



Revised Agenda  
City Council

The Corporation of the City of Brampton

**Date:** Wednesday, March 24, 2021  
**Time:** 9:30 a.m.  
**Location:** Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting  
**Members:** Mayor Patrick Brown  
Regional Councillor R. Santos  
Regional Councillor P. Vicente  
Regional Councillor M. Palleschi  
Regional Councillor M. Medeiros  
Regional Councillor P. Fortini  
Regional Councillor G. Dhillon  
City Councillor D. Whillans  
City Councillor J. Bowman  
City Councillor C. Williams  
City Councillor H. Singh

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:  
Terri Brenton, Legislative Coordinator, Telephone 905.874.2106, TTY 905.874.2130  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)

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

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1. **Call to Order**

Note: The City Clerk will conduct a roll call at the start of the meeting.

2. **Approval of Agenda**

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

4. **Adoption of the Minutes**

4.1. Minutes – City Council – Regular Meeting – March 3, 2021

5. **Consent Motion**

In keeping with Council Resolution C019-2021, agenda items will no longer be pre-marked for Consent Motion approval. The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

6. **Announcements (2 minutes maximum)**

6.1. Announcement - Citizen Water Rescue - March 7, 2021

Announcement from Mayor Brown to acknowledge Sahiba Vig and Kanwar Vig for bravery and courage demonstrated in rescuing a Brampton resident on March 7, 2021.

6.2. Proclamations:

- a) Sikh Heritage Month – April 2021
- b) Be a Donor Month – April 2021
- c) World Autism Awareness Day – April 2, 2021
- d) Tartan Day – April 6, 2021

\*6.3. Announcement – Crossing Guard Appreciation Day – March 24, 2021

**7. Government Relations Matters**

**\*7.1. Update re: Government Relations Matters**

*\* Published on the City's website on March 23, 2021*

**8. Public Delegations and Staff Presentations (5 minutes maximum)**

**8.1. Possible Delegations re: Intention to Amend Sign By-law 399-2002, as amended – 5 Nevets Road – Ward 8**

Notice regarding this matter was published on the City's website on March 11, 2021.

See Item 10.4.1 and By-law 46-2021

Note: Correspondence (written delegations) related to this item may be submitted via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca).

**8.2. Delegation from Bill Godfrey, People Against Littering (P.A.L.) re. Item 12.2 – Recommendation CW124-2021 – Update of the Brampton Grow Green Environmental Master Plan**

See Item 12.2 – Committee of Council Recommendation CW124-2021 – March 10, 2021

**\*8.3. Delegations re: Item 12.1 – Planning and Development Committee Recommendation PDC040-2021 – Jindal Developments Ltd. – G-force Planners – 1965-1975 Cottrelle Blvd. – Ward 8 (File C08E08.008)**

Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development)

1. Pushap Jindal, President, Jindal Developments Ltd.

2. Manni Chauhan, Principal Planner, G-force Urban Planners and Consultants (and presentation)

3. Cynthia Sri Pragash, BramptonMatters

4. Tony Moracci, Brampton resident

5. Azad Goyat, Brampton resident

6. Nisha Sandhu, Brampton resident

**\*8.4. Delegation from Sylvia Menezes Roberts, Brampton resident, re: Item 10.4.2 – Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor**

**9.           Reports from the Head of Council**

9.1.           Update from Mayor Brown re: COVID-19 Emergency

**10.          Reports from Corporate Officials**

10.1.           Office of the Chief Administrative Officer

10.2.           Legislative Services Operating

10.2.1.       ^ Staff Report re: Closed Session Meeting Access for Council Office Staff

*To be received*

10.3.           Corporate Support Services

10.3.1.       Staff Report re: HR Policy Modernization: Updates to Occupational Health and Safety, Respectful Workplace, and Workplace Violence Prevention Policies

*Recommendation*

10.4.           Planning and Economic Development

10.4.1.       Staff Report re: Site Specific Amendment to Sign By-Law 399-2002, as amended – Airport/Nevels GP Corporation – 5 Nevels Road – Ward 8

See Item 8.1 and By-law 46-2021

*Recommendation*

\*10.4.2.      Staff Report re: City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor

\* See *Item 14.3* and By-law 45-2021

*Recommendation*

10.5.           Community Services

10.6.           Public Works



\*10.6.1. Staff Report re: Stormwater Charges for Working Farms

See Item 13.3

*Recommendation*

*\* Published on the City's website on March 23, 2021*

10.6.2. ^ Staff Report re: Subdivision Release and Assumption – Registered Plan 43M-1784 – Rutherford Properties Ltd. – North of Steeles Avenue and East of Kennedy Road – Ward 3 (Planning References: C02E01.019 and 21T-04017B)

See By-law 48-2021

*Recommendation*

10.6.3. ^ Staff Report re: Subdivision Release and Assumption – Registered Plan 43M-1790 – Kingsgrove Property (Brampton) Ltd. – West of McLaughlin Road and South of Wanless Drive – Ward 6 (Planning References: C02W15.011 and 21T-04019B)

See By-law 49-2021

*Recommendation*

10.6.4. ^ Staff Report re: Subdivision Release and Assumption – Registered Plans 43M-1878 & 43M-1879 – Ashwid Developments Inc. & Mattamy (Credit River) Limited – South of Sandalwood Parkway West and West of Creditview Road – Ward 6

(Planning References: C04W12.002 and 21T-10013B)

See By-law 50-2021

*Recommendation*

10.7. Brampton Transit

10.8. Fire and Emergency Services

10.8.1. ^ Staff Report re: Provincial Fire Safety Grant Application

*Recommendation*

**11. Reports from Accountability Officers**

11.1. Council Questions for City of Brampton Integrity Commissioner

Muneeza Sheikh, Integrity Commissioner, will be present to respond to questions from City Council regarding deferred item 11.1 from the Council Meeting of February 17, 2021

See item 13.1

## **12. Committee Reports**

### **12.1. Minutes – Planning and Development Committee – March 8, 2021**

Chair: Regional Councillor Medeiros

*To be approved*

### **12.2. Minutes – Committee of Council – March 10, 2021**

Meeting Chairs:

City Councillor Williams, Community Services Section

City Councillor Bowman, Legislative Services Section

Regional Councillor Vicente, Economic Development Section

City Councillor Singh, Corporate Services Section

Regional Councillor Vicente, Public Works and Engineering Section

*To be approved*

### **12.3. ^ Minutes – Citizen Appointments Committee – March 15, 2021**

Chair: Regional Councillor Fortini

*To be approved*

## **13. Unfinished Business**

### **13.1. 2019-2020 Summary Report from Integrity Commissioner Muneeza Sheikh**

Deferred from the Council Meeting of February 17, 2021, pursuant to Resolution C043-2021, as follows:

#### **C043-2021**

That the 2019-2020 Summary Report from Integrity Commissioner Muneeza Sheikh, to the Council Meeting of February 17, 2021, be **deferred** to the first possible meeting date that the Integrity Commissioner is available to answer

questions, potentially on March 24, 2021.

See item 11.1

13.2. Staff Report re: Annual Sponsorship Update

Note: Referred from the Committee of Council Meeting of March 10, 2021, pursuant to Recommendation CW117-2021, outlined in Item 12.2.

13.3. Draft Motion re: Stormwater Management Charge – Working Farms

See Item 10.6.1

Note: Referred from the Committee of Council Meeting of March 10, 2021, pursuant to Recommendation CW133-2021, as follows:

**CW133-2021**

That the following draft motion be referred to the March 24, 2021 meeting of Council:

Whereas the influence of growth as a Municipality on agriculture has a large impact on the ability of working farms to provide for themselves and their families;

Whereas the influences of COVID-19 on working farms has resulted in a challenging situation for many farmers;

Whereas climate change has a vast effect on working farms, the agricultural sector has begun to look at inventive ways to reduce emissions and to pursue land-use practices that will help mitigate and combat climate change;

Whereas farmers in the City of Brampton understand the importance and necessity to reuse agricultural wastewater and utilize efficient irrigation methods to minimize or eliminate wastage of water;

Whereas a large amount of the profit made by working farms is reinvested into the maintenance and operation of the business;

Whereas as a city it is critical to provide our ongoing support to farmers;

Whereas s. 106 of the Municipal Act, 2001 prohibits municipal assistance including by giving a total or partial exemption from any levy, charge or fee to commercial enterprises which may include farms; and

Whereas s. 33 of the Stormwater Charge By-law provides that the Stormwater Charge may be revised modified or amended based on an internal review conducted by the City;

Therefore be it resolved that staff be directed to undertake an assessment of working farm properties to determine and implement internal adjustments that may be required to the Stormwater Charge recognizing the characteristics of such properties.

**14.        Correspondence**

14.1.        ^ Correspondence from Myrna Adams, President, Brampton Senior Citizens Council, dated March 4, 2021, re: Elder Abuse

14.2.        ^ Correspondence from the Brampton Board of Trade to the Minister of Transportation, dated March 10, 2021, re: Brampton Board of Trade Continued Support for the GTA West Corridor Highway

*To be received*

\*14.3.        Correspondence from Chris Drew, dated March 23, 2021, re: Item 10.4.2 – Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor

See Item 10.4.2 and By-law 45-2021

*To be received*

**15.        Notices of Motion**

**16.        Other Business/New Business**

16.1.        Referred Matters List

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

\*16.2.        Discussion at the request of Councillor Palleschi re: CAO Performance Review Committee

**17.        Public Question Period**

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

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

## 18. By-laws

- 18.1. By-law 45-2021 – To amend Zoning By-law 270-2004, as amended – parking requirements in the downtown, central area and Hurontario-Main corridor

See Item 10.4.2

- 18.2. By-law 46-2021 – To amend Sign By-law By-law 399-2002, as amended –  
Airport/Nevets GP Corporation – 5 Nevets Road – Ward 8

See Items 8.1 and 10.4.1

- 18.3. By-law 47-2021 – To amend Sign By-law By-law 399-2002, as amended – BVD Group – 8177 Torbram Road – Ward

See Item 12.1 – Planning and Development Committee Recommendation PDC038-2021 – March 8, 2021

- 18.4. By-law 48-2021 – To accept and assume works in Registered Plan 43M-1784 – Rutherford Properties Ltd. – north of Steeles Avenue and east of Kennedy Road – Ward 3 (Planning References: C02E01.019 and 21T-04017B)

See Item 10.6.2

- 18.5. By-law 49-2021 – To accept and assume works in Registered Plan 43M-1790 – Kingsgrove Property (Brampton) Ltd. – west of McLaughlin Road and south of Wanless Drive) – Ward 6 (Planning References: C02W15.011 and 21T-04019B)

See Item 10.6.3

- \*18.6. By-law 50-2021 – To accept and assume works in Registered Plans 43M-1878 and 43M-1879 – Ashwid Developments Inc. & Mattamy (Credit River) Limited – south of Sandalwood Parkway West and west of Creditview Road – Ward 6

Planning References: C04W12.002 and 21T-10013B

See Item 10.6.4

*\* Note: correction made to plan number 43M-1879, which was incorrectly identified as 43M-2879 on the original agenda*

- 18.7. By-law 51-2021 – To amend Traffic By-law 93-93, as amended – administrative updates to schedules relating to no parking , fire routes, community safety zones, and designated bicycle lanes

See Item 12.2 – Committee of Council Recommendation CW123-2021 – March 10, 2021

- 18.8. By-law 52-2021 – To authorize the execution of an encroachment agreement and a joint use agreement between The Corporation of the

City of Brampton and Conseil Scolaire Viamonde

See Council Resolution C424-2019 (Recommendation CW482-2019) – November 20, 2019

- 18.9. By-law 53-2021 – To appoint municipal by-law enforcement officers and to repeal By-law 12-2021

- 18.10. By-law 54-2021 – To prevent the application of part lot control to part of Registered Plan 43M-2080 – north of Sandalwood Parkway and west of Kennedy Road North – Ward 2 (PLC-2020-0045)

**19. Closed Session**

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

- 19.1. ^ Closed Session Minutes - City Council - March 3, 2021

- 19.2. ^ Closed Session Minutes - Committee of Council - March 10, 2021

- 19.3. Open Meeting exception under Section 239 (2) (c) of the Municipal Act, 2001:

A proposed or pending acquisition or disposition of land by the municipality or local board.

- 19.4. Open Meeting exception under Section 239 (2) (c) of the Municipal Act, 2001:

A proposed or pending acquisition or disposition of land by the municipality or local board.

- 19.5. Discussion at the request of Councillor Fortini re: A Medical University in Brampton

**20.        Confirming By-law**

- 20.1.        By-law \_\_\_\_-2021 – To confirm the proceedings of Council at its Regular Meeting held on March 24, 2021

**21.        Adjournment**

**Next Meetings:**

**Wednesday, April 7, 2021 – 9:30 a.m.**

**Wednesday, April 21, 2021 – 9:30 a.m.**



## Minutes

### City Council

#### The Corporation of the City of Brampton

**Wednesday, March 3, 2021**

**Members Present:** Mayor P. Brown  
Regional Councillor R. Santos  
Regional Councillor P. Vicente  
Regional Councillor M. Palleschi  
Regional Councillor M. Medeiros  
Regional Councillor P. Fortini  
Regional Councillor G. Dhillon (left at 12:44 p.m. – personal)  
City Councillor D. Whillans (left at 3:00 p.m. – personal)  
City Councillor J. Bowman  
City Councillor C. Williams (left at 4:14 p.m. – personal)  
City Councillor H. Singh

**Members Absent:** nil

**Staff Present:** D. Barrick, Chief Administrative Officer  
M. Davidson, Commissioner, Corporate Support Services  
M. Nader, Commissioner, Community Services  
R. Forward, Commissioner Planning, Building and Economic Development  
J. Holmes, Acting Commissioner, Public Works and Engineering  
P. Morrison, Acting Commissioner, Legislative Services  
B. Boyes, Fire Chief, Fire and Emergency Services  
A. Milojevic, General Manager, Transit  
S. Akhtar, City Solicitor  
P. Fay, City Clerk  
C. Gravlev, Deputy City Clerk  
T. Brenton, Legislative Coordinator



The meeting was called to order at 9:40 a.m. and recessed at 12:41 p.m. Council moved into Closed Session at 1:31 p.m. and recessed at 4:14 p.m. Council reconvened in Open Session at 4:36 p.m. and adjourned at 4:39 p.m.

**1. Call to Order**

As this meeting of Brampton City Council was conducted with electronic participation by Members of Council, the meeting started with the City Clerk calling the roll for attendance at the meeting, as follows:

Members present during roll call: Regional Councillor Dhillon, City Councillor Singh, Regional Councillor Fortini, City Councillor Williams, Regional Councillor Medeiros, City Councillor Bowman, Regional Councillor Palleschi, City Councillor Whillans, Regional Councillor Vicente, Regional Councillor Santos, Mayor Brown

Members absent during roll call: nil

**2. Approval of Agenda**

Council requested that staff take steps to rectify audio issues with the National Anthem.

The following motion was considered.

**C054-2021**

Moved by Regional Councillor Palleschi

Seconded by Regional Councillor Vicente

That the agenda for the Council Meeting of March 3, 2021 be approved as published and circulated.

Carried

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

Nil

**4. Adoption of the Minutes**

**4.1 Minutes – City Council – Regular Meeting – February 17, 2021**

The following motion was considered.

**C055-2021**

Moved by City Councillor Whillans

Seconded by City Councillor Bowman

That the **Minutes of the Regular City Council Meeting of February 17, 2021**, to the Council Meeting of March 3, 2021, be adopted as published and circulated.

Carried

**5. Consent Motion**

In keeping with Council Resolution C019-2021, Mayor Brown reviewed the relevant agenda items during this section of the meeting and allowed Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

The following items marked with a caret (^) were considered to be routine and noncontroversial by Council and were approved as part of the Consent Motion below.

**10.5.1, 10.6.1, 12.1, 12.2, 19.1, 19.2, 19.3, 19.4 and 19.9**

The Consent motion was considered as follows.

**C056-2021**

Moved by Regional Councillor Vicente

Seconded by Regional Councillor Santos

That Council hereby approves the following items and that the various Officials of the Corporation are hereby authorized and directed to take such action as may be necessary to give effect of the recommendations as contained therein:

**10.5.1.**

1. That the report titled: **Approval for a Budget Amendment and Authority to Sign an Amending Agreement**, to the City Council meeting March 3, 2021 be received; and

2. That a Budget Amendment be approved to allow for additional cost recovery in the amount of \$1.27 million from the Region of Peel towards Capital Project #181650-144 – Gore Meadows Heritage House for the renovation and conversion of the Gore Meadows Heritage House into an EarlyON (Child and Family Drop-in) Centre, with \$1.27 million to be transferred to Cost Recovery-Region account as per the Amending Agreement;

3. That the Commissioner, Community Services be delegated authority to execute an agreement to amend the funding agreement with The Regional Municipality of Peel and any future capital and operating agreements related to the renovation and operation of the Doherty/Fitzpatrick Heritage House, subject to the content of such agreements being satisfactory to the Director, Recreation, and in a form acceptable to the City Solicitor (or designate).

**10.6.1.**

1. That the report titled: **Request to Begin Procurement for Recreation Trail Repair and Replacement**, to the Council Meeting of March 3, 2021 be received; and

2. That the Purchasing Agent be authorized to commence the procurement for Recreation Trail Repair and Replacement Contract.

**12.1.**

1. That the **Minutes of the Planning and Development Committee Meeting of February 22, 2021**, to the Council Meeting of March 3, 2021, be received; and,

2. That Recommendations PDC025-2021 to PDC032-2021 be approved as outlined in the subject minutes.

**12.2.**

1. That the **Minutes of the Audit Committee Meeting of February 23, 2021**, to the Council Meeting of March 3, 2021, be received; and,

2. That Recommendations AU001-2021 to AU008-2021 be approved as outlined in the subject minutes.

**19.1., 19.2., 19.3. and 19.4.**

That the following Closed Session minutes be acknowledged and the directions outlined within be confirmed:

19.1 Closed Session Minutes - City Council - February 17, 2021

19.2 Closed Session Minutes - Audit Committee - February 23, 2021

19.3 Closed Session Note to File - Committee of Council - February 24, 2021

19.4 Closed Session Note to File - Governance and Council Operations Committee - March 1, 2021

19.9. Open Meeting exception under Section 239 (2) (c) of the Municipal Act, 2001:

A proposed or pending acquisition or disposition of land by the municipality or local board.

Carried

Note: The approved Committee recommendations for Items 12.1 and 12.2 are outlined under their respective sections.

**6. Announcements (2 minutes maximum)**

**6.1 Proclamations:**

- a) Black Mental Health Awareness and Empowerment Month – March 2021
- b) Day of Remembrance and Action on Religious Freedom – March 2, 2021
- c) International Women's Day – March 8, 2021
- d) Harriet Tubman Day – March 10, 2021
- e) Transit Operator & Worker Appreciation Day – March 18, 2021
- f) International Day of the Elimination of Racial Discrimination – March 21, 2021
- g) World Water Day – March 22, 2021

Mayor Brown acknowledged and read the proclamations outlined above.

**6.2 Announcement – Brampton Coldest Night of the Year 2021 – February 20, 2021**

Mayor Brown acknowledged the fundraising efforts of Team Brampton, and extended thanks to Councillors Bowman and Santos for their roles in championing the City's fundraising for the Coldest Night of the Year event.

The Mayor also congratulated Ted Brown, Chief Executive Officer of Regeneration, and his team on a successful virtual fundraising event, with the proceeds supporting vulnerable residents in the Brampton community.

Mayor Brown noted that the City has exceptional employees, and in particular, recognized Alex Samad for his ongoing support for the community and his fundraising for this event. On behalf of Council, the Mayor acknowledged and thanked Mr. Samad.

Mr. Samad thanked Council for its recognition and highlighted the support from his teammates and the Brampton community who together raised \$4600 for Regeneration.

**7. Government Relations Matters**

**7.1 Update re: Government Relations Matters**

Gurdeep Kaur, Director, Corporate Projects and Liaison, Office of the CAO, provided a presentation on government relations matters related to the Region of Peel, Provincial Government, Federal Government, Association of Municipalities of Ontario (AMO), and the Federation of Canadian Municipalities (FCM).

Council acknowledged the Provincial Government's funding support to municipalities to help maintain services and cover losses due to the pandemic, as well as advocacy efforts by Brampton's MPPs and AMO.

Regional Councillor Santos noted that, in her role as a Member of the FCM Board, a Collingwood Councillor reached out to her with respect to concerns relating to hate speech laws and advocacy to the Federal Government for changes.

A motion, moved by Regional Councillor Santos and subsequently seconded by all Members of Council was introduced, with the operative clauses as follows:

THEREFORE BE IT RESOLVED that the City of Brampton, as a member of FCM, support Collingwood's motion for FCM to advocate to the Federal Government in the development of legislation that would clarify and strengthen the definition of hate speech, including explicit recognition of the psychological harm that can be caused by hateful symbols, and work with all levels of government in addressing the root causes of hate speech;

And that this motion be forward to FCM for consideration at their upcoming Board Meeting.

On behalf of Council, Mayor Brown requested that staff provide tiles relating to motion above for Members to share on their social media channels.

The motion was considered as follows.

**C057-2021**

Moved by Regional Councillor Santos

Whereas the City of Brampton is a mosaic that celebrates and supports diversity and condemns all forms of hate, racism and discrimination;

Whereas on November 27, 2019, the City of Brampton created a new five-year Workplace Diversity and Inclusion Strategy and Work Plan that sets out

opportunities to foster a more inclusive organizational culture that engages, develops and celebrates its people;

Whereas in December 2020, City Council identified the creation of an Equity Office as a Term of Council Priority to accelerate the implementation of the City's Diversity & Inclusion Workplan with dedicated support of all of its labour partners from the Canadian Union of Public Employees, Local 831; Amalgamated Transit Union, Local 1573; and Brampton Professional Fire Fighters Association, Local 1068.

Whereas in 2020, the City of Brampton implemented the Black African and Caribbean Social, Cultural and Economic Empowerment and Anti-Black Racism Unit, as well as the Indigenous Reconciliation project;

Whereas it is widely recognized that symbols can have a powerful and profound effect on the psychology and well-being of community members but Federal hate speech laws have not been updated accordingly;

Whereas the City of Brampton as a member of the Federation of Canadian Municipalities (FCM) stands in solidarity with other communities like Collingwood, in condemning all forms of hate, racism and discrimination;

THEREFORE BE IT RESOLVED that the City of Brampton, as a member of FCM, support Collingwood's motion for FCM to advocate to the Federal Government in the development of legislation that would clarify and strengthen the definition of hate speech, including explicit recognition of the psychological harm that can be caused by hateful symbols, and work with all levels of government in addressing the root causes of hate speech;

And that this motion be forward to FCM for consideration at their upcoming Board Meeting.

Yea (11): Mayor Patrick Brown, Regional Councillor Santos, Regional Councillor Vicente, Regional Councillor Palleschi, Regional Councillor Medeiros, Regional Councillor Fortini, Regional Councillor Dhillon, City Councillor Whillans, City Councillor Bowman, City Councillor Williams, and City Councillor Singh

Carried (11 to 0)

The following motion was considered.

**C058-2021**

Moved by City Councillor Whillans

Seconded by City Councillor Singh

That the update re: **Government Relations Matters**, to the Council Meeting of March 3, 2021, be received.

Carried

**8. Public Delegations and Staff Presentations**

Nil

**9. Reports from the Head of Council**

**9.1 Update from Mayor Brown re: COVID-19 Emergency**

Mayor Brown provided an update on the City's response to the COVID-19 emergency, highlighting the availability of vaccines for residents over 80, online vaccine booking systems, advocacy efforts to get Brampton moved into the Red Zone, and responded to questions from Council.

Council consideration included:

- request to Mayor Brown to address the following matters with Dr. Lawrence Loh, Medical Officer of Health, Peel Public Health:
  - potential mobile vaccination site at Holland Christian Homes, given recent outbreaks and mobility concerns for residents
  - tracking of variants in the Region of Peel and inclusion of this information in the online daily charts produced by the Region
- request to staff to determine if Brampton Transit could provide assistance to seniors with travel to and from vaccinations centres

A motion, moved by City Councillor Singh and seconded by Mayor Brown, was introduced with respect to potential employment opportunities for Brampton residents, with the operative clause as follows:

Therefore Be It Resolved that the Human Resources division in the Corporate Support Services department will work with Brampton Transit and other City of Brampton departments, to explore ways to offer employment opportunities to Brampton residents, whose jobs were negatively impacted because of COVID-19; the Corporation is asked to report back to Council on ways to develop and deploy recruitment plans to support economic recovery in the city of Brampton through employment opportunities over the next four years.

Councillor Singh outlined the purpose of the motion.

Council discussion on the motion included proposed amendments and matters to be included in the proposed staff report.

Councillor Singh, as mover, accepted the following amendments:

- to add “and other major capital projects” after “and other City of Brampton departments”
- to add “in consultation with bargaining agents of the City, and with the Region on employment” after “deploy recruitment plans”

The motion, as amended, was considered as follows.

**C059-2021**

Moved by City Councillor Singh

Seconded by Mayor Patrick Brown

Whereas many constituents of the City of Brampton have lost their jobs or experienced financial hardships due to COVID-19;

Whereas the City of Brampton has a strong commitment to support economic recovery in the city;

Whereas the Corporation of the City of Brampton is committed to employing top local talent from Brampton;

Whereas the City of Brampton is investing in, and expanding its, Transit Operations by building a third transit facility;

Therefore Be It Resolved that the Human Resources division in the Corporate Support Services department will work with Brampton Transit and other City of Brampton departments, and other major capital projects, to explore ways to offer employment opportunities to Brampton residents, whose jobs were negatively impacted because of COVID-19; the Corporation is asked to report back to Council on ways to develop and deploy recruitment plans, in consultation with bargaining agents of the City, and with the Region on employment, to support economic recovery in the city of Brampton through employment opportunities over the next four years.

Carried

The following motion was considered.

**C060-2021**

Moved by City Councillor Whillans

Seconded by Regional Councillor Vicente



That the update from Mayor Brown re: COVID-19 Emergency, to the Council Meeting of March 3, 2021, be received.

Carried

**10. Reports from Corporate Officials**

**10.1 Office of the Chief Administrative Officer**

Nil

**10.2 Legislative Services Operating**

**10.2.1 Staff Report re: Liquor Sales Licence Application – 7-Eleven Canada, Inc. – 140 Father Tobin Road (Ward 10) and 150 Main Street North (Ward 1)**

Correspondence Item 14.2 was brought forward and dealt with at this time.

Council consideration included:

- specific concerns related to the sale and consumption of alcohol at each of the two Brampton 7-Eleven locations, including proximity to vulnerable communities, potential for increased impaired driving, service calls by Peel Regional Police to the Main Street North location
- timing of the applications, particularly at this time when existing licensed restaurants and bars in Brampton are closed as a result of COVID-19
- feedback and concerns from area residents on each of the applications

A motion, moved by Regional Councillor Santos and seconded by Regional Councillor Vicente, was introduced to receive the staff report and correspondence from 7-Eleven and to express Council's opposition to the proposed applications.

Council consideration of the motion included a proposed amendment to reference the timing of the applications, given the potential impact on existing licensed businesses in Brampton that are closed as a result of COVID-19. The amendment was accepted by the mover.

With agreement from the mover, the motion was subsequently moved by Regional Councillor Dhillon and seconded by all Members of Council.

A further amendment was proposed to provide that the resolution be forwarded to the Premier, the Minister and department responsible of the Province, local area MPPs and the AGCO. The amendment was accepted by the mover.

The motion, as amended, was considered as follows.

**C061-2021**

Moved by Regional Councillor Dhillon

That the report titled: **Liquor Sales Licence Application – 7-Eleven Canada, Inc. – 140 Father Tobin Road (Ward 10) and 150 Main Street North (Ward 1)**, to the City Council meeting of March 3, 2021, be received;

That the correspondence from Victor Vrsnik, Senior Manager, Corporate Affairs and Business Development, 7-Eleven Canada, Inc., dated March 3, 2021, re: **Item 10.2.1 – Liquor Sales Licence Application – 7-Eleven Canada, Inc. – 140 Father Tobin Road (Ward 10) and 150 Main Street North (Ward 1)**, to the Council Meeting of March 3, 2021, be received;

That the Council of the City of Brampton opposes the liquor sales applications for the addresses of 7-Eleven Canada, Inc. at 140 Father Tobin Road and 150 Main Street North, and that the City make a submission to the AGCO opposing these applications, at this time in particular given the current COVID-19 restrictions in place and given the location adjacencies to surrounding land uses; and

That this resolution also be provided to the Premier, the Minister and department responsible of the Province, local area MPPs and the AGCO.

Yea (11): Mayor Patrick Brown, Regional Councillor Santos , Regional Councillor Vicente , Regional Councillor Palleschi , Regional Councillor Medeiros , Regional Councillor Fortini , Regional Councillor Dhillon , City Councillor Whillans , City Councillor Bowman , City Councillor Williams , and City Councillor Singh

Carried (11 to 0)

10.3 Corporate Support Services

Nil

10.4 Planning and Economic Development

Nil

10.5 Community Services

- 10.5.1 ^Staff Report re: Approval for a Budget Amendment and Authority to Sign an Amending Agreement

**Dealt with under Consent Resolution C056-2021**

10.6 Public Works

- 10.6.1 ^Staff Report re: Request to Begin Procurement for Recreation Trail Repair and Replacement Contract

**Dealt with under Consent Resolution C056-2021**

10.7 Brampton Transit

Nil

10.8 Fire and Emergency Services

Nil

**11. Reports from Accountability Officers**

Nil

**12. Committee Reports**

- 12.1 ^Minutes – Planning and Development Committee – February 22, 2021

**Dealt with under Consent Resolution C056-2021**

The recommendations approved under the Consent Resolution were as follows.

**PDC025-2021**

That the Agenda for the Planning and Development Committee Meeting of February 22, 2021, be approved as amended as follows:

To add:

6.1. Delegation from Sylvia Menezes-Roberts, Brampton resident, re: **Age-Friendly Strategy and Action Plan – Year 1 Progress Report**

9.1 - Discussion at the request of Regional Councillor Fortini, re: **Airbnb**

**PDC026-2021**

That the following items to the Planning and Development Committee Meeting of February 22, 2021 be approved as part of Consent: **7.4, 7.5, 8.1, 11.1**

**PDC027-2021**

1. That the staff report re: **Age-Friendly Strategy and Action Plan Year 1 Progress Report (File J.BD. AFBS)**, to the Planning and Development Committee Meeting of February 22, 2021, be received;

2. That the City of Brampton continue to pursue and subsequently maintain the World Health Organization's Age-Friendly Communities Designation through the ongoing advancement and implementation of the Brampton Age-Friendly Strategy and Action Plan ("the Plan");
3. That the staff presentation re: **Age-Friendly Strategy and Action Plan – Year 1**, to the Planning and Development Committee Meeting of February 22, 2021, be received; and,
4. That the delegation from Sylvia Menezes-Roberts, Brampton resident, re: **Age-Friendly Strategy and Action Plan – Year 1**, to the Planning and Development Committee Meeting of February 22, 2021, be received.

**PDC028-2021**

1. That the staff report re: **Application to Amend the Zoning By-law (temporary Use) - Candevcon Ltd. – 2565361 Ontario Inc. - File OZS-2020-0001**, to the Planning and Development Committee Meeting of February 22, 2021, be received;
2. That the Zoning By-law Amendment (Temporary Use) application submitted by Candevcon Limited on behalf of 2565361 Ontario Inc., Ward 9, File: OZS-2020-0001, be approved, on the basis that the application represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan for the reasons set out in the Planning Recommendation Report, and,
3. That the amendments to the Zoning By-law, generally in accordance with the attached Appendix 10 to the report be adopted.

**PDC029-2021**

1. That the staff report re: **Application for Temporary Use By-law to permit an additional retail use - 2644083 Ontario Inc. – Astenik International Corp. File OZS-2020-0016** to the Planning and Development Committee meeting of February 22, 2021, be received;
2. That the Temporary Zoning By-law application submitted by 2644083 Ontario Inc. – Astenik International Corp. be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;

3. That the Temporary Use Zoning By-law generally in accordance with the attached Appendix 9 to this report be adopted; and,
4. That no further notice or public meeting be required for the attached Temporary Zoning By-law Amendment pursuant to Section 34(17) of the Planning Act, R.S.O. c.P. 13, as amended.

**PDC030-201**

That the Minutes of the Age-Friendly Brampton Advisory Committee, to the Planning and Development Committee Meeting of February 22, 2021, Recommendations AFC001-2021 to AFC004-2021, be approved as published and circulated.

**AFC001-2021**

That the Agenda for the Age-Friendly Brampton Advisory Committee meeting of January 26, 2021, be approved as published and circulated.

**AFC002-2021**

That the item titled: **Developing a Roadmap for 2021-2022: Reaffirming the Role and Function of the Age-Friendly Brampton Advisory Committee** to the Age-Friendly Brampton Advisory Committee meeting of January 26, 2021 be received.

**AFC003-2021**

That the update by Daniella Balasal, Policy Planner, to the Age-Friendly Brampton Advisory Committee meeting of January 26, 2021, re: **Draft 2021 Progress Reporting Chart** be received.

**AFC004-2021**

That the Age-Friendly Brampton Advisory Committee meeting do now adjourn to meet again on Thursday, March 23, 2021 at 7:00 p.m., or at the call of the Chair.

**PDC031-2021**

That the correspondence from Angie Melo, Legislative Coordinator, City of Mississauga, dated February 5, 2020, re: **Confirmation of Consultant to Conduct Peer Review of Inclusionary Zoning Municipal Assessment Report** to the Planning and Development Committee Meeting of February 22, 2021, be received.

**PDC032-2021**

That the Planning and Development Committee do now adjourn to meet again on Monday, March 8, 2021, at 7:00 p.m.

12.2 ^Minutes – Audit Committee – February 23, 2021

**Dealt with under Consent Resolution C056-2021**

The recommendations approved under the Consent Resolution were as follows.

**AU001-2021**

That the agenda for the Audit Committee Meeting of February 23, 2021 be approved as published and circulated.

**AU002-2021**

That the following items to the Audit Committee Meeting of February 23, 2021 be approved as part of Consent: (6.3, 8.1, 11.1)

**AU003-2021**

1. That the report titled: **Corporate Fraud Prevention Hotline Update**, to the Audit Committee Meeting of February 23, 2021, be received.
2. That Option 1 described within the report be pursued, such that the contract be extended for an additional one-year term, while further research and costing be undertaken with respect to potential expansion of the hotline to the public; and
3. That staff be requested to research and report with an overview of existing or potential whistle-blower policy and procedures to the May 4, 2021 Audit Committee meeting.

**AU004-2021**

That the report titled: **Status of Management Actions Plans-December 31, 2020**, to the Audit Committee Meeting of February 23, 2021, be received.

**AU005-2021**

That the report titled: **Building Design and Construction – Diagnostic Review**, to the Audit Committee Meeting of February 23, 2021, be received.

**AU006-2021**

That the report titled: **Data and Analytics Strategy Implementation Update**, to the Audit Committee Meeting of February 23, 2021, be received.

**AU007-2021**

That Committee proceed into Closed Session to address matters pertaining to:

- 11.2 Open Meeting exception under Section 239 (2) (a) of the Municipal Act, 2001:

The security of the property of the municipality or local board (re. Item 6.1)

**AU008-2021**

That the Audit Committee do now adjourn to meet again on Tuesday, May 4, 2021 at 9:30 a.m. or at the call of the Chair.

12.3 Minutes – Committee of Council – February 24, 2021

During Council's consideration of the subject minutes, discussion took place with respect to Recommendations CW076-2021 (greenhouse gas (GHG) emissions from Ontario's natural gas-fired power plants) and CW098-2021 (GTA West Transportation Corridor), as follows.

**Recommendation CW076-2021:**

A motion, moved by City Councillor Whillans and seconded by Regional Councillor Palleschi, was introduced to replace the recommendation with a revised version. Councillor Whillans noted that the revised recommendation does not change the original intent, rather it includes additional information (two additional whereas clauses).

The revised motion was as follows:

That CW076-2021 be replaced with the following revised recommendation:

Whereas a major transportation corridor through the Region of Peel is a significant provincial investment and must be done thoughtfully and with sufficient review and;

Whereas the EA initiated by the previous provincial government was cancelled due to strong objection from experts in rural development, renewable cities, agriculture, environment and efficient transportation and;

Whereas the Province's proposal to fast-track the environmental assessment process represents key environmental, social and economic risks to the City of Brampton and the Region of Peel and;

Whereas Brampton City Council endorsed a boulevard option through Northwest Brampton as a result of its enhanced social, environmental, economic and city-building benefits and;

Whereas Brampton City Council has requested that MTO include consideration of the boulevard option as part of their current EA process for the major transportation corridor to which they have declined and;

Whereas Environmental Defence has filed a request for designation under Section 9 of the Federal Impact Assessment Act requesting the GTA West proposed project and associated transmission corridor be considered within federal jurisdiction and;

Whereas a federal environmental assessment represents a key opportunity for enhanced oversight of the GTA West Transportation Corridor;

Therefore be it resolved that the City of Brampton request the Government of Canada to conduct an Environmental Impact Assessment of the proposed major transportation corridor, and including the boulevard option and;

That a copy of this motion be sent to Prime Minister Justin Trudeau, Minister of Transportation Caroline Mulroney, Minister of Environment and Climate Change Jonathan Wilkinson, all Brampton MPs and MPPs and Mississauga, Caledon and Peel Councils.

A Point of Order was raised by Regional Councillor Vicente for which the Mayor gave leave. Councillor Vicente requested that the motion be read out at the meeting. Councillor Whillans agreed and read out the motion.

Council consideration of the motion included:

- varying opinions and comments on the motion
- Council's previous consideration of and position on the GTA West Transportation Corridor
- Brampton Council's position on the Corridor versus that of Region of Peel Council
- questions about the motion and details from the mover and seconder in response
- proposed deferrals of the motion:



- to a special meeting of Council to be held in advance of consideration of this matter by Region of Peel Council
- to the regular Council meeting following consideration by the Region of Peel

A Point of Order was raised by Regional Councillor Santos, for which the Mayor gave leave. Councillor Santos noted that the original proposal for deferral of the motion was to have this considered before Region of Peel Council.

During consideration of the motion, staff outlined timelines as they relate to the City's response to the Federal Government with respect to a Federal Environmental Assessment, and noted that Council could have an overall discussion on the Transportation Corridor subsequent to that.

An amendment to the first operative clause of the motion was introduced and accepted by the mover to change "including the boulevard option" to read: "should it proceed that it include the boulevard option, as supported by Brampton Council".

A further amendment to the first operative clause was proposed by Regional Councillor Vicente to include additional comments along the lines of the following: "that the City of Brampton opposes the GTA West Corridor through our City as it has been proposed, and that Brampton Council requests that the Government of Canada conduct an environmental impact assessment of the proposed major transportation corridor and should it succeed, it include a boulevard option as requested by Brampton Council".

Councillor Palleschi, in his role as seconder, noted that the requested amendment would require reopening of Council's decision as Council has already approved support for the boulevard option and environmental protections. Councillor Palleschi provided background on the Corridor, noting that the previous Provincial Government did not cancel the entire project, as this was always going to be a corridor, and the reason for the motion is to provide an environmental defence and to a request a Federal environmental assessment, after which Council's position on the boulevard concept could be put forward to the Province.

A Point of Order was raised by Councillor Palleschi, for which he was given leave. Councillor Palleschi responded to comments from Councillor Vicente and clarified that Brampton Council does not want a major highway, but prefers a transmission corridor, with the boulevard option and environmental protections.

A recorded vote was requested on the motion. During the vote, Mayor Brown and Peter Fay, City Clerk, provided a reminder about the rules as they relate to debate during the taking of votes.

The results of the recorded vote were as follows:

Yea (11): Regional Councillor Dhillon, City Councillor Singh, Regional Councillor Fortini, City Councillor Williams, Regional Councillor Medeiros, City Councillor Bowman, Regional Councillor Palleschi, City Councillor Whillans, Regional Councillor Vicente, Regional Councillor Santos, and Mayor Brown

Carried (11 to 0)

**Recommendation CW098-2021:**

A request was made for a separate recorded vote on the recommendation, to provide an opportunity for the Mayor to vote since he was absent during the vote at Committee. The results of the recorded vote were as follows:

Yea (11): Regional Councillor Dhillon, City Councillor Singh, Regional Councillor Fortini, City Councillor Williams, Regional Councillor Medeiros, City Councillor Bowman, Regional Councillor Palleschi, City Councillor Whillans, Regional Councillor Vicente, Regional Councillor Santos, and Mayor Brown

Carried (11 to 0)

The following motion, moved by Councillor Whillans and seconded by Councillor Vicente, to receive the Committee of Council Minutes and approve the recommendations, as amended, was considered.

**C062-2021**

Moved by City Councillor Whillans

Seconded by Regional Councillor Vicente

1. That the **Minutes of the Committee of Council Meeting of February 24, 2021**, to the Council Meeting of March 3, 2021, be received;
2. That Recommendations CW073-2021 to CW075-20201 and CW077-2021 to CW102-2021 be approved as outlined in the subject minutes; and,
3. That Recommendation CW076-2021 be approved, as amended, to read as follows:

Whereas a major transportation corridor through the Region of Peel is a significant provincial investment and must be done thoughtfully and with sufficient review and;

Whereas the EA initiated by the previous provincial government was cancelled due to strong objection from experts in rural development, renewable cities, agriculture, environment and efficient transportation and;

Whereas the Province's proposal to fast-track the environmental assessment process represents key environmental, social and economic risks to the City of Brampton and the Region of Peel and;

Whereas Brampton City Council endorsed a boulevard option through Northwest Brampton as a result of its enhanced social, environmental, economic and city-building benefits and;

Whereas Brampton City Council has requested that MTO include consideration of the boulevard option as part of their current EA process for the major transportation corridor to which they have declined and;

Whereas Environmental Defence has filed a request for designation under Section 9 of the Federal Impact Assessment Act requesting the GTA West proposed project and associated transmission corridor be considered within federal jurisdiction and;

Whereas a federal environmental assessment represents a key opportunity for enhanced oversight of the GTA West Transportation Corridor;

Therefore be it resolved that the City of Brampton request the Government of Canada to conduct an Environmental Impact Assessment of the proposed major transportation corridor, and should it proceed that it include the boulevard option, as supported by Brampton Council and;

That a copy of this motion be sent to Prime Minister Justin Trudeau, Minister of Transportation Caroline Mulroney, Minister of Environment and Climate Change Jonathan Wilkinson, all Brampton MPs and MPPs and Mississauga, Caledon and Peel Councils.

Carried

The recommendations were approved, as amended, as follows.

**CW073-2021**

That the agenda for the Committee of Council Meeting of February 24, 2021 be approved, as amended, to add the following:

- 11.3.1 Discussion Item at the request of Regional Councillor Dhillon, re:  
Brampton Beast

**CW074-2021**

That the following items to the Committee of Council Meeting of February 24, 2021 be approved as part of Consent: (8.3.1, 9.4.1, 11.2.4, 11.4.1, 12.2.1, 12.2.2, 12.2.4, 12.2.5, 12.2.6, 12.2.7, 15.1)

**CW075-2021**

That the staff update re: **Government Relations Matters**, to the Committee of Council Meeting of February 24, 2021, be received.

**CW076-2021**

Whereas a major transportation corridor through the Region of Peel is a significant provincial investment and must be done thoughtfully and with sufficient review and;

Whereas the EA initiated by the previous provincial government was cancelled due to strong objection from experts in rural development, renewable cities, agriculture, environment and efficient transportation and;

Whereas the Province's proposal to fast-track the environmental assessment process represents key environmental, social and economic risks to the City of Brampton and the Region of Peel and;

Whereas Brampton City Council endorsed a boulevard option through Northwest Brampton as a result of its enhanced social, environmental, economic and city-building benefits and;

Whereas Brampton City Council has requested that MTO include consideration of the boulevard option as part of their current EA process for the major transportation corridor to which they have declined and;

Whereas Environmental Defence has filed a request for designation under Section 9 of the Federal Impact Assessment Act requesting the GTA West proposed project and associated transmission corridor be considered within federal jurisdiction and;

Whereas a federal environmental assessment represents a key opportunity for enhanced oversight of the GTA West Transportation Corridor;

Therefore be it resolved that the City of Brampton request the Government of Canada to conduct an Environmental Impact Assessment of the proposed major transportation corridor, and should it proceed that it include the boulevard option, as supported by Brampton Council and;

That a copy of this motion be sent to Prime Minister Justin Trudeau, Minister of Transportation Caroline Mulroney, Minister of Environment and Climate Change Jonathan Wilkinson, all Brampton MPs and MPPs and Mississauga, Caledon and Peel Councils.

**CW077-2021**

That the update from Mayor P. Brown, re: **COVID-19 Emergency**, to the Committee of Council Meeting of February 24, 2021, be received.

**CW078-2021**

That the delegation from Johanne Rappoccio, VP Operations, Bepro Global Group, to the Committee of Council Meeting of February 24, 2021, re: **Overview of the Impacts of COVID-19 on Bepro Global Group**, be received.

**CW079-2021**

That the delegation from Sena Munasinghe, President, Sri Lanka Canada Association of Brampton, to the Committee of Council Meeting of February 24, 2021, re: **Peace Monument for all Sri Lankans**, be received.

**CW080-2021**

That the **Minutes of the Brampton Sports Hall of Fame Committee Meeting of February 4, 2021**, to the Committee of Council Meeting of February 24, 2021, Recommendations SHF001-2021 to SHF003-2021 be approved, as published and circulated.

**SHF001-2021**

That the Agenda for the Brampton Sports Hall of Fame Committee meeting of February 4, 2021 be approved as published and circulated.

**SHF002-2021**

That the discussion, re: Format for the 2021 Brampton Sports Hall of Fame

Induction Ceremony to the Sports Hall of Fame Committee meeting of February 4, 2021 be received.

**SHF003-2021**

That Brampton Sports Hall of Fame do now adjourn to meet again on March 4, 2021 at 7:00 p.m. or at the call of the Chair.

**CW081-2021**

That staff be requested to report on options with respect to business licensing fees during the COVID-19 pandemic, to the March 10, 2021 Committee of Council meeting.

**CW082-2021**

That the correspondence from Brampton NDP MPPs Gurratan Singh, Kevin Yarde and Sara Singh, dated February 10, 2021, to the Committee of Council Meeting of February 24, 2021, re: **Approval of Cannabis Stores in Brampton**, be received.

**CW083-2021**

That the presentation titled: **Support Local Brampton Update (File CE.x)**, to the Committee of Council Meeting of February 24, 2021, be received.

**CW084-2021**

That the presentation titled: **Industrial Commercial Investment (ICI) Outreach Program (File CE.x)**, to the Committee of Council Meeting of February 24, 2021, be received.

**CW085-2021**

1. That the staff presentation, re: **Request to Begin Procurement – Multi-functional Print Services**, to the Committee of Council Meeting of February 24, 2021, be received.
2. That the staff report titled: **Supplementary Report - Request to Begin Procurement – Multi-Functional Printers and Services, Print Shop Printers and Services, Specialized Printers**, to the Committee of Council Meeting of February 24, 2021, be received; and
3. That the Purchasing Agent be authorized to commence procurement of Multi-Functional Printers and Services, Print Shop Printers and Services and Specialized Printers.

**CW086-2021**

That the report titled: **Purchasing Activity Quarterly Report – 4<sup>th</sup> Quarter 2020**, to the Committee of Council Meeting of February 24, 2021, be received.

**CW087-2021**

That the report titled: **Property Tax Assistance for 2021**, to the Committee of Council Meeting February 24, 2021, be **referred** to staff for further consideration and a report back in detail on the various options available.

**CW088-2021**

1. That the report titled: **Annual Sponsorship Update 2021**, to the Committee of Council Meeting of February 24, 2021, be **deferred** to the March 10, 2021 Committee of Council Meeting; and
2. That the awarding of sponsorships be paused in the interim.

**CW089-2021**

1. That the staff report titled: **2021 Brampton Farmers' Market Location**, to the Committee of Council Meeting of February 24, 2021, be received; and
2. That Gage Park, Wellington Street West and Ken Whillans Square be approved as the temporary location for the 2021 and, if required, the 2022 season of the Brampton Farmers' Market, based on stakeholder feedback.

**CW090-2021**

That the correspondence from Robert Tremblay, President, AMCTO, dated February 18, 2021, to the Committee of Council Meeting of February 24, 2021, re: **An Open Letter to Ontario Municipal Councils**, be received.

**CW091-2021**

1. That the staff report titled: **Traffic By-law 93-93 - Administrative Update (File I.AC)**, to the Committee of Council Meeting of February 24, 2021, be received; and,
2. That a by-law be passed to amend Traffic By-law 93-93, as amended, as outlined in the subject report.

**CW092-2021**

1. That the report titled: All-way Stop Review – Landview Road and Cloverhaven Road/ Dinosaur Street - Ward 10 (File I.AC), to the Committee of Council Meeting of February 24, 2021 be received; and,

2. That a by-law be passed to amend Traffic By-law 93-93, as amended, to implement an all-way stop control at the intersection of Landview Road and Cloverhaven Road/ Dinosaur Street (Ward 10).

**CW093-2021**

1. That the report titled: **Parking/Stopping Related Concerns – Finley Road - Ward 3 (File I.AC)**, to the Committee of Council Meeting of February 24, 2021 be received; and,
2. That a by-law be passed to amend Traffic By-law 93-93, as amended, to implement “No Stopping, Anytime” restrictions on the north side of Finley Road between West Drive and the westerly limit of Finley Road (including cul-de-sac).

**CW094-2021**

1. That the report titled: **Request to Begin Procurement – 2021 Road Resurfacing – Wards 1-9**, to the Committee of Council Meeting of February 24, 2021, be received; and
2. That the Purchasing Agent be authorized to commence the procurement for the 2021 Road Resurfacing Program.

**CW095-2021**

1. That the report titled: **Request to Begin Procurement – Hiring of Consultants and General Contractors for Various New Construction and State of Good Repair Projects**, to the Committee of Council Meeting of February, 24, 2021, be received;
2. That the Purchasing Agent be authorized to commence the procurement for Consulting services for the design and contract administration of a new Animal Shelter;
3. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the demolition project at Victoria Park Arena;
4. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the new construction project Fire Station 201 at 25 Rutherford Rd S.;
5. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the roof replacement for Clark Transit facility;



6. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the rehabilitation of the garage for Market Square Parking Garage;
7. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the replacement of LED Pylon Signs for multiple facilities;
8. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the Roof and Building Repairs at Century Gardens Recreation Centre;
9. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the Change Room Refresh at Earnscliffe Recreation Centre;
10. That the Purchasing Agent be authorized to commence the procurement for General Contracting services for the addition at Bramalea Tennis Club; and
11. That the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

**CW096-2021**

1. That the report titled: **Downtown Brampton Flood Protection: Federal Contribution Agreement and Commencement of Procurement**, to the Committee of Council Meeting of February 24, 2021 be received;
2. That staff be authorized on behalf of the City to enter into a Contribution Agreement with the Government of Canada to access up to \$38.8M of Federal funds towards the implementation of the Downtown Brampton Flood Protection solution recommended in the approved Environmental Assessment, representing the amount approved by the Federal Government under the Disaster Mitigation and Adaptation Fund;
3. That Council commit the remaining project costs of \$67.6M for implementation of the Downtown Brampton Flood Protection; and
4. That the Purchasing Agent be authorized to begin procurement for detailed design of the Downtown Brampton Flood Protection works.

**CW097-2021**

1. That the report titled: **Recommendation for Options and Request to Begin Procurement for the Scott Street Bridge Replacement - Ward 1**, to the Committee of Council Meeting of February 24, 2021, be received;

2. That staff be directed to proceed with the design and construction of the temporary pre-fabricated steel truss structure that will accommodate pedestrians and cyclists (Option 4); and
3. That the Purchasing Agent be authorized to commence the procurement for the replacement of the Scott Street Bridge.

**CW098-2021**

That the delegation from Jack Gibbons, Chair, Ontario Clean Air Alliance, to the Environment Advisory Committee Meeting of February 9, 2021, re: Municipal Resolution - Phasing Out Ontario's Gas-Fired Power Plants be received; and,

WHEREAS the Government of Ontario is forecast to increase greenhouse gas (GHG) emissions from Ontario's natural gas-fired power plants from 3 megatonnes CO<sub>2</sub>e in 2017 to 11 megatonnes CO<sub>2</sub>e by 2030 and to approximately 13 megatonnes CO<sub>2</sub>e by 2040, reversing more than a third of the GHG reductions that were achieved by phasing out coal-fired power plants; and,

WHEREAS GHG emissions are causing temperatures to rise in Canada at more than double the rate of the rest of the world, causing impacts to municipal operations and affecting City of Brampton residents; and,

WHEREAS, in June 2019, the City of Brampton declared a climate emergency; and,

WHEREAS, in September 2020, the City of Brampton approved the City's first comprehensive Community Energy and Emissions Reductions Plan (CEERP); and,

WHEREAS the CEERP sets out ambitious goals, including reducing GHG emissions by 30% from 2016 levels by 2030, 50% by 2040, and at least 80% by 2050; and

WHEREAS, if the City is to meet its targets under the CEERP, the Ontario electricity grid must remain low carbon; and,

**NOW THEREFORE BE IT RESOLVED:**

1. That the City of Brampton requests the Government of Ontario to place an interim cap of 2.5 megatonnes per year on GHG emissions from Ontario's natural gas-fired power plants and develop and implement a plan to phase-out all natural gas-fired electricity generation by 2030 to ensure that Ontario meets its climate targets; and,

2. That the City of Brampton request that the Government of Ontario invest in residential, business, industrial and institutional energy efficiency programs to reduce the need for additional natural gas-fired power plants; and,
3. That this resolution be sent to the Minister Environment, Conservation, and Parks, the Minister of Energy, Northern Development and Mines, David Piccini, MPP, and Ontario Premier Doug Ford.

**CW099-2021**

That the **Minutes of the Environment Advisory Committee Meeting of February 9, 2021**, to the Committee of Council Meeting of February 24, 2021, Recommendations EAC001-2021 to EAC009-2021 be approved, as published and circulated.

**EAC001-2021**

That the agenda for the Environment Advisory Committee Meeting of February 9, 2021, be approved, as published and circulated.

**EAC002-2021**

That the delegation from Jack Gibbons, Chair, Ontario Clean Air Alliance, to the Environment Advisory Committee Meeting of February 9, 2021, re: Municipal Resolution - Phasing Out Ontario's Gas-Fired Power Plants be received; and,

WHEREAS the Government of Ontario is forecast to increase greenhouse gas (GHG) emissions from Ontario's natural gas-fired power plants from 3 megatonnes CO<sub>2</sub>e in 2017 to 11 megatonnes CO<sub>2</sub>e by 2030 and to approximately 13 megatonnes CO<sub>2</sub>e by 2040, reversing more than a third of the GHG reductions that were achieved by phasing out coal-fired power plants; and,

WHEREAS GHG emissions are causing temperatures to rise in Canada at more than double the rate of the rest of the world, causing impacts to municipal operations and affecting City of Brampton residents; and,

WHEREAS, in June 2019, the City of Brampton declared a climate emergency; and,

WHEREAS, in September 2020, the City of Brampton approved the City's first comprehensive Community Energy and Emissions Reductions Plan (CEERP); and,

WHEREAS the CEERP sets out ambitious goals, including reducing GHG emissions by 30% from 2016 levels by 2030, 50% by 2040, and at least 80% by 2050; and

WHEREAS, if the City is to meet its targets under the CEERP, the Ontario electricity grid must remain low carbon; and,

NOW THEREFORE BE IT RESOLVED that it is the position of the Environment Advisory Committee:

1. That the City of Brampton requests the Government of Ontario to place an interim cap of 2.5 megatonnes per year on GHG emissions from Ontario's natural gas-fired power plants and develop and implement a plan to phase-out all natural gas-fired electricity generation by 2030 to ensure that Ontario meets its climate targets; and,
2. That the City of Brampton request that the Government of Ontario invest in residential, business, industrial and institutional energy efficiency programs to reduce the need for additional natural gas-fired power plants; and,
3. That this resolution be sent to the Minister Environment, Conservation, and Parks, the Minister of Energy, Northern Development and Mines, David Piccini, MPP, and Ontario Premier Doug Ford.

**EAC003-2021**

1. That the presentation from Karley Cianchino, Environmental Planning Student, Public Works and Engineering, to the Environment Advisory Committee of February 9, 2021 re: Pursuing Bee City Canada designation for the City of Brampton be received;
2. That the Environment Advisory Committee endorse the City of Brampton pursuing the Bee City Canada designation, and recommend that Council direct City staff to submit the Bee City Canada application to designate Brampton as a Bee City.

**EAC004-2021**

1. That the verbal update from Michael Hoy, Supervisor, Environmental Planning, Public Works and Engineering, to the Environment Advisory Committee Meeting of February 9, 2021, re: Centre for Community Energy Transformation (CCET) be received; and,
2. That the delegation by Sylvia Roberts, Brampton Resident, to the Environment Advisory Committee meeting of February 9, 2021, re: Centre for Community Energy Transformation (CCET), be received.

**EAC005-2021**

That the verbal update from David Laing, Grow Green Network Working Group Chair, to the Environment Advisory Committee Meeting of February 9, 2021, re: Status of the Grow Green Network, be received.

**EAC006-2021**

That the verbal update from Michael Hoy, Supervisor, Environmental Planning, to the Environment Advisory Committee Meeting of February 9, 2021, re: Progress on the Grow Green Network Website Update be received.

**EAC007-2021**

That the verbal update from Zoe Milligan, Environmental Project Specialist, Public Works and Engineering, to the Environment Advisory Committee Meeting of February 9, 2021, re: Designating September as Brampton Tree Month be received.

