commit to urgently tackle homelessness in Ontario by:
  - increasing the supply of housing affordable for low and middle income households;
  - working with the Association of Municipalities of Ontario (AMO) and other stakeholders to develop, resource, and implement an action plan to achieve this goal.

#### Staff Recommendation:

- Support the motion.





**March 1, 2023:** Infrastructure Ontario published its *March 2023 Market Update* listing 38 major infrastructure projects across the province, with an estimated value of \$35 billion.

- Includes transformation of the *Peel Memorial Centre for Integrated Health and Wellness* into Brampton's second full-service hospital.

**March 1, 2023:** Announced \$74,605 for the City of Brampton through the *Species at Risk Stewardship Program (SARSP)* for habitat restoration for snapping turtles at Loafers Lake.





### **2023 Annual Conference Advocacy Priorities**

The 2023 FCM Conference takes place May 25-28, 2023 in Toronto. Staff propose the following advocacy themes:

#### **Transit Investments**

- Key transit initiatives (BRT, LRT, 3<sup>rd</sup> Bus Facility)
- Sustained Funding & Electrification

#### **Housing & Thriving Communities**

- Housing Brampton
- Housing Affordability

#### **Economic Development & Innovation**

- Innovation District

#### **Active Transportation**

#### **Climate Action**

- Key initiatives
- Partnership opportunities

THANK YOU!



**Date:** 2023-02-14

**Subject:** **Appointments to the Medical Technology (Medtech) Advisory Committee**

**Contact:** Peter Fay, City Clerk, City Clerk's Office  
Martin Bohl, Sector Manager, Health and Life Sciences, Economic Development Office

**Report Number:** Legislative Services-2023-198

**Recommendations:**

1. That the report from Peter Fay, City Clerk, City Clerk's Office, and Martin Bohl, Sector Manager, Health and Life Sciences, Economic Development Office, to the Committee of Council Meeting of March 8, 2023, re: **Appointments to the Medical Technology (Medtech) Advisory Committee**, be received.
2. That the terms of reference for the Medical Technology (MedTech) Advisory Committee be updated to establish the composition (other than appointed Members of Council or City staff) to include one representative, or delegate, appointed from the following health and life science businesses, academic institutions and property development sector interests, which each entity providing the name of the appointed representative:
  - a) Medtronic Canada,
  - b) Boston Scientific Canada,
  - c) Taro Pharmaceuticals,
  - d) The Stevens Company,
  - e) NorthWest Healthcare Properties REIT,
  - f) Myant Inc.,
  - g) SOTI,
  - h) Dynacare,
  - i) Toronto Metropolitan University,
  - j) Sheridan College,
  - k) Morguard,
  - l) DG Group, and
  - m) First Gulf.

**Overview:**

- Council established the [Medical Technology \(Medtech\) Advisory Committee](#) with representation from the health and life science business sector within the City.
- Staff have consulted with Brampton-focused businesses to identify interested business representation.
- Staff have also identified property development sector representation for the advisory committee.
- Staff are recommending an update to the Advisory Committee terms of reference to include a number of industry representatives from Brampton-focused, academic institutions and the property development sector.
- Once approved by Council, meetings of the Advisory Committee will start to be scheduled to fulfil the mandate established by Council.

**Background:**

At its December 14, 2022 meeting, City Council passed Resolution C374-2022 to establish the [Medical Technology \(Medtech\) Advisory Committee](#).

Staff have consulted with Brampton-based industry representatives to identify interested business and academic representation. This report recommends an update to the terms of reference to appoint the industry representatives for Council's consideration.

**Current Situation:**

The following health and life science sector businesses are recommended for appointment to the Medical Technology (Medtech) Advisory Committee, which each business providing the name of the appointed representative, or their delegate:

- a) Medtronic Canada,
- b) Boston Scientific Canada,
- c) Taro Pharmaceuticals,
- d) The Stevens Company,
- e) NorthWest Healthcare Properties REIT,
- f) Myant Inc.,
- g) SOTI,
- h) Dynacare,
- i) Toronto Metropolitan University, and

j) Sheridan College.

After further consideration, additional representation has been identified from the property development sector who are key partners to developing and building health and life science centres of excellence and to attract investment. Similar examples of this partnership between government, business, academia and property developers exist in Mississauga and Vaughan. It is recommended that the following property development sector representatives each provide the name of an appointed representative, or their delegate:

- k) Morguard,
- l) DG Group, and
- m) First Gulf.

In total, the advisory committee will be comprised of 14 business, industry and academic representatives, plus four (4) appointed Members of Council, as follows:

<b>Committee Composition</b>	<b>Number</b>	<b>Representatives</b>
Business and Industry Representations	10	Identified industry sectoral and academic institutions
Property Development Sector	3	Identified property development sectoral
Members of Council (as per Resolution C375-2022)	4	Councillor Palleschi, Chair, Planning and Development Committee Deputy Mayor Singh, Vice-Chair, Planning and Development Committee Councillor Toor, Chair, Economic Development Section, Committee of Council Councillor Santos, Vice-Chair, Economic Development Section, Committee of Council

The advisory committee will also be supported with active support, non-voting participation, by the following City staff (of their delegates):

- Marlon Kallideen, Chief Administrative Officer,
- Clare Barnett, Director, Economic Development Office, Office of the CAO, and
- Martin Bohl, Sector Manager, Health & Wellness Sector

The Clerk's Office will provide meeting management support for the advisory committee.

**Corporate Implications:**

Financial Implications:

The approved City Clerk's Office budget supports City Council and Committee decision-making processes and meetings. At this time, there are no direct financial implications identified from supporting this committee.

Other Implications: Nil

**Term of Council Priorities:**

As Council establishes its term priorities, this advisory committee will further Council's strategic priorities in pursuit of City of Opportunities, a Healthy and Safe City, and a Well-run City.

**Conclusion:**

Council has established a Medical Technical (Medtech) Advisory Committee to advance a strategic City priority. Staff have consulted with Brampton-focused businesses and industry to identify interested business, academic and development community representation. Staff are recommending representatives from Brampton-based businesses, academic institutions and the property development sector. Once the total composition is finalized, meetings of the Advisory Committee will be scheduled to fulfil the mandate established by Council.

Authored by:

Reviewed by:

---

Peter Fay, City Clerk,  
Legislative Services  
Martin Bohl, Sector Manager,  
Health & Wellness Sector

---

Clare Barnett, Director,  
Economic Development Office

Approved by:

---

Marlon Kallideen,  
Chief Administrative Officer

**Date:** 2023-03-08

**Subject:** Corporate Events Listing 2023-2026

**Contact:** Meagan Guerra, Acting Supervisor, Corporate Events & Protocol  
[meagan.guerra@brampton.ca](mailto:meagan.guerra@brampton.ca) | 416.570.6595

**Report Number:** Corporate Support Services-2023-107

**Recommendations:**

1. That, the report from Meagan Guerra, Acting Supervisor, Corporate Events & Protocol dated: March 8, 2023; re: Corporate Events Listing 2023-2026, be received; and
2. That, the Corporate Events Listing 2023-2026 and recommendations outlined in this report be approved;
3. That a City-led Diwali event as per Council Resolution CW376-2022 be added to the Corporate Events Listing along with \$200,000 to be included in the 2023 operating budget submission, pending Council approval.
4. That, departments be authorized to not charge-back any costs associated with using existing City assets and staff resources related to the Corporate Events and Protocol office, including but not limited to staff/labour, facility rentals and equipment; and further, whereby an external cost is borne by a resource department to support the Corporate Events and Protocol office, that these charges be payable by the Corporate Events and Protocol Office budget;
5. That, the Director, Strategic Communications, Culture and Events, Corporate Support Services, be delegated authority to approve and execute on behalf of the City of Brampton any required agreements and other documents deemed necessary for the implementation of corporate events, including artist agreements and all other related agreements, on such terms and conditions as may be satisfactory to the Director, Strategic Communications, Culture and Events, Corporate Support Services or designate, and in a form satisfactory to the City Solicitor or designate.



**Overview:**

- Brampton's various festivals and events contribute to the quality and diversity of community life for Brampton citizens and visitors, and provide opportunities for public participation, economic activity, and tourism.
- The Corporate Events and Protocol Office in collaboration with all city departments play an integral role in the development of this sector, through the planning and execution of corporate-led events relating to provincial and federal dates of importance including but not limited to: Canada Days, Remembrance Day, and New Year's Eve.
- Building on the success of the 2022 Corporate Events program, staff recommend the proposed Corporate Event Listing be approved, subject to budget approval.

**Background:**

Brampton's various festivals and events contribute to the quality and diversity of community life for Brampton citizens and visitors, and provide opportunities for public participation, economic activity, and tourism. They offer a forum to celebrate athletic, artistic, and cultural excellence while providing residents with opportunity to contribute the expression of their identity.

The Corporate Events and Protocol Office in collaboration with all City departments plays an integral role in the development of this sector, through the planning and execution of city-led and public-facing special events relating to provincial and federal dates of importance including but not limited to: Canada Days, Winter Lights Festival, and New Year's Eve.

The Office also supports corporate addresses such as the New Year's Levee, dignitary visits, recognitions and award ceremonies such as the Citizens Awards, Arts Walk of Fame and Sports Hall of Fame, amongst others. The Office supports community recognition and celebrations by offering flag raisings, proclamations, centenarian birthday scrolls, clock tower lightings and social media engagement.

**Current Situation:**

Building on the success of the 2022 Corporate Events program, staff recommend the following Corporate Event Listing be approved, subject to budget approval, with the following considerations:



**Proposed Corporate Events Listing 2023-2026**

<b>Dates</b>	<b>Event Name</b>
<b>January</b>	
January	Mayor's New Year's Levee
January 22, 2023 February 10, 2024 January 29, 2025 February 17, 2026	Lunar New Year Celebration
January	Tamil Heritage Month Celebration
<b>February</b>	
Beginning of February	Black History Month Celebration
<b>March</b>	
March 8	International Women's Day Celebration
March 17	Irish Heritage Month Celebration
March – April, 2023 March – April, 2024 February – March, 2025 February – March, 2026	Celebrate Ramadan
<b>April</b>	
April 28	National Day of Mourning
April 30	Journey to Freedom Day
<b>May</b>	
May	Citizens Awards
<b>June</b>	
June	Celebrate Pride
June	Indigenous Peoples Day
June	Portuguese Heritage Month Celebration
June	Italian Heritage Month Celebration
June	Philippines Heritage Month Celebration
<b>July</b>	
July 1	Canada Day
<b>August</b>	
August 1	Emancipation Day
<b>September</b>	
September 30	National Day for Truth and Reconciliation
<b>November</b>	
November 1	Pumpkin Party
Last Friday of October to November 11	Remembrance Day Services and Parades
November 12, 2023 November 1, 2024 October 20, 2025 November 8, 2026	Diwali

November 17, 2023 November 22, 2024 November 21, 2025 November 20, 2026	Winter Lights Festival
<b>December</b>	
December 31	New Year's Eve

*\*Specific event names & dates are subject to change for marketing and production purposes.*

**1. Community-led Festivals & Events**

The City Council endorsed Culture Master Plan notes the community’s desire to produce events and for the City to provide support through space provisions, funding and promotion. As well, the City of Brampton Service Efficiency Study completed in 2019 by Optimus SBR recommended that Brampton consider transitioning to a hybrid service delivery model which shares responsibility with community organizations. Based on these recommendations staff have supported the following actions.

- As the community organizations and stakeholders build capacity for the planning and execution of events and celebrations, staff will encourage organizations to submit applications to municipal, provincial and federal grant programs to become self sustained and continue to produce festivals and events.
- The City facilitates the communities request for recognition of important dates in the form of flag raisings, proclamations and clock tower lightings.

**2. New Event Opportunities**

On occasion there may be an opportunity to add a new event to the annual Corporate Event Listing. Staff recommend the following process to ensure successful execution:

- New events must be approved, with required resources, by Council
- Events should be added no less than 12 weeks prior to the proposed date, in order to ensure adequate planning and delivery time.
- A member of Corporate Events and Protocol Office will be assigned as the Event Lead on a cross-departmental team responsible for planning and delivery of the event.

**3. Internal / Departmental Support**

- The proposed 2023-2026 Corporate Events Listing includes only those events where the budget is managed by the Strategic Communications, Culture and Events.
- The Corporate Events and Protocol Office supports the planning and execution of additional city-led events and initiatives throughout the year, however budget remains with individual operating departments and / or committees. (i.e.: CLT Holiday Mixer, Sports Hall of Fame Induction Ceremony, National Youth Week, Arts Walk of Fame, etc.).
- In addition, it is important to note that operating departments successfully plan and execute a number of activities and programs as part of their annual work plans in

alignment with their mandates (i.e. Recreation Fright Nights and Bunny EGGscitement) and are not included on this list. All city-run events are listed online at brampton.ca as part of the events calendar.

#### **4. National Day for Truth and Reconciliation**

The Corporate Events and Protocol Office worked closely with the Indigenous Community throughout 2022 to collaborate on a number of different initiatives, including the National Day for Truth and Reconciliation event that was held at The Rose on September 30, 2022. While the event was a success, to ensure meaningful contribution towards Truth and Reconciliation staff recommend that the City shift its focus to supporting programs, organizations and more actionable tasks, than hosting external facing performative events.

