

AtkinsRéalis



EA Addendum Technical Memorandum

Regional Municipality of Peel

19 March 2025

Project Number: 699631

ARTERIAL ROADS WITHIN THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN (AREA 47) - PART A

SCHEDULE 'C' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Notice

This document and its contents have been prepared and are intended solely as information for Regional Municipality of Peel and use in relation to this Technical Memorandum in support of the Class C Environmental Assessment Addendum for Arterial Roads within the Highway 427 Industrial Secondary Plan (Area 47) - Part A.

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1. Introduction

The Regional Municipality of Peel (Region) has engaged AtkinsRéalis Canada Inc. (AtkinsRéalis) to undertake an Addendum to the Schedule 'C' Municipal Class Environmental Assessment of Arterial Roads within the Highway 427 Industrial Secondary Plan (Area 47) – Part 'A', located in the City of Brampton, Ontario. This technical memorandum has been prepared in support of the Environmental Assessment Addendum process, and has the following objectives:

- Describe the issue that requires an amendment to the original Environmental Study Report (ESR), and why the changes are needed;
- Identify alternative solutions for addressing the issue;
- Provide a physical description of the project area and a general inventory of the natural, social, built and economic environments which are to be considered when reviewing the effects of a project in that area;
- Identify the magnitude of the net potential positive and negative impacts of the project;
- Identify mitigating measures; and,
- Evaluate alternative solutions.

1.1 Background

The Regional Municipality of Peel (Region) and the City of Brampton (City) have undertaken a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Phases 3 & 4 study for Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47) to consider a wide range of options for transportation improvements to satisfy future capacity needs.

The City and Region retained WSP E&I Canada Limited (Formerly Wood Environment & Infrastructure Solutions), to address the requirements of the Class EA for Area 47. This study considered development, and commuter demands within Area 47 through provision of new, and expansion of existing, arterial roadways. Due to the complexity of the study area and related roadway improvements, the Class EA was divided into two parts, with Part 'A' undertaken by the Region, and Part 'B' undertaken by the City. The limits of Part 'A' and Part 'B' are shown in **Figure 1-1**.



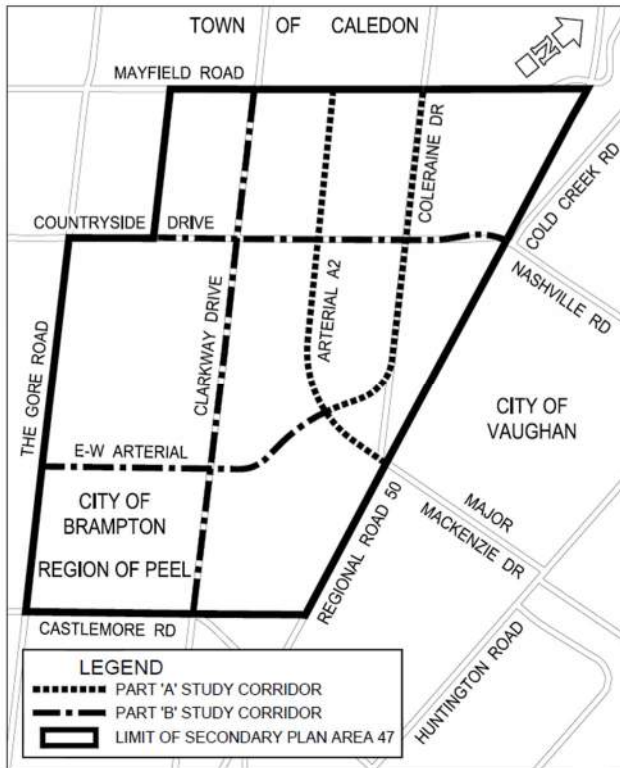


Figure 1-1 – Class EA Study Area¹

Part 'A' of the Highway 427 Industrial Secondary Plan (Area 47) includes:

- The new north-south arterial road (Arterial Road A2), extending from Mayfield Road to the intersection of Major Mackenzie Drive and Regional Road 50; and,
- Coleraine Drive, extending south from Mayfield Road to Arterial Road A2.

As a result of the study, two (2) new arterial roads will be constructed between Clarkway Drive and Coleraine Drive. Arterial Road A2 will be a new north-south arterial that extends from Mayfield Road to the north, intersecting the new East-West Arterial Road, and terminating at the intersection of Major Mackenzie Drive and Highway 50 (Regional Road 50) to the south. The new East-West Arterial Road will create an east-west connection between The Gore Road and Coleraine Drive. The development of these new arterial roads and supporting improvements to the surrounding road network will provide additional capacity to improve transportation efficiency, improve congestion, and support expected future growth.

Through the course of the Class EA process, it was found that the development of Arterial Road A2 and the East-West Arterial Road from Coleraine Drive, if unmitigated, would create land access issues for the property parcels south of the intersection of Arterial Road A2 and Coleraine Drive. This was documented in the ESR (WSP, 2022) and detailed in the *Secondary Plan Area (Area 47) Access Management Report* (Wood, 2021) which is appended to the ESR.

¹ Source: Region of Peel Class EA website (<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/arterial-roads-hwy-427.asp>). Accessed: May 24, 2024.



1.2 Previous Studies

The following studies have been completed for the Project area:

- *Municipal Class Environmental Assessment Schedule 'C' Environmental Study Report (ESR) for Highway 427 Industrial Secondary Plan (Area 47) – Part A.* (WSP, 2022).
- *Secondary Plan Area (Area 47) Access Management Report* (Wood, 2021) found in Appendix D-2 of the ESR.
- *City of Brampton Official Plan Amendment OP2006-105, Highway 427 Industrial Secondary Plan (Area 47), City of Brampton 2024 Official Plan* (City of Brampton, 2014).
- *Master Environmental Servicing Plan for Highway 427 Industrial Secondary Plan Area ("Area 47")* (Aquafor Beech, 2016).
- *Rainbow Creek Master Environmental Servicing Plan Addendum* (Savanta, 2019)

2. Rationale for EA Addendum

As a result of the proposed realignment of Coleraine Drive, three (3) property parcels will be cut off from existing road access at Coleraine Drive. These parcels are located east of Rainbow Creek and south of the proposed intersection of Arterial Road A2 and Coleraine Drive.

Without mitigation, a lack of access to a public road has the potential to negatively impact property owners and businesses, as well as limit options for future land use. Therefore it is in the interest of the Region, City and all stakeholders to identify a solution to address the access problem.

To maintain access to these land parcels, new access solution(s) would need to be developed prior to the construction of Arterial Road A2. The existing connections to Coleraine Drive will be available until such time that Arterial Road A2 is built, or the new Single-Point Urban Interchange (SPUI) interchange at Highway 50 (Regional Road 50) is built.

The subject parcels are shown in **Figure 2-1**, and include parts of the following properties:

Parcel 1:	10410 Coleraine Drive PIN 14213-0074
Parcel 2:	10514 Coleraine Drive PIN 14213-0075
Parcel 3	10568 Coleraine Drive PIN 14213-0078



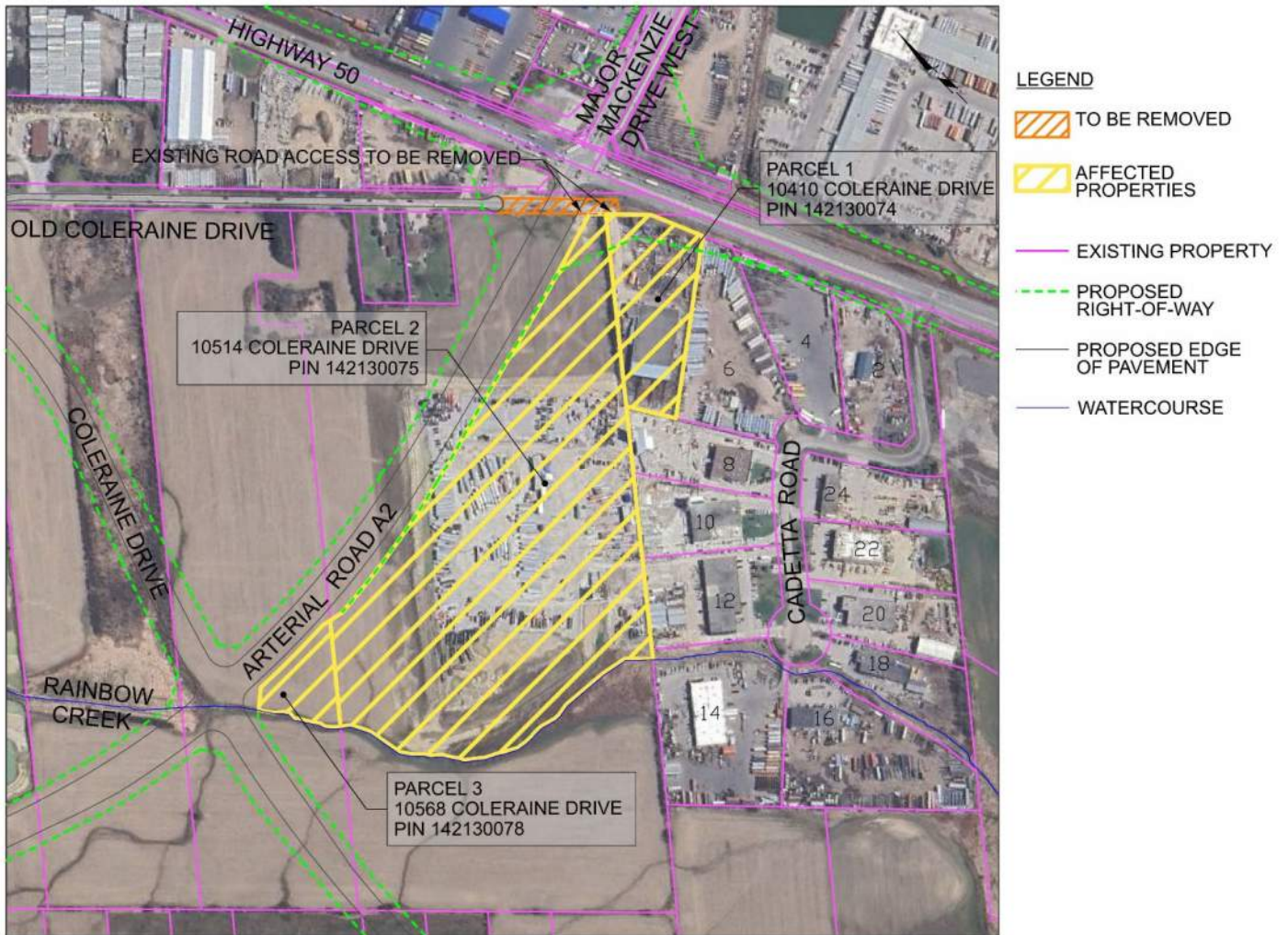


Figure 2-1 – Location of Subject Property Parcels

This EA Addendum proposes options to address property access challenges for Parcels 1 and 2, located at 10410 Coleraine Drive and 10514 Coleraine Drive, respectively. Parcel 3, located at 10568 Coleraine Drive, has been excluded from this EA Addendum due to development constraints, including location within the City of Brampton’s Natural Heritage System (NHS) area (Aquafor Beech, 2016) and limited parcel size.

2.1 Objective

The objectives of this EA Addendum are to:

1. **Identify alternative options** to address the property access issues anticipated due to arterial road development and related road improvements.
2. **Screen alternative options** for feasibility. Feasible options must:
 - i. Meet all applicable Region and City standards and requirements.
 - ii. Minimize negative impacts where possible, to natural, social, built and economic environments; and,

- iii. Provide road access to affected properties or equivalent alternative arrangements to resolve access issues.

3. Evaluate alternative options

- 4. Identify a preferred solution in the interest of stakeholders, including the City, Region, landowners, and business owners.

3. Project Area

The lands subject to the EA Addendum are located in the northeast area of the City of Brampton, within the Regional Municipality of Peel. They are bound by the proposed Arterial Road A2 to the north, Highway 50 (Regional Road 50) to the east, Rainbow Creek to the west, and developed properties on Cadetta Road to the south. The existing land use includes developed industrial land and rural / agricultural lands.

The parcels with affected access are shown in **Figure 3-1** in relation to key features in the area. The proposed right-of-way allowance shown reflects the ultimate condition road layout from the ESR, including the right-of-way allowance required for the planned future development of a Single-Point Urban Interchange (SPUI) connection at Highway 50 (Regional Road 50) and Arterial Road A2, however, at this time the Region is only undertaking the ESR's proposed interim condition, an at-grade intersection design. A detailed description of the site area is provided in the ESR (WSP, 2022).

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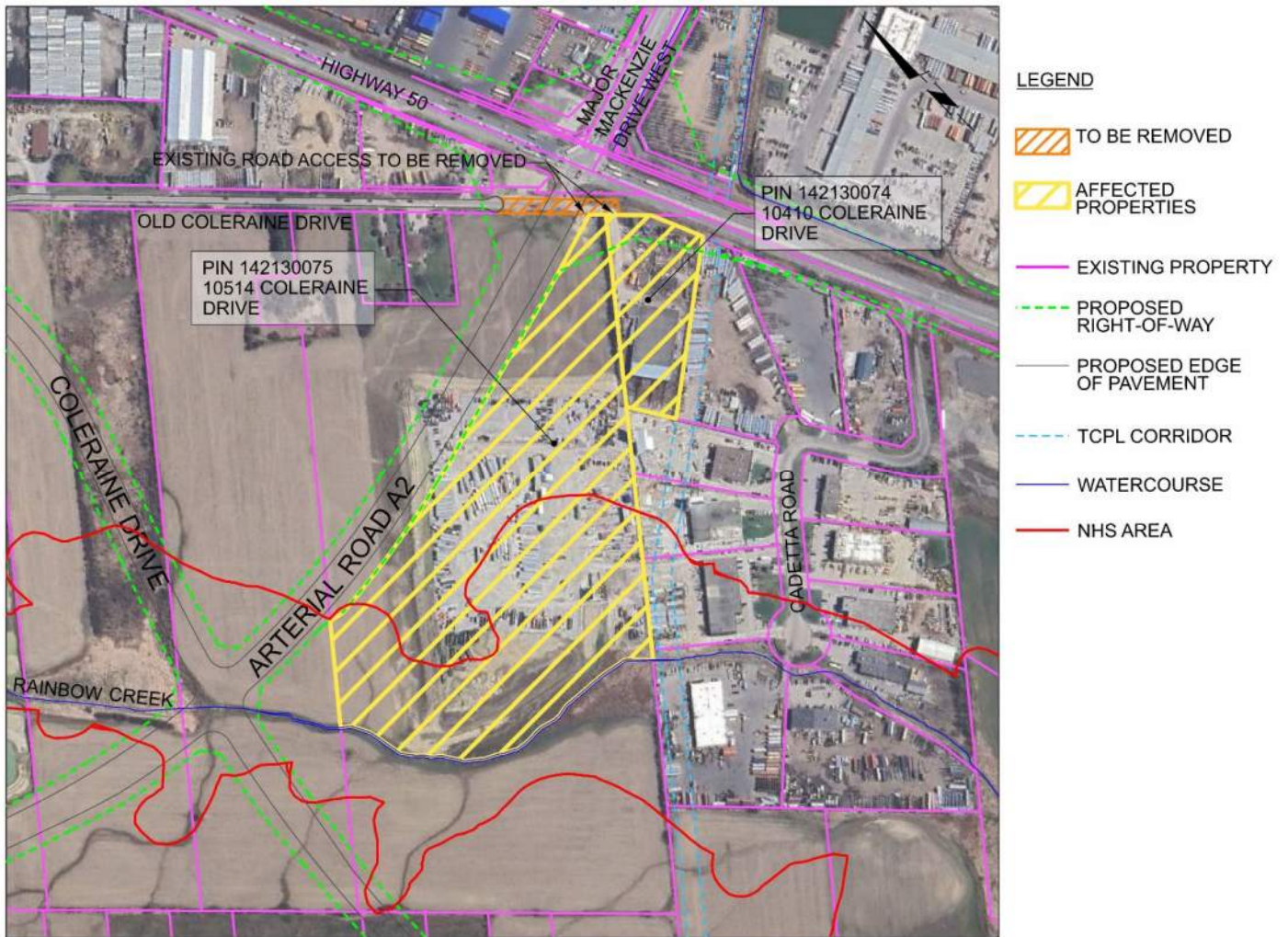


Figure 3-1 - Project Area and Key Site Features^{2,3}

The land parcels with affected accesses are described as follows:

- Parcel 1:** 10410 Coleraine Drive
 PIN 14213-0074
 Subject area: approximately 1.33 hectares
 Existing access via Coleraine Drive
 Existing industrial land use
 Zoning: Industrial, M1A-1510

The property parcel at 10410 Coleraine Drive was created as the result of a City approved Plan of Subdivision, and supports existing industrial land use at the site. The existing road access to the site is

² Site imagery obtained from Google Earth. Imagery dated 2024-04-09.

³ NHS Area obtained from City of Brampton Open Data Mapping



via Coleraine Drive, which was approved by the City of Brampton through an approved Plan of Subdivision.

It should be noted that Coleraine Drive does not support truck traffic, due to City of Brampton Heavy Vehicle Restrictions (refer to **Appendix A** for details). Therefore, trucks are only permitted to enter and exit this site via Highway 50 (Regional Road 50).

Parcel 2: 10514 Coleraine Drive
PIN 14213-0075
Subject area: approximately 8.78 hectares
Existing access via Coleraine Drive
Existing agricultural/ rural land use, industrial storage
Zoning: Agricultural, A

10514 Coleraine Drive is currently zoned for agricultural/ rural land use. City Planning pre-consultation records⁴ indicate that the landowner proposes to change the current zoning to Industrial, among other proposed modifications to the site. The legacy rural access to the site is via Coleraine Drive.

Existing Road Network

There are existing legacy rural accesses on Coleraine Drive for both 10410 Coleraine Drive and 10514 Coleraine Drive.

Per Schedule XI of the City of Brampton's General Traffic By-law 93-93⁵ and the City of Brampton's Heavy Vehicle Restrictions mapping⁶ (based on Schedule XI of the General Traffic By-law), no heavy vehicles are permitted anytime on either Cadetta Road or the existing alignment of Coleraine Drive between Mayfield Road and Highway 50 (Regional Road 50). Refer to **Appendix A** for details.

TransCanada Pipeline Corridor

An existing easement in favour of TransCanada Pipeline Limited (TCPL) is located along the southern boundary of the subject parcels. The easement contains two (2) TCPL pipelines and one (1) Enbridge 2193914 Canada Limited operated pipeline.

All proposed works within the TCPL Corridor require coordination with these utility companies to assess and mitigate any potential impacts in accordance with the National Energy Board's Pipeline Safety Act⁷. This federally regulated pipeline statute requires consent of pipeline operators prior to crossing or disturbing ground near pipelines.

It is anticipated that any works encroaching on the TCPL Corridor easement may introduce very significant cost and scheduling challenges, particularly if pipeline work is required.

⁴City of Brampton File PRE-2023-0082, Accessed 2024-12-17.

<https://planning.brampton.ca/CitizenAccess/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=REC23&capID2=00000&capID3=000D1&agencyCode=BRAMPTON&IsToShowInspection=>

⁵ City of Brampton General Traffic By-law No. 93-93, Schedule XI, Accessed 2024-12-17. <https://www.brampton.ca/EN/City-Hall/Bylaws/Traffic%20ByLaws/9393S11.pdf>

⁶ City of Brampton Heavy Vehicle Restrictions Map, Accessed 2024-12-17. <https://geohub.brampton.ca/pages/maps-transportation>

⁷ National Energy Board Pipeline Safety Act, https://laws-lois.justice.gc.ca/eng/annualstatutes/2015_21/FullText.html



Natural Features

The subject area is partially located within the City of Brampton Natural Heritage System (NHS) area. The NHS is generally defined by the Regulatory Floodplain plus a 10-metre environmental buffer. Development within the NHS is generally not permitted per TRCA and City policies.

Hydrology

The subject area is located within the Rainbow Creek Subwatershed of the Humber River. It is located within the jurisdiction of the Toronto and Region Conservation Authority (TRCA), and the final outlet is Lake Ontario. A portion of the subject land parcels is located within the TRCA Regulated Area (Figure 3-2). The Regulation Limit is generally located at or just outside of the Regulated Floodplain. All development within the Regulated Area is subject to approval under *O.Reg 41/24*, to prevent negative impacts to adjacent properties and downstream receptors, such as flooding.

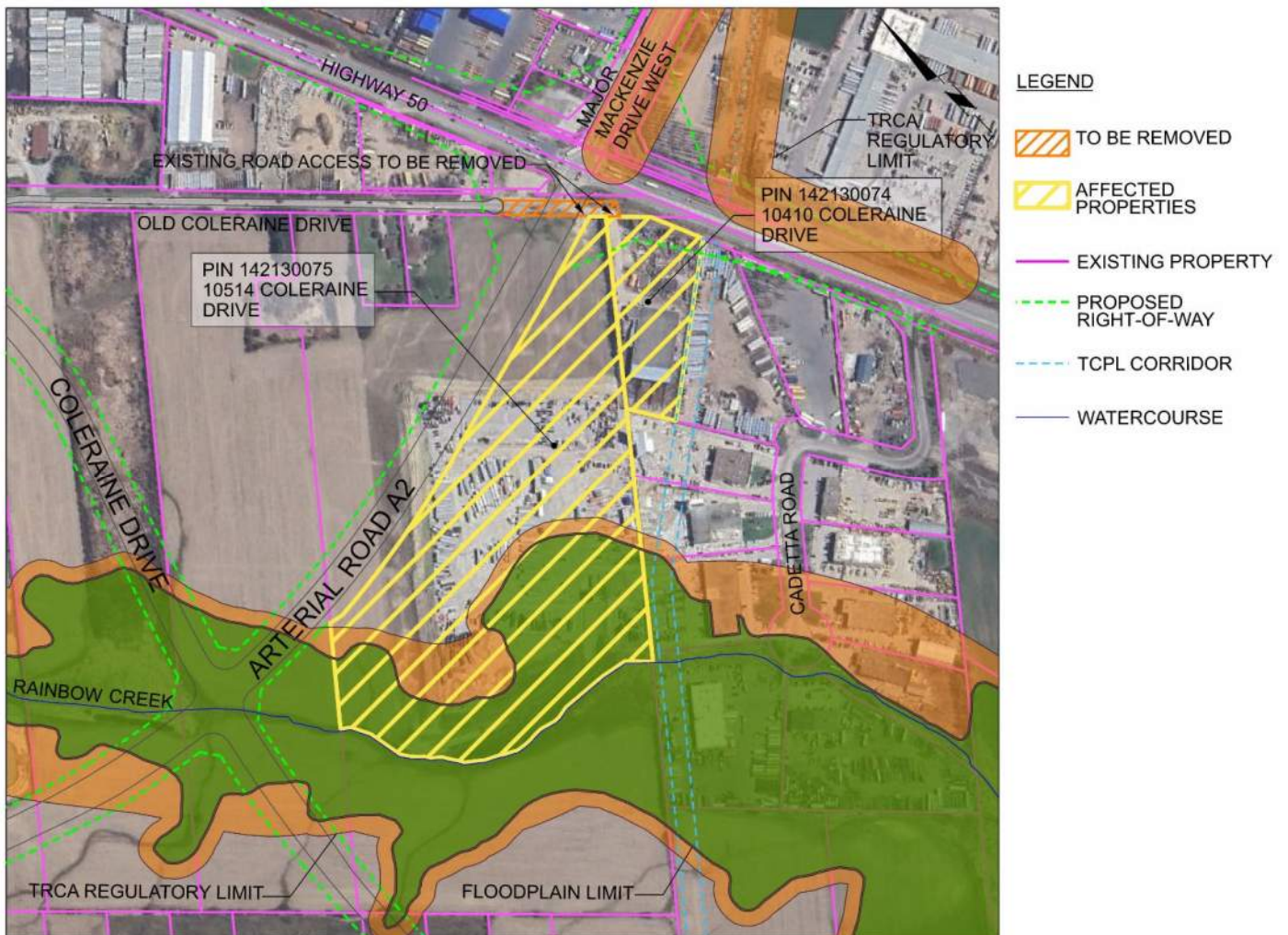


Figure 3-2 –Existing TRCA Regulatory Area and Floodplain Limits⁸

⁸ TRCA Regulatory Area and Floodplain Limits obtained from Existing TRCA Regulated Area and Flood Plain Mapping

Development Limits

Per City and TRCA policies, development is setback from the greater of the environmental hazards, contiguous vegetation (dripline), plus a minimum 10 metre horizontal and 0.5 metre vertical environmental buffer. In the project area, the development limit is generally defined by the NHS area (Aquafor Beech, 2016).

City of Brampton Official Plan & Highway 427 Industrial Secondary Plan (Area 47)

The site area comprises part of Block Plan Area 47-3 within the City of Brampton Official Plan's *Highway 427 Industrial Secondary Plan (Area 47)*. The Highway 427 Industrial Secondary Plan Area lands are comprised of approximately 1,200 hectares in northeast Brampton, and are generally bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 (Regional Road 50) to the east and The Gore Road to the west. The general land use designation in the area is considered industrial. A map of Area 47, including Block Plan Area 47-3, is provided in **Appendix B**.

The City of Brampton Official Plan highlights the importance of collaboration and coordination with respect to cross-boundary planning matters, such as transportation and sewer and water infrastructure, as appropriate. In particular, Secondary Plan Area 47 requires a viable long term transportation solution to provide sufficient transportation capacity to enable these areas to be fully developed for urban uses (City of Brampton, 2014).

Master Environmental Servicing Plan - Proposed Conceptual Realignment of Rainbow Creek

A conceptual realignment of Rainbow Creek was proposed in the Master Environmental Servicing Plan (MESP) for Highway 427 Industrial Secondary Plan Area ("Area 47") (Aquafor Beech, 2016). The realignment was endorsed by landowners at Cadetta Road and presented as an opportunity to achieve land use efficiencies while restoring and enhancing ecological features. Under existing conditions, the Rainbow Creek Regional Storm floodplain is very flat and shallow at the industrial development at Cadetta Road. The proposed realignment would shift the existing creek at Cadetta Road further west and create a better-defined stream and valley corridor system with a consistent corridor width of approximately 100 metres, with a 10-metre buffer on each side. It also has the potential to improve public safety by reducing the floodplain footprint within developed areas. The approximate location of the conceptual realignment of Rainbow Creek in relation to the subject properties is shown in Figure 3-3.



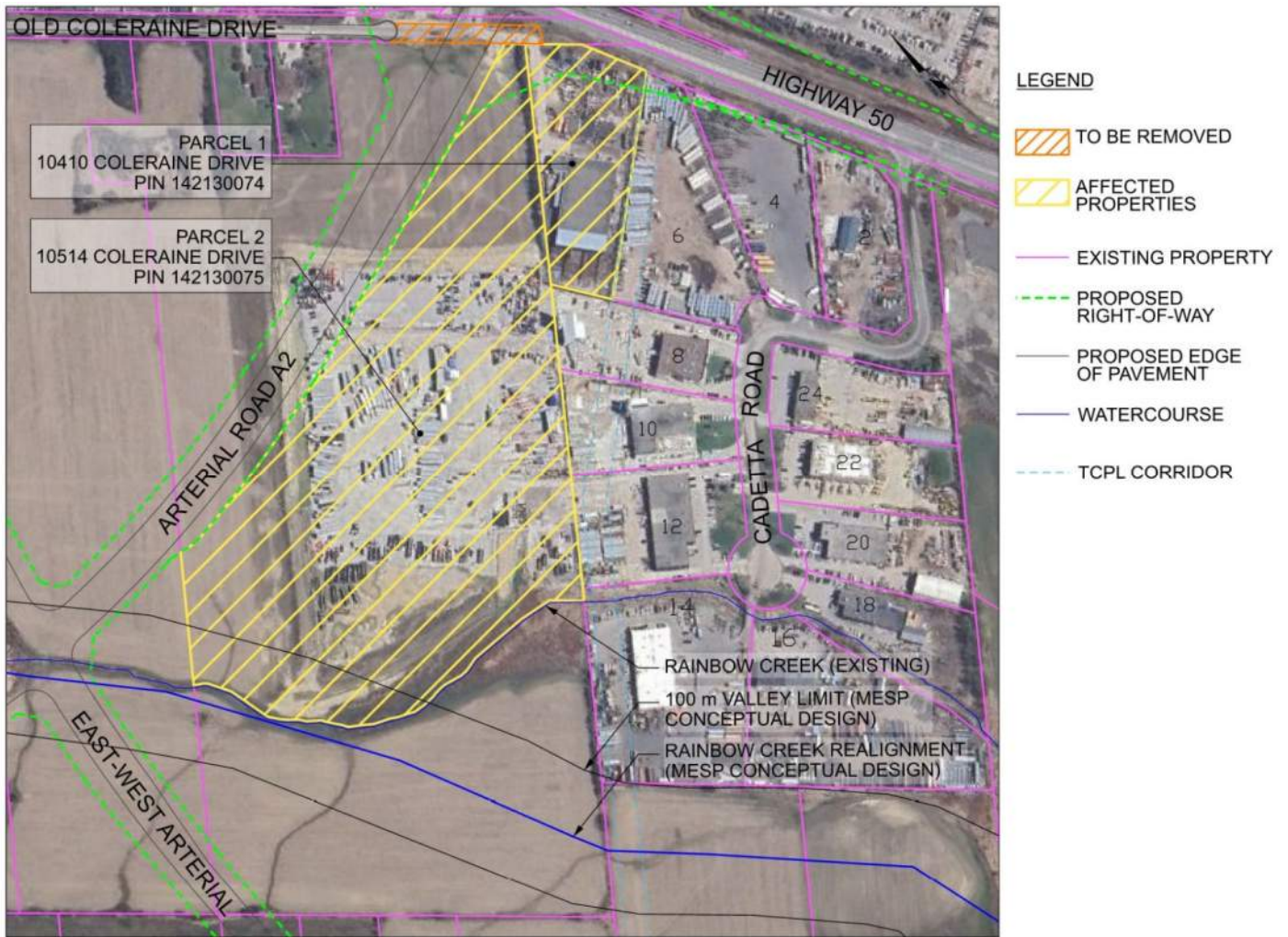


Figure 3-3 – Proposed Conceptual Realignment of Rainbow Creek Corridor as Identified in the MESP (Aquafor Beech, 2016).