**EAC008-2021**

That the Correspondence from City Councillor Whillans, to the Environment Advisory Committee Meeting of February 9, 2021, re: Atlas365 Inc. Announcement titled "Black Entrepreneurs Get Green, In A Majority White Cannabis Industry: Atlas365 Inc. Secures Oversubscribed Round for New Portfolio Company: Canurta Inc.", be received.

**EAC009-2021**

That the Environment Advisory Committee do now adjourn to meet again on Tuesday, April 13, 2021 at 6:00 p.m. or at the call of the Chair.

**CW100-2021**

That the following item be **deferred** to the March 10, 2021 Committee of Council Meeting:

Discussion Item at the request of Regional Councillor Dhillon re: Street Parking in Countryside Village

**CW101-2021**

That the Director, Strategic Communications and Corporate Support Services, be delegated authority to approve and execute any required agreements and other documents deemed necessary for completing the induction into the Arts Walk of Fame 2021 program, on such terms and conditions as may be satisfactory to the

Senior Manager, Cultural Services or designate, and in a form satisfactory to the City Solicitor or designate.

**CW102-2021**

That the Committee of Council do now adjourn to meet again on Wednesday, March 10, 2021 at 9:30 a.m. or at the call of the Chair.

**12.4 Minutes – Governance and Council Operations Committee – March 1, 2021**

Council discussion took place with respect to Recommendations GC010-2021 (Procedure By-law Review) and GC011-2021 (Council Code of Conduct and Human Resources Policies), as follows.

**Recommendation GC010-2021:**

- varying opinions with respect to the need for a third party to assist with the review
- timelines and process for the selection of sub-committee members
- reporting relationship of the sub-committee to the Governance and Council Operations Committee versus directly to Council

An amendment to the recommendation was introduced by Regional Councillor Palleschi to remove the reference to a third party. The recommendation was voted on and carried, as amended, to delete this reference.

**Recommendation GC011-2021:**

- review of discussions on this topic at the Committee meeting
- concerns about the different processes and policies for dealing with complaints against a Member of Council versus complaints against staff
- suggestion that concerns and questions be addressed with the Integrity Commissioner prior to making any decisions on potential changes to processes, policies, or the Council Code of Conduct
- proposed workshop with the Integrity Commissioner to review Council's Code of Conduct
- concerns about the reference in the motion to any changes being retroactive to the start of this term of Council

Staff responded to questions of clarification from Council with respect to the processes and policies for complaints, and the Council Code of Conduct.

A recorded vote was requested on Recommendation GC011-2021, with the results as follows:

*Yea (5): Regional Councillor Dhillon, Regional Councillor Fortini, Regional Councillor Medeiros, Regional Councillor Vicente, Regional Councillor Santos*

*Nay (6): City Councillor Singh, City Councillor Williams, City Councillor Bowman, Regional Councillor Palleschi, City Councillor Whillans, and Mayor Brown*

*Lost (5 to 6)*

In response to a question from Council, the City Clerk confirmed that the motion could be introduced at a future date after the Integrity Commissioner responds to questions and concerns from Council (anticipated for March 24, 2021).

The following motion, moved by Regional Councillor Santos and seconded by Regional Councillor Palleschi, was introduced:

That following the report from the Integrity Commissioner to the March 24, 2021 meeting, a discussion be undertaken with regard to gaps in Human Resource policies and process in dealing with employee complaints as they relate to Members of Council.

Members of Council expressed varying comments on the proposed motion.

The motion was voted on and carried as follows.

**C063-2021**

Moved by Regional Councillor Santos

Seconded by Regional Councillor Palleschi

That following the report from the Integrity Commissioner to the March 24, 2021 meeting, a discussion be undertaken with regard to gaps in Human Resource policies and process in dealing with employee complaints as they relate to Members of Council.

Carried

The following motion to receive the Committee minutes and approve the recommendations as amended was considered.

**C064-2021**

Moved by City Councillor Whillans

Seconded by Regional Councillor Fortini

1. That the Minutes of the Governance and Council Operations Committee Meeting of March 1, 2021, to the Council Meeting of March 3, 2021, be received;
2. That Recommendations GC007-2021 to GC009-2021 and GC012-2021 to GC014-2021 be approved as outlined in the subject minutes; and,
3. That Recommendation GC010-2021 be approved, as amended, to read as follows:

That a procedural by-law review committee be established, as a sub-committee of the Governance and Council Operations Committee (GCOC), of approximately five members not limited to current GCOC members, to review the existing bylaw with a focus on:

- a) improving clarity to the public around the decision-making process;
- b) identifying potential opportunities to streamline City Council and Committee decision making;
- c) exploring best procedural practices used in other municipalities;

That City Staff be requested to provide Council with a draft terms of reference that includes a public engagement component soliciting their feedback to be incorporated into the review at large;

That the review process be designed to be concluded by the end of 2021.

Carried

The recommendations were approved, as amended, as follows.

**GC007-2021**

That the agenda for the Governance and Council Operations Committee Meeting of March 1, 2021 be approved as amended to add:

9.2 Discussion at the request of Councillor Medeiros re: Closed Session Procedures;

9.3 Discussion at the request of Councillor Vicente re: Process for Quarterly reports on Purchasing Activity; and,

9.4 Discussion at the request of Councillor Dhillon re: Revised Meeting Agenda.

**GC008-2021**

That Closed Session Item 15.1 be approved under consent.



**GC009-2021**

That the presentation titled: **Procedure By-law 160-2004 – Context Information for Discussion**, to the Governance and Council Operations Committee meeting of March 1, 2021, be received.

**GC010-2021**

That a procedural by-law review committee be established, as a sub-committee of the Governance and Council Operations Committee (GCOC), of approximately five members not limited to current GCOC members, to review the existing bylaw with a focus on:

1. a) improving clarity to the public around the decision-making process;
2. b) identifying potential opportunities to streamline City Council and Committee decision making;
3. c) exploring best procedural practices used in other municipalities;

That City Staff be requested to provide Council with a draft terms of reference that includes a public engagement component soliciting their feedback to be incorporated into the review at large;

That the review process be designed to be concluded by the end of 2021.

**GC011-2021**

Note: A vote was taken on Recommendation GC011-2021 at Council and the recommendation *lost* as follows.

*That a review be undertaken, by a third party working with Council, of Human Resource policies and the Council Code of Conduct, relating to the conduct of Members of Council toward employees and investigation processes relating thereto, retroactively to the start of this term of Council.*

**GC012-2021**

Whereas the City's Purchasing By-law 19-2018, prescribes reporting requirements with respect to the City's purchasing activities; and

Whereas the importance of providing information to the public that is fully transparent is a priority for this Term of Council; and

The Purchasing Activity Report presented to Council lists a number of items with limited information to describe an item;

Therefore be it resolved that

Staff provide the quarterly Purchasing Activity Report so that it includes supplementary information in the form of a brief executive summary for each item so as to allow Members of the Public and Council to have a brief description of each item listed within the report.

**GC013-2021**

That Finance be directed to use the General Government Fund to pay the relevant statutory severance to the impacted Executive Assistants.

**GC014-2021**

That Committee do now adjourn to meet again on Monday, May 17, 2021 at 9:30 a.m. or at the call of the Chair.

**13. Unfinished Business**

Nil

**14. Correspondence**

- 14.1 Resolution from Regional Municipality of York Council Meeting of April 30, 2020, re. Adoption of International Holocaust Remembrance Alliance (IHRA) Definition of Antisemitism

The following motions were considered.

**C065-2021**

Moved by City Councillor Singh

Seconded by Mayor Patrick Brown

That the resolution from Regional Municipality of York Council Meeting of April 30, 2020, re. Adoption of International Holocaust Remembrance Alliance (IHRA) Definition of Antisemitism, to the Council Meeting of March 3, 2021, be received.

**C066-2021**

Moved by City Councillor Singh

Seconded by Mayor Patrick Brown

Whereas Brampton City Council, September 2020, passed Resolutions C336-2020 (Recommendation CW169-2020) and C366-2020 to adopt the International Holocaust Remembrance Alliance (IHRA) working definition of antisemitism as adopted at the IHRA plenary on May 26, 2016;

Therefore Be It Resolved That the City of Brampton reaffirm its adoption of the International Holocaust Remembrance Alliance's (IHRA) working definition of antisemitism as adopted at the IHRA plenary on May 26, 2016 as follows:

"Antisemitism is a certain perception of Jews, which may be expressed as

hatred toward Jews. Rhetorical and physical manifestations of antisemitism are

directed toward Jewish or non-Jewish individuals and/or their property, toward

Jewish community institutions and religious facilities";

That this decision be forwarded to the local municipalities as well as the Chair of the province of Ontario's Standing Committee on Justice Policy.

Carried

- 14.2 Correspondence from Victor Vrsnik, Senior Manager, Corporate Affairs and Business Development, 7-Eleven Canada, Inc., dated March 3, 2021, re: Item 10.2.1

Liquor Sales Licence Application – 7-Eleven Canada, Inc. – 140 Father Tobin Road (Ward 10) and 150 Main Street North (Ward 1)

See Item 10.2.1

**Dealt with under Item 10.2.1 – Resolution C061-2021**

**15. Notices of Motion**

Nil

**16. Other Business/New Business**

**16.1 Referred Matters List**

Nil

**16.2 Discussion Item at the Request of Mayor Brown re. Asset Naming to Commemorate Sean Monahan**

The following motion was considered.

**C067-2021**

Moved by Mayor Patrick Brown

Seconded by Regional Councillor Fortini

That consideration of the naming of an asset to commemorate Sean Monahan be referred back to staff for further review and report back to Council within 30 days.

Carried

**17. Public Question Period**

Members of the public were given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made at this meeting.

Peter Fay, City Clerk, confirmed that no questions were submitted regarding decisions made at this meeting.

**18. By-laws**

The following motion was considered.

**C068-2021**

Moved by City Councillor Whillans

Seconded by Regional Councillor Vicente

That By-laws 34-2021 to 43-2021, before Council at its Regular Meeting of March 3, 2021, be given the required number of readings, taken as read, and signed by the Mayor and City Clerk, and the Corporate Seal affixed thereto.

Carried

The by-laws were passed as follows.

By-law 34-2021 – To amend the Comprehensive Zoning By-law 270-2004, as amended – 10209 Bramalea Road – Candevcon Limited – 2565361 Ontario Inc. – east side of Bramalea Road and north of Peter Robertson Boulevard – Ward 9 (File OZS-2020-0001) (See Item 12.1 – Planning and Development Committee Recommendation PDC028-2021 – February 22, 2021)

By-law 35-2021 – To amend the Comprehensive Zoning By-law 270-2004, as amended – 2644083 Ontario Inc. – Asternik International Corp. – 18 Corporation Drive – Ward 8 (File OZS-2020-0016) (See Item 12.1 – Planning and Development Committee Recommendation PDC029-2021 – February 22, 2021)

By-law 36-2021 – To amend Traffic By-law 93-93, administrative updates to schedules relating to rate of speed, no parking, fire routes and community safety zones (See Item 12.3 – Committee of Council Recommendation CW091-2021 – February 24, 2021)

By-law 37-2021 – To amend Traffic By-law 93-93, as amended – schedules relating to through highways and stop signs – Landview Road and Cloverhaven Road/Dinosaur Street – Ward 10 (See Item 12.3 – Committee of Council Recommendation CW092-2021 – February 24, 2021)

By-law 38-2021 – To amend Traffic By-law 93-93, as amended, schedule relating to no stopping – Finley Road – Ward 3 (See Item 12.3 – Committee of Council Recommendation CW093-2021 – February 24, 2021)

By-law 39-2021 – To establish certain lands as part of the public highway system (Halliford Place) – Ward 8

By-law 40-2021 – To establish certain lands as part of the public highway system (Skyvalley Drive) – Ward 8

By-law 41-2021 – To prevent the application of part lot control to part of Registered Plan 43M-2086 – south of Queen Street West and west of Chinguacousy Road – Ward 4 (PLC-2021-0003)

By-law 42-2021 – To prevent the application of part lot control to part of Registered Plan 43M-2050 – north of Steeles Avenue West and east of Heritage Road – Ward 6 (PLC-2021-0001)

By-law 43-2021 – To prevent the application of part lot control to part of Registered Plan 43M-2090 – north of Wanless Drive and west of McLaughlin Road – Ward 6 (PLC-2021-0004)

**19. Closed Session**

The following motion was considered.

**C069-2021**

Moved by City Councillor Whillans

Seconded by Regional Councillor Vicente

That Council proceed into Closed Session to discuss matters pertaining to the following:

- 19.5. Open Meeting exception under Section 239 (2) (d) of the Municipal Act, 2001:

Labour relations or employee negotiations.

- 19.6. Open Meeting exception under Section 239 (2) (k) of the Municipal Act, 2001:

A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

- 19.7. Open Meeting exception under Section 239 (2) (e) and (f) of the Municipal Act, 2001:

Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

- 19.8. Open Meeting exception under Section 239 (2) (c) and (k) of the Municipal Act, 2001:

A proposed or pending acquisition or disposition of land by the municipality or local board; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

Carried

Note: In Open Session, Mayor Brown and Peter Fay, City Clerk, reported on the status of Closed Session matters, as follows:

- 19.1 dealt with under Consent Resolution C056-2021
- 19.2 dealt with under Consent Resolution C056-2021
- 19.3 dealt with under Consent Resolution C056-2021
- 19.4 dealt with under Consent Resolution C056-2021
- 19.5 this matter was considered by Council in Closed Session and no direction was given to staff
- 19.6 this matter was considered by Council in Closed Session and no direction was given to staff
- 19.7 this matter was considered by Council in Closed Session and direction was given to staff
- 19.8 this matter was considered by Council in Closed Session and direction was given to staff, including to consider a motion in Open Session (see Resolution C070-2021 below)
- 19.9 dealt with under Consent Resolution C056-2021

The following motion was considered with respect to Item 19.8. A recorded vote was requested and the motion carried as follows.

**C070-2021**

Moved by Regional Councillor Medeiros

Seconded by Mayor Patrick Brown

1. That subsequent to the surplus declaration of an area of approximately five (5) acres, municipally known as part of 8870 McLaughlin Road West, Brampton, identified as Part of PIN 14071-2654, that Council approve that this parcel be intended for one or more leases to Golden Age Village for the Elderly (GAVE) for a term of 50 years for the purpose of the development of a Campus of Care, substantially as described in GAVE's presentation to Council on February 26, 2020, subject to terms and conditions to be approved by Council;
2. That the Chief Administrative Officer be delegated the authority to execute on behalf of the City any agreements with GAVE in order to effect the above, on such terms and conditions directed by Council and otherwise on terms and conditions as may be satisfactory to the Commissioner, Community Services and Senior Manager, Realty Services and in form acceptable to the City Solicitor or designate;
3. That a budget amendment be approved, and a new capital project be established in the aggregate amount of \$500,000 (exclusive of all taxes) for the due diligence costs, legal expenses, PSN fibre relocation, and other ancillary costs and applicable HST, with funding to be transferred from Reserve #110 – Community Investment Fund; and
4. That staff be requested to support any additional long-term care (LTC) applicants in 2021, with charitable status and interest in Brampton, and which have received licencing for additional LTC funded beds, with similar and comparable assistance and resources, with all final decisions subject to Council approval.

Yea (8): Mayor Patrick Brown, Regional Councillor Santos, Regional Councillor Vicente, Regional Councillor Palleschi, Regional Councillor Medeiros, Regional Councillor Fortini, City Councillor Bowman, and City Councillor Singh

Absent (3): Regional Councillor Dhillon, City Councillor Whillans, and City Councillor Williams

Carried (8 to 0)

**20. Confirming By-law**

The following motion was considered.

**C071-2021**

Moved by Regional Councillor Santos

Seconded by Regional Councillor Vicente

That the following by-law before Council at its Regular Meeting of March 3, 2021, be given the required number of readings, taken as read, and signed by the Mayor and the City Clerk, and the Corporate Seal affixed thereto:

By-law 44-2021 – To confirm the proceedings of Council at its Regular Meeting held on March 3, 2021

Carried

**21. Adjournment**

The following motion was considered.

**C072-2021**

Moved by Regional Councillor Santos

Seconded by Regional Councillor Vicente

That Council do now adjourn to meet again for a Regular Meeting of Council on Wednesday, March 24, 2021 at 9:30 a.m. or at the call of the Mayor.

Carried

---

P. Brown, Mayor

---

P. Fay, City Clerk





Presented to

*Sahiba Vig*

*Brampton Fire and Emergency Services proudly recognizes  
Sahiba Vig for the bravery and courage demonstrated in rescuing  
a Brampton resident from the icy waters on March 7th, 2021.*

*We commend your heroic efforts and thank you for selflessly  
assisting a fellow Brampton resident under adverse conditions.*

A handwritten signature in black ink, appearing to read "Bill Boyes".

Bill Boyes  
Fire Chief

March 18, 2021



Presented to

*Kanwar Vig*

*Brampton Fire and Emergency Services proudly recognizes  
Kanwar Vig for the bravery and courage demonstrated in rescuing  
a Brampton resident from the icy waters on March 7th, 2021.*

*We commend your heroic efforts and thank you for selflessly  
assisting a fellow Brampton resident under adverse conditions.*

A handwritten signature in black ink, appearing to read "Bill Boyes".

Bill Boyes  
Fire Chief

March 18, 2021







# Government Relations Matters

**City Council**  
**March 24, 2021**

## Regional Council

Thursday, March 25, 2021 9:30 AM | Region Council Meeting agenda is available [here](#).

\*Staff from Public Affairs have reviewed the Council agenda.



## Region of Peel | Regional Council – March 25, 2021

### **15.1 Implications of Recent Changes to the Conservation Authorities Act Bill 229, Protect, Support and Recover from COVID 19 Act (Budget Measures), 2020**

#### Overview:

- The Province has enacted a number of changes to the Conservation Authorities (CA) Act, with the most recent amendments through Bill 229, the Protect, Support and Recover from COVID 19 Act, (Budget Measures), 2020 that received Royal Assent on December 8, 2020.
- The Province will be releasing implementation regulations for consultation including details on the mandatory programs and services to be delivered by conservation authorities.
- The Province has appointed a working group with CA and municipal representatives to provide advice on regulations that impact CAs and their participating municipalities.
- Item 16.1, Update on Municipal Memorandums of Understanding and Service Level Agreements is related to this report

#### City of Brampton Staff Comments (Public Works and Engineering):

- The City staff are involved in discussions with TRCA.
- Staff are working on a separate MOU for the City of Brampton and discussions are progressing.
- The MOU will address changes arising from the amendments to the CA Act.

## 22.4 Motion Regarding Guidelines & Municipal Risks for Participation in the Rapid Housing Initiative

### Overview:

- The Motion calls that the Regional Chair, on behalf of Regional Council, write to the Prime Minister of Canada and the Minister of Families, Children & Social Development, to advocate that the Rapid Housing Initiative (RHI) be modified to reflect the Federation of Canadian Municipalities (FCM) advocacy for expansion of this program in the 2021 Federal budget to \$7B from \$1B over the course of the National Housing Strategy period.

### City of Brampton Staff Comments (Planning):

- Brampton's upcoming comprehensive housing strategy (Housing Brampton) proposes continued advocacy to the Provincial & Federal governments in collaboration with the Region, FCM & the Association of Municipalities of Ontario (AMO).
- This will help support the City in implementation of the strategy through various means, including funding programs, access to surplus lands, etc.

## 22.4 Motion Regarding Guidelines & Municipal Risks for Participation in the Rapid Housing Initiative

### City of Brampton Staff Comments (Planning):

- Continued advocacy is also required to the Region of Peel for an appropriate and equitable distribution of Regional programs and resources for non-market housing (emergency shelters, transitional and subsidized housing). This distribution should be based on Brampton's housing needs data as well as growth projections.
- Brampton has recently launched a Concierge Program for Affordable Housing Developments. This is intended to assist non-profits and for-profit developers who provide affordable and rental units in Brampton, with the development review process.

# Provincial Government | Updates

Ontario is expanding appointments through its online booking system to individuals aged 75+, effective Monday, March 22, 2021



Ontario's  
2021 Budget  
Coming March 24



**March 22, 2021:** Announced over \$1.2B to help Ontario's public hospitals recover from financial pressures created and worsened by COVID-19:

- \$696.6M - to help cover historic working funds deficits for qualifying public hospitals
- \$572.3M - to reimburse qualifying portions from other forms of revenue such as co-payments

**March 18, 2021:** Investing \$933 million in 80 new long-term care projects, including two (2) new Long-Term Care Homes in # Brampton:

- **Guru Nanak Long-Term Care Centre** - 160 new beds
- **Indus Community Services** - 192 new beds

**March 16, 2021:** Investing \$105M through the new Community Building Fund to support non-profit tourism, culture, sport and recreation organizations.

**March 14, 2021:** Launched a provincial booking system and customer service desk to support COVID-19 vaccination appointment bookings. The portal went live on Monday, March 15 at 8:00 a.m. and is accepting appointment bookings at mass immunization clinics, starting with individuals aged 80 and older.



The **first-ever** federal fund  
dedicated to **active transportation**

**400 million**



News Release

**Government announces  
extension of Canada  
Emergency Business Account  
to help small businesses**

**March 22, 2021:** Announced that the deadline for new Canada Emergency Business Account (CEBA) applications is being extended from March 31 to June 30, 2021.

**March 18, 2021:** Bill C-24 received Royal Assent, increasing the maximum number of weeks available to workers through EI regular benefits. Workers claiming EI regular benefits can now access up to a maximum of 50 weeks for claims established between September 27, 2020 to September 25, 2021.

**March 12, 2021:** Announced \$400M for Canada's first active transportation fund, and the development of Canada's first National Active Transportation Strategy.

**Notice of Intention to Amend Sign By-law 399-2002:  
5 Nevets Road – Ward 8**

Pursuant to Procedure By-Law 160-2004, as amended, take notice that the City of Brampton intends to consider a site-specific amendment to the Sign By-law 399-2002, as amended.

On **Wednesday, March 24, 2021, at 9:30 pm**, via regular meeting with electronic participation, the City Council will consider the following proposed amendment to the Sign By-law:

- **Airport/Nevets Storage GP Corporation – 5 Nevets Road – Ward 8**

**Notice:**

**In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requirements for physical distancing between persons, in-person attendance at this Council meeting will be limited to Members of Council and essential City staff only.**

Members of the public may watch the meeting live from the City of Brampton website at:

<https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or  
<http://video.isilive.ca/brampton/live.html>

Correspondence related to agenda business to be considered at the Council Meeting may be submitted via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) up until the start of the meeting.

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

A key map and site plan showing the location of the proposed signs is attached. Anyone interested in speaking to this matter at the Council meeting or making a written submission, should contact the [City Clerk's Office](#), no later than 4:30 pm, on March 16, 2021.

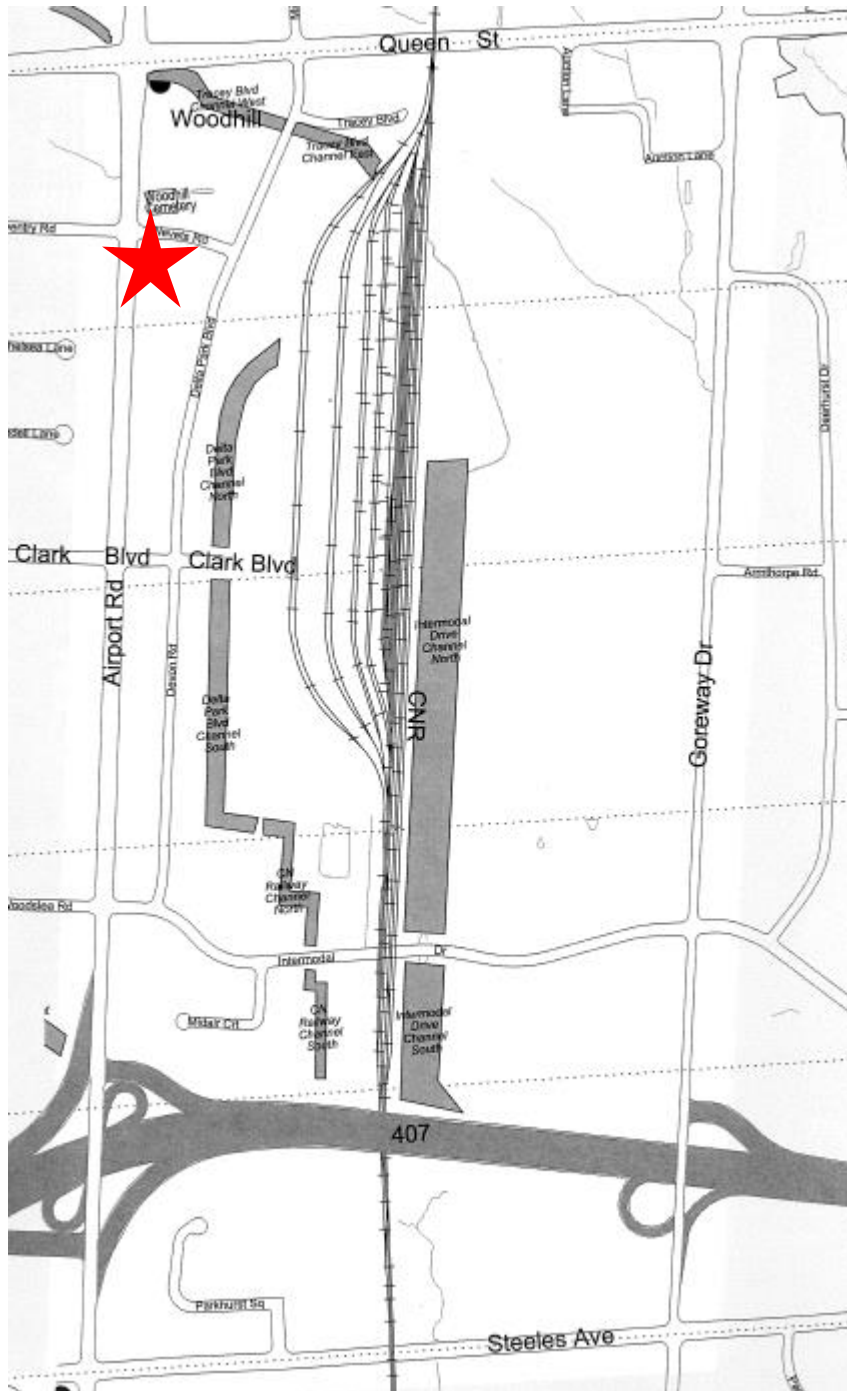
Information is available for review on the [City website](#). Further information is available by contacting:

Elizabeth Corazzola  
Manager of Zoning & Sign By-law Services, Building Division,  
905-874-2092, [elizabeth.corazzola@brampton.ca](mailto:elizabeth.corazzola@brampton.ca)

In the event that City Council chooses to refer or defer consideration of the matter, no further public notice will be given.

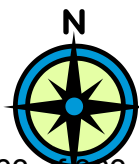
Dated March 11, 2021

P. Fay, City Clerk  
2 Wellington St. W., Brampton, ON L6Y 4R2  
905.874.2116 TTY: 905.874.2130 Fax: 905.874.2119  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)



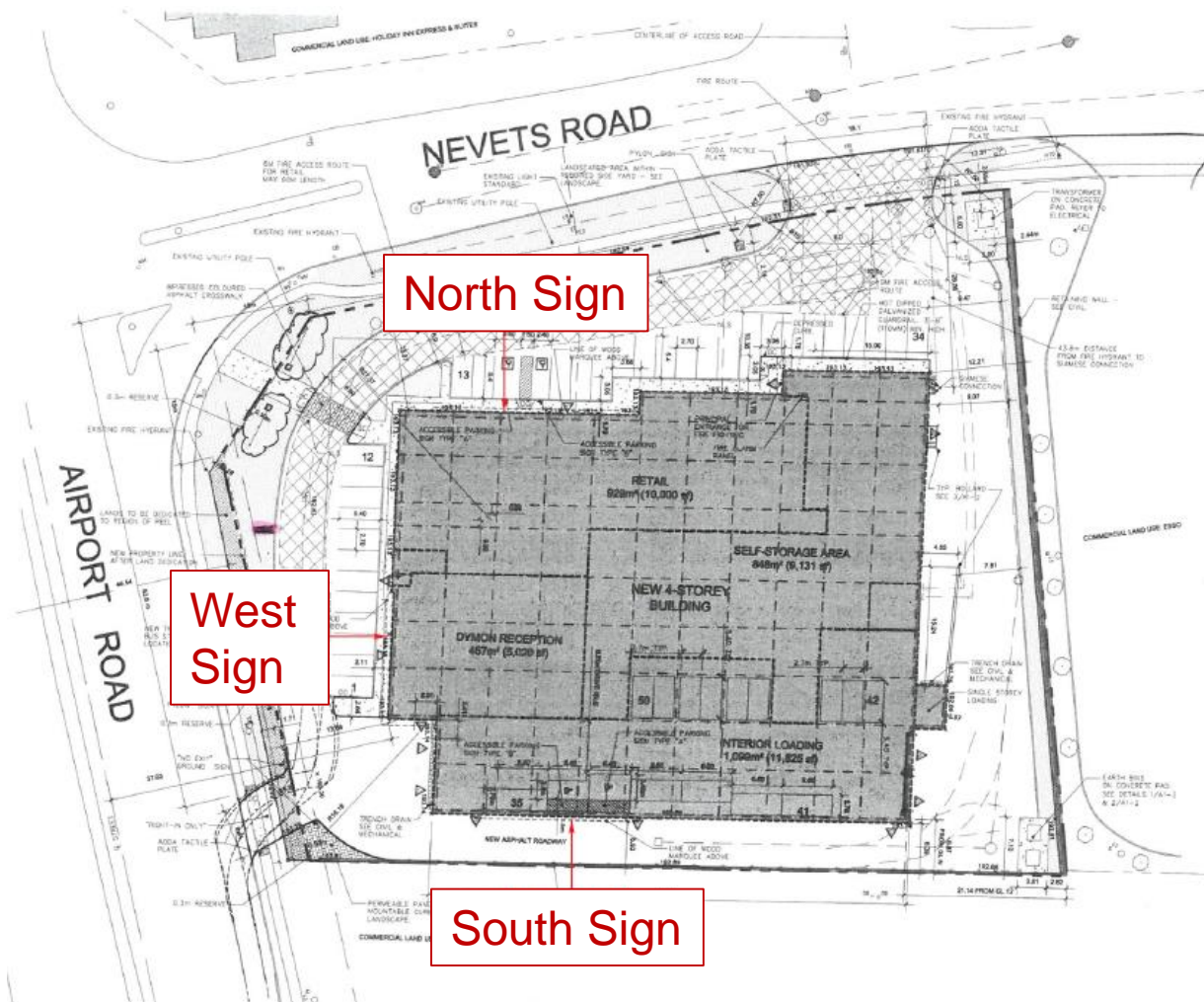
## Schedule 1

Dymon Self Storage  
5 Nevets Road  
Location Map



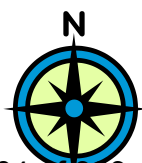
## CITY OF BRAMPTON

Planning, Building and  
Economic Development  
Building Division



## Schedule 2

Dymon Self Storage  
5 Nevets Road  
Site Plan



Page 64 of 523

## CITY OF BRAMPTON

Planning, Building and  
Economic Development  
Building Division



## Delegation Request

For Office Use Only:  
Meeting Name:  
Meeting Date:

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

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

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

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

Meeting Date Requested:  Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person  
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter  
to be Discussed:

Action  
Requested:

A formal presentation will accompany my delegation: ☐ Yes ☐ No

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

☐ Other:

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

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

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**Submit by Email**

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## **Subject Matter to be Discussed:**

To describe how P.A.L.'s activities support and contribute to the Grow Green Initiative.

P.A.L. is a movement dedicated to a greener and cleaner Brampton. We organize two to three environmental cleanups a week. We go into our parks, our woodlands, along our scenic trails and into our creeks to clean up trash and litter. We try to make our parks as pristine as possible. We meticulously clean up, scouring areas for the tiniest pieces of litter. Our goal is not the glory of filling huge bags but the immense satisfaction of knowing that we leave our areas safer and less hazardous for wildlife and people alike.

Last year I myself spent 725 hours litter picking and our group had 70 organized cleanups. We cleaned up tens of thousands of pieces of litter and many tons of trash. We hope to double our cleanups this year and triple or quadruple them next year.

We tackled the most horrific environmental disasters that existed in Brampton. The worst area had to be in the ditches alongside Heart Lake Rd. where dumping is common. We cleaned up all the way from Mayfield Rd. down to Sandalwood Pkwy.

Then there's Knightsbridge Park, we took out 1700 pounds of garbage over 5 cleanups. In Allan Kerbel Park and the Kiwanis Park the litter was so dense in spots we needed a rake and shovel to clean it up. On the surface of a Lakelands Park pond, there were thousands of tiny pieces of foam the size of poppy seeds and other litter. We used kitchen strainers secured to long poles to scoop that up. We have spent over 400 hours cleaning up Heart Lake Conservation Area. We cleaned up Rosalea, Conservation Dr., Burnt Elm, Cassie Campbell, Trudell Park, Wexford, Camden, Sandalwood, Loafer's Lake and more.

Leading by our actions, our mission is to unite, inspire, and embolden citizens to take action against litter. We will empower communities and create a new social norm where litter and littering will no longer be tolerated. Our vision is a Brampton - Litter-free by 2023.

The critical part of our initiative is our 5-5-30 Challenge. We are going to inspire at least 5% of our citizens to take 5 minutes, pick up 5 pieces of litter and for 30 weeks out of a year. That would be five million contaminants removed from our environment every year. We expect to have a larger percentage involved and more picked up than 5 pieces. Hardly anyone can stop at picking up 5 pieces of litter. We are anticipating more than 20 million pieces of trash and litter eradicated by people every year. Combine that with P.A.L.'s cleanups, the great work of city staffers, other groups and caring individuals and you can have a Brampton - Litter-free in 2023.

**Action Requested:**

Please take our 5-5-30 Challenge. Make a public pledge and commit to take less than 5 minutes to pick up 5 pieces of litter a week for 30 weeks. Lead by example, seed the movement and watch it grow into an unstoppable juggernaut. Thousands and thousands of caring citizens uprising against the widespread apathy that has allowed litter and littering to exist for decades.

This People's Revolution Against Littering will make waves around the world. Brampton will become one of the most desirable places in Canada to live in. Our residents will be admired and envied everywhere. Pristine parks, clean waterways, immaculate streets. That's our goal; a greener, cleaner, Brampton-Litter-free in 2023.

















**BRAMPTON**  
Flower City

**Chief Administrative Office**  
City Clerk

**Delegation Request**

For Office Use Only:  
Meeting Name:  
Meeting Date:

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

Meeting Date Requested: 2021-03-24 Agenda Item (if applicable): Recommendation PDC040-2021

Name of Individual(s): Pushap Jindal

Position/Title:

President

Organization/Person  
being represented:

Jindal Developments Ltd.

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:	Recommendation PDC040-2021.
Action Requested:	Delegation before the councillors before they ratify March 8, 2021 planning committee meeting decision of refusing our request of rezoning of 1965-1975 Cottrelle Blvd., Brampton

A formal presentation will accompany my delegation: ☐ Yes ☒ No

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

☐ Other:

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

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

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

Meeting Date Requested: 24 March 2021 Agenda Item (if applicable): 6.2

Name of Individual(s): Manni Chauhan, MCIP, RPP

Position/Title:

Principal Planner, G-force Urban Planners & Consultants

Organization/Person  
being represented:

Jlndal Development Inc.

Full Address for Contact: 101-100 Matheson Boulevard E,  
Mississauga, ON, L4Z 2G7

Telephone:

Email:

[manni@gforceplanners.ca](mailto:manni@gforceplanners.ca)

Subject Matter  
to be Discussed:

Application to Amend the Official Plan and Zoning By-law File C08E08.008. Item 12.1 of the Council Meeting agenda scheduled for March 24, and specifically Recommendation PDC040-2021.

Action  
Requested:

Delagate to Council to reconsider the refusal

A formal presentation will accompany my delegation: ☒ Yes ☐ No

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

☐ Other:

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

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## VALLEY CREEK - PHASE II

1965-1975 COTTRELLE BLVD. BRAMPTON

**Application to Amend the Official Plan and Zoning By-Law (To permit the development of a stepped, seven (7) storey condominium apartment building with 72 residential units, two (2) townhouse blocks comprised of twelve (12) residential units per block for a total of twenty-four (24) stacked, residential townhouse units.) Jindal Developments Ltd. – GeForce Planners 1965-1975 Cottrelle Boulevard West of McVean Drive, south of Cottrelle Boulevard Ward: 6**





# Recommendation Report to Council

## March 8, 2021

- Recommendation by Planning Staff
- **THAT Official Plan Amendment and Zoning By-law amendment applications**  
*submitted by GeForce Planners on behalf of Jindal Developments Ltd., Ward: 6, Files C08E08.008 and Report Number: Planning, Bld & Ec Dev-2021-099, as revised, **be approved, on the basis that:***
- it does **represent good planning,**
- including that it is consistent with the Provincial Policy Statement,
- conforms to the Grown Plan for the Greater Golden Horseshoe,
- conforms to the Region of Peel Official Plan and the City's Official Plan
-






# Reasons set out in the recommendation report-Provincial Policy


- Positively support the provision of a full range of housing within the City.
- Promotes a development that is designed to be sustainable, to support public transit and to be oriented to pedestrians
- Promotion of a built form that (i) is well-designed and (ii) encourages a s
- Through a detailed review, it has been determined that, overall, the proposal is consistent with the Provincial Policy Statement. Sense of place
- The development represents the development of a more intense form of development that provides a housing type that is lacking within the City's overall home ownership.
- Promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit.
- Provides for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.





# Reasons set out in the recommendation report-Growth Plan for the Greater Golden Horseshoe

- Support the achievement of complete communities
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- The subject proposal includes 72 apartment units (including 1, 2, and 3 bedroom units) and 24 stacked townhouse units. Both of these housing types are severely underrepresented within the City of Brampton
- Represents infill development that will contribute positively to providing a mix of housing that serves a variety of household sizes, incomes and ages.
- The subject application contributes positively to the goal of creating complete communities by adding to the supply of housing of a neighbourhood that provides a generally limited range of housing options.



# Reasons set out in the recommendation report-Regional Official Plan

- The subject proposal represents an intensified form of development for this neighborhood, while providing an appropriate transition and scale as it relates to the surrounding single detached dwellings
- Crime Prevention through Environmental Design (CPTED) Policies are applied to the design and will be refined at the Site Plan stage
- The proposal is considered to maintain the objectives of and conform to the Policies of the Region of Peel Official Plan



# Reasons set out in the recommendation report-City Official Plan/Secondary Plan

- The addition of these townhouse and apartment units within this development will provide opportunities to accommodate a new range of household types within the neighborhood. (Section 4.2.1.2 & Section 4.2.1.3 – Range of Housing)
- The proposed re-designation of the Phase II lands for “Cluster and High Density Residential” to facilitate the proposed development of an apartment building and stacked townhouses is considered to maintain the objectives of the Official Plan and its policies, specifically around housing provision.
- The proposed Official Plan and Zoning By-law amendments are considered to maintain the objectives of and conform to the Residential policies of the Official Plan.



# Reasons set out in the recommendation report-Urban Design

- Design based not only on the new concept for the property, but also **feedback received** from the surrounding neighborhood at the public meeting, the **City's Urban Design Review Panel**, and comments received from **Urban Design Staff**
- The objectives and principles adhered to realizing key objectives of a number of City of Brampton policies including:
  - • Bram East Secondary Plan (Area 41);
  - • The City of Brampton's Development Design Guidelines;
  - • The Flower City Strategy;
  - • The Gateway Beautification Program;
  - • The Pathways Master Plan; and • The Street Corridor Master Plan.



# Recommendation Report


*(The future of housing is about more than just housing.)*

➤ **This application help to fill the “missing middle” of housing in Brampton.**

➤ **BRAMPTON**

## **Total ownership housing stock in the City**

- 63% were single detached, (2021) 19% semis,
- 13% towns, and just
- 5% apartments.
- 92.2% of the owned housing units are single or semi-detached dwellings.



# Recommendation Report-Sustainability Score

- The Project scores **69 POINTS**
- **It meets the silver threshold of sustainability** defined by the City.





# Recommendation Report-Residents Concerns

- Crime –Recommendations made to mitigate crime through a CEPTD STUDY AND ANALYSIS
- Traffic- Mitigated with the Traffic Study and turning lane
- Privacy- Mitigated through a 1.8m wall, step backs and relocation of balconies
- Adequacies of Parks and Schools- Confirmed capacity in schools
- Property Values- Not a planning criteria
- Shadow- Study concludes minimal shadow
- Noise- Noise study concluded



# Refusal of Application

## ➤ WHY

- 1200 signatories to a petition to deny- *Most signs were of residents outside the neighborhood and had nothing to do with this project*
- 20 Delegated- *Show of force*

*Question is*

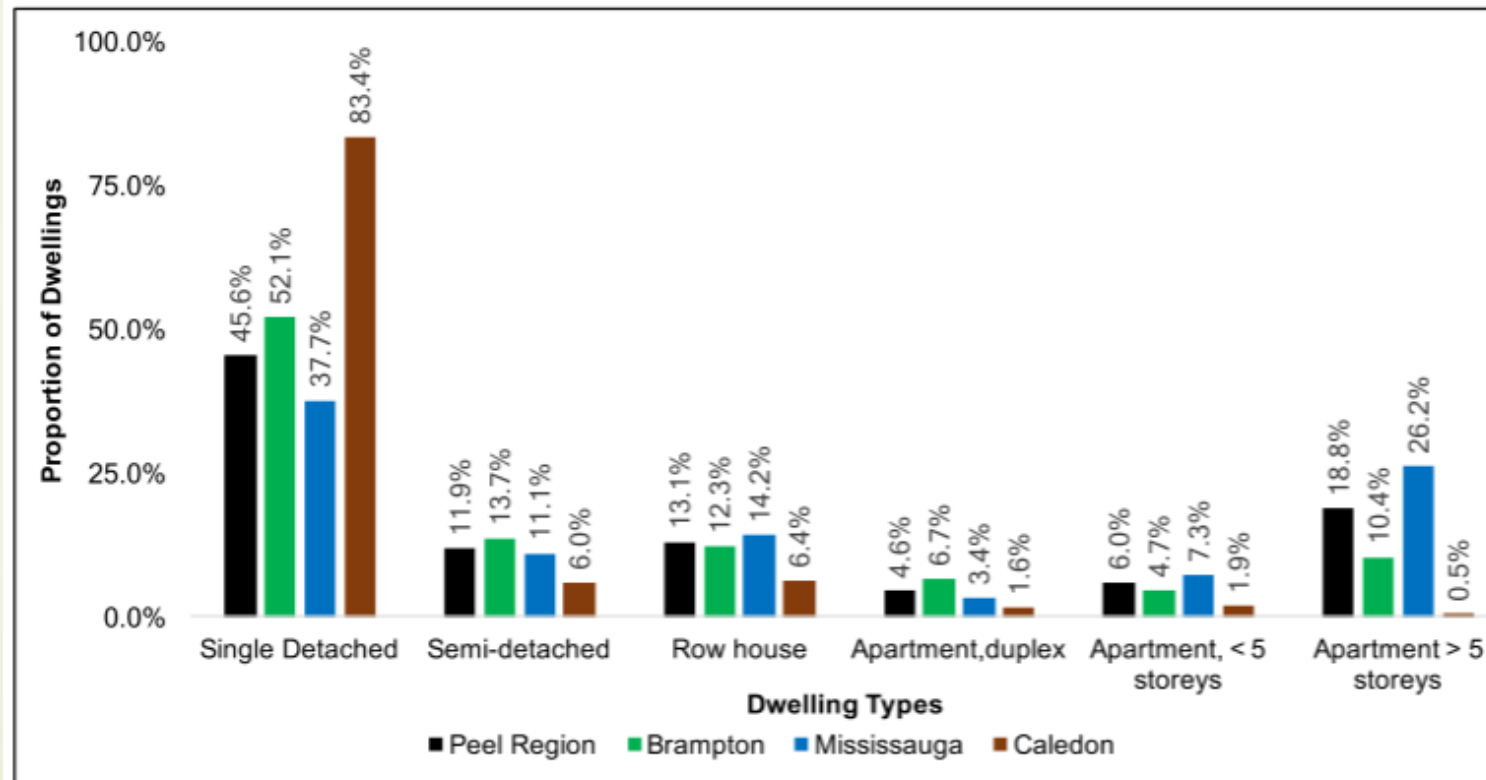
*Does the Neighborhood demands come first or should we look towards a better Brampton*

*The Provincial and Regional Policies actually provide for change despite local resistance*




# Why Change- Closing the Gap

**Figure 28:** Housing Supply by Dwelling Type: Peel Region and Local Municipalities; 2016



Source: Statistics Canada Community Profiles 2016



Dwelling characteristics			
	BRAMPTON	MISSISSAUGA	DIFFERENCE
<u>Total - Occupied private dwellings by structural type of dwelling - 100% data</u> <u>Census data footnote5</u>	168,010	240,910	143.39%
Single-detached house	87,550	90,780	103.69%
Apartment in a building that has five or more storeys	17,535	63,130	360.02%
<u>Other attached dwelling</u> <u>Census data footnote6</u>	62,905	86,670	137.78%
Semi-detached house	23,035	26,730	116.04%
Row house	20,670	34,115	165.05%
Apartment or flat in a duplex	11,235	8,120	72.27%
Apartment in a building that has fewer than five storeys	7,945	17,630	221.90%
Other single-attached house	20	80	400.00%

*Figure 4 Dwelling Characteristics of two cities*



# Why Change



- City of Brampton has an average population density of 2228 persons/sq. km. This density is lower than the City of Mississauga which has a density of 2468 persons/sq. km. The area under Brampton is 266 KM<sup>2</sup> with a 2016 population figure of 593,638 people, while that of the City of Mississauga is 293 KM<sup>2</sup> with a 2016 population of 721,599 people. The percentage change between 2011 and 2016 was 13.3% for Brampton and 1.1% for the City of Mississauga. This indicates that the City of Mississauga is built out, while the City of Brampton is still continuing to construct on Greenfields which it still has in plenty. Unfortunately, Brampton has still not geared itself fully for making optimum use of land as seen below.
- While comparing Dwelling types we notice that the City of Mississauga has 63,130 apartments in a building that has five or more stories which is 360% higher than Brampton. By comparison, the City of Brampton has nearly the same amount (3.7% lower) of the number of single detached dwellings than the City of Mississauga, despite having an area less than Mississauga and a population far lower than that City. Vast expanses of single detached dwelling subdivisions are seen everywhere that have contributed to underutilization of resources and infrastructure.



Are these types of Development being approved elsewhere in the City

➡ YES

- ➡ This project has taken 4 years to come to a point where the Region and the City Staff have shown confidence that it meets there policy objectives.
- ➡ WE are requesting that COUNCIL reconsider in light of their recommendation.



# THANK YOU



## Delegation Request

For Office Use Only:

Meeting Name:

Meeting Date:

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

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

Meeting Date Requested: 2021 March 24th Agenda Item (if applicable): 10.4.2

Name of Individual(s): Sylvia Roberts

Position/Title: Resident

Organization/Person  
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter  
to be Discussed:

Minimum Parking Requirements

Action  
Requested:

Remove minimum parking requirements from other areas with good transit

A formal presentation will accompany my delegation: ☒ Yes ☐ No

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

☐ Other:

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

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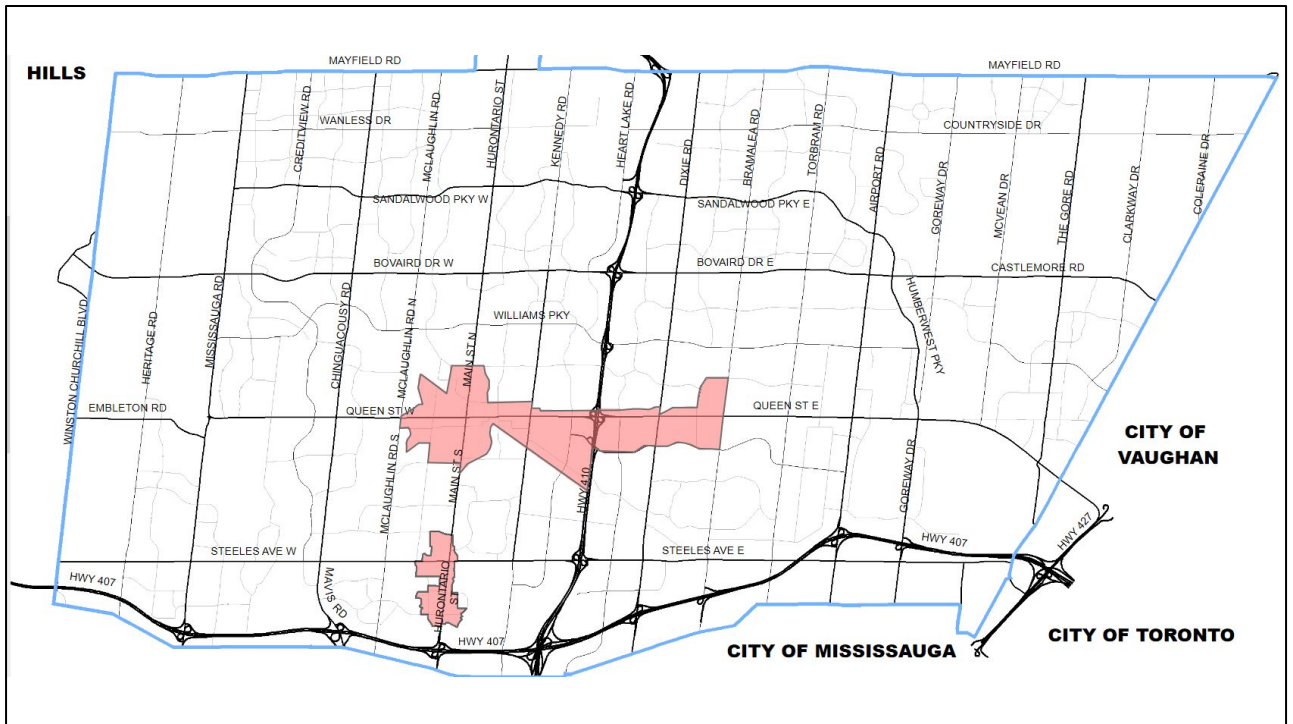
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# Parking 2

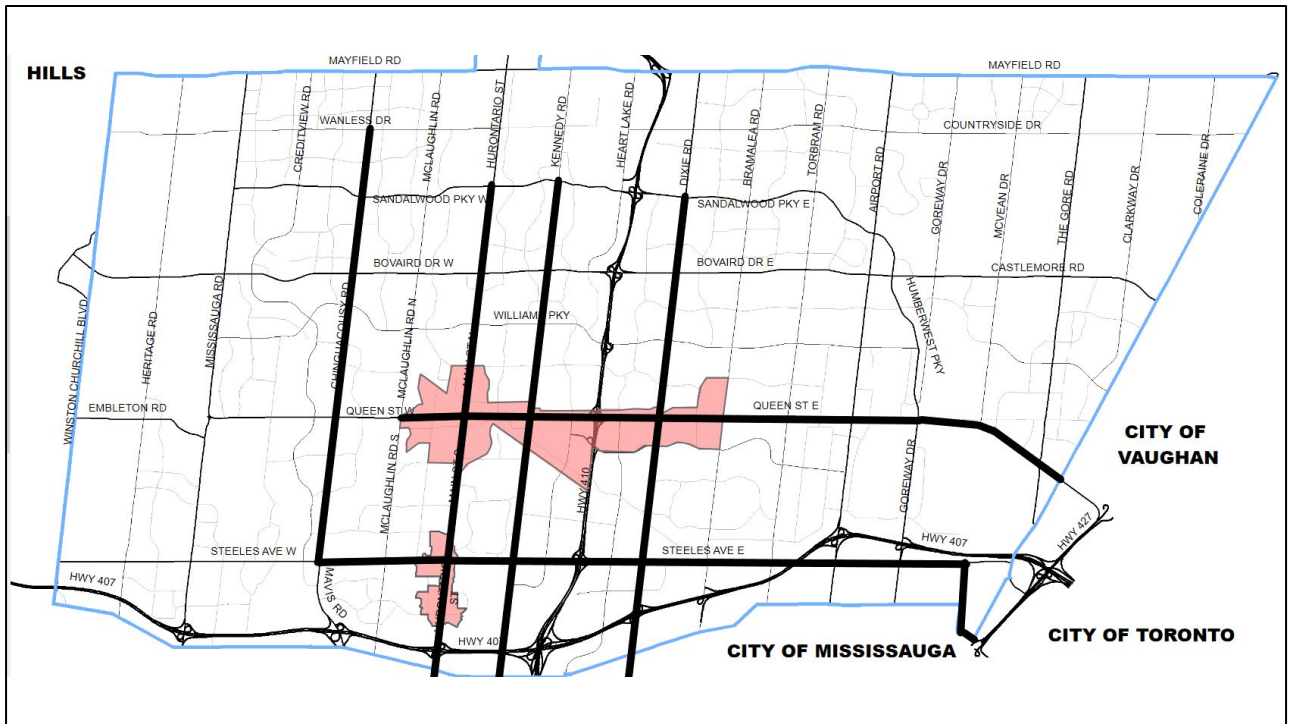
Electric boogaloo



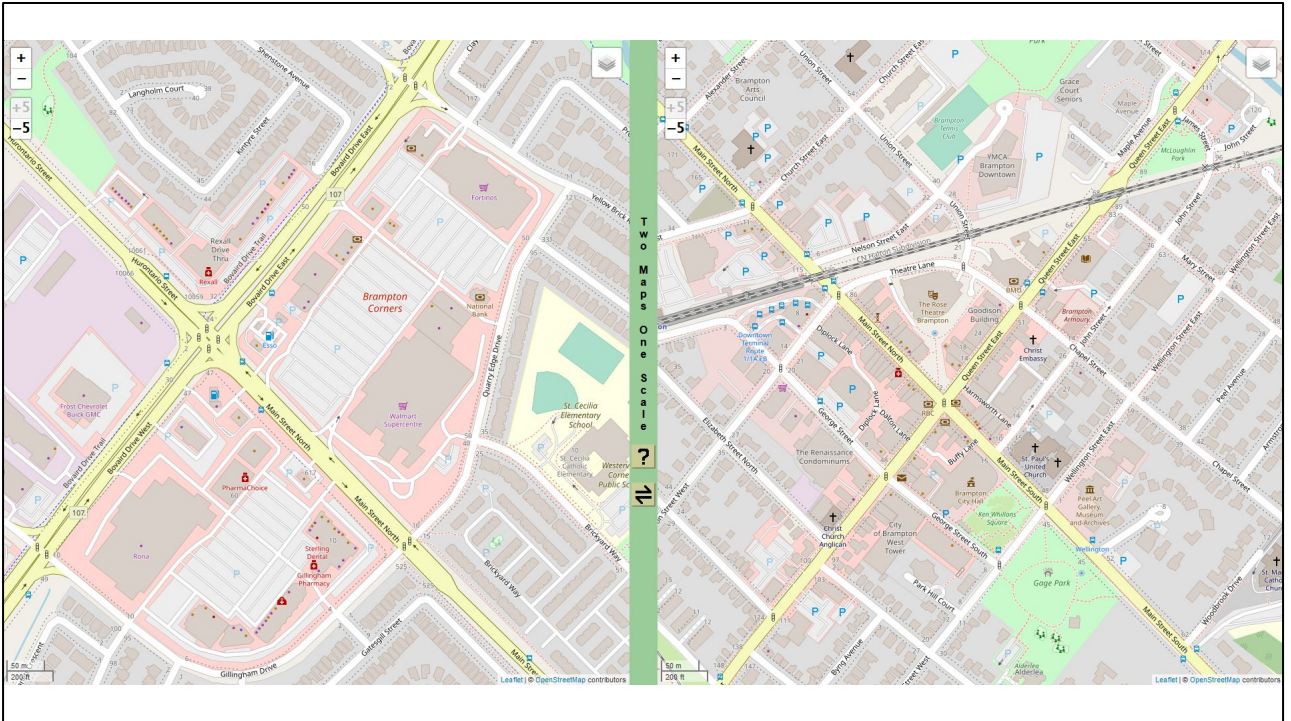


This is a map of where staff has proposed removal of parking minimums





Here is that map, with the addition of transit lines that are 15 minutes or better all day. What can be clearly see is that a significant portion of it is entirely unaffected. Along those areas are a number of good intensification sites of a significant size.

