



Agenda
Committee of Council
The Corporation of the City of Brampton

Date: Wednesday, May 12, 2021
Time: 9:30 a.m.
Location: Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting

Members:

Mayor Patrick Brown (ex officio)	
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
Regional Councillor M. Medeiros	Wards 3 and 4
City Councillor J. Bowman	Wards 3 and 4
City Councillor C. Williams	Wards 7 and 8
Regional Councillor P. Fortini	Wards 7 and 8
City Councillor H. Singh	Wards 9 and 10
Regional Councillor G. Dhillon	Wards 9 and 10

NOTICE: In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requiring physical distancing, in-person attendance at Council and Committee meetings will be limited to Members of Council and essential City staff only. Public attendance at meetings is currently restricted. It is strongly recommended that all persons continue to observe meetings online or participate remotely.

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

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

1. **Call to Order**

2. **Approval of Agenda**

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

4. **Consent**

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.

5. **Announcements**

6. **Government Relations Matters**

6.1. Staff Update re: Government Relations Matters

To be distributed prior to the meeting

6.2. Update from Mayor P. Brown, re: COVID-19 Emergency

7. **Public Delegations**

7.1. Delegation from Tom Dolson, President, Peel Federation of Agriculture, re: Brampton Stormwater Management Charge - Relief for Farm Business Registrants

(See Item 11.4.2)

7.2. Delegations re: Taxi Industry Concerns

1. Zafar Tariq, Taxi Industry Member

2. Narender Pandher, Taxi Industry Member

3. Mahesh Malhi, Taxi Industry Member

- 7.3. Delegations re: Watermain Replacement Project in Downtown Brampton
1. Suzy Godefroy, Executive Director, and Rick Evans, Board Member, Downtown Brampton BIA
 2. Dave Kapil, Kapil Holdings Inc.
- (See Item 11.3.2)

- 7.4. Delegations re: Gangs 4 Tuition (G4T) Program Launch
1. Richard Miller, Founder, Keep6ix
 2. Rachel Xyminis-Chen, Programs Director, Keep6ix
 3. Hubert Hiltz, Superintendent, Community Safety and Wellbeing Services, Peel Regional Police

8. Legislative Services Section

(City Councillor J. Bowman, Chair; City Councillor D. Whillans, Vice-Chair)

- 8.1. Staff Presentations
- 8.2. Reports
- 8.3. Other/New Business
- 8.4. Correspondence
- 8.5. Councillors Question Period
- 8.6. Public Question Period

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

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

9. Economic Development Section

(Regional Councillor M. Medeiros, Chair; Regional Councillor P. Vicente, Vice-Chair)

- 9.1. Staff Presentations
- 9.2. Reports
- 9.3. Other/New Business
- 9.4. Correspondence
- 9.5. Councillors Question Period
- 9.6. Public Question Period

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10. **Corporate Services Section**

(City Councillor H. Singh, Chair; Regional Councillor R. Santos, Vice-Chair)

- 10.1. Staff Presentations
- 10.2. Reports
 - 10.2.1. Staff Report re: Building Code Act – Annual Report for the Fiscal Year 2020
To be received
 - 10.2.2. Staff Report re: 2021 Final Tax Levy and By-law
Recommendation
 - 10.2.3. Staff Report re: Downtown Town Hall Community Engagement (RM 28/2021)
To be received
 - 10.2.4. Staff Report re: Recruitment Costs Associated with Critical Business Cases (RM 24/2021)

To be received

- 10.2.5. Staff Report re: Organizational Separation Costs – 10 Years’ Review (RM 32/2021)

To be received

- 10.3. Other/New Business

- 10.3.1. Discussion Item at the request of Regional Councillor Dhillon, re: Diverse and Ethnic Media

Note: This item was **deferred** to this meeting pursuant to Recommendation CW212-2021 on April 28, 2021.

- 10.4. Correspondence

- 10.5. Councillors Question Period

- 10.6. Public Question Period

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

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11. Public Works and Engineering Section

(Regional Councillor P. Vicente, Chair; Regional Councillor P. Fortini, Vice-Chair)

- 11.1. Staff Presentations

- 11.2. Reports

- 11.2.1. Staff Report re: Provision of Free Menstrual Products in all Public Washrooms at City of Brampton Facilities (RM 31/2021)

Recommendation

- 11.2.2. Staff Report re: Update on Transit Services

Recommendation

- 11.2.3. Staff Report re: 2021 Downtown Road Closures - Farmers' Market and COVID-19 Recovery Efforts (RM 42/2020)

Recommendation

- 11.2.4. Staff Report re: Parking Related Concern - Clipper Court - Ward 3

Recommendation

- 11.2.5. Staff Report re: Traffic By-law 93-93 – Administrative Update (File I.AC)

Recommendation

- 11.3. Other/New Business

- 11.3.1. Minutes - Brampton Transit Advisory Committee - May 3, 2021

To be approved

- 11.3.2. Discussion Item at the request of Mayor Brown, re: Downtown Infrastructure Projects

(See Item 7.3)

Proposed Motion:

Moved by: Mayor Brown

Seconded by: Councillor Santos

Whereas the Region of Peel is planning to undertake a capital works project to replace the water mains on an “interim” basis in the downtown core, including in the “four corners”; and

Whereas this is a singular isolated and interim initiative with no other improvements planned to occur along with this replacement, such as other utility upgrades, sidewalk or roadway improvements, streetscaping, landscaping, etc.; and

Whereas this isolated and interim initiative will cause massive disruption to an already heavily burdened business community within the downtown core;

Therefore Be It Resolved That:

Brampton Council request that the Region of Peel to temporarily delay the “interim”

replacement of the water mains until one overall coordinated and permanent infrastructure upgrade and urban streetscape improvement plan for the downtown can be developed, so that one multi-faceted and permanent improvement initiative can be undertaken, rather than multiple piecemeal improvements over multiple years which cumulatively, will cause extensive economic disruption to the downtown business community.

11.4. Correspondence

11.4.1. Correspondence from Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Source Protection Authority, re: Joint Nomination of One Representative to the CTC Source Protection Committee

11.4.2. Correspondence re: Brampton Stormwater Management Charge - Relief for Farm Business Registrants

1. Peggy Brekveld, President, Ontario Federation of Agriculture, dated May 6, 2021

2. Andrew Morse, Executive Director, Flower Canada (Ontario) Inc., dated May 6, 2021

(See Item 7.1)

11.5. Councillors Question Period

11.6. Public Question Period

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

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

12. **Community Services Section**

(Regional Councillor R. Santos, Chair; City Councillor C. Williams, Vice-Chair)

12.1. Staff Presentations

12.2. Reports

12.2.1. Staff Report re: Request to Begin Procurement for Learn to Swim and Leadership Program for a Five (5) Year Period

Recommendation

- 12.3. Other/New Business
- 12.4. Correspondence
- 12.5. Councillors Question Period
- 12.6. Public Question Period

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

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

13. Referred Matters List

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

14. Public Question Period

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

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

15. Closed Session

Note: A separate package regarding these agenda items are distributed to Members of Council and senior staff only.

- 15.1. 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.

- 15.2. 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

16. Adjournment

Next Regular Meeting: Wednesday, May 26, 2021

Request for Delegation

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

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

Meeting Date Requested: May 12, 2021 Agenda Item (if applicable): _____

Name of Individual(s): TOM DOLSON

Position/Title: President

Organization/Person being Represented: Peel Federation of Agriculture

Full Address for Contact: _____

Telephone No. _____ Email/ Fax No. _____

Subject Matter to be Discussed: Brampton Stormwater Management Charge

Action Requested: Relief for Farm Business Registrants

Note: a delegation is limited to not more than five minutes.

Attach additional page if required.

I am submitting a formal presentation to accompany my delegation: ☒ Yes ☐ No

I will require the following audio-visual equipment/software for my presentation:

☐ Computer Notebook ☐ DVD Player ☐ PowerPoint
☐ Other - please specify _____

Note: Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date**: (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and/or distribution at the meeting, and (ii) for PowerPoint and other visual presentations, an electronic copy of the presentation (e.g., DVD, CD, .ppt file) to ensure compatibility with corporate equipment.

Once the above information is received by the City Clerk's Office, you will be contacted by a Legislative Coordinator **to confirm your placement on the appropriate agenda.**

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



Report
Staff Report
The Corporation of the City of Brampton
Click or tap to enter a date.

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:

Michael Heralall,
Senior Manager, Environment

Reviewed by:

Michael Won,
Director, Environment & Development
Engineering

Approved by:

Jayne Holmes,
Acting Commissioner, Public Works and
Engineering

Submitted by:

David Barrick
Chief Administrative Officer

Date: 2019-05-26

Subject: **Brampton Stormwater Management Charge**

Contact: Michael Heralall, Senior Manager, Environment
 Public Works and Engineering
 (905) 874-3585
 michael.heralall@brampton.ca

Recommendations:

1. **THAT** the report from Michael Heralall, Senior Manager, Environment, Public Works and Engineering, dated May 13, 2019, to the Committee of Council Meeting of June 12, 2019, re: **Brampton Stormwater Management Charge**, be received;
2. **THAT** Council authorize implementation of a stormwater charge to provide dedicated, sustainable funding for operation, maintenance, renewal and rehabilitation of the City's \$1.12 billion of stormwater infrastructure;
3. **THAT**, subject to council approval, the Treasurer be authorized to establish a reserve fund for collection of stormwater that will be used towards providing dedicated, sustainable funding for operation, maintenance, renewal and rehabilitation of stormwater infrastructure;
4. **THAT**, subject to council approval, User Fee By-Law 380-2003, as amended, be further amended to include the stormwater charge;
5. **THAT** the proposal to implement a stormwater charge be communicated to the Region of Peel; and
6. **THAT** staff work with the Region of Peel on implementing the stormwater charge commencing in the first quarter of 2020.

Overview:

- **The City of Brampton has an extensive network of stormwater management infrastructure that protects people and property from flooding and erosion, and treats polluted stormwater to protect the environment.**
- **The stormwater management infrastructure is the second largest asset class in the City, with a 2018 replacement value of \$1.12 billion.**
- **Operation, maintenance, renewal and rehabilitation activities to perpetually sustain regulatory and operational levels of service is estimated to cost \$22 million per year.**
- **Stormwater management infrastructure activities are currently funded through property taxes at \$6 million per year with \$2.2 million as part of the operating budget and \$3.8 million within the capital budget. The current funding gap of \$16 million per year is expected to increase year-over-year as stormwater system funding levels have remained relatively constant.**
- **Many municipalities in Ontario and across North America have adopted a stormwater user fee/charge as an equitable means to address persistent funding gaps.**
- **This report recommends that Council authorize the implementation of a Stormwater Charge with billing to commence in the first quarter of 2020.**
- **The Stormwater Charge will provide a dedicated source of funding for the operation, maintenance, renewal and rehabilitation of the stormwater management system that is currently funded through annual Operating and Capital budgets. The Stormwater Charge will ensure that taxes are not increased to cover required expenditures, and it will also ensure that the fees are attributed fairly to users on a “fee for service” basis.**
- **The Stormwater Charge will be integrated into the Region of Peel’s water billing operations.**
- **A comprehensive public communication and outreach program will be undertaken in conjunction with the Region of Peel prior to commencement of billing.**

9.2.2-3

Background:

Brampton's future of a sustainable, well-run City that attracts investments, jobs and residents relies on infrastructure being in place to provide services to move, connect and protect the community. Stormwater management is a core service underlying the modern municipality, and provides the means to keep people and communities safe from flooding and damage to property, and minimizing the social and environmental disruptions and impacts flooding can have.

Within Brampton, the stormwater management system consists of the municipal collection, conveyance and treatment system, and the receiving watercourses and water bodies. The stormwater management system is mostly hidden from sight, and we only become aware of its existence when it stops working.

The City has \$1.12 billion of stormwater assets under management, including approximately 1800 km of storm sewers, 180 stormwater ponds, 38000 catchbasins, 13000 manholes, and 420 kilometers of streams. The stormwater asset base grows year over year as new infrastructure is created through the development process.

Current Situation:

Asset management activities for the stormwater management system are currently funded from taxes at \$6 million per year, which includes capital and operating costs. Current levels of funding results in a deficit of \$16 million per year. This funding gap is anticipated to increase year-over-year as the annual funding for stormwater management has remained relatively constant at \$6 million.

Current levels of funding are unsustainable to meet basic regulatory requirements in the near future. For instance, the City currently has 180 stormwater management ponds that provide flood control, erosion protection and water quality treatment. Regulatory requirements dictate stormwater ponds be cleared of accumulations of polluted sediments once every 10 to 15 years for a typical pond, in order to maintain the original design storage volume and ensure the pond can achieve its intended function. This means in the future, the City will be required to clean up to 18 stormwater ponds per year, assuming no new ponds are ever built. At current levels of capital funding, the City is only able to clean 5 ponds to meet the regulatory targets for environmental protection. In addition to ponds, the storm sewer system has a finite lifespan, and with varying vintages of pipe within the City, pipe replacement and repair will become a future recurring burden.

Stormwater Management Financing Study:

In 2017, the City initiated the "Stormwater Management Financing Study" (the Study) to examine various approaches to mitigate the stormwater infrastructure fund gap. The Stormwater Management Financing Study tabulated the current costs allocated to stormwater services, and this is presented in Table A1, Appendix A. The Study

9.2.2-4

estimated future program costs under several levels-of-service scenarios including maintaining status quo, meeting regulatory minimum standards, meeting accepted asset management and municipal best practices, and projected municipal growth. The Study recommended a future level-of-service that balanced regulatory requirements, accepted best practices and program costs. The future recommended level-of-service requires \$22 million per year, an additional \$16 million per year over customary funding levels. Tables A2 and A3, Appendix A presents the various future levels-of-service, and identifies the recommended future level-of-service.

The required annual funding of \$22 million per year includes contributions to a pipe reserve fund that would provide the source for future repairs to the storm sewer system as components reach the end of service life, or experience structural or operational failure, and incorporates programs to ensure levels of service and resiliency in the face of climate change.

Funding Approaches

The Study investigated a number of approaches to address the stormwater infrastructure funding gap. These included:

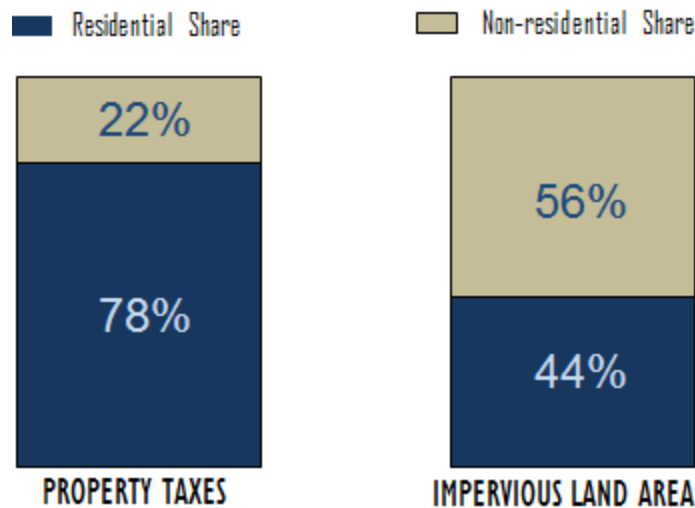
- Property taxes
- Flat rates
- Utility rates
- Rates based on property size
- Rates based on impervious area

Of prime importance in selecting an approach would be fairness in apportioning costs, transparency, and defensibility. The core principles informing evaluation of the various approaches were:

- Linkage between amount paid and benefit derived from services
- Ease of calculation
- Cost of administration
- Users' control over charging mechanism

Property taxes were characterized as being an inequitable approach, as the basis on which property taxes are calculated (market value assessment) bears little connection to the volume of stormwater flowing from the property. Further, 78% of property tax revenue comes from the residential taxpayer, but they are responsible for only 44% of the stormwater that enters the system whereas non-residential properties contribute 22% of tax revenues but are responsible for 56% of the stormwater that enters the system as shown below.