Staff suggest the following actions:

- Ongoing investment in educational seminars for all staff.
- Purchase and installation of a Truth and Reconciliation Bench in Ken Whillans Square or Gage Park. (to be facilitated by the Corporate Events and Protocol Office).
- Ongoing relationship building with the Mississauga's of the Credit through hosted talks and visits to the reserve.
- Ongoing public facing communications campaign to highlight resources for staff and residents to learn more about Truth and Reconciliation, as well as highlight City contributions to Truth and Reconciliation.
- Ongoing recognition via the community recognition program:
  - lighting the clock tower orange
  - lower the flags to half-mast in recognition of the Day
  - drafting a Proclamation to be read at City Council meeting

#### **5. Backyard Rink Competition 2023**

Following the success of the 2022 Backyard Ice Rink Contest, Council passed the following motion on November 16, 2022:

- That; the Backyard Rink Competition be added to the Corporate Events Listing for 2023 with a budget of \$25,000, launching January 1 and closing January 31.
- That; Events and Protocol and Sponsorship work with local partners to invest in this year's program and support an active and healthy community.

The Corporate Events and Protocol Office will facilitate the 2023 program.

#### **6. Unveilings, Openings, Re-naming's and Announcements**

The Corporate Events and Protocol Office works with internal departments to support the planning and execution of Council approved Park and Facility ceremonial events and announcements. This includes but is not limited to re-naming's, openings, unveilings, and announcements, amongst others.

These events include a photo opportunity and a press release that is circulated after the event. The event portion includes a stage deck, podium and sound system with 1 microphone, and 50 folding chairs. A reception, including the serving of food and beverage, does not fall within this scope. At the discretion of the Mayor, and in

consultation with the CAO and the Corporate Events and Protocol Office, the serving of food and beverage can be added to the agenda, subject to budget approval.

**Corporate Implications:**

Financial Implications:

Sufficient funding exists as part of the Strategic Communications and Events base operating budget for the Corporate Events Listing for 2023, pending Council approval. Departmental staff will ensure sufficient funding is requested in the annual operating budget submissions, subject to Council approval.

As per Council Resolution CW376-2022, Council directed staff to add an annual City-run Diwali event with Pyrotechnics and/or fireworks similar to Canada Day and New Year’s Eve fireworks and pyrotechnics displays. Staff recommend a budget of \$200,000 be included in the 2023 operating budget submission to support the addition of a City-led Diwali event, pending Council approval.

**Term of Council Priorities:**

This report and recommendation supports Brampton is a Mosaic celebrating its diversity by more effectively engaging and communicating with diverse groups, supporting cultural events, and developing a holistic framework to embed diversity across the city.

**Conclusion:**

Building on the success of the 2022 Corporate Events program, staff recommend the abovementioned Corporate Event Listing 2023-2026 be approved, subject to budget approval.

Authored by:

Reviewed by:

---

Meagan Guerra, Acting Supervisor,  
Corporate Events & Protocol

Jason Tamming, Director, Strategic  
Communications, Culture and Events

Approved by:

Approved by:

---

Rick Conard, Interim Commissioner,  
Corporate Support Services

---

Marlon Kallideen, Chief Administrative  
Officer

## **BACKGROUND:**

- Gender-based Analysis Plus (GBA Plus) is an analytical tool used to support the development of responsive and inclusive policies, programs and other initiatives. The Government of Canada first committed to the use of Gender-Based Analysis (GBA) in 1995, as part of the implementation of the Beijing Declaration and Platform for Action, which was adopted during the fourth United Nations World Conference on Women. In 2011, GBA was rebranded to “GBA Plus”, in order to better account for the multiple factors, beyond gender and sex, that contribute to shaping people’s experiences.
- GBA Plus is a process for understanding who is impacted by the issue or opportunity being addressed by the initiative and how identifying how the initiative could be tailored to meet diverse needs of the people most impacted, and anticipating and mitigating any barriers to accessing or benefitting from the initiative. GBA Plus is an intersectional analysis that goes beyond biological (sex) and socio-cultural (gender) differences to consider other factors, such as age, disability, education, ethnicity, economic status, geography, language, race, religion, and sexual orientation.
- As a centre of expertise , Women and Gender Equality Canada strives to:
  - Increase awareness, understanding of, and commitment to GBA Plus as a key lever for gender equality, diversity and inclusion;
  - Provide guidance, develop tools and training, and create and strengthen existing infrastructure to enhance capacity and improve expertise for GBA Plus across federal departments and agencies and in other gender and inclusion mainstreaming initiatives;
  - Strengthen an evidence-based approach by increasing capacity for GBA Plus and related tools/techniques, including gender budgeting, to assess differential impacts through the application of GBA Plus to identify issues and inform priorities;
  - Broker relationships and create channels and forums between a broad range of actors to capture new knowledge, including finding and disseminating good practices; and
  - Act as a hub for GBA Plus knowledge and expertise and create spaces and opportunities to harness new ideas to develop solutions and enable innovation.
- GBA Plus training is available in both official languages to government officials and to the general public through the Introduction to GBA Plus online course on the Department’s website. Additional training is available through the Canada School of Public Service.
- Federal departments and agencies are currently required to integrate GBA Plus into all Memoranda to Cabinet, Treasury Board submissions, federal budget proposals, and regulations. Further, GBA Plus is now included in key legislation, including, the *Impact Assessment Act*, the *Immigration and Refugee Protection Act* and the *Accessible Canada Act*. In addition, through annual Departmental Plans and Departmental Results Reports, all federal departments and agencies are required to apply GBA Plus to existing program expenditures.



- Various governance structures have been put in place to support departments and agencies and ensure they remain accountable for their GBA Plus requirements. This includes a GBA Plus Champions Network and an Interdepartmental Committee on GBA Plus. Further, capacity to undertake robust GBA Plus continues to grow with the availability of more intersectional and disaggregated data allowing for more robust analysis
  - Since 2016, GBA Plus is mandatory in all Treasury Board Submissions, Memoranda to Cabinet, Departmental Results Frameworks and Reports, and is reflected in the Cabinet Directive on Regulations;
  - TBS and WAGE developed guidance on integrating GBA Plus into evaluations, which was published in 2019;
  - The 2018 *Canadian Gender Budgeting Act* enshrined the application of GBA Plus in federal budgetary and financial processes;
  - WAGE introduced an annual GBA Plus Implementation Survey in 2016 to monitor progress on GBA Plus across federal departments;
  - In November 2018, WAGE hosted the first GBA Plus Forum, which had 1,000 participants online and in-person. The Forum generated important insights for advancing GBA Plus, including the need for: inclusive consultation and participation of impacted groups; greater cultural competency; more awareness of the various factors to consider when doing GBA Plus; improved accountability; increased capacity for rigorous and intersectional analysis; and the establishment of a central focal point (Centre for Excellence) to facilitate ongoing progress on GBA Plus implementation; and
  - In September 2018, the Government launched Statistics Canada's Centre for Gender, Diversity and Inclusion Statistics in response to the growing demand for better intersectional data. The Centre houses quick facts, statistics and recent analysis related to gender equality and diversity.
- Despite the progress Canada has made when it comes to embedding gender and equity considerations in our decision-making process, we are cognizant that gaps remain and efforts must be made to strengthen the use and application GBA Plus across government. This is why the mandate letter of Canada's Minister for Women and Gender Equality and Youth, the Honorable Marci Ien, includes a commitment to working collaboratively with other ministers in enhancing the framing and parameters of GBA Plus as an analytical tool.
- For many years now, Canada has been recognized as a world leader on the gender equality front; and commitment to the use of an intersectional feminist framework certainly contributed to this success. We remain committed to leading the way toward a more equitable world.

Mayor Patrick Brown  
City of Brampton  
2 Wellington Street, West  
Brampton, ON L6Y 4R2

RE: Canada Running Series Support Letter for a Race in Brampton

Dear Mayor Brown,

As per our recent discussion, Canada Running Series would like to select the City of Brampton as one of its signature training runs as a part of our annual running program.

Canada Running Series is Canada's premier road race series, offering seven annual events nationwide. Since 2017, CRS's flagship event, the TCS Toronto Waterfront Marathon, has served as the Athletics Canada National Marathon Championship race and has doubled as the Olympic trials. In 2022, CRS raised \$4.2 million for over 240 local charities through their Charitable efforts.

Using innovation and organization as guiding principles, Canada Running Series stages great experiences for runners of all levels, from Canadian Olympians to recreational and charity runners. With a mission of "building community through the sport of running," CRS is committed to making sport part of sustainable communities and the city-building process.

The run, to be held this summer in 2023 as one of our three training runs, will bring a sense of community and promote healthy living in the City of Brampton. Canada Running Series is excited to work alongside the City of Brampton to bring this training run to life. We would like to work with the city of Brampton to pursue this opportunity with the goal of using it as a jumping off point for a future larger road race in Brampton in June of 2024.

Kindly,



**Charlotte Brookes** (she/her) | National Event Director | 2 Berkeley St., suite 305, Toronto, ON, M5A 4J5  
**Canada Running Series** | [www.canadarunningseries.com](http://www.canadarunningseries.com)

**Date:** 2023-02-27

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

**Secondary Title:** Active Transportation Master Plan Implementation – 2022/2023  
Annual Report (All Wards)

**Contact:** Henrik Zbogar, Director, Integrated City Planning

**Report Number:** Planning, Bld & Growth Mgt-2023-236

**Recommendations:**

Presentation from Nelson Cadete, Acting Senior Manager, dated January 31, 2023, to the Committee of Council Meeting of March 8, 2023, re: **Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)** be received.

# 2022/2023 ATMP Implementation Annual Report

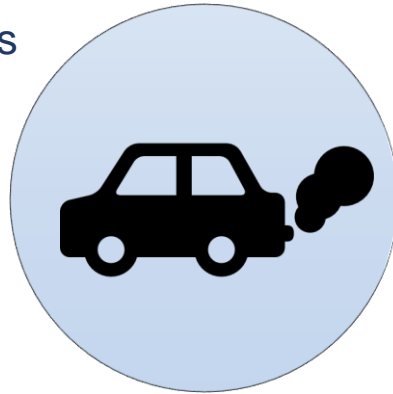
Presentation to the Committee of Council

March 8, 2023

Nelson Cadete, Senior Manager (A)  
Integrated City Planning

# Benefits

biggest emitter of green house gases (GHG)

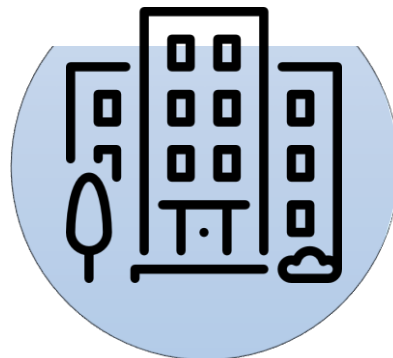


2026 - 18% of Ontario residents will have diabetes

providing everyone with a choice of mobility



mobility solutions that support compact, high density, mixed land use development



road safety is prioritized over other factors such as speed, delay and convenience