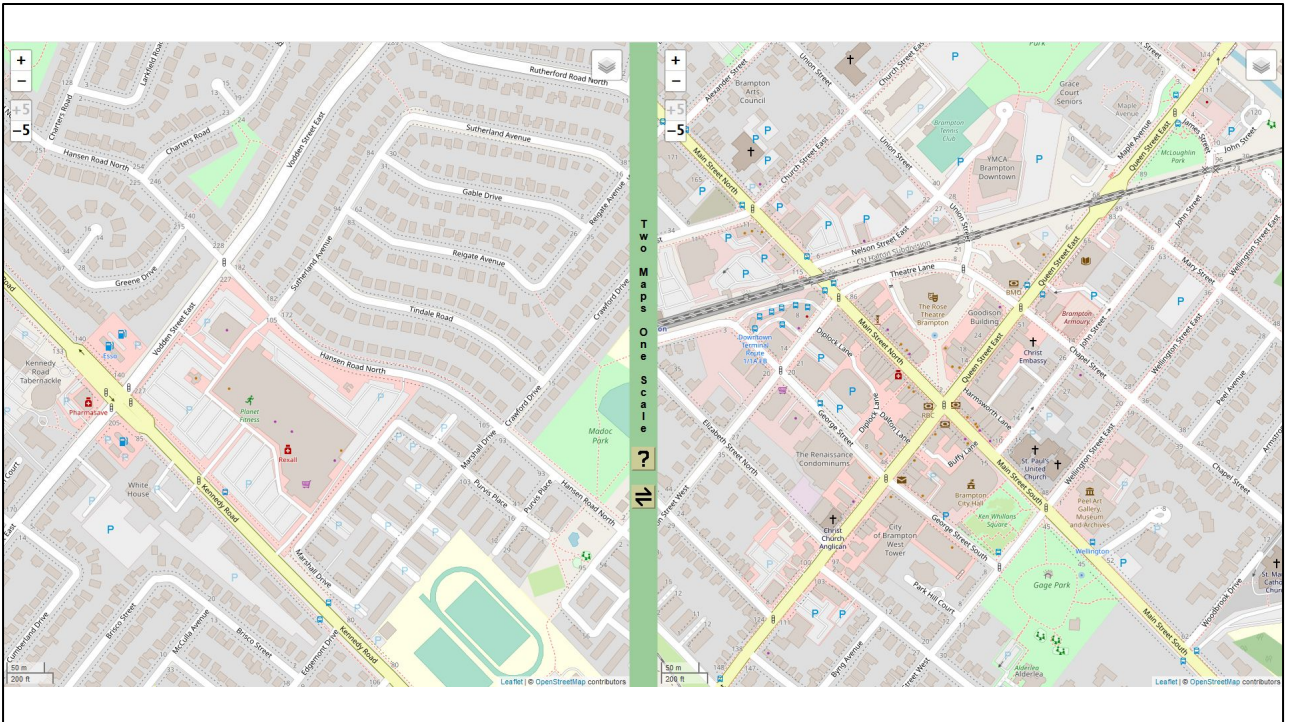


Here are two plazas at Bovaird and Main, downtown is on the right for scale, it has excellent transit access from the 502, and the commercial area to the southwest has zoning that includes office zoning, with an office building on site of over 50k square feet. This is a good site for intensification, of employment uses. It is on two primary intensification corridor (Main and Bovaird). No flood restrictions

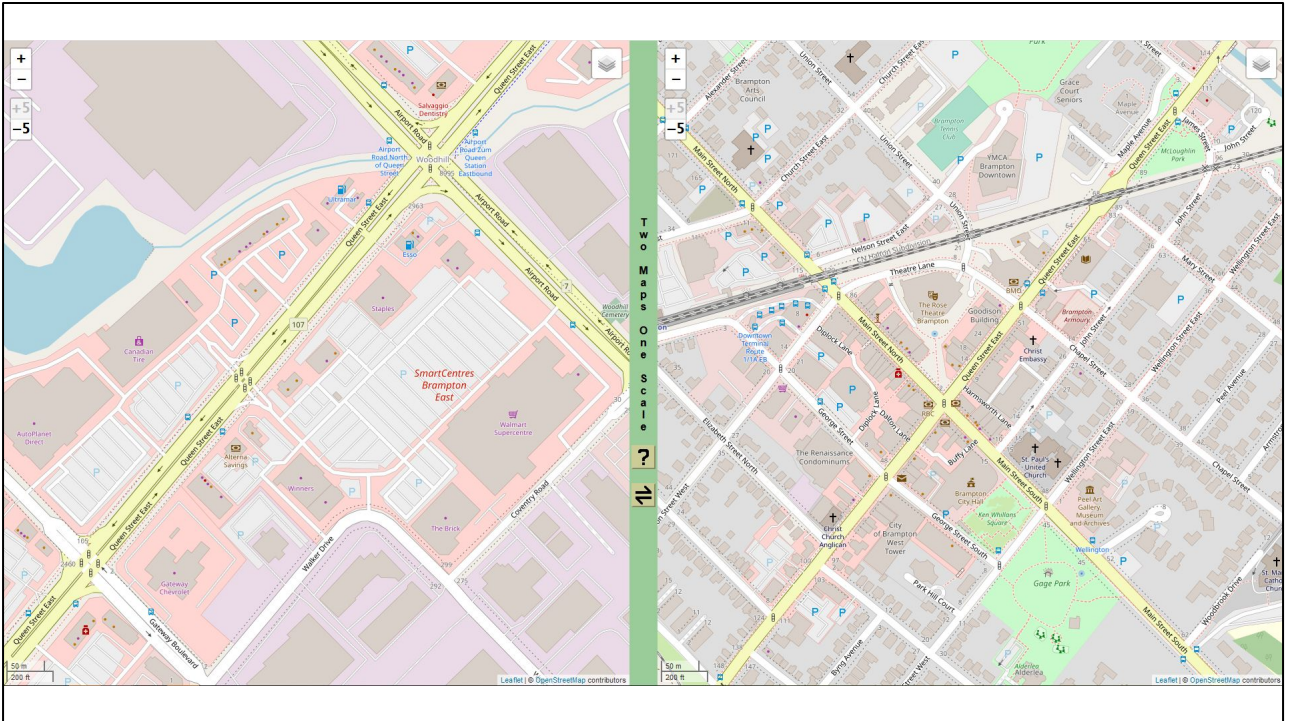


Here is the Kingspoint Plaza owned by SmartCentres, it also has good transit from the 502 Main, and is a kilometre from the Brampton GO station. It also has excellent cycling access from the Etobicoke Creek Trail and bike lanes on Vodden. It is on the Main Street Primary Intensification Corridor. Flood restrictions



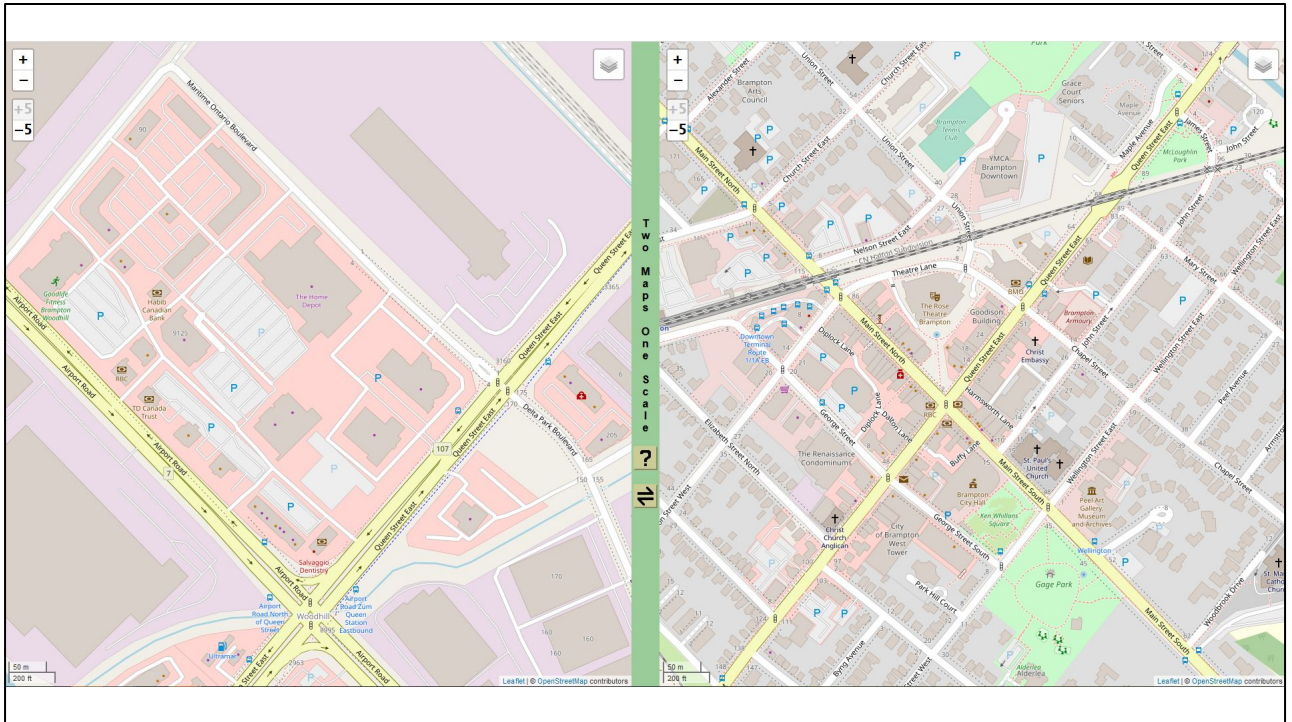


This is Centennial Mall, it has transit access from the 7 Kennedy which while not a Zum line is decent transit, and access from bike lanes on Vodden. To the north and east are semis, to the south is towns and to the west is low and mid rise apartments, it is a great place to redevelop for mid rise or the lower end of high rise. It has proximity to a number of public schools which are below capacity and expected to be below capacity for the next decade, making it good for larger family sized units. (Kingswood Drive, Sir JAM, Gordon Graydon, and a single bus ride from Turner Fenton). No flood restrictions

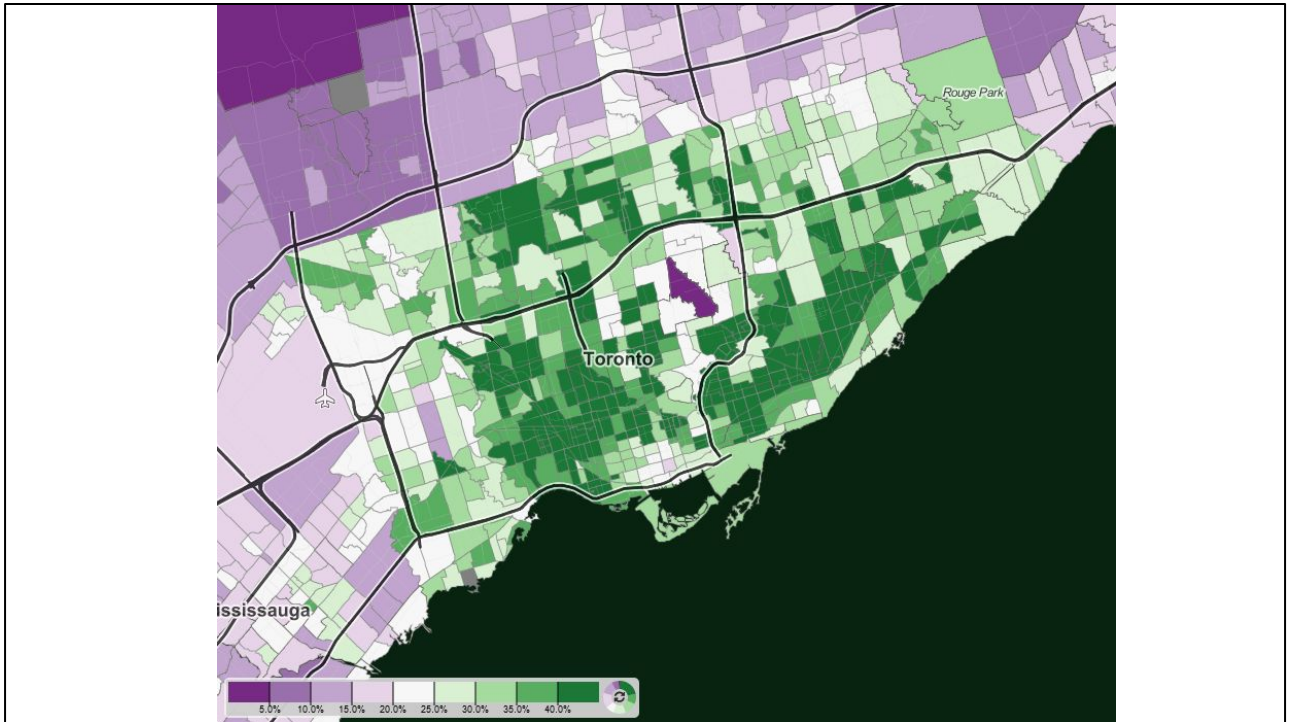


This is the western portion of the Airport and Highway 7 secondary plan, it is on two primary intensification corridors, has excellent transit service from the 501 Queen, and also has okay transit service from the 505 Bovaird, which is to be extended to Pearson Airport. The connections to downtown, Bramalea City Centre, Malton GO, Pearson Airport, Vaughan Metropolitan Centre, and York University, make it suitable for office related intensification. The secondary plan still refers to Queen Street as Highway 7 and in MTO jurisdiction, despite being downloaded in 1997. No flood restrictions.





This is the eastern part of the Airport and Highway 7 Secondary plan, this mall is even designated as office in the SP, but because of how dated the secondary plan is, this doesn't make financial sense, but an update is waiting on the secondary plan consolidation. No flood restrictions



This is a map of transit ridership in the City of Toronto based on 2016 census data, Etobicoke north of the 401 has high transit ridership, so does Scarborough, Western North York, Thorncliffe and Flemingdon Park, Weston, and yet in 2016 when this was taken, none of these areas had rapid transit, they didn't even have streetcars, they have frequent buses. The Planning department may wish to think about why their blindspot includes the areas with large concentrations of Visible Minorities in Toronto. The Planning Department may also want to consider the equity impacts of their fixation on rapid transit, such as how the construction of Line 5 Eglinton and associated redevelopment have caused enormous damage to Little Jamaica at Eglinton West.

## Municipal Parking Strategy

- Too little, too late
- Don't write cheques you can't cash

The City is growing by approximately 25k people a year, it is building nowhere near enough housing for our population growth, and the housing it is building is of the wrong type. It is also not adding anywhere near enough employment.

It is suggested that Transportation Planning and Development Services Divisions will deal with parking reductions on a site by site basis, do they have enough staff to handle development applications for 5k+ apartment units per year, or employment. What criteria is to be used? Business does not like uncertainty.



**Date:** 2021-02-11

**Subject:** **Closed Session Meeting Access for Council Office Staff**

**Contact:** Peter Fay, City Clerk, Legislative Services

**Report Number:** Legislative Services-2021-017

**Recommendations:**

1. That the report titled: **Closed Session Meeting Access for Council Office Staff**, to the Committee of Council meeting of March 10, 2021, be received.

**Overview:**

- Committee of Council requested staff report back on permitting the distribution of closed session agenda materials to select Council Office staff and/or allowing appropriate Council Office staff to attend closed session deliberations during meetings.
- The City Clerk's Office has established a Closed Session Meeting Protocol, previously reported to Council, to guide the preparation, distribution, attendance at, and management of closed session meeting materials. The Protocol has been updated as Council has updated its closed session processes.
- Staff benchmarked other municipal practices for access to closed session materials and meeting by Council Office staff elsewhere.
- If Council wishes to expand access to closed session agendas to designated Council Office staff, provisions are included in the report for Council's consideration. Staff do not recommend allowing Council Office staff attendance at closed session meetings.

## Background:

In November 2020, Committee of Council discussed expanding access to closed session of Council and Committee meetings by the distribution of closed session agenda materials to appropriate Council Office staff and/or allowing appropriate Council Office staff to attend closed session deliberations during meetings.

CW327-2020

That staff be directed to report back on potential process revisions to permit access to closed sessions for Councillor Executive Assistants.

## Closed Session Meeting Protocol:

During the last term of Council (2014-2018), in response to closed session information breaches and allegations of breaches, restrictions were put into effect for closed session meetings including, restricting access from Mayor's Office staff and restricting access to computers and mobile devices by Members during closed session.

At the start of the current term of Council, staff reported on a Closed Session Meeting Protocol (Appendix 1) to govern closed session processes. Council amended the protocol this term a number of times to suit Council's needs for closed session meetings, including:

- Allowance for Mayor's Chief of Staff to attend closed session meetings.
- Provision of closed session meeting materials digitally to Members and appropriate staff, with discretion provided to staff to determine if hard copy distribution is warranted depending on the sensitivity of the closed session agenda item.
- Allowing Members to print closed session agenda materials.
- Allowing phone use within closed session for communication only.

City Council – February 6, 2019

C038-2019

That the position of Chief of Staff of the Mayor's Office be provided access to the Closed Sessions of City Council and its Committees; and

That the protocol with regard to Closed Session be amended accordingly.

GC006-2019

1. That the report from P. Fay, City Clerk, Office of the Chief Administrative Officer, to the Governance and Council Operations Committee Meeting of February 12, 2019, re: **Secure Access to Closed Session Material**, be received;

2. That the City Clerk be requested to investigate and implement as expeditiously as possible a secure means of electronic provision of

closed session material to Members of Council and appropriate staff; and

3. That the Closed Session Protocol be revised to accommodate the electronic provision of confidential closed session material, by means and at the discretion and satisfaction of the City Clerk and City Solicitor; and

4. That, until such time as an adequate electronic method of distributing closed session materials is instituted, the CAO, in consultation with the City Clerk and City Solicitor, be authorized to determine appropriate timing and method of distribution of specific hard-copy closed session agenda items depending on their deemed level of sensitivity and/or complexity.

City Council - April 10, 2019

GC023-2019

That the Members of Council be permitted access to print Closed Session materials.

GC025-2019

That the provision with regard to limiting use of phones and other electronic devices by Members of Council be rescinded; and,

That phone use for communications only within Closed Session be approved.

This report addresses Council's recent request to expand access to closed session meetings by Council Office staff.

### **Current Situation:**

#### Closed Session Agenda Distribution:

Closed session agenda materials are currently provided by the City Clerk's Office, through individually watermarked digital files, to approximately 23 individuals, including:

- 12 – Mayor, Mayor's Chief of Staff, and 10 Members of Council
- 9 – CAO, 7 Department/Service Heads and City Solicitor
- 2 – City Clerk and Deputy City Clerk

Note – For the Audit Committee, the closed session agenda is also provided to the Director, Internal Audit

On occasion, and depending on circumstances and the Committee, items are occasionally dealt with in closed session and confidential agenda materials may be provided to citizen-based advisory committees (e.g., Brampton Heritage Board; Sports Hall of Fame Committee).

#### Closed Session Meeting Attendance:

Attendance at closed session meetings is limited to the following persons:

- Chief Administrative Officer and Department Commissioners/Heads (or designates);
- City Clerk and Deputy Clerk (or designates);
- City Solicitor and Deputy City Solicitor (or designates);
- Appropriate City staff and guests with subject-matter expertise, as identified by the CAO and/or Department Commissioners/Heads
- Chief of Staff, Mayor's Office

On occasion, and depending on the subject matter, external experts retained by the City (e.g., legal counsel, consultants) may attend closed session for specific agenda items.

In accordance with the Procedure By-law, for any closed session agenda item regarding an individual employee, the CAO will designate which staff may be present.

Depending on the circumstances and subject of a closed session meeting, Council or Committee may designate (through a public session motion and vote) another person to serve as the Clerk for that portion of the closed session.

The current rules and procedures for closed session agenda distribution and meeting access have served Council well. To-date, there has never been a closed meeting investigation request since that provision of the *Municipal Act, 2001*.

Council is now considering expanding access to closed session by Council Office staff to allow, in a similar manner as the Mayor's Chief of Staff, access to closed session agenda information and the meeting itself. The rationale is to ensure at least one Member staff is prepared to brief the Member, as well as attend and follow confidential business important to the Member in order to support the Member.

#### Municipal Benchmarking re. Closed Session Agenda Distribution and Attendance:

City staff undertook a survey of Peel Region and comparable Ontario municipalities to identify if they allow access to closed session agendas and meetings by the Mayor/Chair's chief of staff and Councillor staff. Appendix 2 lists the information supplied by responding municipalities.

For those municipalities with a chief of staff position supporting the Mayor/Chair, almost all provide closed session agendas and meeting access to the chief of staff position, similar to Brampton.

For those municipalities with Councillor staff, many do not provide closed session agendas separately to the Councillor staff, and only copy the Councillor staff who then may have access to open the agenda. No responding municipalities allow Councillor staff access to closed session meetings.

A few municipalities, who permit some shared access to the closed meeting agenda between the Councillor and Councillor staff, also do limit so as not to include Councillor staff access to confidential business regarding personal matters about an identifiable individual or labour relations or employee negotiations. Such item details are presented separately directly in closed session by way of a verbal update or slide presentation without material distribution.

#### Council Office Access to Closed Session Agendas:

Council may wish to consider expanding access to limited closed session agenda materials to one or more Council Office staff. As discussed in November 2020, this could include up to one person (e.g., Executive Assistant) per Councillor, on a voluntary basis as determined by the Councillor, to receive access to the same closed session meeting digital agenda package as their Councillor for meeting preparation and support to the Councillor.

All Members of Council are required to take a mandatory oath of office at the start of the Council term. All Members are also bound by the Council Code of Conduct (see Rule 3 extract within Appendix 1) in regard to confidential information. Councillor staff have similar provisions under the Employee Code of Conduct and within the recently confirmed Council Office Management Framework. However, given the unique nature of acknowledged access to closed session agenda information, it may be appropriate to have the Councillor and authorized Councillor staff person sign a specific undertaking to protect the confidentiality of Council's closed session proceedings. Participating Councillors should provide the authorization in writing to the City Clerk's Office and the authorized staff would be required to sign a confidentiality and non-disclosure agreement specific to closed session agenda information.

As previously discussed, there is certain closed session information that, by the nature of its content including personal information or labour relations or employee negotiations, should have very restricted access and not be included in closed meeting agendas that are accessible by Council Office staff, as determined by the CAO, City Solicitor and City Clerk.

If Council intends to proceed to expand closed session meeting agenda access, it could adopt the following statement for inclusion in the current closed session meeting protocol:

As determined by Council Resolution, the closed session agenda may be provided to the Mayor's Chief of Staff and to one (1) employee of the Member of Council, as identified by the Member with the Member's name watermarked on the agenda materials. Written authorization is required from the Member to identify the authorized Member staff to receive the closed session agenda, and the authorized Member staff is required to sign a confidentiality and non-disclosure agreement specific to closed session agenda information, to the satisfaction of the City.

The Mayor and Member of Council shall be responsible for the closed session agenda materials distributed to the Chief of Staff and any authorized Member staff, respectively, in accordance with all the policies and procedures of the City.

Certain closed session materials, due to the sensitivity of the information and/or reason for the open meeting exception, may only be provided to the Mayor and Member of Council and not the Chief of Staff and authorized Member staff, based on consultation between the CAO, City Clerk and City Solicitor.

#### Council Office Access to Closed Session Meetings:

Staff do not recommend allowing additional Council Office staff to attend closed session meetings. Potentially allowing 10 additional persons to attend a closed session could undermine the security and confidentiality of closed session deliberations of Council and its Committees. The more persons attending closed session, the greater the likelihood of an inadvertent release of confidential information without Council's approval. Additionally, once in-person meetings resume, the current closed session room is not large enough to accommodate additional Councillor staff to attend session in the Council-Committee Boardroom, currently used for closed session deliberations.

If Council decides to expand closed session meeting access to designated Council Office staff, it should be limited to one person per office and each person (and their Councillor) should be required to sign a specific confidentiality undertaking/non-disclosure agreement prior to attending closed session of meetings.

#### **Corporate Implications:**

##### Financial Implications:

There are no direct financial implications resulting from this report.

##### Other Implications:

*nil*

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

This report supports and reinforces the Term of Council Priority of a Well-run City by ensuring appropriate meeting procedures and practices are in place to balance accountability and transparency in Council decision-making, while enabling Council to deliberate in limited closed session circumstances in accordance with the *Municipal Act, 2001*.

#### **Conclusion:**

Council requested staff to report on expanding access to closed session for Council Office staff. Staff comments, supported by some municipal benchmarking, support

limited access to closed session meeting agendas by limited and designated Council Office staff, with an appropriate specific confidentiality undertaking. Language is included in this report should Council wish to allow limited access to closed session agendas, for inclusion in the current Closed Session Meeting Protocol. Staff do not recommend allowing Council Office staff, beyond the current access provided to the Mayor's Chief of Staff, to attend closed session meetings. There is no precedent in benchmarked municipalities for allowing Councillor staff access, save and except for the chief of staff of the Mayor/Chair.

Authored by:

Reviewed by:

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Peter Fay,  
City Clerk,  
Legislative Services

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Sameer Akhtar,  
City Solicitor,  
Legislative Services

Approved by:

Submitted by:

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Paul Morrison,  
Acting Commissioner,  
Legislative Services

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David Barrick,  
Chief Administrative Officer

### **Attachments:**

Appendix 1 – Closed Session Meeting Protocol (January 2021)

Appendix 2 - Benchmarking Comparable Municipal Practices for Access to Closed Session Agendas and Meetings by Mayor/Chair Chief of Staff and Councillor Staff

## **City Clerk's Office Closed Session Meeting Protocol**

### ***Introduction:***

This protocol is established to guide preparation, publication and distribution of closed meeting materials, in accordance with the *Municipal Act, 2001*, Council's Procedure By-law 160-2004, as amended, and applicable City policy, directives and Council resolutions.

### ***The agenda –***

The Clerk will prepare, and have approved by the City Solicitor or designate, an agenda for the closed session which shall include a list of items to be considered and shall identify the subsection of the *Municipal Act, 2001*, or other applicable legislation, which authorizes each item to be considered at the closed session.

No item may be added to an agenda for a closed session without the prior approval of the City Solicitor or designate pursuant to Procedure By-law 160-2004, s. 2.9 (5).

The Clerk shall distribute the closed session agenda to all Members of the Council and to such staff as directed by the Chief Administrative Officer. Unless decided otherwise by Council, the closed session agenda will be either:

1. Printed on confidential paper (salmon colour) and individually watermarked for each recipient. Closed session agenda material will be distributed in sealed envelopes, as appropriate, to be opened only by Members of Council.
2. Digitally watermarked and distributed to each recipient with separate password security to open the digital file. Members of Council are permitted access to print digital Closed Session materials (Recommendation GC023-2019).

If deemed appropriate, given the nature of the closed session business, as determined by the CAO, in consultation with the City Solicitor and City Clerk, closed session information (i.e., reports, presentations, etc.) will be distributed by the Clerk within closed session only. Otherwise, closed session information (e.g., agenda, minutes, other business) will be distributed to Members and authorized staff prior to the closed session.

Rule 3 of The Councillor Code of Conduct includes the following provisions relating to Confidential Information:

1. No Member shall disclose or release by any means to any member of the public, any confidential information acquired by virtue of their office, in either oral or written form, except when required by law or authorized by Council to do so.



2. No Member shall use confidential information for personal or private gain, or for the gain of relatives or any person or corporation.
3. No Member shall directly or indirectly benefit, or aid others to benefit, from knowledge respecting bidding on the sale of City property or assets.
4. No Member shall disclose the content of any such matter, or the substance of deliberations, of the in-camera meeting until the Council or committee discusses the information at a meeting that is open to the public or releases the information to the public.
5. No Member shall permit any persons other than those who are entitled thereto to have access to information that is confidential.
6. No Member shall access or attempt to gain access to confidential information in the custody of the City unless it is necessary for the performance of their duties and not prohibited by Council policy.

Accordingly, no member of the Council shall distribute any reports or items, or disclose the nature or content of discussions regarding any matters that are part of a closed session agenda without the prior approval of the Council or committee.

### ***The meeting –***

Unless otherwise directed by Council/committee, in addition to the Members of Council/committee, closed session is limited only to the Members of Council/committee, CAO, City Solicitor, Department Heads, Clerk and/or their designates. Only elected officials are permitted in closed session, with the exception of the Mayor's Chief of Staff (Council Resolution C038-2019, February 6, 2019). Member staff are not permitted in closed session meeting, unless specifically authorized by Council Resolution.

For certain closed session items, subject matter staff or external experts (e.g., external legal counsel, consultants retained by the City) may be asked to attend by the CAO, City Solicitor or Department Head. Staff are to remain outside the closed session meeting area until called to speak to their specific agenda item. Staff will leave the meeting once the matter has been dealt with by Council/committee.

For closed session business regarding personal matters about an identifiable individual, the Chief Administrative Officer will designate which staff members may be present, in accordance with the Procedure By-law. The Chief Administrative Officer may, if appropriate, or such other person, serve as the designate of the City Clerk for that portion of closed session, subject to a public resolution of Council.

Before a meeting is closed, a motion shall be carried as to:

- a) the fact of the holding the closed meeting; and
- b) the subsection(s) of the *Municipal Act*, which authorizes each item to be considered at the closed session, and the general nature of business to be considered

Once in a closed session, no item may be added to the agenda for that closed session.

Closed session meetings will be audio recorded in accordance with Council's policy.

Member and staff phone use (for limited communications only) within Closed Session is permitted (*Recommendation GC025-2019*).

A meeting shall not be closed to the public during the taking of a vote; however, during a closed session, a vote may be taken for a procedural matter or for giving directions or instructions to the officers, employees or agents of the City or persons retained by or under contract with the City.

Minutes shall be kept of all closed sessions, identifying the Members present and absent, and the senior staff present, in the same fashion as those kept for open sessions and shall correspond directly to the prepared closed session agenda and shall identify any added items and shall note any direction given.

The Council or a committee, rather than moving into a closed session, may simply acknowledge the items, without full discussion, on a closed session agenda, and may give direction in accordance with a recommendation included in a report on a closed session agenda, without moving into closed session. In this case, the minutes will include a "Note to File" that will indicate the steps taken.

The City Clerk shall require that all closed session agendas and copies of any reports or documents circulated at a closed session regarding confidential matters be returned by Members and staff at the end of the closed session, and will be reconciled by the Clerk before securely shredded. Digital access to Closed Session materials distributed before the meeting will be removed at the end of the business day for that meeting, or other such time as determined by the City Clerk.

Any request from a person for an investigation, under the *Municipal Act, 2001*, of whether a Council or committee meeting or part of a meeting, that was closed to the public, has complied with the relevant provisions of the Act, shall be referred by the Clerk to the Closed Meeting Investigator appointed by Council for that purpose.

### ***Records storage and maintenance –***

Electronic copies of closed session agendas, audio recordings and minutes are securely stored in a City electronic records management system (BRIMS) folder accessible by the Clerk and his/her delegates only.

Hard copy documentation for all closed session meetings is stored in the Clerk's Office, for the current term and one previous Council term. Archived files/terms of Council are securely stored in the Records section of the West Tower. Both areas are accessible by the Clerk and his/her delegates only. If Members or appropriate staff request to review closed session information from previous meetings, such requests will be accommodated by the City Clerk, and if appropriate, Council.

For hard copy closed session materials only, monthly file folders are created each year. Each file folder contains hard-copy documentation for each closed meeting that took place in that month. Documents are compiled and filed after the minutes of a closed meeting have been received and approved by Council. Each meeting section will include the original signed agenda, any reports or documents that were circulated at the meeting, any added items, and the minutes of the meeting.

Once the month is complete, a summary sheet documenting the closed meetings for that month is attached to the front of the file. Files are completed monthly and are available for audit review when required.

Attachments:

Extract from Procedure By-law 160-2004, as amended

Extract from *Municipal Act, 2001*

**Extract from Procedure By-law 160-2004, as amended**

**2.7 Closed Sessions (By-law 195-2007)**

- (1) A part of a meeting may be closed to the public if the subject being considered is so authorized to be considered in a closed session pursuant to the provisions of the *Municipal Act*, or any other applicable statute, and such meeting shall be called a “closed session” meeting.
- (2) For any meeting at which there are items to be considered in a closed session, the agenda for that meeting shall identify the subsection(s) of the *Municipal Act*, or other applicable legislation, which authorizes each item to be considered at the closed session.
- (3)** The Clerk shall prepare, and have approved by the City Solicitor or designate, an agenda for the closed session which shall include a list of items to be considered and shall identify the subsection of the *Municipal Act*, or other applicable legislation, which authorizes each item to be considered at the closed session. **(By-law 132-2011)**
- (1) The Clerk shall circulate the closed session agenda to all members of the Council and to such staff as directed by the Chief Administrative Officer. **(By-law 376-2014)**
- (2) No item may be added to an agenda for a closed session without the prior approval of the City Solicitor or designate. **(By-law 132-2011)**
- (3) Before a meeting is closed, a motion shall be carried as to:
  - (a) the fact of the holding the closed meeting; and
  - (b) the subsection(s) of the *Municipal Act*, which authorizes each item to be considered at the closed session.
- (4) Once in a closed session, no item may be added to the agenda for that closed session.
- (5) Subject to subsection (9) below, a meeting shall not be closed to the public during the taking of a vote.
- (6) Despite subsection (8) above, during a closed session, a vote may be taken for a procedural matter or for giving directions or instructions to the council or a committee, officers, employees or agents of the City or persons retained by or under contract with the City.
- (7) Minutes shall be kept of all closed sessions, identifying the members present and absent, and the senior staff present, in the same fashion as those kept for open sessions and shall correspond directly to the prepared closed session agenda and shall identify any added items and shall note any direction given pursuant to subsection (9) above.
- (8) No member of the council shall distribute any reports or items, or disclose the nature or content of discussions regarding any matters that are part of

a closed session agenda without the prior approval of the council or committee.

- (12) (a) The council or a committee, rather than moving into a closed session, may simply acknowledge the items, without full discussion, on a closed session agenda, and may give direction in accordance with a recommendation included in a report on a closed session agenda, without moving into closed session.
- (b) When the option in subsection (a) above has been exercised, the record will include a “Note to File” that will indicate the steps taken.
- (13) For discussion of items regarding confidential matters related to an individual employee during a closed session, the Chief Administrative Officer will designate which staff members may be present and the Chief Administrative Officer may, if appropriate, be the designate of the Clerk for that portion of the closed session.
- (14) The Clerk may require that copies of any reports or documents circulated at a closed session regarding confidential matters related to an individual employee shall be collected by the Clerk and destroyed.
- (15) The Clerk shall be responsible to maintain a confidential copy of all agendas and minutes of closed sessions.
- (16) (a) Any request from a person for an investigation into whether a Council or Committee meeting or part of a meeting, was closed to the public contrary to the *Municipal Act, 2001*, shall be referred by the Clerk to the Investigator appointed by Council for that purpose;
- (b) Should the Investigator report a meeting, or part thereof, has been, in their opinion, closed to the public contrary to the *Municipal Act, 2001*, the Council shall pass a resolution stating how the report shall be addressed.

**Extract from Municipal Act, 2001**

**MEETINGS**

**Meetings open to public**

**239** (1) Except as provided in this section, all meetings shall be open to the public. 2001, c. 25, s. 239 (1).

**Exceptions**

(2) A meeting or part of a meeting may be closed to the public if the subject matter being considered is,

- (a) the security of the property of the municipality or local board;
- (b) personal matters about an identifiable individual, including municipal or local board employees;
- (c) a proposed or pending acquisition or disposition of land by the municipality or local board;
- (d) labour relations or employee negotiations;
- (e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
- (g) a matter in respect of which a council, board, committee or other body may hold a closed meeting under another Act;
- (h) information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them;
- (i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization;
- (j) a trade secret or scientific, technical, commercial or financial information that belongs to the municipality or local board and has monetary value or potential monetary value; or
- (k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board. 2001, c. 25, s. 239 (2); 2017, c. 10, Sched. 1, s. 26.

**Other criteria**

(3) A meeting or part of a meeting shall be closed to the public if the subject matter being considered is,

- (a) a request under the *Municipal Freedom of Information and Protection of Privacy Act*, if the council, board, commission or other body is the head of an institution for the purposes of that Act; or
- (b) an ongoing investigation respecting the municipality, a local board or a municipally-controlled corporation by the Ombudsman appointed under the *Ombudsman Act*, an Ombudsman referred to in subsection 223.13 (1) of this Act, or the investigator referred to in subsection 239.2 (1). 2014, c. 13, Sched. 9, s. 22.

#### **Educational or training sessions**

(3.1) A meeting of a council or local board or of a committee of either of them may be closed to the public if the following conditions are both satisfied:

- 1. The meeting is held for the purpose of educating or training the members.
- 2. At the meeting, no member discusses or otherwise deals with any matter in a way that materially advances the business or decision-making of the council, local board or committee. 2006, c. 32, Sched. A, s. 103 (1).

#### **Resolution**

(4) Before holding a meeting or part of a meeting that is to be closed to the public, a municipality or local board or committee of either of them shall state by resolution,

- (a) the fact of the holding of the closed meeting and the general nature of the matter to be considered at the closed meeting; or
- (b) in the case of a meeting under subsection (3.1), the fact of the holding of the closed meeting, the general nature of its subject-matter and that it is to be closed under that subsection. 2001, c. 25, s. 239 (4); 2006, c. 32, Sched. A, s. 103 (2).

#### **Open meeting**

(5) Subject to subsection (6), a meeting shall not be closed to the public during the taking of a vote. 2001, c. 25, s. 239 (5).

#### **Exception**

(6) Despite section 244, a meeting may be closed to the public during a vote if,

- (a) subsection (2) or (3) permits or requires the meeting to be closed to the public; and

- (b) the vote is for a procedural matter or for giving directions or instructions to officers, employees or agents of the municipality, local board or committee of either of them or persons retained by or under a contract with the municipality or local board. 2001, c. 25, s. 239 (6).

#### **Record of meeting**

(7) A municipality or local board or a committee of either of them shall record without note or comment all resolutions, decisions and other proceedings at a meeting of the body, whether it is closed to the public or not. 2006, c. 32, Sched. A, s. 103 (3).

#### **Same**

(8) The record required by subsection (7) shall be made by,

- (a) the clerk, in the case of a meeting of council; or
- (b) the appropriate officer, in the case of a meeting of a local board or committee. 2006, c. 32, Sched. A, s. 103 (3).

#### **Record may be disclosed**

(9) Clause 6 (1) (b) of the *Municipal Freedom of Information and Protection of Privacy Act* does not apply to a record of a meeting closed under subsection (3.1). 2006, c. 32, Sched. A, s. 103 (3).

#### **Section Amendments with date in force (d/m/y)**

##### **Investigation**

**239.1** A person may request that an investigation of whether a municipality or local board has complied with section 239 or a procedure by-law under subsection 238 (2) in respect of a meeting or part of a meeting that was closed to the public be undertaken,

- (a) by an investigator referred to in subsection 239.2 (1); or
- (b) by the Ombudsman appointed under the *Ombudsman Act*, if the municipality has not appointed an investigator referred to in subsection 239.2 (1). 2006, c. 32, Sched. A, s. 104.

#### **Section Amendments with date in force (d/m/y)**

##### **Investigator**

**239.2** (1) Without limiting sections 9, 10 and 11, those sections authorize the municipality to appoint an investigator who has the function to investigate in an independent manner, on a complaint made to him or her by any person, whether the municipality or a local board has complied with section 239 or a procedure by-law under



subsection 238 (2) in respect of a meeting or part of a meeting that was closed to the public, and to report on the investigation. 2006, c. 32, Sched. A, s. 104.

**Powers and duties**

(2) Subject to this section, in carrying out his or her functions under subsection (1), the investigator may exercise such powers and shall perform such duties as may be assigned to him or her by the municipality. 2006, c. 32, Sched. A, s. 104.

**Matters to which municipality is to have regard**

(3) In appointing an investigator and in assigning powers and duties to him or her, the municipality shall have regard to, among other matters, the importance of the matters listed in subsection (5). 2006, c. 32, Sched. A, s. 104.

**Same, investigator**

(4) In carrying out his or her functions under subsection (1), the investigator shall have regard to, among other matters, the importance of the matters listed in subsection (5). 2006, c. 32, Sched. A, s. 104.

**Same**

(5) The matters referred to in subsections (3) and (4) are,

- (a) the investigator's independence and impartiality;
- (b) confidentiality with respect to the investigator's activities; and
- (c) the credibility of the investigator's investigative process. 2006, c. 32, Sched. A, s. 104.

**Delegation**

(6) An investigator may delegate in writing to any person, other than a member of council, any of the investigator's powers and duties under this Part. 2006, c. 32, Sched. A, s. 104.

**Same**

(7) An investigator may continue to exercise the delegated powers and duties, despite the delegation. 2006, c. 32, Sched. A, s. 104.

**Status**

(8) An investigator is not required to be a municipal employee. 2006, c. 32, Sched. A, s. 104.

### **Application**

(9) Subsection 223.13 (6) and sections 223.14 to 223.18 apply with necessary modifications with respect to the exercise of functions described in this section. 2006, c. 32, Sched. A, s. 104.

### **Report and recommendations**

(10) If, after making an investigation, the investigator is of the opinion that the meeting or part of the meeting that was the subject-matter of the investigation appears to have been closed to the public contrary to section 239 or to a procedure by-law under subsection 238 (2), the investigator shall report his or her opinion and the reasons for it to the municipality or local board, as the case may be, and may make such recommendations as he or she thinks fit. 2006, c. 32, Sched. A, s. 104.

### **Publication of reports**

(11) The municipality or local board shall ensure that reports received under subsection (10) by the municipality or local board, as the case may be, are made available to the public. 2006, c. 32, Sched. A, s. 104.

### **Requirement to pass resolution re report**

(12) If a municipality or a local board receives a report from a person referred to in clause 239.1 (a) or (b) reporting his or her opinion, and the reasons for it, that a meeting or part of a meeting that was the subject-matter of an investigation by that person appears to have been closed to the public contrary to section 239 or to a procedure by-law under subsection 238 (2), the municipality or the local board, as the case may be, shall pass a resolution stating how it intends to address the report. 2017, c. 10, Sched. 1, s. 27.

## Benchmarking Comparable Municipal Practices for Access to Closed Session Agendas and Meetings by Mayor/Chair Chief of Staff and Councillor Staff

Note –survey of municipal clerks completed during January 2021.

Municipality	Do you distribute your <b>closed session agenda package to the Chair/Mayor's Chief of Staff</b> or anyone else in that office?	Do you allow the <b>Chair/Mayor's Chief of Staff</b> to attend closed session?	Do you distribute your <b>closed session agenda package to the Councillors' staff</b> ?	Do you allow <b>Councillors' staff</b> to attend closed session?	Notes
Brampton	Yes, only to the Mayor's Chief of Staff	Yes, by Council Resolution	No	No	
Barrie	No, only the Mayor receives a closed session meeting package.	No	Councillors do not have separate staff	n/a	
Waterloo	Agenda access open to CAO EA, Mayor & Council office AA and constituency Assistant. Not supporting materials, just agenda.	Not currently.	No	No	
Guelph	N/A – No Chief of Staff position exists and closed agendas are not shared with staff in the Mayor's Office.	N/A	N/A	N/A	
Region of Waterloo	Yes, only to the Chair's Chief of Staff	Yes	No	No	
Toronto	Yes, to several of the Mayor's staff, as requested and authorized by the Mayor.  Committee chairs are treated as regular Members as noted.	Yes, on the grounds that the Mayor's staff assist him in his role as CEO; based on a ruling made by the Speaker.	If requested and authorized by the Member in writing and after both the Member and staff member make written undertakings (by email).	No	
Hamilton	Yes, only to the Mayor's Chief of Staff	Yes	No	No	
Vaughan	Yes.	No	Currently, emailing the agendas to the Councillors, which is accessible by their staff	No	Personal/HR closed session matters are not distributed through a written report but are presented verbally at the closed session.
Thunder Bay	No	No	No. Delivered to councillor's homes directly via courier.	No	
Region of Peel	No	Yes. Council voted last term to allow the Chair's Chief of Staff to attend the closed session meetings.	No	No	
Kitchener	No	No.	No	No	
Greater Sudbury	Yes for the Mayor's Chief of Staff	Yes	No	No	
Brantford	No.	No	No.	No	
Mississauga	The agenda is only sent to the Mayor with a cc to the Chief of Staff.	Very infrequently, depending on subject matter	The closed session reports are sent to the Councillor, which is accessible by their staff	No	
Caledon	No	No	No	No	
Ottawa	Yes, only to the Mayor's Chief of Staff		No. Some Councillor staff may have access with permission of the Councillor.	No	Many highly sensitive in camera matters including personal/HR matters are only presented at the closed session verbally or by presentation

**Date:** 2021-03-24

**Subject:** HR Policy Modernization: Updates to Occupational Health and Safety, Respectful Workplace, and Workplace Violence Prevention Policies

**Contact:** Sandeep Aujla, Director, Human Resources Division

**Report Number:** Corporate Support Services-2021-332

**Recommendations:**

1. That the report from Sandeep Aujla, Director, Human Resources Division, Corporate Support Services, dated January 25, 2021, to the Committee of Council of February 03, 2021, re: **HR Policy Modernization: Updates to Occupational Health and Safety, Respectful Workplace, and Workplace Violence Prevention Policies**, be received;
2. That the updated, Occupational Health and Safety, Respectful Workplace and Workplace Violence Prevention policies, as set out in Appendix A, Appendix B, and Appendix C, respectively, to the subject report be approved;
3. That staff be authorized to implement and administer the policies; and
4. That the Occupational Health and Safety, Respectful Workplace and Workplace Violence Prevention policies, C424-2019, CW470-2019, dated November 20, 2019 be rescinded.

**Overview:**

- The annual review of the Occupational Health and Safety, Respectful Workplace and Workplace Violence Prevention policies ensures compliance with the *Occupational Health and Safety Act* (OHSA) and provides the opportunity to incorporate feedback from workplace parties and subject matter experts into updated versions.
- All three (3) policies have been updated and continue to demonstrate the City's commitment to a culture of safety and civility, and a workplace free of harassment and violence.

## **Background:**

The Occupational Health and Safety, Respectful Workplace, Workplace Violence Prevention policies were reviewed and approved by Council in 2019 (C424-2019, CW470-2019). These policies set out roles and responsibilities that:

- Establish the internal responsibility system – a partnered approach between the City, leaders and employees to ensure a safe and healthy workplace;
- Address *Ontario Human Rights Code* harassment and discrimination, OHSA workplace harassment provisions and OHSA provisions relating to sexual harassment; and
- Prevent workplace violence and to ensure the protection of employees.

These policies demonstrate the City of Brampton's commitment to a psychologically and physically safe and healthy work environment, a workplace free of violence and harassment, and regulatory compliance for a safe and healthy workplace.

The *Occupational Health and Safety Act* (OHSA) requires the City of Brampton to review and maintain these policies annually, and the policies are supported by Standard Operating Procedures and programs.

## **Current Situation:**

The Occupational Health and Safety, Respectful Workplace and Workplace Violence policies provide the cornerstones for health and safety at the City.

Building on the work from 2019, and as part of modernizing Human Resources' policies, all three policies have been updated (as attached to the subject report) based on consultation with the Corporate Leadership Team, Joint Health and Safety Committees (JHSCs), and Corporate Policy Team.

Key changes to the policies:

- Included essential annual review of the policies by employees;
- Updated definition of workplace to reflect applicability of policies when working remotely;
- Added requirement to ensure employees area is able to access digitized versions of the policies; and

Required posting of the Respectful Workplace Statement of Commitment in areas accessible to the public.

## **Corporate Implications:**

### Financial Implications:

There are no new financial implications associated with implementation and administration of the policies, including training programs to support the policies. Training costs are borne through the training budget in Human Resources and/or the operating department.

### Other Implications:

There are no other implications associated with this report.

**Term of Council Priorities:**

This report supports Brampton being a Well-Run City through continuously improving the day-to-day operations of the City through policy modernization. It also supports Brampton being a Healthy & Safe City through promoting a culture of safety and civility.

People are our focus. It takes people to move the Brampton 2040 Vision, Term of Council Priorities and our City forward. A psychologically and physically safe and healthy work environment enables a diverse, engaged and compassionate workforce that is able to do their best work in serving Brampton's citizens.

**Conclusion:**

The report seeks approval from Council on the Occupational Health and Safety, Respectful Workplace, and Workplace Violence Prevention policies to demonstrate the City's commitment to fostering a healthy workplace through a culture of safety and civility, and a workplace that is free from violence and harassment. In light of the global pandemic, even more critical than ever is keeping employees safe and healthy – this is part of the City of Brampton's plan to invest in our people, and to ensure safer workplaces today and in the future.

Authored by:

Reviewed by:

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Omair Shahzad  
Senior Manager, Talent and Organization  
Development

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Sandeep Aujla  
Director, Human Resources  
[Manager/Director]

Approved by:

Submitted by:

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Michael Davidson  
Commissioner, Corporate Support  
Services

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David Barrick  
Chief Administrative Officer

**Attachments:**

Occupational Health and Safety Policy  
Respectful Workplace Policy  
Workplace Violence Prevention Policy



## Council Policy

Category: Human Resources

**Title:** Occupational Health and Safety Policy.docx

Policy Number: HRM-110

Approved by: [Committee Recommendation #], [Council Resolution #]

Administered by: Human Resources

Effective: XX, XX, 2021

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### 1. Background

The City is committed to creating a work environment where all Employees actively play a vital role in their safety, health and well-being through prevention and continuous improvement.

This Policy is supported by accompanying Standard Operating Procedures and should be read in conjunction with the Respectful Workplace and Workplace Violence Prevention policies, and the Employee Code of Conduct – which is about our values, principles and standards of behaviour that govern our actions.

### 2. Purpose

The purpose of this Policy is to:

- a) Make certain there is a strong system and processes for successfully managing health and safety at the City;
- b) Outline the requirements of acceptable behaviours and actions for a work environment that is physically and psychologically safe and healthy; and,

- c) Comply with the *Occupational Health and Safety Act* and applicable Regulations.

### **3. Application and Scope**

This Policy applies to:

- Employees (including but not limited to service contractors, students and volunteers); and
- Members of Council.

### **4. Outcomes**

- 4.1 A work environment that is both physically and psychologically safe and healthy for all Employees.
- 4.2 A culture of managing risks well to prevent illness or injury and shows continuous improvement in safety performance.
- 4.3 A culture of compliance where the City and Employees meet the requirements of the *Occupational Health and Safety Act* and applicable Regulations.

### **5. Principles**

#### **5.1 Safety Culture**

A Safety Culture means that Employees have the right to a safe and healthy work environment. In an organization with a positive health and safety mindset, Employees share common values, attitudes, perceptions, and practices that affect behaviour, and put health and safety first.

#### **5.2 Strong and Active Leadership**

Supervisors take an active role to demonstrate that they take health and safety seriously, and embed health and safety in every aspect of the Workplace. Strong leadership and a firm commitment to continuously improving health and safety performance are the foundations of a strong safety culture.

#### **5.3 Internal Responsibility System**

Supervisors and Employees have a direct responsibility for health and safety as an essential part of their job. Each individual takes initiative on health and safety issues and works collaboratively to solve problems and make improvements on an ongoing basis.

## **6. Policy Statements**

6.1 The City is committed to working in collaboration with its Workplace Parties to create a physically and psychologically safe and healthy work environment. This is achieved by complying with the *Occupational Health and Safety Act* and applicable Regulations, and:

- 6.1.1 Developing, maintaining and promoting relevant policies, standard operating procedures, programs and guidelines;
- 6.1.2 Ensuring Supervisors are Competent Persons;
- 6.1.3 Proactively managing risks to prevent Workplace injury, illness or loss to Employees, contractors, suppliers, volunteers, and the public;
- 6.1.4 Providing education, training and competency evaluations to ensure Employees understand and meet their health and safety responsibilities;
- 6.1.5 Affording Joint Health and Safety Committees assistance in performing their functions and ongoing, timely, two-way communication with them for matters impacting the health and safety of Employees; and,
- 6.1.6 Measuring and monitoring progress through audits, inspections, investigations and evaluations.

## **7. Roles and Responsibilities**

### **7.1 Senior Leaders**

- a) Ensure an Occupational Health and Safety Policy is in place and reviewed at least once, annually, and a program is in place to implement this Policy;
- b) Appoint Supervisors who are Competent Persons and ensure they are held accountable for complying with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials;
- c) Provide the resources to develop, implement and support this Policy and accompanying materials; and,

- d) Comply with section 7.2 Roles and Responsibilities for Supervisors.

## 7.2 Supervisors

- a) Lead by creating and maintaining a safe and healthy Workplace while being a role model for others;
- b) Understand and comply with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials;
- c) Post this Policy in a visible location in the Workplace and ensure Employees are able to locate this Policy in the workplace and digital location;
- d) Ensure Employee awareness of, training, and monitor and enforce compliance with the *Occupational Health and Safety Act*, applicable Regulations, this Policy and accompanying materials;
- e) Require Employees to review this Policy at least once annually;
- f) Provide information, written instruction as needed, training, and supervision to protect Employees;
- g) Identify, assess, communicate and control hazards specific to the work performed;
- h) Advise Employees of any potential or actual danger to their safety or health of which the Supervisor is aware;
- i) Ensure that Employees wear the necessary equipment, clothing and protective equipment and ensure it is maintained in good condition; and,
- j) Take every precaution reasonable in the circumstances for the protection of Employees.

## 7.3 Employees

- a) Contribute to a safe and healthy work environment through acceptable behaviours and actions;
- b) Understand, participate in training, and work in compliance with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials,
- c) Review this Policy at least once annually;
- d) Use or wear the equipment, protective devices or clothing required by their Supervisor;
- e) Work and act in a way that will not endanger themselves or anyone else;

- f) Report hazards or any contraventions of the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials to their Supervisor;
- g) Report all Workplace Incidents immediately to their Supervisor; and,
- h) Not remove or make ineffective any protective device required by law and accompanying materials.

#### 7.4 Human Resources

- a) Prepare, maintain and facilitate the review of this Policy at least once, annually;
- b) Develop and maintain a program to implement this Policy in consultation with Workplace Parties, and review the program as often as necessary; and,
- c) Provide support and guidance to Supervisors and Employees to ensure compliance with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials.

### 8. Monitoring and Compliance

- a) Supervisors must monitor their Employees' compliance with the Policy on an ongoing basis.
- b) Operating departments must keep Records to verify compliance with the Policy in the event of periodic reviews by Human Resources.
- c) The Policy must be reviewed at least once, annually by Senior Leaders to ensure its effectiveness and to comply with legislation.

#### 8.1 Consequences of non-compliance

- 8.1.1 Any Employee, who violates this Policy, may be subject to regulatory action and immediate corrective action which may include termination of employment or other action as appropriate.

#### 8.2 Alternate Approach

Circumstances may exist where the provisions of this Policy may not apply or may require an alternate course of action. In these circumstances, written approval from

the Chief Administrative Officer and Director, Human Resources is required prior to any alternate action.

## **9. Definitions**

- 9.1 'Competent Person' means a person who,
- a) is qualified because of knowledge, training and experience to organize the work and its performance,
  - b) is familiar with the *Occupational Health and Safety Act* and applicable Regulations that apply to the work; and,
  - c) has knowledge of any potential or actual danger to health or safety in the Workplace.
- 9.2 'Employee' means any of the following:
- a) a person who performs work or supplies services for monetary compensation;
  - b) a secondary school student who performs work or supplies services for no monetary compensation under a work experience program authorized by the school board that operates the school in which the student is enrolled;
  - c) a person who performs work or supplies services for no monetary compensation under a program approved by a college of applied arts and technology, university, private career college or other post-secondary institution; or,
  - d) such other persons as may be prescribed who perform work or supply services to an employer for no monetary compensation.
- 9.3 'Incident' means an undesired event which could or does result in injury, illness, or damage to people, equipment, or the work environment. It includes the following:
- Fatality
  - Critical Injury
  - Disabling Injury
  - Serious Injury (Refer to department - JHSC Terms of Reference)
  - Occupational Illness
  - Workplace Violence
  - First Aid Injury
  - Property Damage

- Near Miss (is an event that did not result in injury, illness, or damage)
- 9.4 'Joint Health and Safety Committee' means a committee of employee and supervisory representatives who are mutually committed to improving health and safety conditions in the workplace. Committees meet on a regular basis to identify potential health and safety issues and bring them to the employer's attention, and conduct workplace inspections monthly.
- 9.5 'Member of Council' refers to any elected or appointed official on Council, including the Mayor.
- 9.6 'Record' means records that document business transactions, decisions and activities, such as investigation notes, training records, etc.
- 9.7 'Senior Leader' means the Chief Administrative Officer, Commissioners and Department Heads.
- 9.8 'Supervisor' means a person who has charge of a Workplace or authority over an Employee and can include, but is not limited to, Member of Council, Senior Leaders, Directors, Managers, Supervisors and Forepersons.
- 9.9 'Workplace' means any land, premises, location or thing at, upon, in or near which an employee works and may include but is not limited to:
- physical, telephone, social media, e-mail and any other electronic and virtual City work environments;
  - working remotely;
  - locations visited by Employees while travelling on City related business; or,
  - locations of work-based social gatherings, training, and conference or travel.
- 9.10 'Workplace Parties' means Supervisors, Employees, Joint Health and Safety Committees, unions and associations, service contractors, students and volunteers.



## 10. References and Resources

This Policy should be read and applied in conjunction with the following references and resources as updated from time to time. Please note that some of the following documents may not be publicly available.