9.2.2-5



In looking at the spectrum of available approaches, a user fee based on the volume of stormwater flowing from a property arose as the most equitable approach for charging for stormwater services.

A user fee, tied to the amount of stormwater runoff produced from a property, provides an equitable and transparent means of paying for the stormwater management system. It allows for a shift in cost of stormwater management to those that put the most stress on the system, such as large industrial and commercial properties, and will mean property tax rates will not be negatively impacted by the needs of the stormwater management system.

Stormwater user fees are no longer seen as “unacceptable”, and can be rationalized as necessary for maintaining an acceptable (and legislated) level of service of our infrastructure, to be paid for by those who make the most use of it.

There are over 1,400 municipalities in the United States, and a growing number in Canada, that have implemented a stormwater user fee. Of the ten largest cities in Ontario, eight have a user fee in place resulting in more than 50% of the population in Southern Ontario already being subject to a stormwater user fee in some form.

Table 1 presents the evaluation of the various funding approaches.

Table 1: Funding Approaches

Type of Charge	Rate Options/Basis of Calculation	Ease of Calculation	Linkage between Fee Paid and Benefit Derived from Service	Cost of Administration	Users' Control over Charging Mechanism
Property Taxes	tax rate applied to assessed value	easy	low	low	medium
Flat Rate per Property	\$/property	easy	low	low	low
Utility Rate	\$/m ³ of water consumption	easy	low	low	high
Run-off Coefficient by Property Type	\$/unit (varied by type)	medium	medium	medium	low
Impervious Area Sampling by Property Type	\$/unit (varied by type)	medium	medium	medium	low
Run-off Coefficient by Actual Land Area per Property	\$/acre	hard	high	medium/high	medium
Impervious Area Sampling by Actual Land Area per Property	\$/acre	hard	high	medium/high	medium
Actual Impervious Area per Property	\$/impervious acre	hard	high	high	high

Public Consultation and Engagement

Public consultation was a key component of the Study, and engagement was established with stakeholders from business, industry, regulatory bodies, and the public. The public engagement revealed that:

- Maintenance of infrastructure is a priority
- A Brampton stormwater charge should be in line with the average charged by other municipalities
- Everyone should pay their fair share
- The stormwater charge should be easy to administer for business, commercial and institutional users

Brampton Stormwater Charge

A Stormwater Charge is proposed for implementation in Brampton that would be based on the amount of impervious area within a property. To establish a balance between the cost of developing the program, and the administrative burden once established, a charging model was proposed whereby residential properties would be divided into several tiers based on size and impervious area, and the commercial/industrial/institutional properties would be assessed based on individual measurements of impervious area for each property. This model is very similar to that used in the City of Mississauga.

The proposed preliminary fee structure is based on the concept of a billing unit, which represents the average single-family detached home with a roof-print area ranging from 141 m² to 220 m², with the mean area of 176 m² being designated the billing unit. Properties in this category comprise 52% of all residential billing units.

9.2.2-7

The proposed preliminary fee structure is shown below:

Table 2: Proposed Stormwater Charge Structure

	roof area (m ²)	# of billing units	Annual Cost
RESIDENTIAL			
Link homes, freehold townhomes, small semi-detached		0.5	\$38
Single-family detached (small)	106 - 140	0.7	\$54
Single-family detached (medium):	141 - 220	1	\$77
Single-family detached (large):	221 - 250	1.3	\$100
Single-family detached (very large):	greater than 250	1.8	\$138
NON-RESIDENTIAL			
per hectare of impervious area		42.7	\$3,290

The proposed Brampton Stormwater Charge is moderate in comparison to the rates charged by other municipalities, as show in Figures 1 and 2. Differences in the rates charged by each municipality depend on the number of billable parcels, the amount of infrastructure, and the user fee model employed (e.g. flat fee, charge based on amount of water consumed, or charge based on measurement of impermeable property area).

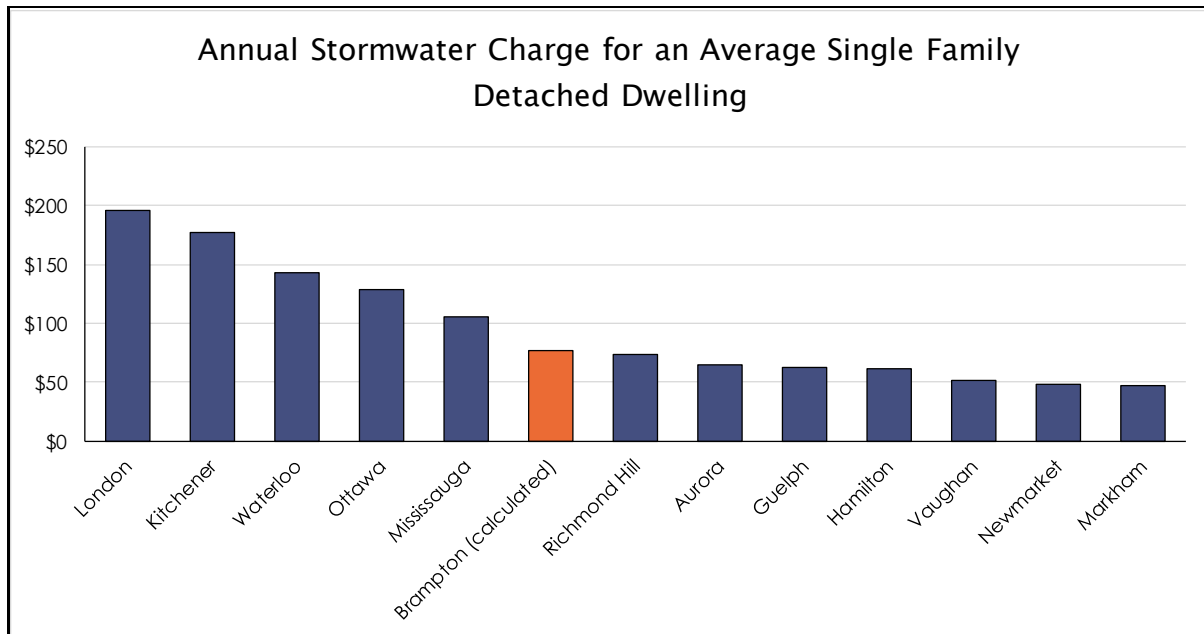


Figure 1: Comparison of municipal residential stormwater charges

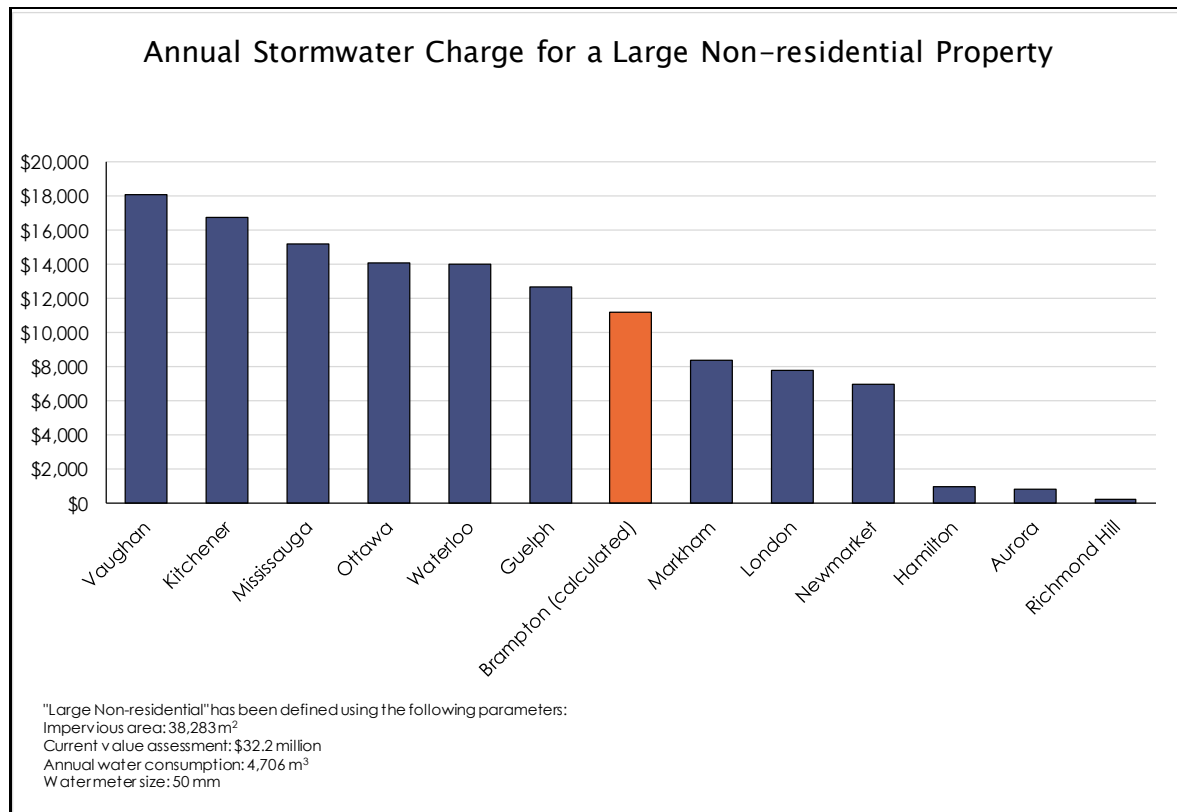


Figure 2: Comparison of municipal non-residential stormwater charges

Exemptions and Adjustments

The stormwater fee structure as proposed is preliminary, and will ultimately be refined by the results of detailed parcel analysis and measurement of impervious areas, and by removal of billing units through exemptions, credit policies or other reason. The Study looked at effect of removing anticipated exempted categories (schools, government buildings except City of Brampton facilities, rail), and this resulted in a 3.25% reduction in the total amount of billable units. This number will increase if credit programs are established whereby the stormwater charge billed to a property can be reduced through stormwater management measures implemented on the property.

Implementation and Billing

The stormwater charge is proposed for introduction in the first quarter of 2020. A Stormwater Charge Implementation team will be assembled using City resources, and work in conjunction with the City's consulting team of Wood PLC/Watson & Associates to refine parcel analysis, develop billing and administrative databases, develop administration and exemption policies, prepare or update bylaw(s) to include a stormwater charge and create pre-implementation communications for City-wide distribution.

9.2.2-9

The stormwater charge will be integrated into, and collected through, the Region of Peel's water billing system and the City will work throughout the process with staff from the Region.

Financial Implications:

Subject to Council' approval, the implementation of the Stormwater Charge is projected to collect \$22 million per year, which will be used to fund operating and capital expenditures associated with stormwater infrastructure. A reserve fund will need to be established for collection of stormwater charge. The City's capital budget forecast also assumes the existence of a stormwater charge from 2020 onwards, and would require funding adjustments, should council decide not to approve the stormwater charge.

Other Implications:

Stormwater is identified as a core service under Ontario Regulation 588/17 (Asset Management Planning for Municipal Infrastructure) and development of an asset management plan for this service area is now a Provincial requirement for all municipalities. The Stormwater Management Financing Study and the recommended proposal for implementation of a Stormwater Charge will address the financing component of a stormwater asset management plan.

Strategic Plan:

The proposed stormwater charge is in alignment with the *2018-2022 Term of Council Direction: A Compass for our Community*, Strategic Direction #5 – a Well-Run City, specifically Priority 5.4 – Stewardship of Assets and Services. The proposed stormwater charge will provide the means to ensure that the City's stormwater management infrastructure is maintained to deliver required levels-of-service in an effective and fiscally responsible manner as Brampton continues to grow.

Conclusion:

The City has \$1.12 billion of stormwater management assets that provide a core service for the modern municipality. Prudent stewardship of these assets will ensure regulatory and customer levels-of-service are maintained in the face of growth, climate change and evolving regulatory requirements. Continuing to fund stormwater asset management activities from property taxes is an unsustainable and inequitable approach, and a dedicated stormwater charge that fairly apportions the costs of maintaining the system according to the use made of it is a recommended approach for the City to implement, beginning in 2020.

9.2.2-10

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Approved by:

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Attachments:

Appendix A - Table A1
Appendix A – Table A2
Appendix A – Table A3

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9.2.2-11

Table A1: Current Stormwater Program Costs

Operations & Maintenance Contracted Services	
Street Sweeping	\$ 642,000
Sweeping Waste Recycling	\$ 100,000
Catch Basin Cleaning	\$ 588,000
Storm Sewer Flushing	\$ 150,000
Pond Maintenance	\$ 116,000
Underground Locates	\$ 200,000
CCTV Inspections	\$ 138,000
SUBTOTAL	\$ 1,934,000
Operations & Maintenance Labour Costs	
Road Operations	\$ 108,884
Parks	\$ 157,903
SUBTOTAL	\$ 266,787
Total Annual O&M Costs	\$ 2,200,787
Planning, Engineering & Design Labour Costs	
Development Engineering/Construction	\$ 724,258
Planning/Growth Management	\$ 79,221
Roads Design	\$ 288,062
IT/GIS Mapping Support	\$ 22,500
SUBTOTAL	\$ 1,114,041
Capital Improvements Budget	
Stormwater Management Pond Restoration	\$ 2,500,000
Stormwater Management Study	\$ 200,000
SUBTOTAL	\$ 2,700,000
Total Annual Engineering & Capital Works Costs	\$ 3,814,041
Total Stormwater Program Costs	\$ 6,014,828



City of Brampton, ON: Potential Level of Stormwater Service Options Matrix - FOR DISCUSSION

The City of Brampton currently provides general stormwater management services across the city. Services include operating and maintaining the existing infrastructure (such as catch basin cleaning, ponds maintenance, street sweeping, facility inspections) and managing stormwater planning and engineering projects (master planning, capital contracts, stormwater regulations). Review of the current services has shown gaps between existing levels of service (LOS) and the desired service level needed to support a sustainable program that effectively protects public health and safety and existing public and private investment. The following matrix provides options for enhancing the stormwater program of services by addressing current program gaps or needs, including information on current and minimum LOS and risks associated with maintaining current service levels.