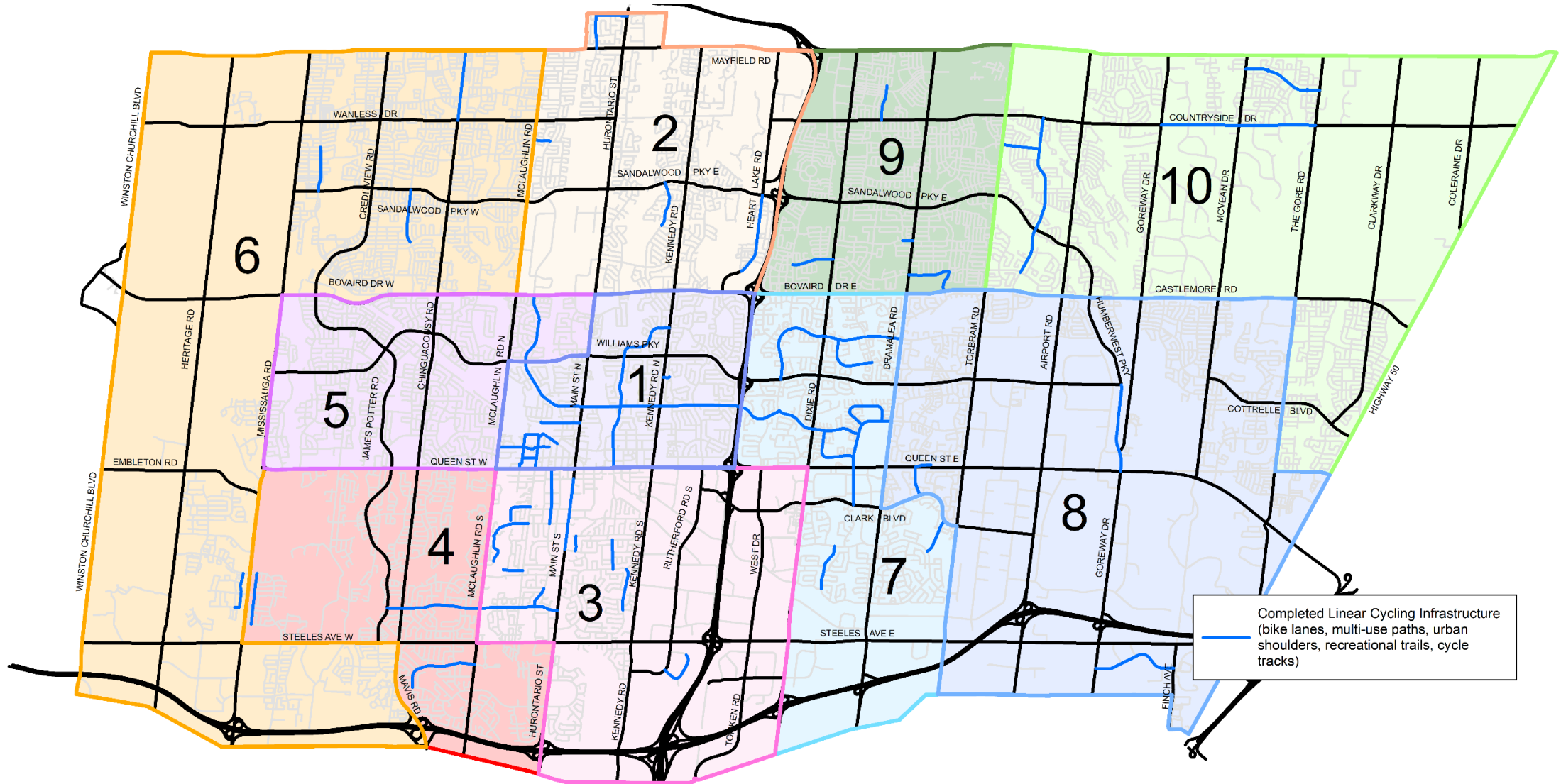




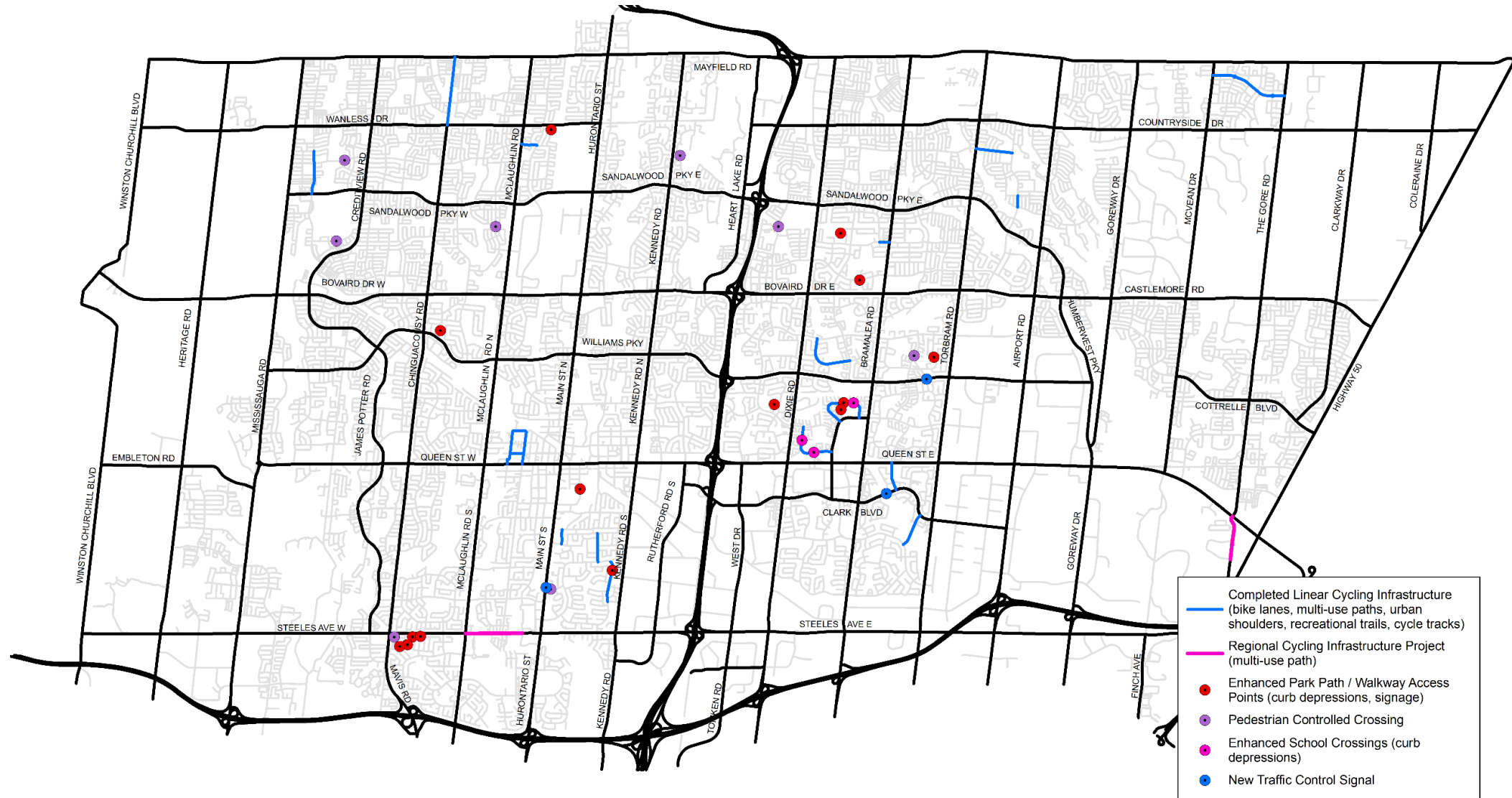
# ATMP Outcomes

- Improve the safety for walking and cycling
- Provide options to all residents, including enhancing the accessibility of the transportation network
- Maximize the value (usage) of existing infrastructure
- Invest efficiently in an expanding network
- Improve access to transit and provide viable active transportation options for the first / last mile
- The ATMP includes targets for bike lanes, multi-use paths, recreational trails, and signed bike routes to be implemented in Brampton by 2041, together totaling approximately 866 km

# Linear Facilities – Previous Term of Council



# 2022 Year in Review





# 2022 Year in Review

- 🚲 11.9 km of linear Infrastructure
- 🚲 8 pedestrian crossovers
- 🚲 15 curb depressions at park paths/trails
- 🚲 3 enhanced school crossings
- 🚲 3 new traffic control signals
- 🚲 \$8.6M Budget

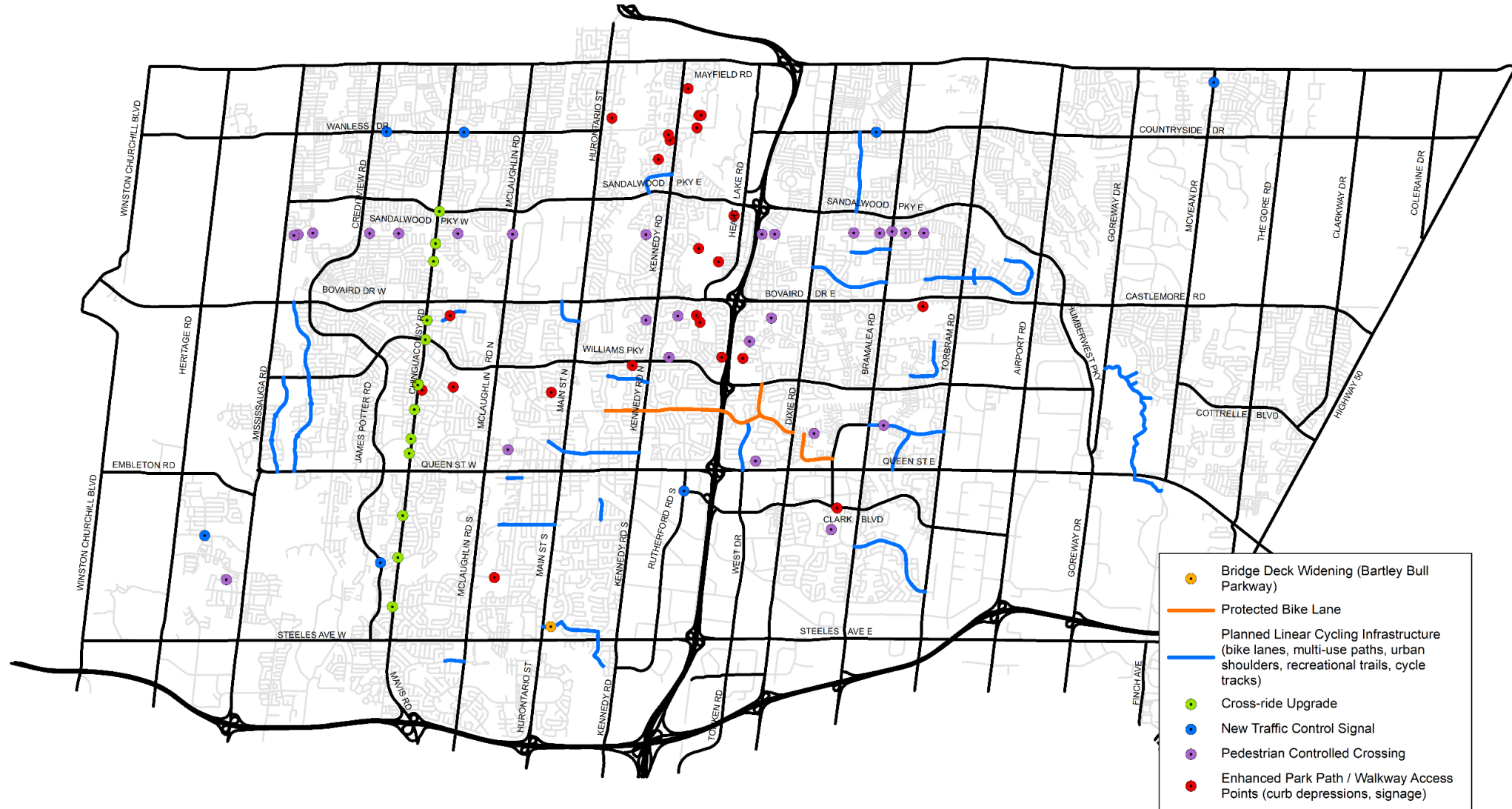


# 2023 Capital Budget

Item	AT Budget Allocation
Recreation Trail Repair & Replacement – Various	\$460,000
Active Transportation Plans and Studies – Chinguacousy Road AT Improvements	\$1,000,000
Active Transportation Plans and Studies – ‘Fix-it’ Program	\$750,000
Cycling Infrastructure Planning & Design	\$50,000
Road Resurfacing Program	\$200,000
Sidewalk Program – Hurontario Street and West Drive (top-up)	\$400,000
Active Transportation Master Plan Implementation	\$800,000
Controlled Pedestrian Crosswalk	\$100,000
Traffic Signalization	\$750,000
<b>TOTAL</b>	<b>\$4,510,000</b>



# 2023 Work Plan



# 2023 Work Plan

- o/b 29.2 km of linear Infrastructure
- o/b 25 pedestrian crossovers
- o/b 23 curb depressions at park paths/trails
- o/b 13 signalized pedestrian/cycling crossings (bicycle detection and bicycle crossings – “crossrides”)
- o/b 7 traffic control signals
- o/b East-West Cycling Corridor – Protected Bike Lane
- o/b Electric Kick-Style Scooter Pilot
- o/b Cycling Design Consultant
- o/b Priority Cycling Network Design Project
- o/b Bike Parking Zoning
- o/b Protected Intersection Pilot (Williams Parkway)
- o/b Bike the Creek Event
- o/b Trail Bike/Pedestrian Counters
- o/b Bicycle Repair Stands
- o/b Pedal Poll
- o/b Brampton Bike Hub
- o/b Bike Month / Bike to Work Day
- o/b Bicycle Friendly Business Program

Thank you!

**Date:** 2023-01-31

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

**Secondary Title:** Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)

**Contact:** Nelson Cadete, Acting Senior Manager, Transportation Planning, Planning, Building and Growth Management

**Report Number:** Planning, Bld & Growth Mgt-2023-055

**Recommendations:**

**THAT** the report from Nelson Cadete, Acting Senior Manager, dated January 31, 2023, to the Committee of Council Meeting of March 8, 2023, re: **Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)** be received.