### External references

- [Occupational Health and Safety Act](#)
- [O. Reg. 381/15 Noise](#)
- [O. Reg. 297/13 Occupational Health And Safety Awareness And Training](#)
- [O. Reg. 490/09 Designated Substances](#)
- [O. Reg. 474/07 Needle Safety](#)
- [O. Reg. 632/05 Confined Spaces](#)
- [O. Reg. 278/05 Designated Substance - Asbestos On Construction Projects And In Buildings And Repair Operations](#)
- [O. Reg. 385/96 Joint Health And Safety Committees - Exemption From Requirements](#)
- [O. Reg. 714/94 Firefighters - Protective Equipment](#)
- [O. Reg. 213/91 Construction Projects](#)
- [R.R.O. 1990, Reg. 860 Workplace Hazardous Materials Information System \(WHMIS\)](#)
- [R.R.O. 1990, Reg. 851 Industrial Establishments](#)
- [R.R.O. 1990, Reg. 833 Control Of Exposure To Biological Or Chemical Agents](#)

### References to related bylaws, Council policies, and administrative directives

- Workplace Prevention Violence Policy
- Respectful Workplace Policy
- [Code of Conduct for Members of Council](#)
- [Employee Code of Conduct](#)

### References to related corporate-wide SOPs, forms, and resources

- [Supervisor's Report of Employee Accident Form](#)
- [Confined Space Entry](#)
- [Eye Protection](#)
- [First Aid](#)
- [Head Protection](#)

- [Hot Work](#)
- [Incident Notification and Investigation](#)
- [Locates](#)
- [Lockout/Tagout](#)
- [Machine Guarding](#)
- [Multi-Workplace Joint Health and Safety Committee Terms of Reference](#)
- [Pre-Start Health and Safety Review](#)
- [Protective Footwear](#)
- [Refusing Unsafe Work](#)
- [Reporting and Resolving Health and Safety Hazards](#)
- [Smoke-Free Workplace](#)
- [Trenching and Excavating](#)
- [WHMIS](#)
- [Workplace Inspections](#)

## Revision History

Date	Description
2018/05/30	Approved; Replaces Corporate Health and Safety Policy (12.1.1)
2019/11/20	Scheduled Review. Revisions made to make the policy easier to understand and emphasize joint responsibility in the workplace and clarify responsibilities. Amendments approved by Council Resolution No. CW470-2019, C424-2019.
2021/03/24	Scheduled Review. Administrative amendments made to the policy. Amendments approved by Council Resolution No. _____

Category: Human Resources

**Title:** Respectful Workplace Policy.docx Policy

Policy Number: HRM-150

Approved by: [Committee Recommendation #], [Council Resolution #]

Administered by: Human Resources

Effective: XX, XX, 2021

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## 1. Background

The City is committed to promoting a vibrant, healthy, safe and compassionate work environment where everyone is treated fairly, with respect, Civility, and is free from Harassment or Discrimination.

This Policy is supported by the accompanying Preventing and Addressing Harassment and Discrimination Standard Operating Procedure and should be read in conjunction with the Occupational Health and Safety and Workplace Violence Prevention Policies and the Employee Code of Conduct – which is about our values, principles and standards of behaviour that govern our actions.

## 2. Purpose

The purpose of this Policy is to:

- a) Define the behaviours that are expected of all City Employees in support of a physically and psychologically safe and healthy work environment; and,
- b) Comply with the City's legislative responsibilities under the Ontario *Human Rights Code*, *Accessibility for Ontarians with Disabilities Act*, and the *Occupational Health and Safety Act* respecting Harassment and Discrimination.

### **3. Application and Scope**

This Policy applies to:

- Employees (including but not limited to service contractors, students and volunteers);
- Members of Council;
- Vendors and suppliers; and,
- Members of the public (including citizen members of committees).

#### **3.1 Exceptions**

Workplace Harassment should not be confused with Workplace interactions that are legitimate and reasonable in day-to-day work, including but not limited to:

- Actions to correct performance deficiencies;
- Imposing remedies for Workplace infractions, including discipline; or,
- Difference of opinion or difference in perspective on how the work may be organized, performed or improved and where there is no immediate risk of harm or injury.

### **4. Outcomes**

- 4.1 Establish and maintain a physically and psychologically safe and healthy work environment free from Harassment and Discrimination for all individuals.
- 4.2 Workplaces where all individuals are treated with respect, Civility and dignity, in an inclusive, diverse and safe work environment.
- 4.3 Workplaces which are marked by positive experiences championing customer service in a safe and respectful manner.
- 4.4 The City and Employees will comply with the Ontario *Human Rights Code*, *Accessibility for Ontarians with Disability Act*, and the *Occupational Health and Safety Act*, with respect to Harassment and Discrimination.

## **5. Principles**

### **5.1 Respect and Civility**

All individuals have the right to work or access services in a positive, healthy, safe and respectful environment. This means that differences in perspective are acknowledged and valued and communications and actions are civil. Respect and Civility are based on showing esteem, dignity, care and compassion for others.

### **5.2 Shared Responsibility**

It is a shared responsibility among all individuals to create a culture where everyone is treated fairly, and with compassion, where differences are acknowledged and valued and where communications and actions are civil.

### **5.3 Zero Tolerance**

Workplace Harassment or Discrimination in any form from any individual will not be tolerated, condoned, or ignored.

## **6. Policy Statements**

6.1 The City is committed to work in collaboration with its Workplace Parties and members of the public to create a Respectful Workplace. This is achieved by complying with Ontario *Human Rights Code*, *Accessibility for Ontarians with Disabilities Act*, and *Occupational Health and Safety Act*, and:

- 6.1.1 Establishing and communicating expectations and behaviours in Policy and Statement of Commitment considered appropriate and inappropriate in City Workplaces and in the delivery of / or access to City services;
- 6.1.2 Preventing Harassment and Discrimination by actively recognizing and valuing diversity and inclusion, learning conflict resolution and providing essential training for Employees; and,
- 6.1.3 Addressing inappropriate behaviour wherever the City business is being conducted including early identification and taking corrective actions, as necessary.

6.2 Employees will report incidents or complaints of Workplace Harassment and Discrimination to their Supervisor, Human Resources, or any member of management promptly. Where the incident or complaint involves the Employee's Supervisor, the matter may be reported to the next level of management, Human

Resources, or any member of management in accordance with their responsibilities.

- 6.3 When a complaint is made to anyone other than Human Resources, the supervisor or the member of management will promptly advise Human Resources of the complaint.
- 6.4 Supervisors, Human Resources, or any member of management will promptly address, investigate and deal with incidents or complaints to ensure measures and procedures are taken to protect Employees from Harassment and Discrimination in accordance with their responsibilities.
- 6.5 Confidentiality will be maintained wherever possible. Out of respect for Workplace Parties involved, it is essential that the Workplace Parties involved in a complaint or investigation, maintain confidentiality throughout the process. Information may need to be disclosed to protect employees, to investigate the incident or complaint, to take corrective action, or otherwise required by law.
- 6.6 All individuals have the right to report or act as a witness, in good faith, incidents or complaints of Harassment or Discrimination without fear of Reprisal. Where it is confirmed that an incident of substantiated Harassment or Discrimination behaviour has occurred, corrective action taken will not be considered a Reprisal.
- 6.7 The City recognizes that involvement in Harassment or Discrimination incidents or complaints may be stressful and emotionally upsetting. All affected individuals are encouraged to seek counselling or rehabilitation from the following support systems:
  - 6.7.1 Employee and Family Assistance Program; and,
  - 6.7.2 Peer Support Network, where available.

## **7. Roles and Responsibilities**

### **7.1 Senior Leaders**

- a) Ensure a Respectful Workplace Policy is in place and reviewed at least once, annually, and a program is in place to implement this Policy; and,
- b) Comply with section 7.2 Roles and Responsibilities for Supervisors if incidents were reported by direct reports.

## 7.2 Supervisors

- a) Lead by creating and maintaining a positive and Respectful Workplace while being a role model for others;
- b) Be aware of what constitutes Harassment and Discrimination and the procedures in place for dealing with incidents or complaints;
- c) Post this Policy in a visible location in the Workplace and ensure Employees are able to locate this Policy in the workplace and digital location;
- d) Post the Statement of Commitment in areas that are accessible to members of the public;
- e) Ensure Employee awareness of, training, and monitor and enforce compliance with this Policy and accompanying program;
- f) Require Employees to review this Policy at least once annually;
- g) In collaboration with Human Resources, support all Workplace Parties involved in resolving incidents or complaints;
- h) In collaboration with Human Resources, facilitate informal resolutions and mediations, as required;
- i) Act immediately on observations or allegations of Harassment or Discrimination;
- j) Document incidents or complaints reported by the Complainant, or are known or witnessed;
- k) Report all incidents or complaints to Human Resources promptly, who will provide support for the intake, tracking, and processing of inquiries, complaints, and investigations;
- l) Address incidents or complaints, collaborate with Human Resources to determine who will investigate further;
- j) In collaboration with Human Resources, determine appropriate corrective action to address the incident or complaint;
- k) Inform the Complainant and Respondent of investigation findings and appropriate action taken, as required;
- l) Not disclose information provided about the incident or complaint except as necessary to protect the Complainant, to participate in the investigation (as required), to take corrective action, or otherwise required by law;
- m) Take no reprisal against a person as a result of reporting an incident or complaint or for providing information; and,
- n) Monitor situations where Harassment or Discrimination has occurred to ensure that it has stopped.

## 7.3 Employees

- a) Create and maintain a positive and Respectful Workplace while being a role model for others;



- b) Ensure behaviour is respectful and appropriate at all times;
- c) Accept responsibility for any actions, reactions, behaviours and impact on others;
- d) Understand, participate in training, comply with this Policy and the accompanying program;
- e) Review this Policy at least once annually;
- f) Report experienced or witnessed incidents or complaints to their Supervisor, Human Resources or any member of management;
- g) Where the incident or complaint involves their Supervisor, report the matter to the next level of management, Human Resources, or any member of management;
- h) Document details of Harassment or Discrimination that are experienced or witnessed; and,
- i) Cooperate with investigations of incidents or complaints.

#### 7.4 Human Resources

- a) Prepare, maintain and facilitate the review of this Policy at least once, annually;
- b) Develop and maintain a program to implement this Policy in consultation with Workplace Parties, and review the program as often as necessary;
- c) Receive all incidents or complaints of Harassment and Discrimination, and support the appropriate party to address and / or investigate, if required;
- d) Facilitate informal resolutions, mediations, and investigations, as required;
- e) Engage the Harassment / Discrimination Response Team to identify corrective actions for the consistent resolution of incidents or complaints;
- f) Inform the Complainant and Respondent, in writing, of the outcome of the investigation and the corrective action, if any, that has been / will be taken as a result of the investigation; and,
- g) Offer Respectful Workplace Program training and other requisite training programs (e.g. Workplace investigations), as prescribed by the Ontario *Human Rights Act* and *Occupational Health and Safety Act*.

#### 7.5 Joint Health and Safety Committee

- a) Assist in developing and maintaining the program to implement the Respectful Workplace Policy.

### 8. Monitoring and Compliance

- a) Supervisors must monitor their Employees' compliance with this Policy on an ongoing basis.

- b) Operating departments must keep Records to verify compliance with this Policy in case of periodic reviews by Human Resources.
- c) The Policy and the accompanying program must be reviewed at least once, annually by Senior Leaders to ensure its effectiveness and to comply with legislation.

## 8.1 Consequences of non-compliance

8.1.1 Any Employee, who violates this Policy, or is found to have launched a complaint that is false, frivolous, or made in bad faith may be subject to corrective action which may include:

- i. termination of employment;
- ii. prohibition from the City property;
- iii. having the incident reported to the Police; and / or,
- iv. other action as appropriate.

8.1.2 Members of the public, visitors to the City facilities or individuals conducting business with the City, are expected to adhere to this Policy. This includes refraining from inappropriate behaviour towards Employees, Members of Council, and persons acting on behalf of the City. If inappropriate behaviour occurs, the City will take appropriate action to ensure a Respectful Workplace. This could include barring the person from the City property, reporting the incident to Police or other actions with vendors or suppliers.

## 8.2 Alternate Approach

Circumstances may exist where the provisions of this Policy may not apply or may require an alternate course of action. In these circumstances, written approval from the Chief Administrative Officer and Director, Human Resources is required prior to any alternate action.

## 9. Definitions

- 9.1 'Civility' means the act of showing regard for others, being considerate in your interactions, and recognizing the inherent value of each individual in the Workplace.
- 9.2 'Complainant' means the individual who is alleging that Harassment or Discrimination has occurred.
- 9.3 'Discrimination' means any form of unequal treatment based on the Ontario *Human Rights Code* protected ground that results in disadvantage, whether imposing extra burdens or denying benefits. It may be intentional or unintentional.

It may involve direct actions that are discriminatory on the surface, or it may involve rules, practices or procedures that appear neutral, but have the effect of disadvantaging certain groups of people. Examples include but not limited to:

- a workplace adopts a rule of not hiring women who wish to start a family
- a workplace instructs staff not to take applications from job seekers from a certain ethnic background
- an Employee is not promoted because of their race.

See [Ontario Human Rights Code Protected Grounds](#) definition for full listing of protected grounds and the City's Respectful Workplace Policy.

9.4 'Employee' means any of the following:

- a) a person who performs work or supplies services for monetary compensation;
- b) a secondary school student who performs work or supplies services for no monetary compensation under a work experience program authorized by the school board that operates the school in which the student is enrolled;
- c) a person who performs work or supplies services for no monetary compensation under a program approved by a college, university, private career college or other post-secondary institution; or,
- d) such other persons as may be prescribed who perform work or supply services to an employer for no monetary compensation.

9.5 'Harassment' means engaging in a course of vexatious comments or conduct that are known or ought reasonably to be known, to be unwelcome. It can involve words or actions that are known or should be known to be offensive, embarrassing, humiliating or demeaning. It can also involve Sexual Harassment (see definition below). Harassment does not include reasonable action taken by an employer or Supervisor relating to the management and direction of Employees or the Workplace. Examples include but not limited to:

- Sexual harassment;
- Persistent following / stalking;
- Persistent verbal abuse or threats;
- Persistently disrupting an individual's work, work space, equipment or interfering with their personal property;
- Jokes, derogatory or dismissive comments;
- Gestures that are insulting or belittling;
- Circulating, displaying written or pictorial material that is offensive or belittling;
- Acts or verbal comments that could psychologically hurt or isolate a person in the workplace, such as: spreading malicious rumours, isolating someone socially or undermining or deliberately impeding a person's work (i.e. bullying);
- Pornography, pin-ups, offensive cartoons; and,

- Taunts or threats directed toward any member of a protected group.

**Note:** Please consult the Workplace Violence Prevention Policy for any incidents which involve the exercise of, or threat of physical force.

- 9.6 'Harassment / Discrimination Response Team' is comprised of but not limited to relevant Supervisor, relevant operating Department Head if required, Human Resources Business Partner, Labour Relations Advisor, Human Resources Director if required, and Chief Administrative Officer if required, to determine the appropriate corrective action.
- 9.7 'Joint Health and Safety Committee' means a committee of Employee and supervisory representatives who are mutually committed to improving health and safety conditions in the workplace. Committees meet on a regular basis to identify potential health and safety issues and bring them to the employer's attention, and conduct workplace inspections monthly.
- 9.8 "Member of Council" refers to any elected or appointed official on Council, including the Mayor.
- 9.9 'Ontario *Human Rights Code protected grounds*' as amended means the prohibition of actions that discriminate or harass people based on one or more of the following:
- Age
  - Ancestry
  - Colour
  - Race
  - Citizenship
  - Ethnic origin
  - Place of origin
  - Creed
  - Disability
  - Family status
  - Marital status (including single status)
  - Gender identity, gender expression
  - Record of offences (in employment only)
  - Sex (including pregnancy and breastfeeding)
  - Sexual Orientation
- 9.10 'Record' includes documented business transactions, decisions, and activities, such as notes, memos, agendas, minutes, training records, etc.
- 9.11 'Reprisal' means any act of retaliation, either direct or indirect. Retaliation can include creating a hostile work environment, harassment, demotion, or dismissal

- 9.12 'Respondent' means the person who is alleged to be responsible for the harassment or discrimination.
- 9.13 'Respectful Workplace' means a positive, safe, and healthy Workplace in which every person is treated with dignity and respect.
- 9.14 'Senior Leader' means the Chief Administrative Officer, Commissioners and Department Heads.
- 9.15 'Sexual Harrassment' means engaging in a course of vexatious comment or conduct against a worker in a Workplace because of sex, sexual orientation, gender identity or gender expression where the course of comment or conduct is known or ought reasonably to be know to be unwelcome. Making sexual solicitation or advance where the person making the solcitation or advance is in a position to confer, grant, or deny benefit or advancement to the worker and the person knows or ought reasonably to know that the solicitation or advance is unwelcome.
- 9.16 'Statement of Commitment' means by which the City of Brampton communicates to the members of the public of the Respectful Workplace Policy and the City's commitment to maintaining a positive, healthy and safe workplace environment where every person is treated with respect and dignity, is able to contribute fully, has equal opportunities, and is free from discrimination, harassment and violence.
- 9.17 'Supervisor' means a person who has charge of a Workplace or authority over an Employee and can include, but is not limited to, Members of Council, Senior Leaders, Directors, Managers, Supervisors or Forepersons.
- 9.18 'Workplace' means any land, premises, location or thing at, upon, in or near which an employee works and may include but is not limited to:
- physical, telephone, social media, e-mail and any other electronic and virtual City work environments;
  - working remotely;
  - locations visited by Employees while travelling on City related business; or,
  - locations of work-based social gatherings, training, and conference or travel.
- 9.19 'Workplace Parties' means Supervisors, Employees, Joint Health and Safety Committees, unions and associations, service contractors, students and volunteers.

## 10. References and Resources

This Policy should be read and applied in conjunction with the following references and resources as updated from time to time. Please note that some of the following documents may not be publicly available.

### External references

- [Occupational Health and Safety Act](#)
- [Ontario Human Rights Code](#)
- [Accessibility for Ontarians with Disability Act \(AODA\)](#)

### References to related bylaws, Council policies, and administrative directives

- [Code of Conduct for Members of Council](#)
- [Council Handbook](#)
- [Council-Staff Relations Policy](#)
- [Employee Code of Conduct](#)
- [Gender Identity and Expression Protocol](#)
- Occupational Health and Safety Policy
- Workplace Violence Prevention Policy
- [Non-Statutory Religious Observances](#)

### References to related corporate-wide procedures, forms, and resources

- Preventing and Addressing Harassment and Discrimination Standard Operating Procedure
- [Multi-Workplace Joint Health and Safety Committee Terms of Reference](#)

## Revision History

Date	Description
2017/05/17	Amended by Council Resolution No. CW174-2017, C124-2017
2019/11/20	Scheduled Review. Replaces Respectful Workplace Policy 1.3.0. Revisions made to standardize content of policy, make the policy easier to understand and emphasize joint responsibility in the workplace and align with Workplace Violence Policy. Amendments approved by Council Resolution No. CW470-2019, C424-2019
2021/01/20	

## Council Policy

Category: Human Resources

**Title:** Workplace Violence Prevention Policy.docx

Policy Number: HRM-110

Approved by: [Committee Recommendation #], [Council Resolution #]

Administered by: Human Resources

Effective: XX, XX, 2021

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### Contents:

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| 1. <a href="#">Background</a>            | 6. <a href="#">Policy Statements</a>          |
| 2. <a href="#">Purpose</a>               | 7. <a href="#">Roles and Responsibilities</a> |
| 3. <a href="#">Application and Scope</a> | 8. <a href="#">Monitoring and Compliance</a>  |
| 4. <a href="#">Outcomes</a>              | 9. <a href="#">Definitions</a>                |
| 5. <a href="#">Principles</a>            | 10. <a href="#">References and Resources</a>  |

### 1. Background

The City is committed to creating a work environment where all Employees actively play a vital role in their safety, health and well-being through prevention and continuous improvement.

This Policy is supported by accompanying Standard Operating Procedures and should be read in conjunction with the Respectful Workplace and Workplace Violence Prevention policies, and the Employee Code of Conduct – which is about our values, principles and standards of behaviour that govern our actions.

### 2. Purpose

The purpose of this Policy is to:

- a) Make certain there is a strong system and processes for successfully managing health and safety at the City;
- b) Outline the requirements of acceptable behaviours and actions for a work environment that is physically and psychologically safe and healthy; and,



- c) Comply with the *Occupational Health and Safety Act* and applicable Regulations.

### **3. Application and Scope**

This Policy applies to:

- Employees (including but not limited to service contractors, students and volunteers); and
- Members of Council.

### **4. Outcomes**

- 4.1 A work environment that is both physically and psychologically safe and healthy for all Employees.
- 4.2 A culture of managing risks well to prevent illness or injury and shows continuous improvement in safety performance.
- 4.3 A culture of compliance where the City and Employees meet the requirements of the *Occupational Health and Safety Act* and applicable Regulations.

### **5. Principles**

#### **5.1 Safety Culture**

A Safety Culture means that Employees have the right to a safe and healthy work environment. In an organization with a positive health and safety mindset, Employees share common values, attitudes, perceptions, and practices that affect behaviour, and put health and safety first.

#### **5.2 Strong and Active Leadership**

Supervisors take an active role to demonstrate that they take health and safety seriously, and embed health and safety in every aspect of the Workplace. Strong leadership and a firm commitment to continuously improving health and safety performance are the foundations of a strong safety culture.

#### **5.3 Internal Responsibility System**

Supervisors and Employees have a direct responsibility for health and safety as an essential part of their job. Each individual takes initiative on health and safety issues and works collaboratively to solve problems and make improvements on an ongoing basis.

## **6. Policy Statements**

6.1 The City is committed to working in collaboration with its Workplace Parties to create a physically and psychologically safe and healthy work environment. This is achieved by complying with the *Occupational Health and Safety Act* and applicable Regulations, and:

- 6.1.1 Developing, maintaining and promoting relevant policies, standard operating procedures, programs and guidelines;
- 6.1.2 Ensuring Supervisors are Competent Persons;
- 6.1.3 Proactively managing risks to prevent Workplace injury, illness or loss to Employees, contractors, suppliers, volunteers, and the public;
- 6.1.4 Providing education, training and competency evaluations to ensure Employees understand and meet their health and safety responsibilities;
- 6.1.5 Affording Joint Health and Safety Committees assistance in performing their functions and ongoing, timely, two-way communication with them for matters impacting the health and safety of Employees; and,
- 6.1.6 Measuring and monitoring progress through audits, inspections, investigations and evaluations.

## **7. Roles and Responsibilities**

### **7.1 Senior Leaders**

- a) Ensure an Occupational Health and Safety Policy is in place and reviewed at least once, annually, and a program is in place to implement this Policy;
- b) Appoint Supervisors who are Competent Persons and ensure they are held accountable for complying with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials;
- c) Provide the resources to develop, implement and support this Policy and accompanying materials; and,

- d) Comply with section 7.2 Roles and Responsibilities for Supervisors.

## 7.2 Supervisors

- a) Lead by creating and maintaining a safe and healthy Workplace while being a role model for others;
- b) Understand and comply with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials;
- c) Post this Policy in a visible location in the Workplace and ensure Employees are able to locate this Policy in the workplace and digital location;
- d) Ensure Employee awareness of, training, and monitor and enforce compliance with the *Occupational Health and Safety Act*, applicable Regulations, this Policy and accompanying materials;
- e) Require Employees to review this Policy at least once annually;
- f) Provide information, written instruction as needed, training, and supervision to protect Employees;
- g) Identify, assess, communicate and control hazards specific to the work performed;
- h) Advise Employees of any potential or actual danger to their safety or health of which the Supervisor is aware;
- i) Ensure that Employees wear the necessary equipment, clothing and protective equipment and ensure it is maintained in good condition; and,
- j) Take every precaution reasonable in the circumstances for the protection of Employees.

## 7.3 Employees

- a) Contribute to a safe and healthy work environment through acceptable behaviours and actions;
- b) Understand, participate in training, and work in compliance with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials,
- c) Review this Policy at least once annually;
- d) Use or wear the equipment, protective devices or clothing required by their Supervisor;
- e) Work and act in a way that will not endanger themselves or anyone else;

- f) Report hazards or any contraventions of the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials to their Supervisor;
- g) Report all Workplace Incidents immediately to their Supervisor; and,
- h) Not remove or make ineffective any protective device required by law and accompanying materials.

#### 7.4 Human Resources

- a) Prepare, maintain and facilitate the review of this Policy at least once, annually;
- b) Develop and maintain a program to implement this Policy in consultation with Workplace Parties, and review the program as often as necessary; and,
- c) Provide support and guidance to Supervisors and Employees to ensure compliance with the *Occupational Health and Safety Act* and applicable Regulations, this Policy and accompanying materials.

### 8. Monitoring and Compliance

- a) Supervisors must monitor their Employees' compliance with the Policy on an ongoing basis.
- b) Operating departments must keep Records to verify compliance with the Policy in the event of periodic reviews by Human Resources.
- c) The Policy must be reviewed at least once, annually by Senior Leaders to ensure its effectiveness and to comply with legislation.

#### 8.1 Consequences of non-compliance

- 8.1.1 Any Employee, who violates this Policy, may be subject to regulatory action and immediate corrective action which may include termination of employment or other action as appropriate.

#### 8.2 Alternate Approach

Circumstances may exist where the provisions of this Policy may not apply or may require an alternate course of action. In these circumstances, written approval from

the Chief Administrative Officer and Director, Human Resources is required prior to any alternate action.

## 9. Definitions

- 9.1 'Competent Person' means a person who,
- a) is qualified because of knowledge, training and experience to organize the work and its performance,
  - b) is familiar with the *Occupational Health and Safety Act* and applicable Regulations that apply to the work; and,
  - c) has knowledge of any potential or actual danger to health or safety in the Workplace.
- 9.2 'Employee' means any of the following:
- a) a person who performs work or supplies services for monetary compensation;
  - b) a secondary school student who performs work or supplies services for no monetary compensation under a work experience program authorized by the school board that operates the school in which the student is enrolled;
  - c) a person who performs work or supplies services for no monetary compensation under a program approved by a college of applied arts and technology, university, private career college or other post-secondary institution; or,
  - d) such other persons as may be prescribed who perform work or supply services to an employer for no monetary compensation.
- 9.3 'Incident' means an undesired event which could or does result in injury, illness, or damage to people, equipment, or the work environment. It includes the following:
- Fatality
  - Critical Injury
  - Disabling Injury
  - Serious Injury (Refer to department - JHSC Terms of Reference)
  - Occupational Illness
  - Workplace Violence
  - First Aid Injury
  - Property Damage

- Near Miss (is an event that did not result in injury, illness, or damage)
- 9.4 'Joint Health and Safety Committee' means a committee of employee and supervisory representatives who are mutually committed to improving health and safety conditions in the workplace. Committees meet on a regular basis to identify potential health and safety issues and bring them to the employer's attention, and conduct workplace inspections monthly.
- 9.5 'Member of Council' refers to any elected or appointed official on Council, including the Mayor.
- 9.6 'Record' means records that document business transactions, decisions and activities, such as investigation notes, training records, etc.
- 9.7 'Senior Leader' means the Chief Administrative Officer, Commissioners and Department Heads.
- 9.8 'Supervisor' means a person who has charge of a Workplace or authority over an Employee and can include, but is not limited to, Member of Council, Senior Leaders, Directors, Managers, Supervisors and Forepersons.
- 9.9 'Workplace' means any land, premises, location or thing at, upon, in or near which an employee works and may include but is not limited to:
- physical, telephone, social media, e-mail and any other electronic and virtual City work environments;
  - working remotely;
  - locations visited by Employees while travelling on City related business; or,
  - locations of work-based social gatherings, training, and conference or travel.
- 9.10 'Workplace Parties' means Supervisors, Employees, Joint Health and Safety Committees, unions and associations, service contractors, students and volunteers.

## 10. References and Resources

This Policy should be read and applied in conjunction with the following references and resources as updated from time to time. Please note that some of the following documents may not be publicly available.

### External references

- [Occupational Health and Safety Act](#)
- [O. Reg. 381/15 Noise](#)
- [O. Reg. 297/13 Occupational Health And Safety Awareness And Training](#)
- [O. Reg. 490/09 Designated Substances](#)
- [O. Reg. 474/07 Needle Safety](#)
- [O. Reg. 632/05 Confined Spaces](#)
- [O. Reg. 278/05 Designated Substance - Asbestos On Construction Projects And In Buildings And Repair Operations](#)
- [O. Reg. 385/96 Joint Health And Safety Committees - Exemption From Requirements](#)
- [O. Reg. 714/94 Firefighters - Protective Equipment](#)
- [O. Reg. 213/91 Construction Projects](#)
- [R.R.O. 1990, Reg. 860 Workplace Hazardous Materials Information System \(WHMIS\)](#)
- [R.R.O. 1990, Reg. 851 Industrial Establishments](#)
- [R.R.O. 1990, Reg. 833 Control Of Exposure To Biological Or Chemical Agents](#)

### References to related bylaws, Council policies, and administrative directives

- Workplace Prevention Violence Policy
- Respectful Workplace Policy
- [Code of Conduct for Members of Council](#)
- [Employee Code of Conduct](#)

### References to related corporate-wide SOPs, forms, and resources

- [Supervisor's Report of Employee Accident Form](#)
- [Confined Space Entry](#)
- [Eye Protection](#)
- [First Aid](#)
- [Head Protection](#)



- [Hot Work](#)
- [Incident Notification and Investigation](#)
- [Locates](#)
- [Lockout/Tagout](#)
- [Machine Guarding](#)
- [Multi-Workplace Joint Health and Safety Committee Terms of Reference](#)
- [Pre-Start Health and Safety Review](#)
- [Protective Footwear](#)
- [Refusing Unsafe Work](#)
- [Reporting and Resolving Health and Safety Hazards](#)
- [Smoke-Free Workplace](#)
- [Trenching and Excavating](#)
- [WHMIS](#)
- [Workplace Inspections](#)

## Revision History

Date	Description
2018/05/30	Approved; Replaces Corporate Health and Safety Policy (12.1.1)
2019/11/20	Scheduled Review. Revisions made to make the policy easier to understand and emphasize joint responsibility in the workplace and clarify responsibilities. Amendments approved by Council Resolution No. CW470-2019, C424-2019.
2021/01/20	Scheduled Review. Administrative amendments made to the policy. Amendments approved by Council Resolution No. _____

**Date:** 2021-02-16

**Subject:** **Site Specific Amendment to the Sign By-Law 399-2002, as amended, Airport/Nevets GP Corporation, 5 Nevets Road – Ward 8**

**Contact:** Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Building Division, 905-874-2092, elizabeth.corazzola@brampton.ca

**Report Number:** Planning, Bld & Ec Dev-2021-247

**Recommendations:**

1. That the report titled: Site Specific Amendment to Sign By-Law 399-2002, Airport/Nevets Storage GP Corporation, 5 Nevets Road – Ward 8, to the City Council Meeting of March 24, 2021, be received; and
2. That a by-law be passed to amend Sign By-law 399-2002, as amended, to permit the proposed site-specific amendment.

**Overview:**

- **An amendment to the Sign By-law has been requested to permit three (3) top storey wall signs each located on separate elevations with an area of 22.67m<sup>2</sup>. Whereas, the Sign By-Law permits wall signage limited to the main floor with a maximum area of 25m<sup>2</sup>, in addition to permitted canopy signs.**
- **The Dymon Self Storage facility is a 4 storey industrial building, located on the south east corner of Airport Road and Nevets Road.**
- **Staff are generally supportive of the proposed site specific amendment and recommend approval, as the sign is similar to the signage permitted on the top storey of office buildings, schools and hotels two or more storeys in height.**

**Background:**

Dymon Self Storage recently opened their first location in Brampton, it is a single tenant 4 storey storage facility. The building is located on the south east corner of Airport Road and Nevets Road. The Dymon Self Storage building is located in close proximity to a number of multi-storey hotels which have similar building mass to the Dymon building and have existing top storey signs.

### Current Situation:

Dymon Self Storage has requested permission to install three (3) top storey signs on their new location, each sign shall have an area of 22.67m<sup>2</sup>. The proposed top storey signs will be located on the north, west and south elevations. The building has existing wall signs on the ground floor that comply with the Sign By-law. The following table identifies the accumulative total of signage proposed for the Dymon Self Storage building:

	Proposed Top Storey Sign Area	Existing Wall Sign Area	Total Proposed Sign Area	Elevation Wall Sign Area	Top Storey Sign Area % of Wall Area	Total Sign Area % of Wall Area
North Elevation	22.67m <sup>2</sup>	0m <sup>2</sup>	22.67m <sup>2</sup>	1293.31m <sup>2</sup>	1.8%	1.8%
South Elevation	22.67m <sup>2</sup>	0m <sup>2</sup>	22.67m <sup>2</sup>	1293.31m <sup>2</sup>	1.8%	1.8%
West Elevation	22.67m <sup>2</sup>	6.6m <sup>2</sup>	29.27m <sup>2</sup>	1095.32m <sup>2</sup>	2.1%	2.7%

The Sign By-law permits each elevation to contain wall signs with an area of 20% of the building wall face area on which the sign is located to a maximum of 25m<sup>2</sup>. The applicant is requesting permission to allow signage on the top floor in addition to the permitted existing wall signs.

The Sign By-law stipulates that in addition to the permitted wall signage, two (2) additional signs each on separate building wall faces may be permitted on an office building, school or hotel two or more storeys in height. These additional signs shall be located only on the top storey but shall be contained below the roof line of the building. The two additional signs shall not exceed a maximum of 2% of the building wall face area or 30m<sup>2</sup>, whichever is less.

A similar office, school or hotel building with the same size as the Dymon Self Storage facility is permitted two (2) top storey signs on accordance with the following table:

	Elevation Wall Sign Area	Top Storey Signs - 2% of Elevation Wall Area	Permitted Wall Signs	Total Permitted Sign Area
Office / Hotel North & South Elevations	1293.31m <sup>2</sup>	25.87m <sup>2</sup>	25m <sup>2</sup>	50.87m <sup>2</sup>
Office / Hotel West Elevation	1095.32m <sup>2</sup>	21.91m <sup>2</sup>	25m <sup>2</sup>	46.91m <sup>2</sup>

While the top storey sign on the west elevation marginally exceeds 2% of the elevation area, maintaining a consistent sign size is visually appropriate and the size is befitting the building elevation. Additionally, the total proposed sign area is well below the area of signage permitted on a similar multi storey office building, school or hotel.

Staff have considered the signage permitted on an office building, school and hotel as well as the hotels located in close proximity to the Dymon facility and find the requested signs appropriate and recommend approval.

#### **Corporate Implications:**

##### Financial Implications:

There are no financial implications associated with this report.

##### Other Implications:

Staff of the Urban Design Section have no concerns with the proposed amendment

Transportation Planning staff have also reviewed the proposed signage and have no concern with the proposed amendment.

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

This report is consistent with the “A City of Opportunities” theme. Approval of this request is consistent with the priority of attracting investment and employment.

##### Living the Mosaic – 2040 Vision

This Report has been prepared in full consideration of the overall Vision that the people of Brampton will 'Live the Mosaic'.

### **Conclusion:**

While the proposed signs are located above the ground floor and exceed the maximum wall sign area permitted on the west elevation, the building is of sufficient scale that the proposed signage is less than the accumulative sign area permitted on an office building, school or hotel of equal size. Additionally, the proposed top storey signage will allow additional visibility to passing motorists. Staff are supportive of the proposed site specific amendment and recommend approval of three (3) top storey signs with an area of 22.67m<sup>2</sup>, each located on separate elevations (north, west and south elevations).

Staff do not believe that this amendment will create an undesirable precedent for other similar signage given the unique use of the site and the surrounding area.

Authored by:

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Elizabeth Corazzola,  
Manager, Zoning and Sign By-law  
Services

Approved by:

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Richard Forward, MBA, M.Sc., P.Eng.,  
Commissioner of Planning and  
Development Services

Reviewed by:

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Rick Conard,  
Director of Building and Chief Building Official

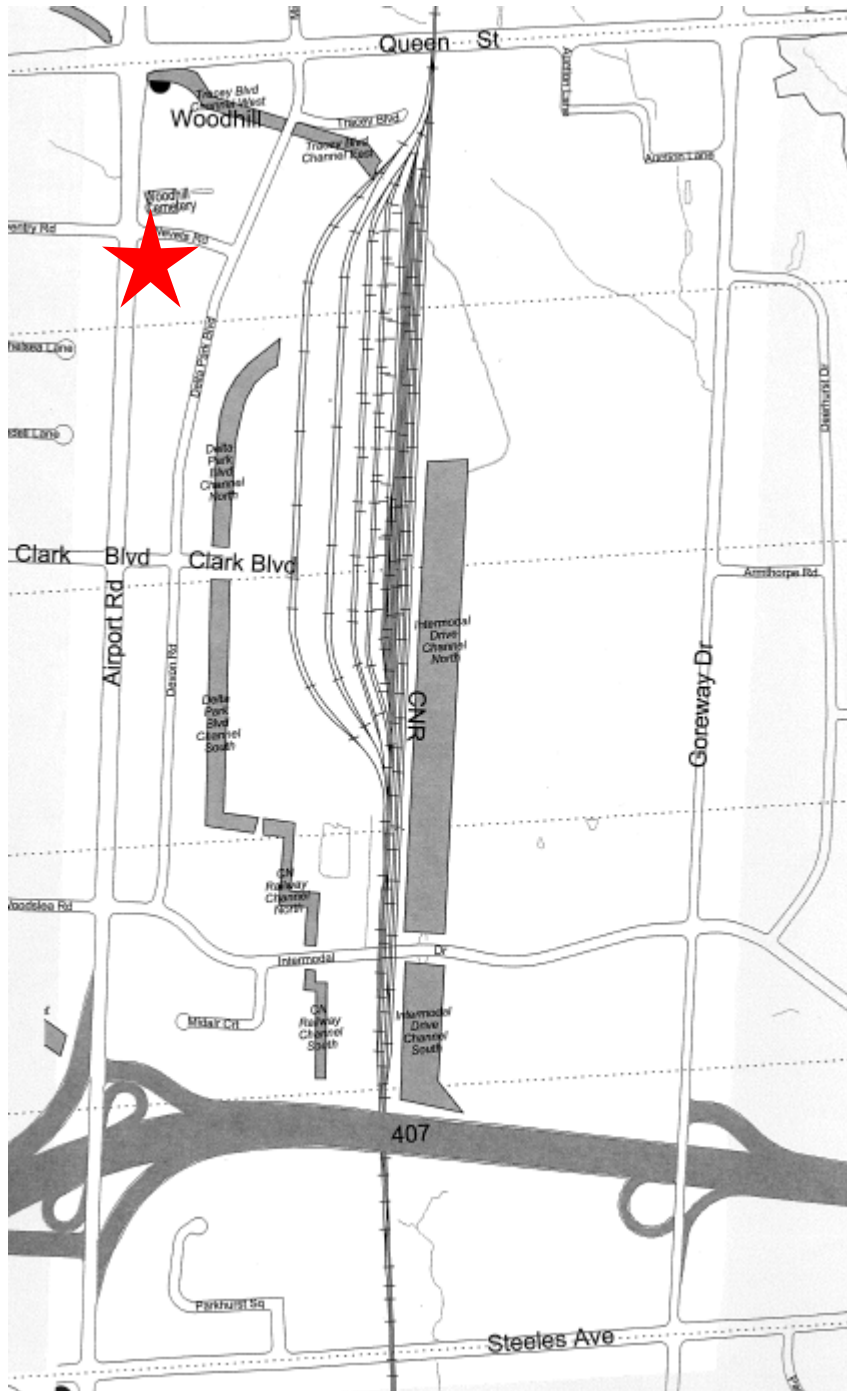
Submitted by:

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David Barrick,  
Chief Administrative Officer Chief  
Administrative Officer]

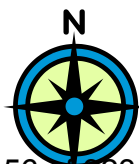
### **Attachments:**

Schedule 1 – Location Map  
Schedule 2 – Site Plan  
Schedule 3 – Proposed Signage  
Schedule 4 – Proposed Signage  
Schedule 5 – Site Photographs



## Schedule 1

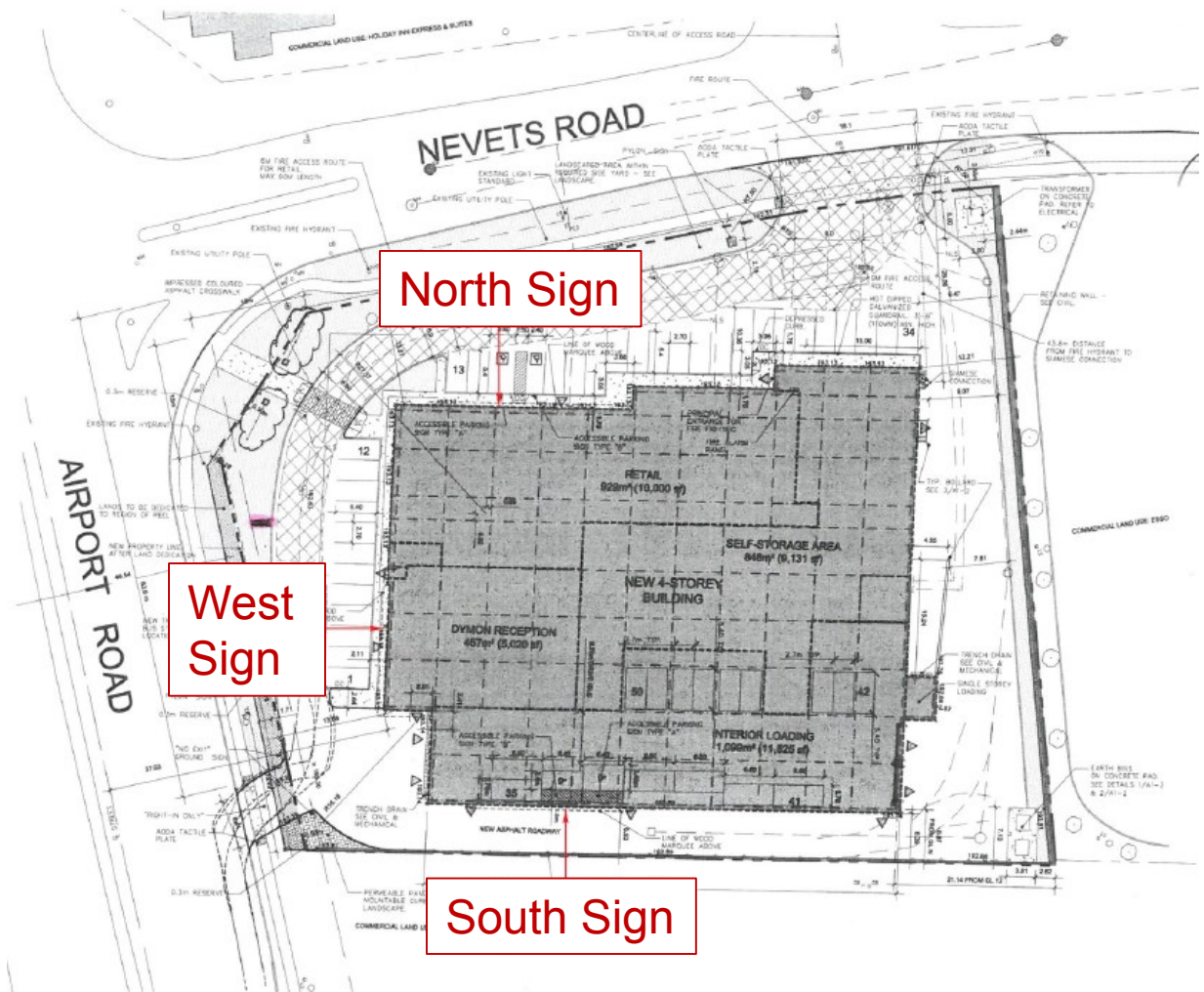
Dymon Self Storage  
5 Nevets Road  
Location Map



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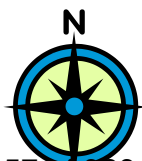
## CITY OF BRAMPTON

Planning, Building and  
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Building Division



## Schedule 2

Dymon Self Storage  
5 Nevets Road  
Site Plan

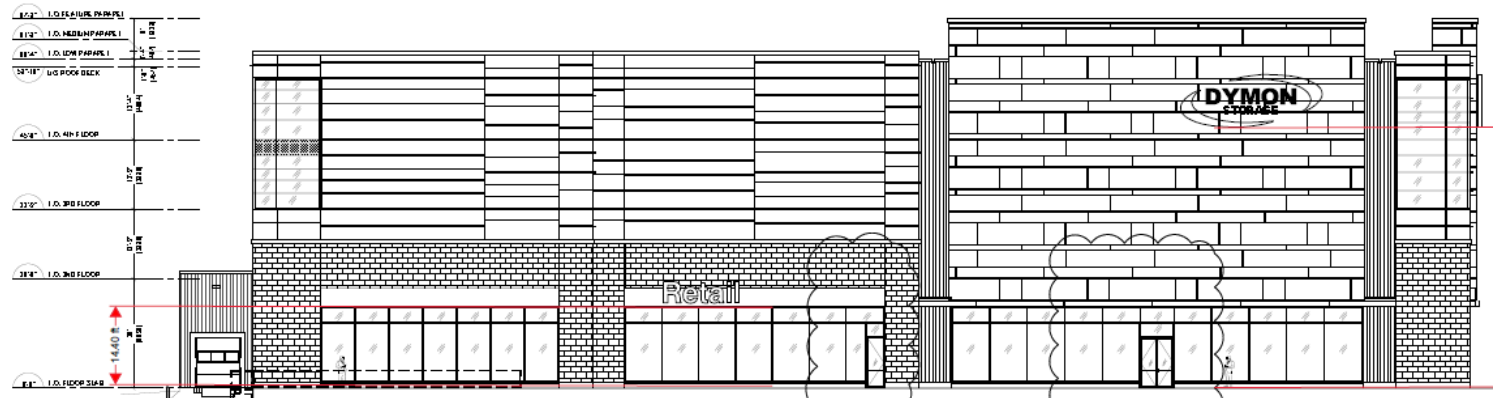
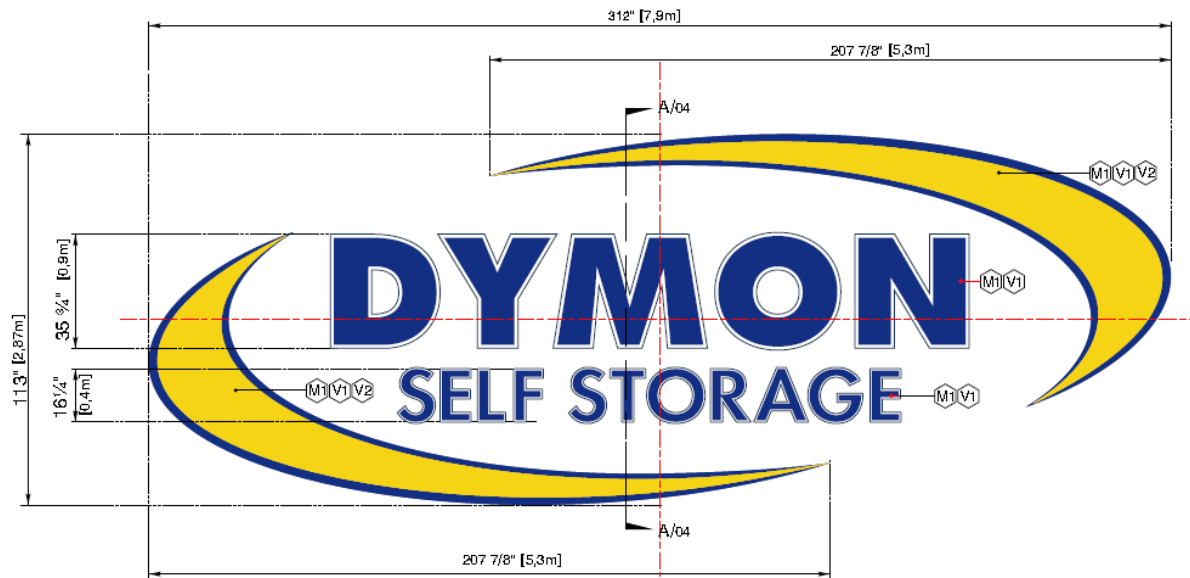


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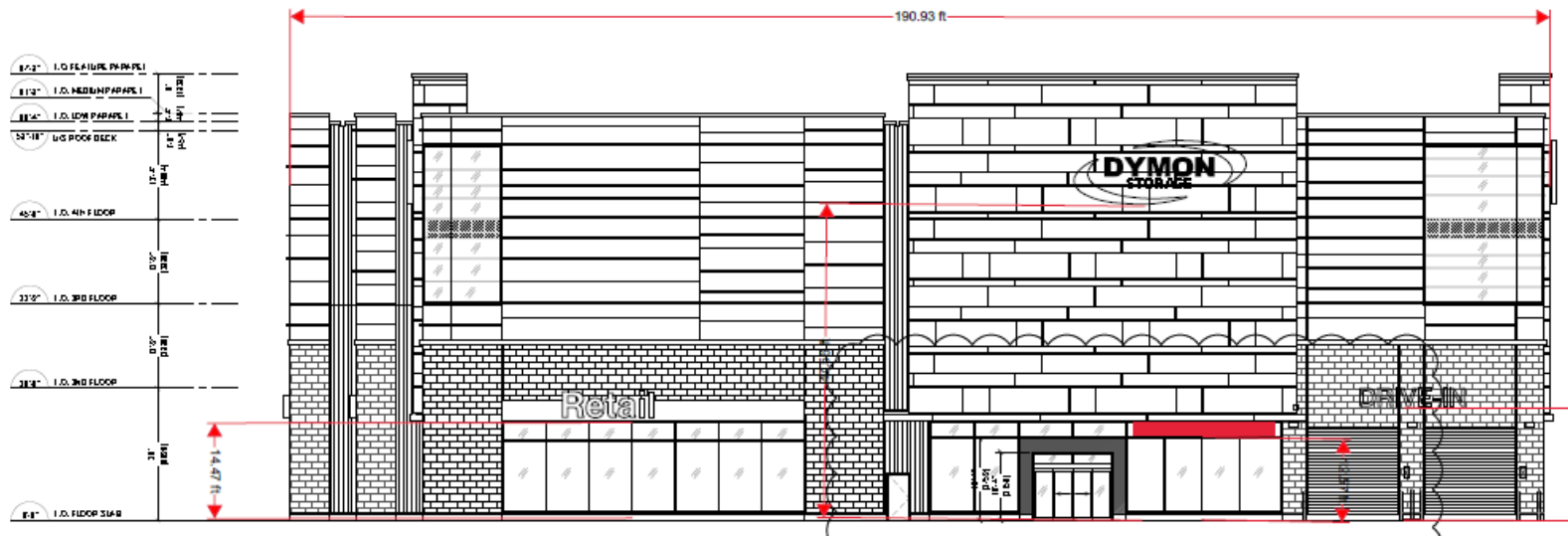
## CITY OF BRAMPTON

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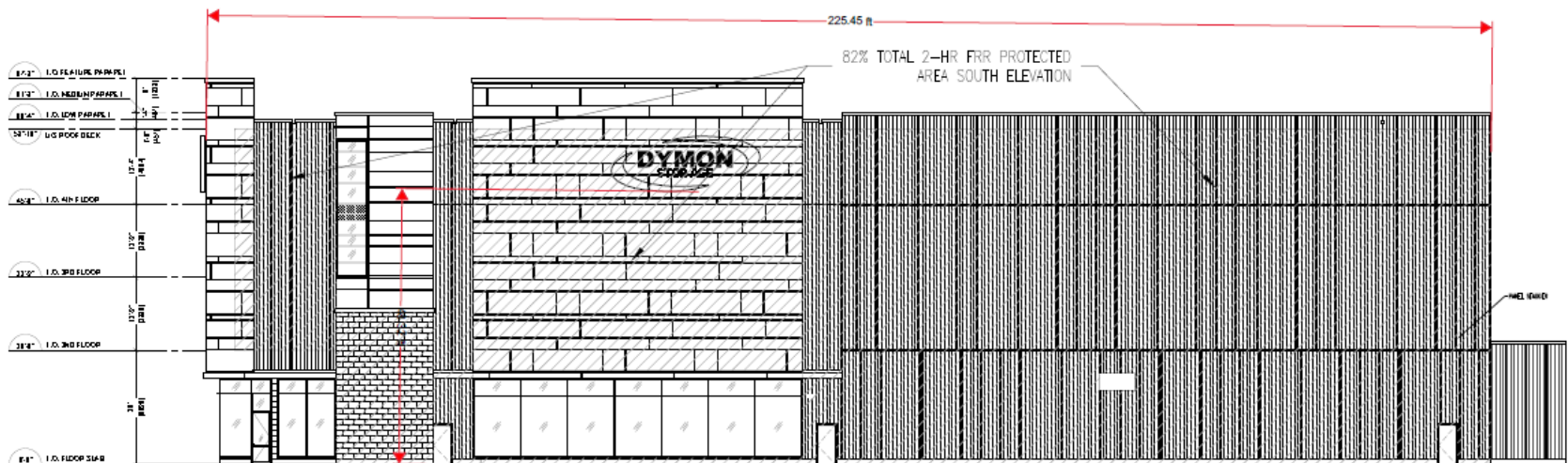




North Elevation



West Elevation



South Elevation



North Elevation



West Elevation



South Elevation

**Date:** 2021-02-26

**Subject:** City-initiated Zoning By-law Amendment

**Secondary Title:** Recommendation Report - City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor

**Contact:** Jeffery Humble, Manager, Policy & Strategic Initiatives, City Planning & Design

**Report Number:** Planning, Building and Economic Development-2021-077

**Recommendations:**

1. **THAT** the report titled “**Recommendation Report: City Initiated Zoning By-Law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor**”, to the City Council Meeting of March 24, 2021, be received;
2. **THAT** the Zoning By-law Amendment attached hereto as Appendix 1 be adopted, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City’s Official Plan for the reasons set out in the Planning Recommendation Report, February 26, 2021;
3. **THAT** staff review the accessible parking space regulations in Traffic By-law 93-93, as amended, and that if any amendments are required that they be endorsed by the City’s Accessibility Advisory Committee prior to being forwarded to Council for approval; and
4. **THAT** Council hereby determines that no further public notice is to be given pursuant to Section 34(17) of the *Planning Act*.

**Overview:**

- **Brampton's City Structure is the fundamental basis for building a compact and transit-supportive City where growth will be concentrated within its Urban Growth Centre, along intensification corridors, around mobility hubs and major transit station areas.**
- **This report presents for approval, a City-initiated Zoning By-law amendment that proposes to eliminate minimum parking requirements for specific uses in the Downtown, Central Area and the Hurontario-Main Corridor as these areas of the City are designated for intensive, transit supportive development because of their close proximity to existing or planned high order transit.**
- **Eliminating minimum parking requirements for those uses that are encouraged to be located along intensification and transit corridors will contribute towards achieving the City's sustainability goals, by using land more efficiently, by building compact transit-oriented development, by promoting active modes of transportation and by supporting the reduction of greenhouse gas emissions.**
- **Visitor parking, bicycle parking and surface parking requirements for an apartment dwelling are being proposed in addition to maintaining minimum parking requirements for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwellings, two-unit dwellings, lodging houses and senior citizen residences.**
- **It is through the Municipal Parking Strategy where a comprehensive review and data-driven evaluation of the current context will be undertaken in order to develop a comprehensive parking policy, parking management and implementation framework for Brampton. This will include a review of eliminating minimum parking requirements in other areas of the City.**
- **The draft City-initiated Zoning By-law amendment was presented at a statutory public meeting on January 18, 2021.**

**Background:**

One of the most common cited concern heard from developers, communities and Council over the past few years is the City's minimum parking requirements. In an effort to improve built form outcomes and the ability to achieve high-quality, pedestrian-friendly and affordable housing developments, Brampton has made some changes to their parking requirements.

On December 9, 2020, Council enacted By-law 259-2020. The purpose and effect of this by-law is to reduce the parking requirements for some residential, commercial and office uses City-wide. This reduced the parking requirement by approximately 50% for an apartment building located within the Central Area. The amendment also added bicycle

parking space requirements, added maximum surface parking requirements for an apartment dwelling in the Central Area and provided a permanent parking exemption for commercial and office uses in the Downtown.

#### *December 9, 2020 Council Direction*

On December 9, 2020, Council directed staff to hold a statutory public meeting to present a Zoning By-law amendment that proposes to eliminate minimum parking requirements in certain locations in the City and for specific uses. The direction to proceed with this amendment emphasizes Council's desire to be a catalyst for change when it comes to managing off-street parking responsibly and with the over-arching goal in developing Brampton in a sustainable manner.

#### *Municipal Examples of Removal of Minimum Parking Requirements*

Elimination of minimum parking requirements within certain locations or for specific uses or even City-wide is occurring more frequently within North American cities as there is an evolving understanding that lifestyles are changing, parking requirements are outdated, and that providing an over supply of parking has a negative impact on the built form, housing affordability and on the environment.

There are many municipalities across North America that have removed minimum parking requirements for specific uses or in a portion of their municipality, in areas such as downtown or central neighbourhoods or near transit. There are also numerous municipalities that have fully removed minimum parking requirements across the entire municipality.

Appendix 2 includes two tables that lists only a few of the North American cities that have removed minimum parking requirements for specific uses or in certain locations and those that have fully removed minimum parking requirements. The tables include a brief summary of the objectives that the City is aiming to achieve.

#### *Research and Stakeholder Engagement*

Parking was originally planned to be reviewed in its entirety as part of the Municipal Parking Strategy (MPS) and through both the Official Plan and Comprehensive Zoning By-law Review. However, Council has expressed an immediacy for eliminating minimum parking requirements in areas of the City that are planned for intensification and that are well-served by transit with final implementation to occur before the completion of the Parking Strategy. Without the completion of the MPS, there is currently no Brampton specific parking data (e.g. percentage of oversupply of parking) to reinforce the land use planning analysis provided in this report. In addition, the only form of public engagement that has been conducted was through the statutory public meeting that was held on January 18, 2021.

Public engagement on the City's Official Plan and Zoning By-law Review processes and the City-wide Parking Strategy will occur over the next year. Through these public engagement events, the public, property owners and stakeholders will be able to provide input related to both on-street and off-street parking.

### **Current Situation:**

As Brampton grows, it must adopt an approach to parking that contributes to the City's sustainability goals by making effective land use and transportation choices that encourages compact built form in proximity to transit, promotes active modes of transportation and supports the reduction of greenhouse gas emissions.