PROGRAM GAP OR NEED	ASSOCIATED OBJECTIVE	CURRENT SERVICE LEVELS AND NOTES	LEVEL OF SERVICE OPTIONS			MINIMUM LOS	Risk associated with maintaining current LOS
			LOW	MEDIUM	HIGH		
A. Stormwater Operations and Maintenance (O&M)							
A.1. Regular inspections of stormwater infrastructure	The City should seek to move from reactive management of stormwater system components to a proactive, priority-based asset management program.	Currently there is no dedicated inspection staff for existing stormwater infrastructure. Inspections are typically performed in response to complaints or done by existing staff as time allows. A dedicated inspector/coordinator should be the minimum level of resource available to enable timely, regular inspection of stormwater infrastructure. Temporary staff (students) are retained for 6 months at a time. Note This does not include an upcoming watercourse inspection being undertaken with CWA funding LESS THAN MINIMUM LOS	Add one inspector dedicated to regularly scheduled inspections of stormwater management ponds, outfalls, watercourses, culverts, roadside ditches and oil/grit separators. Estimated annual cost: \$100,000.	Add one inspector and one temporary staff (student) dedicated to regularly scheduled inspections of stormwater management ponds, outfalls, watercourses, culverts, roadside ditches and oil/grit separators. Estimated annual cost: \$120,000.	Add one inspector and two temporary staff (students) dedicated to regularly scheduled inspections of stormwater management ponds, outfalls, watercourses, culverts, roadside ditches and oil/grit separators. Estimated annual cost: \$140,000.	There is currently no Regulatory minimum LOS. Industry practice is to inspect all facilities annually at a minimum for attributes affecting hydraulic performance, inlets and outlets, debris, and sediment build-up.	The risk of not performing regular field inspections is that obvious problems go unreported and can result in infrastructure failures or system underperformance impacting the effectiveness of flood control and water quality protection, resulting in costly emergency actions (emergency repairs typically cost 30-40% more than planned repairs and replacement).
A.2 Regular Pond Maintenance: Stormwater management ponds require regular monitoring and cleaning (not including dredging) to insure they are functioning properly. Currently the maintenance program for stormwater management facilities (ponds) is limited by resources. Dedicating additional resources for regularly scheduled inspections, monitoring, bathymetry measurements and maintenance could improve their function and longevity.	The City directs available resources to priority-based storm pond maintenance, but resources are insufficient to keep up with growing list of priority pond cleanings identified. Backlog will continue to build with each year.	Currently the City does general pond maintenance service that allows the cleaning, minor repairs and maintenance (does not include dredging) on approximately 10 ponds per year (\$75,000). Assuming the current routine maintenance of 10 ponds per year (on average) is the baseline level of service to be provided, routine maintenance of the 180 existing ponds will be done on a eighteen (18) year cycle. Add to this the projection that an additional 170 ponds could come on-line over the next 20 years (from the SW Master Plan), the level of service will need to increase to keep the ponds operating effectively and prevent flooding. Assumes the average cost for monitoring and maintenance is \$7,500 per pond. LESS THAN MINIMUM LOS	Increase baseline level of service to establish a pond monitoring and inspection program with the goal of evaluating each pond on a 10-year cycle (approximately 18 per year). Use inspection information to assign a priority and perform maintenance (not including dredging) on an additional 8 ponds per year (for a total of 18 per year). Estimated increased cost: \$60,000	Increase baseline level of service to establish a pond monitoring and inspection program with the goal of evaluating each pond on a 7-year cycle (approximately 25 per year). Assign a priority based on monitoring and inspection and maintain (not including dredging) an additional 15 ponds per year (for a total of 25 per year). Estimated additional cost: \$112,500	Increase baseline level of service to establish a pond monitoring and inspection program with the goal of evaluating each pond on a 5-year cycle (approximately 36 per year). Assign a priority based on monitoring and inspection and maintain (not including dredging) an additional 26 ponds per year (for a total of 36 per year). Estimated additional cost: \$195,000	There is currently no Regulatory minimum LOS, however the Ministry of the Environment and Climate Change (MOECC) guidelines suggest that SWM facility forebays need to be cleaned every 10-15 years.	Industry best practices recommend inspection of ponds every 5 years to check structural integrity and operating capacity. Allowing ponds to fill with sediment or not addressing pipe or other structural problems diminishes pond capacity resulting in the potential for major system failures and increased local flooding risk. It also hinders the pond from being able to meet water quality requirements, and may in some instances violate the MOECC conditions of approval.

9.2.2-13



<p><i>A.3. Provide proactive maintenance to support maximum system capacity and longevity. The City currently has about 38,000 catch basins and current cleaning contracts provide cleaning of approximately 6,000 per year (or a cleaning cycle of once every 6.3 years.). Though city staff do provide some additional cleaning in problem areas, increasing the level of service provide by the contactors would allow a more proactive approach to long term catch basin maintenance.</i></p>	<p>The City should seek to move from reactive management of stormwater system components to a proactive, priority-based asset management program.</p>	<p>The current budget for contracted catch basin cleaning is \$588,000 and this supports cleaning approximately 6,000 catch basins per year. This results in a level of service of cleaning approximately 15% per year or a cleaning all basins on a 6.3 year cycle. For estimating purposes, each increase of 1,000 basins cleaned per year would cost about \$100,000. The current estimated replacement value for the City's catch basins is \$111M, so following the industry target of dedicating 1% of value to annual maintenance would suggest a annual goal of \$1.1M.</p>	<p>Increase the annual budget to fund catch basin cleaning system of 30% of the system per year (11,400 catch basins). Increasing the level of service to cleaning the basins on a 3.3 year cycle would cost an additional \$540,000 per year.</p>	<p>Increase the annual budget to fund catch basin cleaning system of 40% of the system per year (15,200 catch basins). Increasing the level of service to cleaning the basins on a 2.5 year cycle would cost an additional \$920,000 per year.</p>	<p>Increase the annual budget for funding catch basin cleaning system of 50% of the system per year (19,000 catch basins). Increasing the level of service to cleaning the basins on a 2 year cycle would cost an additional \$1,300,000 per year.</p>	<p>There is currently no Regulatory minimum LOS, however there is legislation coming (Infrastructure and Asset Management Act by 2021) that will set a minimum threshold. Industry practice is to maintain assets in a state of good repair, and a benchmark is spending 1% of the total asset value on annual O&M.</p>	<p>Industry standards recommend establishing a maintenance schedule with a goal that the frequency of routine cleaning will ensure that no catch basin at anytime will be more than 50 percent full. At 50% full, capacity is significantly diminished, affecting ability of stormflows to enter the system. As catch basins fill with sediment at different rates in different locations, a more realistic goal for Brampton would be to inspect and clean on a three year cycle, taking note of those basins that are found to be more than 50% full and scheduling inspection/cleaning of those basins more often. This would also reduce the sediment loading to the ponds.</p>
<p><i>A.4. Implement a City-wide CCTV inspection program - inspections</i></p>	<p>Physical condition assessment and identification of priority areas.</p>	<p>The closed circuit TV (CCTV) inspection of the sewer system is in its first year and includes is a contract for \$138,000 to begin the inspection program. The cost per metre of pipe inspected is approximately \$1.65/m. The base level of service assumes the entire system will be inspected every 25 years. This does not include the baseline inspection of entire system that needs to be completed within the next 5 - 7 years as part of asset management requirements. Thereafter, approx. 4% of the system will be assumed to need inspection each year. Total cost of baseline inspection will be spread out over 25 years, but will be front-loaded in reality.</p>	<p>4% of system to be inspected per year (approximately 75 km out of 1.830 km of pipe) - budget \$120,000</p>	<p>6% of system to be inspected per year - budget \$180,000</p>	<p>8% of system to be inspected per year - budget \$240,000</p>	<p>There is currently no Regulatory minimum LOS, however the industry standard suggests up to a 25 year cycle on pipes that have a projected 100 year lifespan.</p>	<p>The goal is to develop a complete inventory and condition assessment of the system to allow identification and prioritization of problem areas and to meet asset management requirements. This will be done over the next 5-7 years and the cost will be covered as part of the City Asset Management program. Once the baseline information is established, the goal is to update the stormwater system conditions information on a 25 year basis. The risk of not performing scheduled inspections is that unknown problems may develop that result in system blockages or failures that could have been dealt with by cleaning and repairing the pipes (which would only be evident through CCTV inspection). Instead, if the problems go undetected, they could result in potential increased flooding and possible need for costly emergency pipe repairs and replacement to protect public health and safety at 30-40% increased cost.</p>
<p><i>A.5. Implement a City-wide storm sewer pipe repair program</i></p>	<p>The City should seek to move from reactive management of stormwater system components to a proactive, priority-based asset management program.</p>	<p>Currently there are no dedicated resources for planned pipe replacements. This fund would cover minor repairs (pointing, lining, etc.) as well as replacement of some pipe sections. Project management and field inspection time will also be needed to be budgeted to oversee these services if contracted. The estimated replacement cost of the City's storm sewer system is \$775M.</p>	<p>Budget \$3,875,000 (representing 0.5% of estimated storm sewer system replacement cost) to contribute to a pipe repair fund. This fund will be tapped for major and minor pipe repairs, as well as pipe replacement when needed.</p>	<p>Budget \$7,750,000 (representing 1.0% of estimated storm sewer system replacement cost) to contribute to a pipe repair fund. This fund will be tapped for major and minor pipe repairs, as well as pipe replacement when needed.</p>	<p>Budget \$11,625,000 (representing 1.5% of estimated storm sewer system replacement cost) to contribute to a pipe repair fund. This fund will be tapped for major and minor pipe repairs, as well as pipe replacement when needed.</p>	<p>There is currently no Regulatory minimum LOS, however there is legislation coming (Infrastructure and Asset Management Act by 2021) that will set a minimum threshold. Industry practice is to maintain assets in a state of good repair, and a benchmark is spending 1% of the total asset value on annual O&M.</p>	<p>Industry standard guidelines recommend to set aside 1% of asset value per year to cover maintenance and repair over the expected life of the asset (100 years for pipe). With a estimated replacement value of \$775M, an investment of 1% per year is \$7,750,000. The risk of not establishing a dedicated fund to support storm sewer repairs and replacements is that identified problems will get put on hold awaiting annual budgeting allocations, potentially resulting in further deterioration of problems and increased risk of failure and associated flooding and public safety concerns. Emergency repairs typically cost 30-40% more than planned repairs.</p>

		LESS THAN MINIMUM LOS					
A.6. <i>Ensure increase in O&M is commensurate with estimates of growth</i> : The current replacement value of the City's stormwater infrastructure has been estimated at over \$1B (collection, conveyance, and treatment components). Having made this significant investment, the City now needs to support a program that will extend the life and effectively manage the operation of these assets. With a population approaching 627,500 in 2016, Brampton's population is expected to reach 842,300 people by 2031 (an average increase of 2.2% per year) and with that growth will come additional stormwater infrastructure needs.	Ensure growth in O&M investments keeps pace with growth in system needs.	Currently there is no target or LOS associated with yearly growth for stormwater services. It is assumed that the \$6M currently budgeted for stormwater-related services (2017) is the minimum level of service (LOS) to be provided and the options provided would be enhancements to that LOS.	Increase identified basic funding level by 2.2% per year (\$132,000) to help alleviate costs related to growth - to be adjusted annually	Not recommending exceeding the industry minimum LOS.	Not recommending exceeding the industry minimum LOS.	There is currently no Regulatory minimum LOS, however the industry standard is to match infrastructure spending to your growth.	As population increases, development of roads, schools, commercial and residential property also increases, requiring additional stormwater infrastructure. Including a 2.2% growth factor for maintenance funding allow maintenance levels of services to stay constant with growth. By not building in growth as part of funding considerations, the levels of service will not be able to keep up with the additional infrastructure the City gains with new development, resulting in decreasing service levels over time.
		MEETS MINIMUM LOS					
B. STORMWATER PLANNING AND ENGINEERING							
B.1. <i>Add GIS Analyst for Stormwater Tracking and Mapping</i> . In support of asset management, CCTV findings, planning, and field operations, dedicate GIS resources to updating and maintaining mapping and related geo-databases.	The stormwater program plan should be coordinated with on-going planning and growth initiatives to identify efficiencies.	The current LOS for stormwater GIS services includes the use of 25% of a GIS analyst from the IT Division to support stormwater related GIS needs (\$27,500/yr.). A GIS analyst dedicated to the stormwater program should be the minimum level of service to support mapping and stormwater database management. Assumes the cost of one full time, mid-level GIS analyst will be \$68,000 per year with benefits.	Assign a part-time (24 hours/week) stormwater GIS analyst to manage and update stormwater GIS data on existing and new assets. Estimated cost \$41,000 per year.	Assign a full-time stormwater GIS analyst to manage and update stormwater GIS data on existing and new assets. Estimated cost \$68,000 per year.	Not recommending exceeding the industry minimum LOS.	There is currently no Regulatory minimum LOS. Proposed minimum LOS is a full-time analyst dedicated to SWM.	As asset management information, including CCTV inspection, results and infrastructure inventories are developed, there will be an increased need to populate databases and apply GIS mapping tools. Up-to-date maps and databases increase efficiencies in planning, scheduling maintenance and in responding to field calls. Having a dedicated stormwater GIS analyst available, for mapping, inspection, and new infrastructure updates, will ensure timely data input and asset management.
		MEETS 50% PROPOSED MINIMUM LOS					
C. CAPITAL IMPROVEMENTS							
C.1. <i>Stormwater Pond Cleaning</i> : The City currently undertakes major maintenance of stormwater ponds (dredging and disposal of accumulated sediments) based on priorities derived from estimates of sediment removal efficiency. This initiative has received funding of \$2 - \$2.5M per year, and this level of investment will represent the minimum LOS for pond cleaning.	Program funding should be tied to level of service and sustainable financial program goals.	Assumes that the \$2.5M (average per year) currently budgeted for pond cleaning is the minimum level of service (LOS) to be provided and provides for funding an average of 5 ponds per year. The options presented would be enhancements to that LOS with the goal of achieving a cleaning frequency of 15 years/pond on average. The average cost of cleaning a pond, based on past contract prices, is \$500,000.	Dedicate an additional \$2,000,000 annually to allow cleaning of 9 SWM ponds/year. This would allow for the current inventory of 180 ponds to be each cleaned once approximately every 20 years.	Dedicate an additional \$3,500,000 annually for pond cleaning. This would allow for the current inventory of ponds to be cleaned once every 15 years.	Dedicate an additional \$5,000,000 annually for pond cleaning. This would allow for the current inventory of ponds to be cleaned once every 12 years.	There is currently no Regulatory minimum LOS, however MOECC guidelines suggest that SWM facility forebays need to be cleaned every 10-15 years, and main cells cleaned once they reach 50 % filled with sediment, which may be less frequent.	An analysis of the City's stormwater ponds, prepared as part of the City's State of the Local Infrastructure report in 2016, identified the condition of 15% of the ponds as very poor and 18% poor. When a system is new, major maintenance is typically set for every 20 years, but due to the age and condition of the existing inventory, the desired level of service needs to be accelerated to address identified needs and prevent pond failures. It is recommended that an LOS of cleaning every 15 years be the target for Brampton.
		MEETS MINIMUM LOS					