**Overview:**

- **The Active Transportation Master Plan (ATMP) Implementation Annual Report documents the progress and successes of the ATMP and provides an opportunity to advise Council and the community of changes coming to City road and trail/path networks in advance of the pending construction season.**
- **In 2022 the City implemented the following active transportation infrastructure improvements/highlights:**
  - **The budget allotment for Active Transportation in the 2022 budget was \$8.6M;**
  - **11.9 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);**
  - **3 enhanced school-crossing locations (curb depressions, etc.);**
  - **New curb depressions at 15 locations;**
  - **8 new pedestrian cross-overs; and,**
  - **3 new traffic control signals.**
- **The proposed 2023 ATMP Implementation Program, includes:**
  - **a proposed 2023 budget allocation of approximately \$5M;**

- **29.2 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);**
- **curb depressions at 23 locations;**
- **25 new pedestrian crossings;**
- **7 new traffic control signals; and,**
- **13 signalized pedestrian/cycling crossings (bicycle detection and bicycle crossings – “crossrides”)**
- **Complementing the proposed new infrastructure in 2023 are the following program and policy activities:**
  - **2023 Bike the Creek Event;**
  - **Electric Kick-style Scooter Pilot Program;**
  - **Trial Bike/Pedestrian Counters and Bicycle Repair Stands; and,**
  - **Pedal Poll – National Bike Count**
- **The Brampton Cycling Advisory Committee has continued to convene since the end of the previous Council term, carrying 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 Active Transportation Master Plan (ATMP) provides the implementation framework for network plans, policies and programs that support the 2040 Vision of “*a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling and transit.*” The ATMP states “through developing an integrated, attractive, and accessible system of sidewalks, cycling facilities and trails, Brampton will be a livable city where all members of the community can safely and conveniently access places, goods and services and connect to transit using active modes of transportation.”

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

Network elements of the ATMP implementation strategy are delivered in partnership between Planning, Building & Growth Management, Public Works & Engineering and Community Services Departments, as a part of capital improvement projects, new development applications and maintenance programs. Since many of these projects have significant design timelines before actual construction can begin, decisions on which elements of the ATMP are constructed are determined well ahead of



implementation. Careful monitoring of design progress and being mindful of changes to active transportation strategies help to ensure the scope of work is finalized prior to implementation (and avoiding costly change orders once projects have been tendered or are in construction).

As shown in Appendices A and B, during the previous term of Council (2019 – 2022), approximately 62 kilometers of the City’s cycling network was 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.

### Health

It has been projected that by 2026, nearly 18% of Ontario residents will have diabetes. Peel residents have historically higher rates of diabetes compared to the Province, with the highest rates among those living in Brampton. Daily physical activity is an important way to help prevent chronic diseases, including diabetes. Physical activity can also help manage diabetes and other chronic diseases. However, many Peel residents spend the vast majority of their day commuting by car and working sedentary jobs that leave little opportunity for physical activity. There is strong evidence that a supportive environment for active transportation can help Brampton’s residents be more physically active because it helps build opportunities for movement into our daily lives.

Increased physical activity through active transportation can also support other health benefits, such as improvements in mental health, and when residents replace car trips with walking, cycling or transit-use, we see reductions in per capita emissions that can help improve air quality to reduce exposures that contribute to respiratory diseases and various cancers.

### Environment

Brampton’s largest users of energy is the transportation sector representing 35% of source energy use and is the biggest emitter of green house gases (GHG). In Brampton, automobiles are used for over 80% of trips in the city, including commuting to work and to the grocery store. Travel choices can have a significant impact on GHG emissions and energy consumption within a community. The safety, ease, and convenience of transportation modes greatly influence people’s choice of transportation. Therefore, proper planning and design of our transportation networks are critical in creating viable, low emission alternatives of travel for residents such as transit, cycling, and walking.

## Integrate Transportation and Land Use Planning

There is a finite limit to how much more we can (or should) widen our roads to accommodate anticipated travel demand that has conventionally (in a suburban context) relied on the private motor vehicle. In the end, it is impossible for any city to build its way out of congestion. While there will always be a need to accommodate automobiles as part of the transportation mode mix in Brampton, if we are to better manage the challenges of congestion over the long term and build a livable, vibrant, and safe community, then a shifting of our collective mindset when it comes to mobility is required. As we move forward, our focus for mobility in the City should:

- Plan for mobility solutions that support compact, high density, mixed land use development in strategic centres.
- Prioritize sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips.
- Design great streets for people that emphasize strong neighbourhood image and identity.
- Recognize implications of street design on built form and travel behaviour.

## Safety Benefits of Road Diets

The four lane roads where we have incorporated bike lanes are residential collector roads intended to serve the adjacent residential areas and provide access to schools, parks, trails and other amenities that typically attract non-auto trips by school-aged children. Four-lane roads in these areas create environments that are not favourable for people of all ages and abilities to walk or cycle (speeding, aggressive driving and wide pedestrian crossings). In addition to providing a dedicated space for people on bikes, the introduction of bicycle lanes has also helped to calm traffic by placing these roads on a "road diet". These road diets involved changing four-lane roadways into two through car lanes, with the rest of the roadway used for bike lanes, buffer areas and left turn lanes. The results from data collected along one of the road diets shows a reduction of vehicle volumes and speeds, making the road safer for vehicles, pedestrians and cyclists. By reducing the number of car lanes along these roads, the non-neighbourhood traffic that historically cut through residential communities during the morning and afternoon peak times are being redirect to alternate routes which are more appropriate to accommodate the high traffic volumes.

Incorporating road diets into our communities is consistent with the Vision Zero principle that road safety is prioritized over other factors such as cost, speed, delay, level of service, and convenience.

## Transportation Equity

Streets with proper cycling and walking infrastructure are more equitable, providing everyone with a choice of mobility and allowing users of all ages and abilities to travel to and from work, school, and other destinations with the same level of safety and convenience. Active transportation infrastructure provides transportation choices not only to those who desire to travel by different modes, but also for those who cannot drive or afford to drive and must use an alternative.

### **Current Situation:**

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

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

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

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

### 2022 Program

The 2022 Active Transportation Implementation program included:

- An approved budget allocation of \$8.6M;
- 11.9 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- 3 enhanced school-crossing locations (curb depressions, etc.);
- new curb depressions at 15 locations;
- 8 new pedestrian cross-overs; and,
- 3 new traffic control signals.

*Appendix C: 2022 AT Implementation Map* depicts the AT infrastructure that was implemented in 2022.

*Appendix D: New Cycling Facilities - 2022* provides a detailed summary of the bike lanes, multi-use paths, recreational trails/paths and urban shoulders implemented with the 2022 ATMP Implementation Program.

Appendix E: 'Fix-it' Enhancements - 2022 summarizes the locations where upgrades/enhancements (e.g. curb cuts, crossings, etc.) were implemented to ensure a uniform level of quality across the cycling and trails network.

2023 Program

The proposed 2023 Capital Budget allocation is provided in Table 1 below:

Table 1: 2023 AT Implementation Program Budget

Dept./Div.	Item	2023 Budget Allocation
CS/Parks Maintenance & Forestry	Recreation Trail Repair & Replacement – Various	\$460K
PB&GM/Trans Planning	Active Transportation Plans and Studies – Chinguacousy Road AT Improvements	\$1M
	Active Transportation Plans and Studies – Fix-it Program (Phase II)	\$750K
	Cycling Infrastructure Planning & Design	\$50K
PWE/Capital Works	Sidewalk Program – Hurontario Street and West Drive (top up)	\$400K
	Road Resurfacing Program	\$200K
PWE/Road Maintenance, Ops. & Fleet	Active Transportation Master Plan Implementation	\$800K
	Controlled Pedestrian Crosswalk	\$100K
	Traffic Signalization	\$1.25M
TOTAL		\$5M

One of the key implementation strategies outlined in the ATMP is to incorporate cycling and walking infrastructure into planned construction opportunities (i.e., capital road projects, road resurfacing program). The 2021 Capital Budget also introduced a reoccurring “Active Transportation Projects” line item that identifies a \$1M per year investment over three years to construct a city-wide connected cycling and pedestrian network (per the Active Transportation Master Plan) to enable safer, more convenient travel by non-motorized modes.

Appendix F: 2023 Planned Linear Facilities provides a detailed summary of the projects being delivered through planned construction opportunities and the ATMP In-fill program.

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). *Appendix G: 2023 “Fix-it” Locations* summarizes a list of planned improvements including those deferred from previous years and those proposed in the 2023 Capital budget.

### East-west Cycling Corridor Update

The East-West Cycling Corridor is a 7-km cycling route across Brampton that constitutes a part of the Priority Cycling Network identified in the ATMP. The final design will see separated bike lanes replacing the current “interim” bike lanes: cyclists will be separated from motor traffic by precast concrete curbs intended to provide a safer and more comfortable space for people choosing to travel by bike. Together with a state of good repair project, the following sections of the East-west cycling Corridor will be implemented in 2023:

- Howden Boulevard – Williams Parkway to Dixie Road;
- Vodden Street – Centre Street to Howden Boulevard; and,
- Hanover Road – Howden Boulevard to Central Park Drive.

The remaining section of Vodden Street (Isabella Street to Centre Street) and Howden Boulevard (Dixie Road to Central Park Drive) will be undergoing a utility upgrade (Region of Peel), delaying the bike lane implementation up to three years (including warrantee maintenance period).

The proposed infrastructure projects outlined within the 2023 ATMP Implementation Work Plan have been reviewed with the Brampton Cycling Advisory Committee.

*Appendix H: 2023 ATMP Implementation Map* depicts the active transportation infrastructure that is proposed within the scope of the 2023 Active Transportation Master Plan Implementation Program.

The projects included within the 2023 ATMP Implementation Plan and outlined within this report are subject to Council’s review and approval of the 2023 budget.

### Communication Strategy

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 updated with details of the 2023 AT work plan;
- all AT projects will be added the interactive City Construction Map accompanied by status updates;
- post card mail-outs will be sent to homes in direct proximity the project;
- information toolkits will be distributed to members of Council; and,
- "construction notice" type signage will be erected locally.

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

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

- *Cycling Design Consultant* – The proposed 2023 Capital Budget includes a project to retain a specialized constant(s) which will assist with the design of cycling infrastructure that is consistent with the most current best practices and guidelines.
- *Priority Cycling Network Design Project* – Staff will continue planning and design work required to deliver the City's Priority Cycling Network. A critical gap along the City's "b" loop (Westcreek Boulevard and Advance Boulevard) through an industrial area of Brampton is the focus of this year's planning/design work.
- *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.
- *Bike Parking Zoning Requirements* – Staff have undertaken a best practice review to identify Brampton specific bicycle parking requirements which will inform the update to the City's consolidated zoning by-law.
- *Protected Intersection Pilot (Williams Parkway)* – Also referred to as a 'Dutch-style Intersection', the design of a protected intersection keeps bikes physically separated from motor vehicles, providing a high degree of comfort and safety for people of all ages and abilities. Within the scope of the Williams Parkway Redevelopment Project, staff are considering a protected intersection design at the intersection of Williams Parkway and North Park Drive/Howden Boulevard where the bikeway will be set back from the vehicle traffic and cyclists will be given a dedicated path through the intersection, with right-of-way over turning vehicles. The design will improve visibility and sightlines, reduce the speed at which vehicles turn and reduce pedestrian and cyclist exposure at motor vehicle crossings.

### **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.

With the implementation of the separated bike lanes along Vodden Street, Howden Boulevard and Hanover Road planned for this year, staff in Roads Maintenance, Operations & Fleet are developing a maintenance strategy to ensure that the facility is maintained and available year round. Implications of the protected bike lanes along the East-west Cycling Corridor will be monitored and presented to Council at a future date.

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

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

- Bike the Creek Event
- Electric Kick-style Scooter Pilot Program
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Pedal Poll
- Brampton Bike Hub
- Bike Month / Bike to Work Day
- Bicycle Friendly Business Program

*Appendix I: 2023 Walking and Cycling Culture Update* provides greater detail on each initiative.

#### **Brampton Cycling Advisory Committee (BCAC) Update**

The mandate of the BCAC 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 Cycling Advisory Committee continued to convene regularly even after the end of the previous Council term and has continued to fulfill its mandate of developing a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes. *Appendix J: 2023 Brampton Cycling Advisory Committee Update* provides a summary of highlights from BCAC in 2022.

## **CORPORATE IMPLICATIONS:**

### Financial Implications:

Funding for the projects outlined within this report have 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 Public Works & Engineering and Community Services.

## **TERM OF COUNCIL PRIORITIES:**

This report directly supports the 'Active Transportation Action Plan' Term of Council Focused Priority. The existing infrastructure and planned projects outlined within this report contribute towards an ultimate broad and well-connected active transportation network making travel by bike and on foot a safe and desirable option for school, work, recreation and other trips while supporting a cycling and walking culture.

## **CONCLUSION:**

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

Building on the success of recent years, in 2023 City staff are planning the implementation of:

- 29.2 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- curb depressions at 23 locations;

- 25 new pedestrian crossings;
- 7 new traffic control signals; and,
- 13 signalized pedestrian/cycling crossing (bicycle detection and bicycle crossings – “crossrides”).