The proposed realignment of Rainbow Creek would require realignment works beyond the current study limits and Secondary Plan 47 area and would impact property in addition those already considered as part of this assessment. As a result, it would require participation and cooperation from multiple landowners, many of which are not affected by this EA Addendum.

Additional studies would be required to demonstrate alignment with applicable environmental regulations and objectives as well as to confirm and refine the design, prior to reviews and approvals. Studies may include, but are not limited to, hydraulic modelling, grading plans, technical analyses to confirm that the proposed realignment will safely convey the complete range of expected flood flows, preserve existing flood storage volumes, as well as confirm that NHS coverage targets are met. Cooperation and/or approvals would be required from stakeholders including the City, TRCA, the Region, the Department of Fisheries and Oceans (DFO) and the Ontario Ministry of Transportation (MTO) (within the Highway 427 corridor).

Currently, the proposed realignment of Rainbow Creek Corridor presented in the MESP is a concept only. Due to the extensive studies and approvals required to implement the design, as well as dependency on the organization and

initiative of multiple private land owners, it is not considered feasible to implement access solutions which would be dependent on the creek realignment design as identified in the MESP (Aquafor Beech, 2016).

4. Overview of Access Options

In order to meet the requirements of the Class EA process, several alternatives were considered to address the land access issues within the study area (Figure 4-1).

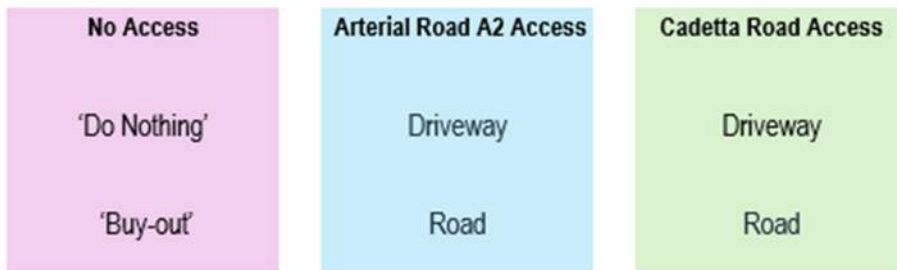


Figure 4-1 – Overview of Alternative Planning Options

These options included an option to 'do nothing', consider a 'buy-out' of land, and land access via private driveways (for each property), and either public or private road access. Driveway and road access to both Arterial Road A2 and Cadetta Road were considered.

With the exception of the 'Do Nothing' option, the alternative planning solutions can be further categorized into either "municipally initiated" or "landowner initiated" options. The 'Buy-out' option would be a municipally initiated option. Driveway connections (for each property) would be landowner initiated. Road connections to either Arterial Road A2 or Cadetta Road could be developed as either public roads (municipally initiated) or private roads (landowner initiated).

4.1 Private Access Easement

In the absence of a technical solution initiated by the City of Brampton and the Region of Peel, private access easements through an adjoining property or lot may be obtained by landowners or developers under the City's Tertiary Planning process.

In accordance with the Region of Peel and the City of Brampton's *Highway 427 Industrial Secondary Plan Area 47* Sections 5.2.9.6 and 7.2.2, the City expects detailed development concept or tertiary plans as described here:

"The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed to the satisfaction of the City and the Region of Peel."

And

"A Block Plan for the residential lands, or a Tertiary Plan with respect to employment lands, that are outside of the Corridor Protection Area shall demonstrate through the submission of a transportation study, among other means, to the satisfaction of the City and the Region that a comprehensive road network, access and servicing plan can be accommodated, or can be reserved, in the Block Plan or Tertiary Plan, as appropriate, that will effectively integrate development and accommodate improvements to the internal and external road networks."

Along with these provisions, the Region has the ability to require landowners to show how their development fits into road networks and gain access to local and regional roads. The approval authority of the Region through tertiary plans and the Region's own access powers would allow the Region to require shared accesses in order to consolidate accesses in a safe manner.

This option would allow landowners to initiate their own easement requests, noting that the initiating landowner can only request the cooperation of another landowner to facilitate access (i.e., the initiating owner cannot force another owner to cooperate). However, it would also require additional time and effort to satisfy planning requirements at the expense of the landowners.

Approval would be contingent on the landowner meeting all necessary requirements. As a result, timing of review and approval can vary greatly. Approval may be delayed if there are any information gaps or additional requirements to be met. This could potentially result in restricted land access for landowners and businesses if easement approval and construction is not completed prior to the start of Arterial Road A2 construction.

Private access easements also have the potential to impact additional landowner(s), in addition to the owners of the subject parcels. One access point may not provide suitable access to both subject properties. This would either require an additional easement, which may not be aligned with the City and Region's planning objectives or accepting an access easement which does not provide suitable access to one or both properties.

Depending on the location of the requested easement(s), impacts to the City of Brampton Natural Heritage System area and the TRCA Regulated Area may require mitigation. Development within these lands may have additional unintended impact on the ecosystem as well as the Rainbow Creek floodplain. All development within the TRCA Regulation Limit requires additional studies, permit(s) and approvals to demonstrate the mitigation of flood and environmental impacts.

4.2 Access to Arterial Road A2

Options for connecting the property parcels to the north via direct driveway connections from each subject property to Arterial Road A2 were evaluated as part of the ESR. It provided a preliminary recommendation that no accesses should be granted on Arterial Road A2 between the intersection of Arterial Road A2 and Coleraine Drive and the SPUI at Highway 50 due to the expected volume and capacity of this roadway. However, the ESR advised that these recommendations should not be considered final as the City and the Region will have final authority regarding access permits. Therefore, property access via Arterial Road A2 was re-evaluated as part of this EA Addendum.

The Region's Controlled Access By-Law 62-2013, references intersection spacing requirements per the Regional Road Characterization Study (2013). Based on these requirements, a Left-In/Right-In/Right-out access is permitted with a minimum spacing of 225 metres between the access and adjacent accesses on Arterial Road A2 (Arterial Road A2 is characterized as an Industrial Collector).

While access to major arterial roads from commercial, industrial or residential properties is discouraged in favour of indirect access via local roads, per TAC Guidelines, road access to major arterials may be permitted based on site-specific design and evaluation to ensure safety and geometric standards are met. In these cases, careful consideration should be given to the design of the intersection and its spacing to adjacent signalized locations, turning ability, and horizontal and vertical sight distance should be checked to ensure that the configuration will promote collision free operation. The alignment and layout must provide functional and safe access for all road users and accommodate the turning paths of the design vehicles for the permitted turns. The ability of a Left-In/Right-In/Right-out access to function safely and provide a reasonable level of service to the adjacent land is primarily dependent on the design of the service road terminus, in consideration of the predicted traffic volumes and vehicle types. (TAC, 2017).



Depending on the layout, sight line restrictions at a service road access may create safety concerns. In addition, the multi-use path along Arterial Road A2 will pass through the service road access which will create additional conflict points between path users and vehicles accessing the service road.

4.3 Access to Cadetta Road

Access options for connecting to Cadetta Road were also considered as part of the ESR. These options included two (2) road connections extending south from the property parcels and through existing developed property on Cadetta Road to connect to the cul-de-sac of Cadetta Road, or the 'elbow' of Cadetta Road (Wood, 2021). These conceptual options, as presented in the ESR, are shown in **Appendix C**.

Of these two suggestions, the ESR concluded that connection to the cul-de-sac would only be applicable if the landlocked property on the east corner was consolidated with the property immediately to the south of it, otherwise, the connection to the corner of Cadetta Road would be able to facilitate the access to both landlocked properties. These options would both cross the existing TCPL Corridor.

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5. Alternative Solutions

The following specific alternatives were assessed and evaluated to address the land access challenges within the study area:

- Alternative Planning Solution 1 – ‘Do Nothing’
- Alternative Planning Solution 2 – ‘Buy-out’
- Alternative Planning Solution 3 – Driveway Connection to Arterial Road A2
- Alternative Planning Solution 4 – Road Connection to Arterial Road A2
- Alternative Planning Solution 5 – Driveway Connection to Cadetta Road
- Alternative Planning Solution 6 – Road Connection at Cadetta Road ‘Elbow’
- Alternative Planning Solution 7 – Road Connection at Cadetta Road Cul-de-sac

Option 1: ‘Do Nothing’

Under the ‘Do Nothing’ alternative solution, no measures would be initiated by the co-proponents, the City of Brampton and the Region of Peel, to provide ongoing legal municipal road access to the subject property parcels.

Section 35 of the Municipal Act states that a municipality may pass by-laws removing or restricting common law right of passage by the public over a highway and the common law right of access to the highway by an owner of land abutting a highway (Municipal Act, S.O. 2001, c.25, s.35).

This alternative does not address the study rationale or stakeholder concerns. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.

Option 2: ‘Buy-out’

Under this option, no access to the two (2) subject parcels would be provided or facilitated by the Region or City. Instead, the subject land parcels would be purchased from the private landowners, with ownership transferred to the City and/or Region.

Option 3: Driveway Connection to Arterial Road A2

Driveway connections from each of the two (2) parcels with access challenges to Arterial Road A2 were considered as an option to address the access challenges.

It is not feasible to provide access to the two (2) parcels and meet the required minimum 225 metre spacing between the driveways and the proposed intersections on Arterial Road A2 per the Region’s Controlled Access By-Law 62-2013. However, a single driveway can be provided to 10514 Coleraine Drive that meets the Region’s access spacing requirements.

The connection is not considered feasible as it does not comply with the Region’s Controlled Access By-Law 62-2013. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.



Option 4: Road Connection to Arterial Road A2

It may be feasible to facilitate land access through the construction of a service road connection to Arterial Road A2. Two (2) alternatives for road access to the subject parcels from Arterial Road A2 have been considered, and include:

Option 4A: A public road connection to Arterial Road A2; and,

Option 4B: A private road connection at the same location.

Option 4A, a public service road connection through 10514 Coleraine Drive to Arterial Road A2, would be anticipated to include a 10-metre-wide road and a 1.5-metre-wide sidewalk within a 23 metre right-of-way, based on the City's standard road cross-section for a minor collector or industrial road (City of Brampton Standard Drawings 202 and 214). Refer to **Figure 5-1** for the conceptual layout of a public service road located mid-block on Arterial Road A2 between the intersections at Coleraine Drive and Highway 50 (Regional Road 50).

Option 4B is a private service road connection through 10514 Coleraine Drive to Arterial Road A2, with approximately the same general layout as public service road option (Option 4A). However, the right-of-way width would be reduced to approximately 10 metres along the length of the roadway, and would not include a sidewalk, minimizing the land area impacted. Although there would be no space for a sidewalk within the private right-of-way, the directly adjacent Arterial Road A2 right-of-way does provision for a multi-use path along both sides, which would be expected to serve both right-of-ways for active transportation purposes, provided safe crossings/connections were made available.

The service road is proposed near the proposed Arterial Road A2 right-of-way limit to minimize impact on the existing and future use and operation of the site and to help realize shared benefits of the adjacent Arterial Road A2 right-of-way



such as possible shared use of Arterial Road A2 multi-use path and utility services.

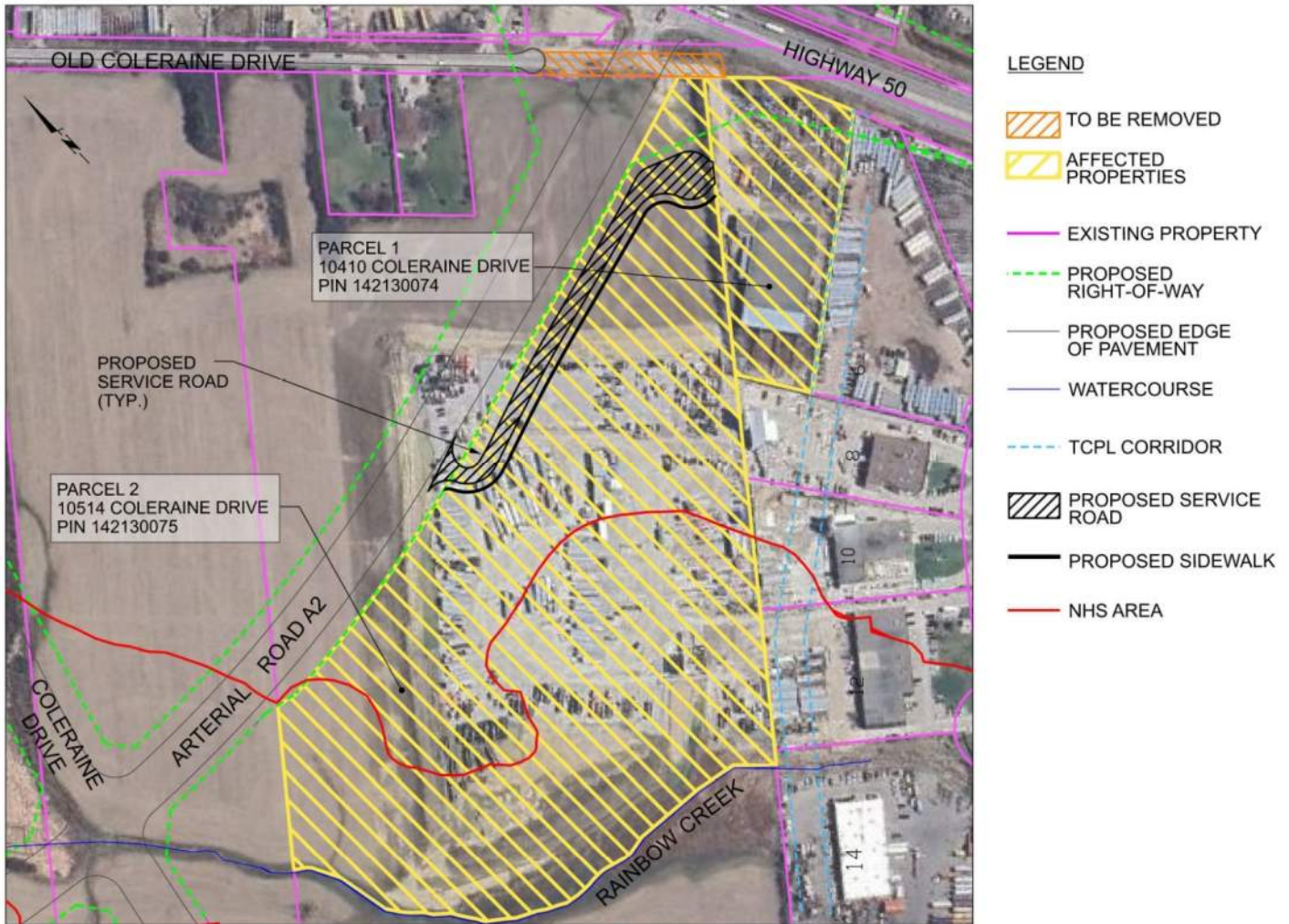


Figure 5-1 – Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2

A service road connection through 10514 Coleraine Road to Arterial Road A2 may be feasible based on the requirements of the Region’s Controlled Access By-Law, provided that the alignment and layout provide functional and safe access for all road users and accommodate the turning paths of the design vehicles for the permitted turns. In the event that the lands at 10514 Coleraine Drive are ever subdivided, the service road connection may provide additional accesses to Arterial Road A2.

In both cases (i.e., public and private road options) a partial-movement opening (Left-In/Right-In/Right-Out) is recommended to allow left turns to be made from the arterial road into the property, and prevent the counterpart left turn from the access onto Arterial Road A2. The ability of the Left-In/Right-In/Right-Out service road to function safely and provide a reasonable level of service to the adjacent land is primarily dependent on the design of the service road terminus, in consideration of the predicted traffic volumes and vehicle types. (TAC, 2017).

Recommendations for the provision of auxiliary lanes and storage based the characterization of Arterial Road A2 as an ‘Industrial Connector’ are provided in the Regional Road Characterization Study (2013). Benefits of auxiliary lanes for

drivers on arterial roads include continuous travel speeds and improved safety due to the separation of the slowing and turning vehicles from the through travel lanes, and reduce rear-end collisions (Region of Peel, 2013).

In order to facilitate an access at Arterial Road A2, the currently proposed multi-use path along Arterial Road A2 would need to cross the access, creating a potential conflict point between path users and vehicles accessing the service road. This is a similar case to any driveway access, and risks can be mitigated by implementing appropriate design measures.

A service road connection to Arterial Road A2 would require further land acquisition from 10514 Coleraine Drive. This represents an additional cost for the City / Region and reduces the area of developable or useable land for the landowner.

The proposed service road is not located within the City of Brampton NHS area or TRCA Regulated Area. As a result, impacts to the natural environment or flood impacts are not anticipated.

Also, coordination with the TransCanada Pipeline will not be required because the service road will not cross the TCPL Corridor.

A service road may limit options for future widening and/or improvements to Arterial Road A2 due to space limitations. Any possible future improvements of Arterial Road A2 should be taken into consideration when selecting the widths of the outer separation and median areas. The proposed conceptual layouts included in this memorandum include the proposed ultimate right-of-way condition identified in the ESR, which accommodates the planned future Single-Point Urban Interchange (SPUI) connection at Highway 50 (Regional Road 50) and Arterial Road A2. No additional requirements for future widening of Arterial Road A2 were identified.

Option 5: Driveway Connection to Cadetta Road

Two (2) new driveway alternatives to access the subject parcels from the south via Cadetta Road have been re-evaluated. These options shown in **Figure 5-2** and include:

- Option 5A:** A private driveway connection to Cadetta Road 'elbow'; and,
- Option 5B:** A private driveway connection to Cadetta Road cul-de-sac.



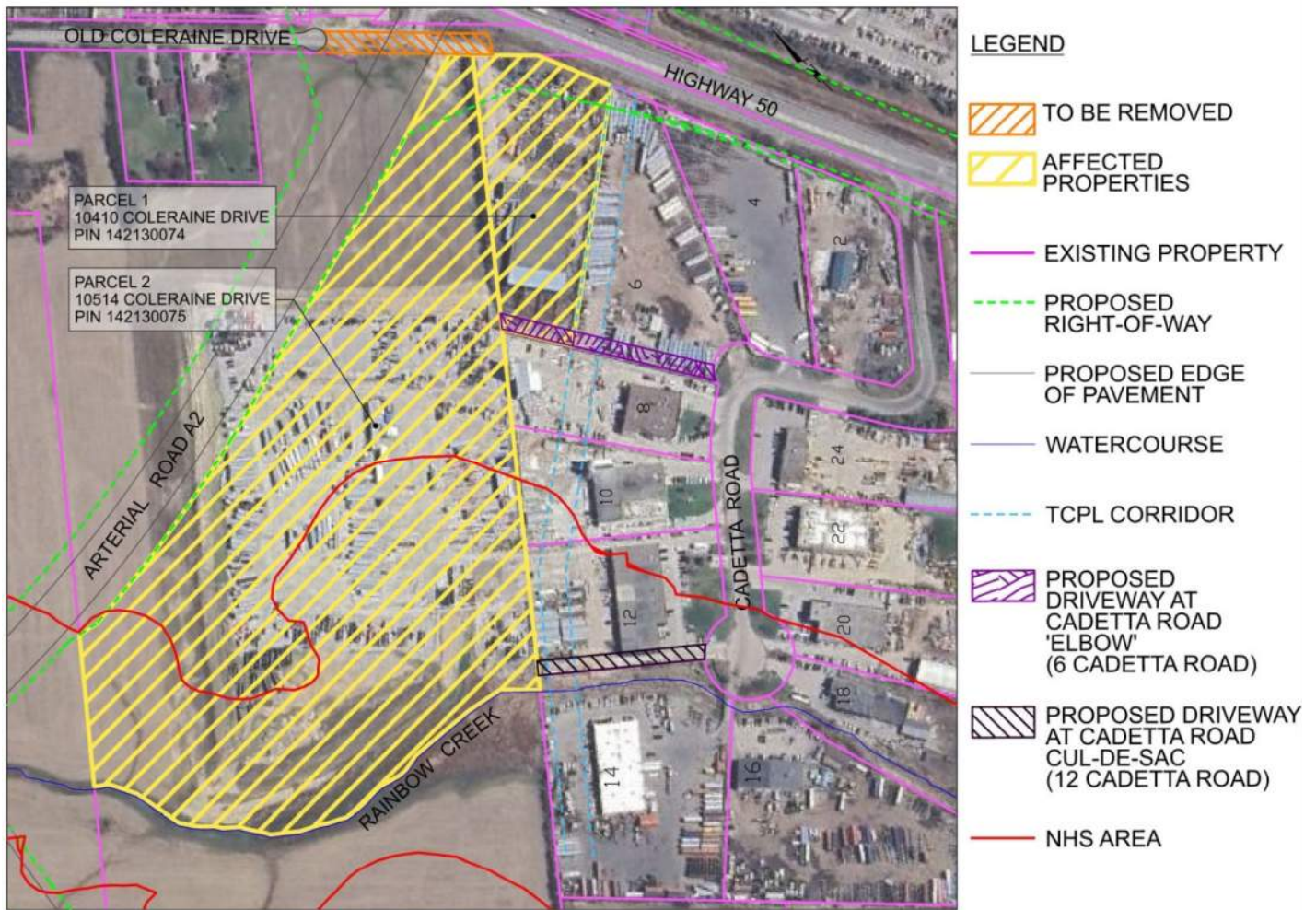


Figure 5-2 – Options 5A & 5B Driveway Connection Options to Cadetta Road

In general, the maximum permitted driveway widths by the City of Brampton are based on property width. However, irregular, pie shaped or corner lots may have exceptions. Standards for driveway width are summarized in **Table 5-1**.

Table 5-1 – City of Brampton Standard Driveway Widths

Property Width	Driveway Width
Less than 8.23 metres (27')	No wider than 4.9 metres (16')
8.23 metres (27') to 9.14 metres (30')	No wider than 5.2 metres (17')
9.14 metres (30') to 15.24 metres (50')	No wider than 6.71 metres (22')
15.24 metres (50') to 18.3 metres (60')	No wider than 7.32 metres (24')
Greater than 18.3 metres (60')	No wider than 9.14 metres (30') or the width of the garage (whichever is greater)
Driveways on the side lot line of any lot	No wider than 6.71 metres (22') or the width of the garage (whichever is greater). Minimum 0.6 metres from side lot line.

Option 5A: Driveway Connection to Cadetta Road ‘Elbow’

A new private driveway connection at the Cadetta Road ‘elbow’ could potentially be located at the west lot line of 6 Cadetta Road (**Figure 5-2**). The driveway would provide direct access to the south lot line of 10514 Coleraine Drive and the west lot line of 10410 Coleraine Drive (at the rear of the existing building).

Currently the existing access to 10410 Coleraine Drive is at the east side of the property along the frontage of Coleraine Drive. The access point created with the private driveway connection would be located at the west lot line, at the rear of the building. The Option 5A location does not meet the existing access needs of the property. 10410 Coleraine Drive has large equipment that would prevent access at this location. As a result, access would require going around through the larger land-locked parcel at 10514 Coleraine Drive to access the current property frontage. To meet the current access needs of the property, access would be best provided near the existing frontage on the east side, as opposed to the west side.

While situating the private driveway at the property lot line limits the permitted width of the access to 6.71 metres based on the City of Brampton standard, it is typically preferred over a driveway bisecting the property as it generally has the lowest potential to impact current and future use and operation of the site containing the access. However, this may impact traffic in and out of the driveway, particularly if large vehicle access is required.

A private driveway connection from the ‘elbow’ at Cadetta Road would impact the property at 6 Cadetta Road, in addition to the two subject parcels already impacted by the development of the arterial roads. It would also occupy land at 10410 Coleraine Drive and 10514 Coleraine Drive, reducing the potential developable area.

The private driveway connection would cross the existing TCPL Corridor at 6 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts.

The private driveway location is not located within the City of Brampton NHS area or TRCA Regulation limit. As a result, impacts to the natural environment or flood impacts are not anticipated.

Option 5B: Driveway Connection to Cadetta Road Cul-de-sac

A private driveway connection from the Cadetta Road cul-de-sac could potentially be located along the west lot line of 12 Cadetta Road (**Figure 5-2**).

While situating the private driveway at the property lot line limits the permitted width of the access to 6.71 metres based on the City of Brampton standard, it is typically preferred over a driveway bisecting the property as it generally has the lowest potential to impact current and future use and operation of the site containing the access. However, this may impact traffic in and out of the driveway, particularly if large vehicle access is required.

A private driveway connection from the cul-de-sac would impact the property at 12 Cadetta Road, in addition to the two subject parcels already impacted by the development of the arterial roads. It would also occupy land at 10514 Coleraine Drive, reducing the potential developable area.

The driveway would not facilitate access to both affected parcels, it would only provide access to 10514 Coleraine Drive.



The private driveway connection would cross the existing TCPL Corridor at 12 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts.

The driveway connection would also be located within the City of Brampton Natural Heritage System (NHS) Area, the TRCA Regulated Area and floodplain. Development within the NHS is generally not permitted per TRCA and City policies. Development within these lands may have additional unintended impacts on the ecosystem as well as the floodplain. All development within the TRCA Regulation Limit requires additional studies, permit(s) and approvals to demonstrate mitigation of flood and environmental impacts.

This option does not meet the study objective of meeting all applicable City standards and requirements, since development within the floodplain and NHS area is generally not permitted. It also does not address both affected parcels, as it only provides access to 10514 Coleraine Drive. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.

Option 6: Road Connection to Cadetta Road ‘Elbow’

A new road extending from the ‘elbow’ of Cadetta Road was considered to provide access to the subject property parcels. The options considered included:

- Option 6A:** Public road connection to Cadetta Road ‘elbow’; and,
- Option 6B:** A private road at the same location.

Option 6A would be an extension of the existing municipal road at the ‘elbow’ of Cadetta Road. It would be anticipated to include a 10-metre-wide road and a 1.5-metre-wide sidewalk within a 23-metre right-of-way. Refer to **Figure 5-3** for the conceptual layout.

Option 6B is a private road with approximately the same location and general layout as the municipal road option (Option 6A). However, the right-of-way width would be reduced to approximately 10 metres along the length of the roadway, and would not include a sidewalk, minimizing the land area impacted.

The new road is proposed to extend along the existing east lot line and proposed Arterial Road A2 right-of-way at 6 Cadetta Road and 10410 Coleraine Drive to 10514 Coleraine Drive. It would provide direct access to both subject parcels at 10410 Coleraine Drive and 10514 Coleraine Drive (**Figure 5-3**).



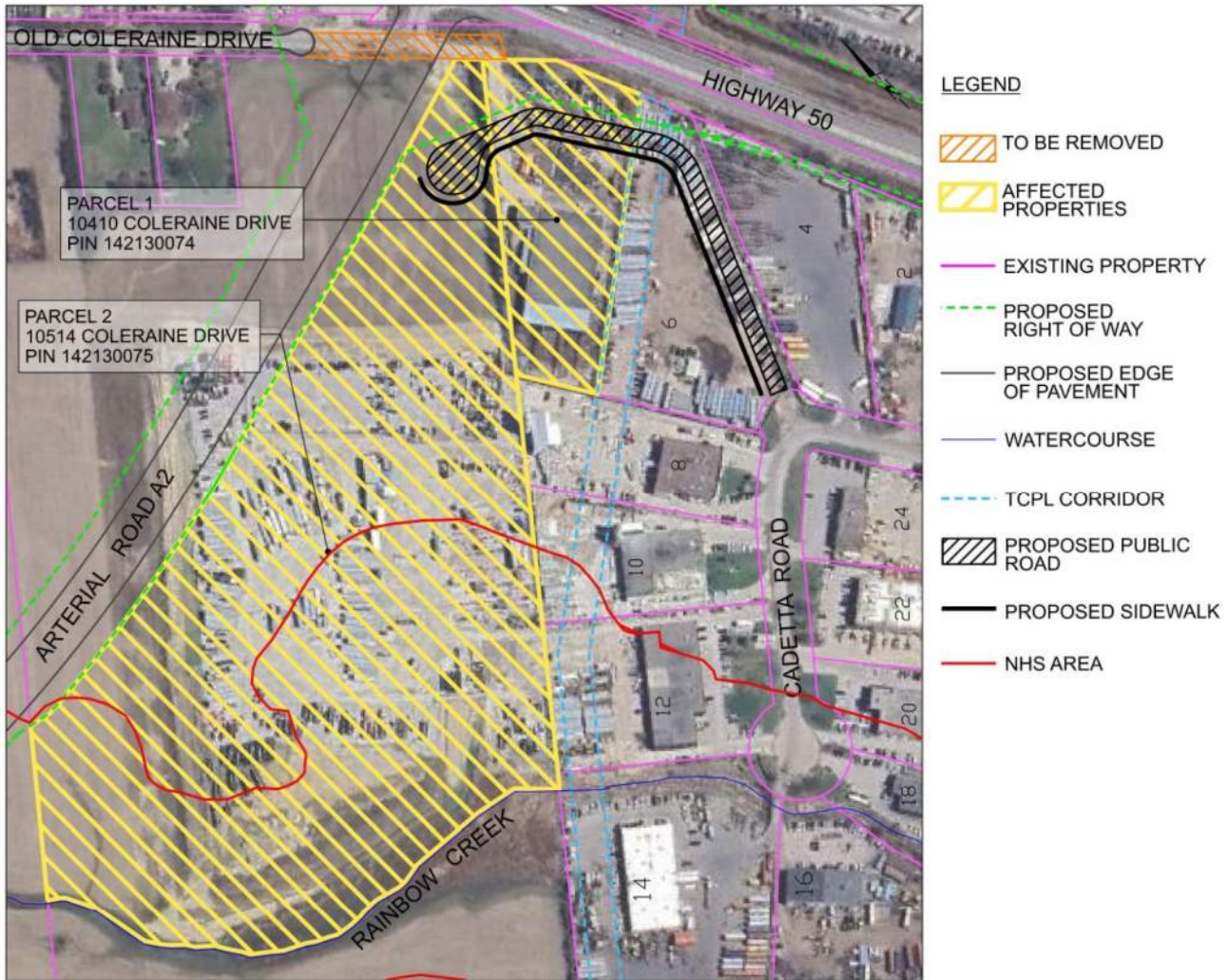


Figure 5-3 – Options 6A & 6B Extension of Road Access at ‘Elbow’ of Cadetta Road

Access from the proposed road to 10410 Coleraine Drive would be located at east side of the property along the existing frontage of Coleraine Drive, providing suitable access consistent with the current access location. The road would also provide direct access to the south lot line of 10514 Coleraine Drive.