C.2. Stormwater Retrofit <i>Capital Investments</i> : The findings from several recent studies demonstrate the need for significant investment in erosion control and water quality protection. This will be achieved through implementation of stormwater pond retrofits in uncontrolled areas, or areas not meeting current regulatory targets. The current identified backlog is over \$64 M (\$47M for WQ retrofits, \$17M for temperature retrofits).	Program funding should be tied to level of service and sustainable financial program goals.	Currently there is no consistent budget for funding stormwaterretrofit projects. Using the information from the SW Master Plan (2008) and Stormwater Retrofit Study (2015), it is assumed that there is an existing backlog of at least \$64M worth of retrofit projects and that as part of the existing annual budget process, the highest priority projects will be scheduled first. By setting an annual level of investment, the City still has the flexibility to adjust the priority list annually to ensure the most efficient and effective spending of funds. The funding levels suggested include costs for project management staff and activities. LESS THAN MINIMUM LOS	Dedicate \$2,560,000 annually to reduce the retrofit Capital Improvement Program (CIP) backlog. At this rate, existing known CIP needs would be addressed in 25 years.	Dedicate an additional \$3,200,000 annually to reduce the retrofit CIP backlog. At this rate, existing known CIP needs would be addressed in 20 years.	Dedicate an additional \$4,250,000 annually to reduce the retrofit CIP backlog. At this rate (\$6.4M per year), existing known CIP needs would be addressed in 15 years.	There is currently no Regulatory minimum LOS. Proposed minimum LOS is 25 years to clear the current backlog.	The \$64M backlog was identified in 2015 and little progress has been made in addressing these projects due to current funding limitations. Further delay in addressing these projects could result in deteriorating water quality and erosion problems and significant challenges to meeting water quality regulatory targets. Planning to fund these projects over a 25 year period would allow meaningful progress to be made and minimize further problems.
C.3. <i>Watercourse Capital Improvements</i> : The City has over 400 km of streams and watercourses under its ownership. These consist of natural and engineered channels, and maintaining the system in a state of good repair requires investment in erosion protection and restoration.	Invest in ongoing preventative maintenance of the river and stream system that is the ultimate receiver of stormwater discharge to minimize flooding and erosion.	Currently there is no dedicated funding for watercourse maintenance and improvements. The 2008 Master Plan recommended \$40M in non-site-specific erosion control works on City watercourses, to be done over 50 years, hence \$800k per year. The City is currently developing a prioritization scheme for the watercourse needs. The 50-year LOS would support approximately 400m of creek work (repair/stabilization) per year (SWM Master Plan). LESS THAN MINIMUM LOS	Budget \$800,000 per year for watercourse maintenance. This will address the current estimated backlog over 50 years	Budget \$1,600,000 per year for watercourse maintenance. This will address the current estimated backlog over 25 years	Budget \$2,000,000 per year for watercourse maintenance. This will address the current estimated backlog over 20 years	There is currently no Regulatory minimum LOS. Proposed minimum LOS is a 50 year program.	As identified in the SW Master Plan in 2008, the City's watercourses (natural infrastructure)need maintenance to protect against erosion and instability. By not investing in the on-going need for erosion protection and restoration, bank failures will impact stormwater quality, channel capacity, and potentially private property , resulting in potentially larger investments to deal with emergency repairs.
C.4. <i>Stormwater capital program coordinator</i> : To address capital improvements at an increased pace, the City will need a balance of dedicated staff, supportive stakeholders, and available capital funding. The stormwater program plan will need to be integrated with other infrastructure projects to ensure efficiency and to maximize sharing of resources. To lead this integrated effort, a stormwater coordinator needs to be identified and given the responsibility to manage the capital backlog in an efficient, fiscally responsible way.	The stormwater program plan should be coordinated with on-going planning and growth initiatives to identify efficiencies and should include public participation as a fundamental component.	There is currently no funding for a dedicated stormwater program coordinator. The current level of service relies on existing staff to support project management of current limited stormwater services. A new or revised position should be considered to serve as a full time coordinator as this program grows. Estimated cost for a program manager position, including all benefits, is \$90,000 per year. LESS THAN PROPOSED MINIMUM LOS	Assign a full time stormwater coordinator to manage an integrated stormwater capital program. The coordinator would also be responsible supporting/presenting at public participation opportunities. Estimated cost \$90,000	Assign a full time stormwater coordinator and a stormwater technician to manage an integrated stormwater capital program. The new staff would also be responsible supporting/presenting at public participation opportunities. Estimated cost \$158,000	Assign a full time stormwater coordinator and two stormwater technicians to manage an integrated stormwater capital program. The new staff would also be responsible supporting/presenting at public participation opportunities. Estimated cost \$226,000	There is currently no Regulatory minimum LOS. Proposed minimum LOS is a full-time SWM coordinator.	As the City focuses more on stormwater management works arising from the implementation of respective plans, the workload will increase significantly and it will be important to have leadership to ensure the program plan is implemented efficiently and that the public is kept informed on progress and how their money is being invested. Not adding a stormwater leadership position will likely mean that duties are split across departments, as is currently done, and will lack a dedicated point person and may result in difficulties in executing and coordinating an integrated plan and public message.
D. STORMWATER PROGRAM FINANCIAL ADMINISTRATION							



D.1 Stormwater Education and Outreach : It is a priority in the City to support public engagement and education and it is a key component for setting priorities and building community understanding and support. As the stormwater program takes on new challenges, a coordinated, consistent, and accessible outreach and education program will be critical to gaining and maintaining community support	The stormwater program should include public participation and education as a fundamental component.	Currently there are no communication staff that are dedicated to stormwater management; support for the limited stormwater public outreach activities is provided by Strategic Communications staff. As the stormwater program levels of service expand, regularly scheduled news items, website and media updates, and public meetings should be planned to educate stakeholders about the stormwater program general activities and on specific projects that impact localized areas of the City. The messaging and outreach should be consistent and coordinated with other activities impacting the City. Assumes a full-time stormwater outreach coordinator position at \$80,000 per year with full benefits (however is expected to reduce effort and be reallocated over time). LESS THAN MINIMUM LOS	Use existing staff from communication and stormwater operations to track and report on stormwater issues and projects. Target several environmental activities and community meetings annually to educate stakeholders on the importance of effective stormwater management services and what they can do to support the program. Cost for materials and meetings - \$6,000/year	Assign a part-time (24 hours/week) stormwater outreach coordinator to plan and implement outreach and education plans. Estimated cost \$54,000 per year plus materials (\$6,000)	Assign a full-time stormwater outreach coordinator to plan and implement outreach and education plans. Estimated cost \$80,000 per year plus expenses (\$6,000)	There is currently no Regulatory minimum LOS. Proposed minimum LOS is a full-time SWM outreach coordinator.	Growing the stormwater program from a basic service level to a more enhanced level will allow improvements in service across the city including the undertaking of significant capital projects. Outreach to the community on what projects are prioritized, how their funding is being managed and the impacts that projects will have on the community may become a full time job. Having communication staff with knowledge and understanding on the stormwater services and challenges, actively promoting education and outreach will help gain and maintain critical community support. Once the public becomes more informed about the stormwater program and impacts of new projects, it may be possible to cut this position back to part-time (in 2-3 years).
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Total additional expenditures by LOS

Brampton draft LOS Cost Matrix	estimated annual cost		
	Low	Medium	High
Program Need			
A.1. Regular Inspections of SWM infrastructure	\$100,000	\$120,000	\$140,000
A.2. Pond Maintenance (non-dredging)	\$60,000	\$112,500	\$195,000
A.3. Maintenance - Catch basins	\$540,000	\$920,000	\$1,300,000
A.4 City-wide CCTV inspections	\$120,000	\$180,000	\$240,000
A.5 Storm sewer repair/replacement	\$3,875,000	\$7,750,000	\$11,625,000
A.6 O&M Growth fund	\$132,000	\$132,000	\$132,000
B.1 GIS Analyst	\$41,000	\$68,000	\$68,000
C.1. Storm Pond Cleaning	\$2,000,000	\$3,500,000	\$5,000,000
C.2 Retrofit Capital investment	\$2,560,000	\$3,200,000	\$4,250,000
C3. Watercourse Capital Improvements	\$800,000	\$1,600,000	\$2,000,000
C4. Stormwater Capital Coordinator	\$90,000	\$158,000	\$226,000
D.1. Stormwater education and outreach	\$6,000	\$60,000	\$86,000
	\$10,324,000	\$17,800,500	\$25,262,000

Recommended enhancement to current storr \$15,961,000

9.2.2-17

Table A3: Level of Service Scenarios and Recommended Future Level-of-Service

Program Element	Level of Service		
	Low	Medium	High
Increase resources for stormwater pond cleaning (new crews and equipment)			
Implement a City-wide storm sewer repair program			
Regular Inspection of Stormwater Infrastructure			
Implement City-wide CCTV program			
Regular stormwater pond maintenance (monitoring, minor maintenance)			
Public education and outreach			
Proactive Maintenance to support maximum system capacity and longevity			
Ensure increase in O&M is commensurate with estimates of growth			
Increase annual capital investment for stormwater facility retrofits (reduce backlog)			
Increase annual investment in maintenance of watercourses (reduce backlog)			

Current (2017) Cost:	Additional Cost of Recommended LOS:
\$6,014,828	\$15,920,500

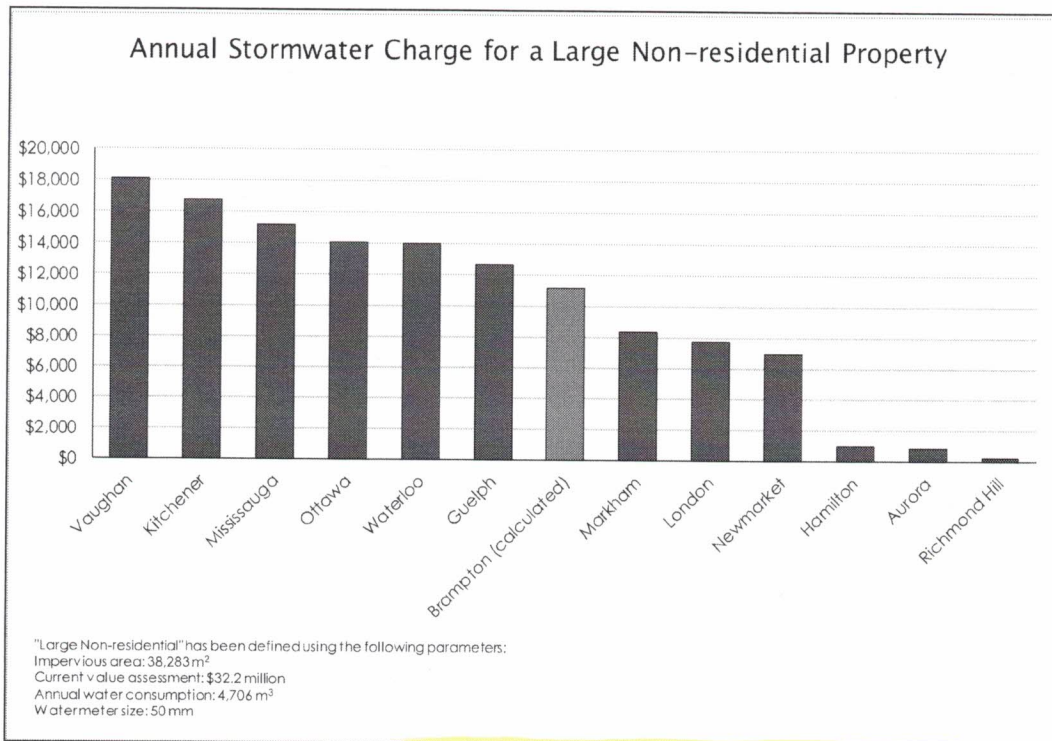


Figure 2: Comparison of municipal non-residential stormwater charges

Exemptions and Adjustments

The stormwater fee structure as proposed is preliminary, and will ultimately be refined by the results of detailed parcel analysis and measurement of impervious areas, and by removal of billing units through exemptions, credit policies or other reason. The Study looked at effect of removing anticipated exempted categories (schools, government buildings except City of Brampton facilities, rail), and this resulted in a 3.25% reduction in the total amount of billable units. This number will increase if credit programs are established whereby the stormwater charge billed to a property can be reduced through stormwater management measures implemented on the property.

Implementation and Billing

The stormwater charge is proposed for introduction in the first quarter of 2020. A Stormwater Charge Implementation team will be assembled using City resources, and work in conjunction with the City's consulting team of Wood PLC/Watson & Associates to refine parcel analysis, develop billing and administrative databases, develop administration and exemption policies, prepare or update bylaw(s) to include a stormwater charge and create pre-implementation communications for City-wide distribution.

9.2.2-4

estimated future program costs under several levels-of-service scenarios including maintaining status quo, meeting regulatory minimum standards, meeting accepted asset management and municipal best practices, and projected municipal growth. The Study recommended a future level-of-service that balanced regulatory requirements, accepted best practices and program costs. The future recommended level-of-service requires \$22 million per year, an additional \$16 million per year over customary funding levels. Tables A2 and A3, Appendix A presents the various future levels-of-service, and identifies the recommended future level-of-service.

The required annual funding of \$22 million per year includes contributions to a pipe reserve fund that would provide the source for future repairs to the storm sewer system as components reach the end of service life, or experience structural or operational failure, and incorporates programs to ensure levels of service and resiliency in the face of climate change.

Funding Approaches

The Study investigated a number of approaches to address the stormwater infrastructure funding gap. These included:

- Property taxes
- Flat rates
- Utility rates
- Rates based on property size
- Rates based on impervious area

Of prime importance in selecting an approach would be fairness in apportioning costs, transparency, and defensibility. The core principles informing evaluation of the various approaches were:

- Linkage between amount paid and benefit derived from services
- Ease of calculation
- Cost of administration
- Users' control over charging mechanism

Property taxes were characterized as being an inequitable approach, as the basis on which property taxes are calculated (market value assessment) bears little connection to the volume of stormwater flowing from the property. Further, 78% of property tax revenue comes from the residential taxpayer, but they are responsible for only 44% of the stormwater that enters the system whereas non-residential properties contribute 22% of tax revenues but are responsible for 56% of the stormwater that enters the system as shown below.

STORM WATER ADVISORY GROUP



Stormwater Advisory Group (invitees – declined to participate)

Organization	Stakeholder Type
Sheridan College	Institutional
Church of Jesus Christ of Latter Day Saints	Institutional
Building Owners and Management Association	Business
Brampton Board of Trade	Business
Bramalea Christian Fellowship	Institutional
Guruvayurappan Temple of Brampton	Institutional
Kennedy Road Tabernacle	Institutional
Building Industry and Land Development Assoc.	Business
Citizens for a Better Brampton	Public
Peel District School Board	Institutional

Throughout this study, the City Steering Committee and the consulting team have worked together with a Stormwater Advisory Group to ensure meaningful stakeholder input on key issues. This project involved the engagement of the public as a key element of confirming social acceptance to any changes in stormwater funding levels and financing strategies. A comprehensive outline of the engagement activities that were undertaken as part of the study process is presented in Chapter 2.

1.3 Program Goals and Objectives

At the onset of the study, the Stormwater Services Goals and Objectives were established with input from the Stormwater Advisory Committee. These goals and objectives guided the undertaking and were presented to the public for their input at the public information session. The following paragraphs summarize the goals and objectives.

Goal Statement: *The goal of the Stormwater Management Program is to protect public health and safety and the City's valuable natural and man-made resources by minimizing the impacts of stormwater runoff through on-going system assessments, proactive maintenance and operation of the City's assets, and well-considered investment in system upgrades and expansion.*

Key Objectives:

- Services provided by the City should be clearly defined, be based on an assessment of actual need, and be provided as efficiently as possible
- The City should seek to move from reactive management of stormwater system components to a proactive, priority-based asset management program
- The program should be realistic and achievable and establish clear lines of accountability and decision making.
- The stormwater program plan should be coordinated with on-going planning and growth initiatives to identify efficiencies and should include public participation as a fundamental component.
- Program funding strategies should be a balanced approach and tied to level of service and sustainable financial program goals.

The Study is an important step in further defining the City's stormwater infrastructure management plan, which will allow for the prioritization of investments, building community support, and identifying the appropriate options for meeting the program's financial needs. The primary objective of this effort is to provide the City Council and stakeholders with sufficient information to make an informed decision regarding the appropriate funding model for the City's Stormwater Management Services.

1.2 Study Process

The project is being executed in two phases. This report documents Phase One of the project, which was to present a well-developed, publicly vetted stormwater program and funding model to Council for consideration. Phase One includes the establishment of an appropriate level of service, review of funding strategies and rate structure options, a recommended approach and an estimate of stormwater fees to be charged.