### *Purpose*

The purpose of this report is to recommend amendments to the City's Zoning By-law parking requirements in the Downtown, Central Area and Hurontario-Main corridor as follows:

- a) Notwithstanding any minimum parking requirement prescribed in the Zoning By-law or in any Special Section of the Zoning By-law, and except for the visitor parking space requirements and the exception uses listed below, there shall be no minimum required parking for any use;
- b) Parking for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwelling, two-unit dwellings, lodging houses and senior citizen residences shall be provided in accordance with the Zoning By-law;
- c) Surface parking and bicycle parking requirements shall be provided in accordance with Sections 20.3.5 and 20.3.6 of the Zoning By-law;
- d) A minimum visitor parking rate of 0.20 parking spaces per residential unit is required for an apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway; and
- e) Accessible parking spaces shall be provided in accordance with Traffic By-law 93-93, as amended.

### *Boundaries*

Brampton's City Structure is the fundamental basis for building a compact and transit-supportive City where growth will be concentrated within its Urban Growth Centre, along intensification corridors, around mobility hubs and major transit station areas. Development that maintains the City Structure is the focus of the City's Official Plan.

The boundaries of the proposed Zoning By-law amendment include the Downtown, Central Area and the Hurontario-Main Corridor (see Appendix 3 – Boundary Map). These areas encompass a Provincially designated Urban Growth Centre, an anchor mobility



hub and a gateway mobility hub (as identified on Schedule 1 – City Concept and Schedule 1A – Urban Growth Centre of the Official Plan) and are located along the City’s primary intensification and transit corridors. These three key strategic growth areas are identified in the Official Plan as areas of the City where intensive, transit supportive development should be promoted that has convenient access to existing or planned high order transit.

The Metrolinx Regional Transportation Plan (RTP) has designated the area around the Downtown GO station as an Anchor Mobility Hub and the area at Steeles Avenue and Hurontario Street as a Gateway Mobility Hub. These areas have strategic regional and interregional importance in their ability to anchor the regional transportation system, providing interregional, regional and local transit connections to the City’s Urban Growth Centre and other Urban Growth Centres across the Greater Toronto Horseshoe Area. Encouraging population and employment growth within key strategic areas of the City, such as an Urban Growth Centre or mobility hubs, promotes a more efficient use of land and infrastructure and provides a focus for investments in transit, as well as other types of infrastructure and public service facilities. With a high level of transit service within the Downtown, Central Area and the Hurontario-Main Corridor, the priority is for transit-supportive densities, uses and built form designed to foster a pedestrian – friendly environment. The boundaries of the proposed Zoning By-law amendment have been chosen at this time to help incentivize transit-oriented development in these areas of the City.

### *Uses*

As described above, it is proposed that minimum parking requirements for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwelling, two-unit dwellings, lodging houses and senior citizen residences be provided in accordance with the Zoning By-law. Typically, reduced parking minimums are applied to land use types that are better correlated with transit usage, such as medium and high density residential, commercial, office, and retail. Reductions to the minimum parking requirements for low density residential uses are not being proposed in order to prioritize and encourage more compact development in strategic intensification and transit areas.

The minimum parking requirement for a two-unit dwelling was amended in June 2020, which removed the requirement to provide an additional parking space for the creation of a second unit. The General Residential Provisions of the Zoning By-law will continue to require that a minimum 2 parking spaces be maintained on each residential lot for a two-unit dwelling.

A review of the City’s Lodging House Official Plan policies and Zoning By-law regulations is currently underway. It is through this process that staff will determine if it is appropriate to amend the Lodging House parking requirements.

The senior citizen residence minimum parking requirements are not being amended as there was a desire expressed by some Council members to maintain the minimum parking requirements when staff presented a Zoning By-law amendment to reduce the minimum visitor parking for a seniors citizen residence in November 2020.

The next section of this report will provide a summary on research and public engagement, technical considerations, planning analysis and the recommended amendments to the City's Comprehensive Zoning By-law.

### *Considerations*

Prior to providing a planning analysis on the proposed parking amendments, a response to the considerations that were identified in the January 2020 Information Report is provided below.

### On-street Parking Implications

It is typical that with a proposal to eliminate minimum parking requirements that a review of the City's on-street parking program and operations would occur simultaneously. It won't be until the Parking Strategy is completed (tentatively scheduled for Q4 2022) that staff will thoroughly understand and be able to advise on how the City will be implementing any changes to its current on-street parking program and operations. In the meantime, with the proposed elimination of minimum parking requirements for specific uses in the Downtown, Central Area and Hurontario-Main corridor, complaints from residents or businesses may be received about spillover parking on residential streets or lack of available public parking.

It is important to note that for those uses that staff is recommending to eliminate minimum parking requirements for does not prevent a developer or business from providing parking, where it is necessary. Businesses and residential developers that still see a need to provide parking will do so in order to ensure that their developments are marketable and successful, which will hopefully prevent spill-over parking on public streets. With the understanding that no changes are currently being proposed with respect to on-street parking regulations, it is through this amendment that staff is empowering owners to come up with their own creative solutions to address their own transportation needs, such as shared parking arrangements, constructing buildings that are pedestrian and bicycle friendly, issuing transit passes and car-share programs, instead of the Zoning By-law dictating how parking shall be provided.

The proposed parking amendments will not prevent the City's Enforcement Officers from issuing a parking ticket when a vehicle is in violation of the City's Traffic By-law.

### Transportation Planning Initiatives

The City is undertaking a number of transportation planning initiatives and infrastructure projects that will support the elimination of minimum parking requirements in strategic, higher density nodes. A focus on higher order transit improvements and active

transportation facilities will provide the necessary infrastructure to encourage shifting automobile dependent travel behaviours to more sustainable modes such as transit, walking and cycling, supporting the elimination of parking requirements in intensification areas.

#### *Active Transportation Master Plan, 2019*

The Active Transportation Master Plan (ATMP), endorsed by Council in 2019, provides the implementation framework to advance active transportation network plans, policies and programs that support the Brampton 2040 Vision. The goals of the ATMP are to improve safety for pedestrians and cyclists, enhance accessibility, maximize the use of infrastructure, invest in expanding the active transportation network, and to improve active transportation coordination and access to transit to increase first and last mile as active transportation choices.

A number of active transportation projects are currently underway, planned or recently completed that facilitate the transition from an auto-centric road network to one that supports multi-modal transportation. A full list of the City's Active Transportation Projects can be found at <https://www.brampton.ca/EN/Business/planning-development/projects-studies/atmp/Pages/Active-Transportation-Projects.aspx>.

To deliver enhanced pedestrian and cycling infrastructure across the City, the ATMP infrastructure recommendations are being implemented through the City's capital and budget planning processes.

#### *Complete Streets Guidelines, Ongoing*

City staff are currently undertaking the Brampton Complete Streets Guidelines (BCSG). The BCSG is being undertaken to inform a rethink of Brampton's streets to consider design treatments, service levels and experience for all road users, and not just automobile drivers – emphasizing the needs of pedestrians, cyclists and transit users.

The BCSG are helping to support an integrated sustainable transportation network for Brampton, with streets that provide safe, equitable, attractive and convenient travel for all ages and abilities, accommodating all users. The BCSG will inform a policy framework for transportation decision-making to improve transportation choices, enhance existing and planned networks, and support existing and planned development contexts.

The BCSG are in development and expected to be completed in 2021. The BCSG background study and preliminary recommendations for vision, principles and design approaches for Brampton's street network are being used to inform the City's Transportation Master Plan review and update.

### *Transportation Master Plan (2015) Review and Update, Ongoing*

The Transportation Master Plan (TMP) is the City's long term strategy to guide decision-making for multi-modal transportation planning and investment. Staff is initiating a comprehensive TMP review and update that will take its broad direction from the Brampton 2040 Vision, and emergent Brampton Complete Street Guidelines, among other considerations.

The review will consider long term needs for a seamless, connected and integrated mobility network that supports the accommodation of growing travel demand in a more sustainable way - increasing trips made by walking, cycling and transit. The review will prioritize mobility solutions that support compact, high density, mixed land use development in strategic centres, advancing sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips and reduce automobile use.

### Transit Service and Infrastructure Projects

One key step in reducing the need to own a car is to provide the necessary infrastructure, such as transit infrastructure and adequate service levels, the incorporation of complete streets and active transportation networks across the City. Investment in sustainable transportation infrastructure is key in supporting the transportation shift and meeting the City's goals and objectives of transitioning from an auto-centric road network to one that supports multi-modal transportation.

The City has a number of on-going rapid infrastructure projects to support compact, transit-oriented development within the Downtown, Central Area and Hurontario-Main corridor that the proposed Zoning By-law amendment is aiming to achieve and the City-wide transportation mode shift aspirations, such as the Queen Street Bus Rapid Transit (BRT), Hurontario Main Light Rail Transit (HMLRT), and Main Street Light Rail Transit (LRT) extension.

### *Queen Street Bus Rapid Transit (BRT)*

Queen Street – Hwy 7 bus rapid transit (BRT) infrastructure is planned to connect Mississauga Road in Brampton to Helen Street in Vaughan using dedicated centre median lane in each direction except in downtown Brampton where curb side configuration will be considered and connect with Highway 7 Rapidway, the York Region Transit system. The Queen St – Hwy 7 BRT will offer frequent rapid transit with service integration between Brampton and York Region leading to increase in ridership, faster travel time, and encourage transit oriented development. Metrolinx follows a benefits management framework that evaluates major infrastructure projects through five stages. Metrolinx completed the Initial Business Case in Dec 2020, and currently work is ongoing for the preliminary design business case. The construction timelines will be guided by the outcomes of the benefits management process and funding. The BRT infrastructure is forecasted around 2027.

### *Hurontario Main Light Rail Transit*

The Hurontario Main Light Rail Transit (HMLRT) construction is underway with the expected completion by Fall 2024. The introduction of rapid transit will provide many links to transit in the region and with the removal of major traffic movements from the route it will provide an opportunity to improve the urban realm along the HMLRT transit corridor. The HMLRT will provide frequent and reliable transit that will give people the freedom to choose where they want to go, when they want to go. With this important transit infrastructure in place in the near future, it will assist in providing more convenient access to businesses and amenities and will help to reduce the number of people travelling by automobile, which eliminates the need to provide an over-supply of parking.

### *Hurontario/Main Street Light Rail Transit Extension*

The Brampton Light Rail Transit Extension (LRT) Environmental Assessment (EA) Study is examining alternatives to extend light rail transit (LRT) on Hurontario/Main Street, from the Brampton Gateway Terminal at Steeles Avenue East to the Brampton GO Station in Downtown Brampton. The EA is anticipated to be completed before the end of 2021 and construction is anticipated to begin within 6 to 10 years.

### *Federal and Provincial Investment in Brampton Transit Infrastructure*

Both the Federal and Provincial government has provided funding to Brampton and together with the contribution from the City, Brampton Transit is getting a \$113 million dollar investment in transit to build a more connected and sustainable City. The investment money will go towards four transit projects, including a new downtown transit mobility hub that will increase the number of bus bays, which will allow for more service.

For more information related to the City's rapid infrastructure projects, please refer to Appendix 5.

### Availability of Parking within City-owned Parking Facilities

There are five (5) public parking lots and garages available within Downtown Brampton and there are no public parking lots or garages provided in the Central Area or Hurontario-Main Corridor.

Daily parking in downtown Brampton is provided for the public visiting downtown and for nearby businesses and their employees. Overnight parking is not permitted in any public parking garage. It is important to note that residential parking permits are not available for municipal parking garages. Therefore, residential developments in the Downtown cannot rely on municipal parking garages to fulfill their resident parking demands.

Metered and pay and display parking areas are available on some downtown streets. The City does not currently offer permit parking on City streets, however, does give parking considerations to allow residents to park on the street up to 14 days per calendar year

per license plate to avoid infractions. At this time, no changes are being made to the City's on-street parking regulations.

### Accessible Parking Spaces

Accessible parking space regulations are currently prescribed in the City's Traffic By-law 93-93 and are based on the total number of parking spaces **provided**. The Accessible Parking Regulations from Traffic By-law 93-93 can be found in Appendix 4. The same minimum accessible parking space requirements are outlined in the City's Accessibility Technical Standards.

With the proposed Zoning By-law amendment to eliminate minimum parking requirements for specific uses, the number of accessible parking spaces provided on-site may be reduced, since the number of parking spaces **provided** is generally related to the minimum number of parking spaces required by the Zoning By-law. When there are 12 parking spaces or fewer provided on-site, which can mean zero parking spaces, there is a requirement to provide one (1) accessible parking space that meets the requirements of a Type A parking space. To ensure that property owners are aware that there is still a requirement to provide a minimum number of accessible parking spaces, regardless if they provide no on-site parking, a provision has been included in the Zoning By-law amendment to state that accessibility parking spaces shall be provided in accordance with Traffic By-law 93-93.

Elimination of minimum parking requirements does not prevent a developer or a business from providing parking (including accessible parking spaces), where it is desirable. Businesses and residential developers that still see a need to provide parking will do so in order to ensure that their developments are marketable and successful.

The intent of the Zoning By-law amendment to eliminate minimum parking requirements for specific uses is to decrease people's reliance on using a private automobile as their primary means of transportation. This objective applies to all residents of Brampton, including persons with disabilities who are able to drive. It is not the intent of this Zoning By-law amendment to prevent persons with disabilities from travelling and obtaining access to services and facilities in Brampton. In Peel Region, there are a number of community based agencies, such as Canadian Red Cross, Alzheimer's Society and Canadian Cancer Society that allow for persons with disabilities to travel within Brampton. Peel TransHelp is also a provider of public transit services and both Brampton and Mississauga Transit services have accessible low floor buses.

Several interdepartmental staff discussions have taken place on the issue of accessibility parking standards over the past several months. Further discussions on this matter are required with the City's accessibility coordinators, transportation planning, zoning and by-law enforcement staff to determine whether an amendment is required to the Accessible Parking Regulations Section of Traffic By-law 93-93 and to the Accessibility Technical Standards. If an amendment to the Traffic By-law and Accessibility Technical Standards is required, it is recommended that the draft amendments be endorsed by

Brampton's Accessibility Advisory Committee, prior to the amendments being forwarded to Council for approval by Q3 2021.

### *Planning Analysis*

Minimum parking requirements, especially in the Greater Golden Horseshoe Area, were developed between the 1960s to 1980s, when driving was the preferred transportation mode.<sup>1</sup> Many Zoning By-law's include a number of car-friendly standards that may not necessarily reflect the way a complete community should be designed nor reflect people's current mobility preferences. Minimum parking requirements are intended to cover peak parking demand and in most cases to ensure that every building is completely self-sufficient in parking, regardless if business owners or housing developers don't require that many parking spaces to make their business or housing development marketable.

Unfortunately, research has shown that the automobile has been one of the biggest factors that has defined and shaped our cities. This includes separating land uses, dedicating more land to cars rather than to people, increasing traffic congestion, impeding the walkability of our neighborhoods, degrading urban design, raising housing costs, preventing walkability and polluting the air.<sup>2</sup> In addition, most parking in North American cities is free and having free parking lures people into cars from public transportation, bicycles, or walking. *"If drivers paid the full cost of their parking, it would seem too expensive, so we expect someone else to pay for it. But a city where everyone happily pays for everyone else's free parking is a fool's paradise."*<sup>3</sup>

### *Transformative Changes*

The management of off-street parking is critical in achieving a sustainable, compact, and healthy City. With the proposed elimination of minimum parking requirements for specific uses that are located in key strategic growth areas of the City, it is the objective that the following will be achieved:

- result in an efficient use of land;
- assist in reducing development costs to allow for the development of affordable housing;
- development of compact built form that is pedestrian-friendly;
- encourage the utilization of active modes of transportation;
- contribute to lowering greenhouse gas emissions; and
- overall have a positive impact on future City-building.

Below is a brief description of some of the impacts associated with having minimum parking requirements and the transformative changes that are anticipated to gradually occur over time in Brampton with the proposed amendments to the City's Zoning By-law parking requirements.



## 1. Built Form

The City's Zoning By-law contains a number of provisions that regulate many aspect of a car's existence, from the width of a residential driveway to the minimum number and size of parking spots and drive aisles that must be provided at office buildings, shopping centers and everywhere else that a car may be parked. These requirements end up dictating how places are designed. Minimum parking requirements has resulted in "form follows parking" instead of "form follows people."<sup>2</sup>

Along Brampton's intensification and transit corridors, the objective is to create compact, transit-oriented and pedestrian-friendly areas. Eliminating minimum parking requirements will provide the opportunity for desirable built form to shape Brampton's intensification corridors that will prioritize the well-being of people, rather than cars. With the removal of minimum parking requirements for specific uses along these corridors, buildings can be located closer together and closer to the street to provide attractive and liveable neighbourhoods that have safe environments for pedestrians and cyclists.

## 2. Affordability

Parking spaces, regardless if they are provided above or below ground, are expensive to build and maintain, and consume a significant amount of land. The cost to construct and maintain parking spaces gets bundled into residential unit prices and the products people purchase, and thus passed on to tenants and shoppers, whether or not they own a car. The more parking that is required, the fewer residential dwellings and units can be built, and the less affordable that housing becomes.

It is expected that the proposed elimination of minimum parking requirements for specific uses will contribute towards a more efficient use of land, assist in reducing the overall construction costs of housing, allow for more housing to be built and to allow for more affordable units to be sold or rented.

## 3. Environment

Car travel is responsible for the emission of air pollutants, which poses important health risk and contributes to climate change. The City's Community Energy and Emissions Reduction Plan states, "*Brampton's strong dependence on automobiles poses one of the City's greatest energy challenges. Transportation in Brampton accounts for about 60% of community-wide greenhouse gas emissions and 50% of the total dollars spent on energy in the community, reflecting how Brampton is largely an automobile-dependent community.*"

Vehicles spend most of their time being parked, which causes a number of environmental implications. The following is a list of the environmental implications associated with moving and storing vehicles (e.g. roads and highways, and parking facilities):

- creating and maintaining parking infrastructure consumes a lot of energy and produces emissions;
- accumulation of pollutants (such as oil, grease, heavy metals and sediment), and the runoff of these into waterways;
- contributing to “urban heat island” effect that can lead to higher temperatures in cities. This in turn puts a further demand on non-renewable resources by, for example, leading to a greater demand for air conditioning; and
- the more parking lots there are, the less green spaces there are, which are good for human health and for the environment.<sup>4</sup>

The removal of minimum parking requirements for specific uses along the City’s intensification and transit corridors is being proposed to help discourage transportation by car and to encourage people to walk, cycle and use public transit as their preferred modes of travel. The use of these modes of transportation, over the car, will contribute to a cleaner and greener Brampton.

In summary, above are some examples of the transformative changes that will occur as a result of having no minimum parking requirements for specific uses in strategic growth areas of the City. It is expected that these changes will take place over the years to come as sites are developed or redeveloped.

For those uses that will no longer be regulated by the City’s Zoning By-law to provide a minimum number of parking spaces does not mean that no on-site parking will be built as part of any given development (although it is possible with the exception of requirements for accessible parking and loading). An elimination of minimum parking requirements does not prevent a developer or business from providing parking, where it is desirable. Businesses and residential developers that still see a need to provide parking will do so in order to ensure that their developments are marketable and successful.

#### *Proposed Amendments to the City’s Zoning By-law:*

In order to meet the land use planning objectives described above, it is recommended that the Zoning By-law’s parking requirements be amended in the Downtown, Central Area and Hurontario-Main Corridor. Specifically, the proposed amendments will include the following:

1. To add a new Schedule to the Zoning By-law that will depict the boundaries of where the elimination of minimum parking requirements would apply.

2. To add the following new provisions:

- a) Notwithstanding any minimum parking requirement prescribed in the Zoning By-law or in any Special Section of the Zoning By-law, and except for the visitor parking space requirements and the exception uses listed below, there shall be no minimum required parking for any use;
- b) Parking for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwelling, two-unit dwellings, lodging houses and senior citizen residences shall be provided in accordance with the Zoning By-law;
- c) Surface parking and bicycle parking requirements shall be provided in accordance with By-law 259-2020;
- d) A minimum visitor parking rate of 0.20 parking spaces per residential unit is required for an apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway; and
- e) That accessible parking spaces shall be provided in accordance with Traffic By-law 93-93, as amended.

A copy of the proposed Zoning By-law amendment can be found in Appendix 1.

#### *Municipal Parking Strategy (MPS)*

At the January 18, 2021 Planning and Development Committee, when the Zoning By-law amendment was presented at a statutory public meeting, there was an interest expressed by a member of Council to expand the no minimum parking requirements to other areas of the City.

The purpose of the Municipal Parking Strategy (MPS) is to develop a forward-thinking City-wide parking policy framework that is consistent with the 2040 Vision, 2018-2022 Term of Council Priorities, Growth Plan, Regional Transportation Plan and City department objectives. Specific recommendations with respect to parking will be tailored to specific areas of the City based on land use context, multi-modal transportation investments and opportunities for mode shift (such as the Downtown, Central Area, Uptown, intensification corridors, Major Transit Station Areas, other nodes, Civic hospital etc.).

Phase 1 of the MPS will develop a vision, guiding principles and a policy framework based on a comprehensive review and data-driven evaluation of the current context. A component of the Phase 1 is to also educate and engage the public and stakeholders about the evolving role of parking, cost of parking and minimum parking requirements through an innovative engagement program. Phase 1 will include a review of removing minimum parking requirements in other areas of the City. It is expected that this component of the MPS will be completed by Q4 2021 and that implementation would begin to take place in Q1 2022.

If a development or redevelopment proposal is submitted to the City, prior to the MPS's recommendations being approved by Council, an owner has the ability to request that no minimum parking requirements be applied to their development as part of a site-specific Application to Amend the Zoning By-law. A site-specific parking requirement would be evaluated by the Transportation Planning and Development Services Divisions, and if determined to be supportable, would be included in a Zoning By-law amendment that is forwarded to Council for enactment.

### *Summary*

The proposed amendment to the City's parking requirements in the Downtown, Central Area and Hurontario-Main corridor that includes the elimination of minimum parking requirements for specific uses, and the introduction of new minimum bicycle parking space requirements and maximum surface parking provisions will help support the planning vision, parking, transportation, affordable housing, environment and urban design policy objectives of a number of City initiatives, plans and policies.

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and is in conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe as well as the Region's Official Plan. The proposed Zoning By-law Amendment is also generally consistent with Brampton's Official Plan, and appropriately considers matters of provincial interest as set out in Section 2 of the *Planning Act*. Specifically, the proposed Zoning By-law amendment satisfies the following matters of provincial, regional and municipal interest:

- assists in minimizing land consumption;
- supports the development of compact built form by ensuring that an over-supply of parking is not being required;
- eases the dependence on the automobile;
- encourages active transportation and supports existing and planned transit; and
- supports the development of affordable housing.

A summary of the relevant Provincial, Regional and City policies can be found in Appendix 5 – Planning Analysis.

### *Statutory Public Meeting*

The application was published in the Brampton Guardian on December 17, 2020 as per *Planning Act* requirements. The virtual public meeting for this application was held on Monday, January 18, 2021. There was one (1) member of the public in attendance at the virtual public meeting (see Appendix 6). A summary of the comments received at the public meeting are as follows:

- The Queen Street BRT Initial Business Case has been approved by Metrolinx recently and will include the operation of bus rapid transit from Mississauga Road to Highway 50, which significantly exceeds the area of where it is currently proposed to eliminate minimum parking requirements;
- Waiting for the completion of the City-wide Parking Strategy to implement no minimum parking requirements in other areas of the City will take too long;
- Brampton's current parking minimums are significant barriers to economic growth;
- Can the City implement no minimum parking requirements based on proximity (e.g. 400 metres) to transit stops?

One (1) piece of correspondence was received from a member of the public (see Appendix 8) in support of the proposed Zoning By-law amendment.

A response to the comments received at the public meeting can be found in Appendix 7.

### **Corporate Implications:**

#### Financial Implications:

There are no financial implications associated with the proposed Zoning By-law Amendment.

#### Economic Development Implications:

Economic Development supports the City-initiated Zoning By-law amendment to remove minimum parking requirements in the Downtown, Central Area and Hurontario-Main Corridor. Developing a viable high density mixed use development is difficult for developers in the current market given the costs associated with building underground or structured parking. Reducing the costs of development provides more affordable housing and commercial leasing opportunities. It also provides an opportunity for development to occur on lands that would have otherwise been used for parking. It makes sense to concentrate efforts on attracting higher density development in the areas identified given the conditions of current and future higher order transit, in addition to the existing policy framework.

Economic Development continues to receive inquiries for readily available office space from investors, site selectors and new entrepreneurs. Removing barriers of entry for more office development to occur will provide new businesses with options to stay and grow in our City. Coming out of COVID, supporting entrepreneurs and attracting investment are key parts of the City's Economic Recovery Strategy.

#### Other Implications:

Brampton Transit is generally in support of the proposed parking amendments.

### *Transportation Planning*

Transportation Planning has identified a few concerns with the proposed elimination of minimum parking requirements for specific uses:

1. Parking for condominium buildings will probably be provided based on the marketability of units, however, there is a concern about the availability of parking at rental buildings. This is based on the premise that building owners may not have an issue with renting units without providing parking spaces to tenants, which would leave it up to the tenants to secure parking elsewhere. This may lead to increased demand of parking on adjacent residential streets or at public parking garages. It is recommended that rental buildings be required to provide a defined minimum amount of residential parking spaces.
2. Having no minimum parking requirements for office and commercial uses may cause issues if there is insufficient parking provided on-site for specific uses that typically have higher parking requirements. Any shortage in parking may spillover onto adjacent residential streets, especially in areas with no public parking facilities.

Planning staff appreciate the concerns raised by Transportation Planning and note that the proposed amendment to eliminate minimum parking requirements will not prevent Enforcement Officers from issuing a parking ticket when a vehicle is in violation of the City's Traffic By-law.

### *Active Transportation*

The City is undertaking a number of transportation planning initiatives and infrastructure projects that will help with the reduction/ elimination of parking requirements in strategic, higher density nodes. A focus on higher order transit improvements and active transportation facilities will provide the necessary infrastructure to encourage shifting automobile dependent travel behaviours to more sustainable modes such as transit, walking and cycling, supporting the elimination of parking requirements in intensification areas.

### *Environmental Planning*

As parking policies have environmental implications (largely caused by policies encouraging parking space oversupply and the use of single occupancy vehicles), the proposed elimination of minimum parking requirements for specific uses can have benefits for climate change and sustainability.

A copy of the comments that have been received from internal Division's can be found in Appendix 9.

## Term of Council Priorities (2019-2022)

The Zoning By-law Amendment aligns with the Strategic Direction – Brampton is a Green City. The proposed amendment is a step in the right direction to building a Green City as it proposes to eliminate minimum parking requirements for specific uses in key strategic growth areas of the City and it also introduces new bicycle parking space requirements for apartment uses within these areas. The objective of eliminating minimum parking requirements is to assist in decreasing the reliance on private automobile ownership and is intended to place more emphasis on utilizing transit and active transportation opportunities.

## Living the Mosaic – Brampton 2040 Vision

The Transportation and Connectivity Lens in the Brampton 2040 Vision states, “*In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.*” In order to achieve this, the priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles. With this vision statement in mind, the proposed Zoning By-law Amendment will assist in decreasing the reliance on private automobile ownership and to place more emphasis on utilizing transit and active transportation opportunities.

## **Conclusion:**

This report presents for approval, a City-initiated Zoning By-law amendment that will help support the planning vision, parking, transportation, affordable housing, environment and urban design policy objectives of a number of City initiatives, plans and policies.

Staff is satisfied that the proposed Zoning By-law Amendment represents good planning, including that it is consistent with the Provincial Policy Statement and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and the Region of Peel’s Official Plan and Brampton’s Official Plan.

Authored by:

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David Barrick, Chief Administrative  
Officer

Appendices:

Appendix 1:	Zoning By-Law Amendment
Appendix 2:	List of Municipalities that have Removed Minimum Parking Requirements
Appendix 3:	Boundary Map
Appendix 4:	Traffic By-law 93-93 - Accessible Parking Regulations
Appendix 5:	Planning Analysis
Appendix 6:	Public Meeting Minutes – January 18, 2021
Appendix 7:	Summary and Response to Comments Received
Appendix 8:	Public Correspondence Received
Appendix 9:	Internal Comments Received

References

- 1 *Why Parking Is Taking a Back Seat in Many Municipalities*, Ryerson City Building Institute, October 4, 2016
- 2 *Smaller Cities Lighten Up on Minimum Parking Requirements* by Craig Lewis, Summer 2016
- 3 *Parking Reform Will Save the City*, dated September 20, 2019, by Donald Shoup.
- 4 *Environmental Problems with Parking Lots*, Greentumble, Environmental Issues, December 22, 2016





# THE CORPORATION OF THE CITY OF BRAMPTON

## BY-LAW

**Number** \_\_\_\_\_

To amend By-law 270-2004, as amended

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

1. By-law 270-2004, as amended, is hereby further amended:

(1) By deleting Schedule B-7 Central Area - Queen Street Corridor: Special Parking Provisions in its entirety and replacing it with Schedule B-7 Downtown, Central Area and Hurontario/Main Corridor Special Parking Provisions.

(2) By deleting Sections 20.3.2, 20.3.3 and 20.3.4 in their entirety and replacing them with the following:

“20.3.2 Downtown, Central Area and Hurontario/Main Corridor  
Parking Requirements

(a) Notwithstanding any minimum parking requirement prescribed in Sections 10.9.2(a), 10.9.3, 20.3.1, 30.5 or in any Special Section of this By-law, and except for the requirements set out in Section 20.3.2 (b) through (f), there shall be no minimum required parking for any use within the boundaries of Schedule B-7.

(b) Visitor parking for an apartment dwelling, a multiple residential dwelling and a townhouse dwelling having no private garage or driveway, shall be provided at a rate of 0.20 visitor parking spaces per dwelling unit.

(c) Parking for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwelling or two-unit dwelling shall be provided in accordance with Section 10.9.1 A.

(d) Parking for a lodging house shall be provided in accordance with Section 10.9.1 I.

(e) Parking for a senior citizen residence shall be provided in accordance with Section 10.9.2 (b).

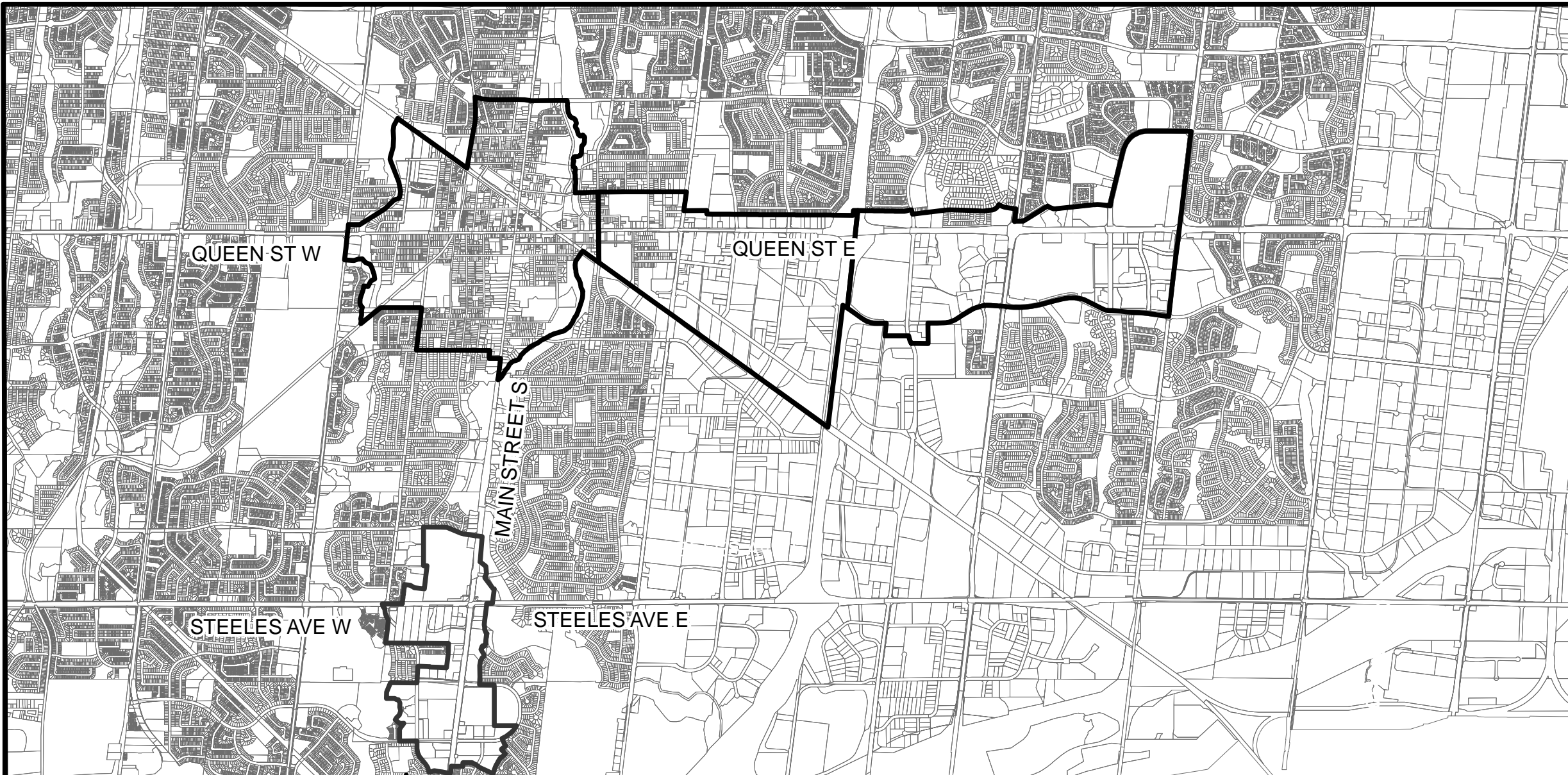
(f) Accessible parking spaces shall be provided in accordance with the Traffic By-law 93-93, as amended.

(3) By renumbering Sections 20.3.5 and 20.3.6 to Sections 20.3.3 and 20.3.4 respectively.”

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this            day of            2021.

\_\_\_\_\_  
PATRICK BROWN - MAYOR

\_\_\_\_\_  
PETER FAY - CITY CLERK



brampton.ca

**BRAMPTON**  
Flower City

PLANNING AND DEVELOPMENT SERVICES



**SCHEDULE B-7 TO ZONING BY-LAW 270-2004, AS AMENDED**  
**Downtown, Central Area and Hurontario/Main Corridor: Special Parking Provisions**



SPECIAL PARKING PROVISIONS BOUNDARY

Author: ckovac  
Date: 2021/02/22

## Appendix 2

**Table 1 - North America Cities that have Removed Minimum Parking Requirements for Specific Uses or in Specific Locations**

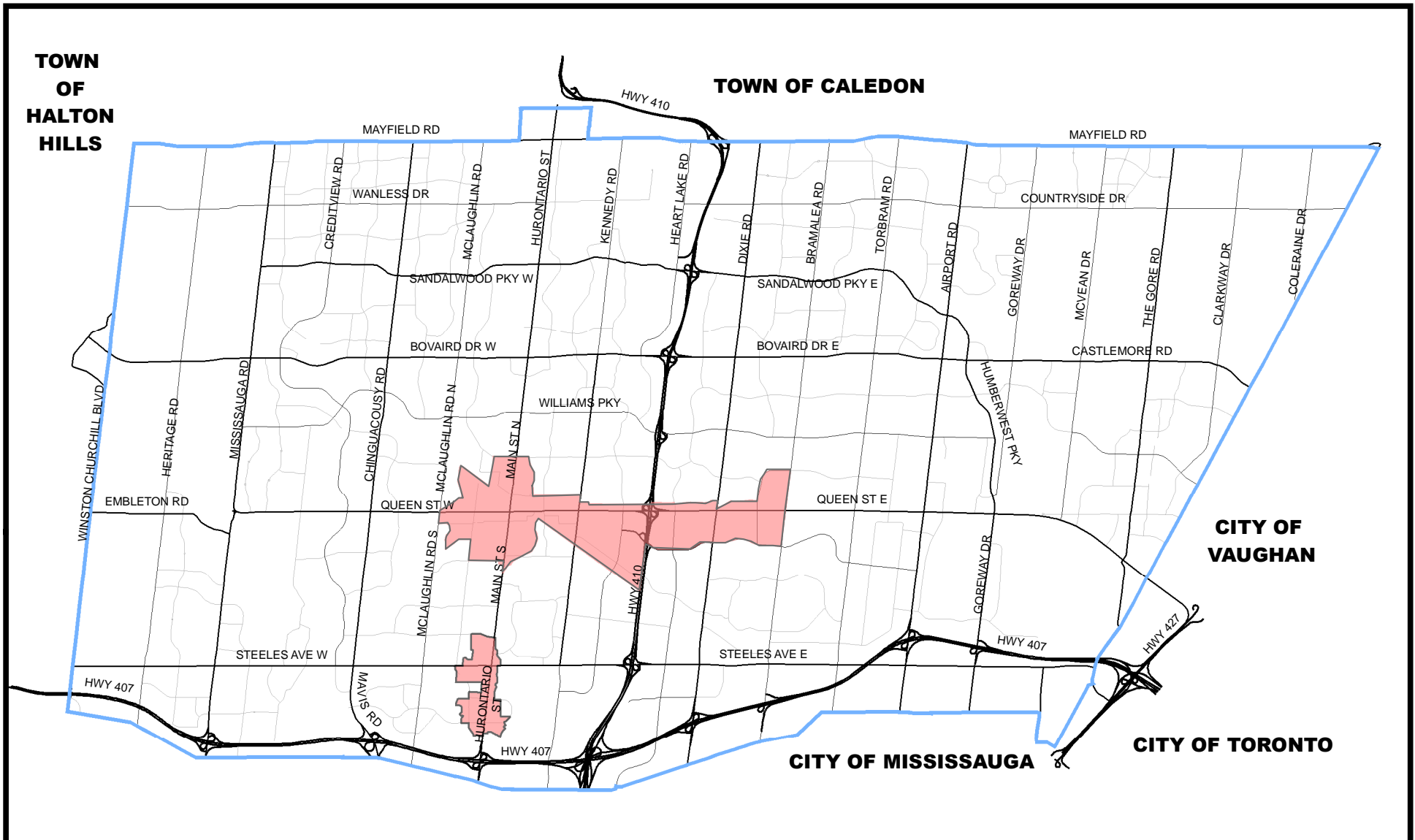
City	Year of Implementation	Objective
Ottawa, Ontario	2016	Ottawa eliminated minimum parking requirements for all uses near rapid transit stations and eliminated minimum parking requirements for some uses within the City's inner urban area. The goal is to encourage both residential and non-residential development in the urban area where intensification, infill and redevelopment, walkability, and transit are priorities.
Houston, Texas	2019	Houston removed minimum parking requirements in two center-city neighborhoods in order to provide greener streetscapes and a healthier and more walkable City.
Calgary, Alberta	2020	Calgary removed minimum parking requirements for non-residential uses from their By-law to enable those who are most familiar with their own parking needs to determine the amount supplied.

**Table 2 - North America Cities that have Fully Removed Minimum Parking Requirements**

City	Year of Implementation	Objective
Buffalo, New York	2016	To support sustainable development. The goal is that a market-based approach will guide developers and property owners to decide how much, if any, parking to provide. The intent was that with the removal of minimum parking requirements it would simplify the development process and would remove barriers to infill development and adaptive reuse.
Hartford, Connecticut	2017	To reduce housing costs, cut traffic, and reduce harmful runoff (about 42 % of Hartford is impermeable surfaces). The goal is to de-emphasize parking to make Hartford neighborhoods more livable.
San Francisco, California	2018	It was determined that minimum parking requirements were incompatible with the livable, walkable, green, and sustainable urban future that San Franciscans prefer.
Edmonton, Alberta	2020	Edmonton became the first major Canadian municipality to eliminate all minimum parking requirements. The goal is that it will help create a more walkable and active City and that it will provide the ability to focus more on how communities are designed rather than how parking is managed.

In September 2020, Vancouver City Council directed City staff to undertake a study to look at eliminating city-mandated parking minimums in future building development projects. The study is to explore whether the savings from reduced construction costs from ending parking minimums will be passed on to homeowners and renters, effectively improving housing affordability.





PLANNING AND DEVELOPMENT SERVICES

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- (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.

<sup>58</sup>**ACCESSIBLE 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.

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**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.

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**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.

- <sup>59</sup>49.1 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.

## Appendix 5 – Planning Analysis

### *Matters of Provincial Interest (Planning Act – Section 2)*

The proposed Zoning By-law amendment related to eliminating minimum parking requirements for most uses in key intensification areas of the City has regard to, among other matters, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (Section 2 q)). Eliminating minimum parking requirements also assists in mitigating greenhouse gas emissions, which helps to protect the environment and the health and well-being of residents in the Province. (Section 2 h), o) and s)).

The proposed amendment to eliminate minimum parking requirements in key intensification areas of the City is a step in the right direction towards achieving the City's long-term transportation goals and transit-oriented design objectives and to support the development of affordable housing, which are all matters of provincial interest.

### *Provincial Policy Statement (PPS), 2020*

The PPS (2020) provides policy direction on matters of provincial interest related to land use planning and development that support our collective well-being, now and in the future, which are intended to be complemented by local policies addressing local interests.

The vision for Ontario's land use planning system includes carefully managing land uses to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The proposed Zoning By-law amendment supports the following policy objectives of the PPS:

1. Decreases the reliance on private automobile ownership;
2. Promotes utilizing transit and active transportation opportunities, which assists in achieving the City's long-term transportation goals and rapid transit investments; and,
3. Supports the development of affordable housing.

Specifically, the proposed Zoning By-law amendment is consistent with the following PPS policies:

- 1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*; and
- f) are *transit-supportive*, where transit is planned, exists or may be developed.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

Parking spaces, regardless if they are provided above or below ground, are expensive to build and maintain, and consume a significant amount of land. The more parking that is required, the less total housing can be built, and the less affordable that housing becomes. The proposed elimination of minimum parking requirements in key intensification areas of the City will help to minimize the cost of housing, help to facilitate compact built form and will help to reduce greenhouse gas emissions, which all align with the policy direction of the PPS.

*A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019*

The Growth Plan encourages compact development that reduces the rate at which land is consumed and emphasizes that communities in larger urban centres need to grow at transit-supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow and also supports reduced air pollution and improved public health outcomes.

A part of the vision for the Greater Golden Horseshoe is that “getting around will be easy”. To achieve this vision the Growth Plan identifies the following:

- public transit will be fast, convenient, and affordable;
- automobiles will not be the only mode of transportation;
- a variety of effective and well-used choices for transportation will be provided; and
- transit and active transportation will be practical elements of the urban transportation systems.

The proposed Zoning By-law amendment conforms with the following Growth Plan policies:

2.2.1.4 e) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces

2.2.1.4 f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

2.2.5.4.1 In planning for employment, surface parking will be minimized and the development of *active transportation* networks and *transit-supportive* built form will be facilitated.

4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include reducing dependence on the automobile and supporting existing and planned transit and *active transportation*.

The proposed Zoning By-law amendment will assist in minimizing land consumption and support the development of compact built form by ensuring that an over supply of parking is not being required for developments within the City's strategic growth areas. Eliminating minimum parking requirements for those uses that are encouraged along the City's intensification and transit corridors also eases the dependence on the automobile, encourages active transportation and supports existing and planned transit, which are all policy objectives of the Growth Plan.

### *Region of Peel*

The over-arching theme of the Region of Peel's Official Plan is sustainability, which refers to meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The Region in conjunction with the area municipalities plays a significant role in creating healthier and sustainable communities. Air quality can be improved by the Region through the land use and infrastructure planning processes and through leadership in reducing emissions associated with corporate operations. Policies to improve air quality are also valuable in mitigating the effects of climate change, as both issues require changes to land use, minimizing use of fossil fuels, decreasing auto modal share and shifting towards alternative energy sources.

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Active transportation, in the form of walking, is a component of most trips made using transit. The Region of Peel's Official Plan stresses the importance of increasing our reliance on active transportation, by itself or in combination with other sustainable modes, to help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

The proposed Zoning By-law amendment conforms with the following Region of Peel Official Plan policies:

- 1.3.6.4 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.
- 2.2.3.2.1 To improve local air quality and reduce greenhouse gas emissions.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.

- 5.8.3.1.1 To increase the supply of affordable rental and affordable ownership housing.
- 5.8.3.2.3 Encourage the area municipalities to develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards and on-street parking.
- 5.9.10.1.1 To increase the share of trips made using active transportation.

The proposed Zoning By-law Amendment conforms to the Region of Peel's Official Plan and support its goals of developing sustainable and healthy communities.

#### *City of Brampton's Official Plan*

The principle of sustainable development represents the foundation of the Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation. The Official Plan promotes the use of active transportation such as, walking and cycling as safe, and sustainable and healthy modes of travel and also encourages that development within the City's Urban Growth Centre be transit-supportive densities, uses and built form designed to foster a pedestrian-friendly environment (Section 3.0 – City Structure).

The Official Plan acknowledges that the continued evolution and design of Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. A number of urban design policies in the Official Plan promote a pedestrian-friendly, transit-sensitive streetscape design along arterial roads (Section 4.11.3.3.5). Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking (Section 4.11.3.4.4).

The Official Plan encourages transit-oriented design in mixed-use development that ensures direct pedestrian linkages to transit facilities; includes park and ride facilities; includes amenities for cyclists; encourages shared parking; and, allows for a lower parking requirement to encourage use of alternative modes including transit, walking and cycling (Section 4.11.3.4.5).

The Transportation policies (Section 4.5) of the Official Plan encourage that the City move towards decreasing the dominance of roads and our reliance on private automobile as the City's primary means of transportation as it is not sustainable. The Official Plan states, *"Although the automobile enables greater mobility, there is increasing awareness that our dependency on the automobile is affecting human health and the environment. Increasing travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration."* The Official Plan fosters a major shift from automobiles to transit use and active transportation and, therefore, the proposed amendment is a step in the right direction to

building a Green City. The proposed elimination of minimum parking requirements in areas of the City that are planned for intensification and the requirement of providing bicycle parking spaces for an apartment dwelling will assist in decreasing the reliance on private automobile ownership. It will also place more emphasis on utilizing transit and active transportation opportunities.

Two policies in the Parking Management Section of the Official Plan that are relevant to the proposed amendment to eliminate minimum parking requirements:

- Policy 4.5.5.2 - *“The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.”*
- Policy 4.5.5.7 – *“The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips. Within the Central Area, the City may consider limiting or eliminating on-site parking requirements for specific developments or areas as determined to be appropriate on a site or area-specific basis.”*

The proposed elimination of minimum parking requirements for those uses that are encouraged within the City’s Downtown, Central Area and Main-Hurontario Corridor and the requirement of providing bicycle parking spaces for an apartment dwelling will contribute to the development of sustainable, resilient and healthy communities. It is recommended that the proposed Zoning By-law amendment be supported in order to achieve the sustainable development, urban design and transportation policy objectives of the Official Plan.

### *Secondary Plans*

The proposed Zoning By-law amendment applies to the lands located in the Downtown, Central Area and Hurontario-Main Corridor, which are covered by the Downtown Brampton (Area 7), Queen Street Corridor (Area 36) and Hurontario-Main Corridor (Area 55) Secondary Plans.

The Downtown Brampton Secondary Plan is envisioned to be a mixed-use area that will function as an urban district where: housing, shopping, community facilities and public spaces are mixed with workplaces; and, office, retail and residential uses are supported by public transit and improvements to the local road network. The Downtown Secondary Plan promotes the character of Main Street and Queen Street as a strong pedestrian and transit environment.

The following policies (Sections 6.1 – Transportation Network, 6.3 – Transit, 6.6 - Parking) from Secondary Plan Area 7 support the proposed elimination of minimum parking requirements and the proposed Zoning By-law provisions for surface parking and bicycle parking:

- 6.1.1 (iv) Promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system.

- 6.3.3 The City shall attempt to promote increased transit usage in the Downtown Brampton Secondary Plan from the current modal split of 16% to the ultimate target of 29% by encouraging a decrease in the number of private automobile movements through “The Four Corners” and reducing current parking standards in relevant zoning by-laws.
- 6.6.1 Less stringent parking standards to facilitate commercial, residential and mixed-use development/ redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces.
- 6.6.2 Council discretion on exemption from ‘commercial and mixed-use developments within the Downtown Brampton and Queen Street Corridor Secondary Plans from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Areas’.

It is the objective that the Queen Street Corridor will evolve from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor. The following policies (Sections 6.1 – Transportation Network, 6.3 – Transit, 6.6 - Parking) from Secondary Plan Area 36 support the proposed elimination of minimum parking requirements for those uses that are encouraged to be located in the Central Area and the proposed Zoning By-law provisions for surface parking and bicycle parking:

- 6.1.1(iv) Promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system.
- 6.3.3 The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 8% to the ultimate target of 24% by encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning by-law
- 6.6.1 The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development/redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.
- 6.1.1 Council may from time-to-time exempt commercial and mixed-use developments within the Queen Street Corridor Secondary Plan from onsite parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Area.



The Hurontario-Main Corridor is planned to be a compact, connected and sustainable district that will be supported by higher order transit (including Light Rail). The objective for this Secondary Plan area is to establish a public realm including a pedestrian-scaled, pedestrian-oriented, vibrant streetscape and a built form that is attractive and has a superior standard of design and architecture. The development of a traffic network that supports active transportation such as pedestrian and cycling opportunities, travel choices, and transit access is encouraged throughout the Secondary Plan area.

The following policies (Sections 4.1 Planning Principles, 5.9.5 Cycling, 5.9.6 – Parking, 5.11.1 Design, 5.11.2 Place-Making) from Secondary Plan Area 55 support the proposed elimination of minimum parking requirements and the proposed Zoning By-law provisions for surface parking and bicycle parking:

6.2 The Planning Vision for the Hurontario-Main Corridor Secondary Plan is to:

- a) Create a complete street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and livable, Mixed-Use neighbourhoods, integrated with the higher order transit system;
  - b) Recognize and reinforce the Regional Urban System and the planned Sustainable City Structure of Brampton and, accordingly, encourage Mixed-Use, compact, intensified transit oriented development along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods and the local natural heritage system; and
  - c) Take advantage of reliable, frequent, comfortable and convenient public transit with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network.
- 5.9.6 vi) Parking standards along the corridor shall be reviewed periodically in conjunction with the implementation of higher order transit along the Hurontario-Main Corridor and the expected reduction in parking requirements;
- 5.9.6 vii) Reduced parking requirements will be phased in over time through zoning by-law amendments as the higher order transit system is implemented and the Corridor intensifies;
- 5.9.5.1 ii) Bicycle parking shall be provided by all residential, commercial, institutional, employment, recreational and civic buildings. Residential buildings shall offer secure bike parking at a rate of at least 1 bicycle parking space for every two units and employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of gross commercial floor space. In addition these buildings are encouraged to provide showers and change facilities.

- 5.11.1 v) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety.
- 5.11.2 ii) Growth is intended to support transit, facilitate 'place-making' and to enhance the Corridor.

## **City Initiatives**

The importance of focusing pedestrian friendly compact development around transit and decreasing our reliance on private automobile ownership are the goals and objectives of a number of initiatives that can be found in Council approved Plans and within on-going work across the City. The proposal to eliminate minimum parking requirements for most uses and the requirement of providing bicycle parking spaces and maximum surface parking requirements for an apartment dwelling in the City's Downtown, Central Area and Hurontario-Main Corridor is consistent with the following Council approved Plan's.

### *The Transportation and Transit Master Plan*

The Transportation and Transit Master Plan (2015) is the City's blueprint strategic transportation planning and direction for the future. The Plan provides a direction towards increasing the use of transit and active transportation within Brampton, which will reduce energy demands and total emissions as Brampton continues to grow.

The City is currently in the process of updating its Transportation Master Plan (TMP) to respond to changing policy, demographics, and transportation planning best practices. The key drivers informing this TMP Review are alignment of the City's long-range transportation strategy with the 2040 Vision more broadly, and more specifically through the guiding principles of Complete Streets.

### *Active Transportation Master Plan*

In 2019, Council endorsed the Active Transportation Master Plan that includes goals and objectives for creating a pedestrian and cycling-friendly City. It aims to improve the safety of walking and cycling; provide options to all residents, including enhancing the accessibility of the transportation network; improve access to transit; and provide active transportation options for the first/last mile. By providing residents with more viable non-emitting transportation options, the Active Transportation Master Plan supports and assists in meeting the Community Energy and Emission Reduction Plan's energy and greenhouse gas emission reduction targets.

### *Environmental Master Plan*

In 2014, the City of Brampton released Brampton Grow Green, the City's first Environmental Master Plan (EMP). Brampton Grow Green establishes a comprehensive framework to improve Brampton's environmental performance, including principles, goals, actions, metrics, and targets organized around the core components of People, Air, Water, Land, Energy, and Waste. The proposed elimination of minimum parking

requirements would support the goals of the EMP, particularly related to Air, Water, and Land. For a complete analysis on how the proposed elimination of minimum parking requirements would support the City's environmental sustainability and climate change goals and targets, please refer to the comments in Appendix 8 that have been prepared by the City's Environmental Planning Division.

### *Community Energy and Emissions Reduction Plan*

At the September 23, 2020 Committee of Council meeting, Members of City Council took a significant step towards meeting the City's goal of reducing greenhouse gas (GHG) emissions in Brampton by 80 per cent by 2050 by unanimously endorsing the City's first Community Energy and Emission Reduction Plan (CEERP). The CEERP outlines a number of actions over the next 20 years to meet the Plan's objectives and targets.

Building a climate resilient City includes the reduction of greenhouse gas emissions. The importance of focusing development around transit and the role of parking in shifting transportation mode is highlighted in a number of the Plan's transportation strategic priorities pertaining to green communities, mobility and green infrastructure. For a complete analysis on how the proposed elimination of minimum parking requirements would support the City's environmental sustainability and climate change goals and targets, please refer to the comments in Appendix 8 that have been prepared by the City's Environmental Planning Division.

## **Other On-going City Initiatives**

### *Housing Strategy*

The City of Brampton is developing its first affordable housing strategy, *Housing Brampton* – to respond to the varying housing needs of our local residents and improve housing choices for all. *Housing Brampton* will focus on increasing the number of affordable rental and ownership housing units that are developed. The City will be working with residents, builders and developers, community stakeholders, and other levels of government to develop a strategy responding to the current and future housing needs of Brampton residents. The proposal to eliminate minimum parking requirements will assist in the delivery of affordable housing because parking requirements can increase construction costs, increase residential unit prices and rents and decreases the amount of housing being built.

### *Complete Streets Guidelines*

Taking its cues from the Transportation Master Plan (2015), the 2040 Vision, and emerging industry best practices, the City has been developing an approach for Complete Streets in Brampton, which is currently in progress. The Brampton Complete Streets Guidelines is being developed to inform a rethink of street design to facilitate a more equitable planning and design process that considers service levels and experience of roads for all users, and not just automobile drivers – emphasizing needs of pedestrians, cyclists, and transit users.

### *Hurontario Light Rail Transit*

Hurontario LRT is an 18-kilometre Light Rail Transit (HuLRT), running north - south from the Port Credit GO Station in Mississauga to Brampton Gateway Terminal. There are three stops in Brampton: Ray Lawson, County Court, and Gateway Terminal. As part of the project, the Operations, Maintenance and Storage Facility for the LRT vehicles will also be constructed within Brampton. The HuLRT project will also include improvements to City infrastructure to support active transportation mode and public realm enhancements. The HuLRT is one of the key transportation projects to help achieve the visions laid out in the Metrolinx 2041 RTP as well in the Brampton 2040 Vision - a transportation system that is sustainable, safe, integrates walking, cycling, and transit, to support a high quality of life; healthy and complete communities, and prosperous economy with protected environment; that is aligned with land use.

The Contract was awarded to Mobilinx Consortium in October 2019. Currently, design is in progress at various stages and some early works construction activities, such as utility relocations are in progress within the City. Brampton will likely see a significant ramp up in construction activities by Fall 2021 with tentative completion and commissioning of the system by fall of 2024.

### *Queen Street Bus Rapid Transit (BRT)*

Queen St – Hwy 7 BRT infrastructure is planned to connect Mississauga Road in Brampton to Helen Street in Vaughan using dedicated centre median lane in each direction except in downtown Brampton where curb side configuration will be considered and connect with Highway 7 Rapidway, the York Region Transit system. The Queen St – Hwy 7 BRT will offer frequent rapid transit with service integration between Brampton and York Region leading to increase in ridership, faster travel time, and encourage transit oriented development.

Metrolinx follows a benefits management framework that evaluates major infrastructure projects through five stages of feasibility (initial business case), preliminary design business case, detailed design/ procurement business case, and construction before the infrastructure is in-service. Metrolinx completed the Queen St – Hwy 7 BRT Initial Business Case in Dec 2020, and currently work is ongoing for the preliminary design business case.

The construction timelines will be guided by the outcomes of the benefits management process and funding. The BRT infrastructure is forecasted around 2027.

### *Hurontario/Main Street Light Rail Transit Extension*

The Brampton Light Rail Transit Extension (LRT) Environmental Assessment (EA) Study is examining alternatives to extend light rail transit (LRT) on Hurontario/Main Street, from the Brampton Gateway Terminal at Steeles Avenue East to the Brampton GO Station in Downtown Brampton. The EA is anticipated to be completed before the end of 2021 and construction is anticipated to begin within 6 to 10 years.