A new road from the ‘elbow’ of Cadetta Road would impact the property at 6 Cadetta Road. It would also occupy land at 10410 Coleraine Drive and 10514 Coleraine Drive, reducing the potential developable area (applies to 10514 Coleraine Drive) and usable area (applies to 10410 Coleraine Drive). The road would also consume a significant portion of the front yard at 10410 Coleraine Drive, which may impact current business operations at this location.

The proposed road is located adjacent to the existing lot line and the proposed Arterial Road A2 right-of-way limit in order to minimize impacts to useable land area, and related potential impacts to existing and future use and operation of the affected sites.

The existing environmental conditions at the proposed road location are unknown, and the risk of potential contamination has been noted, particularly due to ongoing industrial use at the site. This presents a potential cost risk for the extension of the existing public road option (Option 6A).



The new road would cross the existing TCPL Corridor at 6 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts in accordance with the National Energy Board's Pipeline Safety Act⁹. This federally regulated pipeline statute requires consent of pipeline operators prior to crossing or disturbing ground near pipelines which can introduce notable schedule and cost challenges.

The new road is not located within the City of Brampton NHS area or TRCA Regulation limit. As a result, impacts to the natural environment or flood impacts are not anticipated.

Option 7: Road Connection to Cadetta Road Cul-de-sac

A new road extending from the Cadetta Road cul-de-sac was considered to provide access to the subject property parcels. The options considered include:

- Option 7A:** Public road connection to Cadetta Road cul-de-sac; and,
- Option 7B:** a private road at the same location.

Option 7A would be an extension of the existing municipal road at the Cadetta Road cul-de-sac. It would be anticipated to include a 10-metre-wide road and a 1.5-metre-wide sidewalk within a 23-metre right-of-way. Refer to **Figure 5-4** for the conceptual layout.

Option 7B is a private road with approximately the same location and general layout as the municipal road option (Option 7A). However, the right-of-way width would be reduced to approximately 10 metres along the length of the roadway, and would not include a sidewalk, minimizing the land area impacted.

A new road connection from the Cadetta Road cul-de-sac could potentially be located along the existing west lot line of 12 Cadetta Road (**Figure 5-4**). The road would facilitate direct access to 10514 Coleraine Drive and 10410 Coleraine Drive.

Additional lands at 12 Cadetta Road and/or 14 Cadetta Road would be required to accommodate the right-of-way for both the proposed public and private road options. This would impact the property at 12 Cadetta Road and 14 Cadetta Road, in addition to the two subject parcels already impacted by the development of Arterial Road A2, reducing the potential developable area at 10514 Coleraine Drive.

⁹ National Energy Board Pipeline Safety Act, https://laws-lois.justice.gc.ca/eng/annualstatutes/2015_21/FullText.html



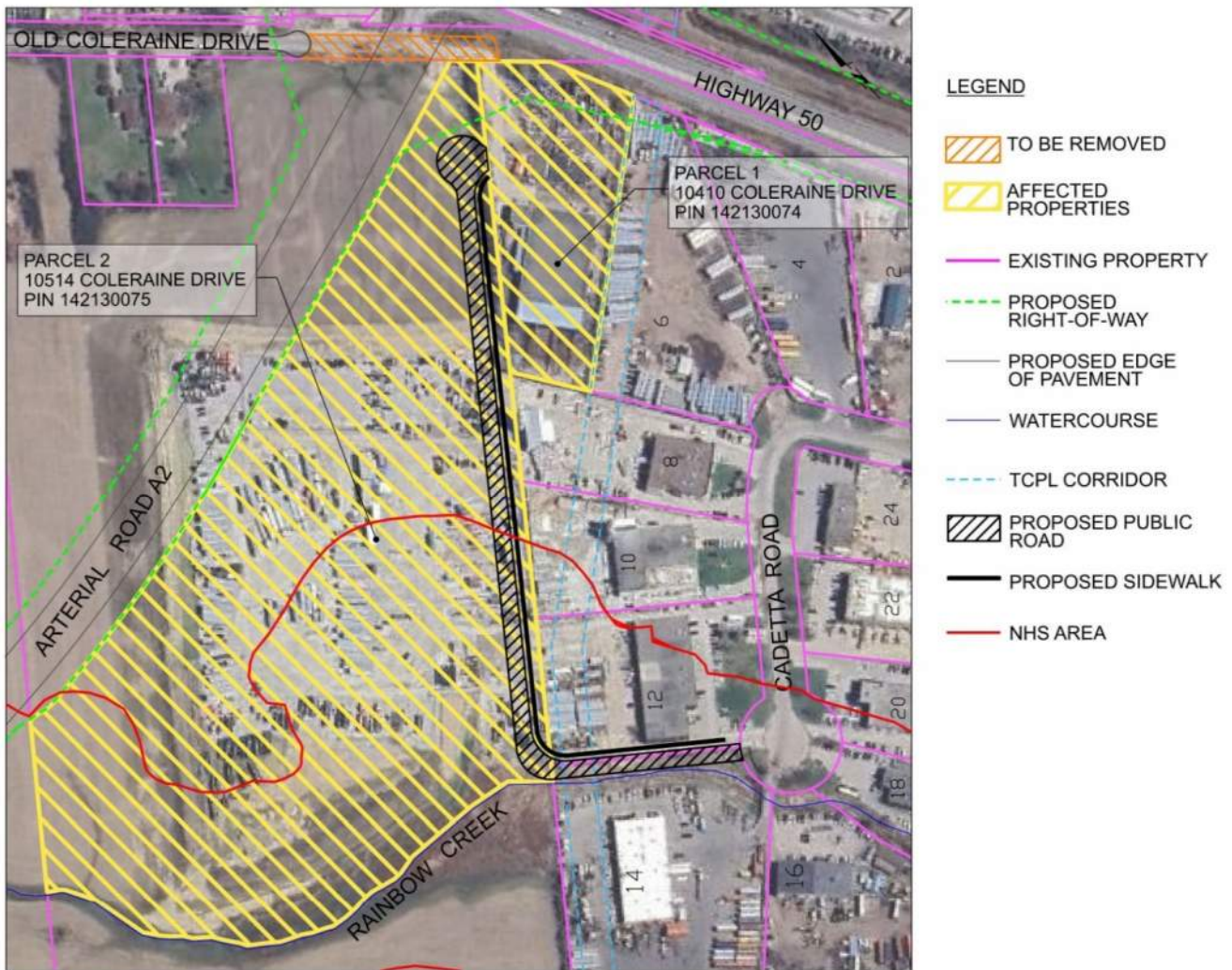


Figure 5-4 – Options 7A & 7B Extension of Existing Public Road at Cadetta Road Cul-de-sac

The road would cross the existing underground TCPL Corridor at 12 and 14 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts in accordance with the National Energy Board’s Pipeline Safety Act¹⁰. This federally regulated pipeline statute requires consent of pipeline operators prior to crossing or disturbing ground near pipelines which can introduce notable schedule and cost challenges.

The existing environmental conditions at the proposed road location are unknown, and the risk of potential contamination has been noted, particularly due to ongoing industrial use at the site. This presents a potential cost risk for the extension of the existing municipal road option (Option 7A).

It would also be located within the City of Brampton Natural Heritage System (NHS) Area, the TRCA Regulated Area and floodplain. Development within these lands is generally not permitted per City and TRCA policies and may have additional unintended impact on the ecosystem as well as the floodplain. All development within the TRCA Regulation Limit requires additional studies, permit(s) and approvals to demonstrate the mitigation of flood and environmental

¹⁰ National Energy Board Pipeline Safety Act, https://laws-lois.justice.gc.ca/eng/annualstatutes/2015_21/FullText.html



impacts. There are also potential hazards and safety concerns associated with development within the floodplain. Development is limited in these areas to mitigate flood impacts, as well as to protect human health and property which could be negatively impacted in the case of a flood.

This option does not meet the study objective of meeting all applicable City standards and requirements, since development within the floodplain and NHS area is generally not permitted. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.

6. Alternative Solution Screening & Evaluation

6.1 Screening Analysis

A screening analysis was completed to identify which alternative solution options were feasible and capable of providing access to both subject parcels (Table 6-1).

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Table 6-1 – Alternative Option Screening Analysis

Category	No.	Alternative Planning Solution	Feasibility	Comments
No Access	1	'Do Nothing'	No	Does not provide property access or equivalent alternative arrangements to resolve access issues and has therefore been eliminated from further consideration.
	2	'Buy-out'	Yes	
Arterial Road A2 Access	3	Driveway Connection to Arterial Road A2	No	Not feasible due to safety concerns.
	4	Road Connection to Arterial Road A2		
	4A	Public Road	Yes	Avoids encroachment into TPCL Corridor.
	4B	Private Road	Yes	Avoids encroachment into TPCL Corridor. Process to be initiated by landowners.
Cadetta Road Access	5	Driveway Connection to Cadetta Road		
	5A	Driveway at Cadetta Road 'Elbow'	Yes	Impacts TCPL Corridor. Impacts property in addition to subject landlocked parcels. Process to be initiated by landowners.
	5B	Driveway at Cadetta Road Cul-de-sac	No	Proposed development located in NHS area and floodplain, contrary to City and stakeholder policies, and has therefore been eliminated from further consideration.
	6	Road Connection to Cadetta Road 'Elbow'		
	6A	Public Road	Yes	Impacts TCPL Corridor. Impacts property in addition to subject landlocked parcels.
	6B	Private Road	Yes	Impacts TCPL Corridor. Impacts property in addition to subject landlocked parcels. Process to be initiated by landowners.
	7	Road Connection to Cadetta Road Cul-de-sac		
	7A	Public Road	No	Proposed development located in NHS area and floodplain, contrary to City and stakeholder policies, and has therefore been eliminated from further consideration.
	7B	Private Road	No	Proposed development located in NHS area and floodplain, contrary to City and stakeholder policies, and has therefore been eliminated from further consideration.

Based on the screening analysis, only alternatives which are technically feasible will be carried forward and evaluated as potential access options. These options include:

- Alternative Planning Solution 2: 'Buy-out'
- Alternative Planning Solution 4A: Public Road Connection to Arterial Road A2 (**Figure 5-1**)
- Alternative Planning Solution 4B: Private Road Connection to Arterial Road A2 (**Figure 5-1**)
- Alternative Planning Solution 5A: Driveway Connection to Cadetta Road 'Elbow' (**Figure 5-2**)
- Alternative Planning Solution 6A: Public Road Connection to Cadetta Road 'Elbow' (**Figure 5-3**)
- Alternative Planning Solution 6B: Private Road Connection to Cadetta Road 'Elbow' (**Figure 5-3**)

6.2 Evaluation Matrix

An evaluation criterion was developed based on four (4) performance indicators: transportation services; social, natural and cultural heritage environment; policy environment and economy; as well as the potential impact on the development of the arterial roads project. The technically feasible options that provide access to both properties are evaluated in **Table 6-2**.



Table 6-2 – Evaluation Matrix

Criteria	Weight	Criteria Indicator	Alternative Planning Solutions						Notes
			Option 2	Option 4A	Option 4B	Option 5A	Option 6A	Option 6B	
			'Buy-out'	Public Road Connection to Arterial Road A2	Private Road Connection to Arterial Road A2	Driveway Connection to Cadetta Road 'Elbow'	Public Road Connection to Cadetta Road 'Elbow'	Private Road Connection to Cadetta Road 'Elbow'	
1. Transportation Services			2: Preferred; 1: Less Preferred; 0: Not preferred						
Roadway Safety	25	Improve or eliminate safety hazards - roadside hazards, intersection design and control, accommodation for pedestrians and cyclists	1	0	0	0	2	0	Service road connection to Arterial Road A2 would an additional pedestrian/ cyclist road crossing. Private roads may not include sidewalk, may be narrower than public road. The extension of the public road at Cadetta Road includes sidewalk accommodation for pedestrians.
Provide Enhanced Transportation Network Connectivity		Improve inter-regional transportation network capacity and accommodation of goods movement	1	0	0	1	1	1	Service road connection to Arterial Road A2 may reduce efficiency of travel on arterial roadway.
		Improve convenience of travel for arterial road users	1	0	0	1	1	1	Service road connection to Arterial Road A2 may reduce efficiency of travel on arterial roadway.
		Improve convenience of travel for local road users	1	2	2	1	1	1	
2. Social, Natural and Cultural Heritage			2: Preferred; 1: Less Preferred; 0: Not preferred						
Residential/ Business Access and Displacement	35	Provide uninterrupted access to landlocked properties	1	2	0	0	2	0	Timing of easement for private access depends on submission of complete application, as well as time required for review and approval. There is no guarantee of uninterrupted access to landlocked properties. Service and municipal road construction can be timed to ensure uninterrupted access to landlocked properties.
		Avoids potential adverse effects including changes to existing entrance location on developed property parcels	1	2	2	0	1	1	
		Avoids impact to additional property other than the subject parcels	2	2	2	0	0	0	
		Avoids potential to increase response times for emergency services (Police, Fire, Ambulance)	1	2	2	0	1	0	No reduction/potential improvement for Arterial A2. Minimal reduction anticipated for public road connection to Cadetta Road options, as access is located close to arterial road. Private access may be potentially slightly further reduced due to potential visibility (lighting) or maintenance issues, since this would be the responsibility of the private landowner.
Cultural Heritage Impacts		Avoids potential adverse impacts on archaeological resources and built heritage adjacent to and/or within the study area	2	2	2	2	2	2	No impact anticipated on archaeological resources and built heritage features.
Natural Heritage		Avoids impact to Natural Heritage System areas or features	2	2	2	2	2	2	No impact anticipated. Impact of Private Access on natural heritage features will depend on proposed location.



Criteria	Weight	Criteria Indicator	Alternative Planning Solutions						Notes
			Option 2	Option 4A	Option 4B	Option 5A	Option 6A	Option 6B	
			'Buy-out'	Public Road Connection to Arterial Road A2	Private Road Connection to Arterial Road A2	Driveway Connection to Cadetta Road 'Elbow'	Public Road Connection to Cadetta Road 'Elbow'	Private Road Connection to Cadetta Road 'Elbow'	
3. Policy Environment			2: Preferred; 1: Less Preferred; 0: Not preferred						
Conformance to Planning Objectives	10	Conformance to Planning Objectives such as Growth Plan, Official Plan, Secondary Plan, Area 47 Transportation Master Plan	1	1	1	1	2	1	<p>The proposed road connections to Arterial Road A2 conform to median-spacing recommendations of the Region's Controlled Access By-Law 62-2013. Proposed consolidation of existing access points through one access road is consistent with recommendations to limit access points through consolidation of required accesses which helps reduce traffic and turning on arterial roads (Region's Controlled Access By-Law 62-2013, Road Characterization Study (2013) and the Highway 427 Industrial Secondary Plan Area (Area 47), which aims to increase traffic network capacity to meet future needs).</p> <p>Proposed public roads anticipated to meet all City and Region planning and objectives and requirements for use. Private roads are typically not required to meet the same planning objectives as public roads, such as enhancing transit and active transportation options.</p>
4. Economy			Rank: from 0 to 5, with 5 being the lowest cost option.						
Capital Costs	20	<p>Includes property acquisition and development related costs,.</p> <p>Estimated cost of property acquisition based on land area, zoning, existing use and site constraints.</p> <p>Development related capital costs a function of road area, active transportation facilities provided, utility relocations and intersection infrastructure.</p>	0	4	5	3	1	2	<p>Road options from Arterial A2 do not cross the TCPL Corridor, and therefore not be anticipated to include the potentially significant costs associated with relocation or protection of the existing structures. All other options anticipated to cross the TCPL Corridor, with similar costs for all road/ driveway options.</p> <p>Costs expected to be higher for public roads due to larger road area, more stringent road standards, and requirements for additional proposed utilities, such as street lighting.</p>
Operating Costs	10	Function of road length and number of traffic signals.	5	3	2	4	1	0	Operating costs for private access options assumed to be carried by private landowners.
TOTAL SCORE	100		$\frac{54}{100}$	$\frac{68}{100}$	$\frac{64}{100}$	$\frac{46}{100}$	$\frac{55}{100}$	$\frac{37}{100}$	
OVERALL RANK			4	1	2	5	3	6	



Based on the criteria identified in **Table 6-2**, the top three (3) options in order of preference are:

1. Alternative Planning Solution 4A Public Road Connection to Arterial Road A2 (**Figure 5-1**)
2. Alternative Planning Solution 4B Private Road Connection to Arterial Road A2 (**Figure 5-1**)
3. Alternative Planning Solution 6A: Public Road Connection to Cadetta Road 'Elbow' (**Figure 5-3**)

Alternative Planning Solution 4A & 4B: Road Connection to Arterial Road A2

The proposed service road connections to Arterial Road A2 both include a partial-movement opening (Left-In/ Right-In/ Right-Out) at Arterial Road A2. The proposed accesses would provide the minimum 225 metre median-opening spacing recommended in the Region's Controlled Access By-Law 62-2013, which was developed based on the premise of transitioning land uses over time and the underlying assumption of development over time (Region of Peel, 2013).

The proposed design at Arterial Road A2 includes the recommended provision of auxiliary lanes and storage based on characterization as an 'Industrial Connector' in the Regional Road Characterization Study (2013), which enhance travel efficiency through continuous travel speeds and safety due to the separation of the slowing and turning traffic from the through lanes. This is a refuge for turning traffic that reduces rear-end collisions (Region of Peel, 2013)

The development of both the private road and public road options off of Arterial Road A2 would allow joint access to both properties from one access point on Arterial Road A2, which supports the goal of reducing the number of accesses required at arterials.

Access from the service road to 10410 Coleraine Drive would extend to the existing front driveway, providing suitable access consistent with the current access location. The road would also provide direct access to 10514 Coleraine Drive.

This option also avoids impact to additional parcels beyond the EA study area that are not already impacted by the new arterial roads other than the subject parcels.

The new road would not cross the existing TCPL Corridor. This avoids the potential for significant schedule and cost challenges as a result of assessment and mitigation any potential impacts to the corridor in accordance with the National Energy Board's Pipeline Safety Act.

While a service road has the potential to limit options for future improvements to Arterial Road A2 due to space limitations, the proposed layout includes the proposed ultimate right-of-way from ESR, to mitigate this concern. No additional requirements for future widening of Arterial Road A2 are anticipated when the ESR recommended ultimate SPUI is required.

Alternative Planning Solution 4A: Public Road Connection to Arterial Road A2

A new public service road at Arterial Road A2 would allow for continuous public access of the properties to be maintained. Construction of the access road and Arterial Road A2 can be timed to ensure uninterrupted access to landlocked properties.

This option is anticipated to require more land and have higher capital costs compared to a private road option, due to the wider right-of-way and more stringent requirements for the construction of public roadways. It would have higher operating costs for the municipality, as operating costs for private roads are typically carried by landowners.

The public road option has benefits for road users including typically wider access roads which adhere to required minimum municipal maintenance requirements, and accommodations for pedestrians and cyclists.



Alternative Planning Solution 4B: Private Road Connection to Arterial Road A2

A new private service road at Arterial Road A2 is a higher risk solution as access to the properties may not necessarily be maintained since the timing of an easement for private access depends on submission of a completed application, as well as the time required for review, approval, and construction. The cooperation of the landowners will be required for the successful completion of this option.

This option is anticipated to require less land and have lower capital costs compared to a public road option, due to the narrower right-of-way. The operating costs for private roads are typically carried by landowners.

Alternative Planning Solution 6A: Public Road Connection to Cadetta Road 'Elbow'

Extension of the existing municipal road from the Cadetta Road 'Elbow' would allow for continuous public access to the properties to be maintained. Construction of the access road and Arterial Road A2 can be timed to ensure uninterrupted access to landlocked properties.

This option would impact the property at 6 Cadetta Road, in addition to the two subject parcels already impacted by the development of the arterial roads. It would also occupy land at 10410 Coleraine Drive and 10514 Coleraine Drive. The road would also consume a significant portion of front yard of 10410 Coleraine Drive.

Access from the proposed road to 10410 Coleraine Drive would be located at east side of the property along the existing frontage of Coleraine Drive, providing suitable access consistent with the current access location. The road would also provide direct access to the south lot line of 10514 Coleraine Drive.

The existing environmental conditions at the proposed road location are unknown, and the risk of potential contamination has been noted due to ongoing industrial use at the site. This presents a potential cost risk for the extension of the existing public road option.

The new road would cross the existing TCPL Corridor at 6 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts in accordance with the National Energy Board's Pipeline Safety Act. This federally regulated pipeline Act requires consent of pipeline operators prior to crossing or disturbing ground near pipelines which can introduce notable schedule and cost challenges.

Potential capital costs for this option are anticipated to be considerably higher than the service road options, due to the TCPL Corridor crossing and the uncertainty regarding existing environmental conditions at the site. Operating costs would be expected to be slightly lower than the service road due to a shorter road length.

7. Preferred Solution

Based on the results of the evaluation matrix, **Alternative Planning Solution 4A, Public Road Connection to Arterial Road A2**, is the preferred design solution.

This option minimizes potential impacts to businesses, property owners and the environment. It maintains the provision of public right-of-way access to 10410 Coleraine Drive and 10514 Coleraine Drive, while maintaining the existing entrance location. It will also avoid crossing the existing TCPL Corridor which avoids the potential risks associated with pipeline relocation and/or impact mitigation, which can introduce notable schedule and cost challenges.

At the time of the EA, public agencies were not in favour of the public road connection due to the anticipated high traffic volume along Arterial Road A2. However, upon participating in this EA Addendum process which involved a



comprehensive analysis and cost comparison of additional alternatives, EA proponents have reconsidered its position on the public road connection as it provides the access needed to the parcels while avoiding the complex challenges associated with the higher cost and less beneficial alternatives.

The intersection of Arterial Road A2 and the public road will be located approximately 250 m east of Coleraine Drive and approximately 350 m west of Highway 50. In accordance with the Region of Peel Median Opening Spacing guidelines (which requires a minimum 225 m spacing between intersections for an Industrial Collector), the public road intersection will be a Left-In/Right-In/Right-Out. Refer to the Preliminary Design drawing of the Public Road Connection to Arterial Road A2 in **Appendix D**.

DRAFT



References

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- Transportation Association of Canada (TAC). (2017). *Geometric Design Guide for Canadian Roads*. Ottawa: TAC.



APPENDICES

Appendix A. City of Brampton Heavy Vehicle Restrictions

City of Brampton General Traffic By-law No. 93-93, Schedule XI

City of Brampton Heavy Vehicle Restrictions Map





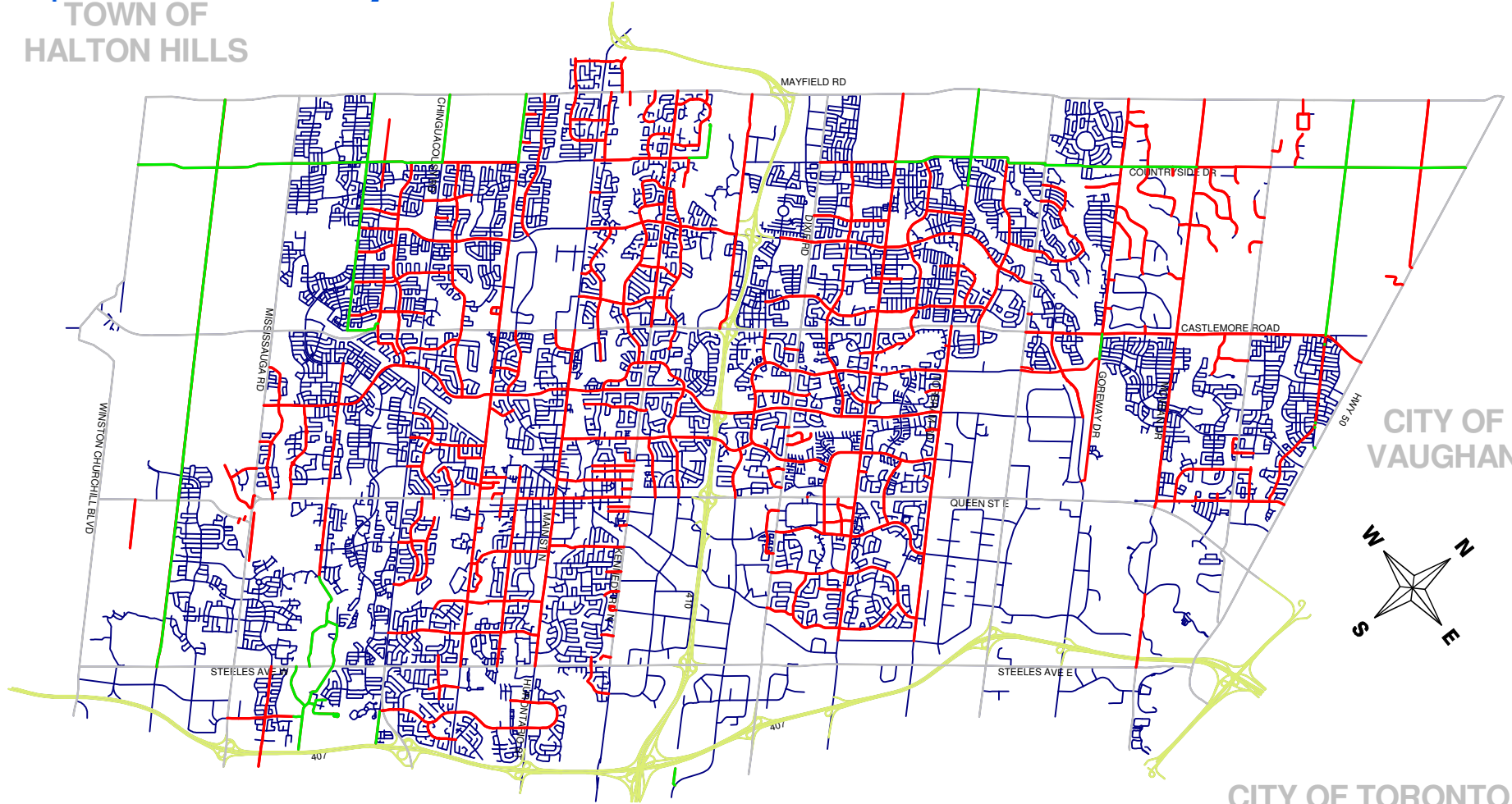
BRAMPTON

Flower City

brampton.ca

TOWN OF
HALTON HILLS

TOWN OF CALEDON



CITY OF VAUGHAN



CITY OF MISSISSAUGA

CITY OF TORONTO

HEAVY VEHICLE RESTRICTIONS

FLOWER CITY



BRAMPTON.CA

The Corporation of the City of Brampton
Planning and Infrastructure Services

Notes:
This map is produced based on the General Traffic By-law, Schedule XI.
In the event of discrepancies between this map and the By-law text,
the By-law text shall prevail.

Print Date:
Feb 10, 2016

Legend

- No Heavy Vehicles Anytime
- Reduced Vehicle Load - 5 Tonnes Per Axle
- Time Restricted
- BRAMPTON
- PEEL
- MTO

A Consolidated By-law to regulate
use of highways and parking in
the City of Brampton

THE COUNCIL of the Corporation of the City of Brampton ENACTS as follows:

1. This by-law shall be known and may be cited as the Traffic and Parking By-law of The Corporation of the City of Brampton, hereinafter referred to as this by-law.

**PART I
DEFINITIONS**

In this by-law:

2. ¹“access aisle” means an area adjacent to an accessible parking space, on which parking is not permitted, so that persons with disabilities may get into and out of a vehicle parked in the accessible parking space;

²“accessible parking permit” means a permit issued to a person who meets the requirements of the Ministry of Transportation as set out in Section 5 of Ontario Regulation 612/05 (Accessible Parking for Persons with Disabilities) of the *Highway Traffic Act*.

³“accessible sign” means a sign with the international symbol for accessibility;”.

⁴“authorized resident parking only zone” is a highway or part highway where parking is prohibited under the provisions of Section 51.2 of this by-law.

⁵“bicycle” includes a tricycle, unicycle and a power-assisted bicycle but does not include a motor assisted bicycle;

⁶“bicycle lane” means a facility located in the traveled portion of the street or roadway and is designed for one-way bicycle traffic only and denoted by pavement markings and signage.