Phase Two includes finalizing the details of a ten year stormwater program, consideration of implementation policies (credits, legal exemptions), establishing the final rate fee structure and amount to support the program needs, operational considerations such as bill delivery and management, and delivery of a Stormwater Financing Implementation Report.

The study has been steered by a steering committee comprised of members of City of Brampton staff, and a representative from the Regio of Peel. The committee members are as follows:

City Steering Committee (5 meetings)

Michael Herall, City of Brampton
 Michael Won, City of Brampton
 Dave Sutton, City of Brampton
 John Zingaro, City of Brampton
 Sean Hewitt Region of Peel

In addition to the City steering committee, a Stormwater Advisory Group was formed, consisting of ten to twelve members from the public and government, representing ratepayers, commercial landowners, institutions and conservation authorities.

Stormwater Advisory Group (participants – 5 meetings)

Organization	Stakeholder Type
RioCan	Business
Churchville Ratepayers Association	Residential
TRCA	Conservation Authority
Orlando Corporation	Business
Morguard	Business
Dufferin-Peel Catholic District School Board	School
CVCA	Conservation Authority
Brampton Environmental Advisory Committee	Government
SmartReit	Business
Candevcon	Business
William Osler Health System	Hospital



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 82 - 2020

Stormwater Charge By-law

WHEREAS sections 8, 9 and 11 of the Municipal Act, 2001, S.O. 2001, c. 25, authorize a municipality to pass by-laws necessary or desirable for municipal purposes, and in particular paragraph 3 of subsection 11(2) authorizes by-laws respecting the financial management of the municipality;

AND WHEREAS subsection 107(1) of the Municipal Act, 2001 provides that, subject to section 106, a municipality may make grants, on such terms as to security and otherwise as the council considers appropriate, to any person, group or body, including a fund, within or outside the boundaries of the municipality for any purpose that council considers to be in the interests of the municipality;

AND WHEREAS subsection 391(1) of the Municipal Act, 2001 provides that sections 9 and 11 of that Act authorize a municipality to impose fees or charges on any class of persons for services or activities provided or done by or on behalf of the municipality and for the use of the municipality's property, including property under its control;

AND WHEREAS subsection 391(2) of the Municipal Act, 2001 provides that a fee or charge imposed for capital costs related to services or activities may be imposed on persons not receiving an immediate benefit from the services or activities but who will receive a benefit at some later point in time;

AND WHEREAS subsection 391(3) of the Municipal Act, 2001 provides that the costs included in a fee or charge may include costs incurred by the municipality or local board related to administration, enforcement and the establishment, acquisition and replacement of capital assets;

AND WHEREAS subsection 391(4) of the Municipal Act, 2001 provides that a fee or charge may be imposed whether or not it is mandatory for the municipality or local board imposing the fee or charge to provide or do the service or activity, pay the costs or allow the use of its property;

AND WHEREAS subsection 391(5) of the Municipal Act, 2001 provides that, in the event of a conflict between a fee or charge by-law and the Municipal Act, 2001, other than Part XII thereof, or any other act or regulation made under any other act, the by-law prevails;

AND WHEREAS the City of Brampton (the "City") has constructed, and is operating and maintaining a stormwater drainage system for the benefit of residents and other property owners in the City;

AND WHEREAS it is deemed just that the cost of operating, maintaining, repairing, replacing and upgrading the stormwater drainage system is paid for by those who benefit from this system;

AND WHEREAS fees and charges can only be imposed for capital costs that are not precluded by section 2 of Ontario Regulation 584/06, which provides that a fee or charge cannot be used to obtain revenue to pay capital costs, if as a result of development charges by-laws or front- ending agreements under the Development Charges Act, 1997 or a predecessor of that Act that was passed or entered into before the imposition of the fees or charges, payments have been, will be or could be made to the municipality to pay those costs;

AND WHEREAS the City desires to maintain a dedicated funding option for the long-term enhancement and operation of its existing stormwater drainage system through effective and efficient capital construction, operation and maintenance programs;

AND WHEREAS the Council desires to implement a credit program to recognize existing properties with properly operating stormwater management measures already in place and an incentive for certain property owners to provide future on-site stormwater management measures;

AND WHEREAS section 436 of the Municipal Act, 2001 provides that a municipality may pass by-laws providing that the municipality may enter on land at any reasonable time for the purpose of carrying out inspections to determine compliance with its by-laws, directions, orders and conditions of licenses;

AND WHEREAS the creation of a separate stormwater charge to fund such stormwater management program will bring transparency to the actual costs of providing and maintaining the stormwater drainage system within the City;

AND WHEREAS effective June 1, 2020, the Council desires to impose a stormwater charge on property owners;

AND WHEREAS in establishing the stormwater charge rate tiers set out in this by-law, Council has had regard to the amount of impervious area and property sizes and types;

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

PURPOSE

The City is responsible for constructing/operating, maintaining, improving and renewing its existing stormwater drainage system to provide stormwater management and drainage services to its residents and businesses. The City has deemed it appropriate and necessary to fund the costs related to these services by way of fees and charges imposed on those residents and businesses that benefit or will benefit in the future, from these services. This By-law is enacted pursuant to the authority of the Municipal Act, 2001 to impose fees and charges for services provided by the City in order to pay for the costs of its stormwater drainage system services, including the costs of operating, administering, maintaining and improving the current stormwater drainage system and any future upgrades. The fees and charges imposed under this By-law, once collected will be allocated expressly to the costs related to operating, administering, maintaining and improving the City's stormwater drainage system.

DEFINITIONS

1. In this By-law,

“Adjustment” means a process by which changes are made to information associated with a given Stormwater Account.

“Appeal” means a process by which a person challenges information that has been associated to their Stormwater Account.

“Applicant” means a Non-Residential or Multi-Family Residential property owner that submits a Stormwater Charge credit application on the City approved form.

“Billing Error” means an undercharge or overcharge caused by an error in the preparation of the Stormwater Bill that is clerical or factual in nature, including the transposition of figures, a typographical error or similar errors.

“By-law” means this Stormwater Charge By-law;

“City” means The Corporation of the City of Brampton or where the context requires the geographical jurisdiction of The Corporation of the City of Brampton.

“Council” means the elected council of the City.

“Credit Program” means the City’s credit program to recognize certain existing properties with stormwater management measures already in place, and to provide an incentive for certain property owners to provide on-site stormwater management measures to reduce the amount of the Stormwater Charge.

“Engineering Commissioner” means the City’s Commissioner of Public Works and Engineering or his/her designate.

“Environmental Engineering Division” means the City’s Environment and Development Engineering Division within the City’s Public Works and Engineering Department.

“Finance Commissioner” means the City’s Commissioner of Corporate Services or Treasurer or his/her designate.

“HST” means harmonized sales tax.

“Low-Income Seniors and Disabled Persons” means persons approved for the City’s Property Tax Rebate program.

“Material Change” means something that was not either expressly addressed by the parties in the credit application process or that cannot be taken as having been in their contemplation; and results in a property no longer being in substantial compliance with the objectives of the Credit Program, or the level of Stormwater Charge credit approved.

“Non-Residential and/or Multi-Residential property” means a property that contains more than one residential unit and/or contains or is zoned for industrial, commercial, or institutional uses.

“person” includes an individual, sole proprietorship, partnership, corporation, municipal corporation, unincorporated association or organization, trust, and a natural person in his or her capacity as trustee, executor, administrator, or other legal representative;

“Place of Worship” means a property recognized as such by the Municipal Property Assessment Corporation (MPAC) by the designation of an MPAC land use property code of 700 (Place of worship - with a clergy residence) or 701 (Place of Worship - without a clergy residence) and with the property tax/class qualifier “EN,” meaning exempt.

“property” means any real property within the City, including buildings, structures and improvements of any nature and kind in or upon such lands, but excludes real property owned by any entity excluded from municipal fees and charges by law;

“property owner” means the registered owner of property and any other person, firm or corporation having control over or possession of the property or any portion thereof, including a property manager, mortgagee in possession, receiver and manager, trustee and trustee in bankruptcy.

“Property Tax Rebate” means the City’s property tax rebate program that provides a tax rebate for low-income seniors and disabled persons.

“Region of Peel” means The Regional Municipality of Peel.

“Stormwater Account” means the Region of Peel’s water and wastewater service customer account to which Stormwater Bills are invoiced.

“Stormwater Bill” means the City’s Stormwater Charge as invoiced by the Region of Peel in the same manner as the Region of Peel’s water and wastewater utility charges and itemized on the same monthly or quarterly invoice or separately as a Stormwater Charge-only invoice.

“Stormwater Billing Unit” means the number of billing units assigned to a property as a result of a stormwater charge assessment. A single “Stormwater Billing Unit” is equivalent to the average total impervious area (234 m²) found on detached single residential properties in the City.

“Stormwater Charge” means the City’s stormwater fees and charges listed in Schedule “A” to this By-law imposed pursuant to ss. 9 and 11 and Part XII of the *Municipal Act, 2001*.

“Stormwater Charge Manager” means a person within the Environmental Engineering Division designated to manage the Stormwater Charge program.

“Stormwater Charge Subsidy” means the City grant provided to reduce or eliminate the amount of Stormwater Charge payable by a person.

“stormwater drainage system” means the infrastructure used, controlled, maintained or operated by the City to manage stormwater flow and drainage and all appurtenances thereto owned, and includes, but is not limited to, storm sewers, catch basins, storm service connections, drains, pipes, overland conveyance systems including road corridors, culverts, channels, ditches, rivers, streams, creeks, ravines and watercourses, stormwater management facilities including landscaping features, storage ponds or tanks, and oil and grease interceptors that control quantity or quality of stormwater runoff, pumping stations, outfalls, swales and all equipment laid within any highway or road allowance, City right-of-way or easement or City property used for the collection, transmission, detention and treatment of stormwater or uncontaminated water.

“Veterans’ Organization Property” means properties recognized by the City as being used and occupied by the Royal Canadian Legion or a branch thereof, specifically Royal Canadian Legion, Branch 609 (1133 Queen ST East, Brampton) and Royal Canadian Legion, Branch 15 (80 Mary Street, Brampton), and any other properties recognized by the City as being used and occupied as a memorial home, clubhouse or athletic grounds by persons or organizations

representing, supporting or advocating for persons, who served in the armed forces of His or Her Majesty or an ally of His or Her Majesty in any war.

SCOPE

2. A Stormwater Charge shall be imposed upon all property owners in the City in accordance with Schedule "A", which is based on the amount of impervious area and property types. In the event a property has more than one property owner, the liability of those property owners shall be joint and several.
3. The Engineering Commissioner shall be responsible for the administration of this By-law and shall prescribe all forms necessary to implement this By-law and may amend such forms from time to time as the Engineering Commissioner deems necessary.
4. Council hereby establishes the Stormwater Charges as set out in Schedule "A" and the Credit Program as set out in Schedule "B" to this By-law. Stormwater Charges will be subject to the HST where applicable.

CREDITS

5. The Credit Program provides property owners of Non-Residential and/or Multi-Residential property with the opportunity to receive a reduction to their Stormwater Charge for implementing and maintaining stormwater management practices or measures on their property.
6. Property owners of Non-Residential and Multi-Residential property may qualify for Stormwater Charge credits where such property owners can clearly demonstrate to the City that their stormwater management practices or measures provide the City with cost savings that the City would otherwise incur as part of its efforts to manage stormwater. Qualifying criteria of the Credit Program are outlined in Schedule "B" hereto.
7. Participation in the Credit Program is by application only. Property owners of Non-Residential and Multi-Residential property must submit a Stormwater Charge credit application in a form approved by the City for qualification and consideration of a Stormwater Charge credit. Stormwater Charge credit applications will be reviewed by, and approved credit amounts will be determined by the Environmental Engineering Division.
8. Reductions to Stormwater Charges made as a result of the approval of a Stormwater Charge credit application shall take effect in accordance with the following schedule:
 - (1) Credit applications received within the first year of the Credit Program (2020): Reductions that result from applications which were received on or before December 31, 2020 will be retroactive from date of first billing (i.e. June 1st, 2020) or the date on which the qualified stormwater management practices or measures were implemented into service, as determined by the Environmental Engineering Division, whichever is later; and
 - (2) Credit applications from January 1, 2021 onward: Reductions that result from applications which were received on or after January 1, 2021 will be retroactive from the date of receipt of the application by the Stormwater Charge Manager or the date on which the qualified stormwater management practices or measures were implemented into service, as determined by the Environmental Engineering Division, whichever is later.

9. Stormwater Charge credits do not apply to any property, or any portions of a property, that receives a Stormwater Charge Subsidy or is exempt from the imposition of Stormwater Charges.
10. Stormwater Charge credits shall be in effect for a period of up to five (5) years or as otherwise specified at the time of credit approval, subject to compliance with the credit approval terms. Credits will expire if not renewed prior to the expiration date of the credit approval.
11. A credit update application must be submitted to the City no later than three (3) months after any Material Change to the approved credit application. Any failure to submit or late submission of the application may result in a discontinuance of the current credit amount. The City may adjust (increase or decrease) the current credit amount.
12. A credit renewal application must be submitted to the City no later than six (6) months prior to the expiration date of the most recent credit approval. Any late submission of the application may result in a discontinuance of the current credit amount. The City may adjust (increase or decrease) the current credit amount.
13. The City reserves the right to conduct audits of, and inspect without hindrance, stormwater management works for which Stormwater Credits have been approved.

SUBSIDIES

14. The City is entitled to provide a Stormwater Charge Subsidy by way of a grant made pursuant to s. 107 of the *Municipal Act, 2001* to reduce or eliminate the amount of Stormwater Charge payable by the following persons:
 - (1) property owners of a property which is a Place of Worship;
 - (2) property owners of a property which is a Veterans' Organization Property; and
 - (3) Low-Income Seniors and Disabled Persons

ADMINISTRATION AND ENFORCEMENT

15. The Region of Peel is hereby authorized to invoice and collect the City's Stormwater Charges pursuant to this By-law, together with any interest and fees related to such collection.
16. The Region of Peel shall deliver a Stormwater Bill, on behalf of the City, to each property owner upon whom a Stormwater Charge is imposed under this By-law in the same manner as the Region of Peel's water and wastewater utility charges and shall be itemized on the same monthly or quarterly invoice or separately as a Stormwater Charge-only invoice.
17. Payment of all Stormwater Charges imposed by the City under this By-law is due and payable upon receipt of a Stormwater Bill. Stormwater Charge credits under the Credit Program will be processed and reflected on the Stormwater Bill.
18. No person shall be entitled to any discounts for the early payment of any Stormwater Charge under this By-law.
19. Interest on any outstanding accounts shall be applied and calculated at the then current Region of Peel interest charge for late payment. Interest shall accrue from the due date, and shall be added to the next subsequent Stormwater Bill that is issued, together with unpaid and carried-forward Stormwater Charges.