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

Authored by:

Reviewed by:

---

Nelson Cadete  
Acting Sr. Manager, Transportation  
Planning, Planning, Building and  
Growth Management

---

Henrik Zbogor, MCIP, RPP  
Acting Director, Integrated City Planning,  
Planning, Building and Growth  
Management

Approved by:

Approved by:

---

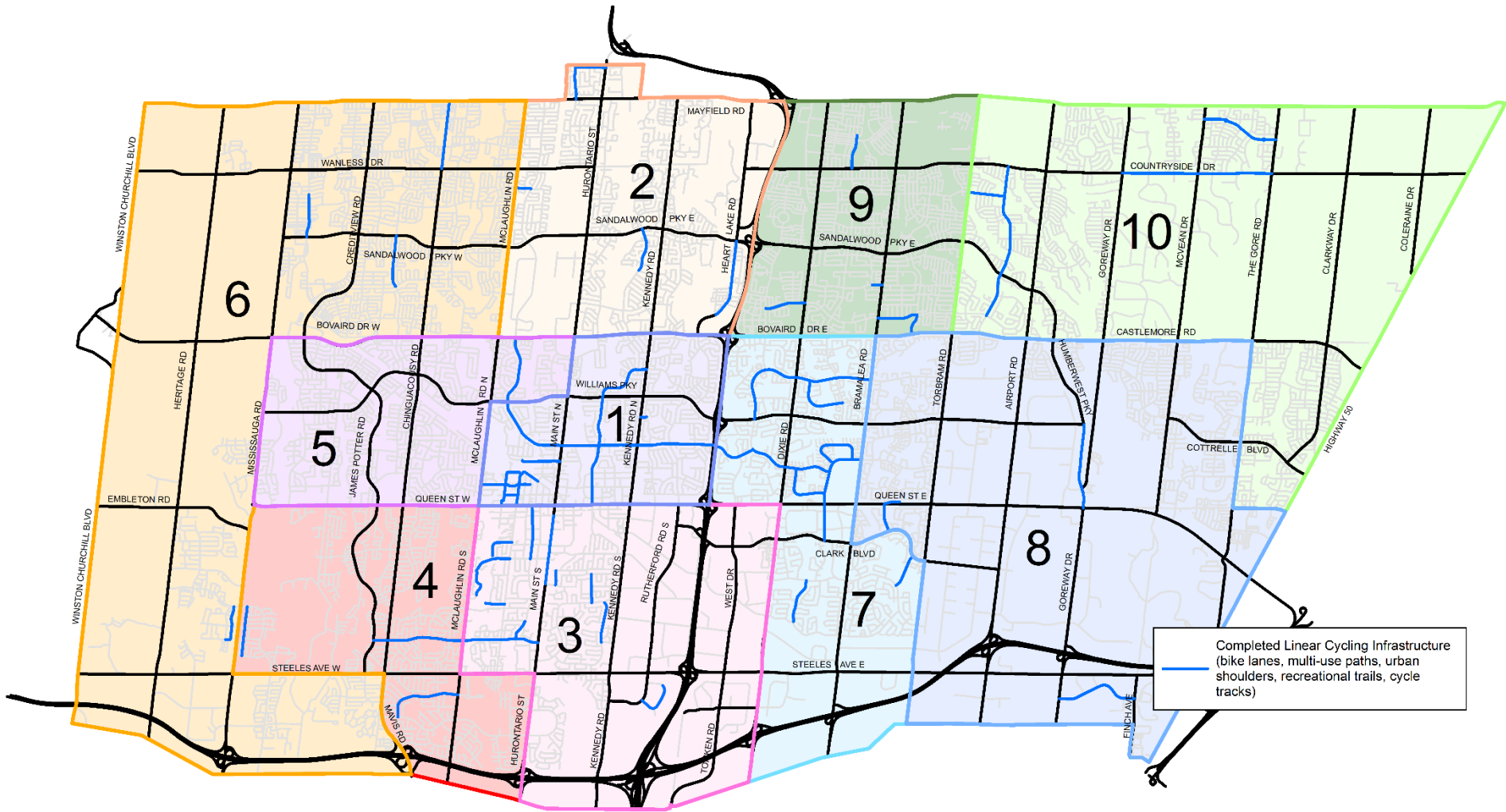
Steve Ganesh, MCIP, RPP  
Commissioner, Planning, Building  
and Growth Management

---

Marlon Kallideen,  
Chief Administrative Officer

**Attachments:**

- Appendix A: **Linear Facilities Map – Previous Term of Council**
- Appendix B: **Linear Cycling Facility Totals (Previous Term of Council)**
- Appendix C: **2022 AT Implementation Program Map**
- Appendix D: **New Linear Cycling Facilities - 2022**
- Appendix E: **‘Fix-it’ Enhancements – 2022**
- Appendix F: **2023 Planned Linear Facilities**
- Appendix G: **2023 ‘Fix-it’ Locations**
- Appendix H: **2023 ATMP Implementation Map**
- Appendix I: **2023 Walking and Cycling Culture Update**
- Appendix J: **2023 Brampton Cycling Advisory Committee Update**



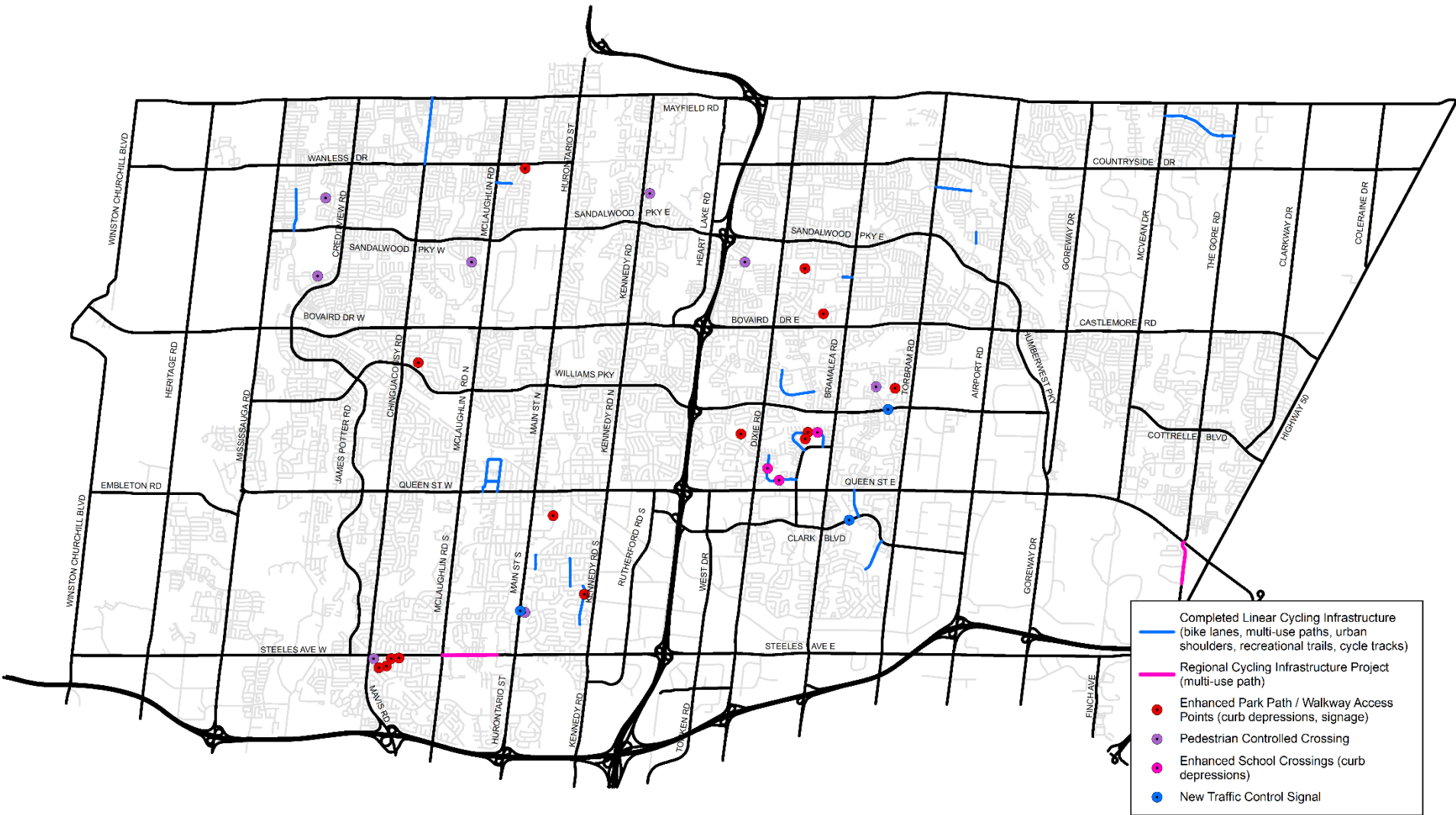


**Appendix B: ATMP Implementation - Linear Cycling  
Facility Totals (Previous Term of Council)**

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 McMurphy Avenue	Urban Shoulders	0.4
2019	6	Alloa Green Community Path - Thornbush Boulevard to Brisdale Drive	Park Path	0.4
2019	6	Mount Pleasant Village Path - Commuter Drive to Ganton Heights	Park Path	0.6
2019	5	Adrew McCandless Park Path - Mississauga Road to Elbern Markell Drive	Park Path	1.1
2019	5	Spring Valley Park Path - First trail intersection south of Williams Parkway to Dalmeny Drive	Park Path	0.5
2019	4	Riverview Heights Park Path - Lionhead Golf Club Road to North of Steeles Avenue	Park Path	1.8
2019	3	Harold Street/Curtis Drive (Fletchers Creek Rec. Trail) - McMurphy Avenue to Fletchers Creek Recreational Trail	Signed Route	1.2
2020	1	Vodden Street - Ken Whillans Drive to Highway 410	Buffered Bike Lanes	0.8
2020	7	Vodden Street - Highway 410 to Howden Boulevard	Buffered Bike Lanes	2.5
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 - Overglan Court to Angelgate Road/Sage Meadows Crescent	Park Path	0.2
2020	4	Park Path - Heatherglan/Allegro Park Path - Heatherglan 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

**Appendix B: ATMP Implementation - Linear Cycling  
Facility Totals (Previous Term of Council) - continued**

<b>Year</b>	<b>Ward</b>	<b>Location</b>	<b>Facility Type</b>	<b>Length</b>
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	0.77
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 McMurchy 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	McMurchy Avenue - Railroad Street to Queen Street	Bike Lanes/Shared Rdwy	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
<b>CITY-WIDE TOTAL</b>				<b>62.3</b>
Wards 1 & 5 Total				11.2
Wards 2 & 6 Total				8.5
Wards 3 & 4 Total				13.8
Wards 7 & 8 Total				17.4
Wards 9 & 10 Total				11.4



## Appendix D: New Linear Cycling Facilities (2022)

Location	Ward	Facility Type	Length
Hanover Road - Howden Boulevard to Central Park Drive	7	Bike Lanes	1
Father Tobin Road - Torbram Road to Mountainash Road	10	Bike Lanes	0.7
Van Scott Drive - Van Kirk Drive to McLaughlin Road	2	Bike Lanes	0.3
Bartley Bull Parkway - Rambler Drive to Tullamore Road	3	Shared Roadway	0.8
*Steeles Avenue - McLaughlin Road to Lancashire Lane	3, 4	Multi-use Path	1
Squire Ellis Drive - McVean Drive to the Gore Road	10	Bike Lanes	1.4
Veterans Drive - Sandalwood Parkway to Monument Trail /Muscovy Drive	6	Bike Lanes	0.8
*The Gore Road, south of Queen Street	8	Multi-use Path	1.34
Chinguacousy Road - Wanless Drive to Mayfield Road	6	Multi-use Path	1.2
Maitland Street - North Park Drive to MacKay Street	7	Urban Shoulders	1
Nelson Street - Haggert Street to McMurchy Avenue	1	Urban Shoulders	0.2
Haggert Avenue - Queen Street West to Railroad Street	1	Urban Shoulders	0.6
Railroad Street - Haggert Avenue to Railroad Street	1	Urban Shoulders	0.2
Meadowland Gate - Nanwood Drive to Eldomar Avenue	3	Urban Shoulders	0.3
Harper Road - Bartley Bull Parkway and Cornwall Road	3	Urban Shoulders	0.5
McMurchy Avenue - Railroad Street to Queen Street	1	Bike Lanes/Shared Rdwy	0.6
Hilldale Crescent - Central Park Drive to Central Park Drive	7	Buffered Bike Lanes	1.2
Eastbourne Drive - Balmoral Drive to Clark Boulevard	7	Bike Lanes	0.6
Finchgate Boulevard - Clark Boulevard to Queen Street East	8	Bike Lanes	0.5
<b>TOTAL</b>			<b>11.9</b>