“boulevard” means:
 - (1) that portion of a highway, paved or unpaved between the City property line and the curb line but does not include the sidewalk;
 - (2) any centre median strip or island separating two (2) roadways.
“City” means The Corporation of the City of Brampton;

“city permit” means a permit, other than Municipal Lot Permit, that has been issued by the City of Brampton pursuant to this by-law;

“commercial motor vehicle” means a motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, buses and tractors used for hauling purposes on a highway;

⁷"Commissioner" means the Commissioner of Works and Transportation for the City of Brampton or such person as he may designate to carry out his duties under this by-law;

"community safety zone" means a highway or a portion of a highway designated as such under this by-law and signed pursuant to the regulations of the Highway Traffic Act;

"construction" means anything done in the erection, installation, extension or material alteration, demolition or repair of a building and includes the installation of building units fabricated or moved from elsewhere and the installation of swimming pools;
"corner" means the point of intersection of curbs or edges of the travelled portion of the highway;

⁸"cross-ride" means any part of the highway at an intersection or elsewhere distinctly indicated for bicycle crossing, and that is marked by pavement markings and may also include signs or a cross-ride/bicycle signal if the intersection or crossing is signalized.

"crosswalk" means:

- (1) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs, or, in the absence of curbs, from the edges of the roadway;
- (2) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface;
- (3) but excludes pedestrian crossovers.

"curb line" means the line of the curb, or, where no curb is constructed, the edge of the travelled portion of the highway;

"designated school crossing" means a crosswalk which is established and specifically designated by signs to facilitate the crossing of a highway by school children under the supervision of a school crossing guard;

⁹"e-bike" has the same meaning as "power assisted bicycle";

¹⁰"elbow curve" means a circular curve which joins two perpendicular road tangents in a highway horizontal alignment;

¹¹"electric-kick scooter" has the same meaning as in Ontario Regulation 389/19;

¹²"eligible applicant" means a person who is a resident of a dwelling abutting a highway or part of a highway designated as a AUTHORIZED RESIDENT PARKING ONLY ZONE.

"entrance culvert" means an arched drain or conduit for the passage of water constructed on a highway, under a driveway or other access point to private lands.

"fire chief" means the Fire Chief of the Corporation of the City of Brampton or such person as he may designate to carry out his duties under this by-law.

"fire route" means any private roadway designated by the Fire Chief under the Fire Marshalls Act, R.S.O. 1990, F.17.

"heavy truck" means any commercial motor vehicle having an unloaded vehicle weight in excess of four thousand five hundred (4,500) kilograms (9,925 lbs.), but does not include ambulances, buses, fire apparatus, vehicles owned by or operated for the City of Brampton, Regional Municipality of Peel, the Ministry of Transportation (Ontario) or any utility;

"highway" includes a common and public highway, any part of which is intended for or used by the general public for the passage of vehicles and pedestrians and includes the area between the lateral property lines thereof;

¹³"holiday" means New Year's Day, Family Day, Good Friday, Easter Monday, Victoria Day, Canada Day, Civic Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day, Boxing Day and any day fixed as a holiday by proclamation of the Governor General or Lieutenant Governor.

"intersection" means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two (2) or more highways that join one another at an angle, whether or not one highway crosses the other;

¹⁴"large vehicle" shall mean any motor vehicle having an overall height greater than 2.6m or overall length greater than 6.7m or combination of both. External attachments to the vehicle are included in the measurement of height and length;

"lot" includes a block, preserve or other parcel of land which can be alienated or conveyed separately and apart from any abutting lands.

"median strip" means the portion of a highway so constructed as to separate traffic travelling in one direction from traffic travelling in the opposite direction by a physical barrier or an unpaved strip of ground;

"motor assisted bicycle" means a bicycle:

- (1) fitted with pedals which are operable at all times to propel the bicycle;
- (2) weighing not more than fifty-five (55) kilograms (120 pounds);
- (3) which has no hand or foot operated clutch or gearbox driven by the motor and transferring power to the driven wheel;
- (4) having an attached motor driven by electricity or having a piston displacement of not more than fifty (50) cubic centimetres (3 cubic inches);
- (5) which does not have sufficient power to enable the bicycle to attain a speed greater than fifty (50) kilometres per hour (30 miles per hour) on level ground within a distance of two (2) kilometres (1.25 miles) from a standing start.

"motorcycle" means a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three (3) wheels in contact with the ground and includes a motor scooter, but does not include a motor assisted bicycle;

"motor vehicle" includes an automobile, motorcycle, motor assisted bicycle unless otherwise indicated in the Highway Traffic Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car, or other motor vehicles running only upon rails, or a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road-building machine within the meaning of the Highway Traffic Act, as amended;

"municipal lot permit" is a pass to park a motor vehicle within a designated municipal parking lot for the specified duration;

"municipal parking lot" shall mean land or structures which have been set apart, designated or established by the city for the parking of motor vehicles;

"occupant", when used in relation to property, means:

- (1) the tenant of the property or part thereof whose consent shall extend only the control of the land of which he is tenant and any parking spaces allotted to him under his lease or tenancy agreement;
- (2) the spouse of a tenant;
- (3) a person or The Corporation of the City of Brampton, or a local board thereof, having an interest in the property under an easement or right of way granted to or expropriated by the person, the Corporation or local board whose consent shall extend only to the part of the property that is subject to the easement or right of way; or
- (4) a person authorized by an occupant as defined in paragraph (1), (2) or (3), to act on the occupant's behalf for requesting the enforcement of this section.

"officer" means a police officer, a police cadet, a municipal law enforcement officer or any person appointed by Council to enforce this by-law;

"one way street" means a highway upon which vehicular traffic is limited to movement in one direction;

"owner", when used in relation to property means:

- (1) the registered owner of the property;
- (2) the registered owner of a condominium unit, whose consent shall extend only to the control of the unit of which he is owner and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration or description of the property;
- (3) the spouse of a person described in paragraph (1) or (2);
- (4) where the property is included in a description registered under the Condominium Act, the board of directors of the condominium corporation;
- (5) a person authorized by the property owner as defined in paragraph (1), (2), (3) or (4) to act on the owner's behalf for requesting the enforcement of this by-law.

"parking consideration" means approval, verbal or written, from the Director of Enforcement and By-law Services, or designate, to park on a designated portion of a City roadway for a designated period of time when parking is prohibited under subsection 42 (8) and (11) and section 45 of this by-law;

"parking lot space" means a portion of the surface of a parking lot normally designated by lines painted or marked on the surface of the parking lot;

"park or parking" means when prohibited, the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers;

"parking machine" means an electronic or mechanical device, for the purpose of controlling and regulating the parking of any motor vehicle in or on a parking lot;

"parkland" means any and all land owned by or made available by lease, agreement or otherwise to the City that:

- (1) has been or hereafter may be set apart, designated, dedicated or established by the City as public parkland, including the water areas and shoreline of such property; or
- (2) is maintained by the City as a boulevard, median, landscaped buffer area or walkway.

"parking meter" means an electronic or mechanical device, with the necessary standard for same, for the purpose of controlling and regulating the parking of any vehicle in a parking space and measuring and recording the duration of such parking for a specified fee;

"parking space" means:

- (a) a portion of the surface of the travelled portion of the highway or of the shoulder forming part of a highway, designated by suitable markings, the use of which for parking vehicles is controlled and regulated by a parking meter and/or designated for angle parking only; and
- (b) on private property an area designated by suitable markings, the use of which for parking vehicles may be controlled and regulated by a parking meter and/or designated for angle parking only.

"pedestrian" includes a person in a wheelchair;

"pedestrian crossover" means any portion of a roadway, at an intersection or elsewhere, designated by this by-law and distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by the regulation of the Highway Traffic Act, as amended;

"permit" means an identifying marker issued by the Ministry of Transportation (Ontario);

¹⁵"power-assisted bicycle" means a bicycle that:

- (1) is a power-assisted bicycle as defined in subsection 2 (1) of the Motor Vehicle Safety Regulations made under the Motor Vehicle Safety Act (Canada);
- (2) bears a label affixed by the manufacturer in compliance with the definition referred to in clause (1);
- (3) has affixed to it pedals that are operable; and,
- (4) is capable of being propelled solely by muscular power;

"private property" is property other than that owned by the municipality, but shall include property owned by public authorities and local boards.

"private roadway" includes a lane, ramp or other means of vehicular access to or egress from a building or structure and it may include part of a parking lot;

"public parking area" is a structure or open area other than a street or highway, used for the temporary parking of twenty (20) or more motor vehicles, to which the public has access, whether on payment of a fee or otherwise;

"public transit vehicle" means a motor vehicle owned by or operated for a municipal or provincial authority which is designed for carrying ten (10) or more passengers and used solely for the transportation of persons upon payment of a prescribed fee;

"road building machine" means a self-propelled vehicle of a design commonly used in the construction or maintenance of highways, including but not limited to asphalt spreaders, concrete paving or finishing machines, motor graders, rollers, tractor-dozers and motor scrapers; tracked and wheeled tractors of all kinds while equipped with mowers, post-hole diggers, compactors, weed spraying equipment, snow blowers and snow ploughs, front-end loaders, back hoes or rock drills; and power shovels on tracks and drag lines on tracts, but not including a commercial motor vehicle;

"roadway" means that part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two (2) or more separate roadways, the term "roadway" refers to any one roadway separately and not to all of the roadways collectively;

¹⁶"roundabout" means a raised island or pavement marking island located in the center of an intersection, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island;

"school bus" means a bus used for the transportation of children to and from school that:

- (1) bears on the rear thereof the words "Do not pass when signals flashing";
- (2) is equipped with two (2) red signal lights on the rear thereof and two (2) red signal lights on the front thereof;
- (3) is painted chrome yellow with black lettering and trim.

¹⁷"school days" means any Monday to Friday inclusive, between 7:00 a.m. and 5:00 p.m. when school is in session.

"shoulder" means the area adjacent to a roadway, where there is no curb, but does not include a sidewalk;

"sidewalk" means an improved portion of a highway between the curb line and the adjacent property line, intended for the use of pedestrians;

"signs" shall include any sign or other device erected or placed on a highway, private or municipal property for the purpose of regulating or guiding traffic;

"social event" shall include, but not limited to, parades, road races and street dances;

"stand or standing" means when prohibited, the halting of a vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers;

"stop or stopping" means when prohibited, the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or

in compliance with the directions of a constable or other police officer or of a traffic control sign or signal;

¹⁸"tangent" means a straight line that meets a curve at a single point but if extended does not intersect it at any other point;

"taxicab stand" means the area designated by the City to be used by a taxicab while waiting for or picking up goods or passengers;

"through highway" means a highway or part of a highway designated as such by the Minister or by by-law of a municipality, and every such highway shall be marked by a stop sign or yield right-of-way sign in compliance with the regulations of the Ministry;

"tow away zone sign" means signage depicting an area designated by this by-law where a vehicle may be towed away forthwith;

¹⁹"traffic calming measures" means the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users;

"traffic signal or traffic control signal" means any device manually, electrically or mechanically operated for the regulation of traffic;

"unauthorized motor vehicle" is a vehicle that does not have affixed thereto current identification issued and displayed in accordance with the provisions of this by-law;

"u-turn" means to turn a vehicle within a roadway so as to proceed in the opposite direction;

"vehicle" includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car;

"vehicle weight" means the weight of the vehicle itself, as set out in the manufacturer's specifications;

²⁰"wheelchair" includes a motorized scooter or other self-propelled device, designed to transport one person who has a disability."

"working day" means any Monday to Friday inclusive, between 8:30 a.m. and 4:30 p.m., which is not a statutory holiday;

3. Where words and phrases used in this by-law are defined in the Highway Traffic Act, but not defined in this by-law, the definitions in the Highway Traffic Act shall apply to such words and phrases.

WORD USAGE

4. (1) As used in this by-law, words used in the present tense include the future; words used in the masculine gender include the feminine and neuter; and the singular number includes the plural and the plural the singular.
- (2) The headings and subheadings used in this by-law shall not form a part of the by-law, but shall be deemed to be inserted for convenience of reference only.

EXPRESSION OF TIME

5. Where, in this by-law, any expression of time occurs or when any hour or other point of time is stated, the time referred to or intended shall be reckoned as standard time except in periods when daylight saving time is declared to be in effect, then, during such periods, the time referred to or intended shall be reckoned as daylight saving time.

INTERPRETATION

6. Where there is any conflict between the provisions of this by-law and the provisions of the Highway Traffic Act, as amended, the provisions of the Highway Traffic Act shall prevail.

PART II

ENFORCEMENT

- ^{217.} A police officer, police cadet, municipal law enforcement officer or other person authorized to enforce the Highway Traffic Act, as amended, are hereby vested with the authority of administering and enforcing the provisions of this by-law.

**PART III
CITY PERMITS**

MOVING OF VEHICLES AND STRUCTURES

8. (1) A vehicle, load, object or structure in excess of the dimensional limits set out in Section 109 or the weight limits set out in Part IX of the Highway Traffic Act is permitted on a highway if:
- (a) a city permit has been issued by the Commissioner; or
 - (b) a permit issued by the Regional Municipality of Peel, the City of Mississauga or Town of Caledon has been approved by the Commissioner.
- (2) The Commissioner may attach to any city permit issued or approved by him any or all of the conditions or limitations set out in the Highway Traffic Act, that are, in his opinion, necessary.
- (3) An application for a city permit shall be made on a form to be provided by the Commissioner.
- (4) The issuance or approval of a city permit by the Commissioner shall be subject to the general provisions and regulations set out in the form.

OCCUPANCY OF HIGHWAY

9. (1) No person shall commence construction or repair of an entrance culvert or any work over, on, under or adjacent to any city highway which is likely to require the temporary closing, obstruction or encumbering of part or all of such highway unless and until a city permit has been obtained for such purpose from the Commissioner and until signs, barricades and other safety measures have been provided, and, if necessary, until alternative traffic routes have been established in accordance with the provisions of subsection (7).
- ²²(1.1) Where a city permit involves construction or repair of a highway, or works near a highway, the Commissioner of Works and Transportation is appointed as the person to designate construction zones in Brampton, for the purposes of Section 128(8.1) of *Highway Traffic Act*.
- (2) No person shall conduct a social event which is likely to require the temporary closing, obstruction or encumbering of part or all of such highway unless and until a city permit has been obtained for such purpose from the Commissioner, until signs, barricades and other safety measures have been provided, and, if necessary, until alternative traffic routes have been established in accordance with the provisions of subsection (7).
- (3) All applications for a city permit required under subsections (1) & (2) above shall be made on the forms provided by the Commissioner and shall be accompanied by such other supportive materials as may be required by the Commissioner, and by a non-refundable administration fee as set out in Schedule XXIII to this by-law.
- (4) If the work to be undertaken necessitates a temporary highway closure, the applicant for the city permit shall take such steps as are reasonable and necessary to advise and accommodate all persons who will be affected by the temporary closure of the highway.
- (5) If the work to be undertaken does not necessitate a temporary highway closure, an application to the Commissioner for a city permit required under this section shall be made at least two (2) working days before the date of commencement of the work. If the work to be undertaken necessitates a temporary highway closure, an application to the Commissioner for a city permit required under this section shall be made at least fifteen (15) working days before the date of commencement of the work.
- (6) Notwithstanding the provisions of subsection (4), if the work to be undertaken is required immediately for public health, safety or welfare reasons, an application to the Commissioner for a city permit required under subsection (1) shall be made within the first four (4) hours of the first working day after the date of commencement of the work.

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- (7) When a city permit has been issued, the permit holder shall, during the course of the work or social event:
- (a) maintain a reasonable safe alternate route for vehicular and pedestrian traffic;
 - (b) provide and maintain reasonable local access routes for all property owners or occupants whose access will be affected by the proposed works;
 - (c) supply, erect and maintain at his own expense all barricades, signs, covers, lights, flagmen and other safety warning devices as may be required by the Commissioner to protect the vehicular and pedestrian traffic;
 - (d) provide and maintain pedestrian traffic routes which are separated from vehicular traffic and the project site in a manner satisfactory to the Commissioner.
- (8) Where a permit holder fails to comply with any of the provisions of subsection (7), the Commissioner may perform the works necessary to effect compliance with this section and all costs and expenses incurred thereby shall be borne by the permit holder.
- (9) If the works or social event to be undertaken cannot be completed by the expiry date set out in the city permit, the permit holder shall make an application to the Commissioner for an extension of time and the application shall be made at least two (2) working days prior to the expiry date set out in the city permit.
- (10) No permit holder shall remove, relocate, conceal from view or interfere with any traffic signs, safety barricades, guide rails, post and wire delineation in the course of carrying out the work or social event. If a permit holder requires temporary removal or relocation of any of the above, he shall request the Commissioner to carry out such work and all costs thereby incurred shall be borne by the permit holder.
- (11) All work to be undertaken under a city permit issued under this section shall be carried out in a manner which is satisfactory to the Commissioner.
- (12)
- (a) When a hazardous condition arises during the course of the work or social event undertaken by a permit holder, the permit holder shall immediately notify the Commissioner and any affected utility company of the condition.
 - (b) When a hazardous condition arises during the course of the work or social event undertaken by the permit holder, the Commissioner may order the road closed, the work halted or other appropriate remedial action to be taken.
- (13) The permit holder shall notify the Commissioner immediately when the work undertaken has been completed.
- (14)
- (a) Upon completion of the work or social event, the permit holder shall restore the highway affected by the work to the condition acceptable to the Commissioner and shall guarantee the workmanship on all the restoration work within the limits of the road allowance for a period of twenty-four (24) months from the substantial completion of the work.
 - (b) Notwithstanding the provisions of subsection (14)(a), the restoration of the highway may be carried out by the city and the permit holder shall reimburse the city for the costs of the restoration.
- (15) The permit holder shall be responsible for all damages to all existing services when such damages arise out of the work undertaken by the permit holder.
- (16) Work performed by the city under this section shall not relieve the permit holder or his agents, servants or workmen from any responsibility or any liability arising out of the performance of the work under the permit.

- (17) Every person who uses a highway or portion of a highway which has been closed to traffic under this section does so at his own risk and the municipality is not liable for any damages sustained by reason of the person using the highway or portion thereof so closed to traffic.
- (18) The Commissioner may stop any work or social event being performed on or under any highway without a city permit issued under this section.
- (19) No person shall without lawful authority use a highway or portion thereof closed to traffic and protected pursuant to this section.
- (20) No person shall remove or deface any barricade, device, detour sign or notice placed on any highway or portion thereof under this section.

**PART IV
USE OF HIGHWAYS**

²³PEDESTRIAN RELATED REGULATIONS

10. (1) No person shall drive a vehicle except a wheelchair or a bicycle with all wheels less than fifty (50) centimetres (20 inches) in diameter upon any sidewalk except for the purpose of directly crossing a sidewalk, unless the sidewalk is designated as a multi-use path under Section 21.1 of this by-law
- (2) Except where traffic control signals are in operation or where traffic is being controlled by a police officer, a pedestrian crossing a highway at a place other than a pedestrian crossover shall yield the right-of-way to all vehicles upon the roadway, but nothing in this Section shall relieve the driver of a vehicle from the obligation of taking all due care to avoid a collision.
- (3) No pedestrian shall proceed over or go under a barrier installed along a sidewalk for the purpose of prohibiting pedestrian movement.
- (4) Where signs to that effect are displayed, no pedestrian shall cross any highway at the intersection set out in Column 1, at the location and in the direction set out in Column 2 and at the times set out in Column 3 of Schedule XXXVI of this by-law.
- (5) Every driver or operator of a vehicle emerging from a driveway, laneway or private property shall bring the vehicle to a full stop immediately before driving onto a sidewalk or multi-use path and upon proceeding shall yield the right-of-way to pedestrians, cyclists or other occupants upon the sidewalk or multi-use path.

²⁴BICYCLE RELATED REGULATIONS

11. (1) Every rider of a bicycle shall at all times when riding on a highway, keep his or her feet on the pedals, and both hands on the handlebars, except for the purpose of signalling, and no person while riding a bicycle shall indulge in trick riding or carry any articles in his or her hands or otherwise ride so as to prevent the full use of both hands to operate or control the bicycle. (2)
Persons operating bicycles upon a roadway shall ride in single file.
- (3) A person operating a bicycle upon a roadway shall ride as near to the right hand side of the roadway as practicable and shall exercise due care when passing a standing vehicle or one proceeding in the same direction.
- (4) No person shall park a bicycle on a highway except in such a manner as to cause the least possible obstruction to pedestrian or vehicular traffic.
- (5) No person shall operate a motor assisted bicycle or e-bike upon any sidewalk or multi-use trail

²⁵ELECTRIC KICK-SCOOTERS

- 11.1 (1) Persons shall be permitted to operate electric kick-scooters on highways with a posted limit of 50km/h or less, on designated bicycle lanes in accordance with Schedule XXX and on multi-use paths in accordance with Schedule XXXVII.
12. No person upon roller skates, skateboard, or riding in or by means of any coaster, toy vehicle or similar device shall go upon a roadway except for the purpose of crossing the roadway.
13. (1) No person other than a person so authorized under this by-law shall place, maintain or display upon or in view of any road, any sign, signal, marking or device which purports to be or is an imitation of or resembles a traffic control sign or traffic signal, or which conceals from view or interferes with the effectiveness of a traffic control sign or traffic signal; and
- ²⁶(2) Where an emergency arises making it desirable to temporarily prohibit parking on certain streets the Commissioner or the Chief of Police and their authorized representatives are hereby authorized to direct that "Emergency No Parking" signs be erected. The Commissioner or the Chief of Police and their authorized representatives shall direct the removal of these signs when, in their opinion, the emergency has ceased.

SALE OF GOODS ON A HIGHWAY

2714. (1) No person shall display any goods, merchandise, products, refreshments, foodstuffs or flowers or sell or offer for sale by retail any goods if the place of offering or sale is in a highway over which the City of Brampton has jurisdiction.
- (2) No person shall sell or offer for sale by retail any goods on a vacant lot adjacent to a highway.
15. (1) A police officer, police cadet, municipal enforcement officer, provincial offences officer or any person authorized by by-law to enforce this by-law who has reason to believe that any object, vehicle or thing is stopped, parked or placed on a public highway under the jurisdiction of the City of Brampton in contravention of section 14(1), may cause it to be removed and taken to and stored in a suitable place.
- (2) Where there is a person in charge of the object, vehicle or thing in contravention of the by-law, the person authorized to enforce the by-law shall produce appropriate identification and inform the person in charge, that the object, vehicle or thing is in contravention of this by-law.
- (3) Where there is a person in charge of the object, vehicle or thing in contravention of this by-law, the person authorized to cause the removal of the object, vehicle, or thing shall give a receipt to that person for the object, vehicle or thing.
- (4) Subject to subsections (5) and (6), all costs and charges for the removal, care and storage of any object, vehicle or thing under this by-law are a lien upon it which may be enforced by the City of Brampton in the manner provided by the Repair and Storage Liens Act.
- (5) An object, vehicle or thing removed and stored in accordance with subsection (1) not claimed by the owner within sixty (60) days of removal is the property of the City and may be sold and the proceeds shall form part of the general funds of the City of Brampton.
- (6) Despite subsection (5), any object or thing that is perishable is the property of the City of Brampton upon being moved in accordance with subsection (1) and may be destroyed or given to a charitable organization.
- (7) The provisions of this section shall apply to any highway established as a Regional Road in the City of Brampton within the Regional Road system established by the Regional Municipality of Peel for as long as the Region has enacted and passed a by-law for the sale and display of goods on a highway as authorized by the Municipal Act.

**PART V
TRAFFIC REGULATIONS**

ONE-WAY TRAFFIC

16. The highways set out in Column 1 of Schedule I of this by-law between the limits set out in Column 2 of said Schedule are hereby designated for one-way traffic only in the direction set out in Column 3 of the said Schedule when signs indicating the direction of traffic have been erected and displayed at every intersection where movement in the opposite direction is prohibited.

ROUNDBABOUTS

- ²⁸16.1 A highway/intersection designated for counter-clockwise traffic only when signs indicating the direction of traffic have been erected and displayed at every approach to the intersection where movement in the opposite direction is prohibited.

U-TURNS

17. Where signs to that effect are displayed, no person operating a vehicle shall make a U-turn on any highway or portion of a highway set out in Column 1 of Schedule II of this by-law between the limits set out in Column 2 of the said Schedule.

²⁹DESIGNATED TURNING LANES

- 17.1 (1) Where signs to that effect are displayed the highways set out in Column 1 of Schedule VI of this by-law having been divided into clearly marked lanes for traffic within the limits set out in Column 2, the lane identified in Column 3 is hereby designated only for turns in the direction indicated in Column 5 made by vehicles proceeding in the direction specified in Column 4 and the driver of each vehicle shall turn only in the direction indicated on the signs.
- (2) Section 17.1 (1) does not apply to;
- (a) buses, provided suitable signs exempting buses are erected and maintained;
 - (b) maintenance vehicles while employed in removing snow from the highway or engaged in winter maintenance activities;
 - (c) any police, fire or emergency medical service vehicles, in any emergency.

THROUGH HIGHWAYS

18. (1) The highway or portions of highways set out in Column 1 of Schedule III of this by-law between the limits set out in Column 2 of said Schedule, are, except as provided in subsection (2) below, hereby designated as through highways.
- (2) The designation in subsection (1) above of a highway or part of a highway as a through highway shall not include any intersection thereon where the highway intersected is a King's Highway or a Peel Region highway or where traffic control signals are installed.

COMMUNITY SAFETY ZONES

- 18.1 (1) The highways or portions of highways set out in column 1 of schedule XXIV of this by-law, between the limits set out in column 2 of the said schedule, during the times or days set out in column 3 of the said schedule, are designated as community safety zones.
- (2) Every person who is convicted of an offence pursuant to the Highway Traffic Act is subject to an increased fine as provided by the Act.

STOP SIGNS

- ³⁰19. The intersection or location on highways set out in Column 1 of Schedule IV of this by-law are designated where stop signs shall be erected facing traffic in the direction as set out in Column 2 of said Schedule.

YIELD SIGNS

20. The intersections on the highways set out in Column 1 of Schedule V of this by-law are designated as intersections where yield right-of-way signs shall be erected facing traffic in the direction set out in Column 2 of said Schedule.

TRAFFIC SIGNS

- ³¹20.1 Every driver or operator of a vehicle shall obey the instructions or directions indicated on any sign erected in accordance with the schedules of this by-law.

³²DESIGNATED BICYCLE LANES

- 21 ³³(1) Where signs to that effect are displayed on highways set out in Column 1 of Schedule XXX of this by-law having been divided into clearly marked lanes for bicycle traffic within the limits set out in Column 2, the lane identified in Column 3 is hereby designated only for bicycles and electric kick-scooters in the direction indicated in Column 4.
- ³⁴(2) Where a lane of the highway has been designated for the use of bicycles and electric kick-scooters only, no person shall:
- ³⁵(a) drive a vehicle other than a bicycle, electric-kick scooter, public transit, police, fire, emergency medical service vehicle or maintenance vehicle while engaged in maintenance activities; or
- (b) park or stop a vehicle other than a public transit, police, fire, emergency medical service vehicle or maintenance vehicle while engaged in maintenance activities.

³⁶MULTI-USE PATH

- ³⁷21.1 Those portions of sidewalk adjacent to the highway as set out in Column 1, on the side of the roadway set out in Column 2, between the limits set out in Column 3 of Schedule XXXVII designated as multi-use paths shall be used solely by pedestrians, cyclists, people operating electric kick-scooters, roller skaters and in-line skaters.

³⁸CROSS-RIDES

- 21.2 (1) Where signs and pavement markings to that effect are displayed designating a crossing of a highway as a cross-ride, the crossing is hereby designated for use of bicycles and electric kick-scooters only.
- (2) Where a crossing of the highway has been designated as a cross-ride, no person shall walk or drive a vehicle other than a bicycle or electric kick-scooter or for the purpose of crossing the cross-ride.

PROHIBITED TURNS

22. (1) Where signs to that effect are displayed, a person operating a vehicle in the intersection or portion of the highway set out in Column 1 of Schedule VII of this by-law proceeding in the direction set out in Column 2 of said Schedule, shall not turn such vehicle in the direction set out in Column 3 of said Schedule during the times or days set out in Column 4 of the said Schedule.

SCHOOL BUS LOADING ZONES

23. (1) The highways or portion of highways set out in Column 1 of Schedule VIII of this by-law on the side set out in Column 2 of the said Schedule between the limits set out in Column 3 of the said Schedule and at the school or institution set out in Column 4 of the said Schedule are hereby designated as school bus loading zones.
- (2) Each of the designations referred to in Schedule VIII shall not become effective unless and until the highways or portions thereof affected are marked to comply with the provisions of the Highway Traffic Act and the regulations thereunder.

PEDESTRIAN CROSSOVERS

24. (1) The highway or portions of highways set out in Column 1 of Schedule IX of this by-law at the locations named in Column 2 of the said Schedule are designated as pedestrian crossovers.

- (2) Each of the designations referred to in Schedule IX shall not become effective unless and until the highways or portions thereof affected are marked to comply with the provisions of the Highway Traffic Act and the regulations thereunder.

RATE OF SPEED

3940 25

- (1) Where signs to that effect are displayed on the highway or portion of a highway set out in Column 1 of Schedule X of this by-law between the limits set out in Column 3 of the said Schedule during the times and days set out in Column 4 of the said Schedule, the maximum rate of speed in kilometres per hour shall be that set out in Column 2 of the said Schedule.
- (2) Notwithstanding subsection (1) of Section 25, where signs are augmented by flashing lights as prescribed in the Highway Traffic Act, the maximum rate of speed in kilometres per hour as set out in Column 2 of said Schedule shall only be in effect when said lights are flashing.

HEAVY TRUCKS

4126.

- (1) Except as provided in subsection (2), when authorized signs to that effect are displayed, no person shall move, drive or operate a heavy truck on the highways set out in Column 1 of Schedule XI of this by-law between the limits set out in Column 2 of the said Schedule during the times or days set out in Column 3 of the said Schedule.
- (2) Subsection (1) shall not apply to any vehicle actually engaged in making delivery to or a collection from premises which cannot be reached except by way of a highway or a portion of highway referred to in the said section or to prohibit the use of such vehicles, for such purposes, provided that, in making such delivery or collection, the said highway or portion of highway is travelled only insofar as is unavoidable in getting to and from such premises.