20. If Stormwater Charges are not paid when due and remain outstanding, the Region of Peel may enforce collection of the Stormwater Charges under this By-law in the same manner as Region of Peel water and wastewater charges.
21. A Stormwater Charge imposed upon a property owner under this By-law, which shall be deemed to include any interest charges, penalties and all costs of collection, constitutes a debt of the person to the City and to the Region of Peel.
22. Notwithstanding Section 19 of this By-law, all costs, including any interest on such costs, recoverable by the City and the Region of Peel pursuant to this By-law or otherwise pursuant to the *Municipal Act, 2001*, may be recovered by any lawful means available to the City and Region of Peel, and such recovery methods may include pursuant to subsection 398(2) of the *Municipal Act, 2001* and any outstanding monies owed with respect to Stormwater Charges may be added to the tax roll of the property in respect of the money owed, and shall be collected in the same manner as municipal taxes.
23. The Engineering Commissioner shall have delegated authority and is authorized to:
 - (1) approve or reject any application submitted for Stormwater Charge credit or update or renewal of said credit;
 - (2) impose such terms and conditions to any application under this By-law as the Engineering Commissioner considers appropriate;
 - (3) determine and decide any Appeal under this By-law;and that the decision of the Engineering Commissioner shall be final and binding.
24. The Finance Commissioner shall have delegated authority and is authorized to adjust the Stormwater Charge on any property, to the extent it is deemed appropriate due to a Billing Error, and the account may be retroactively recalculated for a period not exceeding one (1) year from the date of detection with resulting credits or charges being applied to the property owner's Stormwater Account, and the decision of the Finance Commissioner shall be final and binding.
25. Notwithstanding any other section of this By-law, the City reserves the right to conduct site inspections and may, at any reasonable time, enter and inspect any property, to review eligibility and may suspend, reduce or cancel credits if the approved stormwater management practices or measures on the property no longer meet the performance criteria as documented in the Stormwater Charge credit application or the credit update or renewal application and/or its supporting documentation and/or the terms and conditions for the Stormwater Charge credit approval, update or renewal.
26. A Stormwater Charge credit may be suspended, reduced or cancelled by the City under the following circumstances:
 - (1) failure of an applicable property owner to make Stormwater Charge payments as invoiced by the Region of Peel;
 - (2) failure of an applicable property owner to meet the terms and conditions of the credit approval;
 - (3) submission of inaccurate or false information by the Applicant;
 - (4) failure of the Applicant to maintain a stormwater management practice or measure as required by the terms and conditions of the credit approval;
 - (5) failure of a stormwater management practice or measure to operate or meet the performance criteria as documented in the Applicant's

Stormwater Charge credit application or credit update or renewal application and/or its supporting documentation and/or the terms and conditions for the Stormwater Charge credit approval, update or renewal; or,

- (6) failure to submit a complete Stormwater Charge credit renewal application by the deadline provided in this By-law.
- 27. A reduction or cancellation of a Stormwater Charge credit may be appealed by the Applicant in writing to the Engineering Commissioner. The decision of the Engineering Commissioner shall be considered final and binding.
- 28. Where the City determines that a stormwater management practice or measure is in a state of disrepair or no longer functions as approved, the Applicant shall reimburse to the City the entire amount of the credit received in respect of the property since the date that the application was approved, updated or renewed or since the last inspection by the City, whichever is later. If the credit has been cancelled, the Applicant may not re-apply for a credit for a period of twelve (12) months.

APPEALS

29. There is no service fee for any of the following Appeals:

PERMITTED BASIS FOR APPEAL	CATEGORY	EXPLANATION
Not Subject to Stormwater Charge	A. Legal exemption	The entity occupying the subject property area is not legally subject to municipal fees and charges
	B. Technical exemption	A property, in whole or part, drains directly to a point outside the municipal boundary of the City of Brampton without using the City's stormwater drainage system.
Inaccurate Stormwater Charge Assessment	A. Incorrect category	The property has been incorrectly identified as "single residential" or "multi-residential and/or non-residential"
	B. Incorrect tier	A single residential property is not in the correct size tier, based on its footprint area assessment
	C. Inaccurate impervious Area assessment	<u>For multi-residential and/or non-residential property only:</u> the total impervious area assessment is not accurate <u>For single residential property only:</u> the footprint area assessment is not accurate
Stormwater Reductions	A. Eligibility for Stormwater Charge Subsidy	A property is entitled to a subsidy
	B. Amount of Subsidy	The portion of a property that qualifies for a stormwater subsidy is not correct
	C. Eligibility for Credit	A property may or may not be eligible for a credit
	D. Amount of Credit	The amount of credit approved for an Applicant's property is not appropriate

30. The filing of an Appeal does not stay the requirement for payment of a Stormwater Charge. Any Stormwater Charge billed during the course of the Appeal will be due and payable upon receipt and remain subject to the Region of Peel's standard collection processes.
31. Adjustments made as a result of an Appeal shall take effect in accordance with to the following schedule:
 - (1) Appeal within first year of Credit Program (2020): Adjustments that result from an Appeal which was received on or before December 31, 2020 will be retroactive from date of first billing.
 - (2) Appeal from January 1, 2021 onward: Adjustments that result from an Appeal which is received on or after January 1, 2021 will be retroactive from date of receipt of the Appeal by the Stormwater Charge Manager.
 - (3) Notwithstanding subsections (1) and (2) above, any Adjustment as a result of a credit update application under section 11 will be retroactive up to the date of the subject Material Change as determined by the City. Where the change results in an increased credit, the additional amount will be retroactive for a maximum period of six (6) months.
32. A Person filing an Appeal will be contacted within fifteen (15) business days of submitting a request, subject to the volume of requests received by the City, and may be asked to provide further information to complete review of the Appeal.
33. A Stormwater Charge may be revised in either of the following instances: (i) an external adjustment arising from an update to the assessment, or (ii) an internal adjustment whereby the City may revise, modify or amend a Stormwater Charge assessment, subsidy amount, legal exemption, technical exemption or credit. Internal adjustments include, but are not limited to updates to impervious area assessments as a result of new geomatics information, changes to a property due to redevelopment, changes to MPAC data, and inspections/audits of properties receiving stormwater credits.
34. Appeals will follow the appeal process as determined by the Engineering Commissioner as set out in Schedule "C" to this By-law.

GENERAL

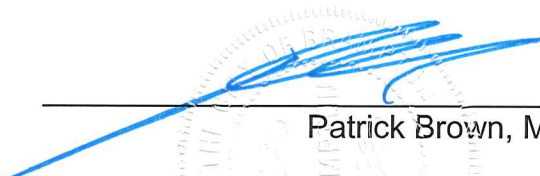
35. Schedules "A" and "B" and "C" shall form and be an integral part of this By-law.
36. Should any part of this By-law, including any part of Schedule "A" or Schedule "B" or Schedule "C", be determined by a court of competent jurisdiction to be invalid or of no force and effect, it is the stated intention of Council that such invalid part of the By-law shall be severable and that the remainder of this By-law, including the remainder of Schedules "A" and "B" and "C", as applicable, shall continue to operate and to be in force and effect.
37. Words importing the singular number shall include the plural, and words importing the masculine gender shall include the feminine, and the converse of the foregoing also applies, unless the context of this By-law otherwise requires.
38. Any decision or determination required to be made by the City or any official of the City under this By-law shall be made in the sole and absolute discretion of the City or the City official.
39. This By-law shall be known as the "Stormwater Charge By-Law".


40. This By-law shall come into force and effect on June 1, 2020.

ENACTED and PASSED this 27th day of May, 2020.

Approved as to
form.
2020/May/22
C. Pratt

Approved as to
content.
2020/May/14
J Raina



Patrick Brown, Mayor


Peter Fay, City Clerk

**SCHEDULE “A”
STORMWATER FEE AND CHARGE RATE**

Stormwater Fee and Charge Rate per Stormwater Billing Unit = \$89.00

The Stormwater Fee and Charge Rate is subject to such adjustments as may be approved by Council from time to time.

Property Category	Tier	Typical Properties Included	Roofprint Range (m ²)	Stormwater Billing Units	Charge Basis	Charge (# Stormwater Billing Units x Stormwater Fee and Charge Rate per Billing Unit)
Single Residential (SFH)	Extra Small	Town/rowhouses and residential condos	23.40 - 105.49	0.5	To be assigned based on roofprint impervious area to the satisfaction of the Stormwater Charge Manager	\$44.50
	Small	Semis, linked homes and small single detached homes	105.50 – 140.49	0.7		\$62.30
	Medium	Medium single detached homes	140.50 – 220.49	1.0		\$89.00
	Large	Large single detached homes	220.50 – 250.49	1.3		\$115.70
	Extra Large	Very large single detached homes	> 250.49	1.8		\$160.20
Property Category	Tier	Typical Properties Included	Roofprint Range (m ²)	Stormwater Billing Units	Charge Basis	Charge
Other (OTH)	no tier	Multi-residential, non-residential and mixed-use properties, including institutional, industrial and commercial properties and multi- residential properties (apartment/condo buildings), with at least 23.40 m ² of impervious area.	Not Applicable	Total Impervious Area (m ²) divided by 234 m ² per billing unit	Individually Measured Impervious Area	Total Stormwater Billing Units x Stormwater Fee and Charge Rate per Billing Unit

**SCHEDULE “B”
CREDIT PROGRAM**

The Credit Program is intended to provide a Stormwater Charge reduction to owners of Non-Residential and/or Multi-Residential property who implement beneficial stormwater practices on their property.

Eligible stormwater management practices are:

Peak Flow Reduction: managing stormwater runoff rates to reduce flood and erosion risk in downstream areas through such measures as stormwater detention and retention ponds, and onsite stormwater storage.

Water quality treatment: implementing practices, such as water quality ponds and low-impact development, to remove or reduce the amount of contaminants in stormwater runoff.

Runoff volume reduction: reducing the volume of stormwater runoff that leaves a property through such measures as low-impact development and rainwater capture and reuse.

Pollution Prevention: plans, processes and activities to prepare for and manage spills that can cause harmful materials and deleterious substances to enter the stormwater drainage system or the environment.

Stormwater Practice	Evaluation Criteria	Credit (sum of credits across all categories not to exceed 50%)
Peak Flow Reduction	Percent reduction of the 100-year post-development flow to pre-development conditions	Up to 40%
Water Quality Treatment	Meets Provincial stormwater water quality treatment levels	Up to 15%
Runoff Volume Reduction	Percent capture of first 15 mm of rainfall during a single rainfall event.	Up to 15%
Pollution Prevention	Develop and implement a pollution prevention plan.	Up to 5%

SCHEDULE "C" APPEALS

The Credit Program is intended to provide a Stormwater Charge reduction to owners of Non-Residential and/or Multi-Residential property who implement beneficial stormwater practices on their property.

APPEAL TYPE		PROCESS	DECISION-MAKING AUTHORITY
1. Not Subject to Stormwater Charge	A. Legal exemption	An appellant must file a Request for Review of Stormwater Charge Assessment	The outcome of all appeals will first be decided by the Stormwater Charge Manager, and may require further information from the appellant. Appellants who are unsatisfied with the outcome of a Type 1 Appeal may appeal the decision to the Engineering Commissioner.
	B. Technical exemption		
2. Inaccurate Stormwater Charge Assessment	A. Incorrect category		
	B. Incorrect tier		
	C. Inaccurate impervious area assessment		
3. Incorrect Stormwater Reductions	A. Eligibility for Stormwater Charge Subsidy	An appellant must call 311 for more information about subsidies and credits and may be referred to the Stormwater Charge Manager	
	B. Amount of Subsidy		
	C. Eligibility for Credit		
	D. Amount of Credit		

City of Brampton

Stormwater Charge Credit Program

July 13, 2020

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1. Introduction

This Stormwater Charge Credit Program guidance document is intended to provide general information and assistance associated with the available opportunities for reducing the stormwater charge payable by a property owner. This includes eligibility criteria, information on the application process, and on the levels of reduction available. This manual is not intended to be all-inclusive, and the City of Brampton reserves the right to revise the details of the stormwater charge application and approval process at any time.

2. Stormwater Charge Credit Program

2.1 Objective

The City of Brampton has authorized the availability of a Stormwater Credit Program through By-Law 82-2020. Stormwater Charge Credits work to provide incentives for implementing, operating and maintaining stormwater management works, practices or measures (stormwater management practices) on eligible properties, recognizing that such practices provide a benefit to the City's stormwater drainage system through reduction of stormwater volume and pollutants.

2.2 Availability

The Stormwater Credit Program is available to every non-residential and multi-residential property in Brampton, unless otherwise exempt from stormwater charges or receiving a subsidy to offset stormwater charges.

2.3 Duration

Stormwater credits are effective for a maximum term of five (5) years from the date of approval, subject to compliance with terms and conditions, and may be renewed for subsequent five (5) year terms.

3. Stormwater Credit Program Administration

3.1 Program Eligibility

Non-residential and multi-residential properties (including mixed-use properties) are eligible for the credit program, except for any portion thereof which is receiving an exemption or subsidy for the stormwater charge. Single residential properties are not eligible for the credit program.

If you have any questions about your eligibility, please call 311 or contact program administration staff at environment@brampton.ca. Participation in the credit program is by

application only.

Where approved, stormwater credits will be applied against the net billable units on a given parcel (i.e. the gross billing units less any legal or technical exemptions). Properties that receive a subsidy for the stormwater charge are not eligible for credits.

3.2 Credit Amounts

Stormwater credits are gained through implementation of stormwater management practices in 4 categories as shown in Table 1. Detailed descriptions and examples of application of these evaluation criteria are provided in Appendices 2 and 3, respectively.

Table 1. Stormwater Credit Categories

Category	Evaluation Criteria	Total Credit (50% maximum summed across all categories)
Peak Flow Reduction	Percent reduction of the 100-year post development flow to pre-development conditions of the site	Up to 40%
Runoff Volume Reduction	Percent capture of first 15 mm of rainfall during a single rainfall event	Up to 15%
Water Quality Treatment	Consistent with Provincial criteria for enhanced treatment	Up to 15%
Pollution Prevention	Develop and implement a pollution prevention plan	Up to 5%

Regardless of the number, extent, and efficacy of stormwater management practices implemented on a property, the maximum available credit summed across all categories of stormwater management practices cannot exceed 50%.

The weighting of credits available in each category reflects the priorities within the City of Brampton's stormwater management program, with flood protection being the largest component, followed by erosion protection and water quality protection.

3.3 Eligible Stormwater Management Practices

This credit program is performance-based, and credits are awarded based on how well a property's stormwater management practices achieve performance criteria in the categories listed in Table 1.

The following is a non-exhaustive list of common stormwater management practices, each of which may provide one or more of peak flow reduction, volume reduction or water quality enhancement.

- Stormwater ponds
- Constructed wetlands
- Infiltration galleries
- Rain gardens/bio-retention systems
- Green roofs
- Permeable pavement
- Rainwater capture and reuse systems
- Enhanced vegetated swales
- Oil-grit separators

In those cases where a property implements practices that provide benefits across multiple credit categories, the applicant can apply for credits related to each category with the cumulative maximum credit available to a property of 50%.

Approval of credits and continuing eligibility for the credit program is dependent on demonstrated proof of function and maintenance of state of good repair of the eligible stormwater management practices, either through self- certification or City inspections. If the approved stormwater management practices are found to be deficient or are removed for any reason, the applicable credit(s) may be denied or revoked.

Drainage to any stormwater management facility for which maintenance is funded through the Stormwater Charge program, located within the municipal right-of-way or within a permanent easement is not eligible for a credit.

4. Stormwater Charge Credit Application Process

4.1 Application Types

There are three types of stormwater credit applications:

1. New Credit Application:

- applying for a credit on a property with existing stormwater management practices for the first time
- applying following a cancellation of a credit approval or revocation of an existing credit
- applying for a pre-approved credit for proposed stormwater management practices

2. Credit Update Application

- updating an existing credit to reflect a change to the approved stormwater management practices

3. Credit Renewal Application

- Applying to continue an existing credit that is about to expire

The Applicant is solely responsible for costs incurred in the preparation of the required documentation and/or the submission of the credit application. There is no application fee.