## **Appendix 6 – Virtual Public Meeting Minutes – January 18, 2021**

### **Members Present via Electronic Participation:**

Members Present: Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
City Councillor D. Whillans - Wards 2 and 6  
Regional Councillor M. Palleschi - Wards 2 and 6  
City Councillor J. Bowman - Wards 3 and 4  
City Councillor C. Williams - Wards 7 and 8 City Councillor H. Singh - Wards 9 and 10  
Regional Councillor G. Dhillon - Wards 9 and 10

### **Staff Present via Electronic Participation:**

Richard Forward, Commissioner Planning and Development Services  
Allan Parsons, Director, Planning, Building and Economic Development  
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development  
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development  
Michelle Gervais, Policy Planner, Planning, Building and Economic Development  
Himanshu Katyal, Development Planner, Planning, Building and Economic Development  
Yinzhou Xiao, Development Planner, Planning, Building and Economic Development  
Mark Michniak, Development Planner, Planning, Building and Economic Development  
Stephen Dykstra, Development Planner, Planning, Building and Economic Development  
Anthony-George D'Andrea, Legal Counsel, Legislative Services  
Peter Fay, City Clerk

### **Members of the Public Present:**

Sylvia Menezes Roberts

## Appendix 7 - Summary and Response to Public Comments

### *Statutory Public Meeting Comments*

There was one (1) member of the public in attendance at the virtual public meeting. A summary of the comments received at the public meeting are as follows:

- The Queen Street BRT Initial Business Case has been approved by Metrolinx recently and will include the operation of bus rapid transit from Mississauga Road to Highway 50, which significantly exceeds the area of where it is currently proposed to eliminate minimum parking requirements;
- Waiting for the completion of the City-wide Parking Strategy to implement no minimum parking requirements in other areas of the City will take too long;
- Brampton's current parking minimums are significant barriers to economic growth;
- Can the City implement no minimum parking requirements based on proximity (e.g. 400 metres) to transit stops?

Below is a summary and a response to the comments that have been received.

The boundaries of the proposed Zoning By-law amendment are proposed to include the Downtown, Central Area and the Hurontario-Main Corridor. These areas encompass a Provincially designated Urban Growth Centre, an anchor mobility hub and a gateway mobility hub. These three key strategic growth areas are located along the City's primary intensification corridors and are identified in the Official Plan as areas of the City where intensive, transit supportive development should be promoted in close proximity to existing or planned high order transit. Encouraging population and employment growth within key strategic areas of the City, such as an urban growth centre or mobility hubs, promotes a more efficient use of land and infrastructure and provides a focus for investments in transit, as well as other types of infrastructure and public service facilities.

Planning staff are aware that the Queen Street BRT Initial Business Case has been approved recently by Metrolinx and that it will include the operation of bus rapid transit from Mississauga Road to Highway 50. However, at this time, the proposed amendment is limited to those areas of the City that are identified in the City's Official Plan as key strategic growth areas to help encourage high density, mixed-use and transit-oriented development.

Phase 1 of the Municipal Parking Strategy (MPS) will include a review of removing minimum parking requirements in other areas of the City. It is expected that this component of the MPS will be completed by Q4 2021 and that implementation would begin to take place in Q1 2022.

Planning staff has no evidence that Brampton's current parking minimums are significant barriers to economic growth. On December 9, 2020, Council enacted By-law 259-2020. The purpose and effect of this by-law is to reduce the parking requirements for some residential, commercial and office uses City-wide. This reduced the parking requirement by approximately 50% for an apartment building located within the Central Area. The amendment also provided a permanent parking exemption for commercial and office uses in the Downtown. Staff is anticipating that these approved parking amendments and the proposed elimination of minimum parking requirements for specific uses in key strategic

growth areas of the City will act as an incentive for more development to occur across the City.

As discussed above, staff is proposing that the boundaries of the proposed Zoning By-law amendment include the Downtown, Central Area and the Hurontario-Main Corridor. A new Schedule is proposed to be added to the Comprehensive Zoning By-law that will depict the boundaries of where the elimination of minimum parking requirements would apply. This will not include providing a radius around transit stops.

RE EXTERNALParking Requirement Reduction - City of Brampton

From: Aiden Sweeny  
 Sent: 2021/01/18 10:55 AM  
 To: Gervais, Michelle  
 Cc: Aldunate, Paul  
 Subject: RE: [EXTERNAL]Parking Requirement Reduction - City of Brampton

Good morning Michelle and Happy New Year!

I understand there is a public meeting this evening regarding the City Initiated Zoning By-Law to remove the minimum parking requirement, I am writing today to show my full support. I believe you know about our development at 31-33 George St. N and 28 Elizabeth St. N in downtown Brampton and how our plan is to realize the vision that the multiple branches within the municipal government have for downtown Brampton. At this stage, our project will have a parking ratio of 0.75 stalls per unit as we feel the market requires this in downtown Brampton, however, we are designing it in a way that the above ground parking area can be converted to other future uses such as commercial or institutional once Brampton University is finalized.

Parking is now the largest cost associated with development. So even though the market demands parking in downtown Brampton, pushing through initiatives such as yours show the development community that Brampton is up to date and understands that the future will require less and less parking. Two way GO with increased service, phase 2 of the Hurontario LRT, technology such as autonomous vehicles, car share programs, as well as many other contributing factors provide both workers and residents in downtown Brampton with multiple other options and therefore my prediction is much of the existing parking in downtown Brampton will become obsolete, why build more?

Finally, there are numerous studies being released showing how a reduction in parking is extremely healthy for the wellbeing of people working and living in any city. Walkability is extremely important for health reasons and also is one of the largest contributors to economic development especially for small businesses within any downtown core. Brampton is wise to remain at the forefront with simple innovative solutions such as this and I congratulate you for championing this

Page 1



RE EXTERNALParking Requirement Reduction - City of Brampton  
cause. I read the following  
article just this morning, this most certainly is the future of cities:  
[https://www.sightline.org/2021/01/05/the-hidden-costs-of-over-parking-our-cities/?mc\\_cid=da4c92e2d1&mc\\_eid=f8906ea7cf](https://www.sightline.org/2021/01/05/the-hidden-costs-of-over-parking-our-cities/?mc_cid=da4c92e2d1&mc_eid=f8906ea7cf)

Please let me know how else I can show support, and please use this email to help  
your cause if you see  
fit.

Thank you.



## Public Works & Engineering Environment & Development Engineering

January 15, 2021

To: Michelle Gervais, Policy Planner

Re: **Proposed Elimination of Minimum Parking Requirements**

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At the December 9, 2020 Council meeting, Council provided direction for staff to hold a statutory public meeting to present a Zoning By-law amendment that proposes to eliminate minimum parking requirements in the Downtown, Central Area and Hurontario-Main Corridor for all uses, except low density, lodging houses and senior citizen residences.

The City of Brampton declared a climate emergency in 2019, and the Community Energy and Emissions Reduction Plan (CEERP) was unanimously approved in September 2020. As parking policies have environmental implications (largely caused by policies encouraging parking space oversupply and the use of single occupancy vehicles), the proposed elimination of minimum parking requirements can have benefits for climate change and sustainability.

The environmental implications of parking infrastructure can include:

- land consumption, and loss of open space and biodiversity caused by the construction of parking spaces;
- reduced urban density that encourages automobile dependence and hinders the development of transit supportive and walkable communities;
- emission of greenhouse gases (GHGs) from automobiles using the parking area;
- large impervious surfaces that lead to excessive storm water run-off;
- a heat island effect where asphalt parking lots absorb and radiate heat from the sun, contributing to a rise in urban temperatures; and
- construction and maintenance costs of parking lots/structures. A large amount of resources are used to create surface parking lots (asphalt) and parking structures (concrete), which have their own environmental implications consisting of the total amount of energy consumed, and emissions produced, in creating and maintaining the parking spaces.

The proposed elimination of minimum parking requirements would support the City's environmental sustainability and climate change goals and targets, as stated in the city documents described below.

### **Community Energy and Emissions Reduction Plan (CEERP): Strategic Priorities**

#### *Green Communities*

The shape, structure, and form of a community greatly influences how and when energy is used. Green communities incorporate transit-oriented development. They also encourage healthier lifestyles and provide more economical and equitable living by focusing on improving transit and active

transportation options, and creating accessible neighbourhoods that allow residents to meet most of their needs within walkable distance from home. More walkable and transit-oriented communities means less cars on the road and reliance on fossil fuels. An elimination of minimum parking requirements could lead to less parking lots, resulting in the potential for improved community structure and form, and a decrease in the use of automobiles.

### *Mobility*

Transportation in Brampton accounts for about 60% of community-wide GHG emissions and 50% of the total dollars spent on energy in the community, reflecting that Brampton is largely an automobile-dependent community. For the most part, Brampton's growth has occurred as a typical automobile-oriented suburban form, characterized by separated land uses, low-density residential communities, large format retail, abundant parking, and a transportation network made up of wide arterial roads. An abundant supply of parking at free or low prices reduces the cost of car travel and induces more individuals to drive – instead of using other transport modes – to reach their destinations.

Because abundant parking encourages the use of single occupancy vehicles and therefore discourages walking, biking, and the use of public transit, it greatly contributes to urban congestion and sprawl. Urban sprawl is enabled by the provision of roads and parking infrastructure – without them, it would not be feasible. The space requirement to accommodate vehicles (e.g. larger roads, major highways, and parking) leads to more sprawl. This increases the resources, infrastructure, and energy requirements needed per person to service this larger, sprawled area.

An elimination of minimum parking requirements in the Downtown, Central Area, and Hurontario-Main Corridor can promote transit and active transportation, which will reduce sprawl and support moving towards more compact, mixed-use, and walkable neighbourhoods.

### *Green Infrastructure*

The space requirement to accommodate vehicles (e.g. larger roads, major highways, and parking) leads to more sprawl. This in turn increases the resources, infrastructure, and energy requirements needed per person to service this larger, sprawled area. The typical urban landscape contains a high degree of impervious surfaces including paved roads and parking lots. These hard surfaces cause greater volumes of stormwater runoff to be discharged into local water bodies and sewers during wet weather, and increases pressure on stormwater management infrastructure.

Green infrastructure is a strategically planned network of natural and semi-natural features and spaces managed to deliver a wide range of ecosystem services to the community. Green infrastructure can play a role in reducing community energy demand by mitigating heat island effects, reducing energy requirements for cleaning drinking water and managing stormwater, or reducing heat loss in buildings from cold winds.

The proposed elimination of minimum parking requirements could result in converting what would be parking area into green space or integrating green space into parking lots. This would decrease stormwater runoff, mitigate the heat island effect, increase carbon sequestration, and improve air quality.

## Environmental Master Plan

In 2014, the City of Brampton released Brampton Grow Green, the City's first Environmental Master Plan. Brampton Grow Green establishes a comprehensive framework to improve Brampton's environmental performance, including principles, goals, actions, metrics, and targets organized around the core components of People, Air, Water, Land, Energy, and Waste. The proposed elimination of minimum parking requirements would support the goals of the EMP, particularly related to Air, Water, and Land:

### *Air*

Vehicle emissions contribute to air and water pollution. As noted above, road infrastructure, including parking lots, contribute to stormwater runoff, heat island effect, and occupy land that could otherwise be green or living space. Eliminating some parking could reduce automobile use, resulting in increased use of transit and active transportation, which promotes a healthy lifestyle whilst improving Brampton's air quality and reducing its GHG emissions.

### *Water*

Stormwater management involves integrated best practices, from sediment and erosion control, to quantity and quality control facilities, to measures that can be implemented in front and rear yards, parking lots and along roads. This includes reducing impermeable surfaces, like parking, which contribute to stormwater runoff. As such, reduction in dedicated parking areas will result in reductions to stormwater runoff and improved water quality in Brampton's rivers, streams, wetlands, and lakes.

### *Land (Sustainable Development)*

Brampton's urban environment comprises approximately 83 per cent of the city's land area. Concerns over public health, climate change, and energy and resource use has brought sustainable urban design to the forefront of planning, building, and managing communities. The Brampton Grow Green EMP Action Plan calls for the development of an Alternative Parking Strategy to encourage underground parking, tiered parking structures, green parking lots, and opportunities to reduce parking requirements in exchange for community benefits.

The environmental impacts of parking are not limited to the use of automobile-centric infrastructure. The negative effects start far before any parking space is even made available. The extraction, transportation, production, and application of the materials (e.g. asphalt, concrete, metal) needed to build underground, surface, and multistory parking involve intensive use of fossil fuels and natural aggregates, and result in GHG emissions, air and water pollutants, water use, land disturbance and habitat destruction. As such, reducing the amount parking in Brampton would lessen the city's contribution to the environmental and public health damage related to these materials.

We appreciate the ability to work with you on the overall Zoning By-Law Review and look forward to the potential environmental benefits that can result from eliminating minimum parking requirements in the Downtown, Central Area and Hurontario-Main Corridor.

Should you have any questions, please do not hesitate to reach out to me directly.

Sincerely,  
Michael Hoy  
Supervisor, Environmental Planning  
Public Works and Engineering Dept.  
905.874.2608

## **Transportation Planning Initiatives and Infrastructure Projects**

The City is undertaking a number of transportation planning initiatives and infrastructure projects that will help with the reduction/ elimination of parking requirements in strategic, higher density nodes. A focus on higher order transit improvements and active transportation facilities will provide the necessary infrastructure to encourage shifting automobile dependent travel behaviours to more sustainable modes such as transit, walking and cycling, supporting the elimination of parking requirements in intensification areas.

### **Projects**

#### **Queen Street BRT**

Queen St – Hwy 7 BRT (bus rapid transit) is planned to connect Brampton to Vaughan in a dedicated centre median running way. The Queen St – Hwy 7 BRT will offer frequent and reliable transit service to increase in ridership and encourage transit oriented development.

The study is currently going through the Metrolinx Business Case process, which will guide funding and construction timelines. The BRT infrastructure is forecasted for approximately 2027.

#### **Hurontario LRT**

Hurontario LRT is an 18-kilometre Light Rail Transit (HuLRT), running north - south from the Port Credit GO Station in Mississauga to Brampton Gateway Terminal in Uptown Brampton. The HuLRT project will also include active transportation mode and public realm enhancements. The HuLRT is one of the key transportation projects in the Metrolinx 2041 Regional Transportation Plan and is consistent with goals in the Brampton 2040 Vision.

Design is currently in progress, and Brampton will likely see a significant increase in construction activities by Fall 2021 with tentative completion and commissioning of the system by Fall of 2024.

#### **LRT Extension**

The Brampton LRT Extension Environmental Assessment (EA) Study is examining alternatives to extend light rail transit (LRT) on Hurontario/Main Street, from the Brampton Gateway Terminal at Steeles Avenue East to the Brampton GO Station in Downtown Brampton. The EA is anticipated to be completed before the end of 2021 and construction is anticipated to begin within 6 to 10 years.

## **Policies and Plans**

### **Active Transportation Master Plan, 2019**

The Active Transportation Master Plan, endorsed by Council in 2019, provides the implementation framework to advance active transportation network plans, policies and programs that supports the 2040 Vision.

The goals of the ATMP are to improve safety for pedestrians and cyclists, enhance accessibility, maximize the use of infrastructure, invest in expanding the active transportation network, and to improve active transportation coordination and access to transit to increase first and last mile as active transportation choices.

To deliver enhanced pedestrian and cycling infrastructure across the city, the ATMP infrastructure recommendations are being implemented through the City's Capital and budget planning processes.

### **Complete Streets Guidelines, Ongoing**

City staff are currently undertaking the Brampton Complete Streets Guidelines (BCSG). The BCSG is being undertaken to inform a rethink of Brampton's streets to consider design treatments, service levels and experience for all road users, and not just automobile drivers – emphasizing the needs of pedestrians, cyclists and transit users.

The BCSG are helping to support an integrated sustainable transportation network for Brampton, with streets that provide safe, equitable, attractive and convenient travel for all ages and abilities, accommodating all users. Complete Streets informs a policy framework for transportation decision-making to improve transportation choices, enhance existing and planned networks, and support existing and planned development contexts.

The BCSG are in development and expected to be completed in 2021. The BCSG background study and preliminary recommendations for Vision, Principles and design approaches for Brampton's street network are being used to inform the City's Transportation Master Plan Review and Update.

### **Transportation Master Plan (2015) Review and Update, Ongoing**

The Transportation Master Plan (TMP) is the City's long term strategy to guide decision-making for multi-modal transportation planning and investment. Staff is initiating a comprehensive Transportation Master Plan Review and update that will take its broad direction from the Brampton 2040 Vision, and emergent Brampton Complete Street Guidelines, among other considerations.

The review will consider long term needs for a seamless, connected and integrated mobility network that supports the accommodation of growing travel demand in a more sustainable

way - increasing trips made by walking, cycling and transit. The review will prioritize mobility solutions that support compact, high density, mixed land use development in strategic centres, advancing sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips and reduce automobile use.



EDO Comments - ZBLA - Elimination of Minimum Parking Requirements  
Subject: EDO Comments - ZBLA - Elimination of Minimum Parking Requirements

Hi Michelle

Thank-you for the opportunity to comment. Economic Development staff support the city initiated amendment to remove minimum parking requirements for the lands identified. Developing a viable high density mixed use development is difficult for developers in the current market given the costs associated with building underground or structured parking. Reducing the costs of development provides more affordable housing and commercial leasing opportunities. It also provides an opportunity for development to occur on lands that would have otherwise been used for parking. It makes sense to concentrate efforts on attracting higher density development in the areas identified given the conditions of current and future higher order transit, in addition to the existing policy framework.

Economic Development continues to receive inquiries for readily available office space from investors, site selectors and new entrepreneurs. Removing barriers of entry for more office development to occur will provide new business's with options to stay and grow in our City. Coming out of COVID, supporting entrepreneurs and attracting investment are key parts of the City's Economic Recovery Strategy.

Kind regards

Paul Aldunate M.PL. MCIP RPP |Expeditor  
Investment Services|Economic Development |City of Brampton  
T: 905.874.2435| C: 647-823-5406 |paul.aldunate@brampton.ca | [www.brampton.ca](http://www.brampton.ca)

Resources for reopening and recovery for your business during COVID19 please connect here

**Date:** 2021-03-12

**Subject:** **Stormwater Charge for Working Farms**

**Contact:** **Michael Heralall**, Senior Manager, Environment  
Michael.Heralall@brampton.ca

**Report Number:** Public Works & Engineering-2021-390

**Recommendations:**

1. THAT the report titled **Stormwater Charges for Working Farms** to the City Council meeting of March 24, 2021 be received;
2. THAT Council consider staff to undertake a verification of the impervious areas to which the stormwater charge applies for all working farm properties, recognizing the characteristics of such properties.

**Overview:**

- On March 10, 2021 Committee of Council discussed a motion tabled by Councillor Palleschi regarding stormwater charge relief for working farms in Brampton.
- The City's Stormwater Charge is designed around two categories of property, residential and non-residential, in order to appropriately distribute the charge payable by property owners.
- A stormwater charge is only assessed where impervious areas are present on a property. Impervious areas are used as the basis for calculation, as it is directly correlated with the amount of stormwater runoff from a property.
- There is a Stormwater Charge reduction (Credit) program available to multi-family and non-residential properties that implement stormwater management practices on-site that reduce the demand on the City's stormwater drainage system.

- **Stormwater Charge subsidies are available by application to Places of Worship, properties used by Veterans' Organizations, and Low-Income Seniors and Disabled Persons who have been approved for the City's Property Tax Rebate.**
- **Farm properties are eligible to apply for Stormwater Charge reductions through the Credit program.**
- **An exemption from stormwater charges or financial relief (including subsidy) for properties with commercial operations, where there is no significant benefit resulting to the City or the general public may be considered as bonusing contrary to the Municipal Act.**
- **Other municipalities that have implemented stormwater charges in Ontario do not exempt farm properties from stormwater charges.**
- **Currently, there are 219 farm properties in Brampton that receive the Farm Property Class Tax Rate. Of these, 102 are subject to stormwater charges. This results in collection of \$124,000 annually in stormwater charges from these properties.**
- **Some large-scale greenhouses may have been assessed as properties benefiting from the Farm Property Class Tax Rate, as determined by the Municipal Property Assessment Corporation (MPAC).**

### **Background:**

Stormwater management is a core municipal service that keeps people and communities safe from flooding, protects against damage to property, and minimizes the social and environmental disruptions and impacts caused by flooding. Brampton has over \$1.2B worth of stormwater infrastructure that serves this vital purpose. These include storm sewers, catchbasins, manholes, stormwater ponds, road-side ditches, watercourses and flood channels. Keeping this system in a state of good repair is essential to ensure public safety, property, and the environment are protected from the adverse effects of uncontrolled stormwater runoff. The City of Brampton introduced a Stormwater Charge beginning June 1, 2020 to provide the sustainable funding for investments in the stormwater system to maintain appropriate levels of service to the community. As prescribed in By-Law 82-2020, stormwater charges are applicable to all properties in Brampton except those exempted by legislation.

### **Calculation of Stormwater Charges**

The City of Brampton's stormwater drainage system is the ultimate recipient of stormwater runoff within the City of Brampton, whether that stormwater runoff arrives directly or indirectly into the system. Unless a property has the means to retain stormwater indefinitely within its boundaries, it is presumed as benefiting from the municipal stormwater drainage system.

The impervious surfaces on a property do not allow for runoff to be absorbed into the ground, and result in stormwater runoff that exceeds that which would have resulted from natural conditions in both volume and rate. Impervious areas include paved or hard surfaces, building rooftops, compacted gravel, artificial turf, and other surfaces on a property which are considered highly resistant to the infiltration of water, thereby increasing stormwater runoff. The amount of impervious surface is directly correlated with the amount of stormwater runoff, and hence is used as the basis for calculation of the stormwater charge to ensure a clear nexus between amount paid and benefit received.

The impervious areas on each property are determined and measured using City building records and high-resolution aerial images. The City has provided the means for a property owner to view and verify the basis of their stormwater charge assessment via an online stormwater charge estimator. The By-law also prescribes an appeal process for property owners to correct errors in their stormwater charge assessment.

All properties subject to the stormwater charge are assessed at the annual rate of \$89 per Billing Unit. A Billing Unit is equivalent to 234 square meters of impervious area, and represents the amount of impervious area on a typical single-family residential property in Brampton.

### Stormwater Charge Reductions

Eligible property owners may apply for reductions in their stormwater charges through:

1. Subsidies
2. Technical Exemptions
3. Stormwater Charge Credits.

Subsidies are available for Places of Worship, Veterans' Organizations, Low-Income Seniors and Disabled Persons. These subsidies are available to property owners that the City already recognizes as eligible for relief through existing programs such as the Property Tax Rebate pursuant to By-law 57-2010 as amended, or which are exempt from property tax assessment through Provincial legislation. Such subsidies are funded by way of a grant made pursuant to s. 107 of the Municipal Act, 2001 to reduce or eliminate the stormwater charge payable.

Owners of properties that do not use any part of the City's stormwater drainage system can apply for a Technical Exemption with supporting documentation prepared by a qualified professional.

The City also has a Stormwater Charge Credit program through which eligible multi-family residential and non-residential property owners can seek a reduction in their stormwater charge based on stormwater management measures on their property that reduce the burden on the City's stormwater management system.

### **Current Situation:**

On March 10, 2021 Committee of Council discussed a motion by Councillor Palleschi regarding stormwater charge relief for working farms in Brampton. The following sections describe typical municipal considerations of farm properties for those municipalities that have established a stormwater charge, and provides guidance on various aspects of stormwater charge relief for farm properties.

#### Municipal Scan – Ontario Stormwater Charge Programs

A growing number of municipalities have established stormwater charges to provide more equitable and sustainable funding for the maintenance and upgrades of stormwater drainage systems. Staff reviewed the stormwater charge programs of fifteen (15) municipalities and implications for farms.

Only two municipalities (City of London and Municipality of Middlesex Centre) exclude farms from stormwater charges. However, both municipalities have Drainage Superintendents to oversee the maintenance and upgrades of rural drainage infrastructure through the Drainage Act with the up-front and annual costs paid by the farms benefiting from such infrastructure. Of the remaining 13 municipalities that bill stormwater charges to rural properties, three municipalities (Cities of Orillia, St. Thomas, and Waterloo) only bill some rural properties.

#### Stormwater Charges for Working Farms in Brampton

MPAC offers a Farm Property Class Tax Rate for properties that it has assessed as "agricultural," which earn \$7,000 or more a year in farming operations, have a farm business registration number, and have been placed into the Farm Property Tax Class by the Ontario Ministry of Agriculture, Food and Rural Affairs. The Farm Property Class Tax Rate is applied to the portion of the property utilized for farming operations and these sub-areas within each property are identified by MPAC.

The table below summarizes the stormwater charges for farm properties, with a Working Farm defined as "the portion of a property that is subject to the Farm Property Class Tax Rate, as assessed by the Municipal Property Assessment Corporation (MPAC)":

# Working Farms in Brampton (as per MPAC)	# Working Farms subject to stormwater charges	Annual stormwater billings from Working Farms
219	102	\$124,422

Working Farms in Brampton may include some large-scale greenhouse operations wherein the property receives the Farm Property Tax Class rate, but does not include those where the residential tax rate is assigned by MPAC.

#### Exemption from or Subsidy for Stormwater Charges to Commercial Farms in Brampton

Under Section 106(1) of the Municipal Act, 2001 “a municipality shall not assist directly or indirectly any manufacturing business or other industrial or commercial enterprise through the granting of bonuses for that purpose”, and further Section 106(2) prohibits a municipality from granting assistance by “giving a total or partial exemption from any levy, charge or fee” .

Granting an exemption from or financial assistance (including a subsidy) for the stormwater charge to individual owners of one or more classes of commercial farming properties in circumstances where there is no significant benefit resulting to the City or the general public may be considered as bonusing contrary to the Act.

The financial impact of a subsidy of stormwater charges to all working farms in Brampton would be a reduction of \$124,422 in stormwater charges collected, which would have to be funded from the City's other revenue.

#### Internal Re-Assessment of Impervious Areas on Working Farms

In accordance with the Stormwater Charge By-law 82-2020, stormwater charges are calculated based on impervious areas on a property. Adjustments to impervious areas used for stormwater charge calculations may arise as a result of external requests (via appeals) or via internal adjustments initiated by the City. Internal adjustments are made when impervious areas change on a property or when new data becomes available. Several working farms in Brampton have requested a re-assessment of their impervious areas.

As permitted by the Stormwater Charge By-Law, and as directed by Council, City staff may undertake a verification of the impervious areas to which the stormwater charge applies for all Working Farm properties.

#### Stormwater Charge Credit Program

The City of Brampton has a Stormwater Charge Credit Program through which eligible property owners can seek a reduction in their stormwater charge based on stormwater management measures on their property, such as vegetated filter strips, grassed waterways, and stormwater ponds, that control runoff from impervious surfaces. Applicants may seek up to 50% credit, and credit applications must be accompanied by a stormwater management report and other required supporting information as prescribed in the *City of Brampton Stormwater Charge Credit Program* manual. Staff have received no credit applications from working farms in Brampton.

### Other Assistance Available to Farm Properties

Some farms may be eligible for funding to offset the up-front design and installation cost of new or upgraded measures to control stormwater through existing programs such as the Peel Rural Water Quality Program.

### Alternative Strategies to Fund Maintenance of Rural Drainage Infrastructure

Farms in London and Middlesex Centre are not subject to the stormwater charge, which applies to properties in the urban/settlement areas. Both municipalities fund the maintenance and upgrades of rural drainage infrastructure through the Drainage Act, as overseen by each municipality's Drainage Superintendent. As such, farm property owners contribute financially to the maintenance of drainage infrastructure despite being exempt from the stormwater charge. The City of Brampton has no municipal drains established under the Drainage Act and has no Drainage Superintendent.

### **Corporate Implications:**

#### Financial Implications:

A full subsidy of stormwater charges to working farms will result in a corresponding reduction in stormwater charges collected. The annual amount is estimated to be \$124,422 and cannot be covered by increasing the stormwater charge on the remaining properties given that the charges established by the current by-law are calculated on a fair and equitable basis.

#### Legal Implications:

Legal Services has advised that the Municipal Act, 2001 prohibits the City from assisting directly or indirectly any commercial enterprise through the granting of bonuses for that purpose including the granting of assistance by giving a total or partial exemption from any levy, charge or fee.

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

The Brampton Stormwater Charge supports Term of Council Priorities 2019-2022 "A Well-run City" which emphasizes effective management of municipal assets. Stormwater management is a core service under Provincial asset management regulations, and the Brampton Stormwater Charge is a key component of a sustainable, prudent asset management plan for stormwater infrastructure.

## Conclusion:

The Brampton Stormwater Charge was designed to be fair, equitable and transparent and appropriately distribute the cost of paying for stormwater management to those benefiting from the system. It is based on the amount of hard surface on a property, as the amount of impervious surface is directly correlated with the amount of stormwater runoff from a property.

Granting an exemption from or financial assistance (including a subsidy) for the stormwater charge to individual owners of one or more classes of commercial farming properties in circumstances where there is no significant benefit resulting to the City or the general public may be considered as bonusing contrary to the Municipal Act.

Farm properties have larger amounts of natural areas adjacent to, and surrounding the impervious areas on the property, and these may serve to intercept or otherwise reduce the amount of stormwater runoff from such properties. The Stormwater Charge By-law permits internal review, verification and adjustments to the stormwater charges in these circumstances.

Authored by:

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Michael Heralall,  
Senior Manager, Environment

Reviewed by:

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Michael Won,  
Director, Environment & Development  
Engineering

Approved by:

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Jayne Holmes,  
Acting Commissioner, Public Works and  
Engineering

Submitted by:

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David Barrick  
Chief Administrative Officer



**Date:** 2021-02-12

**Subject:** Subdivision Release and Assumption

**Secondary Title:** Rutherford Properties Ltd., Registered Plan 43M-1784 - Ward 3 (North of Steeles Avenue, East of Kennedy Road) - Planning References – C02E01.019 and 21T-04017B

**Contact:** John Edwin, Manager, Development Construction, Environment & Development Engineering Services (905-874-2538)

**Report Number:** Public Works & Engineering-2021-076

**Recommendations:**

1. That the report titled: **Subdivision Release and Assumption; Rutherford Properties Ltd., Registered Plan 43M-1784 - Ward 3 – (North of Steeles Avenue, East of Kennedy Road) Planning References – C02E01.019 and 21T-04017B**, to the Council Meeting of March 24, 2021 be received;
2. That all works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1784 (the “Subdivision”) be accepted and assumed;
3. That the Treasurer be authorized to release the securities held by the City; and
4. That a by-law be passed to assume the following street as shown on the Registered Plan 43M-1784 as part of the public highway system:

Resolution Drive

**Overview:**

- This report recommends that the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1784 be accepted and assumed.

**Background:**

City Council, at its meeting of March 11, 2020 approved Committee of Council recommendation CW081-2020 whereby the street as shown on the subject Registered Plan is to be assumed by the City, once all departments have provided clearance for assumption by the City.

**Current Situation:**

City departments have now reviewed the Registered Plan for this subdivision and have provided clearance for assumption.

**Corporate Implications:**

All City Departments and the Region of Peel have provided clearances for assumption of the Subdivision to the Manager, Development Construction. This subdivision will now be included in the City's list of assets. The City of Brampton will now be fully responsible for on-going maintenance.

**Financial Implications:**

The annual operating impacts associated with the assumed infrastructure within this subdivision are estimated to be \$4,000. There is sufficient funding approved within the Public Works and Engineering operating budget to proceed with the recommendations in this report.

**Strategic Plan and Term of Council Priorities:**

This report accomplishes the Strategic Plan priorities by supporting the benefits of sustainable growth to build a pre-eminent city with vibrant and connected communities.

**Living the Mosaic – 2040 Vision**

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and sustainable urban places.

**Term of Council Priority**

This report achieves the Term of Council Priority by highlighting Brampton as a well-run City. We continuously improve the day-to-day operations of the corporation by streamlining service delivery, effectively managing municipal assets, and leveraging partnerships for collaboration and advocacy.

**Conclusion:**

With approval of this report, the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1784 will be accepted and assumed.  
Respectfully submitted,

Authored by:

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John Edwin, EIT, C.E.T.  
Manager, Development Construction  
Environment & Development Engineering  
Public Works and Engineering

Reviewed and Recommended by:

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Michael Won, P. Eng., Director  
Environment & Development Engineering  
Public Works and Engineering

Approved by:

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Jayne Holmes, P. Eng.  
Acting Commissioner  
Public Works & Engineering

Submitted by:

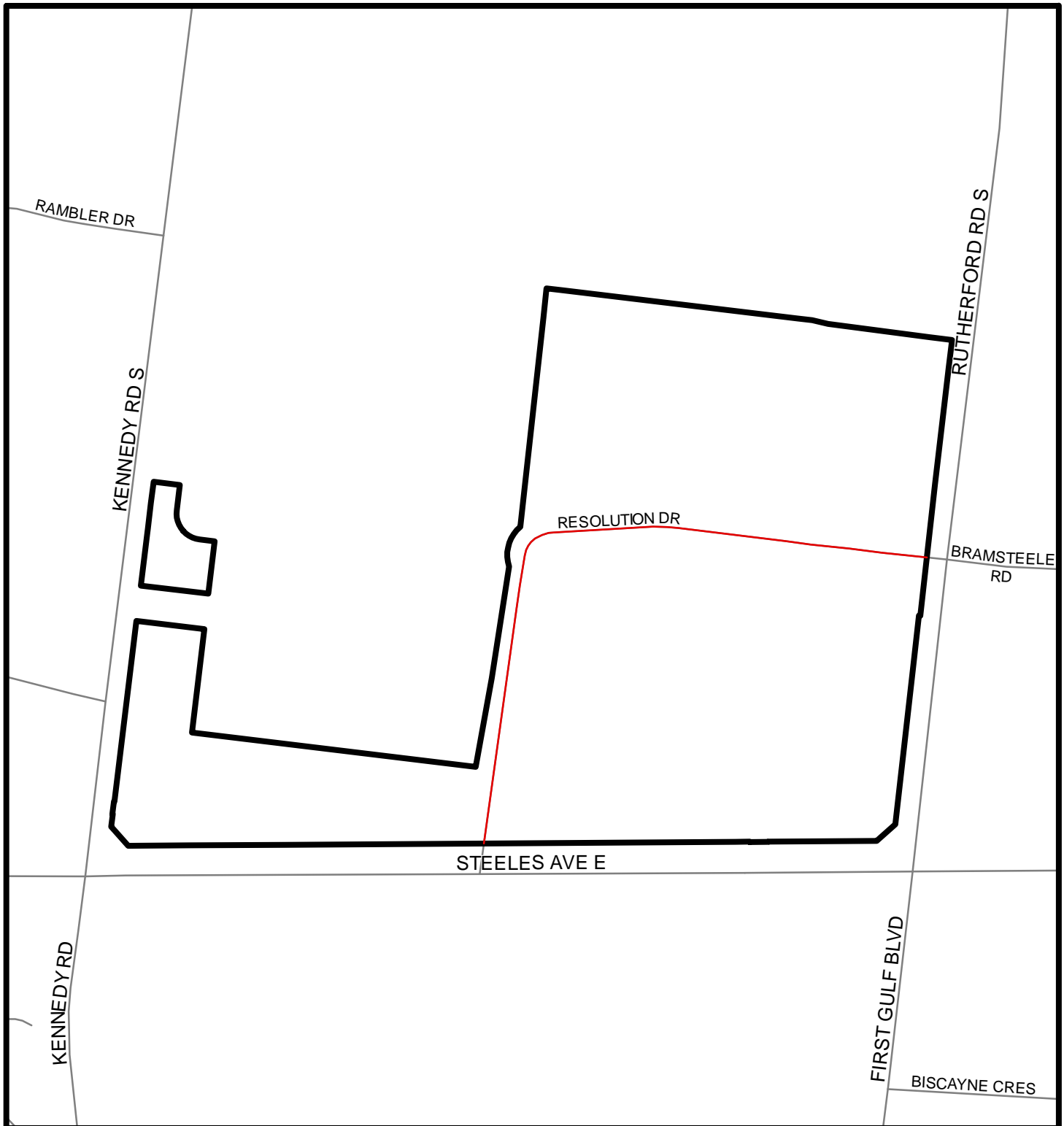
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David Barrick  
Chief Administrative Officer

Appendices:

Attachment 1: Subdivision Map

Attachment 2: Registered Plan 43M-1784



 SUBJECT LANDS TO BE ASSUMED

 RoadDistance (0.6 KM)



**Date:** 2021-02-19

**Subject:** Subdivision Release and Assumption

**Secondary Title:** Kingsgrove Property (Brampton) Ltd., Registered Plan 43M-1790, (West of McLaughlin Road, South of Wanless Drive), Ward 6 - Planning References – C02W15.011 and 21T-04019B

**Contact:** John Edwin, Manager, Development Construction, Environment & Development Engineering Division - (905-874-2538)

**Report Number:** Public Works & Engineering-2021-268

**Recommendations:**

1. That the report titled: **Subdivision Release and Assumption; Kingsgrove Property (Brampton) Ltd., Registered Plan 43M-1790, (West of McLaughlin Road, South of Wanless Drive), Ward 6 - Planning References – C02W15.011 and 21T-04019B**, to the Council Meeting of March 24, 2021 be received;
2. That all works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1790 (the “Subdivision”) be accepted and assumed;
3. That the Treasurer be authorized to release the securities held by the City; and
4. That a by-law be passed to assume the following streets as shown on the Registered Plan 43M-1790 as part of the public highway system:

Eastlake Road, Devonsleigh Drive, Percy Gate

**Overview:**

- This report recommends that the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1790 be accepted and assumed.

**Background:**

City Council, at its meeting of September 16, 2020 approved Committee of Council recommendation CW177-2020, whereby the streets as shown on the subject Registered Plan are to be assumed by the City, once all departments have provided clearance for assumption by the City.

**Current Situation:**

City departments have now reviewed the Registered Plan for this subdivision and have provided clearance for assumption.

**Corporate Implications:**

All City Departments and the Region of Peel have provided clearances for assumption of the Subdivision to the Manager, Development Construction. This subdivision will now be included in the City's list of assets. The City of Brampton will now be fully responsible for on-going maintenance.

**Financial Implications:**

The annual operating impacts associated with the assumed infrastructure within this subdivision are estimated to be \$1,500.00. There is sufficient funding approved within the Public Works and Engineering operating budget to proceed with the recommendations in this report.

**Strategic Plan and Term of Council Priorities:**

This report accomplishes the Strategic Plan priorities by supporting the benefits of sustainable growth to build a pre-eminent city with vibrant and connected communities.

**Living the Mosaic – 2040 Vision**

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and sustainable urban places.

**Term of Council Priority**

This report achieves the Term of Council Priority by highlighting Brampton as a well-run City. We continuously improve the day-to-day operations of the corporation by streamlining service delivery, effectively managing municipal assets, and leveraging partnerships for collaboration and advocacy.

**Conclusion:**

With approval of this report, the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1790 will be accepted and assumed.

Respectfully submitted,

Authored by:

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John Edwin, EIT, C.E.T.  
Manager, Development Construction  
Environment & Development Engineering  
Public Works and Engineering

Reviewed and Recommended by:

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Michael Won, P. Eng., Director  
Environment & Development Engineering  
Public Works and Engineering

Approved by:

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Jayne Holmes, P. Eng.  
Acting Commissioner  
Public Works & Engineering

Submitted by:

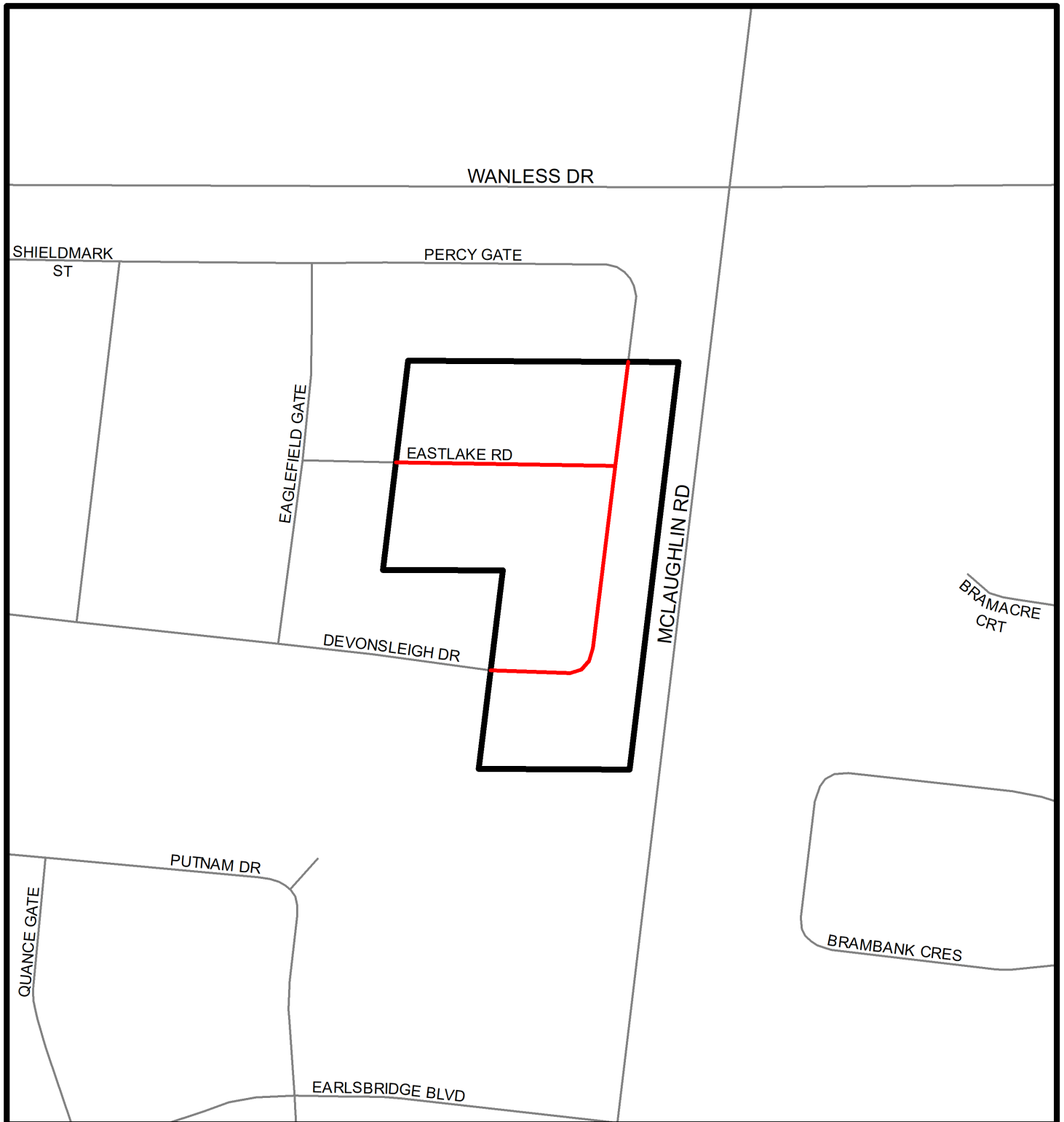
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David Barrick  
Chief Administrative Office

Appendices:

Attachment 1: Subdivision Map

Attachment 2: Registered Plan 43M-1790



 SUBJECT LANDS TO BE ASSUMED

 Road Distance (0.23 KM)





**Date:** 2021-02-18

**Subject:** **Subdivision Release and Assumption**

**Secondary Title:** **Ashwid Developments Inc. & Mattamy (Credit River) Limited, Registered Plans 43M-1878 & 43M-1879, Ward 6, (South of Sandalwood Parkway West, West of Creditview Road), Planning References – C04W12.002 and 21T-10013B**

**Contact:** John Edwin, Manager, Development Construction, Environment & Development Engineering Division - (905-874-2538)

**Report Number:** Public Works & Engineering-2021-256

**Recommendations:**

1. That the report titled: **Subdivision Release and Assumption; Ashwid Developments Inc. & Mattamy (Credit River) Limited, Registered Plans 43M-1878 & 43M-1879, (South of Sandalwood Parkway West, West of Creditview Road), Ward 6 - Planning References – C04W12.002 and 21T-10013B**, to the Council Meeting of March 24, 2021 be received;
2. That all works constructed and installed in accordance with the subdivision agreement for Registered Plans 43M-1878 & 43M-1879 (the “Subdivision”) be accepted and assumed;
3. That the Treasurer be authorized to release the securities held by the City; and
4. That a by-law be passed to assume the following streets and street widening block as shown on the Registered Plans 43M-1878 & 43M-1879 as part of the public highway system:  
  
43M-1878: Agricola Road, Arkwright Drive, Aylesbury Drive, Berberis Crescent, Bonsai Lane, Dublin Road, Locomotive Crescent, Meadowcrest Lane, Old Cleeve Crescent, Poncelet Road, Veterans Drive, Street Widening Block 307 to be part of Creditview Road  
  
43M-1879: Agricola Road, Arnprior Road, Aylesbury Drive, Baby Pointe Trail, Bleasdale Avenue, Bryony Road, Deancrest Road, Henneberry Lane, Meadowcrest Lane, Memory Lane, Platform Crescent

**Overview:**

- **This report recommends that the works constructed and installed in accordance with the subdivision agreement for Registered Plans 43M-1878 & 43M-1879 be accepted and assumed.**

**Background:**

City Council, at its meeting of May 30, 2018 approved Committee of Council recommendation CW185-2018, whereby the streets and street widening block as shown on the subject Registered Plans are to be assumed by the City, once all departments have provided clearance for assumption by the City.

**Current Situation:**

City departments have now reviewed the Registered Plans for this subdivision and have provided clearance for assumption.

**Corporate Implications:**

All City Departments and the Region of Peel have provided clearances for assumption of the Subdivision to the Manager, Development Construction. This subdivision will now be included in the City's list of assets. The City of Brampton will now be fully responsible for on-going maintenance.

**Financial Implications:**

The annual operating impacts associated with the assumed infrastructure within this subdivision are estimated to be \$43,000. There is sufficient funding approved within the Public Works and Engineering operating budget to proceed with the recommendations in this report.

**Strategic Plan and Term of Council Priorities:**

This report accomplishes the Strategic Plan priorities by supporting the benefits of sustainable growth to build a pre-eminent city with vibrant and connected communities.

**Living the Mosaic – 2040 Vision**

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and sustainable urban places.

### Term of Council Priority

This report achieves the Term of Council Priority by highlighting Brampton as a well-run City. We continuously improve the day-to-day operations of the corporation by streamlining service delivery, effectively managing municipal assets, and leveraging partnerships for collaboration and advocacy.

### **Conclusion:**

With approval of this report, the works constructed and installed in accordance with the subdivision agreement for Registered Plans 43M-1878 & 43M-1879 will be accepted and assumed.

Respectfully submitted,

Authored by:

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John Edwin, EIT, C.E.T.  
Manager, Development Construction  
Environment & Development Engineering  
Public Works and Engineering

Reviewed and Recommended by:

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Michael Won, P. Eng., Director  
Environment & Development Engineering  
Public Works and Engineering

Approved by:

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Jayne Holmes, P. Eng.  
Acting Commissioner  
Public Works & Engineering

Submitted by:

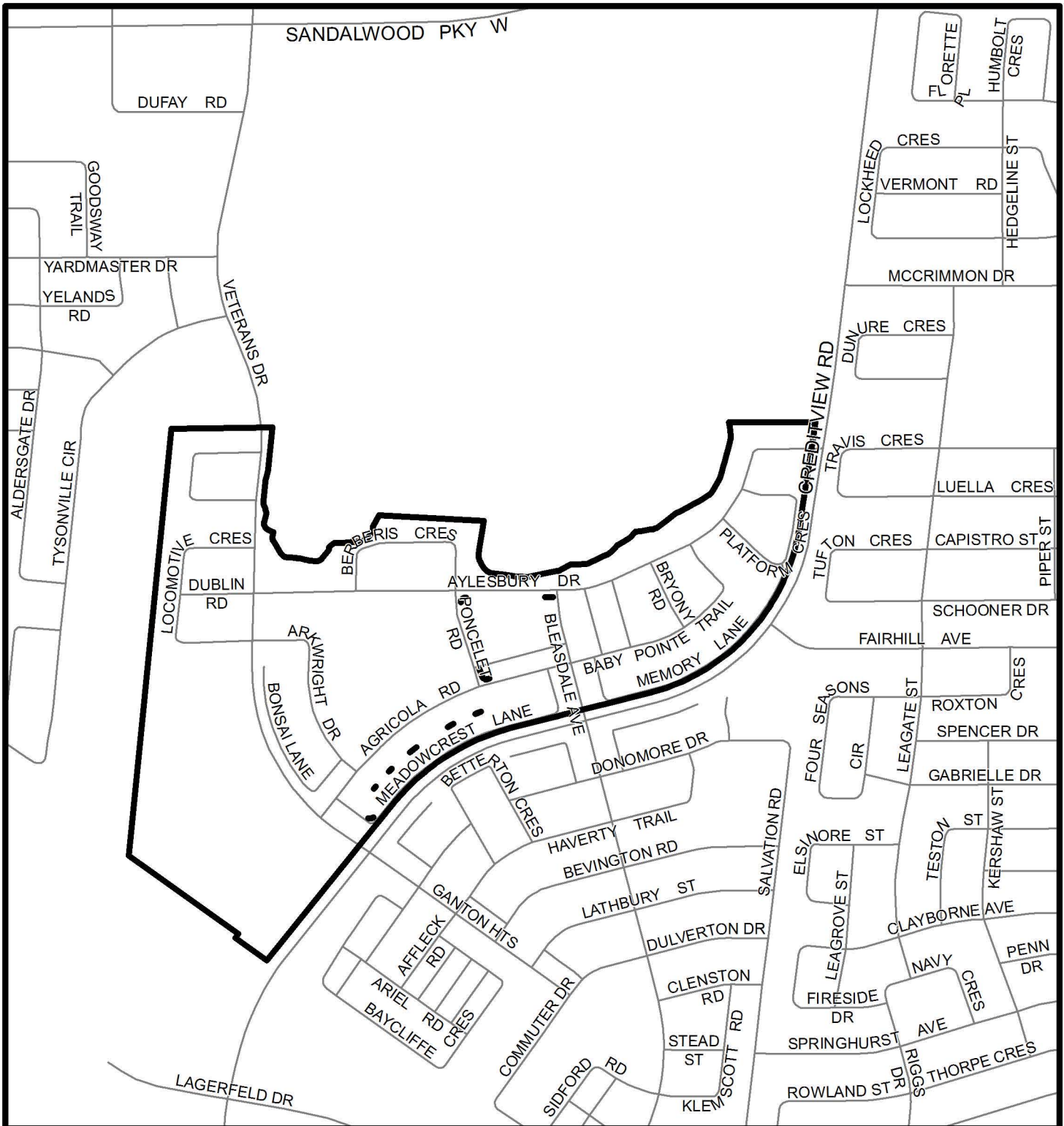
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David Barrick  
Chief Administrative Office

Appendices:

Attachment 1: Subdivision Map

Attachment 2: Registered Plan 43M-1878 & 43M-1879



 SUBJECT LANDS TO BE ASSUMED 6.02 KM



**Date:** 2021-03-17

**Subject:** **Provincial Fire Safety Grant Application**

**Contact:** George Tijanic, Division Chief – Administrative Services, Brampton Fire & Emergency Services (905-874-2734)

**Report Number:** Brampton Fire and Emergency Services-2021-345

**Recommendations:**

1. That the report titled: **“Provincial Fire Safety Grant Application”** dated March 17<sup>th</sup>, 2021 be received;
2. That Council approve the City’s grant application for the Brampton Fire & Emergency Services training requirements outlined in this report; and
3. That a budget amendment be approved to the 2021 Capital Budget and a new capital project be established in the amount of \$151,000 for the purchase of the training elements outlined in this report to be funded 100% by the grant, contingent on the City’s application being approved by the Government of Ontario.

**Overview:**

- On March 11<sup>th</sup>, 2021, the Government of Ontario announced a one-time \$5M grant to municipal fire services to assist in addressing challenges associated with training and virtual inspections due to the COVID-19 pandemic. The City was advised that it is eligible to receive up to \$151,000 as part of this grant program.
- The City submitted their application to the Office of the Fire Marshal (OFM) on March 19<sup>th</sup> for training elements outlined in this report based on the deadline provided.
- As decisions regarding the grant did not provide sufficient time for staff to engage Council for approval prior to their submission, the OFM has allowed the Fire Chief to accept the grant in principle on behalf of the municipality, pending formal approval from Council.
- This report seeks Council approval to formally endorse the Fire Chief’s application as required by the OFM in order to receive the funding and

establish a capital project to procure the items outlined in this report to be funded 100% by the grant.
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**Background:**

On March 11<sup>th</sup>, 2021 the Government of Ontario announced a one-time \$5M grant to municipal fire services to assist in addressing challenges associated with training and virtual inspections due to the COVID-19 pandemic. The City was advised that it is eligible to receive up to \$151,000 as part of this grant program.

In order to receive funds, the Office of the Fire Marshal (OFM) requires that an application be submitted by a representative of the municipality. As decisions regarding the grant may not have time to proceed to Council for approval within the timeframes identified below, the conditions of the grant allow the Fire Chief to accept the grant in principle on behalf of the municipality, pending formal approval from Council at a later date. In order for the OFM to allocate funds before their March 31<sup>st</sup>, 2021 deadline, all applications must be submitted to them no later than March 19<sup>th</sup>, 2021. In addition, as a condition of the grant, these funds must be spent by August 1<sup>st</sup>, 2021, and a report back to the Fire Marshal will be required by September 1<sup>st</sup>, 2021, to outline how the grant was utilized at the department level.

**Current Situation:**

Due to the time constraints, the Fire Chief accepted the grant in principle and submitted an application on March 19<sup>th</sup>, 2021 to the OFM for their review and approval, which included the following items:

- 10 Laptops
- 1 Person & Machine Rescue Training Trailer
- 4 Self Contained Breathing Apparatus
- 8 Trench Rescue Training Course Registrations
- 2 Tactical Forcible Entry Training Simulators
- 2 K12 Cutting Simulators
- 1 Crush Door Simulator
- 2 Fire-Frame Window Simulators
- 1 Roll Up Door Saw Prop
- 1 Black Box Machine Rescue Simulator
- 13 Little Family QCPR Light Training Packs

Procuring these items will help facilitate mandatory/essential training requirements more effectively and efficiently while adhering to the COVID-19 physical distancing measures that are currently in place. The total cost of these items is estimated at \$151,000 in line with the amount the City is eligible to receive from the Government of Ontario. Refer to Appendix A for a copy of the completed application form.

## **Corporate Implications:**

### Financial Implications:

A budget amendment will be required and a new capital project will need to be established in the amount of \$151,000, fully funded by the grant, contingent upon receiving approval of the City's grant application from the Government of Ontario and subject to Council approval.

## **Term of Council Priorities:**

This report has been prepared in consideration of the Term of Council Priority of "Brampton is a Healthy & Safe City" by ensuring Brampton's firefighters are able to effectively train given the challenges associated with conducting in-person training during COVID-19. In addition, this report helps achieve the Term of Council Priority of "Brampton is a Well-Run City" by leveraging alternative funding sources to maintain service delivery.

## **Conclusion:**

It is recommended that the Council approve the City's grant application for the items outlined in this report so that funding can be provided by the Government of Ontario for training requirements outlined in this report.

Authored by:

Reviewed by:

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George Tjanic, Division Chief,  
Administrative Services

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Kim Kane, Deputy Fire Chief

Approved by:

Submitted by:

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Bill Boyes, Fire Chief

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David Barrick, Chief Administrative Officer

**Attachments: Appendix A – Brampton Fire Safety Grant Application Form**



# Office of the Fire Marshal

## 2020/2021 Fire Safety Grant Application Form

### Instructions:

1. Please ensure that all fields are completed as part of this grant application form.
2. If you require more space, please adjust the text boxes as needed.
3. If you wish to split the grant between supporting training and supporting a virtual inspection program to enhance your existing in-person inspection program, please complete both sections below.
4. Please email completed application to [ofm@ontario.ca](mailto:ofm@ontario.ca)
5. **Applications must be received no later than 1700hrs on March 19, 2021.**
6. If you have any questions, please contact your Fire Protection Adviser.

<b>Name of Municipality</b>	The Corporation of the City of Brampton
<b>Name of Fire Department</b>	Brampton Fire and Emergency Services
<b>Municipal Mailing Address</b>	2 Wellington St. W. Brampton, ON L6Y 4R2
<b>Name of Fire Chief</b>	Bill Boyes
<b>Email Address for Fire Chief</b>	bill.boyes@brampton.ca
<b>Fire Safety Grant Allocation Amount</b>	<b>\$151,000.00</b>

For those departments who wish to use the grant to support training, please provide a brief description of how the grant will be allocated, including the dollar amount. Please provide a brief overview of the training being provided, mode of delivery (online, Regional Training Centre, Learning Contract, other) and estimated timelines for completion. Please refer to the Fire Marshal Memo issued on March 11<sup>th</sup>, 2021 for additional information regarding eligible expenses. Please add extra lines to expand the text box below, if needed.

- 10 Laptops at an estimated cost of **\$15,000** to support technology upgrades for online learning/delivery throughout the recruit program.
- 1 Person & Machine Rescue Training Trailer at an estimated cost of **\$42,000** to support technology upgrades to support cohort (in-station) practical training, trailer can be easily deployed to multiple stations throughout the city.
- 4 Self Contained Breathing Apparatus at an estimated cost of **\$32,000** to support technology upgrades by allowing instructors to be assigned an SCBA, eliminating the need to share SCBAs and regulators during recruit and live fire training.
- 8 Trench Rescue Training Course Registrations at an estimated cost of **\$10,800** to support registration costs to support the provincial transition from Ontario Fire





## Office of the Fire Marshal


### 2020/2021 Fire Safety Grant Application Form

Service Standards to the National Fire Protection Agency Professional Qualifications standards by using FESTI to create a TTT program for Trench Rescue to be delivered as a Regional Training Center and shared curriculum with the Large Urban Training group.