REDUCED VEHICLE LOADS

27. (1) No person shall operate a commercial motor vehicle or trailer, other than a public vehicle or a two-axle tank-truck or a two-axle truck, while used as referred to in Section 122 (2) of the Highway Traffic Act, on the highways set out in Column 1 of Schedule XII of this by-law between the limits set out in Column 2 of the Schedule, when appropriate signs have been erected, where any axle of such commercial motor vehicle or trailer transmits to the highway a weight in excess of five thousand (5,000) kilograms (11,000 lbs.).
- (2) Subsection (1) above does not apply to prevent the operation of a commercial motor vehicle or trailer on the parts of the highways described in Schedule XII where a special permit has been applied for and obtained from the Commissioner. Such special permit may be made subject to such terms and conditions as the Commissioner deems appropriate.
- (3) The provisions of Section 146 of the Highway Traffic Act shall apply to contraventions of this section.

BRIDGE WEIGHT LIMITS

28. (1) The gross vehicle weight of any vehicle or combination of vehicles passing over the bridges listed in Column 1 of Schedule XIII of this by-law, shall be limited to the weights set out in the corresponding line of Column 2 of said Schedule.
- (2) Any person who contravenes any of the provisions of this section is guilty of an offence and upon conviction is liable to a fine as provided pursuant to Section 146 of the Highway Traffic Act, as amended.

⁴²BLOCKING INTERSECTIONS

- 28.1 (1) A driver approaching an intersection controlled by traffic signals which show a circular green or green arrow indication is prohibited from entering the intersection unless traffic in front of him or her is moving in a manner that would reasonably lead him or her to believe he or she can clear the intersection before the signal indication changes to a circular red indication.
- (2) Section 28.1 (1) does not apply to a driver who enters an intersection for the purpose of turning to the right or left into an intersecting highway and signals their intention to make the turn prior to entering the intersection.
- (3) Section 28.1 (1) is in effect at all intersections under traffic signal control under the jurisdiction of the City of Brampton.

OBSTRUCTION OF HIGHWAYS, DITCHES AND CULVERTS

29. (1) No person shall obstruct, encumber, or foul any highway under the jurisdiction of the City by any means whatsoever.
- (2) Without limiting the generality of subsection (1), the obstruction or fouling of a highway includes:
- (a) the building or maintaining of a fence on a highway;
 - (b) the depositing of snow or ice on a highway;
 - (c) the depositing of large refuse containers or bulk containers on a highway;
 - (d) the depositing of construction or landscaping materials on a highway.
30. No owner shall permit their dog to foul any highway or any part thereof.
31. No person shall obstruct a ditch or culvert which is upon a City highway.
32. No person shall throw, place, deposit or permit to be blown or escape from premises occupied by him or dropped from any vehicle, paper, hand-bills, garbage, ashes, rubbish, tires, appliances, soil, construction material, the carcass of any animal, or any other refuse or waste material on any highway in the City of Brampton.

33. Any person employing or using vehicles in making excavations for building purposes, and in conveying earth, rubbish or other material from such excavations or from any other place along the public highways of the City, or in any operation involving the passage of such vehicles to and from any site, whether for building purposes or otherwise, shall at once remove from the pavements and sidewalks, or from any public place where the same may be deposited, all earth, rubbish or other material that may fall from the wheels of or from such trucks, graders or loaders, and shall employ and keep employed a sufficient number of sweepers or workmen or use such means as may be necessary to keep all such pavements and sidewalks in a clean condition and free from earth or other material.
34. The Commissioner may give to any person found to have obstructed or fouled a highway contrary to the provisions of this by-law, a notice in writing delivered by hand or posted on the obstruction, requiring the removal from such highway any and all refuse, articles or materials.
35. In the event that such person does not comply with the direction in the said notice, the City may perform the work, or cause it to be done, and the cost thereof may be recovered from such person by court action, or the same may be recovered in like manner as municipal taxes.

DAMAGE TO CURBS, SIDEWALKS, BOULEVARDS AND PARKLAND

36. (1) Every person owning land abutting a highway on which land he intends to carry out construction which necessitates the crossing of curbs, sidewalks, shoulders, boulevards or parkland shall submit to the Commissioner an application in a form provided by the Commissioner accompanied by a deposit as set out in Schedule XXIII.
- (2) Every person who causes damage to the curbs, sidewalks, boulevards or parkland where no deposit has been taken or permit has been issued is guilty of an offence.
- (3) Where access to the land where construction is to take place is available only by crossing parkland, the owner of the land shall submit to the Commissioner an application in a form provided by the Commissioner accompanied by a deposit as set out in Schedule XXIII, and where the crossing may disturb trees or shrubs, an amount to be determined by the Commissioner which represents the replacement cost of said trees or shrubs.
- (4) An application required by subsections (1) or (3) shall be accompanied by a non-refundable administration fee as set out in Schedule XXIII.
- ⁴³(5) Notwithstanding the foregoing, every person who causes damage to the curbs, sidewalks, boulevards or parkland is guilty of an offence.
37. (1) Upon receipt of an application under Section 36, subsection (1), the Commissioner shall determine the location where the parkland crossing shall be permitted.
- (2) No person shall drive a vehicle across parkland at any location other than one determined by the Commissioner under subsection (1).
38. (1) The owner of the land where construction is to take place shall repair or cause to be repaired any damage to curbs, sidewalks, boulevards or parkland occasioned by a crossing to the satisfaction of the Commissioner.
- (2) In the event that the said owner does not complete the repairs required, the City may complete the repairs and retain from the deposit an amount equal to the cost of the repairs.
- (3) The owner or the occupier of lands upon which construction is taking place shall take all necessary steps to prevent building materials, waste or soil from being spilled or tracked onto the highway by vehicles or equipment going to or coming from the lands during the course of the said construction and the owner or occupier of the said lands shall reimburse the City for any costs incurred by the City in removing such building materials, waste or soil.

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- (4) The City may recover its costs incurred from the deposit, where the costs incurred by the City exceed the amount of money deposited. The excess shall be a debt owing to the City and may be collected in a like manner as municipal taxes.

44SIGHT LINE OBSTRUCTIONS ON PRIVATE PROPERTY

- 38.1 (1) No property shall have a fence, retaining wall, vegetation, or any other encumbrance which encroaches into the vertical area contained within 0.914 and 2.4 metres above the finished grade of the abutting highways, and is within the triangular area indicated on Schedule XLI - Intersection Sightline Triangle, attached to this by-law. This triangular area shall be created by joining the following three points; the roadway point of intersection, the position of the stopped vehicle, and the sight distance clearance point, all as per Schedule XLI.

RETURN OF DEPOSIT MONEY

39. (1) When construction has been completed and the City has not incurred and will not be incurring any costs, the City shall, upon application by the person paying the deposit, refund the deposit to that person.
- (2) Where the costs incurred or to be incurred by the City are less than the amount of the deposit, the City shall, upon application by the person paying the deposit, refund the difference to that person.
- (3) Where any deposit money paid remains unclaimed for a period of six years, the provisions of paragraph 2(b) of section 314 of the Municipal Act (R.S.O. 1990, c. M.45, as amended) shall apply.

**PART VI
PARKING, STOPPING AND STANDING**

METHOD OF PARKING

40. (1) No person shall park any vehicle on any highway or portion thereof, other than one-way street or highway or where angle parking is permitted, except as follows:
- (a) Where there is a raised curb or rolled curb, parking shall be limited to the right side of the roadway, having regard to the direction which the vehicle had been proceeding, and with its right front and right rear wheels or runners parallel to and distant respectively not more than fifteen (15) centimetres (6 inches) from such curb.
 - (b) Where there is no curb or rolled curb, parking shall be limited to the right side of the roadway having regard to the direction which the vehicle had been proceeding, and with its right front and right rear wheels or runners parallel to and near to the right hand limit of the highway as is practical without parking on the sidewalk or boulevard.
- (2) When parking on a one-way street, where permitted, no person shall park a vehicle other than in the direction designated for vehicular traffic and:
- (a) with the left front and left rear wheels or runners parallel to and distant respectively not more than fifteen (15) centimetres (6 inches) from the curb or in the absence of curb as near to the left hand limit of the highway as is practical without parking on the sidewalk or boulevard; or
 - (b) With the right front and right rear wheels or runners parallel to and distant respectively not more than fifteen (15) centimetres (6 inches) from the curb or in the absence of curb as near to the right hand limit of the highway as is practical without parking on the sidewalk or boulevards.
- ⁴⁵(3) The provisions of section 40 subsection (1) shall not apply to vehicles which clearly display in a visible manner a accessible parking permit except that the wheels of such vehicle which are closest to the curb shall be parallel to and not more than 15 cm (6in.) from the curb or limit of the highway.
41. Where angle parking is permitted on a highway, no person shall park any vehicle except at an angle of forty-five degrees (45°) with reference to the curb or boundary of the roadway and having regard to the direction which the vehicle had been proceeding on the side of the highway adjacent to the angle parking zone.

PARKING PROHIBITED IN CERTAIN PLACES

42. Unless specifically permitted by other provisions of this by-law, no person shall park any vehicle on any highway:
- ⁴⁶(1) on any portion of a sidewalk in a manner that would obstruct the sidewalk;
 - (2) within three (3) metres (10 feet) of a point on the curb or edge of the roadway opposite any fire hydrant;
 - (3) in front of any portion of a public or private driveway or laneway;
 - (4) within an intersection or within nine (9) metres (30 feet) of an intersection;
 - (5) on any roadway having an overall width of less than six (6) metres (20 feet);
 - (6) in such a manner as to obstruct traffic;
 - ⁴⁷(7) on any portion of a boulevard;
 - (a) in such a manner that the vehicle is partly on a boulevard, or on public or private property,
- and projects over a curb into the traveled portion of the highway;

- ⁴⁸(8) on any highway for a period longer than three (3) hours unless otherwise permitted by authorized signs erected at locations set out in Schedule XXXV of this By-law;
- (9) in such a position as will prevent the convenient removal of any other vehicle previously parked or left standing;
- (10) on any portion of a crosswalk or pedestrian crossover;
- (11) on a highway between the hours of 2:00 a.m. and 6:00 a.m.;
- (12) where parking is prohibited;
- (13) where parking spaces are designated by lines painted on the roadway, except within the area designated as a parking space.
- ⁴⁹(14) the provisions of section 42 subsection (11) & (12) shall not apply to vehicles which clearly display in a visible manner a accessible parking permit.

⁵⁰42.1

Notwithstanding subsections 42 (8) and (11), a person may park a vehicle on a highway for more than three hours or between the hours of 2:00 a.m. and 6:00 a.m., or both, where the person has been granted a parking consideration and the vehicle is parked in accordance with all conditions that may be stipulated.

PARKING OR STOPPING PROHIBITED IN SPECIFIED PLACES WHERE SIGNS ARE DISPLAYED

43. (1) Where signs to that effect are displayed, no person shall park any vehicle on any highway:
- (a) within thirty (30) metres (100 feet) of any point designated as a bus or coach stop as measured on the approach side of such stop or within twenty-four (24) metres (80 feet) of said stop as measured on the leaving side of said stop;
 - (b) within eight (8) metres (26 feet) of the lot on which a fire hall is located, in front of or on the side of the highway on which the fire hall is located, or within thirty (30) metres (100 feet) of such lot on the opposite side of the highway;
 - (c) within fifteen (15) metres (50 feet) of an intersection;
 - (d) within sixty (60) metres (200 feet) of an intersection controlled by traffic signals;
 - (e) within thirty (30) metres (100 feet) of a railroad level crossing;
 - (f) within fifteen (15) metres (50 feet) of a designated school crossing;
 - (g) on either side of the portion of highway adjacent to a school property between the hours of 8:00 a.m. and 5:00 p.m. Monday to Friday, inclusive;
 - (h) on either side of the portion of highway adjacent to a playground or park;
 - (i) within thirty (30) metres (100 feet) of a pedestrian crossover;
 - (j) ⁵¹within fifteen (15) metres (50 feet) from the tangent of a curve, on the inside portion of a road elbow curve;
 - (k) ⁵²at any designated accessible parking space unless a valid accessible parking permit has been placed on said vehicle;
 - (l) ⁵³within fifteen (15) metres of a traffic calming measure.
- ⁵⁴(2) Where signs prohibiting stopping are displayed, no person shall stop on any highway.
- ⁵⁵(3) The Commissioner may erect signs prohibiting stopping:

- (a) within thirty (30) metres (100 feet) of any point designated as a bus or coach stop as measured on the approach side of such stop or within twenty-four (24) metres (80 feet) of said stop as measured on the leaving side of said stop;
 - (b) within eight (8) metres (26 feet) of the lot on which a fire hall is located, in front of or on the side of the highway on which the fire hall is located, or within thirty (30) metres (100 feet) of such lot on the opposite side of the highway;
 - (c) within fifteen (15) metres (50 feet) of an intersection;
 - (d) within sixty (60) metres (200 feet) of an intersection controlled by traffic signals;
 - (e) within thirty (30) metres (100 feet) of a railroad level crossing;
 - (f) within fifteen (15) metres (50 feet) of a designated school crossing;
 - (g) on either side of the portion of highway adjacent to a school property between the hours of 8:00 a.m. and 5:00 p.m., Monday to Friday, inclusive;
 - (h) on either side of the portion of highway adjacent to a playground or park;
 - (i) within thirty (30) metres (100 feet) of a pedestrian crossover;
 - (j) within (15) metres (50 feet) from the tangent of a curve, on the inside portion of a road elbow curve;
 - (k) ⁵⁶within (15) metres of a traffic calming measure.
- ⁵⁷(4) No person shall park a vehicle other than a taxicab in a taxicab stand when any such stop or stand has been appropriately signed. This provision however shall not apply to any driver of a passenger vehicle who stands therein for the purpose of and while actually engaged in loading or unloading passengers where such standing does not interfere with any taxicabs waiting to enter or exit such zone.

NO PARKING LOADING ZONES

⁵⁸43.1 Where signs to that effect are displayed:

- (1) no person shall park a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule XXXIII of this by-law;
- (2) no person shall stand a vehicle for the purpose of and while actually engaged in loading or unloading merchandise or passengers on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule XXXIII of this by-law during the times or days set out in Column 4 of the said Schedule for a longer period than set out in Column 5 of the said Schedule.

⁵⁹TAXI ZONE

43.2 Where signs to the effect are displayed, no person shall park or stop a vehicle, whether occupied or not, except for a taxicab waiting for hire or engagement on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule XXXVIII of this bylaw.

⁶⁰PARKING OR STANDING INTERFERING WITH SNOW REMOVAL AND/OR WINTER MAINTENANCE ACTIVITIES

44. Notwithstanding any other provision of this by-law which permits the parking of vehicles on highways, no person shall park or stand a vehicle on a highway in such a manner as to interfere with snow removal and/or winter maintenance activities.

PARKING OF LARGE VEHICLES IN RESIDENTIAL ZONES

45. No person shall park a large vehicle or detached trailer on any street in any residential zone unless it is at the time being used to make a delivery or to provide a service.

⁶¹45.1 Notwithstanding section 45, a large vehicle may be parked on a street in a residential zone if:

- (a) It is a vehicle used for personal travel, vacation or recreation use such as a motor home or a vehicle that is fitted or designed for recreational use; and
- (b) a parking consideration has been granted and it is parked in accordance with all conditions that may be stipulated.

PARKING CONSIDERATION

⁶²45.2(1) Council delegates to the Director of Enforcement and By-law Services, or designate, the following:

- (a) the authority to issue or refuse to issue parking considerations under this by-law;
- (b) the authority to impose conditions on the issuance of a parking consideration; and
- (c) the authority to develop any reasonable standards, policies and procedures required for the issuance of parking considerations.

(2) Council is of the opinion that the delegation under subsection 45.2 (1) is minor in nature

PARKING ON PRIVATE PROPERTY

46. (1) No person shall park or leave a motor vehicle:

- (a) on private property without the consent of the owner or occupant of the property;
- (b) on property owned or occupied by a public authority or any local board without the consent of the public authority or local board, as the case may be.

⁶³(c) On a municipal laneway, provided suitable signs prohibiting parking are erected and maintained;

⁶⁴(d) If a parking space has been designated by lines painted on the surface of the parking area on private property, no person shall park any vehicle in such a manner that is not wholly within the area designated as a parking lot space.

(2) Where signs have been posted, stating conditions on which a motor vehicle may be parked or left on the property, or prohibiting the parking or leaving of a motor vehicle on the property, a motor vehicle parked or left on the property contrary to such conditions or prohibitions shall be deemed to have been parked or left without consent.

(3) (a) If it is alleged in a proceeding that this section has been contravened, the oral or written evidence of an enforcement official is receivable in evidence as proof, in the absence of evidence to the contrary, of the facts stated therein in respect of:

- (i) the ownership or occupancy of the property;
- (ii) the absence of the consent of the owner or occupant;
- (iii) whether any person is an owner under paragraph (5) of the definition of "owner" or an occupant under paragraph (4) of the definition of "occupant" in Section 2.

- (b) A document offered as evidence under Subsection (3)(a) shall be admitted without notice under the Evidence Act.
- (c) A municipal law enforcement officer, upon discovery of any vehicle parked or standing in contravention of the provisions of this section may cause it to be moved or taken to and placed or stored in a suitable place, at the owner's expense, and all costs and charges for removing, care and storage thereof, if any, are a lien upon the vehicle which may be enforced in the manner provided by the Repair and Storage Liens Act.

FIRE ROUTES

47. Following designation of fire routes by the Fire Chief and notice under the Fire Marshals Act, R.S.O. 1990, F.17:

- (1) the owner of a property shall erect signs marking private roadways thereon as fire routes;
- (2) before erecting signs as required, the owner of a property shall obtain direction from and the approval of the Fire Chief or the persons designated by him to give such direction and approval, for all such signs, the wording thereon and the location thereof;
- (3) each private roadway which is located on a property of which the municipal address or location is listed in Schedule XXII hereto and beside or near which there are signs marking it as a fire route is hereby designated as a fire route;
- (4) the owner of a property upon which there is a private roadway that has been designated as a fire route:
 - (a) shall maintain the signs marking it as a fire route; and
 - (b) shall keep such private roadway:
 - (i) in good repair;
 - (ii) clear of snow and ice;
 - (iii) free of all obstructions.
- (5) no person shall park or leave a vehicle at any time on or along any part of a private roadway designated as a fire route; and
- (6) a Municipal Enforcement Officer upon discovery of any vehicle parked or standing in contravention of the provisions of this section, may cause it to be moved or taken to and placed or stored in a suitable place, at the owner's expense, and all costs and charges for removing, care and storage thereof, if any, are a lien upon the vehicle, which may be enforced in the manner provided by the Repair and Storage Liens Act.

⁶⁵ACCESSIBLE PARKING REGULATIONS

Definition of "parking lot owner"

48. (1) In this section, "parking lot owner" includes the owner or operator of a public parking area.

Obligations of drivers – display permit

- (2) See Section 48(5)(a).

No blocking of access aisle

- (3) No person, including persons driving a vehicle displaying a valid accessible parking permit, shall park on or behind an access aisle.

Obligations of owners – provide accessible spaces

- (4) Every parking lot owner shall provide accessible parking spaces for the exclusive use of vehicles properly displaying an accessible parking permit, as provided for in this by-law. The minimum number of accessible parking spaces shall be calculated in accordance with the following requirements:
- (a) One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer.
 - (b) Four percent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:
 - (i) Where an even number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirements of a Type A parking space and a Type B parking space must be provided.
 - (ii) Where an odd number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking space and a Type B parking space, but the additional parking space, the odd-numbered space, may be a Type B parking space.
 - (c) One parking space for the use of persons with disabilities and an additional three per cent of parking spaces for the use of persons with disabilities, where there are between 101 and 200 parking spaces must be parking spaces for the use of persons with disabilities, calculated in accordance with ratios set out in subsections (b) (i) and (ii), rounding up to the nearest whole number.
 - (d) Two parking spaces for the use of persons with disabilities and an additional two per cent of parking spaces for the use of persons with disabilities, where there are between 201 and 1,000 parking spaces must be parking spaces for the use of persons with disabilities in accordance with the ratio in subsections (b) (i) and (ii), rounding up to the nearest whole number.
 - (e) Eleven parking spaces for the use of persons with disabilities and an additional one per cent of parking spaces for the use of persons with disabilities, where more than 1,000 parking spaces are provided must be parking spaces for the use of persons with disabilities in accordance with the ratio in subsections (b) (i) and (ii), rounding up to the nearest whole number.
- (5) (a) No person shall park a motor vehicle in a designated accessible parking space in a public parking area, unless a valid accessible parking permit is properly displayed upon the motor vehicle.
- (6) (a) The number of parking spaces to be used to calculate the capacity of a public parking area includes the accessible parking spaces required by this by-law.
- (b) If an obligated organization provides more than one off-street parking facility at a site, the obligated organization shall calculate the number and type of parking spaces for the use of persons with disabilities according to the number and type of parking spaces required for each off-street parking facility.
- (c) In determining the location of parking spaces for the use of persons with disabilities that must be provided where there is more than one off-street parking facility at a site, an obligated organization may distribute them among the off-street parking facilities in a manner that provides substantially equivalent or greater accessibility in terms of distance from an accessible entrance or user convenience.

Physical Dimensions

- (7) Every parking lot owner shall ensure that an accessible parking space is:
- (a) One of the following two types of parking spaces:
 - (i) Type A, a wider parking space which has a minimum width of 3.4 metres and signage that identifies the space as “van accessible”; and
 - (ii) Type B, a standard space which has a minimum width of 2.4 metres.
 - (b) the same length as the other parking spaces in the same public parking area;
 - (c) hard surfaced;
 - (d) level;
 - (e) located so as to be readily accessible to a person with disability, for example, via ramps, depressed curbs or other means, and, where the public parking area is intended to serve a particular building or complex, located within easy access to the building or complex;
 - (f) identified by signs conforming to the Ontario Regulation 581 made under the Highway Traffic Act;
 - (g) kept free from obstructions, kept clear of snow, ice and slush, and be otherwise maintained to the same standards as all other parking spaces in the same public parking area;
 - (h) identified with a pavement marking that is applied to the surface of the accessible parking space in accordance with the provisions of Schedule XXXIX; and
 - (i) maintained in good repair so that the pavement marking is easily identifiable by the public.
- (8) Every accessible parking space shall have at least one access aisle per space. An access aisle may be shared by two accessible parking spaces and must meet the following requirements:
- (a) They must have a minimum width of 1.5 metres.
 - (b) They must extend the full length of the parking space.
 - (c) They must be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface.
 - (d) They must be constructed and maintained at the same standards as the accessible parking space itself.

Curb Cuts

- (9) Where a public parking area requires the provision of an accessible parking space, and the access aisle has a raised surface abutting or in proximity to the aisle, the parking lot owner shall provide a curb cut to permit a person entering or exiting the access aisle a convenient means of traversing the difference in grade.
- (10) Minimum requirements of where curb cuts are not permitted to satisfy Section 48(9) are set out in Schedule XXXI and it is an offence for a parking lot owner not to comply with any of the provisions of Schedule XXXI.

Accessible Signs

- (11) Where a public parking area requires the provision of an accessible parking space, every parking lot owner must erect and maintain in good repair one or more signs complying with the following rules:
- (a) The sign must be visible to the public.
 - (b) The sign must comply with all municipal by-laws, the Highway Traffic Act and regulations.
 - (c) The sign must be located on a permanent post, building or structure and its bottom edge of the sign between one (1) metre and one and a half (1.5) metres above the surface of the accessible parking space.
 - (d) If the sign is located on a post, the post may be located at the midpoint of one end of the space if it does not block vehicular access to the accessible parking space or interfere with access to a depressed curb or a curb cut.
 - (e) In accordance with Section 48 (7) (a) (i), Type A parking spaces must be identified as “van accessible” on the same sign or a sign located below the accessible parking sign. This sign shall comply with all municipal by-laws, the Highway Traffic Act and regulations.
- (12) In addition to complying with requirements of Section 11 of Regulation 581 of the Highway Traffic Act, all persons erecting or permitting to be erected any accessible parking sign shall include:
- (a) on the same sign, or
 - (c) on another sign which compiles all municipal by-laws, the Highway Traffic Act and regulations and is located below the accessible parking sign
- the words:
- “Maximum fine \$5000
- For enforcement call 905-458-3424”.

Towing from accessible parking spaces or access aisles

- (13) Any officer may remove and impound any vehicle that is parked or left contrary to any of the provisions of this by-law. These actions shall be at the expense of the owner of the vehicle.”

Existing Accessible Spaces Continued

- (14) Nothing in this by-law shall prevent the maintenance and use of an accessible parking space that is not in compliance with Section 48 of this by-law after January 1, 2014, provided that it was lawfully constructed and continues to be maintained as it was constructed.

NO PARKING

49. Where signs to that effect are displayed, no person shall park a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule XIV of this by-law during the prohibited times or days set out in Column 4 of the said Schedule.

⁶⁶49.1 The provisions of section 49 shall not apply to vehicles which clearly display a valid accessible parking permit.

NO STOPPING

50. Where signs to that effect are displayed, no person shall stop a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule XV of this by-law during the prohibited times or days set out in Column 4 of the said Schedule.

TIME LIMIT PARKING

51. Where signs to that effect are displayed, no person shall park a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule XVI of this by-law during the times or days set out in Column 4 of the said Schedule for a longer period than set out in Column 5 of the said Schedule.

⁶⁷51.1 The provisions of section 51 shall not apply to vehicles which clearly display in a visible manner a accessible parking permit.

⁶⁸AUTHORIZED RESIDENT PARKING ONLY ZONES

- 51.2
- (1) No person shall park a vehicle on a highway or portion of a highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of schedule XXXIV of this by-law, except by valid authorization under the provisions of this section.
 - (2) Where a highway or part highway has been designated as an Authorized Residential Parking Only Zone and listed in schedule XXXIV, an eligible applicant may apply for authorization to park on the designated highway.
 - (3) Every application for parking authorization shall provide the following information:
 - (a) The name and place of residence of the applicant;
 - (b) The license number, make and colour of the approved motor vehicle for which the applicant is the registered owner and for which the application is being made; and,
 - (c) Such further and other information as the Commissioner may require for the purpose of the application.
 - (4) The Commissioner may issue authorization to an eligible applicant for a fee, payable in advance of the issuance of authorization, for parking on a highway or part highway listed in Schedule XXXIV.
 - (5) No parking authorization shall remain in force:
 - (a) Where a highway or part thereof designated as an Authorized Residential Parking zone has ceased to be designated; or,
 - (b) When the use of the Authorized Residential Parking zone is contrary to the direction of the Commissioner, Fire Chief or Officer.
 - (6) A parking authorization shall cease temporarily during any period of time where a highway or part thereof designated as an Authorized Residential Parking Only Zone:
 - (a) Is required or occupied by an authorized emergency vehicle; or,
 - (b) Is closed or partially closed by the City for the purposes of street maintenance or repair.
 - (7) An eligible applicant to whom a parking authorization has been issued and is in force may park a registered vehicle for which the application has been made on any portion of highway at the side identified in schedule XXXIV of this by-law.
 - (8) No person shall park any vehicle in an AUTHORIZED RESIDENTIAL PARKING zone except a vehicle for which a parking authorization has been issued and is in force.
 - (9) Use of any Authorized Residential Parking Only Zones are subject to Part VI, sections 42. (8) and 42. (11) of this By-law and such zone shall not in any way be construed to grant permission to park for longer than three (3) consecutive hours, park during the time period of 2:00 am to 6:00 am or violate any provision of this by-law.
 - ⁶⁹(10) The provisions of section 51.2 shall not apply to vehicles which clearly display in a visible manner a valid accessible parking permit.

ANGLE PARKING

52. Where signs to that effect are displayed, no person shall park a vehicle on any highway at the side and between the limits set respectively in Columns 1, 2 and 3 of Schedule XVII of this by-law except at an angle of forty-five degrees (45°) with reference to the curb or boundary of the roadway and having regard to the direction which the vehicle had been proceeding on the side of the highway adjacent to the angle parking zone.

NO STANDING

53. Where signs to that effect are displayed, no person shall stand a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule XVIII of this by-law during the prohibited times or days set out in Column 4 of the said Schedule.

IDLING OF VEHICLES

- ⁷⁰53.1 Where signs to that effect are displayed, no person shall cause or permit a vehicle to stop, stand or park while idling for a period exceeding three (3) minutes on any highway and between the limits set out respectively in Columns 1 and 2 of Schedule XXIX of this by-law during the prohibited times or days set out in Column 3 of the said Schedule.

TOWING

- 54⁷¹. (1) If a vehicle is parked or standing on a highway:
- (a) interfering with the movement of traffic;
 - (b) interfering with snow removal and/or winter maintenance activities;
 - (c) in contravention of the *Highway Traffic Act*; or
 - (d) contravening any provision of this by-law
- an officer may cause it to be moved or taken to and placed in a suitable place and all cost and charges for this removing, care and storage are a lien on the vehicle and enforceable in the manner provided for by the *Repair and Storage Liens Act*.

Tow-away zones

- (2) The highways set out in Column 1 at the side and between the limits set out in Columns 2 and 3 of Schedule XIX of this by-law are hereby designated as tow-away zones.
- (3) If a vehicle obstructs traffic or snow clearing, or is in contravention of this by-law, on land not designated as a tow-away zone, nothing in Section 54(1) precludes an officer from nonetheless causing it to be towed pursuant this by-law.