4.2 Application Form

The City will accept completed application forms online or by mail, and will accept supporting documentation in either hard-copy or digital (PDF) format.

[Visit www.brampton.ca/stormwater to download copies of the application form, or to submit an application online.](http://www.brampton.ca/stormwater)

The following are explanations of terms used on the Credit Application Form:

Registered Owner – this is to be chosen if the applicant is the owner of the property and has permission to act on behalf of any other owners of the property;

Authorized Agent – this is to be chosen if the applicant is not an owner of the property and has permission to act on the behalf of all the owners of the property;

Status of Stormwater Practices:

Existing – Stormwater management practices are constructed and operational at the time of applying;

Proposed as Retrofit – Stormwater management practices are proposed to be implemented into a developed site;

Proposed with New Development – Stormwater management practices are proposed to be implemented into a site undergoing re-development.

4.3 Approval Process

Once an application is received by the City, the Stormwater Charge Manager or designate will conduct an initial screening to ensure completeness. An application is deemed complete when the applicant has filled out all appropriate sections of the application form and submitted the relevant supporting documents and reports. The Applicant may be contacted to provide missing or additional information or documents.

Applications that are deemed complete will be registered as such, and applicants notified that a technical review is being undertaken to verify that the proposed or existing stormwater management practices provide the required benefits.

The technical review of an application is expected to be completed within sixty (60) calendar days following registration.

Applicants may be requested to provide additional information to enable review and evaluation of their application. If an Applicant fails to provide the necessary information

within 60 days, the application will be rejected.

In the event that the review results in a request for additional information or clarification on matters from the Applicant, a thirty (30) calendar day period will be added to the review period upon receipt of all information requested.

The City reserves the right to conduct a site inspection during the application phase as described in Section 6.

4.4 Effective Date of Approved Credit

Credit applications received before December 31, 2020

Approved credits that result from applications received by December 31, 2020 will be retroactive to the first date of billing (i.e. the first date of stormwater charge accrual on the account, June 1, 2020) or the date on which the qualified stormwater management practices were put into service, as determined by the Stormwater Charge Manager, whichever is later.

Credit applications received from January 2021 onward

Approved credits that result from applications received on or after January 1, 2021 will be retroactive to the date of receipt of the complete applications, from which the approved credits were based on, or the date on which the qualified stormwater management practices were put into service, as determined by the Stormwater Charge Manager, whichever is later.

Pre-approval applications

For credit applications submitted in advance of construction or implementation of stormwater management practices, a credit may be conditionally pre-approved. The credit will not become effective until such time that it has been demonstrated by the Applicant, to the satisfaction of the Stormwater Charge Manager, that the stormwater management practices approved for credits have been implemented, meet the objectives of their approved design, and are in service.

4.5 Stormwater Charges Billed while Credit Application is Under Review

A pending credit request application shall not constitute a valid reason for non-payment of the current stormwater charge. Any stormwater charge bill that is received during the credit application review process must be paid in full.

5. Terms and Conditions of Credit Approval

Stormwater credit approvals will be subject to terms and conditions, including maintaining the function and state of good repair of the stormwater management practices that have been approved for credit, and maintaining appropriate logs and documentation. The City may request copies of these documents to verify the operation and state of repair of the

stormwater management practices at any time during the term of the credit. Further details are provided in Appendix 1.

Stormwater credit pre-approval applications for proposed works will be reviewed in a similar way to the credit approval applications for existing stormwater management practices. However, prior to pre-approved credits becoming effective, an engineer's certification of construction and operation will be required. For credits that have been pre-approved, construction of the associated stormwater management practices and engineering certification of these must be completed within two (2) years from the date the pre-approval was granted, otherwise the credit application becomes invalid. Should the stormwater management practices differ in design and construction from the drawings and reports that were used to pre-approve the credit, an applicant will be required to submit updated supporting documentation with their engineer's certification of operation.

6. Site Inspections

6.1 Inspections for Credit Applications

The Stormwater Charge Manager or designate may contact the Applicant with a requested date to conduct a site inspection to verify that any constructed stormwater management practices are in conformance with the documentation provided and are operating in accordance with documented performance criteria. Inspection results will be considered during evaluation of a credit application. Failure to respond to the request for a site inspection within thirty (30) calendar days will result in the credit application being closed. Where the Applicant has responded to the City's request for site inspections, the inspection must be facilitated within sixty (60) calendar days of the original request, otherwise the credit application will be closed.

6.2 Compliance Inspections

Each Applicant that has received a credit for stormwater management practices on their property has the responsibility to regularly inspect, maintain and repair same to ensure their competency and state of good repair during the period that a credit is being received.

The City reserves the right to conduct site inspections and may, at any reasonable time, enter and inspect any property for purposes of assessing whether stormwater management practices for which a credit have been approved are being maintained as to function, are in a state of good repair, and are operating in accordance with the performance criteria established in the credit approval. Where these stormwater management practices are found to deficient in function or state of repair, stormwater credits may be suspended, reduced or cancelled.

At any point during the term of a credit, the Stormwater Charge Manager or designate may contact the credit holder with a requested date to conduct a site inspection. Inspection staff may request to see operations and maintenance documents, which a credit holder is required to keep for a minimum of five (5) years. Sites that are inspected will be graded as:

- **Pass** – credit continues to apply
- **Fail** – credit is terminated
- **Suspended** – credit is suspended immediately and Applicant has sixty (60) calendar days to institute remedial action to restore the function and state of good repair of the stormwater management practices for which a credit was granted, otherwise the credit will be terminated.

Failure to respond to the request for a site inspection within thirty (30) calendar days will result in the credit being terminated. Where the credit holder has responded to the City's request for site inspections, the inspection must be facilitated within sixty (60) calendar days of the original request, otherwise the credit will be terminated.

While the City reserves the right to conduct detailed field measurements and monitoring to verify performance, it is anticipated that inspections will typically involve visual assessments, site interviews with operations/maintenance personnel, and review of appropriate documents.

7. Credit Update Application

A credit holder is responsible for notifying the Stormwater Charge Manager of any material change (alteration, improvement, deficiency or failure) to the stormwater management practices for which a credit was approved and is in effect.

Material change means both actions taken by a property owner and those occurring through lack of action by a property owner or unrelated to the actions of the property owner.

No later than three (3) months after any material change has been undertaken or occurs, the holder of a stormwater credit must submit a credit update application to the City. Late submission of the application may result in a discontinuance of the credit amount. The City shall have full and absolute discretion to adjust (increase or decrease) the credit amount.

8. Credit Renewal Application

Credits automatically expire after five (5) years, and credit holders are required to submit a credit renewal application to ensure they continue to receive a credit. A renewal application must be submitted at least six (6) months before expiration of the credit to ensure the renewal is processed before the expiration date. Applications received after this date may not be processed and approved before expiration of credits, and there will be a gap where no credits will be received until the renewal is approved.

The approved credit renewal shall be effective upon the expiration date of the original credit, or approval date of the credit renewal, whichever is later.

Details on supporting documentation requirements for credit renewal applications are

provided in Appendix 1.

9. Penalties

As described in By-law 82-2020, stormwater credits may be **suspended, reduced or cancelled** by the City under the following circumstances:

1. Failure of the Applicant (or applicable property owner) to make stormwater charge payments as billed by the Region of Peel;
2. Failure of the Applicant (or applicable property owner) to meet the terms and conditions of the credit approval;
3. Submission of inaccurate or false information by the Applicant (or applicable property owner);
4. Failure of the Applicant (or applicable property owner) to maintain stormwater management practices as required by the terms and conditions of the credit approval;
5. Failure of a stormwater management practice to operate or meet the performance criteria as documented in the Applicant's credit application or credit update or renewal application and/or its supporting documentation and/or the terms and conditions for the credit approval, update or renewal; or,
6. Failure to submit a complete credit renewal application within the prescribed time.

In the circumstance that stormwater management practices for which credits were approved are found to be in a state of disrepair or no longer function as approved, the credit holder shall reimburse to the City the entire amount of the credit received in respect of the property since the date that the application was approved, updated or renewed or since the previous inspection by the City, whichever is later. If a stormwater credit has been cancelled, the Applicant may not re-apply for a credit for a period of twelve (12) months.

Suspension

Stormwater credits may be suspended as a result of property inspections, and the credit holder will have sixty (60) calendar days to correct deficiencies and schedule a follow-up inspection with the City to verify deficiencies have been addressed, otherwise the credit will be terminated.

Suspension period extensions may be granted at the discretion of the Stormwater Charge Manager, and the credit holder is required to submit a request for extension in writing.

Cancellation

Cancelled stormwater credits will not be reinstated, instead property owners will be required to submit a new credit application no earlier than a year after the date on which the credit was cancelled.

Appeals

A reduction or cancellation of a stormwater credit may be appealed by the Applicant in writing to the Commissioner of Public Works and Engineering. The decision of the Commissioner shall be considered final and binding.

Appendix 1: Supporting Documentation for Applications

New Credit and Credit Update Applications

A completed application form and the information listed below, as applicable, is required to be provided to the Stormwater Charge Manager:

1. **Stormwater Management Report** certified by a qualified Professional Engineer and accompanied by a letter, signed by the author of the report, which allows the City of Brampton to rely on the findings and conclusions presented in the report. This report is expected to be generally consistent with current City of Brampton development requirements for on-site stormwater management reports and must include details outlining the credit percentage applied for and how the stormwater management practices achieve the credit requirements, and other relevant information.
2. **Site plan, and engineering drawings** for stormwater management practices. These should conform to the City's development requirements for such plans and drawings, and include at a minimum:
 - Property location and boundaries
 - Topographic details
 - Location and outlines of all structures, including buildings, parking, driveways and other impervious areas
 - Location of easements
 - Drainage areas, including external drainage areas that drain to the site
 - Stormwater management facilities, works or measures and other drainage details
3. **Stormwater models and calculations** to support peak flow reduction, water quality treatment or runoff volume reduction credits.
4. **Pollution Prevention Plans**, prepared with due heed to any relevant requirements under the Sewer Control By-law 90-75, as amended, or any successor by-law. Materials and documentation must be prepared or approved by a qualified Professional Engineer.
5. **Operation and Maintenance Plan**
 - Proposed inspection and documentation plan;
 - Proposed maintenance and documentation plan;
 - Details on the procedures to be performed; and
 - Affirmation that inspection and maintenance records must be kept on file by the Applicant or site owner/operator for the duration of the approved credit and be made available to City staff upon request.

6. Engineer's Certification of Operation

The certification must be in the form of a letter addressed to the Stormwater Charge Manager, and must be signed and stamped by a qualified Professional Engineer. The letter will include certification that all stormwater management practices have been constructed in accordance with the submitted drawings, and provide the date on which these were implemented into service.

For a pre-approval application, the engineer's certification will be required after the stormwater management practices have been implemented.

A template for the certification letter has been provided in Appendix 4.

Credit Renewal Applications

To renew a previously approved credit, the Applicant must provide a completed application form and the information listed below, as applicable, to the Stormwater Charge Manager.

1. A report certified by a qualified professional engineer that provides:
 - Confirmation that the performance of all stormwater management practices remain consistent with the previously approved credit application;
 - Confirmation that the stormwater management practices are in a state of good repair.
2. Inspection and maintenance logs
3. Operations and maintenance plans

Appendix 2: Credit Evaluation Criteria

Peak Flow Reduction (up to 40%)

The amount of this credit, up to the maximum of 40%, will be assessed based on how well the 100 year post-development flows from the impervious areas of the site are controlled, with 40% credit being assessed if the 100 year post-development flows from the entire impervious area of the site are controlled to the 100 pre-development levels, using a runoff coefficient of 0.25 for pre-development conditions. Where the entire impervious surface area of the site cannot meet this target, the fraction that does shall be multiplied by 40% to determine the amount of credit. A report certified by a Professional Engineer shall be prepared to support this determination of peak flow reduction credit.

Water Quality Treatment (up to 15%)

The amount of this credit is based on the percentage of the impervious area of the site wherefrom runoff is treated to Enhanced water quality levels as per *Stormwater Management Planning and Design Manual, March 2003*, Ontario Ministry of the Environment. The full 15% is awarded if all the impervious areas are being treated to Enhanced level, and where only a fraction of the impervious areas meet Enhanced level water quality treatment, the full credit amount shall be multiplied by that fraction to yield the credit amount for the site. A report certified by a Professional Engineer shall be prepared to support this determination of water quality treatment credit.

Runoff Volume Reduction (up to 15%)

This credit is assessed based on how much stormwater runoff from the impervious areas of the site can be retained or re-used on the site. The target is runoff from the first 15 mm of any single storm event (meaning events preceded by and followed by 24 hours of no measurable rainfall), which accounts for 90% of the annual runoff. The amount of the credit is based on 1% for each mm of retention/re-use achieved. A report certified by a Professional Engineer shall be prepared to support this determination of volume reduction credit.

Pollution Prevention (up to 5%)

The amount of this credit shall be based on preparation of an approved pollution prevention plan and the percentage of the credit shall be based on achievement of distinct targets and milestones of the plan. A credit amount of 1% is awarded for each 20% of the Pollution Prevention Plan implemented.

Appendix 3: Examples

Note: these examples are not based on stormwater models, and are intended only to demonstrate the calculations for determining credit amounts.

Example 1: Stormwater management practices to be implemented on existing site

- Site is 1.0 hectare in size.
- Buildings and other impervious areas = 0.5 hectare
- 100-year pre-development flows = 50 L/s from impervious areas
- Existing flows = 150 L/s from impervious areas
- Applicant has proposed on-site storage for quantity control
- Controlled flows from impervious areas after implementation of onsite storage = 75 L/s

Maximum 40% credit would be awarded if controlled flows were 50 L/s from the impervious areas

Since controlled flows are 75 L/s, the credit awarded would be

$$\frac{\text{existing} - \text{proposed}}{\text{existing} - \text{predevelopment}} \times 40\% = \frac{150 - 75}{150 - 50} \times 40\% = 30\%$$

Example 2: Stormwater management to be implemented on new development

- Site is 5.0 hectare in size.
- Buildings and other impervious areas = 1.50 hectare
- 100-year pre-development flows = 125 L/s from impervious areas
- Uncontrolled post-development flows from impervious areas = 300 L/s
- Applicant has proposed stormwater management pond for quantity control and water quality treatment, and runoff from all impervious areas are being directed to pond.
- Controlled post-development 100-year flows from impervious areas = 125 L/s

The Applicant may apply for the maximum 40% credit for peak flow reduction since the 100-year post-development flows from the impervious areas are being controlled to pre-development rates.

The Applicant may also apply for the maximum 15% credit for water quality treatment, since all the impervious areas are being directed to a stormwater pond.

The sum of all these credits is 40% + 15% = 55%

Hence, the Applicant may receive the maximum 50% credit summed across these two credit

categories.

Example 3 : Stormwater management to be implemented on new development

- Site is 5.0 hectare in size.
- Buildings and other impervious areas = 1.50 hectare
- 100-year pre-development flows = 125 L/s from impervious areas
- Applicant is proposing infiltration gallery with 75 m³ of storage (equivalent to 5mm of retention from the impervious areas)
- Uncontrolled post-development flows from impervious areas = 300 L/s
- Applicant has proposed stormwater management pond for quantity control and water quality treatment, and runoff from all impervious areas are being directed to pond.
- Controlled post-development 100-year flows from impervious areas = 125 L/s (assuming infiltration gallery is inactive)

The Applicant may apply for the maximum 40% credit for peak flow reduction since the 100-year post-development flows from the impervious areas are being controlled to pre-development rates.