\* Regional road

## Appendix E: 'Fix-it' Enhancements (2022)

Location	Ward	Facility Type
Richvale Dr N, at Palermo Court Access and Richvale Park	2	Pedestrian Crossover
Peel Village Parkway, east of Main Street South	3	Pedestrian Crossover
Don Doan Rec. Trail and Clark Blvd	7,8	Traffic Signals
Don Doan Rec. Trail – Graymar Road and Williams Pkwy	8	Traffic Signals
Main Street South and Peel Village Parkway	3	Traffic Signals
Don Doan Rec. Trail at Jordan Boulevard (Ward 8)	8	Pedestrian Crossover
Hydro Corridor Trail at Millstone Drive (Ward 4)	4	Pedestrian Crossover
Flower City Rec. Trail at Great Lakes Dr (Ward 9)	9	Pedestrian Crossover
Flower City Rec. Trail at Queen Mary Dr (Ward 6)	6	Pedestrian Crossover
Mount Pleasant Rec. Trail at Buick Blvd (Ward 6)	6	Pedestrian Crossover
Mount Pleasant Rec. Trail at Aylesbury Dr (Ward 6)	6	Pedestrian Crossover
Hilldale Crescent (Hilldale Park (access to road, no crossing))	7	Curb Depression
Hyde Park Court (between houses 10 & 11)	7	Curb Depression
Burnt Elm Drive (opposite 12 Burnt Elm Drive)	2	Curb Depression
Bartley Bull Parkway (between houses 276 & 280)	3	Curb Depression
Cranberry Crescent (between houses 59 & 61)	4	Curb Depression
Creditstone Road (between houses 63 & 65)	4	Curb Depression
Millstone Drive (between houses 97 & 103)	4	Curb Depression
Pennsylvania Avenue (between houses 55 & 57)	4	Curb Depression
Whitewash Way (between houses opposite Loggers Lane)	5	Curb Depression
Lime Ridge Drive (between houses 12 and 14)	7	Curb Depression
Jayfield Road (between houses 44 and 46)	7	Curb Depression
Blue Oak Avenue (beside house 38 and beside house 40)	9	Curb Depression
Peter Robertson Boulevard (opposite Cluster Oak Place)	9	Curb Depression
Mary Street at Etobicoke Creek Recreation Trail	1	Curb Depression
Hanover Road (at Hanover Public School)	7	School Crossing
Hanover Road (west of Huntingwood Crescent)	7	School Crossing
Hilldale Crescent (at Hilldale Public School)	7	School Crossing
<b>PEDESTRIAN CROSSOVER TOTAL</b>		<b>8</b>
<b>CURB DEPRESSION TOTAL</b>		<b>15</b>
<b>SCHOOL CROSSING TOTAL</b>		<b>3</b>
<b>TRAFFIC SIGNAL TOTAL</b>		<b>3</b>



## Appendix F: 2023 Planned Linear Facilities

Program	Location	Ward	Facility Type	Length
RR2022	*Linkdale Road - Kennedy Road to Centre Street	1	Bike Lanes	0.7
RR2022	*Jessie Street - McMurchy Avenue to Haggert Avenue	3	Shared Roadway	0.3
RR2022	*Kingknoll Boulevard - Windmill Boulevard to McLaughlin Road	4	Bike Lanes	1
RR2022	*Gillingham Drive - Bovaird Drive to Main Street	5	Bike Lanes	0.6
RR2022	***Jayfield Road - Jordan Boulevard to North Park Drive	8	Shared Roadway	1.1
RR2022	***Peter Robertson Boulevard - Dixie Road to Bramalea Road	9	Bike Lanes	1.5
RR2022	*Mountainberry Road - Mountainash Road to Snowcap Road	10	Shared Roadway	1.6
RR2022	Mill Street from Harold Street to Queen Street – Reinstate only	3	Shared Roadway	-
ATMP	*Centre Street - Clarence Street to Haslemere Avenue	3	Shared Roadway	0.4
ATMP	*Harold Street - Main Street to 340 m West of McMurchy Avenue	3	Bike Lanes	1
ATMP	*Black Forest Drive - Bramalea Road to Fernforest Drive	9	Bike Lanes	0.7
ATMP	*Balmoral Drive - Bramalea Road to Torbram Road	7	Bike Lanes	1.9
ATMP	*Glenvale Boulevard - Queen Street East to Central Park Drive	8	Bike Lanes	0.7
ATMP	*Central Park Drive - Bramalea Road to Torbram Road	8	Bike Lanes	2
ATMP	**Claireville Rec. Trail North - Valleycreek Dr to south of Queen Street	8	Recreational Trail	3.8
ATMP	*Bartley Bull Parkway - Etobicoke Creek RT (Main Street South) to Orchard Drive	3	Bike Lanes	1.1
ATMP	Orchard Drive/Hartford Trail - Bartley Bull Parkway to Etobicoke Creek Rec. Trail	3	Bike Lanes	0.5
ATMP	*Cloverdale Drive - Chinguacousy Recreational Trail to Central Park Drive	7	Shared Roadway	0.1
ATMP	Church Street - Mill Street to Kennedy Road	1	Bike Lanes	1.71
ATMP	Peter Robertson Boulevard - Sunny Meadow Boulevard to Mountainash Road	9	Bike Lanes	0.69
ATMP	Elbern Markell Drive - Bovaird Drive to Queen Street	5	Bike Lanes	3.2
ATMP	Royal West Drive - Williams Parkway to Queen Street	5	Bike Lanes	1.94
RR2023	Conestoga Drive - Kennedy Road to Sandalwood Parkway	2	Bike Lanes	0.7
RR2023	Olde Town Road - Fletchers Creek Boulevard to Whitewash Way	1	Bike Lanes	0.4
NTMG	Laurelcrest Street - Vodden Street to Queen Street	7	Bike Lanes	0.9
NTMG	Fernforest Drive - Countryside Drive to Sandalwood Parkway – Reinstate	9	Upgrade to Bike Lanes	-
<b>TOTAL</b>				<b>29.2</b>

\* project deferred from 2022 due to resourcing issues and weather delays

\*\* under construction

\*\*\* road resurfacing complete

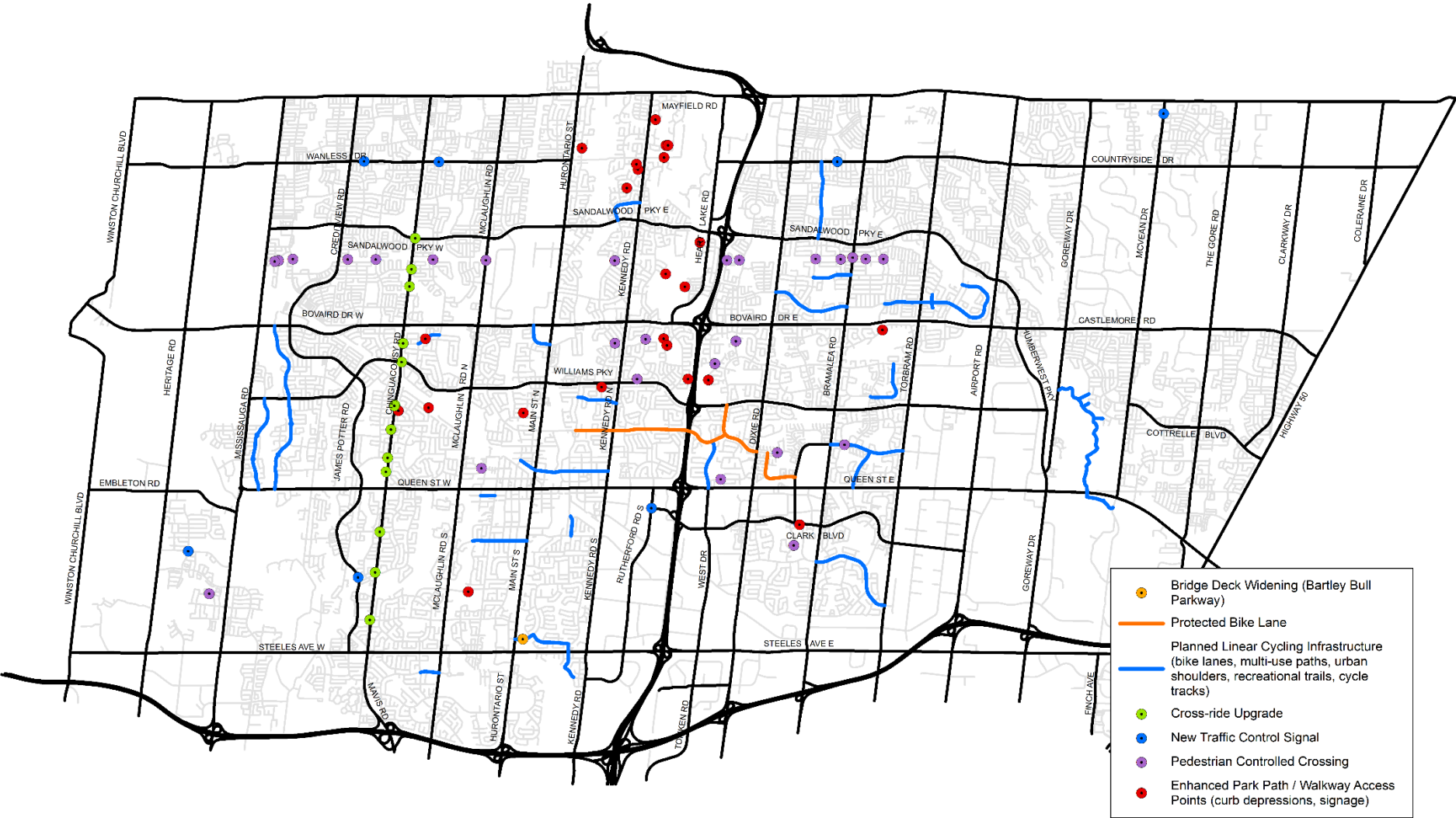
## Appendix G: 2023 'Fix-it' Locations








Program	Location	Ward	Facility Type
E-W Cycling Cor.	Howden Boulevard, west of Horton Crescent	7	Pedestrian Crossover
Fix-it	Flower City Rec. Tr and McLaughlin Rd (Ward 2, 6)	2, 6	Pedestrian Crossover
Fix-it	Flower City Rec. Trail and Bramalea Rd (Ward 9)	9	Pedestrian Crossover
Fix-it	Flower City Rec. Tr at Sunny Meadow Blvd (Ward 9)	9	Pedestrian Crossover
Fix-it	Conestoga Drive and Ruth Avenue (Ward 2)	2	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Tysonville Circle (Ward 6)	6	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Aldersgate Drive (Ward 6)	6	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Veterans Drive (Ward 6)	6	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Legate Street (Ward 6)	6	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Brisdale Drive (Ward 6)	6	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Edenbrook Hill Dr (Ward 6)	6	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Checkerberry Cres (Ward 9)	9	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Geddes Lane (Ward 9)	9	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Fernforest Drive (Ward 9)	9	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Sprucelands Ave (Ward 9)	9	Pedestrian Crossover
Fix-it	Flower City Rec. Trail at Maidengrass Road (Ward 9)	9	Pedestrian Crossover
Taffic Ops	Trail at Central Park Dr, east of Goldcrest Rd/Glenforest Rd	8	Pedestrian Crossover
ATMP	Hinchley Wood Grove at Park Path (south of Wildercroft Ave)	5	Pedestrian Crossover
ATMP	Langston Drive at Park Path (Simmons Boulevard)	5	Pedestrian Crossover
ATMP	Crawley Drive at Caledon Court	7	Pedestrian Crossover
ATMP	Denison Avenue at Fletchers Creek Trail	1	Pedestrian Crossover
ATMP	Nuffield Road at Esker Lake Recreational Trail	7	Pedestrian Crossover
ATMP	Nasmith Street at Esker Lake Recreational Trail	7	Pedestrian Crossover
ATMP	Lambeth Street at Esker Lake Recreational Trail	7	Pedestrian Crossover
ATMP	Edinburgh Drive at Bramwest Park Path	6	Pedestrian Crossover
RR2023	Atkins Circle (path to Atkins Parkette between houses 108 and 110)	3	Curb Depression
RR2023	Olde Town Road (path to Native Landing Parkette between houses 29 and 31)	5	Curb Depression
RR2023	Ravenscliffe Court (to Ravenscliffe Parkette)	5	Curb Depression
ATMP	Showboat Crescent (at ECT ELT connection)	5	Curb Depression
ATMP	Nuttall Street at Franceschini Bridge	7	Curb Depression
ATMP	Rocky Point at Franceschini Bridge	1	Curb Depression
ATMP	Stoneylake Avenue at Showboat Crescent	7	Curb Depression
ATMP	Colonel Bertram Blvd at Park Path (north of Conservation Dr.)	2	Curb Depression
ATMP	Mount Forest Drive (next to house # 24)	2	Curb Depression
ATMP	Mount Forest Drive (next to house # 27)	2	Curb Depression
ATMP	Fernbrook Crescent (next to house # 36)	2	Curb Depression