UNLICENSED VEHICLES

- ⁷²55. (1) No person shall park a motor vehicle on a highway or on municipal property unless:
- (a) there exists a currently validated permit for the vehicle issued pursuant to the *Highway Traffic Act* and its regulations;
 - (b) number plates issued in accordance with the *Highway Traffic Act* and its regulations are displayed on the vehicle in the manner prescribed by the *Highway Traffic Act* and its regulations; and
 - (c) evidence of the current validation of the permit is affixed to one of the number plates or to the rear mini-plate, if applicable, in the manner prescribed in the *Highway Traffic Act* and its regulations.
- (2) No person shall park an immobile motor vehicle on a highway or on municipal property.

PARKING METERS

56. (1) The erection, maintenance and operation of parking meters on the highways, at the sides and between the limits set out in Columns 1, 2 and 3 of Schedule XX of this by-law for the purpose of controlling and regulating parking between the hours set out in Column 6 of said Schedule are hereby authorized.
- (2) No person shall park any vehicle in such a parking space unless a fee is deposited in the meter controlling such parking space in accordance with the rate set out in Column 4 of the said Schedule.
- (3) No person shall allow a vehicle to remain in a parking space for a period longer than that set out in Column 5 of the said Schedule.
- (4) No person shall allow a vehicle to remain in a parking space where the parking meter controlling that parking space shows the time expired or violation flag.
- (5) Where parking meters have been installed:
- (a) and if parallel parking is permitted, no person shall park a vehicle in a parking space unless the front wheels of such vehicle are opposite to the parking meter provided for such space except that, in any case when two (2) metres are mounted on the same standard, the rear of the forward vehicle shall be opposite or as close as is practical to the forward parking meter and the front of the rear vehicle shall be opposite or as close as is practical to the rear meter;
- (b) if angle parking is permitted, no person shall park a vehicle in a parking space unless the front such vehicle is as close as is practical to the parking meter provided for such space;
- (c) if a parking space has been designated by lines painted on the highway, no person shall park any vehicle in such a manner that it is not wholly within the area designated as a parking space unless such vehicle is of such length as to render it impossible to park it in one parking space in which case the adjoining parking space shall in addition be used, and the necessary deposit of coins shall be made in the parking meters provided for both parking spaces.
- (6) No person shall deposit or cause to be deposited in any parking meter any slug, device or other substitute for a coin of Canada or of the United States of America.
- (7) No person shall deface, conceal, injure, tamper with, open, break, destroy or impair the usefulness of any parking meter.
- (8) Nothing in this section shall permit a driver to stop, stand or park at any location where, or at any time when, stopping, standing or parking is otherwise prohibited.
- ⁷³(9) Where a parked vehicle has a valid accessible parking permit properly displayed, the owner and driver of the parked vehicle are exempt from the provisions of subsection (2) and (3) of this section.
- ⁷⁴(10) When a meter is covered with a bag with the words, "No Parking", "No Stopping", or similar words or symbols, no person shall stop any vehicle on the portion of the highway controlled by the meter. For greater certainty, this prohibition against stopping also applies to persons operating a vehicle displaying an accessible parking permit.
- 56.1 (1) The portions of highways designated in Columns 1, 2 and 3 of Schedule XXXII are designated as pay and display zones.
- (2) The City may erect pay and display signs and machines in any pay and display zone to require payment for parking for the times or days set out in Column 6 of Schedule XXXII.

Display receipt

- (3) No driver of a vehicle shall park it or permit it to remain parked in a pay and display zone unless:

- (a) a fee is deposited in the pay and display machine for the time the vehicle is parked and a receipt is obtained; and
- (b) the receipt is placed on the dashboard of the vehicle, face up, and easy to read from outside the vehicle and left there for the duration of the time paid for.

No staying past time limit

- (4) No person shall allow a vehicle to be parked in a pay and display zone for a time of day that is later than the time of day indicated on the receipt.

No two consecutive time periods

- (5) No person shall allow a vehicle to be parked for longer than the maximum time permitted in Column 5 of Schedule XXXII by purchasing two or more time periods for one vehicle that remains at the same spot in the pay and display zone during those time periods.

Only Canadian or US coins

- (6) No person shall deposit or cause to be deposited in any pay and display machine any slug, device or other substitute for a coin of Canada or of the United States of America.

No tampering with any machine

- (7) No person shall deface, conceal, injure, tamper with, open, break, destroy or impair the usefulness of any pay and display machine.
- (8) Nothing in this section shall permit a person to stop, stand or park a vehicle at any location where stopping, standing or parking is otherwise prohibited.

Accessible parking permit

- (9) Where a parked vehicle has a valid and properly displayed accessible parking permit, the owner and driver of the parked vehicle are exempt from the provisions of Sections 56.1(3), 56.1(4) and 56.1(5).

Bagged machines

- (10) When a pay and display machine is covered with a bag with the words, "No Parking" or "No Stopping", or similar words or symbols, no person shall stop any vehicle on the portion of the highway controlled by the pay and display machine. For greater certainty, this prohibition against stopping also applies to persons operating a vehicle displaying an accessible parking permit.

**PART VII
MUNICIPAL PARKING LOTS**

SIGNS AND MARKERS

57. (1) The Commissioner is authorized to erect in or on any municipal parking lot such gates, attendant shelters, parking machines, signs and markers or other devices as may be necessary for the safe and efficient operation of such municipal parking lot.
- (2) The Commissioner shall cause the amount of the fee for parking to be clearly displayed in a conspicuous place in or on each municipal parking lot by means of a sign or signs.

Authorization to Operate Parking Facilities

- (3) The Commissioner, for the purpose of controlling and regulating parking in or on parking lots and for the purpose of measuring and recording the time during which a motor vehicle has been parked and the amount of fee to be collected, is hereby authorized to:
- (a) erect, maintain and operate parking meters in or on those municipal parking lots set out in Schedule XXV of this by-law;
 - (b) erect, maintain and operate parking machines in or on those municipal parking lots set out in Schedule XXVI of this by-law;
 - (c) erect, maintain and operate parking machines or station attendants in or on those municipal parking lots set out in Schedule XXVII of this by-law;
 - (d) designate parking spaces in connection therewith;
 - (e) establish procedures for the issuance of monthly parking permits for the municipal parking lots set out in Schedule XXV, XXVI and XXVII of this by-law.

Permit Parking

- (4) Any person may obtain from the City a municipal parking lot permit to park a motor vehicle in a specified municipal parking lot for the current month or unexpired period thereof upon payment of the prescribed fee as set out in Schedules XXV, XXVI and XXVII of this by-law.

TYPES OF PARKING LOTS

- (5) **Meter control only**
- (a) Where parking meters have been erected no person shall park any motor vehicle in a parking space, in or on any of the municipal parking lots named and located in Columns 1 and 2 respectively of Schedule XXV of this by-law during the hours of operation set out in Column 5 of said Schedule, unless the meter controlling such parking space is used and the fee deposited thereunder in accordance with the rate set out in Column 3 of the said Schedule and the meter is set in operation in accordance with the instructions given thereon.
 - (b) The fee stipulated for a given period in a parking space shall be paid for that period or any portion thereof, and the period shall be measured by the parking meter controlling such parking space.
 - (c) No person shall allow a vehicle to remain in a parking space for a period longer than that set out in Column 4 of the said Schedule.
 - (d) No person shall allow a vehicle to remain in a parking space where the parking meter controlling that parking space shows the time expired or violation flag.

(6) **Pay and display parking lots**

- (1) The parking lots listed in Column 1 of Schedule XXVI are designated as a pay and display parking lots.
- (2) The City may erect pay and display signs and machines in any pay and display parking lot to require payment for parking for the times of operation set out in Column 5 of Schedule XXVI.

Display receipt

- (3) No person shall park a vehicle or permit it to remain parked in a pay and display parking lot unless:
 - (a) a fee is deposited in the pay and display machine for the time the vehicle is parked and a receipt is obtained; and
 - (b) the receipt is placed on the dashboard of the vehicle, face up, and easy to read from outside the vehicle and left there for the duration of the time paid for.
- (4) No driver of a vehicle shall allow a vehicle to be parked in a pay and display lot for a time of day that is later than the time of day indicated on the receipt.

No two consecutive time periods

- (5) A driver may not park for longer than the maximum time permitted in Column 4 of Schedule XXVI by purchasing two or more time periods for use for a vehicle that remains at the same spot in the pay and display lot during those time periods.

Monthly permits

- (6) Notwithstanding Sections 57(6)(4) and 57(6)(5), a driver may permit a vehicle to be parked at a pay and display lot provided a valid monthly permit is displayed in the vehicle in a fashion where it is clearly visible and legible from outside the vehicle.

Canadian coins, etc

- (7) Sections 56(5), 56(7) and 56(10) apply to machines in a pay and display parking lot, with the necessary changes.
- (8) Nothing in this section shall permit a person to stop, stand or park at any location in a pay and display parking lot where stopping, standing or parking is otherwise prohibited.

(7) **Barrier gate controlled**

No person shall park any motor vehicle in or on any municipal parking lot named and located in Columns 1 and 2 respectively of Schedule XXVII of this by-law during the hours of operation set out in Column 5 of said Schedule, unless:

- (a) the fee is paid to the parking lot attendant or parking machine in accordance with the rate set out in Column 3 of said Schedule XXVII;
- (b) the motor vehicle has a valid monthly permit purchased for the fee prescribed in Column 4 of said Schedule XXVII and the terms and conditions outlined regarding the use of the permit are adhered to.

(8) **Permit only operation**

- (a) No person shall park any motor vehicle in or on any municipal parking lot named and located in Columns 1 and 2 of Schedule XXVIII of this by-law during the hours of operation set out in Column 4 of said Schedule unless the motor vehicle has a valid monthly permit purchased for the fee prescribed in Column 3 of said Schedule.

- (b) In the case of a municipal parking lot using paper permits, no person shall park a motor vehicle in or on any municipal parking lot listed in Column 1 of said Schedule XXVIII, without placing the permit on the inside of the windshield of the motor vehicle in such a position that the writing and markings on the permit face outward and can be easily seen from outside the motor vehicle.
 - (c) In the case of a municipal parking lot using access cards, no person shall allow or attempt to allow additional vehicles ingress or egress from the lot on their access card.
- (9) An enforcement official, upon discovery of any motor vehicle parked or standing in contravention of the provisions of this Part cause it to be moved or taken to and placed or stored in a suitable place, at the owner's expense, and all costs and charges for removing, care and storage thereof, if any, are a lien upon the motor vehicle which may be enforced in the manner provided by the Repair and Storage Liens Act.

Prohibitions

- (10) No person shall park a motor vehicle in or on any municipal parking lot if such a motor vehicle is in excess of twenty-five hundred (2,500) kilograms (5500 lbs.) gross vehicle weight.
- (11) No person shall use any municipal parking lot:
 - (a) for the purpose of parking a motor vehicle while repairs are being made to such vehicle, unless such repairs are of an emergency nature and are required to be made so that the motor vehicle can be moved from the municipal parking lot;
 - (b) for the purpose of storing or keeping a vehicle or vehicles;
 - (c) for any purpose other than parking purposes, unless permission to do so is granted by the City.
- (12) No person shall park or leave any motor vehicle in or on any part of a municipal parking lot where, by means of one (1) or more signs, it is indicated that such parking or leaving is not authorized.
- (13) No person shall deposit or cause to be deposited in any parking meter or parking machine any slug, device, or other substitute for a coin of Canada or of the United States of America.
- (14) No person shall deface, injure, tamper with, open or break, destroy or impair the usefulness, of any parking meter, parking machine, or other parking device.
- (15) If a parking space has been designated by lines painted on the surface of the municipal parking lot, no person shall park any vehicle in such a manner that is not wholly within the area designated as a parking lot space.
- (16) No person shall park any vehicle on a municipal parking lot without a municipal lot permit during hours of operation.
- (17) No person shall park or leave any vehicle on property owned or occupied by a public authority or any local board without the consent of the public authority or local board, as the case may be.

PARKING FEES

58. No owner or operator of a public parking area shall charge a fee for the use of a designated parking space different from the fee charged for use of any other parking space in the same public parking space.

**PART VIII
PENALTIES**

59. Any person who contravenes any of the provisions of this by-law is guilty of an offence and upon conviction is liable to a fine as provided for in the Provincial Offences Act.
- ⁷⁵59.1 Notwithstanding section 59, any person who contravenes sections 43(1)(k), 48(3) and 48(5) is guilty of an offence and upon conviction is liable to a fine of not less than \$300.00 as set out in Section 427 of the Municipal Act, 2001 S.O. 2001 c.25
60. (1) If compliance therewith would be impractical, the provisions of the sections and subsections of this by-law shall not apply to ambulances, Police and Fire Department vehicles and any vehicles while actually engaged in works undertaken for or on behalf of the Corporation of the City of Brampton, the Regional Municipality of Peel, the federal or provincial government, or any utility;
- (2) Where compliance therewith would be impractical due to the placement of bus stops for public transit vehicles, the provisions of this by-law shall not apply to public transit vehicles.
- ⁷⁶61 This by-law shall come into effect on the 3rd day of January, 1994.

“

**PART IX
ADMINISTRATIVE PENALTIES**

- ⁷⁷61.1 The provisions of this by-law that are listed in Column 2 of Schedule XL to this By-law are hereby designated for the purposes of section 3 (1) (b) of the Administrative Penalty Regulation, O.Reg 333/07 as parts of this by-law to which the City's Administrative Penalty By-law applies.
- ⁷⁸61.2 Every Person who contravenes a designated provision of this by-law shall, when given a penalty notice, in accordance with the City's Administrative Penalty By-law, be liable to pay to the City an administrative penalty in the amount specified in Schedule XL.
- ⁷⁹61.3 The *Provincial Offences Act*, R.S.O. 1990, c. P.33, as amended, does not apply to a contravention of a provision in this by-law that is designated as part of this by-law to which the City's Administrative Penalty By-law applies. “

REPEAL OF BY-LAWS

- ⁸⁰62 Bylaws 109-76, 235-78, 33-79, as amended, 205-79, 206-79, 193-83, 147-87 as amended, 371-85, 372-85, 213-86, 63-87, 64-87, 101-88, 201-91, as amended, and 163-92 are hereby repealed.

READ a FIRST, SECOND, and THIRD TIME, and PASSED IN OPEN COUNCIL

this day of , 1993.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CLERK

1 Amending By-law 16-2007	City approval – 07 01 29	
2 Amending By-law 151-2006	City approval – 06 05 24	
3 Amending By-law 151-2006	City approval – 06 05 24	
4 Amending By-law 96-2010	City approval – 10 3 31	
5 Amending By-law 267-2011	City approval – 11 09 14	
6 Amending By-law 137-2005	City approval – 05 05 09	
7 Amending By-law 148-96	City approval – 96 08 14	Regional approval - 96 09 13
8 Amending By-law 67-2022	City approval – 22 04 06	
9 Amending By-law 267-2011	City approval – 11 09 14	
10 Amending By-law 4-2000	City approval – 00 01 17	Regional approval – N/A
11 Amending By-law 67-2022	City approval – 22 04 06	
12 Amending By-law 96-2010	City approval – 10 3 31	
13 Amending By-law 241-2013	City approval – 13 09 11	
14 Amending By-law 221-2010	City approval – 10 06 23	
15 Amending By-law 267-2011	City approval – 11 09 14	
16 Amending By-law 327-02	City approval – 02 11 13	
17 Amending By-law 136-2005	City approval – 05 05 09	
18 Amending By-law 4-2000	City approval – 00 01 17	Regional approval – N/A
19 Amending By-law 327-02	City approval – 02 11 13	
20 Amending By-law 151-2006	City approval – 06 05 24	
21 Amending By-law	City approval – 01 10 29	
22 Amending By-law 229 2006	City approval – 06 08 02	
23 Amending By-law 229-2011	City approval – 11 08 10	
24 Amending By-law 229-2011	City approval – 11 08 10	
25 Amending By-law 67-2022	City approval – 22 04 06	
26 Amending By-law 148-96	City approval – 96 08 14	Regional approval - 96 09 13
27 Amending By-law 24-98	City approval – 98 02 09	Regional approval – N/A
28 Amending By-law 327-02	City approval – 02 11 13	
29 Amending By-law 229-2011	City approval – 11 08 10	
30 Amending By-law 37-2006	City approval – 13 02 06	
31 Amending By-law 319-2009	City approval – 09 11 09	
32 Amending By-law 229-2011	City approval – 11 08 10	
33 Amending By-law 67-2022	City approval – 22 04 06	
34 Amending By-law 67-2022	City approval – 22 04 06	
35 Amending By-law 67-2022	City approval – 22 04 06	
36 Amending By-law 229-2011	City approval – 11 08 10	
37 Amending By-law 67-2022	City approval – 22 04 06	
38 Amending By-law 67-2022	City approval – 22 04 06	
39 Amending By-law 121-95	City approval – 95 06 12	Regional approval - 95 07 13
40 Amending By-law 243-95	City approval – 95 11 27	Regional approval - 95 12 14
41 Amending By-law 64-98	City approval – 98 03 30	Regional approval - 98 04 23
42 Amending By-law 318-2009	City approval – 09 11 09	
43 Amending By-law 86-99	City approval – 99 05 10	Regional approval – N/A
44 Amending By-law 5-2014	City approval – 14 01 29	
45 Amending By-law 151-2006	City approval – 06 05 24	
46 Amending By-law 205-94	City approval – 94 11 11	Regional approval - 94 11 27
47 Amending By-law 12-2006	City approval – 06 01 16	
48 Amending By-law 206-2011	City approval – 11 06 22	
49 Amending By-law 151-2006	City approval – 06 05 24	
50 Amending By-law 150-2014	City approval – 14 05 04	
51 Amending By-law 246-99	City approval – 99 11 22	Regional approval – N/A
52 Amending By-law 151-2006	City approval – 06 05 24	
53 Amending By-law 327-02	City approval – 02 11 13	
54 Amending By-law 136-2006	City approval – 06 05 08	
55 Amending By-law 136-2006	City approval – 06 05 08	
56 Amending By-law 327-02	City approval – 02 11 13	
57 Amending By-law 136-2006	City approval – 06 05 08	
58 Amending By-law 75-2009	City Approval - 09 03 11	
59 Amending By-law 229-2011	City approval – 11 08 10	
60 Amending By-law 196-2011	City approval – 11 06 22	
61 Amending By-law 150-2014	City approval – 14 05 04	
62 Amending By-law 150-2014	City approval – 14 05 04	
63 Amending By-law 95-2010	City Approval – 10 03 31	
64 Amending By-law 205-94	City approval – 94 11 11	Regional approval - 94 11 27
65 Amending By-law 311-2013	City approval – 13 11 20	
66 Amending By-law 151-2006	City approval – 06-05-24	
67 Amending By-law 151-2006	City approval – 06 05 24	
68 Amending By-law 96-2010	City approval – 10 03 31	
69 Amending By-law 342-2011	City approval – 11 12 14	
70 Amending By-law	City approval – 02 02 25	

71 Amending By-law 341-2011 City approval – 11 12 14

72 Amending By-law 319-2009 City approval – 09 11 09

None

74 Amending By-law 151-2006 City approval – 06 05 24

75 Amending By-law 308-2011 City approval – 11 11 09

76 Amending By-law 245-93 City approval – 93 10 27

Regional approval - 93 11 11

77 Amending By-law 133-2014 City approval – 14 05 13

78 Amending By-law 133-2014 City approval – 14 05 13

79 Amending By-law 335-2013 City approval – 13 12 11

80 Amending By-law 112-94 City approval – 94 05 25

Regional approval - 94 06 23

BY-LAW NO. **93-93**

SCHEDULE XI

HEAVY TRUCKS

Revision/Printing Date: 2021/1007

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
¹ Adamsville Road	Mississauga Road and Royal West Drive	Anytime
Alexandria Gate	Autumn Boulevard and Bramalea Road	Anytime
² Alfonso Crescent	The north limit of the intersection of Alfonso Crescent with itself and the north limit of Ebenezer Road	Anytime
Algonquin Boulevard	Addington Crescent and Bramalea Road	Anytime
³ Australia Drive	Sunny Meadow Boulevard and Torbram Road	Anytime
Avondale Boulevard	Balmoral Drive and Bramalea Road	Anytime
Balmoral Drive	Dixie Road and Torbram Road	Anytime
⁴ Beacon Hill Drive	Mississauga Road and Royal West Drive	Anytime
Beamish Court	The Gore Road and the north limit of the road	Anytime
Bellini Avenue	Countryside Drive and Michelangelo Boulevard	Anytime
Birchbank Road	Dixie Road and Avondale Boulevard	Anytime
Black Forest Drive	Spruceland Avenue and Bramalea Road	Anytime
⁵ Botavia Downs Drive	Sewells Lane/Orange Grove Drive and Chinguacousy Road	Anytime
⁶ Bowman Avenue	McVean Drive and Fenton Way	Anytime
Braemore Road	McLaughlin Road North and the east limit of the road	Anytime
⁷ Bramalea Road	Mayfield Road and East Drive	Anytime
⁸ Bramtrail Gate	McLaughlin Road and Baylor Drive	Anytime
⁹ Braydon Boulevard	Airport Road and Treeline Boulevard	Anytime
¹⁰ Brinkley Drive	Cresthaven Road and Hurontario Street	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
11Brisdale Drive	Wanless Drive and Bovaird Drive West	Anytime
12Brock Drive	Airport Road and Treeline Boulevard	Anytime
Brookview Road	McLaughlin Road North and Vodden Street West	Anytime
13Burt Drive	Chinguacousy Road and Major William Sharpe Drive	Anytime
Cadetta Road	The west limit of the road and Highway No. 50	Anytime
Campbell Drive	Flowertown Avenue and McLaughlin Road North	Anytime
14Castlemore Road	Airport Road and Highway 50	Anytime
Carnforth Drive	Conservation Drive and Kennedy Road North	Anytime
Central Park Drive	Clark Boulevard and Torbram Road	Anytime
15Centre Street North	Williams Parkway and Kennedy Road North	Anytime
16Chamney Court	Kennedy Road South and the east limit of the road	Anytime
Charles Street	June Avenue and Kennedy Road North	Anytime
Charolais Boulevard	Chinguacousy Road and Main Street South	Anytime
Christie Drive	Kennedy Road North and Kenpark Avenue	Anytime
Church Street East	Main Street North and Kennedy Road North	Anytime
Church Street (Churchville)	Churchville Road and Victoria Street	Anytime
Clarence Street	Main Street South and Kennedy Road South	Anytime
Clark Boulevard	Dixie Road and Torbram Road	Anytime
17Clarkway Drive	Castlemore Road and Cottrelle Boulevard	Anytime
18Cochrane Avenue	Kennedy Road North and Richvale Drive South	Anytime
19Collingwood Avenue	Robertson Davies Drive and Hurontario Street	Anytime
20Colonel Bertram Road	Mayfield Road and Conservation Drive	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
²¹ Conestoga Drive	Bovaird Drive East and Kennedy Road North	Anytime
Conservation Drive	Hurontario Street and Kennedy Road North	Anytime
²² Conservation Drive	Kennedy Road and Regentview Drive	Anytime
Corona Gate	McLaughlin Road South and Bufford Drive	Anytime
²³ Cottrelle Boulevard	Airport Road and Humberwest Parkway	Anytime
²⁴ Countryside Drive	Highway 50 and Heart Lake Road	Anytime
²⁵ County Court Boulevard	Hurontario Street (northerly intersection) and Hurontario Street (southerly intersection)	Anytime
²⁶ Creditview Road	James Potter Road and a point 1400 metres south of Queen Street West	Anytime
²⁷ Cresthaven Road	Mayfield Road and Hurontario Street	Anytime
Crescent Hill Drive North	Dixie Road and Crescent Hill Drive South	Anytime
Crescent Hill Drive South	Dixie Road and the east limit of the road	Anytime
Curlew Street	McLaughlin Road South and Timberlane Drive	Anytime
Curtis Drive	McLaughlin Road South and Harold Street	Anytime
²⁸ Cynthia Crescent	Goreway Drive and Morris Court	Anytime
Da Vinci Avenue	Michelangelo Boulevard and McVean Drive	Anytime
Dean Street	Milner Road and Kennedy Road South	Anytime
Dearbourne Boulevard	Bramalea Road and Balmoral Drive	Anytime
Denison Avenue	McLaughlin Road North and Haggert Avenue North	Anytime
²⁹ Dewside Drive	Fernforest Drive and Bramalea Road	Anytime
³⁰ Don Minaker Drive	The west limit of the road and The Gore Road	Anytime
Drinkwater Road	Chinguacousy Road and the north limit of the road	Anytime
³¹ Duffield Road	Chinguacousy Road and Edenbrook Hill Drive	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
³² Dusty Lane	McLaughlin Road North and Braemore Road	Anytime
Eagleridge Drive	Torbram Road and Peter Robertson Boulevard	Anytime
³³ Earlsbridge Boulevard	Chinguacousy Road and Dovergreen Drive	Anytime
³⁴ Eastbrook Way	The Gore Road and Thorndale Road	Anytime
Eastern Avenue	Trueman Street and Kennedy Road South	Anytime
³⁵ Eastview Gate	The north limit of the road and The Gore Road	Anytime
³⁶ Ebenezer Road	McVean Drive and Highway 50	Anytime
³⁷ Edenbrook Hill Drive	Wanless Drive and Bovaird Drive West	Anytime
Edgeforest Drive	The south limit of the road and The Gore Road	Anytime
Edgemont Drive	McCulla Avenue and Kennedy Road North	Anytime
³⁸ El Camino Way	Creditview Road and Brisdale Drive	Anytime
³⁹ Elbern Markell Drive	Williams Parkway and Queen Street West	Anytime
Elgin Drive	Torrance Woods and Main Street South	Anytime
⁴⁰ Embleton Road	Winston Churchill Boulevard and Heritage Road	Anytime
Everglade Drive	Countryside Drive and the south limit of the road	Anytime
Evergreen Avenue	Glenbrook Boulevard\Leone Lane and Castlemore Road	Anytime
⁴¹ Fairhill Avenue	Creditview Road and Chinguacousy Road	Anytime
Fenton Way	Countryside Drive and the south limit of the road	Anytime
⁴² Fernforest Drive	Countryside Drive and Bovaird Drive East	Anytime
⁴³ Fletchers Creek Boulevard	Bovaird Drive West and Williams Parkway	Anytime
⁴⁴ Financial Drive	Steeles Avenue West and the south limit of the City of Brampton	11:00 p.m. – 6:30 a.m.
Finchgate Boulevard	Queen Street East and Clark Boulevard	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
Fitzpatrick Drive	Julian Drive and The Gore Road	Anytime
⁴⁵ Flowertown Avenue	Chinguacousy Road and McLaughlin Road North	Anytime
Forestview Court	Countryside Drive and the south limit of the road	Anytime
Gatewood Drive	Greenbriar Road and Torbram Road	Anytime
⁴⁶ Gillingham Drive	Bovaird Drive West and Main Street North	Anytime
Glenvale Boulevard	Central Park Drive and Queen Street East	Anytime
Goodwood Road	Bramalea Road and Goldcrest Road	Anytime
⁴⁷ Goreway Drive	Mayfield Road and Castlemore Road	Anytime
⁴⁸ Goreway Drive	Castlemore Drive and Humberwest Parkway	Anytime
Gorewood Drive	Steeles Avenue and the north limit of Gorewood Drive	Anytime
Grafton Crescent	The north limit of the road and The Gore Road	Anytime
⁴⁹ Grape Trail	Chinguacousy Road and Carnac Gardens	Anytime
Grenadier Road	Greenmount Road and Torbram Road	Anytime
⁵⁰ Groveswood Drive	Worthington Avenue and Chinguacousy Road	Anytime
⁵¹ Guru Nanak Street	Great Lakes Drive and Dixie Road	Anytime
Haggert Avenue South	Queen Street West and Sheard Avenue	Anytime
⁵² Hallstone Road	Financial Drive and a point 165 metres west of Creditview Road	Anytime
Hansen Road North	Vodden Street East and Queen Street East	Anytime
Harold Street	McLaughlin Road South and Main Street South	Anytime
Hartford Trail	Steeles Avenue East and Kennedy Road South	Anytime
Hazelwood Drive	Hillside Drive and Dixie Road	Anytime
⁵³ Heart Lake Road	Mayfield Road and Bovaird Drive East	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
⁵⁴ Hereford Street	Mississauga Road and Financial Drive	Anytime
⁵⁵ Heritage Road	Mayfield Road and Steeles Avenue	Anytime
⁵⁶ Highwood Road	Huronario Street and Summer Valley Drive	Anytime
Hillcrest Avenue	Trueman Street and Kennedy Road South	Anytime
Hillside Drive	Hazelwood Drive and Dixie Road	Anytime
⁵⁷ Hinchley Wood Grove	Bovaird Drive East and Centre Street North	Anytime
⁵⁸ Horwood Drive	Gretna Drive and McLaughlin Road North	Anytime
⁵⁹ Howden Boulevard	Williams Parkway and Central Park Drive	Anytime
⁶⁰ Humberwest Parkway	Williams Parkway and Airport Road	Anytime
Huron Street	Embleton Road and the south limit of the road	Anytime
Inder Heights Drive	Mayfield Road and Eddystone Drive	Anytime
Jackson Road	Bramalea Road and Jefferson Road	Anytime
Jardine Street	Jayfield Road and Torbram Road	Anytime
Julian Drive	Castlemore Road and Princess Andrea Drive	Anytime
⁶¹ Kennedy Road North	Mayfield Road and Bovaird Drive East	Anytime
Kenpark Avenue	Kennedy Road North and Christie Drive	Anytime
Kensington Road	Kings Cross Road and Bramalea Road	Anytime
Kimbark Drive	West limit of the road and Queen Street West	Anytime
Kingknoll Drive	Ortona Drive and McLaughlin Road South	Anytime
⁶² Kings Cross Road	The north limit of the road and Clark Boulevard	Anytime
Knightsbridge Road	Central Park Drive and Bramalea Road	Anytime
⁶³ Lake Louise Drive	Bovaird Drive West and Williams Parkway	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
⁶⁴ Langston Drive	Bovaird Drive East and Winterfold Drive	Anytime
⁶⁵ Larkspur Road	Bramalea Road and Dandelion Drive	Anytime
Lascelles Boulevard	Leander Street and Dixie Road	Anytime
⁶⁶ Laurelcrest Street	Vodden Street East and Queen Street East	Anytime
Linkdale Road	West limit of the road and Kennedy Road North	Anytime
Lisa Street	Clark Boulevard and Dixie Road	Anytime
⁶⁷ Lockwood Road	Queen Street West and Drinkwater Road	Anytime
Luana Court	Goreway Drive and Leone Lane	Anytime
Lucinda Court	Goreway Drive and the east limit of the road	Anytime
Luross Gate	Goreway Drive and Estateview Circle	Anytime
⁶⁸ MackKay Street North	Bovaird Drive East and North Park Drive	Anytime
⁶⁹ MackKay Street South	North Park Drive and Williams Parkway	Anytime
⁷⁰ Main Street North	Bovaird Drive West/Bovaird Drive East and Queen Street West/Queen Street East	Anytime
⁷¹ Main Street South	Queen Street West/Queen Street East and Steeles Avenue East/Steeles Avenue West	Anytime
Major Wm. Sharpe Drive	Chinguacousy Road and Queen Street West	Anytime
Mansion Street	Dixie Road and Maitland Street	Anytime
Markham Street	Manorcrest Street and Bramalea Road	Anytime
Marlborough Street	Massey Street and Bramalea Road	Anytime
⁷² Marotta Avenue	Pertosa Drive and Chinguacousy Road	Anytime
⁷³ Marycroft Court	McLaughlin Road North and the east limit of the road	Anytime
Marysfield Drive	Mayfield Road and St. Patricks Road	Anytime
McCaul Street	Centre Street North and Kennedy Road North	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
74 McCrimmon Drive	Creditview Road and Brisdale Drive	Anytime
McFadden Drive	Kennedy Road North and Monte Vista Trail	Anytime
7576 McLaughlin Road North	Wanless Drive and Queen Street West	Anytime
McLaughlin Road South	Queen Street West and Steeles Avenue West	Anytime
McMurchy Avenue North	Railroad Street and Queen Street West	Anytime
McMurchy Avenue South	Queen Street West and Steeles Avenue West	Anytime
McVean Drive	Mayfield Road and Castlemore Road	Anytime
77 McVean Drive	Castlemore Road and Queen Street East	Anytime
Mercer Drive	Queen Street West and Haggert Avenue North	Anytime
Mill Lane	The north limit of the road and Embleton Road	Anytime
78 Mistymorning Drive	Airport Road and Rubysilver Drive	Anytime
79 Mountainash Road	The north limit of the road and Bovaird Drive East	Anytime
80 Nasmith Street	Bovaird Drive East and North Park Drive	Anytime
Northampton Street	North Park Drive and Dixie Road	Anytime
Northcliffe Street	Newport Street and Dixie Road	Anytime
81 North Park Drive	Williams Parkway and Torbram Road	Anytime
82 Notre Dame Avenue	Kennedy Road North and Richvale Drive South	Anytime
83 Oaklea Boulevard	Ray Lawson Boulevard and McLaughlin Road South	Anytime
84 Octillo Boulevard	Dixie Road and Fernforest Drive	Anytime
85 Old Towne Road	Chinguacousy Road and Fletchers Creek Boulevard	Anytime
Orchard Drive	Bartley Bull Parkway and Steeles Avenue East	Anytime
86 Orenda Court	McCallum Court (easterly intersection) and Kennedy Road South	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
Ostrander Boulevard	River Road and Mississauga Road	Anytime
Perth Street	Hurontario Street and Colonel Bertram Road	Anytime
⁸⁷ Pertosa Drive	Bovaird Drive West and Williams Parkway	Anytime
⁸⁸ Peter Robertson Boulevard	Dixie Road and Mountainash Road	Anytime
Petworth Road	Hurontario Street and Braidwood Lake Road	Anytime
Piedmont Drive	Kennedy Road North and Reynier Drive	Anytime
⁸⁹ Professors Lake Parkway	Bramalea Road and Bovaird Drive East	Anytime
Prospect Gate	Philosophers Trail and Torbram Road	Anytime
⁹⁰ Queen Street East	Main Street North/Main Street South and Kennedy Road	Anytime
⁹¹ Queen Street West	McMurchy Avenue North/McMurchy Avenue South and Main Street North/Main Street South	Anytime
Rae Avenue	Samuel Drive and McVean Drive	Anytime
Rambler Drive	Bartley Bull Parkway and Kennedy Road South	Anytime
⁹² Ray Lawson Boulevard	Mavis Road and Hurontario Street	Anytime
⁹³ Red Maple Drive	McLaughlin Road North and Royal Orchard Drive	Anytime
Regentview Drive	Conservation Drive and south limit of the road	Anytime
⁹⁴ Richvale Drive North	Kennedy Road North and Sandalwood Parkway East	Anytime
⁹⁵ Richvale Drive South	Sandalwood Parkway East and Bovaird Drive East	Anytime
River Road	Mississauga Road and the north limit of the road	Anytime
⁹⁶ Robertson Davies Drive	The north limit of the road and Mayfield Road	Anytime
Rosegarden Drive	Goreway Drive and Rae Avenue	Anytime
⁹⁷ Royal Country Drive	Gallview Lane and Ebenezer Road	Anytime
⁹⁸ Royal Orchard Drive	Bovaird Drive West and Williams Parkway	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
⁹⁹ Royal West Drive	Mississauga Road and Queen Street West	Anytime
Roycrest Street	Hurontario Street and Colonel Bertram Road	Anytime
Ruth Avenue	Conestoga Drive and Kennedy Road North	Anytime
¹⁰⁰ Rutherford Road North	Kennedy Road North and Williams Parkway	Anytime
Rutherford Road North	Vodden Street East and Queen Street East	Anytime
Ryckman Lane	McVean Drive and the east limit of the road	Anytime
¹⁰¹ Sandalwood Parkway East	Great Lakes Drive and Airport Road	Anytime
¹⁰² Sandalwood Parkway West	Creditview Road and McLaughlin Road North	Anytime
¹⁰³ Sandalwood Parkway East	Hurontario Street and Great Lakes Drive	Anytime
Scottsdale Court	The south limit of the road and Kennedy Road South	Anytime
¹⁰⁴ Sir Lou Drive	Malta Avenue and Hurontario Street	Anytime
Somerset Drive	Conestoga Drive and Kennedy Road North	Anytime
¹⁰⁵ Springhurst Avenue	Creditview Road and Worthington Avenue	Anytime
¹⁰⁶ St. Johns Road	The north limit of the road and Countryside Drive	Anytime
Stanley Carberry Drive	Goreway Drive and Countryside Drive	Anytime
¹⁰⁷ Steeplebush Avenue	Barleyfield Road and Torbram Road	Anytime
¹⁰⁸ Sterritt Drive	Chingaucousy Road and Drinkwater Road	Anytime
¹⁰⁹ Stonecrest Drive	Mountainash Road and Airport Road	Anytime
Stonegate Drive	Mayfield Road and Kenpark Avenue	Anytime
¹¹⁰ Summer Valley Drive	The north limit of the road and Mayfield Road	Anytime
¹¹¹ Sunforest Drive	Sandalwood Parkway East and Bovaird Drive East	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
¹¹² Sunny Meadow Boulevard	The north limit of the road and Bovaird Drive East	Anytime
¹¹³ Sunnyvale Gate	Bovaird Drive East and Blue Diamond Drive	Anytime
Tait Boulevard	Moffatt Avenue and Steeles Avenue West	Anytime
Terese Road	Clark Boulevard and Dixie Road	Anytime
¹¹⁴ Thorndale Road	The north limit of the road and Ebenezer Road	Anytime
¹¹⁵ Torbram Road	Father Tobin Road and Bovaird Drive	Anytime
¹¹⁶ Torbram Road	Bovaird Drive East and Queen Street East	Anytime
¹¹⁷ Torbram Road	Queen Street East and Clark Boulevard	Anytime
¹¹⁸ Torbram Road	Clark Boulevard and East Drive	9:00 pm – 7:00 am
Tortoise Court	The west limit of the road and Goreway Drive	Anytime
¹¹⁹ Townsend Gate	Kennedy Road North and Hansen Road North	Anytime
¹²⁰ Treeline Boulevard	Airport Road and Braydon Boulevard	Anytime
Tremblay Street	Hurontario Street and Sunforest Drive	Anytime
Tullamore Road	Bartley Bull Parkway and Kennedy Road South	Anytime
¹²¹ Tyler Avenue	The Gore Road and Thorndale Road	Anytime
¹²² Valleyview Drive	Mayfield Road and the south limit of the road	Anytime
¹²³ Van Kirk Drive	Mayfield Road and Sandalwood Parkway West	Anytime
¹²⁴ Via Romano Way	Cottrelle Boulevard and Ebenezer Road	Anytime
Vodden Street East	Main Street North and Howden Boulevard	Anytime
¹²⁵ Wanless Drive	Chinguacousy Road and McLaughlin Road	Anytime
¹²⁶ Whitepoppy Drive	McLaughlin Road and Clovetree Gate	Anytime