- 2 Tactical Forcible Entry Training Simulators at an estimated cost of **\$13,000** to support technology upgrades to support smaller cohort training for the recruit program and Firefighter maintenance training at the training center.
- 2 K12 Cutting Simulator at an estimated cost of **\$2,000** to support technology upgrades to support smaller cohort training for the recruit program and Firefighter maintenance training at the training center.
- 1 Crush Door Simulators at an estimated cost of **\$2,500** to support technology upgrades to support smaller cohort training for the recruit program and Firefighter maintenance training at the training center.
- 2 Fire-Frame Window Simulators at an estimated cost of **\$7,500** to support technology upgrades to support smaller cohort training for the recruit program and Firefighter maintenance training at the training center.
- 1 Roll Up Door Saw Prop at an estimated cost of **\$12,500** to support technology upgrades to support smaller cohort training for the recruit program and Firefighter maintenance training at the training center.
- 1 Black Box Machine Rescue Simulator at an estimated cost of **\$3,700** to support technology upgrades to support smaller cohort training for the recruit program and Firefighter maintenance training at the training center.
- 13 Little Family QCPR Light Training Packs at an estimated cost of **\$10,000** to support technology upgrades to support smaller cohort training for the recruit program and Firefighter maintenance training at the training center.
- Total estimated cost to procure all items above - **\$151,000**

For those departments who wish to use the grant to support a virtual inspection program to enhance your existing in-person inspection program, please provide a brief description of how the grant will be allocated, including the dollar amount. Please provide a brief overview of the compliance activities and how it will be administered at the department level, including potential rollout. Please refer to Fire Marshal Memo issued on March 11<sup>th</sup>, 2021 for additional information regarding eligible expenses. Please add extra lines to expand the text box below, if needed.

Not applicable.

Name of Application Submitter	Bill Boyes
Title	Fire Chief
Signature	
Date	March 19, 2021



## Minutes

### Planning and Development Committee The Corporation of the City of Brampton

**Monday, March 8, 2021**

Members Present: Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
City Councillor D. Whillans - Wards 2 and 6  
Regional Councillor M. Palleschi - Wards 2 and 6  
City Councillor J. Bowman - Wards 3 and 4  
City Councillor C. Williams - Wards 7 and 8  
City Councillor H. Singh - Wards 9 and 10  
Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present: David Barrick, Chief Administrative Officer  
Richard Forward, Commissioner Planning and Development Services  
Allan Parsons, Director, Planning, Building and Economic Development  
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development  
Anthony-George D'Andrea, Legal Counsel, Legislative Services  
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development  
Jeffrey Humble, Manager, Policy Planning  
Steve Ganesh, Manager, Planning Building and Economic Development  
David Vanderberg, Manager, Planning Building and Economic Development  
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development  
Daniel Watchorn, Development Planner, Planning, Building and Economic Development  
Shelby Swinfield, Development Planner, Planning, Building and

Economic Development  
Himanshu Katyal, Development Planner, Planning, Building and  
Economic Development  
Peter Fay, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Shauna Danton, Legislative Coordinator, City Clerk's Office

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**1. Call to Order**

Note: In consideration of the current COVID-19 public health orders prohibiting large public gatherings of people and requirements for physical distancing between persons, in-person attendance at this Planning and Development Committee meeting was limited and physical distancing was maintained in Council Chambers at all times during the meeting.

The meeting was called to order at 7:00 p.m. and adjourned at 9:58 p.m.

As this meeting of the Planning and Development Committee was conducted with electronic participation by Members of Council, the meeting started with the City Clerk calling the roll for attendance at the meeting, as follows:

Members present during roll call: Councillor Santos, Councillor Vicente, Councillor Whillans, Councillor Palleschi, Councillor Bowman, Councillor Medeiros, Councillor Fortini, Councillor Williams, Councillor Singh

Members absent during roll call: Councillor Dhillon – personal

**2. Approval of Agenda**

PDC033-2021

That the Agenda for the Planning and Development Committee Meeting of March 8, 2021, be approved as published and circulated.

Carried

Note: Later in the meeting, on a two-thirds majority vote to reopen the question, the Approval of Agenda was reopened and Item 6.2-21 was added.

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

Nil

**4. Consent Motion**

In keeping with Council Resolution C019-2021, the Meeting Chair reviewed the relevant agenda items during this section of the meeting and allowed Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion, given the items are generally deemed to be routine and non-controversial.

The following items listed with a caret (^) were considered to be routine and non-controversial by the Committee and were approved at one time:

**(8.1)**

The following motion was considered:

PDC034-2021

That the following items to the Planning and Development Committee Meeting of February 22, 2021 be approved as part of Consent:

**(8.1)**

Yea (9): Regional Councillor Medeiros, Regional Councillor Fortini, Regional Councillor Santos , Regional Councillor Vicente, City Councillor Whillans, Regional Councillor Palleschi, City Councillor Bowman, City Councillor Williams, and City Councillor Singh

Absent (1): Regional Councillor Dhillon

Carried (9 to 0)

**5. Statutory Public Meeting Reports**

- 5.1 Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit the development of two low-rise commercial buildings) - KLM Planning Partners Inc. - Lebosco Developments Inc. - File OZS-2020-0027

Daniel Watchorn, Development Planner, Planning, Building and Economic Development, presented an overview of the application that included location of the subject lands, area context, design details, current land use designations,

preliminary issues, technical considerations, concept plan, next steps and contact information.

P. Fay, City Clerk, confirmed that there were no pre-registered delegations for this item.

Item 11.4 was brought forward at this time.

The following motion was considered:

PDC035-2021

1. That staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of two low-rise commercial buildings) - KLM Planning Partners Inc. - Lebosco Developments Inc. - File OZS-2020-0027**, to the Planning and Development Committee Meeting of March 8, 2021, be received;

2. That Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal;

3. That the following correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of two low-rise commercial buildings) - KLM Planning Partners Inc. - Lebosco Developments Inc. - File OZS-2020-0027, to the Planning and Development Committee Meeting of March 8, 2021, be received:

1. Silver Ighoyota, Brampton resident, dated February 19, 2021

2. Mandip Rana, Brampton resident, dated March 3, 2021.

Carried

- 5.2 Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada Inc./Umbria Developers Inc. - File OZS-2020-0034

Himanshu Katyal, Development Planner, Planning, Building and Economic Development, presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Patrick Pearson, Glen Schnarr & Associates Inc., presented details on the context plan, site plan, proposal renderings and elevations, angular planes, shadow impact, elevations, and the heritage building located on the site.

Item 11.2 was brought forward at this time.

Committee consideration of the matter included questions of clarification with respect to the following:

- inclusion of affordable housing units
- details with respect to the heritage building
  - suggestion to relocate to adjacent park
  - suggestion to re-purpose into a community space
- increase in sustainability score; incorporate more environmentally sustainable features
- walkability and access to amenities and transit

The following motion was considered:

PDC036-2021

1. That the staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada Inc./Umbria Developers Inc. - File OZS-2020-0034**, to the Planning and Development Committee Meeting of March 8, 2021, be received;
2. That Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal;
3. That the delegation from Patrick Pearson, Glen Schnarr & Associates Inc., re: Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada Inc./Umbria Developers Inc. - File OZS-2020-0034, to the Planning and Development Committee Meeting of March 8, 2021, be received;
4. That the following correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada

Inc./Umbria Developers Inc. - File OZS-2020-0034 , to the Planning and Development Committee Meeting of March 8, 2021, be received:

1. Cathy Jazokas, Brampton resident, dated February 15, 2021, and February 28, 2021
2. Gayle Marks, Brampton resident, dated February 18, 2021
3. Renville Wellington, Brampton resident, dated March 2, 2021
4. Zermina Wynne, Brampton resident, dated March 2, 2021
5. Anna Riccardi, Brampton resident, dated March 2, 2021
6. Haley Hamilton, Brampton resident, dated March 2, 2021
7. Jessica DiPasquale, Brampton resident, dated March 2, 2021
8. Oana and John Istoc; Paul and Theresa Falzon; Rajesh Khanna; Leo and Anna Ricardi, Brampton residents, dated March 2, 2021
9. Stephanie Cox, Brampton resident, dated March 2, 2021
10. Sylvia Menezes Roberts, Brampton resident, dated March 3, 2021
11. Garry, Darcie and Amy Lewis, Brampton residents, dated March 3, 2021
12. Kathryn Hawke, Brampton resident, dated March 3, 2021.

Carried

- 5.3 Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038

Himanshu Katyal, Development Planner, Planning, Building and Economic Development, presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Items 6.4 and 11.3 were brought forward at this time.

Vanessa Develter, Glen Schnarr & Associates Inc., presented details on the aerial context, proposed site plan, main floor plan, building elevations, conceptual renderings, compatibility with the City's Senior's Housing Study, the Age-Friendly Strategy and Action Plan, and provincial and regional development plans.

The following motion was considered:

PDC037-2021

1. That the staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038**, to the Planning and Development Committee Meeting of March 8, 2021, be received;

2. That Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal;

3. That the delegation from Vanessa Develter, Glen Schnarr & Associates Inc., re: Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038 to the Planning and Development Committee Meeting of March 8, 2021 be received;

4. That the following correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038 to the Planning and Development Committee Meeting of March 8, 2021 be received:

1. Rana Suhail, Brampton resident, dated February 23, 2021
2. Shagufta Suhail, Brampton resident, dated February 23, 2021
3. Nargis Bamra, Brampton resident, dated March 1, 2021
4. Prianka Pandit, Brampton resident, dated February 27, 2021
5. Waqas Ahmad, Brampton resident, dated March 1, 2021
6. Bassia Hameed, Brampton resident, dated February 28, 2021
7. Bharat Bhushan, Brampton resident, dated February 27, 2021
8. Gurwinder Singh, Brampton resident, dated March 1, 2021
9. Harmeet Dhaliwal, Brampton resident, dated February 28, 2021
10. Himanshu Tailor, Brampton resident, dated February 27, 2021
11. Mandeep Gill, Brampton resident, dated March 1, 2021



12. Muhammad Nasim, Brampton resident, dated February 27, 2021
13. Sylvia Menezes Roberts, Brampton resident, dated March 3, 2021

Carried

**6. Public Delegations (5 minutes maximum)**

- 6.1 Possible delegations re: Site Specific Amendment to the Sign By-law 399-2002, as amended - 2499511 Ontario Inc. - 8177 Torbram Road - Ward 8

P. Fay, City Clerk, confirmed that there were no pre-registered delegations for this item.

In response to questions from Committee, staff provided details regarding the requested amendment and the City's Sign By-law requirements.

Item 7.1 was brought forward at this time.

The following motion was considered:

PDC038-2021

1. That the staff report re: **Site Specific Amendment to Sign By-Law 399-2002 - 2499511 Ontario Inc. - 8177 Torbram Road – Ward 8**, to the Planning and Development Committee Meeting of March 8, 2021, be received; and
2. That a by-law be passed to amend Sign By-law 399-2002, as amended, to permit the proposed site-specific amendment.

Carried

- 6.2 Delegations re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008:

Prior to consideration of the delegations, a motion to defer the matter to the April 12, 2021, Planning and Development Committee meeting was introduced and subsequently withdrawn.

Note: later in the meeting on a two-thirds majority vote to reopen the question, the Approval of Agenda was reopened and a delegation from Pushap Jindal, Applicant, Item 6.2-21, was added.

The following delegations addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application:

1. Tony Moracci, Brampton resident
2. Azad Goyat, Brampton First Foundation
3. Rupinder and Jasbeer Kharbanda, Brampton residents, via pre-recorded audio file
4. Cynthia Sri Pragash, BramptonMatters
5. Geetesh Bhatt, Brampton resident
6. Nisha Sandhu, Brampton resident, via pre-recorded audio file
7. Amit Gupte, Brampton resident
8. Eisho Nanno and Joza Yousif, Brampton residents
9. Mark Nanno and Mario Nanno, Brampton residents
10. Nicholas Moracci, Brampton resident
11. Ravi Virk, Brampton resident
12. Kenilwath Baxi, Brampton resident
13. Gurrinder Kharbanda, Brampton resident, via pre-recorded audio file
14. Ajitha Pathmanathan, Brampton resident
15. Ravina Sangha, Brampton resident
16. Harshadkumar Chaudhari, Brampton resident
17. Pushap Jindal, Applicant

During consideration of this matter, a Point of Order was raised by Regional Councillor Palleschi. The Chair granted leave for the Point of Order and indicated which delegation currently had the floor.

In response to questions from a delegation, staff provided details on the size of the proposed office development, and noted amenities within walking distance of the subject lands.

Items 7.2 and 11.1 were brought forward at this time.

The following motion was considered:

PDC039-2021

1. That the following correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008 to the Planning and Development Committee Meeting of March 8, 2021, be received:

1. Tony Moracci, Brampton resident, dated February 20, 2021, and March 1, 2021
2. Nisha Sandhu, Brampton resident, dated March 3, 2020
3. Manjinder Sandhu, Brampton resident, dated March 3, 2020
4. Online petition correspondence, containing approximately 1250 signatures, submitted on March 4, 2021, by Cynthia Sri Pragash, on behalf of BramptonMatters
5. Aeysha Ahmad, Brampton resident, dated March 4, 2020
6. Kanwar Rai, Brampton resident, dated March 4, 2021
7. Shahida Hoque, Brampton resident, dated March 5, 2020.

2. That the following delegations re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008 to the Planning and Development Committee Meeting of March 8, 2021, be received:

1. Tony Moracci, Brampton resident
2. Azad Goyat, Brampton First Foundation
3. Rupinder and Jasbeer Kharbanda, Brampton residents, via pre-recorded audio file
4. Cynthia Sri Pragash, BramptonMatters
5. Geetesh Bhatt, Brampton resident
6. Nisha Sandhu, Brampton resident, via pre-recorded audio file
7. Amit Gupte, Brampton resident
8. Eisho Nanno and Joza Yousif, Brampton residents
9. Mark Nanno and Mario Nanno, Brampton residents
10. Nicholas Moracci, Brampton resident

11. Ravi Virk, Brampton resident
12. Kenilwath Baxi, Brampton resident
13. Gurrinder Kharbanda, Brampton resident, via pre-recorded audio file
14. Ajitha Pathmanathan, Brampton resident
15. Ravina Sangha, Brampton resident
16. Harshadkumar Chaudhari, Brampton resident
17. Pushap Jindal, Applicant

Carried

Committee consideration of the matter included the following:

- suggestion to defer to a later meeting
- details of the amended application
- suggestion to refuse the application
- compatibility with the existing neighbourhood
- surrounding land uses
- accessible amenities within the area
- municipal and provincial growth mandates
- intensification and transit supportive development
- procedural questions of clarification
- potential for the application to be modified during the appeal process

The following motion was introduced and subsequently withdrawn:

"That the item be referred back to staff for further consideration and the convening of a 'Town Hall' meeting."

A motion was introduced to refuse the application.

The following motion was considered:

PDC040-2021

1. That the staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. -**

**File C08E08.008** to the Planning and Development Committee Meeting of March 8, 2021, be received;

2. That the application be **refused**.

A recorded vote was requested and the motion carried as follows:

Yea (6): Regional Councillor Medeiros, Regional Councillor Fortini, City Councillor Bowman, City Councillor Williams, City Councillor Singh, and Regional Councillor Dhillon

Nay (4): Regional Councillor Santos , Regional Councillor Vicente, City Councillor Whillans, and Regional Councillor Palleschi

Carried (6 to 4)

- 6.3 Delegations re: Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada Inc./Umbria Developers Inc. - File OZS-2020-0034

**Dealt with under Item 5.2 - Recommendation PDC036-2021**

- 6.4 Delegations re: Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038

**Dealt with under Item 5.3 - Recommendation PDC037-2021**

## **7. Staff Presentations and Planning Reports**

- 7.1 Staff report re: Site Specific Amendment to the Sign By-Law 399-2002, as amended - 2499511 Ontario Inc. - 8177 Torbram Road – Ward 8

**Dealt with under Item 6.1 - Recommendation PDC038-2021**

- 7.2 Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008

**Dealt with under Item 6.2 - Recommendation PDC040-2021**

## **8. Committee Minutes**

### **8.1 ^ Minutes - Cycling Advisory Committee - February 16, 2021**

PDC041-2021

That the Cycling Advisory Committee Minutes of February 16, 2021, to the Planning and Development Committee Meeting of March 8, 2021, Recommendations CYC001-2021 to CYC008-2021, approved as published and circulated.

The recommendations were approved as follows:

CYC001-2021

That the agenda for the Cycling Advisory Committee Meeting of February 16, 2021, be approved, as published and circulated.

CYC002-2021

1. That the Delegation from Stephen Laidlaw, Member, to the Cycling Advisory Committee of February 16, 2021, re: Orenda Court Resurfacing, be received; and,
2. It is the position of the Cycling Advisory Committee that staff be requested to investigate the opportunity to reach out to the private entity owner located where Trueman Street meets the Orenda Court properties access to the public pass at Orenda Court on behalf of the Committee and ask them to consider a curb depression.

CYC003-2021

1. That the presentation from Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, to the Cycling Advisory Committee of February 16, 2021 re: Providing Year-Round Mobility – Current Winter Maintenance Practices be received; and,
2. That the matter be referred back to staff to work with the Brampton Cycling Advisory Committee on further recommendations with respect to the Winter Maintenance AT infrastructure and outline operations costs for implementation next winter season.

CYC004-2021

That the presentation from Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, to the Cycling Advisory Committee of February 16, 2021 re: 2021 Active Transportation Project (\$1M) be received.

CYC005-2021

That the presentation from Pauline Thornham, Committee Member, to the

Cycling Advisory Committee of February 16, 2021 re: BCAC delegation to the Region of Peel as per CYC019-2020 be received.

CYC006-2021

That the Cycling Advisory Committee Sub-committee Minutes, to the Cycling Advisory Committee of February 16, 2021 be received.

CYC007-2021

That the correspondence from Michael Longfield, Interim Executive Director, Cycle Toronto, to the Cycling Advisory Committee of February 16, 2021 re: 2021 Bike Month Campaign be received.

CYC008-2021

That the Cycling Advisory Committee do now adjourn to meet again on Tuesday, April 20, 2021 at 5:00 p.m. or at the call of the Chair.

Carried

**9. Other Business/New Business**

Nil

**10. Referred/Deferred Matters**

Nil

**11. Correspondence**

- 11.1 Correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008:

**Dealt with under Item 6.2 - Recommendation PDC039-2021**

- 11.2 Correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada Inc./Umbria Developers Inc. - File OZS-2020-0034:

**Dealt with under Item 5.2 - Recommendation PDC036-2021**

- 11.3 Correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038

**Dealt with under Item 5.3 - Recommendation PDC037-2021**

- 11.4 Correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of two low-rise commercial buildings) - KLM Planning Partners Inc. - Lebosco Developments Inc. - File OZS-2020-0027

**Dealt with under Item 5.1 - Recommendation PDC035-2021**

**12. Councillor Question Period**

In response to a question from Committee, P. Fay, City Clerk, provided details with respect to ratification of Committee recommendations at Council meetings, via the Committee minutes, and reopening procedures.

**13. Public Question Period**

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made at this meeting.

P. Fay, City Clerk, confirmed that no questions were submitted regarding decisions made at this meeting.

**14. Closed Session**

Nil



15. **Adjournment**

The following motion was considered:

PDC042-2021

That Planning and Development Committee do now adjourn to meet again on Monday, March 22, 2021, at 1:00 p.m., or at the call of the Chair.

Carried

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Regional Councillor M. Medeiros, Chair

**Wednesday, March 10, 2021**

**Members Present:**

Mayor Patrick Brown (ex officio)  
Regional Councillor R. Santos  
Regional Councillor P. Vicente  
City Councillor D. Whillans  
Regional Councillor M. Palleschi  
Regional Councillor M. Medeiros  
City Councillor J. Bowman  
City Councillor C. Williams  
Regional Councillor P. Fortini  
City Councillor H. Singh  
Regional Councillor G. Dhillon

**Staff Present:**

David Barrick, Chief Administrative Officer  
Michael Davidson, Commissioner, Corporate Support Services  
Richard Forward, Commissioner, Planning, Building & Economic Development  
Marion Nader, Commissioner, Community Services  
Jayne Holmes, Acting Acting Commissioner, Public Works & Engineering  
Paul Morrison, Acting Commissioner, Legislative Services  
Bill Boyes, Fire Chief, Fire and Emergency Services  
Alex Milojevic, General Manager, Transit  
Sameer Akhtar, City Solicitor  
Peter Fay, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Sonya Pacheco, Legislative Coordinator

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1. **Call to Order**

Note: In consideration of the current COVID-19 public health orders prohibiting large public gatherings of people and requirements for physical distancing between persons, in-person attendance at this Committee of Council meeting was limited and physical distancing was maintained in Council Chambers at all times during the meeting.

The meeting was called to order at 9:31 a.m., recessed at 12:54 p.m., reconvened at 1:30 p.m., and recessed again at 2:37 p.m. Committee moved into Closed Session at 2:45 p.m., recessed at 3:12 p.m., reconvened in Open Session at 3:20 p.m. and adjourned at 3:24 p.m.

As this meeting of Committee of Council was conducted with electronic participation by Members of Council, the meeting started with the City Clerk calling the roll for attendance at the meeting, as follows:

Members present during roll call: Councillor Santos, Councillor Vicente, Councillor Whillans, Councillor Palleschi, Councillor Bowman, Councillor Medeiros, Councillor Williams, Councillor Fortini, Councillor Singh, Councillor Dhillon

Members absent during roll call: Nil

Note: Regional Councillor Santos left the meeting from 9:57 a.m. to 11:50 a.m. - other municipal business

Regional Councillor Dhillon left the meeting at 1:30 p.m. - personal

City Councillor Whillans left the meeting at 2:19 p.m. - other municipal business

2. **Approval of Agenda**

Committee discussion took place with respect to proposed amendments to the agenda.

The following motion was considered.

**CW103-2021**

That the agenda for the Committee of Council Meeting of March 10, 2021 be approved, as amended, to add the following:

11.3.1 Discussion at the request of Regional Councillor Fortini, re: Garbage Collection for Townhomes.

Carried

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

Nil

**4. Consent**

In keeping with Council Resolution C019-2021, the Meeting Chair reviewed the relevant agenda items during this section of the meeting and allowed Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

The following items listed with a caret (^) were considered to be routine and non-controversial by the Committee and were approved at one time.

8.2.1, 9.2.2, 11.2.4, 11.2.5, 11.4.1, 12.2.1, 12.2.3, 12.2.4, 12.2.5, 12.2.6, 12.2.7, 15.3

The following motion was considered.

**CW104-2021**

That the following items to the Committee of Council Meeting of March 10, 2021 be approved as part of Consent:

8.2.1, 9.2.2, 11.2.4, 11.2.5, 11.4.1, 12.2.1, 12.2.3, 12.2.4, 12.2.5, 12.2.6, 12.2.7, 15.3

Yea (11): Mayor Patrick Brown, Regional Councillor Santos , Regional Councillor Vicente , City Councillor Whillans, Regional Councillor Palleschi, Regional Councillor Medeiros, City Councillor Bowman, City Councillor Williams , Regional Councillor Fortini , City Councillor Singh, and Regional Councillor Dhillon

Carried (11 to 0)

**5. Announcements**

Nil

## 6. **Government Relations Matters**

### 6.1 Staff Update re: Government Relations Matters

B. Lucas, Senior Manager, Public Affairs, Office of the CAO, provided a presentation entitled "Government Relations Matters", which included updates on Regional, Provincial and Federal Government matters.

Committee discussion took place with respect to the following:

- GTA West Transportation Corridor
  - Implications of cancelling the corridor, including impacts on employment level targets
  - Brampton advocacy and position on the corridor and communication with the Region of Peel in this regard
  - Provincial position on the boulevard option for the corridor

Collection of development charges

- Provincial review of Municipal Council Codes of Conduct
  - Additional penalties for non-compliance
  - Request from AMO for better training and standards for Integrity Commissioners to improve consistency
  - Request for information on provincial consultation on Council Code of Conduct improvements

The following motion was considered.

#### **CW105-2021**

That the staff update re: **Government Relations Matters**, to the Committee of Council Meeting of March 10, 2021, be received.

Carried

### 6.2 Update from Mayor P. Brown, re: COVID-19 Emergency

Mayor Brown provided an update on the COVID-19 Emergency, which included information on the following:

- AstraZeneca vaccine program
- Diversion of transit route 511 on Steeles Avenue due to a workplace outbreak
- Hospital capacity improvements

- COVID-19 positivity rates

Committee discussion took place with respect to the following:

- Concerns regarding COVID-19 restrictions for small businesses and the need to advocate for an improved framework that provides greater fairness and equity
- Indication that Brampton is ready to move into the Red Zone
- Information on a motion expected to be presented at a future Regional Council meeting, requesting the Province to expedite the vaccination of Peel residents employed in high-risk places of work in order to slow the spread of COVID-19

The following motion was considered.

#### **CW106-2021**

That the update from Mayor P. Brown, re: **COVID-19 Emergency**, to the Committee of Council Meeting of March 10, 2021, be received;

That a communication be sent by the Mayor to the Provincial and the Peel Medical Officers of Health expressing that should lockdown orders be again imposed, that small businesses be provided with an improved framework, with greater equity for opening, and that provisions under grey and red phases also be more fair for small businesses; and

That the City also request that it be placed into the red zone phase as expeditiously as possible.

Yea (11): Mayor Patrick Brown, Regional Councillor Santos , Regional Councillor Vicente , City Councillor Whillans, Regional Councillor Palleschi, Regional Councillor Medeiros, City Councillor Bowman, City Councillor Williams , Regional Councillor Fortini , City Councillor Singh, and Regional Councillor Dhillon

Carried (11 to 0)

## **7. Public Delegations**

- 7.1 Delegation from Fred Marques, Chief Operating Officer, and Carol Gardin, Director of Corporate Affairs, Maple Lodge Farms Ltd. re: Maple Lodge Farm's Brampton Plant Expansion and Future Plans

Fred Marques, Chief Operating Officer, and Carol Gardin, Director of Corporate Affairs, Maple Lodge Farms Ltd., provided a presentation to Committee regarding Maple Lodge Farms, which included information on their history in Brampton,

business operations, sustainability, COVID-19 response and key growth projects. In addition, expressions of thanks were extended to the Brampton Board of Trade, City Council and Economic Development staff for their support.

Committee discussion included Maple Lodge Farms sustainability goals and accomplishments, and community contributions.

The following motion was considered.

**CW107-2021**

That the delegation from Fred Marques, Chief Operating Officer, and Carol Gardin, Director of Corporate Affairs, Maple Lodge Farms Ltd., to the Committee of Council Meeting of March 10, 2021, re: **Maple Lodge Farm's Brampton Plant Expansion and Future Plans**, be received.

Carried

- 7.2 Delegation from Megan McIver, Director, Government Strategy and Innovation, and Jeff Brown, Director, SMB, Equifax Canada, re: Economic Condition of Businesses in Brampton

Megan McIver, Director, Government Strategy and Innovation, and Jeff Brown, Director, SMB, Equifax Canada, provided a presentation entitled "Navigating the Pandemic - Small Businesses in Financial Crisis", which included information on the economic condition of businesses in Brampton.

The following motion was considered.

**CW108-2021**

That the delegation from Megan McIver, Director, Government Strategy and Innovation, and Jeff Brown, Director, SMB, Equifax Canada, to the Committee of Council Meeting of March 10, 2021, re: **Economic Condition of Businesses in Brampton**, be received.

Carried

- 7.3 Delegation from Raj Pallapothu, Founder and Managing Director, Bio 9 Ventures, re: Development of a 'Life Sciences Innovation Cluster' in Brampton

Item 10.1.1 was brought forward and dealt with at this time.

Jayesh Menon, Senior Advisor, Investment Attraction, Economic Development, provided a presentation entitled "FDI Lead Generation Progress Update: The US Market".

Raj Pallapothu, Founder and Managing Director, Bio 9 Ventures, provided a presentation entitled "Driving Life Sciences Transformations Globally", which included information on Bio 9 Ventures and the development of a 'Life Sciences Innovation Cluster' in Brampton.

The following motion was considered.

**CW109-2021**

1. That the presentation titled: **FDI Lead Generation Progress Update: The US Market**, to the Committee of Council Meeting of March 10, 2021, be received; and
2. That the delegation from Raj Pallapothu, Founder and Managing Director, Bio 9 Ventures, to the Committee of Council Meeting of March 10, 2021, re: **Development of a 'Life Sciences Innovation Cluster' in Brampton**, be **referred** to staff for consideration.

Carried

- 7.4 Delegation from Sharon Vandrish, Co-Chair, Brampton Arts Coalition Council, and President, Brampton Music Theatre, re: Creative Industry Development Agency

See Item 11.2.2 - Recommendation CW118-2021

Sharon Vandrish, Co-Chair, Brampton Arts Coalition Council, and President, Brampton Music Theatre, addressed Committee with respect to staff report 11.2.2, as it relates to the composition of the Arts, Culture and Creative Industry Development Agency. Ms. Vandrish outlined concerns regarding the lack of representation of arts leaders on the Advisory Panel and provided examples of the governance models for similar organizations established in other municipalities. She expressed her opinion that more representation from the arts community is needed, and suggested that consideration be given to increasing the number of arts representatives from one to at least three members. Ms. Vandrish outlined the importance for additional representation of the arts community on the Advisory Panel.

Committee discussion took place with respect to the following:

- The possibility of amending the composition of the Advisory Panel to include additional representation from the arts community
- Opportunities for the arts community to participate on sub-committees of the Arts, Culture and Creative Industry Development Agency



- Indication from staff that they are committed to engaging with the arts community

The following motion was considered.

#### **CW110-2021**

That the delegation from Sharon Vandrish, Co-Chair, Brampton Arts Coalition Council, and President, Brampton Music Theatre, to the Committee of Council Meeting of March 10, 2021, re: **Creative Industry Development Agency**, be received.

Carried

### **8. Community Services Section**

*(Regional Councillor R. Santos, Chair; City Councillor C. Williams, Vice-Chair)*

#### **8.1 Staff Presentations**

Nil

#### **8.2 Reports**

##### **8.2.1 ^ Staff Report re: Request for Budget Amendment – Developer Reimbursement for the Development of Three Neighbourhood Parks**

1. Primont Homes (Mount Pleasant) Inc. Park Block 64 (Ward 6)
2. Northwest Brampton Developments Inc. Park Block 323 (Ward 6)
3. Hayford Holdings Inc. Park Block 180 (Ward 10)

#### **CW111-2021**

1. That the report titled: **Request for Budget Amendment - Developer Reimbursement for the Development of Three Neighbourhood Parks**, to the Committee of Council Meeting of March 10, 2021, be received; and
2. That a budget amendment be approved for Project #215860 – Park Blocks in the amount of \$1,395,479 with full funding to be transferred from Reserve #134 – DC: Recreation.

Carried

#### **8.3 Other/New Business**

##### **8.3.1 Minutes - Brampton Community Safety Advisory Committee - February 18, 2021**

In response to questions from Committee regarding recommendation BCS005-2021, J. Holmes, Acting Commissioner, Public Works and Engineering, advised that staff have synchronized traffic lights to improve traffic flow on Williams Parkway, and added that lights are timed to facilitate pedestrians crossing during school start and dismissal times, and to facilitate the Zum bus schedule. In addition, Ms. Holmes advised that suggestions relating to turning lanes does not align with best practices and may create more conflicts between the different modes of transportation. Ms. Holmes advised that the concerns outlined in recommendation BCS005-2021 can be addressed in a future report regarding Williams Parkway.

The following motion was considered.

**CW112-2021**

1. That the **Minutes of the Brampton Community Safety Advisory Committee Meeting of February 18, 2021**, to the Committee of Council Meeting of March 10, 2021, Recommendations BCS001-2021 to BCS004-2021 and BCS006-2021 be approved, as published and circulated; and,
2. That Recommendation BCS005-2021 be **referred** to staff for consideration and report thereon.

BCS005-2021

Whereas the traffic lights on many major roads are timed such that drivers are rewarded for speeding to make the next green light, and,

Whereas timed traffic lights on major roads in Toronto and other cities have proven to reduce overall speed, traffic accidents, and death, and,

Whereas it has been confirmed that technology exists to time the traffic lights to ensure smooth flow traffic and that the pricing of this technology is less than in previous years, and,

Whereas traffic flows more efficiently when right and left turn lanes exist by decreasing throughway flow obstructions, and,

Whereas pedestrian safety increases as people are queued in a turn lane instead of the throughway, and,

Whereas fewer bus routes obstructions occur where turn lanes exist because buses can use the turn lanes at major intersections for their stops, and,

Whereas road safety is a concern for all Brampton residents, and,

Whereas the Williams Parkway expansion has been cancelled,

Therefore it is the opinion of the Brampton Community Safety Advisory Committee that staff be directed to explore timing the traffic lights on Williams Parkway, as a pilot project, and eventually city-wide, such that a driver heading eastbound or westbound continues to get green lights and that traffic flows smoothly, provided everyone is travelling at the posted speed limit, and,

It is the opinion of the Brampton Community Safety Advisory Committee that staff be directed to explore right and left hand turn lanes, advanced greens, and timed advancement pedestrian cross over signals (e.g. the count down don't walk hand), at all intersections on Williams Parkway, as a pilot project, and eventually city-wide.

Carried

The recommendations were approved as follows:

**BCS001-2021**

That the agenda for the Brampton Community Safety Advisory Committee Meeting of February 18, 2021, be approved, as published and circulated.

**BCS002-2021**

That the Sub-Committee Updates re: **Brampton Community Safety Advisory Committee Worksheets** to the Brampton Community Safety Advisory Committee Meeting of February 18, 2021, be received.

**BCS003-2021**

That the following motion be deferred until after the COVID-19 pandemic has passed; and,

That it is the opinion of the BCSAC that a special rule be implemented to adjust the attendance requirements for this Committee such that:

- (a) Any 3 member absences (consecutive or not), or
- (b) Any 3 member absences over 4 consecutive meetings, or
- (c) Any Member absences exceeding at least 50 percent of the remaining scheduled meetings, over the remaining term of Council become the basis for removal from the committee.

**BCS004-2021**

That the presentation from Razmin Said Advisor, Community Safety, Fire and Emergency Services, to the Brampton Community Safety Advisory Committee meeting of February 18, 2021, re: **Update on the Overall Year, Analysis of the Worksheet Feedback and Next Steps** be received.

## **BCS005-2021 - Referred to staff pursuant to Recommendation CW112-2021**

### **BCS006-2021**

That the Brampton Community Safety Advisory Committee do now adjourn to meet again on Thursday, March 25, 2021, at 7:00 p.m., or at the call of the Chair.

#### **8.4 Correspondence**

Nil

#### **8.5 Councillors Question Period**

Nil

#### **8.6 Public Question Period**

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted regarding decisions made under this section.

### **9. Legislative Services Section**

*(City Councillor J. Bowman, Chair; City Councillor D. Whillans, Vice-Chair)*

#### **9.1 Staff Presentations**

##### **9.1.1 Staff Presentation re: Business Licence Fees – 2021 Update**

Item 9.2.1 was brought forward and dealt with at this time.

Teresa Olsen, Deputy Clerk, Administrative Services and Elections, City Clerk's Office, provided a presentation entitled "Business Licence Fees – 2021 Update".

Committee discussion on this matter included the following:

- Expressions of support to provide a one-time licence fee freeze for businesses
- Suggestion that adult entertainment and massage parlours be excluded from such relief
- Information from staff regarding Options 2 and 3 in the staff report

The following motion was considered.

**CW113-2021**

1. That the presentation titled: **Business Licence Fees – 2021 Update**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the report titled: **Business Licence Fees – 2021 Update**, to the Committee of Council Meeting of March 10, 2021, be received; and
3. That Council support Option 3, as follows, with the condition that adult entertainment and massage parlours be excluded from such relief:

Option 3 – Address Fees for all Business Licences:

Provide a one-time licence fee freeze to 2019 fees for all 2021 renewal business licences, issued under the Business Licencing By-law, which would result in an approximate reduction in budgeted revenue in 2021 of \$128,000 (business licences).

For businesses who have not yet renewed their 2021 licence, the licence renewal fee payable will revert to the 2019 fee; and for businesses who have already renewed their 2021 licence based on the 2020 fee, an appropriate credit based on the difference between the 2020 and 2019 licence fee be applied to their 2022 renewals.

Carried

9.2 Reports

9.2.1 Staff Report re: Business Licence Fees – 2021 Update

**Dealt with under Item 9.1.1 - Recommendation CW113-2021**

9.2.2 ^Staff Report re: Accessibility at the City of Brampton

**CW114-2021**

That the report titled: **Accessibility at the City of Brampton**, to the Committee of Council Meeting of March 10, 2021, be received.

Carried

9.3 Other/New Business

Nil

9.4 Correspondence

Nil

9.5 Councillors Question Period

Nil

9.6 Public Question Period

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted regarding decisions made under this section.

**10. Economic Development Section**

*(Regional Councillor M. Medeiros, Chair; Regional Councillor P. Vicente, Vice-Chair)*

10.1 Staff Presentations

10.1.1 Staff Presentation re: FDI Lead Generation Progress Update: The US Market  
**Dealt with under Item 7.3 - Recommendation CW109-2021**

10.1.2 Staff Presentation re: Economic Impact of COVID-19

Paul Aldunate, Expeditor, Economic Development, provided a presentation entitled "Economic Impact of COVID-19".

The following motion was considered.

**CW115-2021**

That the presentation titled: **Economic Impact of COVID-19**, to the Committee of Council Meeting of March 10, 2021, be received.

Carried

10.1.3 Staff Presentation: Economic Recovery Strategy Update

Clare Barnett, Director, Economic Development, provided a presentation entitled "Economic Recovery Strategy Update".

Committee discussion on this matter included the following:

- Core themes for economic recovery
- Focus on leveraging talent and diversity
- Importance of infrastructure investment for economic recovery
- Measuring Brampton's economic recovery through tracking key performance indicators on a quarterly basis
- Indication that staff will report to Council on the progress of Brampton's Economic Recovery Strategy
- Economic impact of the arts and culture industry
- Opportunities to support small businesses through the Economic Recovery Strategy, and demand for support beyond downtown
- Process for establishing additional Business Improvement Areas in Brampton
- Availability of workshops and services to assist businesses apply for COVID relief funding
- Data collection on the status of businesses in Brampton
- Update on the status of the arts hub at the Civic Centre

The following motion was considered.

**CW116-2021**

That the presentation titled: **Economic Recovery Strategy Update**, to the Committee of Council Meeting of March 10, 2021, be received.

Carried

10.2 Reports

Nil

10.3 Other/New Business

Nil

10.4 Correspondence

Nil

#### 10.5 Councillors Question Period

Nil

#### 10.6 Public Question Period

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted regarding decisions made under this section.

### 11. **Corporate Services Section**

*(City Councillor H. Singh, Chair; Regional Councillor R. Santos, Vice-Chair)*

#### 11.1 Staff Presentations

Nil

#### 11.2 Reports

##### 11.2.1 Staff Report re: Annual Sponsorship Update

The following motion was considered.

#### **CW117-2021**

That the report titled: **Annual Sponsorship Update**, to the Committee of Council Meeting of March 10, 2021, be **referred** to the March 24, 2021 City Council Meeting.

Carried

##### 11.2.2 Staff Report re: Member of Council Appointment – Arts, Culture and Creative Industry Development Agency

See Item 7.4 - Recommendation CW110-2021

Regional Councillor Vicente nominated Regional Councillor Santos to be the Council representative on the Advisory Panel for the Arts, Culture and Creative Industry Development Agency. Councillor Santos accepted the nomination.

Committee discussion on this matter included the following:

- Qualifications for Advisory Panel members



- Structure of the Arts, Culture and Creative Industry Development Agency and process towards becoming a non-profit organization
- Participation and role of the arts community in this agency
- Delay of the recruitment of Advisory Panel members
- Information from staff regarding future engagement with the arts community

The following motion was considered.

**CW118-2021**

1. That the report titled: **Member of Council Appointment – Arts, Culture and Creative Industry Development Agency**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the appointment of Regional Councillor Santos to sit on the Advisory Panel be approved; and
3. That the initiation of recruitment for the remainder of the Advisory Panel members be approved, as outlined in the subject report.

Carried

11.2.3 Staff Report re: Options for 2021 Property Tax Assistance

Committee discussion on this matter included the following:

- Costs associated with Option B - Application-based deferral program
- Number of tax accounts with arrears
- Request for information on areas experiencing financial distress

The following motion was considered.

**CW119-2021**

1. That the report titled: **Options for 2021 Property Tax Assistance**, to the Committee of Council Meeting of March 10, 2021, be received; and
2. That Option B, Application-based deferral program, be approved as outlined in the subject report.

Carried

11.2.4 ^ Staff Report re: Request for a Development Charges Deferral from Vandyk Properties for a Residential Townhouse Development (RM 71/2020)

See Item 11.4.1 - Recommendation CW122-2021

**CW120-2021**

1. That the report titled: **Request for a Development Charges Deferral from Vandyk Properties for a Residential Townhouse Development**, to the Committee of Council Meeting on March 10, 2021, be received; and
2. That the request for the deferral of development charges be denied, as the project represents a for-profit development, does not contribute to a strategic goal of the City, does not provide for an overall public benefit, and would set a precedent for all future development applications.

Carried

- 11.2.5 ^ Staff Report re: Holland Christian Homes Inc. 2021 Grant Funding Request - 7900 McLaughlin Road South, Ward 4

**CW121-2021**

1. That the report titled: **Holland Christian Homes Inc. 2021 Grant Funding, 7900 McLaughlin Road South, Ward 4**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the grant request of \$13,832 in cash by Holland Christian Homes Inc. be approved and funded from General Government accounts provided that Holland Christian Homes Inc. execute the required grant agreement along with any other required documentation; and
3. That the City Clerk and Mayor be authorized to execute the necessary agreement(s) to effect the recommendations in this report, subject to the content of such agreements being satisfactory to the Treasurer and the form of such agreements being satisfactory to the City Solicitor (or designate).

Carried

11.3 Other/New Business

- 11.3.1 Discussion at the request of Regional Councillor Fortini, re: Garbage Collection for Townhomes.

Regional Councillor Fortini outlined concerns regarding the storage of garbage bins for townhomes due to lack of space on these properties.

J. Avbar, Manager, Property Standards, Enforcement and By-law Services, clarified that the Property Standards By-law allows garbage bins to be stored in the front yard where there is no side yard available.

#### 11.4 Correspondence

- 11.4.1 ^Correspondence from Justin Mamone, Director, Asset Management, Vandyk Properties, dated March 9, 2021, re: Report 11.2.4 - Request for Development Charges Deferral for a Residential Townhouse Development (RM 71/2020)

See Item 11.2.4 - Recommendation CW120-2021

##### **CW122-2021**

That the correspondence from Justin Mamone, Director, Asset Management, Vandyk Properties, dated March 9, 2021, re: **Report 11.2.4 - Request for Development Charges Deferral for a Residential Townhouse Development (RM 71/2020)**, to the Committee of Council Meeting on March 10, 2021, be received.

Carried

#### 11.5 Councillors Question Period

Nil

#### 11.6 Public Question Period

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted regarding decisions made under this section.

### **12. Public Works and Engineering Section**

*(Regional Councillor P. Vicente, Chair; Regional Councillor P. Fortini, Vice-Chair)*

#### 12.1 Staff Presentations

Nil

#### 12.2 Reports

- 12.2.1 ^ Staff Report re: Traffic By-law 93-93 - Administrative Update (File I.AC)

##### **CW123-2021**

1. That the report titled: **Traffic By-law 93-93 - Administrative Update (File I.AC)**, to the Committee of Council Meeting of March 10, 2021, be received; and,

2. That a by-law be passed to amend Traffic By-law 93-93, as amended, as outlined in the subject report.

Carried

12.2.2 Staff Report re: Update of the Brampton Grow Green Environmental Master Plan  
Committee discussion on this matter included the following:

- Possibility of developing incentive programs for City staff to use active or sustainable modes of transportation to work
- Possibility of creating a social media campaign to encourage the public to use active or sustainable modes of transportation
- Initiatives outlined in the Environmental Master Plan (EMP) and the Community Energy and Emissions Reduction Plan (CEERP) to reduce GHG emissions from transportation

The following motion was considered.

**CW124-2021**

1. That the report titled: **Update of the Brampton Grow Green Environmental Master Plan**, to the Committee of Council Meeting of March 10, 2021, be received; and
2. That the updated Brampton Grow Green Environmental Master Plan be endorsed.

Carried

12.2.3 ^ Staff Report re: Initiation of Subdivision Assumption

2088013 Ontario Inc., Registered Plan 43M-1991 – North of Wanless Drive, West of McLaughlin Road, Ward 6 - Planning References C02W16.002 and 21T-11012B

**CW125-2021**

1. That the report titled: **Initiation of Subdivision Assumption 2088013 Ontario Inc., Registered Plan 43M-1991 – North of Wanless Drive, West of McLaughlin Road, Ward 6 - Planning References C02W16.002 and 21T-11012B**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the City initiate the Subdivision Assumption of 2088013 Ontario Inc., Registered Plan 43M-1991; and

3. That a report be forwarded to City Council recommending the Subdivision Assumption of 2088013 Ontario Inc., Registered Plan 43M-1991 once all departments have provided their clearance for assumption.

Carried

12.2.4 ^ Staff Report re: Initiation of Subdivision Assumption

Loteight Conthree Investments Limited, Registered Plan 43M-2009 – North of Queen Street, West of Chinguacousy Road, Ward 5 - Planning References C03W08.007 and 21T-10004B

**CW126-2021**

1. That the report titled: **Initiation of Subdivision Assumption Loteight Conthree Investments Limited, Registered Plan 43M-2009 – North of Queen Street, West of Chinguacousy Road, Ward 5 - Planning References C03W08.007 and 21T-10004B**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the City initiate the Subdivision Assumption of Loteight Conthree Investments Limited, Registered Plan 43M-2009; and
3. That a report be forwarded to City Council recommending the Subdivision Assumption of Loteight Conthree Investments Limited, Registered Plan 43M-2009 once all departments have provided their clearance for assumption.

Carried

12.2.5 ^ Staff Report re: Initiation of Subdivision Assumption

Mattamy (Wanless) Limited, Registered Plan 43M-1989 – North of Wanless Drive, East of Creditview Road, Ward 6 - Planning References C03W16.002 and 21T-11008B

**CW127-2021**

1. That the report titled: **Initiation of Subdivision Assumption Mattamy (Wanless) Limited, Registered Plan 43M-1989 – North of Wanless Drive, East of Creditview Road, Ward 6 - Planning References C03W16.002 and 21T-11008B**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the City initiate the Subdivision Assumption of Mattamy (Wanless) Limited, Registered Plan 43M-1989; and

3. That a report be forwarded to City Council recommending the Subdivision Assumption of Mattamy (Wanless) Limited, Registered Plan 43M-1989 once all departments have provided their clearance for assumption.

Carried

12.2.6 ^ Staff Report re: Initiation of Subdivision Assumption

Chinguacousy Farm Limited, Registered Plan 43M-1866 – East of Heart Lake Road, South of Sandalwood Parkway, Ward 9 - Planning References C03E12.004 and 21T-95028B

**CW128-2021**

1. That the report titled: **Initiation of Subdivision Assumption Chinguacousy Farm Limited, Registered Plan 43M-1866 – East of Heart Lake Road, South of Sandalwood Parkway, Ward 9 - Planning References C03E12.004 and 21T-95028B**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the City initiate the Subdivision Assumption of Chinguacousy Farm Limited, Registered Plan 43M-1866; and
3. That a report be forwarded to City Council recommending the Subdivision Assumption of Chinguacousy Farm Limited, Registered Plan 43M-1866 once all departments have provided their clearance for assumption.

Carried

12.2.7 ^ Staff Report re: Initiation of Subdivision Assumption

Hayford Holdings Inc., Registered Plan 43M-2025 – West of McVean Drive, North of Countryside Drive, Ward 10 - Planning References C08E16.005 and 21T-12011B

**CW129-2021**

1. That the report titled: **Initiation of Subdivision Assumption Hayford Holdings Inc., Registered Plan 43M-2025 – West of McVean Drive, North of Countryside Drive, Ward 10 - Planning References C08E16.005 and 21T-12011B**, to the Committee of Council Meeting of March 10, 2021, be received;
2. That the City initiate the Subdivision Assumption of Hayford Holdings Inc., Registered Plan 43M-2025; and

3. That a report be forwarded to City Council recommending the Subdivision Assumption of Assumption of Hayford Holdings Inc., Registered Plan 43M-2025 once all departments have provided their clearance for assumption.

Carried

### 12.3 Other/New Business

#### 12.3.1 Summary of Recommendations - Brampton Transit Advisory Committee - March 1, 2021

Committee discussion took place with respect to the position of the Brampton Transit Advisory Committee outlined in recommendation below:

##### BTAC004-2021

That it is the position of the Brampton Transit Advisory Committee that the Brampton Transit Advisory Committee's agenda publication and circulation date be amended from one (1) Friday prior to the week of the meeting, to two (2) Fridays prior to the week of the meeting, for the remainder of the current term of council.

A motion was introduced to remove the words "it is the position of the Brampton Transit Advisory Committee that" from the subject recommendation.

Committee discussion took place with respect to the position of the Brampton Transit Advisory Committee outlined in recommendation below:

##### BTAC005-2021

That it is the position of the Brampton Transit Advisory Committee that the frequency of Brampton Transit Advisory Committee meetings be increased for the remainder of the current term of council.

Discussion on this matter included:

- the ability for the committee chair to call a special meeting if required
- the potential impact of additional meetings on staff resources

The following motion was considered

#### **CW130-2021**

That the Summary of Recommendations of the Brampton Transit Advisory Committee Meeting of March 1, 2021, to the Committee of Council Meeting of March 10, 2021, Recommendations BTAC001-2021 to BTAC006-2021 be approved, as amended, to remove the following words from BTAC004-2021:

"it is the position of the Brampton Transit Advisory Committee that"

Carried

The recommendations were approved as follows:

**BTAC001-2021**

That the Agenda for the Brampton Transit Advisory Committee Meeting of March 1, 2021, be approved as amended as follows:

To add:

7.1 - Discussion at the request of Sylvia Menezes Roberts, Member, re:  
Agenda Publication and the Procedure By-law

7.2 - Discussion at the request of Sylvia Menezes Roberts, Member, re:  
Transit Oriented Development

7.3 - Discussion at the request of Sylvia Menezes Roberts, Member, re:  
Bus Lanes

**BTAC002-2021**

That the staff presentation re: Transit Advisory Committee Presentation to the Brampton Transit Advisory Committee Meeting of March 1, 2021 be received.

**BTAC003-2021**

That the staff presentation re: Customer Satisfaction among Brampton Transit Riders to the Brampton Transit Advisory Committee Meeting of March 1, 2021 be received.

**BTAC004-2021**

That the Brampton Transit Advisory Committee's agenda publication and circulation date be amended from one (1) Friday prior to the week of the meeting, to two (2) Fridays prior to the week of the meeting, for the remainder of the current term of council.

**BTAC005-2021**

That it is the position of the Brampton Transit Advisory Committee that the frequency of Brampton Transit Advisory Committee meetings be increased for the remainder of the current term of council.

**BTAC006-2021**

That the Brampton Transit Advisory Committee do now adjourn to meet again on Monday, May 3, 2021, at 7:00 p.m., or at the call of the Co-Chairs.

- 12.3.2 Discussion Item at the request of Regional Councillor Dhillon re: Street Parking in Countryside Village

The following motion was considered.



### **CW131-2021**

That the following item be **deferred** to the March 31, 2021 Committee of Council Meeting:

Discussion Item at the request of Regional Councillor Dhillon re: Street Parking in Countryside Village

Carried

#### 12.3.3 Discussion Item at the request of Regional Councillor Dhillon, re: Snow Clearing Windrows

The following motion was considered.

### **CW132-2021**

That the following item be **deferred** to the March 31, 2021 Committee of Council Meeting:

Discussion Item at the request of Regional Councillor Dhillon, re: **Snow Clearing Windrows**

Carried

#### 12.3.4 Discussion Item at the request of Regional Councillor Palleschi, re: Stormwater Management Charge - Working Farms

Regional Councillor Palleschi addressed Committee with respect to stormwater management charges for farmers. The proposed motion, as provided on the meeting agenda, was revised and introduced for Committee's information to be considered at the March 24, 2021 City Council meeting.

Whereas the influence of growth as a Municipality on agriculture has a large impact on the ability of working farms to provide for themselves and their families;

Whereas the influences of COVID-19 on working farms has resulted in a challenging situation for many farmers;

Whereas climate change has a vast effect on working farms, the agricultural sector has begun to look at inventive ways to reduce emissions and to pursue land-use practices that will help mitigate and combat climate change;

Whereas farmers in the City of Brampton understand the importance and necessity to reuse agricultural wastewater and utilize efficient irrigation methods to minimize or eliminate wastage of water;

Whereas a large amount of the profit made by working farms is reinvested into the maintenance and operation of the business;

Whereas as a city it is critical to provide our ongoing support to farmers;

Whereas s. 106 of the Municipal Act, 2001 prohibits municipal assistance including by giving a total or partial exemption from any levy, charge or fee to commercial enterprises which may include farms; and

Whereas s. 33 of the Stormwater Charge By-law provides that the Stormwater Charge may be revised modified or amended based on an internal review conducted by the City;

Therefore be it resolved that staff be directed to undertake an assessment of working farm properties to determine and implement internal adjustments that may be required to the Stormwater Charge recognizing the characteristics of such properties.

Committee discussion on this matter included the following:

- Indication that the subject motion applies to agriculturally zoned lands
- Land-use practices by farms to control stormwater
- Suggestion that staff review and report back on the impacts of the proposed motion

The following motion was considered.

### **CW133-2021**

That the following draft motion be **referred** to the March 24, 2021 meeting of Council:

Whereas the influence of growth as a Municipality on agriculture has a large impact on the ability of working farms to provide for themselves and their families;

Whereas the influences of COVID-19 on working farms has resulted in a challenging situation for many farmers;

Whereas climate change has a vast effect on working farms, the agricultural sector has begun to look at inventive ways to reduce emissions and to pursue land-use practices that will help mitigate and combat climate change;

Whereas farmers in the City of Brampton understand the importance and necessity to reuse agricultural wastewater and utilize efficient irrigation methods to minimize or eliminate wastage of water;

Whereas a large amount of the profit made by working farms is reinvested into the maintenance and operation of the business;

Whereas as a city it is critical to provide our ongoing support to farmers;

Whereas s. 106 of the Municipal Act, 2001 prohibits municipal assistance including by giving a total or partial exemption from any levy, charge or fee to commercial enterprises which may include farms; and

Whereas s. 33 of the Stormwater Charge By-law provides that the Stormwater Charge may be revised modified or amended based on an internal review conducted by the City;

Therefore be it resolved that staff be directed to undertake an assessment of working farm properties to determine and implement internal adjustments that may be required to the Stormwater Charge recognizing the characteristics of such properties.

Carried

12.3.5 Discussion Item at the request of Regional Councillor Medeiros, re: Electrification of GO Station in Downtown Brampton.

Regional Councillor Medeiros withdrew this item and indicated he would bring it forward at a later date.

12.4 Correspondence

Nil

12.5 Councillors Question Period

Nil

12.6 Public Question Period

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P.

Fay, City Clerk, read the following question from Sylvia Roberts, Brampton resident:

"Council, when might we see comment or a report on Metrolinx's proposed GO train layover at Heritage Road, which Metrolinx identifies as necessary for All Day Two Way GO to Mount Pleasant GO?"

A. Milojevic, General Manager, Transit, advised that staff would inquire with Metrolinx regarding the timelines and provide information at a future date.

**13. Referred Matters List**

Nil

**14. Public Question Period**

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made at this meeting. P. Fay, City Clerk, confirmed that no questions were submitted.

**15. Closed Session**

Item 15.3 was approved under Consent.

The following motion was considered pursuant to Item 15.3.

**CW134-2021**

That the Commissioner of Community Services be authorized to execute any agreements or documents necessary to give effect to Council directions herein, on terms acceptable to the Senior Manager, Realty Services, and in a form acceptable to the City Solicitor or designate.

Carried

The following motion was considered.

**CW135-2021**

That Committee proceed into Closed Session to address matters pertaining to:

15.2. Open Meeting exception under Section 239 (2) (e) of the Municipal Act, 2001:

Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board.

Carried

In Open Session, the Chair reported on the status of matters considered in Closed Session, as follows:

15.1 – This item was not considered by Committee in Closed Session - See Recommendation CW136-2021 below

15.2 – This item was considered by Committee in Closed Session and no direction was given to staff

The following motion was considered pursuant to Item 15.1.

**CW136-2021**

That this item be acknowledged and approved and the directions contained therein be approved.

Carried

**16. Adjournment**

The following motion was considered.

**CW137-2021**

That the Committee of Council do now adjourn to meet again on Wednesday, March 31, 2021 at 9:30 a.m. or at the call of the Chair.

Carried

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Chair, Community Services Section

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Chair, Legislative Services Section

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Chair, Economic Development Section

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Chair, Corporate Services Section

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Chair, Public Works & Engineering Section



## Minutes

### Citizen Appointments Committee

### The Corporation of the City of Brampton

**Monday, March 15, 2021  
Electronic Meeting**

Members Present:      Regional Councillor P. Fortini (Chair)  
                                 Regional Councillor P. Vicente  
                                 Regional Councillor R. Santos  
                                 Regional Councillor M. Palleschi  
                                 Regional Councillor M. Medeiros  
                                 City Councillor J. Bowman

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#### **1. Call to Order**

Note: In consideration of the current COVID-19 public health orders prohibiting large public gatherings of people and requirements for physical distancing between persons, in-person attendance at this Committee meeting was limited and physical distancing was maintained in Council Chambers at all times during the meeting.