### Appendix G: 2023 'Fix-it' Locations (continued)

Program	Location	Ward	Facility Type
ATMP	Christie Drive (West)	2	Curb Depression
ATMP	Christie Drive (East)	2	Curb Depression
ATMP	Conservation Drive east of Regentview Drive	2	Curb Depression
ATMP	Forestgrove Circle	2	Curb Depression
ATMP	Moorehead Crescent	2	Curb Depression
ATMP	Shiff Crescent	2	Curb Depression
ATMP	Cloverdale Drive at Chinguacousy Trail	7	Curb Depression
ATMP	125 Professors Lake Parkway	8	Curb Depression
RR2022	Reeve Road (between houses 27 & 45)	1	Curb Depression
RR2022	Carter Drive (between houses 14 & 18)	1	Curb Depression
RR2022	Traverston Court (between houses 44 & 46)	2	Curb Depression
RR2022	Marc Court (between houses 8 & 10)	3	Curb Depression
Traffic Signals	Wanless Drive and Edenbrook Hill Drive	6	New Traffic Signals
Traffic Signals	Wanless Drive and Thornbush Boulevard	6	New Traffic Signals
Traffic Signals	James Potter Road and Dusk Drive	4	New Traffic Signals
Traffic Signals	McVean Drive and Squire Ellis Drive	10	New Traffic Signals
Traffic Signals	Rutherford Road and Clark Boulevard	3	New Traffic Signals
Traffic Signals	Countryside Drive and Fairservice Drive	9	New Traffic Signals
Traffic Signals	Rivermount Road and Lionhead Golf Club Road	6	New Traffic Signals
Bridge Rehab	Bartley Bull Parkway - bridge over Etobicoke Creek Trail	3	Bridge Deck Widening
Zum Implementation	Chinguacousy Road - AT Intersection Improvements	4,5,6	Crossing Upgrade

<b>PEDESTRIAN CROSSOVER TOTAL</b>	<b>25</b>
<b>CURB DEPRESSION TOTAL</b>	<b>23</b>
<b>TRAFFIC SIGNAL TOTAL</b>	<b>13</b>
<b>CROSSING UPGRADE TOTAL</b>	<b>7</b>



-  Bridge Deck Widening (Bartley Bull Parkway)
-  Protected Bike Lane
-  Planned Linear Cycling Infrastructure (bike lanes, multi-use paths, urban shoulders, recreational trails, cycle tracks)
-  Cross-ride Upgrade
-  New Traffic Control Signal
-  Pedestrian Controlled Crossing
-  Enhanced Park Path / Walkway Access Points (curb depressions, signage)



## Appendix I: 2023 Walking and Cycling Culture Update

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

- *Bike the Creek Event* – The return of an in-person Bike the Creek in 2022 was a success with over 1350 participants registered. The 2023 event is scheduled to take place on Saturday June 10, 2023. Bike the Creek is the City's signature cycling event aimed at encouraging people of all ages to explore the City by bike.
- *Electric Kick-style Scooter Pilot Program* – The Shared Electric Scooter Pilot project will launch on April 1, 2023. The pilot program will allow staff to assess the performance and operation of a micromobility system under a test environment and gather data to support recommendations for a permanent solution.
- *Trail Bike/Pedestrian Counters* – Collecting data to monitor pedestrian and cyclist behaviour will help the city to evaluate the effectiveness of various initiatives recommended in the ATMP. The City has implemented new technology to collect pedestrian and cyclist data at two new traffic control signal locations in the City. The City will also be installing 4 new pedestrian/bicycle counters along recreational trails this spring.
- *Bicycle Repair Stands* – The City will be installing 7 bicycle repair stands along the cycling network in 2023. The repair stands will be strategically located together with other cycling amenities (water fountain, washrooms) to create rest areas across the City.
- *Pedal Poll* - Pedal Poll is a nation-wide bike count where volunteers stationed across the country observe cyclists passing by, collecting valuable data on who is biking and where. Communities collect data that can be compared regionally, nationally, and internationally. For a second year, Brampton participated in the data collection and in 2022 identified as a focused community. A summary of the count has not yet been released for 2022 and staff (together with volunteers from the cycling community) plan to participate in the Pedal Poll again in 2023.
- *Brampton Bike Hub* - Different Spokes, Brampton's do-it-yourself (DIY) bike hub, was opened in August 2022 as a partnership between the City, the Region and PCHS. The bike hub aims to empower people that use bicycles for transport by providing the tools, parts and training necessary for bike repairs, free of charge in a welcoming environment. Open to the surrounding community, the hub draws in folks not typically seen in cycling spaces with 3 days of DIY hours, focused workshops, a bicycle library, a mentorship program and social rides. By providing the space for the hub, the City aims to make cycling accessible, affordable and barrier-free for all.
- *Bike Month / Bike to Work Day* - Bike Month is celebrated across the GTHA. In Brampton, this would typically be kicked-off with Bike to Work Day (B2WD)



celebrations on the last Monday of May and stretch all the way to the end of June. After a 3-year hiatus, the Transportation Planning Group will be reinstating B2WD and provide a celebration of cycle commuting within the downtown. Bike Month promotions would also include events like Bike the Creek and a social media campaign to encourage residents to use a healthier mode of transportation.

- *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 with the focus to help Brampton businesses be prepared to welcome cycling visitors, create a positive experience for cycle tourists and provide bike support as required. As a part of last year's program 9 new 'Bike Friendly Community' branded bike racks were installed in the downtown.

## **Appendix J: 2023 Brampton Cycling Advisory Committee Update**

The following are highlights from the Brampton Cycling Advisory Committee in 2022:

- Helped plan and deliver 8th annual Bike the Creek event.
- Participated in Vélo Canada Bikes' National Pedal Poll.
- Helped organize and participate with in the Earth Day event at Norton Place Park. Organized and led bike rides from 3 different locations to the Earth Day event site.
- Two members attended Share the Road's Ontario Bike Summit – cycling conference.
- Participated in PSARTS (Peel Safe and Active Routes to School) committee to encourage active transportation to schools.
- Participated in Farmer's Market Bike Valets, providing attendees an opportunity to park their bikes while they shopped while allowing valet organizers the opportunity to advise the public on upcoming cycling events and programs.
- Planned and led 14 Community Rides from May to September.
- BCAC member conducted a 4-week campaign to document and send 16 reports to 311 regarding illegal parking in the Vodden Street bike lanes. Another member researched bike lane infraction fines in other communities across Canada.
- Provide advice on bike signal timing at new cross-rides.
- Provided advice on intersection treatment options around bike lane safety.
- Engaged Region of Peel staff regarding issues at regional road intersections, with the purpose of improving safety for vulnerable road users.

**Date:** 2023-02-13

**Subject:** Request to Begin Procurement – 2023 Road Resurfacing - All Wards

**Contact:** Pankaj Kohli P.Eng., PMP Supervisor, State of Good Repair, Capital Works, Public Works & Engineering

**Report Number:** Public Works & Engineering-2023-196

**Recommendations:**

1. That the report titled: **Request to Begin Procurement – 2023 Road Resurfacing – All Wards**, dated February 13, 2023, to the Committee of Council Meeting of March 8, 2023, be received;
2. That the Purchasing Agent be authorized to commence the procurement for the 2023 Road Resurfacing – All Wards.

**Overview:**

- **This report seeks Council approval to authorize the Purchasing Agent to commence procurement for the 2023 Road Resurfacing Program improvements including active transportation measures on the Cycling Corridor, new transit pads, and fully recoverable road resurfacing works to be completed on behalf of the Region of Peel**

**Background:**

The annual Road Resurfacing Program is developed through the evaluation of pavement condition ratings, managed by the Technical Support Services section of Capital Works.

The program is coordinated with Transportation Planning, Region of Peel and other Public Utility Coordinating Committee (PUCC) members to determine the needs to maintain the current levels of service for City roads and infrastructure. The roads that have been identified for resurfacing are listed in Appendix A – All Wards.

## **Current Situation:**

The Public Works & Engineering Department is prepared to begin the procurement for the 2023 Road Resurfacing.

This program has been developed within the approved 2023 Council Capital Budget.

The scope of the 2023 Road Resurfacing Program includes eighteen (18) street locations as well as seven (7) provisional street sections including active transportation in the Cycling Corridor. There may be a need to adjust the street list once the procurement process is complete in which case streets may be removed, replaced and/or provisional streets may be added. Below are typical reasons why the street list may be adjusted:

- The bid prices exceeds the budget amount
- Unforeseen conflicts in which a street may be deferred
- Where realized savings can be utilized to complete an additional street(s)

Work under this program includes removal and replacement of deficient asphalt surfaces, concrete curbs, sidewalks and storm sewers, construction of new transit pads and the addition of active transportation measures as identified in the Active Transportation Master Plan. Separated bicycle lanes are being constructed along the East-West Cycling Corridor to replace the current interim painted bike lanes (excluding the portions that conflict with the Region of Peel Utility work). Cyclists will be separated from motor traffic by precast permanent concrete curbs with hazard marker bollards intended to provide a safer and more comfortable cycling option. The East-West Cycling Corridor is a 7-km cycling route across Brampton, linking the destinations such as Downtown Brampton, Duggan Park, Century Gardens Recreation Centre, North Park Secondary School, Chinguacousy Park and a number of other amenities along Vodden Street, Howden Boulevard and Hanover Road.

Pending Council approval, the anticipated timing for the start of construction is spring 2023 with completion in fall of 2023.

## **Corporate Implications:**

### Financial Implications:

Departmental staff in Public Works & Engineering and Transit Operations have identified sufficient funding within the 2023 Capital Budget for road resurfacing and new transit bus pads, subject to Council approval. Any additional resurfacing works to be completed on behalf of the Region of Peel is fully recoverable from the Region. Funding for the East-West Cycling Corridor (Vodden Street, Howden Boulevard and Hanover Road) is approved and available within Active Transportation Master Plan Implementation Projects.

## Other Implications:

### **Purchasing Implications**

A public Procurement Process will be conducted and the lowest compliant Bid will be eligible for contract award. Purchase approval shall be obtained in accordance with the Purchasing By-law.

All communication with Bidders involved in the procurement must occur formally, through the contact person identified in the Bid Document

### **Term of Council Priorities:**

The goal to keep people moving efficiently by investing in new infrastructure and maintaining it in a state of good repair in the “Move and Connect” priority is met utilizing good construction practices to prolong the life of Brampton’s roads and related infrastructure.

The “Good Government” priority is also realized by the joint partnership with the Region of Peel in combining construction projects to save on restoration costs and minimize inconvenience to the public.

The implementation of the Active Transportation Master Plan (ATMP) within the limits of the streets to be resurfaced supports the “Brampton is a Green City” priority with the addition of bike lanes, urban shoulders and depressed curbs at cycling facilities and trails.

### Living the Mosaic – 2040 Vision:

The road resurfacing program supports the 2040 Vision:

Vision 1, Sustainability and the Environment, is being support with the planting of up to 200 new trees and by using recycled asphalt in our new asphalt hot mix’s and by the use of crushed recycled concrete in lieu of virgin stone aggregate.

Vision 4, *Transportation and Connectivity*, by maintaining the road network in a state of good repair for all modes of transportation, and the movement of goods.

### **Conclusion:**

In conclusion, this report recommends that the Purchasing Agent be authorized to commence the procurement for 2023 Road Resurfacing, as described in this report.



Authored by:

Reviewed by:

---

Pankaj Kohli  
Supervisor, State of Good Repair  
Contracts, Capital Works  
Public Works & Engineering

---

Sunil Sharma  
Director  
Capital Works  
Public Works & Engineering

Approved by:

Approved by:

---

Marlon Kallideen  
Acting Commissioner  
Public Works & Engineering

---

Marlon Kallideen  
Chief Administrative Officer  
Office of the CAO

**Attachments:**

Appendix A: 2023 Road Resurfacing List and Map

**2023 PRELIMINARY ROAD REHABILITATION PROGRAM - All Wards**  
**SUBJECT TO COUNCIL APPROVAL AND P.U.C.C. REVIEW**

# COUNT	WARD	STREET INDEX	ROAD NAME	FROM DESCRIPTION	TO DESCRIPTION
1	1	F3	BAGSHOT GT	GARDEN AV	ARCHIBALD ST
2	1	F3	MURRAY ST (N)	WILLIAMS PY	GARDEN AV
3	1	G3	VODDEN ST	KENNEDY RD	15m EAST of CENTRE ST (N)
4	1	H3	VODDEN ST	200m EAST OF ARCHDEKIN	KENNEDY RD
5	2	G2	CONESTOGA DR	SANDALWOOD PKWY	KENNEDY RD
6	2	G2	SANDALWOOD PKWY	SUNFOREST DR	HURONTARIO ST
7	3	H4	RUTHERFORD RD	QUEEN ST	CLARENCE ST
8	4	E5	SCARLETT DR	WINDMILL BV	O_HARA PL
9	5	E3	ALLOWAY GT	ATKINS CL	MAJOR WM. SHARPE DR
10	5	E3	ATKINS CL	MAJOR WM. SHARPE DR	ATKINS CL
11	5	E3	SANFORD CR	GRETNA DR	HORWOOD DR
12	5	E3	SHERWOOD CR	SANFORD CR (S)	SANFORD CR (N)
13	5	E3	SMYE CT	ATKINS CL	END
14	6	E2	SANDALWOOD PY	McLAUGHLIN RD	QUEEN MARY DR
15	7	I3	HOWDEN BV	DIXIE RD	VODDEN ST
16	7	I3	VODDEN ST	HOWDEN BV	LANDSOWNE DR
17	7	J3	HILLDALE CR	CENTRAL PARK DR (W)	HYDE PARK CT
18	7	J3	HANOVER RD	HOWDEN BV	CENTRAL PARK DR
PROVISIONAL STREETS					
1	4	E5	DINO CT	BLUE BONNET DR	END
2	5	E3	RAVENSCLIFFE CT	MUIRLAND CR	END
3	7	J3	HEDLEY CT	HILLDALE CR	CUL-DE-SAC
4	7	J3	HEMLARK CT	HINDQUARTER CT	END
5	7	J3	HILDA CT	HARDCASTLE CT	END
6	7	J3	HINDQUARTER CT	HERNON CT	END
7	7	J3	HURONIA CT	HEDLEY CT	END

# 2023 ROAD REHABILITATION PROGRAM

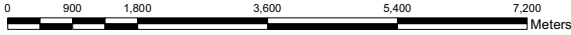


A B C D E F G H I J K L M N O P Q R

1  
2  
3  
4  
5



SCALE : 1:32,000



**Legend**

- 2023 ROAD PROGRAM
- 2023 ROAD PROGRAM - PROVISIONAL
- 2023 ROAD PROGRAM - CYCLING CORRIDOR ONLY



Updated: February 24, 2023

**Date:** 2023-03-01

**Subject:** **Request to Begin Procurement for Plumbing Services at various City Facilities for a three (3) year period.**

**Contact:** Dale Turpin, Supervisor, Contracts and Client Services

**Report Number:** Public Works & Engineering-2023-243

**Recommendations:**

1. That the report from Dale Turpin, Supervisor, Contracts and Client Services titled: Request to Begin Procurement Report for Plumbing Services at various City facilities for a three (3) year period, (File ACX.PL) to the Committee of Council Meeting of March 8, 2023, be received; and
2. That the Purchasing Agent be authorized to commence the procurement for plumbing services at various City facilities for a three (3) year period.