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
Wexford Road	Hurontario Street and Kennedy Road North	Anytime
¹²⁷ Williams Parkway	Mississauga Road and Torbram Road	Anytime
Windmill Boulevard	Steeles Avenue West and Tulip Drive\Woolridge Court	Anytime
Woodward Avenue	Centre Street North and Kennedy Road North	Anytime
¹²⁸ Worthington Avenue	Luella Crescent and Bovaird Drive West	Anytime
¹²⁹ Yellow Brick Road	Bovaird Drive East and the south limit of the road	Anytime

 Bylaw 93-93 - Schedule XI - Footnotes for Amending By-laws - Heavy Trucks

¹ Amending By-law 287-2015	City approval – 15 11 25		
² Amending By-law 181-2004	City approval – 04 06 28		
³ Amending By-law 70-2004	City approval – 04 03 08		
⁴ Amending By-law 287-2015	City approval – 15 11 25		
⁵ Amending By-law 139-2005	City approval – 05 05 09		
⁶ Amending By-law 261-2004	City approval – 04 09 13		
⁷ Amending By-law 11-2010	City approval – 10 01 27		
⁸ Amending By-law 238-2010	City approval – 10 06 23		
⁹ Amending By-law 70-2004	City approval – 04 03 08		
¹⁰ Amending By-law 216-94	City approval - 94 10 24	Region approval - 94 12 16	Signs Installed N/A
¹¹ Amending By-law 267-2011	City approval – 11 09 14		
¹² Amending By-law 70-2004	City approval – 04 03 08		
¹³ Amending By-law 139-2005	City approval – 05 05 09		
¹⁴ Amending By-law 274-97	City approval - 97 11 24	Region approval - 97 12 18	Signs Installed N/A
¹⁵ Amending By-law 181-2004	City approval – 04 06 28		
¹⁶ Amending By-law 139-2005	City approval – 05 05 09		
¹⁷ Amending By-law 141-2015	City approval – 15 07 08		
¹⁸ Amending By-law 181-2004	City approval – 04 06 28		
¹⁹ Amending By-law 70-2004	City approval – 04 03 08		
²⁰ Amending By-law 112-94	City approval - 94 05 25	Region approval - 94 06 23	Signs Installed N/A
²¹ Amending By-law 181-2004	City approval – 04 06 28		
²² Amending By-law 96-2012	City approval – 12 04 11		
²³ Amending By-law 4-2015	City approval – 15 01 28		
²⁴ Amending By-law 112-2019	City approval – 19 05 07		
²⁵ Amending By-law 139-2005	City approval – 05 05 09		
²⁶ Amending By-law 96-2012	City approval – 12 04 11		
²⁷ Amending By-law	City approval – 02 02 11		
²⁸ Amending By-law 268-96	City approval - 96 12 16	Region approval - 97 01 23	Signs Installed N/A
²⁹ Amending By-law 70-2004	City approval – 04 03 08		
³⁰ Amending By-law 70-2004	City approval – 04 03 08		
³¹ Amending By-law 70-2004	City approval – 04 03 08		
³² Amending By-law 261-2004	City approval – 04 09 13		
³³ Amending By-law 70-2004	City approval – 04 03 08		
³⁴ Amending By-law 70-2004	City approval – 04 03 08		
³⁵ Amending By-law 70-2004	City approval – 04 03 08		
³⁶ Amending By-law 96-2012	City approval – 12 04 11		
³⁷ Amending By-law 181-2004	City approval – 04 06 28		
³⁸ Amending By-law 70-2004	City approval – 04 03 08		
³⁹ Amending By-law 341-2011	City approval – 11 12 14		
⁴⁰ Amending By-law 209-2021	City approval – 21 09 29		
⁴¹ Amending By-law 70-2004	City approval – 04 03 08		
⁴² Amending By-law 267-2011	City approval – 11 09 14		
⁴³ Amending By-law 181-2004	City approval – 04 06 28		

 Bylaw 93-93 - Schedule XI - Footnotes for Amending By-laws - Heavy Trucks

44 Amending By-law 152-2011	City approval – 11 05 25		
45 Amending By-law 261-2004	City approval – 04 09 13		
46 Amending By-law 181-2004	City approval – 04 06 28		
47 Amending By-law 154-95	City approval - 95 07 12	Region approval - 95 08 10	Signs installed - 95 08 14
48 Amending By-law 352-2013	City approval – 13 12 11		
49 Amending By-law 70-2004	City approval – 04 03 08		
50 Amending By-law 70-2004	City approval – 04 03 08		
51 Amending By-law 278-2019	City approval – 19 11 20		
52 Amending By-law 96-2012	City approval – 12 04 11		
53 Amending By-law 181-2004	City approval – 04 06 28		
54 Amending By-law 96-2012	City approval – 12 04 11		
55 Amending By-law 164-2013	City approval – 13 06 19		
56 Amending By-law 70-2004	City approval – 04 03 08		
57 Amending By-law 181-2004	City approval – 04 06 28		
58 Amending By-law 169-99	City approval - 99 08 11	Region approval - 99 09 16	Housekeeping – signs in place
59 Amending By-law 181-2004	City approval – 04 06 28		
60 Amending By-law 201-2018	City approval – 18 09 12		
61 Amending By-law 181-2004	City approval – 04 06 28		
62 Amending By-law 112-94	City approval - 94 05 25	Region approval - 94 06 23	Signs Installed N/A
63 Amending By-law 181-2004	City approval – 04 06 28		
64 Amending By-law 181-2004	City approval – 04 06 28		
65 Amending By-law 220-97	City approval - 97 09 22	Region approval - 97 10 09	Signs Installed N/A
66 Amending By-law 261-2004	City approval – 04 09 13		
67 Amending By-law 220-97	City approval - 97 09 22	Region approval - 97 10 09	Signs Installed N/A
68 Amending By-law 139-2005	City approval – 05 05 09		
69 Amending By-law 139-2005	City approval – 05 05 09		
70 Amending By-law 181-2004	City approval – 04 06 28		
71 Amending By-law 181-2004	City approval – 04 06 28		
72 Amending By-law 70-2004	City approval – 04 03 08		
73 Amending By-law 139-2005	City approval – 05 05 09		
74 Amending By-law 70-2004	City approval – 04 03 08		
75 Amending By-law 243-95	City approval - 951127	Region approval – 951214	Signs Installed N/A
76 Amending By-law 52-96	City approval - 960325	Region approval - 96 04 11	Signs Installed N/A
77 Amending By-law 96-2012	City approval – 12 04 11		
78 Amending By-law 139-2005	City approval – 05 05 09		
79 Amending By-law 181-2004	City approval – 04 06 28		
80 Amending By-law 181-2004	City approval – 04 06 28		
81 Amending By-law 181-2004	City approval – 04 06 28		
82 Amending By-law 181-2004	City approval – 04 06 28		
83 Amending By-law 139-2005	City approval – 05 05 09		
84 Amending By-law 70-2004	City approval – 04 03 08		
85 Amending By-law 70-2004	City approval – 04 03 08		
86 Amending By-law 139-2005	City approval – 05 05 09		

 Bylaw 93-93 - Schedule XI - Footnotes for Amending By-laws - Heavy Trucks

87 Amending By-law 181-2004	City approval – 04 06 28		
88 Amending By-law 278-2019	City approval – 19 11 20		
89 Amending By-law 181-2004	City approval – 04 06 28		
90 Amending By-law 139-2005	City approval – 05 05 09		
91 Amending By-law 326-2005	City approval – 05 10 24		
92 Amending By-law 139-2005	City approval – 05 05 09		
93 Amending By-law 139-2005	City approval – 05 05 09		
94 Amending By-law 181-2004	City approval – 04 06 28		
95 Amending By-law 181-2004	City approval – 04 06 28		
96 Amending By-law 70-2004	City approval – 04 03 08		
97 Amending By-law 70-2004	City approval – 04 03 08		
98 Amending By-law 181-2004	City approval – 04 06 28		
99 Amending By-law 287-2015	City approval – 15 11 25		
100 Amending By-law 181-2004	City approval – 04 06 28		
101 Amending By-law 70-2004	City approval – 04 03 08		
102 Amending By-law 70-2004	City approval – 04 03 08		
103 Amending By-law 248-2020	City approval – 20 12 09		
104 Amending By-law 139-2005	City approval – 05 05 09		
105 Amending By-law 70-2004	City approval – 04 03 08		
106 Amending By-law 139-2005	City approval – 05 05 09		
107 Amending By-law 70-2004	City approval – 04 03 08		
108 Amending By-law 220-97	City approval - 97 09 22	Region approval - 97 10 09	Signs Installed N/A
109 Amending By-law 70-2004	City approval – 04 03 08		
110 Amending By-law 70-2004	City approval – 04 03 08		
111 Amending By-law 181-2004	City approval – 04 06 28		
112 Amending By-law 139-2005	City approval – 05 05 09		
113 Amending By-law 181-2004	City approval – 04 06 28		
114 Amending By-law 70-2004	City approval – 04 03 08		
115 Amending By-law 96-2012	City approval – 12 04 11		
116 Amending By-law 181-2004	City approval – 04 06 28		
117 Amending By-law 150-2016	City approval – 16-07-06		
118 Amending By-law 150-2016	City approval – 16-07-06		
119 Amending By-law 139-2005	City approval – 05 05 09		
120 Amending By-law 70-2004	City approval – 04 03 08		
121 Amending By-law 70-2004	City approval – 04 03 08		
122 Amending By-law 112-94	City approval - 94 05 25	Region approval - 94 06 23	Signs Installed N/A
123 Amending By-law 238-2010	City approval – 10 06 23		
124 Amending By-law 141-2015	City approval – 15 07 08		
125 Amending By-law 96-2012	City approval – 12 04 11		
126 Amending By-law 238-2010	City approval – 10 06 23		
127 Amending By-law 267-2011	City approval – 11 09 14		
128 Amending By-law 181-2004	City approval – 04 06 28		
129 Amending By-law 181-2004	City approval – 04 06 28		

Appendix B. Maps of Block Plan Area 47-3

Maps of Area 47, Block Plan Area 47-3 from the City of Official Plan (City of Brampton, 2022)



This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

Any lands within the Provincial Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan

TOWN OF HALTON HILLS

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

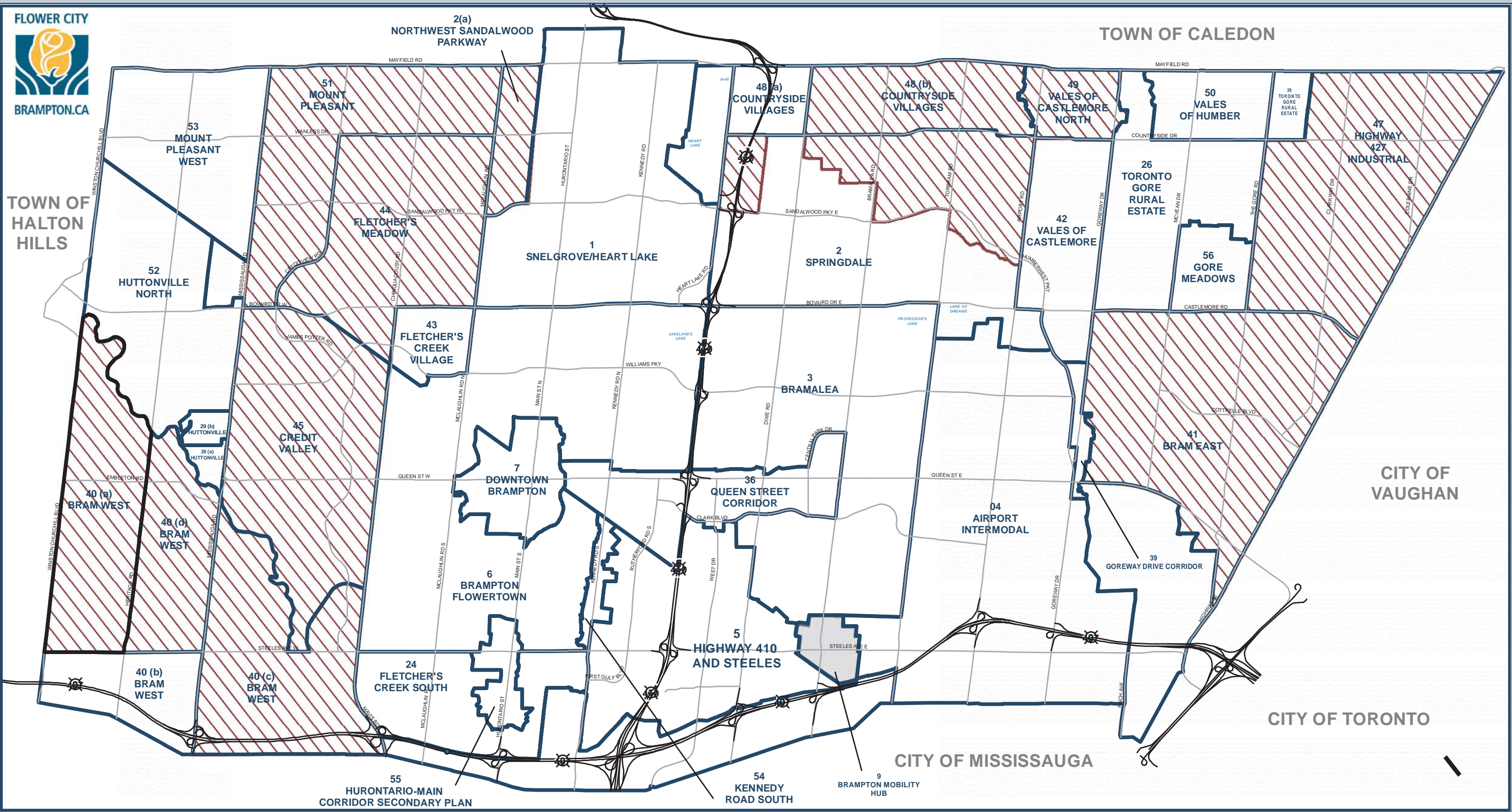
APPEALED TO THE OMB/LPAT

See Section 4.6.7.13

SEE SECTION 4.2.1.16

 BUSINESS CORRIDOR	 N-W BRAMPTON URBAN DEVELOPMENT AREA	 PROVINCIAL HIGHWAYS	 VILLAGE RESIDENTIAL	 CORRIDOR PROTECTION AREA
 ESTATE RESIDENTIAL	 OFFICE	 REGIONAL RETAIL	 CENTRAL AREA	 GREENBELT LEGEND
 INDUSTRIAL	 OPENSOURCE	 RESIDENTIAL	 SPECIAL LAND USE POLICY AREA	 L.B.P.I.A. OPERATING AREA
 MAJOR INSTITUTIONAL	 PARKWAY BELT WEST	 UTILITY	 SPECIAL STUDY AREA	 DEFERRAL

SCHEDULE A GENERAL LAND USE DESIGNATIONS



NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING AND DENSITY CATEGORIES OF THE OFFICIAL PLAN
 APPEALED TO OMB/LPAT

Brampton Mobility Hub Secondary Plan (Area 9) under appeal on a site specific basis for 69 and 75 Bramalea Road.

SCHEDULE G SECONDARY PLAN AREAS

TOWN OF HALTON HILLS

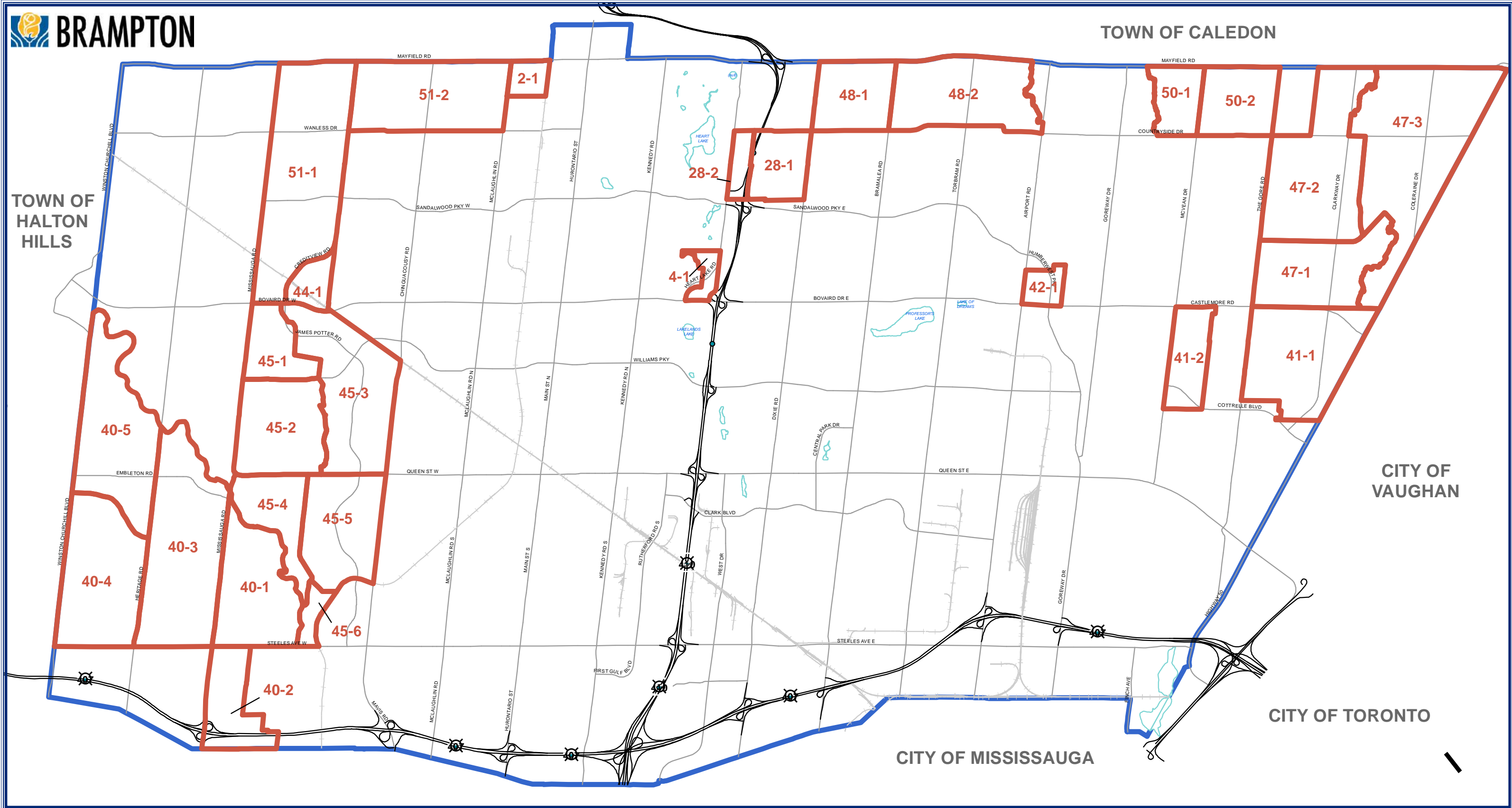
CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

 **BLOCK PLAN AREA**

SCHEDULE H COMMUNITY BLOCK PLAN AREAS



Appendix C. Access Options from EA

Conceptual road access options from the Secondary Plan Area (Area 47) Access Management Report completed as part of the EA (Wood, 2021).