The meeting was called to order at 9:32 a.m. and adjourned at 10:00 a.m.

As this meeting of Committee was conducted with electronic participation by Members of Council, the meeting started with the City Clerk calling the roll for attendance at the meeting, as follows:

Members present during roll call: Councillor Fortini (Chair), Councillor Santos, Councillor Vicente, Councillor Palleschi, Councillor Bowman.

Members absent during roll call: Councillor Medeiros.

Note: Regional Councillor Medeiros joined the meeting at 9:45 a.m. - personal.

#### **2. Approval of Agenda**

The following motion was considered:

### **CAC001-2021**

That the Agenda for the Citizen Appointments Committee Meeting of March 15, 2021, be approved.

Carried

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

Nil

### **4. Minutes**

Nil

### **5. Items**

#### **5.1 Current Vacancies – Approach during the Pandemic**

Committee discussion took place regarding the various options given restrictions in place with respect to the pandemic, the portion of the term of council remaining, and the timing and duration of a full scale recruitment. Consideration was also given to whether individual Committees deemed the current vacancies a hindrance to the ability of a committee to carry out its mandate; and applications/expressions of interest currently on file with the City Clerk from previous recruitment processes.

The following motion was considered:

### **CAC002-2021**

That the report titled: **Current Vacancies - Approach during the Pandemic**, to the Citizen Appointments Committee of March 15, 2021, be received;

That the current Committee Chairs be canvassed to determine if vacancies are deemed required to be filled, and notify their respective committees of their views; and

That previously received applications be reviewed by the Clerk, and qualified applicants be confirmed for continuing interest, and a shortlist be provided to the Committee for consideration.

Carried



5.2 Discussion re: Potential Resignation from Brampton Sports Hall of Fame Committee

Committee was provided a description from staff of a long-serving and highly-regarded Sports Hall of Fame Committee member who had offered a resignation, given that they had moved residence to outside of the city of Brampton.

Councillor Bowman, who serves on the Sports Hall of Fame Committee, reiterated the views expressed by various Committee members of the desire to maintain the membership of this individual, given his excellent qualifications and contributions.

The following motion was considered:

**CAC003-2021**

That for any citizen appointee who no longer meets the appointment requirements of being either a "Brampton resident, organizational representative or non-resident business representative," but meets the following pre-conditions:

1. has been an effective appointed citizen member in good standing for at least five years, and
2. there is a recommendation from the advisory committee for continued participation by the citizen on the committee, and
3. there is expressed interest from the citizen to continue participation;

That the citizen may continue to serve on the committee until the end of the appointment term, unless Council decides otherwise.

Carried

6. **Other Business**

Nil

7. **Public Question Period**

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made at this meeting. The City Clerk, confirmed that no questions were submitted.

8. **Closed Session**

Nil

9. **Adjournment**

The following motion was considered:

**CAC004-2021**

That Committee do now adjourn to meet again at the call of the Chair.

Carried

February 11, 2021

**Via Email – Peter.Fay@brampton.ca**

Mr. Peter Fay  
City Clerk  
Corporation of the City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Mr. Fay:

**Re: Office of the Integrity Commissioner – 2019-2020 Report**

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**Background:**

Pursuant to section 223.3 of the *Municipal Act, 2001* it is my role as the Integrity Commissioner to oversee the application of the Brampton City Council Code of Conduct (the “Code”), city by-laws, rules, procedures, and policies which govern the ethical conduct of members of City Council (“Council”). In addition to receiving, assessing, and investigating complaints respecting alleged breaches of the Code or other ethical standards by Council members, I am also responsible for educating members of Council and assisting them in understanding the standards of ethical behavior to which they must adhere.

The purpose of this Report is to provide Council with a summary of the formal complaints and inquiries received by my office. It does not include data with respect to any ad hoc or informal advice that has been provided to members of Council or the public.

**Summary of 2019 Complaints:**

I began my term as Integrity Commissioner in July 2019. I received three **(3)** complaints from members of the public during the remainder of 2019, all of which have been resolved. A formal investigation was completed for each complaint received and a Report was delivered to Council for each complaint, respectively:

1. A complaint made by a member of the public alleging sexual misconduct by Councillor Gurpreet Dhillon while he was in Istanbul, Turkey on City Business. After a thorough investigation which involved extensive interviews, written submissions and evidence, I determined that the Councillor was in breach of the City's Respectful Workplace Policy, as well as Rules 14, 15, 18, and 19 of the Code. I recommended the following:
  - A suspension (without pay) for 90 days;
  - A formal reprimand;
  - That the Councillor issue a formal apology to the Complainant and the public generally; and
  - Other remedial action to be implemented at Council's discretion, including removal from membership and Chair of a committee, removal of travel privileges outside of the province for any City Business, limitations on communication with the public, and prevention of the Councillor from accessing any municipal offices except for prescribed purposes.

A judicial review of this matter is currently underway in Divisional Court.

#### [LINK TO REPORT](#)

2. A complaint made by a member of the public against Councillors Jeff Bowman, Gurpreet Dhillon, Pat Fortini, Martin Medeiros, Mike Palleschi, Rowena Santos, Harkirat Singh, Doug Whillans, Charmaine Williams, Paul Vicente and Mayor Patrick Brown, alleging that these individuals breached Purchasing By-law 19-2018, Rule 4 of the Code and the gift registry directive, and the Lobbyist By-law when they unanimously voted to provide \$150,000 to *Brampton Focus Community Media Inc* ("*Brampton Focus*"). The complaint also contained an allegation that a member of Council had breached *the Municipal Conflict of Interest Act* because he was a founding Director of *Brampton Focus*.

After a careful review of the documentary evidence and the relevant By-laws, Rules of the Code and legislation, I found that:

- The parties had engaged in lobbying without registration contrary to Lobbyist Registry By-law (149-2015);

- That it was outside my jurisdiction to opine on whether the City breached the Purchasing By-law or to provide an interpretation of the Purchasing By-law;
- That the impugned Councillor did not offend the *Municipal Conflict of Interest Act*; and
- That the Mayor and Councillors breached Rule 18 of the Code in failing to ensure that *Brampton Focus* was a registered lobbyist.

At the close of my Report I recommended that Council consider the need and importance of standardized official funding contracts.

#### [LINK TO REPORT](#)

3. A complaint made by a member of the public alleging that a “Please Slow Down” sign campaign initiated by Councillor Charmaine Williams violated the City Sign By-law (399-2002) and the Code of Conduct because the signs contained a URL linking to a website which allegedly advertised Councillor Williams’ political agenda and thus did not fall under the public safety exemption to the Sign By-law. I reviewed the documentary evidence provided and conducted interviews with the relevant parties, after which I made the following findings:

- That it was outside of my jurisdiction to opine on the enforceability, legality or applicability of the Sign By-law; and
- That Councillor Williams had breached Rules 3, 10, 13 and 18 of the Code.

At the close of my Report, I recommended the following remedial measures:

- That Councillor Williams take appropriate steps to ensure that any future initiatives are onside prior to disseminating any information with respect to the legality of those initiatives to Brampton residents;
- That Councillor Williams take steps to ensure that all matters in relation to any investigation by the Integrity Commissioner are dealt with confidentially;
- That City Council issue a reprimand to Councillor Williams; and
- That City Council consider developing appropriate protocol so that Councillors may seek legal advice regarding any initiatives they may wish to institute.

[LINK TO REPORT](#)

**Summary of 2019 Advisory Opinions:**

I received two **(2)** formal requests for an advisory opinion in 2019, one from Councillor Rowena Santos and the other from a citizen appointee to Brampton's Environment Advisory Committee. Both inquiries concerned a potential conflict of interest arising from the parties' respective roles in the Brampton University initiative. I determined that no conflict of interest existed in either case, as no pecuniary interests existed in relation to the initiative or the parties.

**Summary of 2020 Complaints:**

My office received a total of nine **(9)** complaints in 2020. Eight **(8)** of those complaints were from members of the public and one **(1)** was submitted by a member of Council. Following a preliminary investigation into each matter I determined that five **(5)** of those complaints were within my jurisdiction.

Several complaints received by my office were filed by members of the public as a result of a lack of understanding with respect to my jurisdiction. For example, one such complaint was made with regards to the conduct of administrative staff employed by members of Council. Such complaints were dismissed by way of an explanatory letter to the complainant, and the complainants were advised to pursue these matters through other avenues such as the Public Complaints Resolution Process and were provided with the information required to navigate that procedure.

Of the complaints that were found to be within the ambit of my office, an investigation has been concluded for two **(2)** matters:

1. A complaint from a City employee against a Councillor for which I found that there were insufficient grounds to continue a formal investigation or issue a report on the matter. As I am under no obligation to provide the details of a discontinued investigation to Council, the letter of discontinuance was only provided to the City Clerk.

2. A complaint from a member of the public alleging that Mayor Patrick Brown violated the Code, the City of Brampton's Mandatory Face Coverings By-law (135-2020) and the provincial re-opening guidelines passed under the *Emergency Management and Civil Protection Act*. A Report on this matter will be delivered to Council forthwith upon its completion.

A preliminary investigation remains underway for each of the three **(3)** remaining matters. As I cannot disclose the details of these matters until the completion for a formal investigation, Council will be provided with updates as they progress. A final Report will be provided to Council for each of these matters should I choose to exercise my discretion to complete a full investigation.

### **Conclusion**

As was discussed at the outset of this Report, my office receives a number of informal complaints and requests for information. This report is not meant to summarize any ad hoc advice, commentary, or information provided to members of Council or the public.

It has been my pleasure to serve as the Integrity Commissioner for the City of Brampton and I look forward to continuing to provide the highest quality of service in the coming year. Please feel free to contact my office if you have any questions or concerns.

Yours truly,

**LEVITT SHEIKH CHAUDHRI SWANN**



Muneeza Sheikh  
Integrity and Ethics Commissioner for the City of Brampton

**Date:** 2021-01-25

**Subject:** Annual Sponsorship Update

**Contacts:** Blaine Lucas, Senior Manager, Public Affairs, 416-457-6195  
[blaine.lucas@brampton.ca](mailto:blaine.lucas@brampton.ca)

Tara Hunter, Manager Sponsorship & Corporate Development,  
905-874-5270 [tara.hunter@brampton.ca](mailto:tara.hunter@brampton.ca)

**Report Number:** CAO's Office-2021-060

**Recommendations:**

1. That the report titled, Annual Sponsorship Update 2021-060 to the Committee of Council meeting of February 24, 2021, be received; and
2. That staff be directed to secure new revenue generating advertising opportunities for the City of Brampton.

**Overview:**

- The Sponsorship and Naming Rights Policy approved by Council Resolution C451-2019 (CW497-2019) requires an annual report to Council on the total value of Sponsorship contributions (cash and in-kind).
- The achievements of the citywide sponsorship program in 2020 will be outlined in this report. The total cumulative value of sponsorship and naming rights agreements (based on the full term of agreements) since 2019, when the citywide program began, is \$3,460,946.
- Revenue generating advertising for the City is an underdeveloped component of the sponsorship program, and if approved, will become an operational focus of the Sponsorship program in 2021.
- In July 2020, the Sponsorship program integrated with government Grants initiatives under the authority of the Public Affairs business unit. The Public Affairs business unit consists of Government Relations, Public Policy and the Sponsorship & Grants portfolios in the Corporate



<b>Projects, Policy &amp; Liaison (CPPL) division in the Office of the Chief Administrative Officer (CAO).</b>
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**Background:**

The Sponsorship & Grants portfolio is tasked with securing corporate sponsorships and naming rights on behalf of the corporation for all departments. The portfolio is also responsible for developing revenue generating advertising opportunities for the corporation and facilitating donations, where applicable.

In March 2019, Council approved the citywide sponsorship strategy, which included an updated Sponsorship and Naming Rights Policy and the Sponsorship Asset Inventory List for Naming Rights.

In 2019, twenty-eight (28) different companies entered into sponsorship agreements with the City having a total value of \$502,480 over the full term of the agreements. There was also an RFP issued for a three-year revenue-generating agreement for rink board advertising in Community Centres. The signed contract for \$154,200 over three years is effective July 1, 2019 to June 30 2022.

In July 2020, the portfolio was amended to include grant applications that would be completed by the Government Relations team. The revised Sponsorship & Grants program was assigned to the Senior Manager, Public Affairs as the leadership oversight of the portfolio.

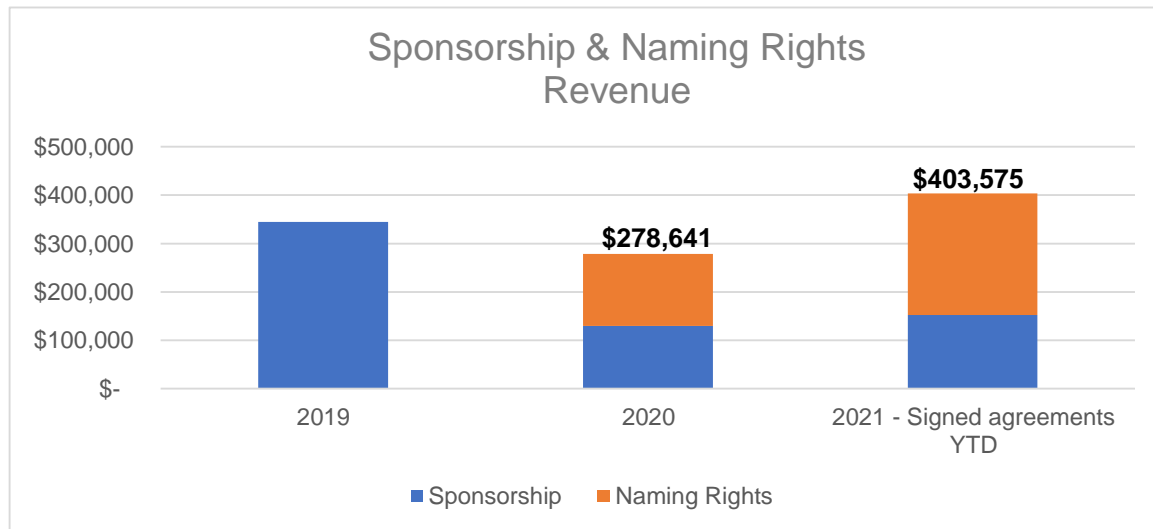
**Current Situation:****Sponsorship and Naming Rights**

In its second year of operation, the citywide sponsorship program achieved the first-ever naming rights agreement for the City. The naming rights to Brampton Soccer Centre sold to Save Max Real Estate for \$2,512,500 over a term of fifteen (15) years. The facility will be officially renamed the Save Max Sports Centre when the exterior signage is installed, anticipated early Q2 2021.

As illustrated by Chart A, the pandemic has had a significant impact on sponsorship revenue in 2020, and the majority of revenue was generated by the Brampton Soccer Centre naming rights initial up-front payment.

2020 Sponsors are identified in Table 1, and Table 2 identifies how the program is benefitting Departments across the corporation.

Chart A – Revenue: Sponsorship & Naming Rights



*\*2021 revenue confirmed*

Table 1: 2020 Sponsors

2020 SPONSORS	
Alectra	My Smile
Algoma University – New!	Policaro/Northwest Lexus
Allstate	RBC
Bell	Revera – New!
CN	TD
Enbridge	Tim Hortons
HSBC	Save Max – New!
MNP	

Table 2: Sponsorship Breakdown by City Department

CITY-WIDE SPONSORSHIP & NAMING RIGHTS			2020 Revenue
Department	Division	Description	
Corporate Services	Strategic Communications, Culture & Events	Chinese New Year, Canada Day, Brampton Youth Day, Farmers' Market, Winter Lights	\$ 39,500
Community Services	Performing Arts	Rose & Garden Square	\$ 33,375
	Recreation	2019/2020 Winter programming	\$ 11,416
	Parks	Seedy Saturday	\$ 3,000
Planning, Building & Economic Development	Economic Development	Brampton Entrepreneur Centre (BEC)	\$ 26,100
	Planning	Nurturing Neighbourhoods (moved to StratComm late 2020)	\$ 5,000

Fire	Brampton Fire	Fire and Carbon monoxide awareness	\$ 11,500
<b>Sub Total</b>			<b>\$129,891</b>
Community Services	Recreation	Naming Rights to Brampton Soccer Centre (50% of year one rights fee + signage)	<b>\$148,750</b>
<b>Total</b>			<b>\$278,641</b>

Despite closures and cancellations in 2020 caused by COVID-19, the Sponsorship & Grants portfolio continued to deliver its citywide mandate. The operational adjustment by staff to deliver virtual events and programming of interest to Sponsors is a testament to the City's pandemic response.

In 2021 to date, we have established a strong foundation with eleven (11) confirmed sponsors and over \$400,000 confirmed revenue (see Chart A). Unfortunately, the sponsorship industry has been hard-hit by the pandemic and the citywide sponsorship program is not expected to return to pre-pandemic (2019) sponsorship revenue this year.

However, it is very encouraging that the Brampton Soccer Centre naming rights has created momentum for other naming rights in the City. The City Assets available for the sale of exterior primary naming rights is based on the Council approved *Sponsorship Asset Inventory List for Naming Rights\**. All opportunities are posted on the City's sponsorship website and negotiations are pursued upon receiving an expression of interest. Marketing of sponsorship and naming rights will be increased to ensure broad awareness of the opportunities.

Properties available for primary exterior Naming Rights:

1. Gore Meadows Community Centre
2. Century Gardens Community Centre
3. Garden Square
4. Creditview Park
5. LBP (Lester B Pearson Theatre)
6. Transit Terminals (Gateway, Downtown, Mount Pleasant, BCC)

*\* Council commemoratively renamed three facilities in 2020 that were on the approved list: South Fletchers, Flower City Seniors Centre and Dixie 407 Park.*

Staff have received inquiries for Gore Meadows and the Gateway Terminal and are in the process of qualifying leads and preparing for initial negotiations. Staff are also conducting a third-party valuation for Gore Meadows Community Centre.

#### Covid 19 Task Force Support

During the initial response to the state-of-emergency the staff from the sponsorship team supported the Mayor's Covid-19 Economic Support, Social Support, Seniors, and Youth Task Forces. The Sponsorship Sales Coordinator secured PPE donations and

food bank donations from businesses, as well as cash donations to support programs such as Backyard Gardens.

#### Revenue Generating Advertising

The forced closure of Community Centres due to the pandemic resulted in an amended agreement to the revenue-generating rink board advertising contract signed in 2019.

The impact of the pandemic on this revenue-generating advertising channel is significant. The third-party sales model for rink board advertising will be reviewed in 2021 to provide recommendations on whether the existing agreement should be renewed or an alternative in-house sales model considered.

A new revenue-generating advertising opportunity was presented to Council in the summer of 2020 by RCC Media: digital signs on CN Rail Bridge overpasses. Staff received direction from Council to establish conditions for digital signs and to proceed with negotiations. The Sponsorship and Grants portfolio works with Staff from Sign By-law and Traffic Services to report back to Council with terms to enter into a revenue-generating agreement with RCC Media.

To provide clarity for the sponsorship portfolio it is the recommendation of this report that staff be directed to secure revenue generating advertising opportunities for the City. An example of this pursuit is working with Sign By-law on amendments for digital billboards.

#### Administrative Update

In 2020, the sponsorship portfolio and staff moved to the CPPL division under the Public Affairs business unit's operational authority. As a result of the restructuring, housekeeping updates to the Sponsorship & Naming Rights Policy and Administrative Authority By-law are required and will be recommended as part of a separate report to Council in the near future.

### **Corporate Implications:**

#### Financial Implications:

There are no financial implications associated with this report. Staff will ensure any future adjustments to the sponsorship revenue budget will be incorporated in the 2022-2025 operating budget submission, pending Council approval.

#### Legal Implications:

All Sponsorships and Naming Rights require an Agreement that is reviewed and approved as to form by Legal Services.

**Term of Council Priorities:**

The Annual Sponsorship Update achieves the Council Priority Well-Run, demonstrating the success of pursuing sponsorship, naming rights and advertising to generate non-tax revenue for the City. It also achieves the City of Opportunities priority, creating sponsorship opportunities for Businesses to pursue their marketing objectives and to give back to the community.

**Conclusion:**

The Public Affairs, Sponsorship & Grants portfolio delivered results in a difficult year, including the first-ever naming rights for the City. There is strong momentum for 2021 but the pandemic will continue to have a negative impact on sponsorship activity. It is recommended that Council approve advertising revenue generation be an operational objective of the portfolio; the coming year will have an increased focus on developing new revenue-generating advertising opportunities for the City.

Authored by:

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Tara Hunter  
Manager, Sponsorship & Corporate  
Development

Reviewed by:

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Blaine Lucas  
Senior Manager, Public Affairs

Approved by:

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Gurdeep Kaur  
Director, Corporate Projects, Policy &  
Liaison

Submitted by:

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David Barrick  
Chief Administrative Officer



# Advocacy for Seniors

Senior Adults Living Triumphantly

March 04, 2021

Dear Mayor Brown and Members of Council:

Today people live longer and in better health as disease and disability are progressively reduced. People are empowered to realize their full potential through a safe, non-violent environment, adequate income, housing, food and education, and a valued role to play in family, work and community. We see people having equitable access to affordable healthcare regardless of geography, income, age, gender or cultural background.

Finally, we see everyone working together to achieve better health for all. I know that this is something that we all want and need for our seniors and for our society at large.

Unfortunately, this is not true for all. My point is that **Elder Abuse** is on the increase and in the past years study in Canada an increase of 7.5% in physical, sexual, psychological and financial abuse this representing 695,248 older adults. Approximately 1 in 8 people over 60 experience some form of abuse in community settings.

As President of Brampton Senior Citizens Council and a senior myself and no stranger to abuse, I am requesting that the City play a role in assisting to prevent further increase in the abuse of our most vulnerable citizens.

I am aware that you are concerned about helping seniors live a life of dignity and respect.

Please advise how you, Mr. Mayor and Council Members see the City being part of this endeavour. Who will be my champions for this worthy cause?

Thank you for your support.

Regards,

Myrna Adams

President

Brampton Senior Citizens Council



March 10, 2021

Hon. Caroline Mulroney  
Minister of Transportation  
Ministry of Transportation  
777 Bay St. 5<sup>th</sup> Floor  
Toronto, ON  
M7A 1Z8

**RE: Brampton Board of Trade Continued Support for the GTA West Corridor Highway**

Dear Minister Mulroney,

On behalf of the Brampton Board of Trade, I am writing to thank you for your continued strong leadership in moving forward with the GTA West Corridor Highway.

Members of the Brampton Board of Trade employ over 45,000 in Brampton, providing more than 1 in every 3 jobs in our city. I wanted you to know that the Brampton Board of Trade remains steadfast in support of your efforts to accelerate the building of this important asset.

The initial study of the proposed corridor began in 2008, more than 12 years ago. Ongoing growth and congestion within the Region of Peel continues. Estimates are that the GTA will welcome more than a million new residents over the next 10 years. Drivers, both businesses and employees, are reminded daily why this artery is key to providing effective transportation solutions for people and goods within the region and across the Greater Toronto Area.

Recently, it has been disappointing to read that some municipalities downplay the benefits of the highway. Transportation benefits were clearly articulated in the Stage 1 Environmental Assessment including the total delay savings for the recommended corridor. In the assessment, Alt 4-3 forecast that the total delay savings would be 21,497 hours for automobiles, and 2,783 hours for commercial vehicles during the pm peak hour each day. That savings makes a significant positive difference in the lives of GTA residents and the competitive advantage of our region for jobs and investment.

Your government resumed the environmental process for the highway in June of 2019. To support economic recovery efforts, needed because of the pandemic, now is an opportune time to accelerate approvals for infrastructure projects such as the highway. In August of 2020, your Ministry announced the technically preferred route. A month earlier, you proposed

regulations to streamline assessment of potential environmental impacts. Thank you for understanding the urgency of this highway and meeting the progress deadlines you have set. The business case for the highway outlined in the 2012 Transportation Development Study is strong, indicating among many benefits, a \$1 billion annual boost to provincial GDP. We eagerly await the delivery of the final environmental assessment report by 2022.

As you know, there are many more benefits to moving forward with this highway. In addition to the strong business case, the highway helps the Region meet its population and employment targets established by the provincial *Places to Grow* policy. Areas in the City of Brampton situated along the corridor, including Heritage Heights and Mayfield West, have been identified by the Region as key to meeting these targets. As well, employers value office sites with highway access, so that they are better able to draw on a regional talent pool. Collaborations among tech communities in York, Peel and Halton will also be better facilitated with this highway. We understand that the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator are completing a study for an electricity transmission corridor adjacent to the highway. A transmission corridor providing a reliable supply of electricity will also add to the investment potential and competitive advantage of our region.

Minister Mulroney, the Brampton Board of Trade strongly supports the completion of the environmental assessment for the GTA West Corridor and looks forward the project's ultimate approval, its funding and start of construction.

Thank you again, for your strong leadership on this project.


Sincerely,



Todd Letts, MBA, CCE  
Chief Executive Officer

**cc:**

Hon. Prabmeet Sarkaria, Minister of Small Business and Red Tape Reduction  
Amarjot Sandhu, MPP, Brampton West  
Nando Iannicca, Chair, Region of Peel and Members of Regional Council  
Patrick Brown, Mayor, City of Brampton and Members of City Council  
Bonnie Crombie, Mayor, City of Mississauga and Members of City Council  
Allan Thompson, Mayor, Town of Caledon and Members of Town Council

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**Brenton, Terri**

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**Subject:** FW: [EXTERNAL]Written Deputation for 10.4.2 Staff Report re: City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor

**From:** Chris Drew

**Sent:** 2021/03/23 11:29 AM

**To:** City Clerks Office <[City.ClerksOffice@brampton.ca](mailto:City.ClerksOffice@brampton.ca)>

**Subject:** [EXTERNAL]Written Deputation for 10.4.2 Staff Report re: City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor

Hi Clerks Team,

Here is my written deputation for 10.4.2 Staff Report re: City-initiated Zoning By-law Amendment to the Parking Requirements in the Downtown, Central Area and Hurontario-Main Corridor for tomorrow's meeting.

I support the staff recommendation and I encourage Council to adopt it. I believe this is exactly the direction the City of Brampton needs to go and is long overdue. It is my understanding that eliminating parking minimums has worked in other jurisdictions. This will encourage housing supply, including creating more in the 'missing middle' (great book on it [here](#)). Further, implementing the staff recommendation will help leverage the significant transit investment you are asking for from the federal government and provincial governments. This will help make the case to those governments that the City of Brampton is doing all it can for things it is responsible for to encourage transit-supportive neighborhoods and taking full advantage of transit investment secured. As you can see from the map in the staff report, the areas recommended by staff align with key transit corridors, such as the the Main LRT (Hurontario LRT Extension) and the Queen - Highway 7 BRT. Both of these corridors have been supported by this term of Council by 11-0 votes.

The topic of parking has been studied by experts in the Greater Toronto and Hamilton Area (GTHA) and the staff recommendation aligns with those findings. Here s a brief summary:

1. [Suburbs on Track: Building Transit-Friendly Neighbourhoods Outside the Toronto Core, 2016 - report by the Ryerson City Building Institute and the Ontario Home Builders' Association](#)  
Specifically pages 21 & 22 deal with parking:  
"Unbundling parking:  
The amended Growth Plan proposes development near major transit station areas be supported by alternative development standards such as reduced parking requirements. This allows developers to un-bundle parking, whereby

fewer parking spots are built and they can be sold separately from the condo unit. A homebuyer can choose to pay an additional \$40,000 for a parking space or improve affordability by not doing so. Furthermore, the province's Climate change Action Plan includes policies to eliminate minimum parking requirements in municipal by-laws over the next five years.";

2. **Make Way for Mid-Rise - report by Pembina Institute and the Ontario Home Builders' Association (OHBA), 2015**

Specifically page 7 & 8 deal with parking:

"Eliminate minimum parking requirements:

What's the problem?

Providing parking spaces isn't cheap, especially for mid-rise and high-rise developments. In denser areas, creating a parking structure costs about \$30,000 per space. Underground parking costs even more, at up to \$60,000 per space. By comparison, surface parking for low-rise housing costs only \$2,000 to \$8,000 per space. New developments must include a minimum number of parking spaces. The higher parking costs for mid-rise and high-rise units are therefore passed on to those homebuyers, and they sometimes discourage development altogether.

Why does it happen?

When housing is built in the GTA, municipalities require developers to provide a minimum number of parking spaces for residents.<sup>15</sup> In Mississauga, the average unit requires between 1.2 and 1.95 parking spaces depending on its size. Markham requires 1.5 spaces per unit.<sup>17</sup> Toronto has lower requirements, at 0.5 to 0.6 parking spaces per unit. Unfortunately the current parking requirements in the GTA are not aligned with the characteristics of neighbourhoods. For example, in areas that are walkable or easily accessible by transit, residents are less likely to own a car. A larger proportion of them won't need parking, yet developers are still required to provide the same number of spaces. Mid-rise and high-rise homebuyers also pay the most for their parking spaces, yet those types of housing are more likely to be built in areas where a car is not a necessity. This problem affects both urban and suburban areas: Mississauga and Richmond Hill are now allowing developers to pay cash in lieu of creating spaces, because the minimum requirements were creating a surplus of parking. Although this reduces the problem of surplus spaces, it is only a partial solution because the cash-in-lieu costs are still passed on to homebuyers.

What is the impact?

All of these costs are passed on to homebuyers in the form of higher prices. Underground and structured parking also create significant ongoing costs — including maintenance, lighting and security — that residents have to pay even after the building is completed. The result is less affordable housing for everyone, but especially for those who choose homes in urban centres. The current requirements discourage many developers from building mid-rise housing due to the high cost of building underground or structured parking. These high capital costs are an even greater barrier for smaller developers. From a

developer's perspective, the most financially attractive options are either to build high-rise developments, where the cost of underground parking can be distributed over a larger number of units, or to build low-rise housing where land is cheaper and surface parking can be provided."; and

3. [OHBA Housing Supply Action Plan submission](#), January 2019

Specifically pages 26 & 29 deal with parking:

"Minimum Parking Requirements:

Most municipalities require developers to provide a minimum number of parking spaces per residential unit built – a significant cost that gets passed onto homebuyers (or renters). Providing parking spaces isn't cheap, especially for mid-rise and high-rise developments. In denser areas, creating an above ground parking structure costs about \$30,000 per space, whereas underground parking costs even more, at up to \$60,000 per space. Requiring minimum parking standards (which often exceed market demand and achievable revenues associated with parking spaces, especially in rental buildings) makes no sense for developments near transit, or in a society that increasingly utilizes "car sharing" apps, or for a province seeking to reduce GHG emissions. The province should prohibit municipalities from requiring minimum parking standards (which add to the cost of housing)".

I believe only one amendment is required for the staff recommendation. I believe that a copy of the adopted staff recommendation and the staff report should be sent to all Brampton MPs, MPP, and all relevant federal and provincial Ministers.

Thank you,  
Chris Drew



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To amend By-law 270-2004, as amended

---

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

1. By-law 270-2004, as amended, is hereby further amended:

(1) By deleting Schedule B-7 Central Area - Queen Street Corridor: Special Parking Provisions in its entirety and replacing it with Schedule B-7 Downtown, Central Area and Hurontario/Main Corridor Special Parking Provisions.

(2) By deleting Sections 20.3.2, 20.3.3 and 20.3.4 in their entirety and replacing them with the following:

“20.3.2 Downtown, Central Area and Hurontario/Main Corridor  
Parking Requirements

(a) Notwithstanding any minimum parking requirement prescribed in Sections 10.9.2(a), 10.9.3, 20.3.1, 30.5 or in any Special Section of this By-law, and except for the requirements set out in Section 20.3.2 (b) through (f), there shall be no minimum required parking for any use within the boundaries of Schedule B-7.

(b) Visitor parking for an apartment dwelling, a multiple residential dwelling and a townhouse dwelling having no private garage or driveway, shall be provided at a rate of 0.20 visitor parking spaces per dwelling unit.

(c) Parking for a single detached, semi-detached, duplex, triplex, double duplex, street townhouse dwelling or two-unit dwelling shall be provided in accordance with Section 10.9.1 A.

(d) Parking for a lodging house shall be provided in accordance with Section 10.9.1 I.

(e) Parking for a senior citizen residence shall be provided in accordance with Section 10.9.2 (b).

(f) Accessible parking spaces shall be provided in accordance with the Traffic By-law 93-93, as amended.

(3) By renumbering Sections 20.3.5 and 20.3.6 to Sections 20.3.3 and 20.3.4 respectively.

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

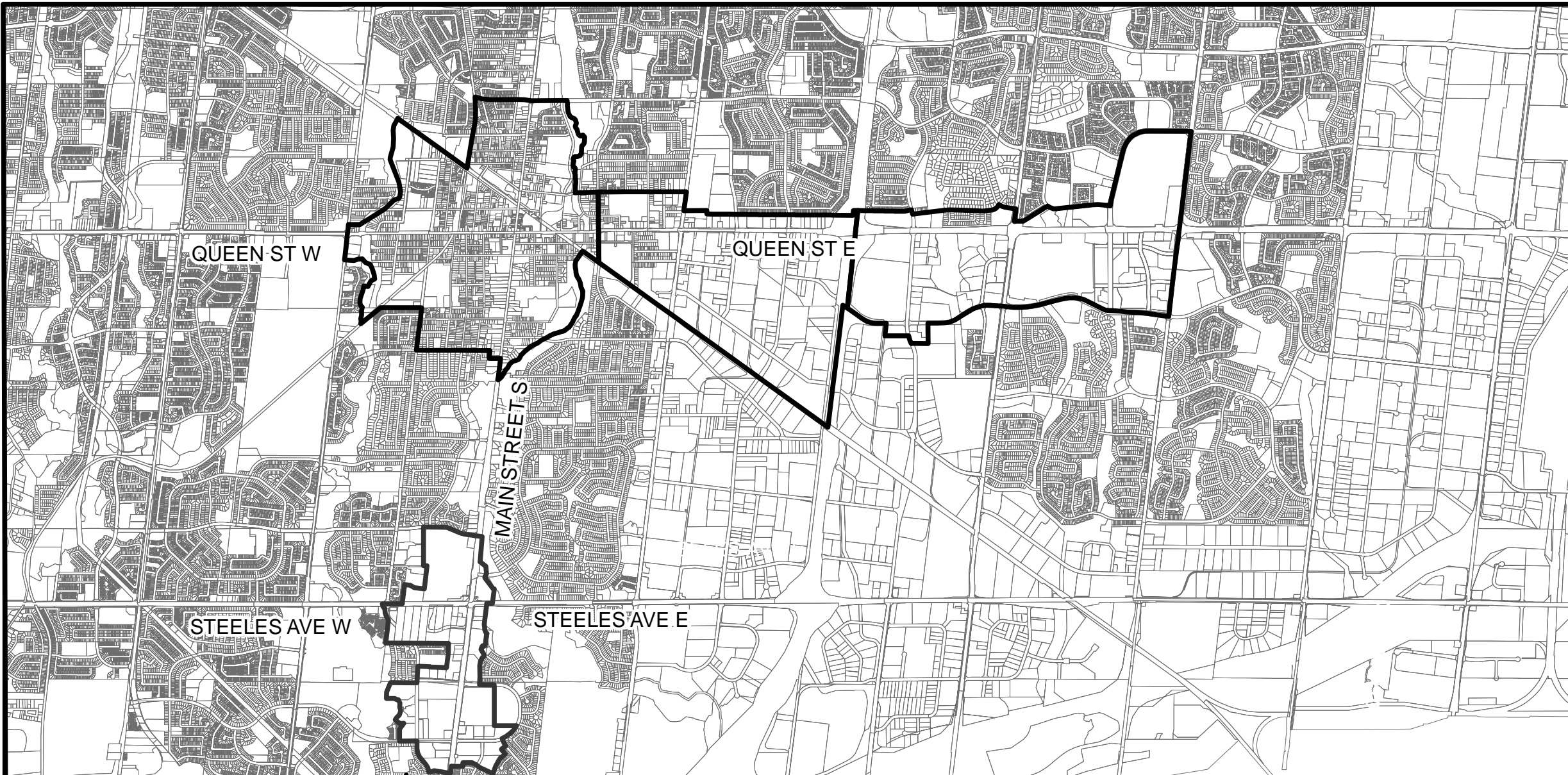
Approved as to  
form.  
  
2021/03/03  
  
CD

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

Approved as to  
content.  
  
2021/03/03  
  
RJB

\_\_\_\_\_  
Peter Fay, City Clerk





brampton.ca

**BRAMPTON**  
Flower City

PLANNING AND DEVELOPMENT SERVICES



## SCHEDULE B-7 TO ZONING BY-LAW 270-2004, AS AMENDED

### Downtown, Central Area and Hurontario/Main Corridor: Special Parking Provisions



SPECIAL PARKING PROVISIONS BOUNDARY

Author: ckovac  
Date: 2021/02/22



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To amend By-law 399-2002, as amended, The Sign By-law

---

WHEREAS the Dymon Self Storage facility is located on the South East corner of Airport Road and Nevets Rd.; and

AND WHEREAS a proposal for three top storey wall signs has been received in connection with the facility;

AND WHEREAS the three proposed signs are appropriate for effective building identification;

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

1. THAT By-law 399-2002, as amended, is hereby further amended by adding the following sentence to Schedule XIII SITE SPECIFIC PROVISIONS:

80. Despite the requirements of Schedule III WALL SIGNS, the following signage on the lands described as PLAN M879 LOT 4 (5 Nevets Road) is permitted:

- a) In addition to permitted wall signs, three (3) top storey wall signs shall be permitted, subject to the following restrictions:
  - i. Each separate elevation (north, west and south elevations only) shall permit one top storey sign;
  - ii. Each top storey may be illuminated and have a maximum area of 22.67m<sup>2</sup>;
  - iii. The top storey sign shall not contain an Electronic Variable Message Centre; and
  - iv. The building shall continue to operate as an industrial self storage facility.

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.

2021/03/16

C. Grant

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

Approved as to  
content.

2021/02/17

R.Conard

\_\_\_\_\_  
Peter Fay, City Clerk



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To amend By-law 399-2002, as amended, The Sign By-law

---

WHEREAS the BVD Group office is located on the North East side of Torbram Road, North of the intersection of Torbram Road and Walker Drive; and

WHEREAS a proposal for a two oversized top storey wall signs has been received in connection with the facility;

WHEREAS one of the proposed signs is appropriate for effective building identification;

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

1. THAT By-law 399-2002, as amended, is hereby further amended by adding the following sentence to Schedule XIII SITE SPECIFIC PROVISIONS:

79. Despite the requirements of Schedule III WALL SIGNS, the following signage on the lands described as PLAN M643 BLK 21 (8177 Torbram Road) is permitted:

- a) One (1) top storey wall sign shall be permitted, subject to the following restrictions:
  - i. The top storey sign shall only be permitted on the west elevation facing Torbram Road;
  - ii. The top storey sign shall be permitted to be illuminated with a maximum area of 7.97m<sup>2</sup>;
  - iii. No other top storey signs shall be permitted on the property;
  - iv. The top storey sign shall not contain an Electronic Variable Message Centre; and
  - v. The building shall continue to operate as an office building.

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.

2021/02/04

C. Grant

Approved as to  
content.

2021/02/04

R. Conard

---

Patrick Brown, Mayor

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Peter Fay, City Clerk





THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To accept and assume works in  
Registered Plan 43M-1784

---

WHEREAS the Council of the Corporation of the City of Brampton has, by resolution, directed that all works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1784 be accepted and assumed;

AND WHEREAS Council has authorized the City Treasurer to release all the securities held by the City;

AND WHEREAS it is deemed expedient to accept and assume the street as shown on Registered Plan 43M-1784 as part of the public highway system.

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

1. All of the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1784 are hereby accepted and assumed.
2. The lands described in Schedule A to this by-law are hereby accepted and assumed as part of the public highway system of the City of Brampton.

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.

2021/03/12

C. deSereville

---

Patrick Brown, Mayor

Approved as to  
content.

2021/03/10

J.Edwin

---

Peter Fay, City Clerk

**SCHEDULE A TO BY-LAW NO. \_\_\_\_\_**

**REGISTERED PLAN 43M-1784**

Resolution Drive

City of Brampton  
Regional Municipality of Peel



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To accept and assume works in  
Registered Plan 43M-1790

---

**WHEREAS** the Council of the Corporation of the City of Brampton has, by resolution, directed that all works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1790 be accepted and assumed;

**AND WHEREAS** Council has authorized the City Treasurer to release all the securities held by the City;

**AND WHEREAS** it is deemed expedient to accept and assume the streets as shown on Registered Plan 43M-1790 as part of the public highway system.

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

1. All of the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1790 are hereby accepted and assumed.
2. The lands described in Schedule A to this by-law are hereby accepted and assumed as part of the public highway system of the City of Brampton.

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.

2021/03/11

[C.deSereville]

---

Patrick Brown, Mayor

Approved as to  
content.

2021/03/01

J. Edwin

---

Peter Fay, City Clerk

Attachment: Schedule A  
KL/21T-04019B

**SCHEDULE A TO BY-LAW NO. \_\_\_\_\_**

**Registered Plans 43M-1790**

Eastlake Road, Devonsleigh Drive, Percy Gate

City of Brampton  
Regional Municipality of Peel



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To accept and assume works in  
Registered Plans 43M-1878 & 43M-1879  
\_\_\_\_\_

WHEREAS the Council of the Corporation of the City of Brampton has, by resolution, directed that all works constructed and installed in accordance with the subdivision agreement for Registered Plans 43M-1878 & 43M-1879 be accepted and assumed;

AND WHEREAS Council has authorized the City Treasurer to release all the securities held by the City;

AND WHEREAS it is deemed expedient to accept and assume the streets and street widening as shown on Registered Plans 43M-1878 & 43M-1879 as part of the public highway system.

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

1. All of the works constructed and installed in accordance with the subdivision agreement for Registered Plans 43M-1878 & 43M-1879 are hereby accepted and assumed.
2. The lands described in Schedule A to this by-law are hereby accepted and assumed as part of the public highway system of the City of Brampton.

ENACTED and PASSED THIS 24<sup>th</sup> day of March, 2021.

Approved as to  
form.

2021/03/12

C.deSereville

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

Approved as to  
content.

2021/03/03

J.Edwin

\_\_\_\_\_  
Peter Fay, City Clerk

Attachment: Schedule A  
SH/21T-10013B

**SCHEDULE A TO BY-LAW NO. \_\_\_\_\_**

**Registered Plans 43M-1878 & 1879**

**43M-1878:**

Agricola Road, Arkwright Drive, Aylesbury Drive, Berberis Crescent, Bonsai Lane, Dublin Road, Locomotive Crescent, Meadowcrest Lane, Old Cleeve Crescent, Poncelet Road, Veterans Drive, Street Widening Block 307 to be part of Creditview Road

**43M-1879:**

Agricola Road, Arnprior Road, Aylesbury Drive, Baby Pointe Trail, Bleasdale Avenue, Bryony Road, Deancrest Road, Henneberry Lane, Meadowcrest Lane, Memory Lane, Platform Crescent

City of Brampton  
Regional Municipality of Peel



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number \_\_\_\_\_ - 2021

To amend the Schedules of Traffic By-law 93-93, relating to NO PARKING (Schedule XIV), FIRE ROUTES (Schedule XXII), COMMUNITY SAFETY ZONES (Schedule XXIV) and DESIGNATED BICYCLE LANES (Schedule XXX)

WHEREAS the Council for The Corporation of the City of Brampton has adopted the Traffic and Parking By-law No. 93-93, ("By-law 93-93") as amended to regulate the use of highways and parking in the City of Brampton;

AND WHEREAS pursuant to subsection 11 (3) 1 of the *Municipal Act 2001*, a by-law may be passed by a council of a municipality relating to the regulation of highways and parking within the municipality;

AND WHEREAS the Council of The Corporation of the City of Brampton is desirous of adopting a by-law to further amend By-law 93-93 by amending NO PARKING (Schedule XIV), FIRE ROUTES (Schedule XXII), COMMUNITY SAFETY ZONES (Schedule XXIV), and DESIGNATED BICYCLE LANES (Schedule XXX);

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

1. By-law 93-93 as amended, is hereby further amended by DELETING the following items from Schedule XIV:

**NO PARKING**

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3 BETWEEN	COLUMN 4 TIMES OR DAYS
Vodden Street East	South	Main Street North & Centre Street North	Anytime
Vodden Street East	South	Centre Street North & Post Road	Anytime except 7:00 am to 2:00 pm Sunday
Vodden Street East	South	Post Road & Hwy 410	Anytime
Vodden Street East	North	Main Street North and a point 60 metres east of Ken Whillans Drive	Anytime
Vodden Street East	North	A point 60 metres east of Ken Whillans Drive and a point 229 metres west of Kennedy Road North	4:00 p.m. to 6:00 p.m. Monday to Friday

Vodden Street East	North	a point 229 metres west of Kennedy Road North and a point 190 metres west of Kennedy Road North	Anytime
Vodden Street East	North	a point 190 metres west of Kennedy Road North and a point 142 metres west of Kennedy Road North	4:00 p.m. to 6:00 p.m. Monday to Friday
Vodden Street East	North	a point 142 metres west of Kennedy Road North and a point 103 metres west of Kennedy Road North	Anytime
Vodden Street East	North	a point 103 metres west of Kennedy Road North and a point 60 metres west of Kennedy Road North	4:00 p.m. to 6:00 p.m. Monday to Friday
Vodden Street East	North	Kennedy Road North & Hansen Road North	Anytime
Vodden Street East	North	Hansen Road North & Hwy No. 410	4:00 pm to 6:00 pm Mon. to Fri.

2. By-law 93-93 as amended, is hereby further amended by ADDING the following item to Schedule XIV:

**NO PARKING**

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3 BETWEEN	COLUMN 4 TIMES OR DAYS
Vodden Street East	Both	Main Street North and Ken Whillans Drive	Anytime

3. By-law 93-93 as amended, is hereby further amended by ADDING the following item to Schedule XXII:

**FIRE ROUTES**

COLUMN 1 LOCATION CODE	COLUMN 2 LOCATION
D-34 (M4)	180 Delta Park Boulevard

4. By-law 93-93 as amended, is hereby further amended by ADDING the following items to Schedule XXIV:

**COMMUNITY SAFETY ZONES**

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 TIMES OR DAYS
Dewside Drive	Fernforest Drive and a point 15 metres east of Royal Springs Crescent (easterly intersection)	Anytime
Father Tobin Road	Mountainash Road and a point 330 metres west of Mountainash Road	Anytime
Folkstone Crescent	A point 100 metres west of Flindon Gate and Clark Boulevard (westerly intersection)	Anytime



Hilldale Crescent	A point 44 metres west of Hallcrown Court and Central Park Drive (easterly intersection)	Anytime
Ironshield Drive	Education Road and Gentry Way/ Natronia Trail	Anytime

5. By-law 93-93 as amended, hereby further amended by ADDING the following items to Schedule XXX.

**DESIGNATED BICYCLE LANES**

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 LANE	COLUMN 4 DIRECTION
Main Street South	Wellington Street East/Wellington Street West and Nanwood Drive	Adjacent to curb lane	South
Main Street South	Wellington Street East/Wellington Street West and a point 115 metres north of Nanwood Drive	Adjacent to curb lane	North

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.  
  
2021/02/12  
  
C. Grant

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

Approved as to  
content.  
  
2021/Feb/11  
  
C.Kummer

\_\_\_\_\_  
Peter Fay, City Clerk



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To authorize the execution of an encroachment agreement and a joint use agreement between The Corporation of the City of Brampton and Conseil Scolaire Viamonde

---

WHEREAS at the Committee of Council meeting of November 13, 2019, it was determined that it is in the interest of the Corporation of the City of Brampton to pass a By-law to authorize the execution of the encroachment and joint use agreements for the shared use of a soccer field located partly on the City's lands;

AND WHEREAS a By-law was not passed at the subsequent meeting of Council to authorize the execution of the encroachment and joint use agreements:

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

1. THAT the Commissioner of Community Services is hereby authorized to execute an encroachment agreement, a joint use agreement and all other documents necessary with Conseil Scolaire Viamonde (formerly Le Conseil Scolaire De District Du Centre Sud-Ouest) on terms and conditions acceptable to the Senior Manager, Realty Services and in a form acceptable to the City Solicitor or designate.

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.

2021/March/10

MM

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Patrick Brown, Mayor

Approved as to  
content.

2021/March/9

DB

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Peter Fay, City Clerk

(L16)



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To Appoint Municipal By-law Enforcement Officers  
and to Repeal By-law 12-2021

---

**WHEREAS** subsection 8(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that the powers of a municipality under the *Municipal Act, 2001* or any other Act shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

**AND WHEREAS** section 15 of the *Police Services Act*, R.S.O. 1990, c. P.15, as amended, authorizes a municipal council to appoint Municipal Law Enforcement Officers, who shall be peace officers for the purpose of enforcing municipal by-laws;

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

1. The persons named in **Schedule I** attached hereto are hereby appointed as Municipal Law Enforcement Officers for The Corporation of the City of Brampton.
2. A municipal law enforcement officer appointed by this By-law may enter on land at any reasonable time for the purpose of carrying out an inspection to determine whether or not the following are being complied with:
  - (a) a by-law of The Corporation of the City of Brampton passed under the *Municipal Act, 2001*, as amended;
  - (b) a direction or order of The Corporation of the City of Brampton made under the *Municipal Act, 2001*, as amended, or made under a by-law;
  - (c) a condition of a licence issued under a by-law; or
  - (d) an order made under section 431 of the *Municipal Act, 2001*, as amended.
3. A municipal law enforcement officer exercising a power of entry may:
  - (a) require production for inspection of documents or things relevant to the inspection;
  - (b) inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;

- (c) require information from any person concerning a matter related to the inspection; and
  - (d) alone or in conjunction with a person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.
4. Subject to section 5, this By-law prevails to the extent of any conflict between this By-law and any other by-law of The Corporation of the City of Brampton.
5. This by-law does not restrict any rights conferred by the *Municipal Act, 2001*, as amended, or any other Act or regulation, respecting entry to land.
6. By-law 12-2021 is hereby repealed.

ENACTED and PASSED this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.  
  
2021/03/11  
  
C. Grant

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

Approved as to  
content.  
  
2021/03/11  
  
P. Morrison

\_\_\_\_\_  
Peter Fay, City Clerk

**MUNICIPAL LAW ENFORCEMENT OFFICERS**

Anderson-Di Cristofaro, Kristie	Mohammed, Richard
Armonas, Adam	Morrison, Paul
Avbar, John	Mulick, Michael
Azeem, Aziz	Mullin, Nicole
Bedenikovic, Carole	Munday, Dean
Belyntsev, Nikolai	Myers, Brian
Bettencourt, Andrew	Myers, Jimmy
Bisson, James	O'Connor, Brendan
Bolton, James	Parhar, Mohinder
Bowen, Matthew	Payton, Rory
Brar, Gurpreet	Polera, Michael Francis
Brar, Harjot	Prewal, Kuljeet
Brown, Marco	Pytel, Kim
Brown, Steve	Ramdeo, Kevin
Bryson, Peter	Raposo, Christopher
Capobianco, Michael	Riar, Karanpreet
Clune, Anthony	Roman, Bradley
Dang, Mohit	Russell, Jeff
De Schryver, Denise	Ruszin, Natasha
Dhillon, Narinder	Sander, Allyson
Dollimore, Phillip	Santos, Sandra
Dosanjh, Gurprit	Sensicle, Christian
Drope, Graham	Siciliano, Derek
Edwin, Erin	Singzon, Philip
Fortini, Kristen	Smith, Andrew
Foster, Brian	Smith, Kyle
Frigault, Shawn	Strachan, Brent
Garcia, Emanuel	Tatla, Vic
Gobeo, Brent	Toofunny, Virendra
Goddard, Catherine	Tozer, Jordan
Graham, Ronald	VanBelkom, Roberta
Grasby, Kim	Viana, Mark
Grech, Frank	Walker, Dwayne
Harm, Victor	Walsh, Sandra
Holmes, Todd	Ward, Lindsay
Gobeo, Courtney	Waterfield, Mathew
Hussain, Fawad	Waterfield, Sabrina
Hosseiny, Said	Watson, Kevin
Iacobucci, Sarah	Wyner, Michael
Iliev, Konstantin	
Jardine, Hayley	
Josey, Luanne	
Kainth, Sukhpreet	
Kandola, Sukhdeep	
Kasiulewicz, Mario	
Keyes, Shane	
Kitto, Shawn	
Knowles, Breanne	
Kornfehl, James	
Labelle, Jeff	
Labelle, Michelle	
Lindegaard, Kevin	
Locke, Kevin	
Ly, Michael	
MacLeod, Robert	
Maharaj, Lindsay	
Maiss, Ryan	
Maurice, Jean-Pierre	
McEvoy, Jennifer	
McKnight, Victoria	

**ANIMAL SERVICES**

Barrett, Amanda	LaFlamme, James
Bartosiewicz, Anna	Laine, Cara
Carreiro, Alec	Lazaro, Daniel
Churchill, Jenna	McSkimming, Alexis
Clugston, Andrea	Mulholland, Anjanette
Coffen, Alanna	Parson, Sabrina
Crawford, Chelsea	Smith, Karen
Cross, Carrie	Tate, Krystal
Duncan, Kathy	Welch, Tamara
Eade, Brittany	
Edney, Meredith	
Gage, Shona	
Gannon, Katie	
Gregorinski, Jerry	

**PUBLIC WORKS – ROAD OPERATIONS**

Attard, Joe	Papa, Nicola
Currie, Derek	Ramoutar, Navin
Delfosse, Greg	Roeterink, Douglas
Devlin, Kyla	Senior, Melanie
Escobar, Steve	Serna, Sebastian
Gomes, Carlos	Simovic, Christopher
Guy, William	Tomasone, David
Mamone, Fabrizio	Trombino, Christopher
Marques, Robert	Van Ravens, Ed
Masiak, Andrew	Vincent, Malcolm
Nielson, Lenka	

**FIRE PREVENTION OFFICERS**

Banayat, Ravinder	Maiato, David
Chen, Bertrand	Paquet, Jay
Cooper, Matthew	Patel, Pintu
Cosgrove, Chantelle	Reid, Brooklyn
Crevier, Madelaine	Sefton, John
Denn, Steve	Soltanpour, Sara
Detcheverry, Alana	Speirs, Shawn
Flannigan Jacobsen, Lindsay	Underwood, William
Fournier, Tyler	Van den Hoek, Heather
Frederick, Ethan	Von Holt, Andrew
Hur, Junewon (Louis)	Waite, Brian
Kellam, Chris	Wang, Qia (Emma)
Khan, Zainal	White, Kylie
Knoke, Mary	
Krohm, Richard	
Li, Charles	



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To prevent the application of part lot control  
to part of Registered Plan **43M – 2080**

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**WHEREAS** subsection 50(5) of the *Planning Act*, R.S.O. c. P.13, as amended, has imposed part lot control on all lands within registered plans within the City;

**AND WHEREAS** pursuant to subsection 50(7) of the *Planning Act*, the Council of a municipality may, by by-law, provide that subsection 50(5) of the *Planning Act* does not apply to land within such registered plan or plans of subdivision or parts thereof, as are designated in the by-law;

**AND WHEREAS** the application for an exemption from part lot control pursuant to subsection 50(7) of the *Planning Act*, on the lands described below, for the purpose of creating maintenance easements, semi-detached units and townhouse units, is to the satisfaction of the City of Brampton;

**NOW THEREFORE** The Council of The Corporation of the City of Brampton **ENACTS AS FOLLOWS:**

1. THAT subsection 50(5) of the *Planning Act* does not apply to the following lands within the City of Brampton, Regional Municipality of Peel:

The whole of Lots 1 and 2, and Blocks 3 to 20, inclusive; all on Registered Plan 43M-2080.

2. THAT pursuant to subsection 50 (7.3) of the *Planning Act*, this By-law shall expire THREE (3) years from the date of its registration.
3. THAT this By-law shall not become effective until a certified copy or duplicate of this By-law has been registered in the proper land registry office.

**ENACTED and PASSED** this 24<sup>th</sup> day of March, 2021.

Approved as to  
form.

2021/03/12

CJP

Approved as to  
content.

2021/03/01

SG

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Patrick Brown, Mayor

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Peter Fay, City Clerk

(PLC-2020-0045)



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To confirm the proceedings of Council  
at its Regular Meeting held on March 24, 2021

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

1. THAT the action of the Council at its Regular Meeting of March 24, 2021 in respect to each report, motion, resolution or other action passed and taken by the Council at its meeting, is hereby adopted, ratified and confirmed, as if each resolution or other action was adopted, ratified and confirmed by its separate by-law; and
2. THAT the Mayor and the proper officers of the city are hereby authorized and directed to do all things necessary to give effect to the said action, or to obtain approvals where required, and except where otherwise provided, the Mayor and the Clerk are hereby directed to execute all documents necessary in that behalf and to affix the corporate seal of the City to all such documents. Where the subject matter of any such action is within a sphere or jurisdiction assigned to The Corporation of the City of Brampton pursuant to section 11 of the Municipal Act, 2001, the authority granted by this section includes the use of natural person powers under section 8 of the Municipal Act, 2001; and
3. THAT this by-law, to the extent to which it provides authority for or constitutes the exercise by the Council of its powers to proceed with, or to provide any money for, any undertaking, work, project, scheme, act, matter or thing which requires an approval in addition to the approval of the Council, shall not take effect until the additional approval has been obtained.

Dated at the City of Brampton this 24<sup>th</sup> day of March, 2021.

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Patrick Brown, Mayor

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Peter Fay, City Clerk