**Overview:**

- The purpose of this report is to obtain Council authorization to begin procurement for plumbing services at various City facilities for a three (3) year period with the option to renew for two (2) additional one (1) year periods.

**Background:**

A public procurement process was conducted in 2017 to establish a three year contract for the provision of plumbing maintenance services at City facilities. This contract included two year renewal options which were exercised. The current contract will expire May 31, 2023.

## **Current Situation:**

With the current contract coming to an end and to be compliant with recent legislative requirements, a procurement process is required in order to establish a new contract for preventative and demand maintenance plumbing services for a three (3) year period with the renewal options of two (2) additional one (1) year periods. It is the City's expectation that the facilities serviced through this contract receive a cost effective and corporate wide standard for plumbing services.

## **Corporate Implications:**

### Purchasing Comments:

A public procurement process will be conducted and the submissions shall be evaluated in accordance with the published evaluation process within the bid document. Purchase approval shall be obtained in accordance with the Purchasing By-law.

All communication with Bidders involved in the procurement must occur formally, through the contact person identified in the Bid Document.

### Financial Implications:

Funding for this service will be through various operating cost centers throughout the Corporation. Departmental staff has identified sufficient funding in the 2023 Operating budget for year 1 of the initial term of the contract, subject to Council approval. Departmental staff will ensure that sufficient funds will be requested in annual operating budget submissions for year 2 and 3 of the initial term and additional 2 optional years of 1 year each subject to Council approval.

## **Term of Council Priorities:**

This report supports the Term of Council Priority "Brampton is a Well-Run City", continuously improving the day-to-day operations of the Corporation by streamlining service delivery, effectively managing municipal assets, and leverage from continuous improvement.

### Living the Mosaic – 2040 Vision

This report aligns with the 2040 Vision by streamlining service delivery and effectively managing municipal assets as a well-run city.

## **Conclusion:**

This report recommends that the Purchasing Agent be authorized to commence the procurement as described in this report.



Authored by:

Reviewed by:

---

Dale Turpin  
Supervisor, Contracts and Client  
Services, Facilities Operations and  
Maintenance, Public Works &  
Engineering

---

Nissar Ahamed  
Director, Facilities Operations &  
Maintenance, Public Works & Engineering

Approved by:

Approved by:

---

Marlon Kallideen  
Interim Commissioner  
Public Works and Engineering

---

Marlon Kallideen  
Chief Administrative Officer

March 2, 2023

Sent via E-Mail: [Peter.Fay@brampton.ca](mailto:Peter.Fay@brampton.ca)

City of Brampton  
Peter Fay, City Clerk  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Mr. Fay,

**RE: STAFF REPORT 2023-0072: NEW TRANSIT SERVICE ON DIXIE ROAD, NORTH OF MAYFIELD ROAD**

I am writing to advise that at the Town Council meeting held on February 28, 2023, Council adopted a resolution requesting that the City of Brampton expand Brampton Transit service throughout the major corridors north of Mayfield Road.

The resolution read as follows:

*That transit service provided by Brampton Transit be expanded to include Dixie Road, north of Mayfield Road as outlined in Figure 1 of Staff Report 2023-0072;*

*That the Mayor and Clerk be authorized to execute the necessary agreements with the City of Brampton for the expanded transit service;*

*That the expansion be funded from the Provincial Gas Tax Reserve up to the estimated cost of \$60,000 annually; and*

*That a copy of this report be forwarded to the City of Brampton and Brampton Transit.*

A copy of Staff Report 2023-0072 has been enclosed for your reference. For more information regarding this matter, please contact the Arash Olia, Manager, Transportation Engineering for the Town of Caledon directly by e-mail to [Arash.Olia@caledon.ca](mailto:Arash.Olia@caledon.ca) or by phone at 905.584.2272 ext. 4073.

Thank you for your attention to this matter.

Sincerely,



Laura Hall, Director, Corporate Services / Town Clerk

c: Arash Olia, Manager, Transportation Engineering, Town of Caledon, [Arash.Olia@caledon.ca](mailto:Arash.Olia@caledon.ca)  
Alex Milojevic, General Manager, Transit, City of Brampton, [Alex.Milojevic@brampton.ca](mailto:Alex.Milojevic@brampton.ca)

## Staff Report 2023-0072

---

Meeting Date: February 7, 2023

Subject: New Transit Service on Dixie Road, North of Mayfield Road

Submitted By: Arash Olia, Manager, Transportation Engineering, Engineering Services

---

### RECOMMENDATION

That transit service provided by Brampton Transit be expanded to include Dixie Road, north of Mayfield Road as outlined in Figure 1 of Staff Report 2023-0072;

That the Mayor and Clerk be authorized to execute the necessary agreements with the City of Brampton for the expanded transit service;

That the expansion be funded from the Provincial Gas Tax Reserve up to the estimated cost of \$60,000 annually; and

That a copy of this report be forwarded to the City of Brampton and Brampton Transit.

### REPORT HIGHLIGHTS

- In 2022, Council directed staff to work with Brampton Transit to explore the feasibility of expanding transit services throughout major corridors north of Mayfield Road and report back to Council on the level of service and budget implications.
- Brampton Transit is currently providing local transit services in Southfields Village and Tullamore.
- Staff believe there are enough employment uses along Dixie Road north of Mayfield Road to support a positive business case for the expansion of transit services on Dixie Road.
- Brampton Transit is prepared to provide this transit service on the Town's behalf, subject to cost recovery.
- The service will improve safety of pedestrians as they do not have to walk along the road to reach to their working places.

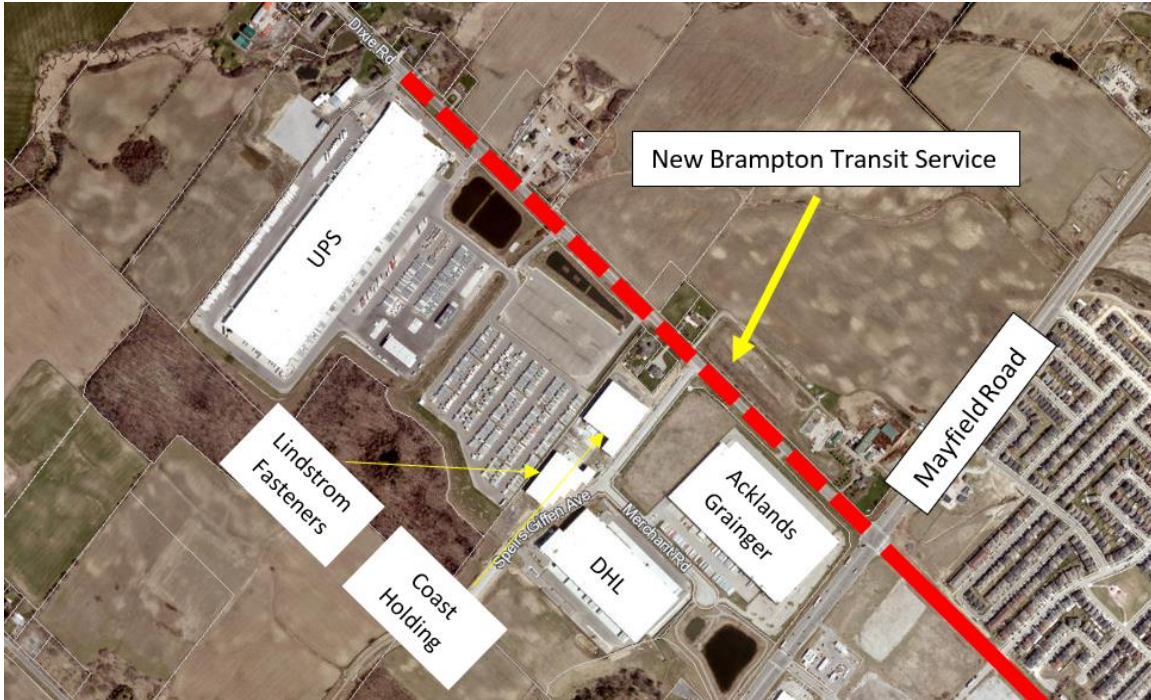
### DISCUSSION

In 2022, Council directed staff to work with Brampton Transit to explore the feasibility of expanding transit services throughout major corridors north of Mayfield Road, including the Dixie Road corridor.

#### **Employers along Dixie Road have Requested Transit Services**

Several large employers along Dixie Road informed the Town that approximately 30% of their employees are using transit to commute to and from work. Given transit services currently end

south of Mayfield Road, many employees have no choice but to walk the last Kilometre north on Dixie Road to their place of work. Dixie Road is still in a rural condition, so there are no existing sidewalks or streetlighting available for pedestrians. This creates a challenging and potentially unsafe situation for pedestrians walking along this stretch of the road. Accordingly, several employers requested the Town expand transit services along Dixie Road, north of Mayfield Road, as illustrated in Figure 1 below.



**Figure 1: Proposed New Transit Service on Dixie Road**

**Based on Expected Ridership, there is a Positive Business Case for Transit Services on Dixie Road**

Over the last several months, Town Transportation staff have investigated the viability and logistics of establishing a transit route on Dixie Road in consultation with Economic Development, Brampton Transit and the local employers. Through this work, it was determined that the existing employers employ a total of approximately 1,500 people, 500 of whom use transit daily to commute to work. After the ridership demand had been quantified, it was determined that there was a positive business case for the expansion of transit services north on Dixie Road.

**A Bus Loop will be Accommodated on the UPS Property**

During the route planning stage, Transportation Engineering staff, Brampton Transit staff and representatives from UPS developed a bus route that would allow northbound buses to turn around using the two existing driveways at the UPS facility on an interim basis. This

arrangement provides UPS employees with direct access to transit at the door step and greatly improves the operational efficiency of the transit service. It is to be noted that the Region has been working on a capital project to urbanize this section of the road to 4 lanes with sidewalk on the east side and multi-use trail on the west side, which is expected to be completed by 2024.

**Brampton Transit Prepared to Provide Peak Hours, Mid-Day and Evening Service on Dixie Road**

Based on the business case and service plan, Brampton Transit is positioned to provide a total of nine trips per day to align with shift changes (AM and PM peak, mid-day and evening). It is anticipated that the new transit service on Dixie Road can be implemented by Q3-2023, subject to budget approval.

**FINANCIAL IMPLICATIONS**

The net cost to the Town for Brampton Transit to provide transit services along Dixie Road north of Mayfield Road is estimated to be \$60,000 per year. For 2023, it is being recommended that this expansion in service be funded from the Town's Provincial Gas Tax Reserve (current balance \$1,053,526). This expansion is eligible for funding from the Provincial Gas Tax funds for future budgets to support the ongoing cost of providing transit services on Dixie Road (costs located in and will be added to the Transit cost centre (GL 01-09-500-49116-365-62331)).

Ontario's Gas Tax program supports public transit in municipalities across Ontario by providing two cents per litre of provincial Gas Tax to improve and expand transit based on population, ridership and the municipality's own spending on transit. Provincial gas tax funds received based on previous municipal transit funding have been allocated to reserves pending the expansion of Transit services in Caledon.

In the future, if additional funding is required, it will be included as part of the annual budget approval process for Council consideration.

**NEXT STEPS**

Subject to Council approval, Transportation Engineering staff will make the necessary arrangement with Brampton Transit for the expansion of transit service on Dixie Road and in consultation with the Corporate Communication and Economic Development, develop a communication plan to inform the residents and employers of the new service in 2023.