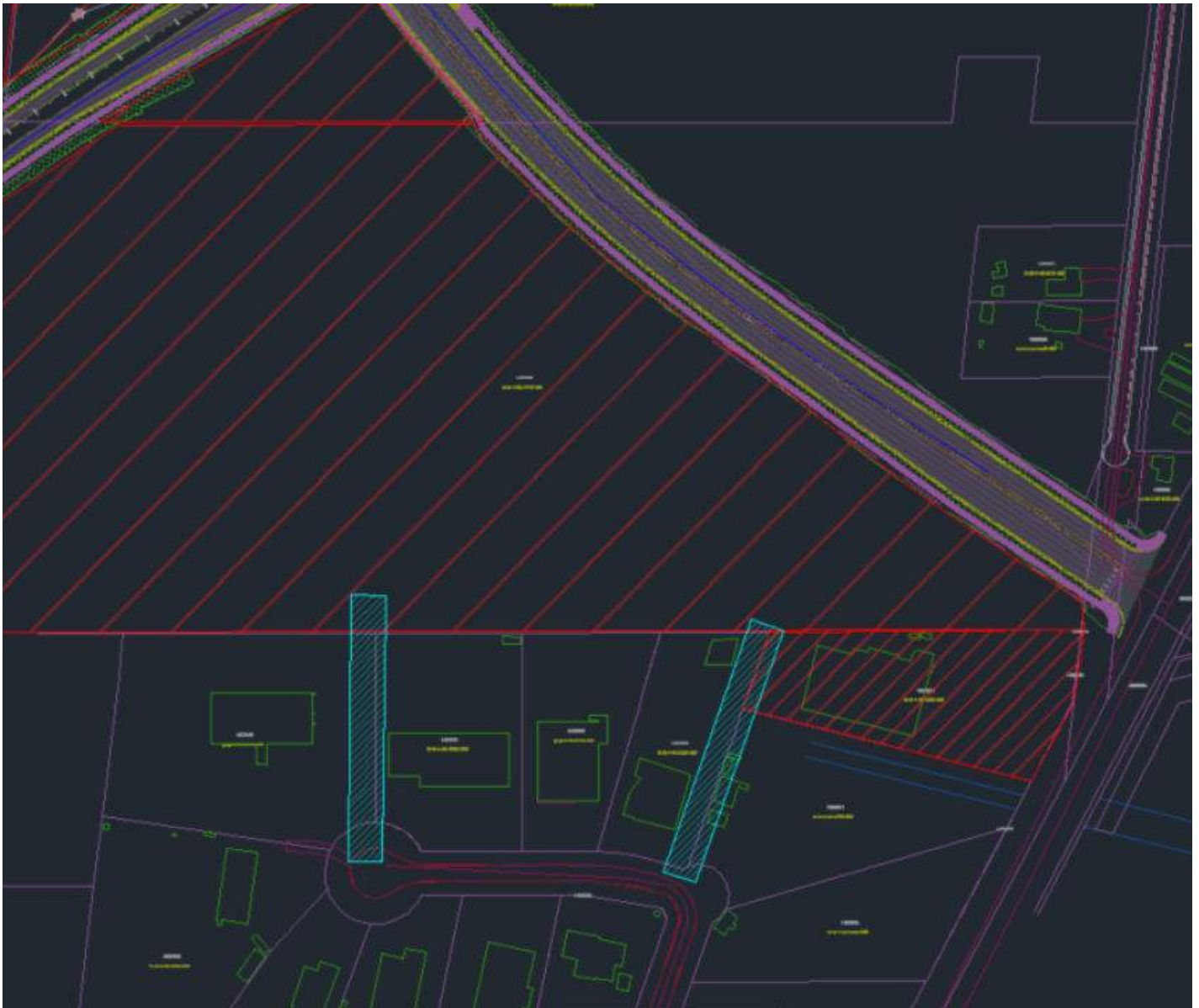
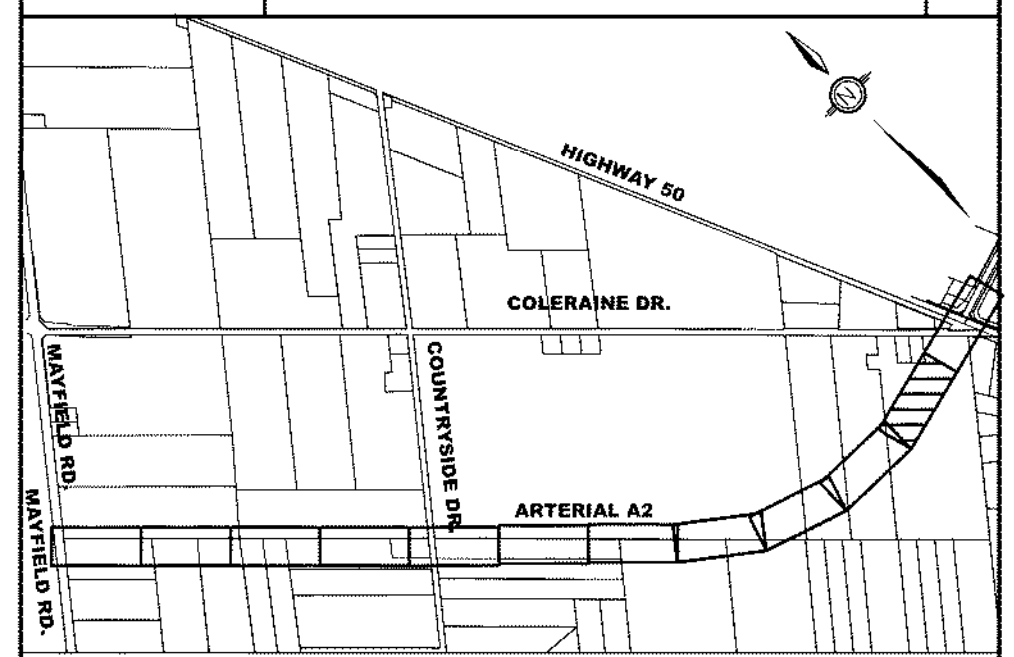
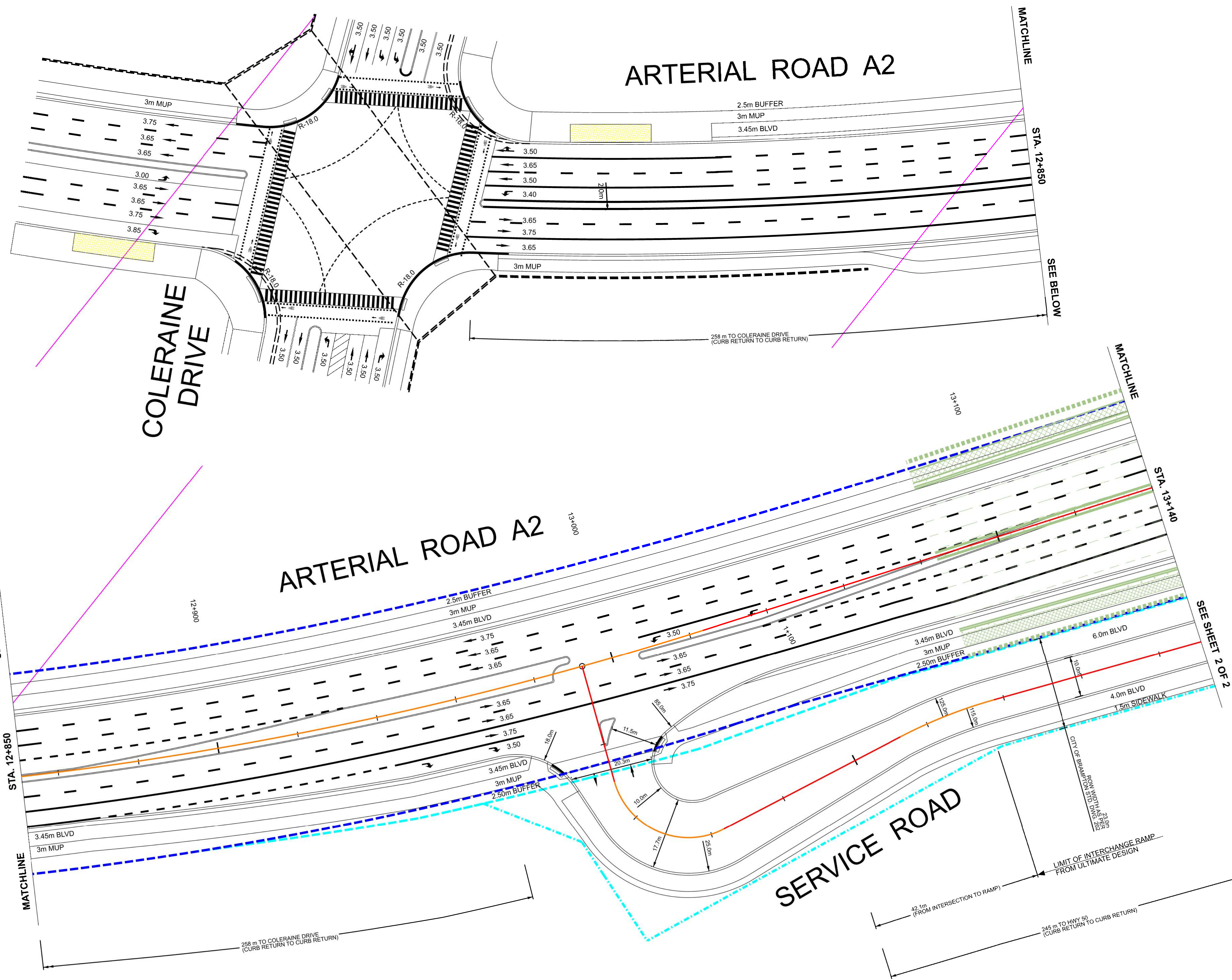


Figure C-1 Conceptual property access options for 10410 Coleraine Drive and 10514 Coleraine Drive, as documented in the EA Access Management Report (Wood, 2021). The Access Management Report considered two (2) road connection options to Cadetta Road at an existing property boundary: one (1) at the cul-de-sac of Cadetta Road, and one (1) at the elbow of Cadetta Road (Wood, 2021).

Appendix D. Access Solution Preliminary Design Drawing and Swept Path Analysis





LEGEND:

- PROPOSED BUS PAD
- PROPERTY LINE
- ROP RIGHT OF WAY (DETAILED DESIGN)
- ROP EAA PROPOSED RIGHT OF WAY
- COB EAA PROPOSED RIGHT OF WAY
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB AS INDICATED



General Notes

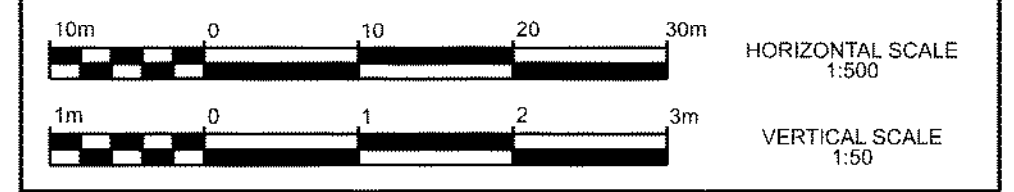
All Measurements Are in Meters(m) Unless Otherwise Noted
 All Driveways Are ASPHALT Unless Otherwise Noted
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm

Agency: B.M. No.
 Elev. XXXXXX (Geodetic)
 Coordinate System: UTM NAD83 (Original)
 The Contractor is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction. Location Of Existing Utilities Approximate Only. To Be Verified In Field By Contractor.

Designed by: Chkd.
 Approved by:

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

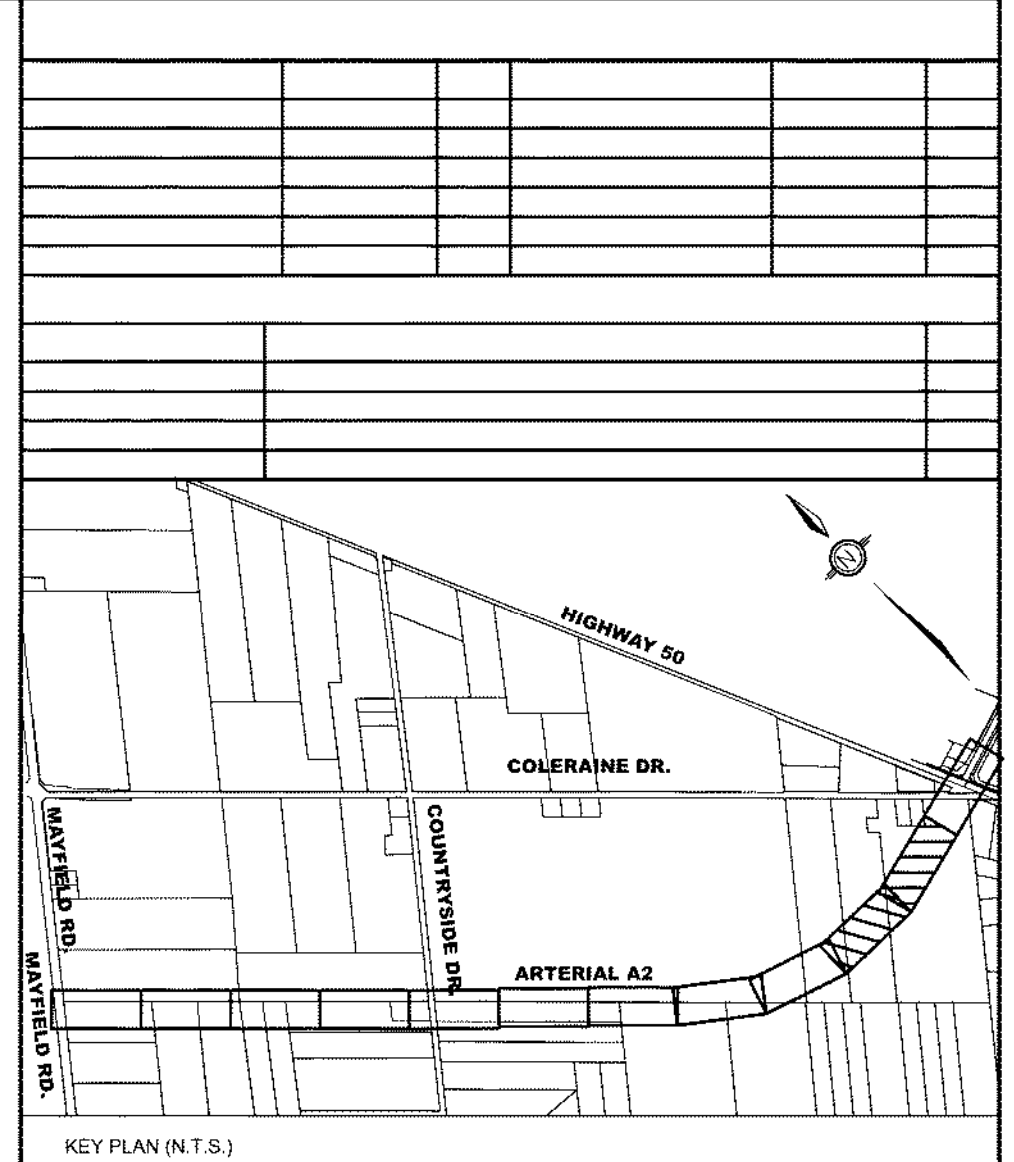
THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ROGERS CABLE
ONTARIO MINISTRY OF TRANSPORTATION	ALLSTREAM (ZAYO)
ONTARIO CLEAN WATER AGENCY	PSN (PUBLIC SECTOR NETWORK)
HYDRO ONE NETWORKS	FUTUREWAY (FCI BROADBAND)
ELECTRA UTILITIES	GT FIBER360 NETWORK INC.
TRANS NORTHERN PIPELINE	TELUS COMMUNICATION
PEARSON INTERNATIONAL FUEL FACILITIES CORP.	UNION GAS



ARTERIAL A2

SERVICE ROAD

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by	C.G.	Drawn by	U.S.	Date	FEBRUARY, 2025
Date	FEBRUARY, 2025	Sheet	1 OF 2	Plan No.	



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 - ROP EAA PROPOSED RIGHT OF WAY
 - COB EAA PROPOSED RIGHT OF WAY
 - PROPOSED CURB & GUTTER
 - PROPOSED DROP CURB AS INDICATED



General Notes

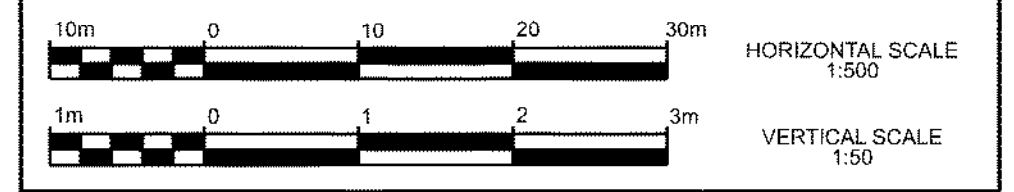
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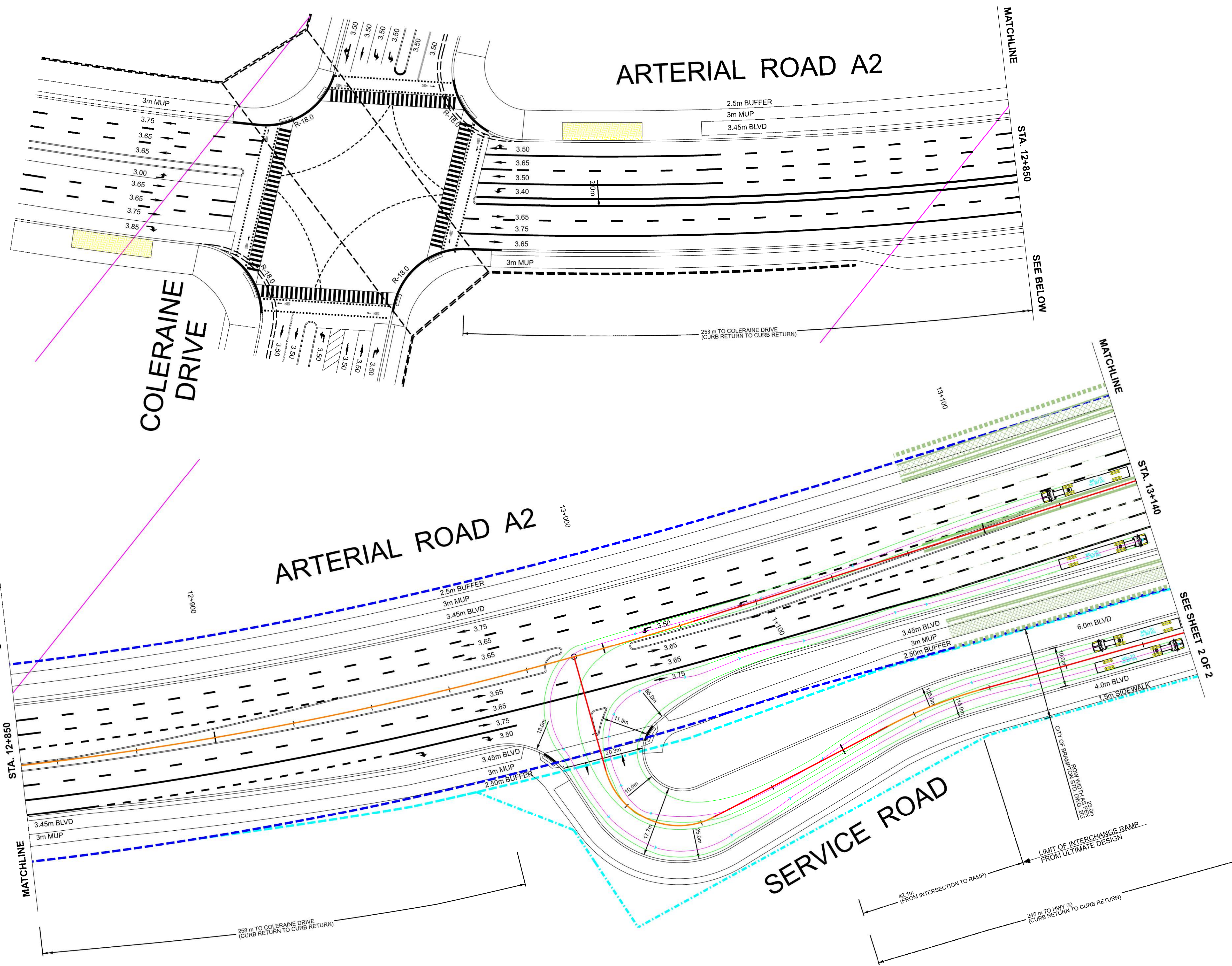
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ELECTRA UTILITIES	GT FIBER360 NETWORK INC.
TRANS NORTHERN PIPELINE	TELUS COMMUNICATION
PEARSON INTERNATIONAL FUEL FACILITIES CORP.	
UNION GAS	



SERVICE ROAD

TURNING MOVEMENT
 LEFT IN / RIGHT OUT ACCESS

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by	C.G.	Drawn by	U.S.	Date	FEBRUARY, 2025
Date	FEBRUARY, 2025	Sheet	1 OF 2	Plan No.	



SEE SHEET 2 OF 2

SEE ABOVE

STA. 12+850

MATCHLINE

MATCHLINE

STA. 12+850

SEE BELOW

MATCHLINE

STA. 13+140

SEE SHEET 2 OF 2

SERVICE ROAD

42.1m (FROM INTERSECTION TO RAMP)

245 m TO HWY 50 (CURB RETURN TO CURB RETURN)

LIMIT OF INTERCHANGE RAMP FROM ULTIMATE DESIGN

258 m TO COLERAINE DRIVE (CURB RETURN TO CURB RETURN)

258 m TO COLERAINE DRIVE (CURB RETURN TO CURB RETURN)

COLERAINE DRIVE

ARTERIAL ROAD A2

ARTERIAL ROAD A2

3m MUP

2.5m BUFFER

3m MUP

3.45m BLVD

3m MUP

2.5m BUFFER

3m MUP

3.45m BLVD

3.75

3.65

3.65

3.75

3.50

3.45m BLVD

3m MUP

2.50m BUFFER

3.45m BLVD

3m MUP

2.50m BUFFER

6.0m BLVD

4.0m BLVD

1.5m SIDEWALK

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

10.0m

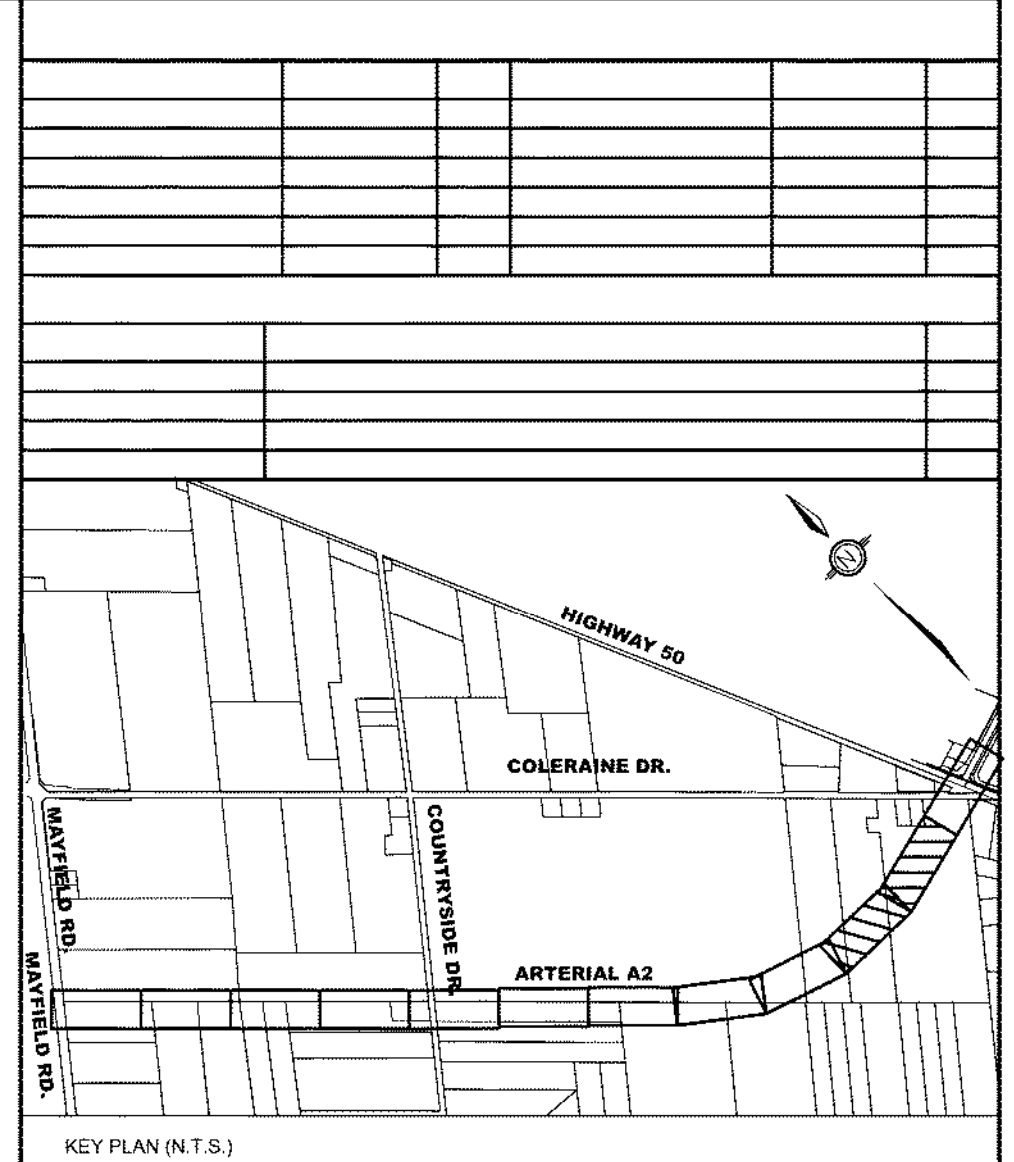
10.0m

10.0m

10.0m

10.0m

10.0m



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General Notes

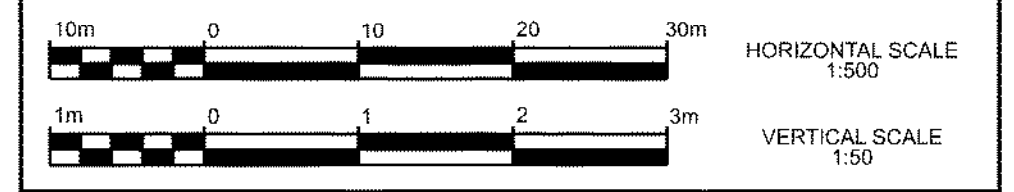
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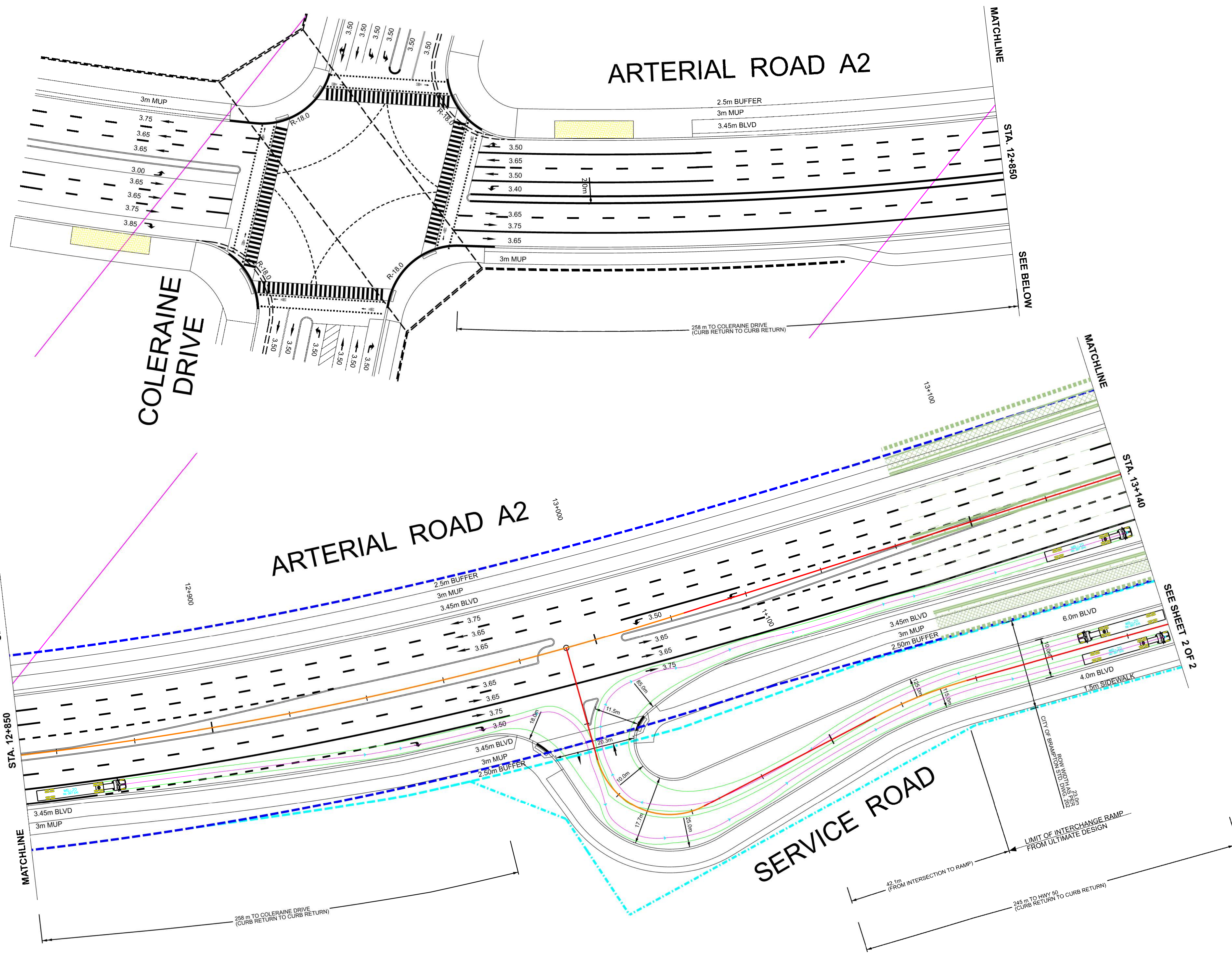
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SERVICE ROAD
 TURNING MOVEMENT
 RIGHT IN - RIGHT OUT ACCESS

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
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SEE ABOVE

STA. 12+850

MATCHLINE

COLERAINE DRIVE

ARTERIAL ROAD A2

ARTERIAL ROAD A2

SERVICE ROAD

MATCHLINE

STA. 12+850

SEE BELOW

MATCHLINE

STA. 13+140

SEE SHEET 2 OF 2

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258 m TO COLERAINE DRIVE (CURB RETURN TO CURB RETURN)

CITY OF BRAMPTON STAFF ZONE FROM INTERSECTION TO RAMP

LIMIT OF INTERCHANGE RAMP FROM ULTIMATE DESIGN

AtkinsRéalis



AtkinsRéalis
AtkinsRéalis Canada Inc.
191 THE WEST MALL
TORONTO
ON

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