The Applicant may also apply for the maximum 15% credit for water quality treatment, since all the impervious areas are being directed to a stormwater pond.

The Applicant may also apply for a 5% credit based on retention of 5 mm of runoff from the impervious areas.

The sum of all these credits is $40\% + 15\% + 5\% = 60\%$

Hence, the Applicant may receive the maximum 50% credit summed across these three credit categories.

Example 4 : Pollution Prevention Plan

- Site is paint manufacturer and distributor.
- Site had developed a pollution prevention plan with an associated training program
- Training of all staff represents the final 20% of implementation of the pollution prevention plan
- At time of application, only 50% of staff have received training on the pollution prevention plan.

Since the training component represents the final 20% of implementation, and half of the staff have received training, the pollution prevention plan is deemed 90% complete towards implementation.

The Applicant may hence apply for a 4.5% credit, representing 90% of the maximum allowable amount in the pollution prevention credit category.

Appendix 4: Engineering Certification Letter Template

Date:

To: City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attn: Stormwater Charge Manager

**RE: Certification of Stormwater Management Works, Practices or Measures
(Credit Application Reference Number, Property Municipal Address)**

(Company name) has served as the engineering consultant for the certification of the (description of stormwater management works, practices or measures, referred hereinafter as the SWM works) at the above noted address. This letter will confirm that I/we have inspected the (SWM works) on the above noted lands and do hereby certify that all systems have been designed and constructed in accordance with (Drawing(s) No.(s) , dated and Report(s), dated).

We further certify that all SWM works are completed and operational in accordance with sound engineering practices and principles and are based on guidance from “Low Impact Development Stormwater Management Planning and Design Guide” and “Stormwater Management Planning and Design Manual”.

Further, I/We hereby confirm that the SWM works have been implemented into service and are operational as of (date).

Should you have any questions or concerns regarding the letter please do not hesitate to contact this office at ____.

Yours truly,

Professional Engineer's signature

Professional Engineer's name

Name of company

Professional Engineer's stamp

Policy Title: Stormwater Charge Subsidy

Policy Number: 08-01-04

Section:	Community Services	Subsection:	Community Groups
Effective Date:	November 9, 2016	Last Review Date:	
Approved by: Council	Owner Division/Contact: Environmental Services Section in the Transportation and Infrastructure Planning Division. External enquiries: 311 or 905-615- 4311 for calling areas outside of the City		

Policy Statement

The City will provide a subsidy, funded by the tax levy, to help offset the cost of stormwater charges assessed to eligible properties. The subsidy applies only to eligible portions of properties.

Purpose

The purpose of this policy is to outline the Stormwater Subsidy Program, including eligibility criteria and program administration.

Scope

This policy applies to the following eligible properties in the City of Mississauga:

- Places of Worship
- Veterans' Organization Properties
- Working Farms, and
- Single Residential Properties or Condominiums that are owned and occupied by an individual who is in receipt of the City of Mississauga's tax rebate, in accordance with the Tax Rebate By-law, 56-10, as amended

For information on stormwater charges, refer to Corporate Policy and Procedure – Finance and Accounting – Stormwater Funding Program.

Legislative Authority

This policy is in accordance with the *Municipal Act, 2001*, as amended, which authorizes the City to govern their affairs as it considers appropriate.

Definitions

For the purposes of this policy:

“Condominium Unit” means one residential unit within a multi-unit condominium property.

“Place of Worship” means a property recognized as such by the Municipal Property Assessment Corporation (MPAC) by the designation of an MPAC property code of 700 or 701 (Place of Worship With/Without a Clergy Residence), with the property tax/class qualifier “EN,” meaning exempt.

“Property Tax Rebate” means the City of Mississauga’s Low-Income Senior & Low-Income Persons with Disabilities Tax Rebate Program, in accordance with the Tax Rebate By-law, 56-10, as amended.

“Single Residential Property” means a property that contains just one residential unit (i.e. detached, semi-detached and linked homes and freehold townhomes).

“Veterans’ Organization Property” means properties recognized by the City as being used and occupied by the three Mississauga Legion Clubs and the Army, Navy & Air Force Veteran’s Club, specifically:

- Army, Navy & Air Force Veterans Club (765 Third Street, Port Credit)
- Royal Canadian Legion, Branch 82 (35 Front Street N., Port Credit)
- Royal Canadian Legion, Branch 139 (101 Church St., Streetsville), and
- Royal Canadian Legion, Branch 582 (456 Hensall Circle, Cooksville)

“Working Farm” means the portion of a property that is subject to the Farm Property Class Tax Rate, as assessed by the Municipal Property Assessment Corporation (MPAC).

Program Funding

The Council-approved Stormwater Subsidy Program will not be funded by the stormwater charge or its reserves, as these funds are dedicated solely for the provision of the City’s Stormwater Management Program. The Stormwater Subsidy Program will be funded by the tax levy.

Administration

This policy is administered by the Environmental Services Section in the Transportation and Infrastructure Planning Division of the Transportation and Works Department.

The stormwater subsidy will be processed as a reduction to applicable stormwater charges on the Region of Peel water bill, with the exception of Condominium Units, for which an annual cheque will be issued.

Eligibility Criteria

Eligibility for the stormwater subsidy is strictly limited to Places of Worship, Veterans' Organization Properties, Working Farms and Single Residential Properties or Condominium Units owned and occupied by individuals who are in receipt of the Property Tax Rebate.

The Stormwater Subsidy will be cancelled should there be:

- A change in the property classification by MPAC from an eligible Place of Worship to a non-eligible use or
- Loss of recognition by the City as a property used or occupied by an eligible Veterans' Organization or
- The owner of a Working Farm is no longer eligible for the Farm Property Class Tax Rate, or
- The owner of a Single Residential Property or Condominium Unit is no longer in receipt of the Property Tax Rebate

Administrative Process

Enrollment

Properties or portions of properties (i.e. Places of Worship, Veterans' Organizations and Working Farms) which meet the eligibility criteria will be automatically enrolled in the Stormwater Subsidy Program. No action is required by the property owner or tenant.

Enrollment in the Program for Single Residential Properties and Condominium Units is included as part of the application for a Property Tax Rebate (i.e. both the tax rebate and stormwater subsidy are approved simultaneously). An annual application is required for each year in which the Property Tax Rebate is being claimed, which includes the stormwater subsidy.

Subsidy Amount

The stormwater subsidy will provide 100% of the annual stormwater charge on the eligible portion of properties identified in this policy, with the exception of Condominium Units. For Condominium Units the subsidy will be equal to the total stormwater charge for the entire property divided by the number of individual Condominiums. For Condominium Units, no subsidy will be provided where the amount is less than \$5.00 annually.

Billing Process

The Region of Peel water bill for eligible properties, with the exception of eligible Condominium Units, will show separate line items stating the full stormwater charge assessed for the property and the reduction related to the amount of the applicable subsidy. Eligible Condominium Units will receive an annual cheque from the City upon approval of the Property Tax Rebate application.

Applications by eligible owners of Single Residential Properties and Condominium Units applying for the Property Tax Rebate and stormwater charge subsidy must be submitted to the City on or

before December 31st of each year for which a tax rebate is claimed. Once the Property Tax Rebate is approved, the Region of Peel is advised and an adjustment will be made for any stormwater charges paid for the applicable tax year (e.g. an application for a tax rebate for 2016 charges is filed with the City in November, 2016 and approved in February, 2017). The 2016 stormwater charges will be credited to the customer's account or, for Condominium Units, a cheque issued by the City.

Revision History

Reference	Description
GC-0308-2015 – 2015 05 27	
GC-0654-2016	Revised to add subsidies are for the following groups: low-income seniors, low-income persons with disabilities, and Working Farms.

TEAM TWENTY ONE

SCOTT MOFFATT | COUNCILLOR | WARD 21 OTTAWA

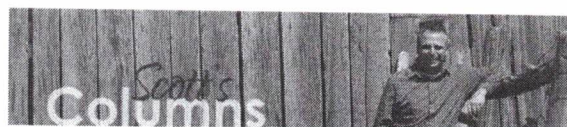
Home COVID-19 News About Resources Development Information

Contact

WATER, SEWER & STORMWATER RATE STRUCTURE REVIEW

Search teamtwentyone.ca

There will be some changes coming to your water and sewer bill or your tax bill. Currently, all stormwater services are funded through the sewer surcharge. The creation of a separate fee for stormwater reflects the reality that stormwater costs are not related to water or water use, but are driven by rain and meltwater volumes and impervious surfaces like roads, buildings and paved surfaces. This fee will be charged to all properties across the city (except for agricultural and forested land), rather than only those receiving water bills. However, the stormwater fee will be discounted for households that are not connected to water and sewer (known as 'unconnected rural' properties) to recognize the fact that they receive different stormwater services at a different, and lower, standard.



- About Wild Parsnip
- 2021 Wild Parsnip Strategy
- Identification
- Protection
- Management
- Resources
- City of Ottawa

Service Ottawa

3-1-1

(613-580-2400)

Residents were informed of the City of Ottawa's proposed Water, Sewer and Stormwater Rate Structure Review in the spring of 2016. Throughout April and March, the City shared information on the matter and sought feedback from residents. Throughout the consultation period, over 800 residents attended meetings or shared their feedback in writing on what they believed was important for the City to consider with a new rate structure. At the consultation meeting in North Gower on April 7th, approximately 250 residents attended. The public's feedback led to an eventual delay of the report so that comments could be properly reviewed and taken into account. Since then, staff compiled all the comments and worked with members of Council to finalize a report and its recommendations. On October 3rd, the City released its report and it was presented to the Environment Committee on Tuesday, October 18th at City Hall. Council approved the proposal on Wednesday, October 26th.

The **history** on this issue is incredibly important and stems from amalgamation. Prior to amalgamation, residents across every municipality contributed to stormwater management. Some paid for it through their general taxes, some through a specific

Submit a service request online at:

ottawa.ca**@RideauGoulbourn**

ICYMI Friday: Our weekly eNewsletter is now on the shelves: Headlines: Manotick Town Hall Meeting this Thursday; Wi... <https://t.co/RL691FWx2y>

May 3, 2021, 1:00 PM



Crime Prevention Ottawa @cpopco has a webinar set for Wednesday. It's a chance to learn about the Drug Overdose Pre... <https://t.co/aROGpdbOEF>

May 3, 2021, 12:06 PM



More age groups are becoming eligible for their COVID-19 vaccination appointments in the coming weeks. Check out th... <https://t.co/X705jLagAC>

May 3, 2021, 11:10 AM

Follow @RideauGoulbourn

Get Updates from Scott!

Name *

stormwater rate and others as part of their sewer bill. The transition Board overseeing the implementation of the amalgamated City of Ottawa commissioned a report which provided recommendations on how an amalgamated city could assess properties for stormwater costs. That report recommended cost collection through either the general tax rate or a specific fee charged as a line item on your tax bill. The Corporate Services and Economic Development Committee, who was dealing with the issue at the time, chose neither. They presented their report to Council on July 11th and with no explanation given in the minutes of that meeting, Council voted to shift all stormwater costs to the water and sewer rate. This meant that some residents who used to pay for it no longer did and it also meant that residents who had always been paying for it started paying more. For fifteen years, that is the system the City has been using.

The consultations held in the spring laid out proposals to move away from that system and create a new rate structure where those who receive a service pay for that service. The main objective was to collect \$42M across the City through a new stormwater fee, shifting those costs away from the water and sewer rate budget. Of that total, \$8M is the amount of


First Name

Last Name





Email Address *

SUBMIT


money spent on stormwater maintenance in the rural area. The feedback on that proposal was met with much opposition and plenty of input. **This brings us to the proposal that was presented to Council on October 26th.**



Ottawa proposed new rate structure

Which category are you?	Current rate structure	Proposed new rate structure			Total \$ charged monthly under new structure
		Water	Sewer	Stormwater	
Urban/village connected single or semi-detached 	Pays \$63*	Fixed \$5 (based on meter size) Variable \$19	Fixed \$8 Variable \$16	Fixed \$0	2018: \$61* (\$2 less than current rate)
Rural single/semi-detached with private well and sewer 	Pays the City \$0 per month	\$0	\$0	Fixed \$4	2017: \$1** 2018: \$2** 2019: \$3** 2020: \$4**
Urban single/semi-detached with private well and sewer 	Pays the City \$0 per month	\$0	\$0	Fixed \$6	2017: \$2** 2018: \$3** 2019: \$5** 2020: \$6**
Urban/village connected townhouse/apartments 	Pays \$63*	Fixed \$9 (based on meter size) Variable \$19	Fixed \$8 Variable \$16	Fixed \$4	2018: \$56* (\$7 less than current rate)

*For 10 m³ of water per month. **Stormwater will be billed annually. All figures rounded to the nearest dollar and are based on the 2016 rate. For more details on the proposed water, wastewater and stormwater rate structure, visit ottawa.ca.



The proposal included a tiered approach in assessing properties for stormwater management. The tiers are based on level of service provided. For village residents on water and sewer in communities like Manotick, Richmond and Munster, you will only notice a change in how your bill is presented. There will be a moderate reduction in your bill on an average of \$2/month. For property owners on private services, the proposed fee would be \$4/month. This is something that you don't currently pay and it would be paid annually on your tax bill (agricultural and forested lands will be exempt). This is down from the \$6 or \$9 per month proposal that was floated in the

spring. The report also proposed a phasing in of the charge over four years, meaning you would not pay the full amount until 2020. The total amount collected through this charge will be \$2M which will go directly toward the \$8M spent annually on rural stormwater services.

During the consultation meetings, we also heard concerns about other matters such as infilling of ditches. When all residents contributed toward stormwater services, many of us were permitted to fill in their ditch provided it did not impede drainage. That permission was removed in 2003. As a result of what we heard, the report will recommend a review of the Ditch Alteration Policy with a view to develop a process to, once again, permit the infilling of ditches. This policy review will come to Agriculture & Rural Affairs Committee in 2017.

The new rate structure is not perfect. There simply is no perfect way to collect fees on the basis of fairness. Each and every property contributes differently. Short of any perfect solution, we have this improved rate structure before us. Thank you to all community members who offered their input and helped us make these changes.

For more information on the stormwater fee, and
the water and sewer rate structure review, visit
Ottawa.ca.

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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 Telephone: (905) 874-2100 Fax: (905) 874-2119

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

Meeting Date Requested: April 28, 2021

Agenda Item (if applicable):

Name of Individual(s):

Zafar Tariq

Position/Title:

Brampton Taxi Cab Driver

Organization/Person
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

Taxi Matters

Action
Requested:

Give relief to taxi Industry by changing by laws

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

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

☐ Other:

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

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

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

Submit by Email

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Respected councillors

I am sending few suggestions to help taxi industry during this pandemic. Sir in June 2019 few laws were passed regarding taxi industry to cut the cost because at that time ridesharing companies were allowed to operate. At that time no body was expecting any pandemic. Now the taxi industry has been hit hard like many businesses in pandemic. So I would request your honour to work on following suggestions.

- (1)The time period for inactive taxi plate be increased for another three years so the plate owners can have enough time to put vehicle on road during this pandemic. As in 2019 there were about 40 inactive taxi plates but now there could be about 150 inactive plates. But our city manager can tell yourself the right number.
- (2)As due to pandemic there is very low mileage on vehicles and they are not running much so please add an extra year to all model years or specially to 2011 to 2015 model years.
- (3)As in June 2019 city council passed that cameras in taxi industry will be discussed later in sep 2019 but pandemic came and that matter was never resolved. Your honour presently the cameras present in taxis are very expensive and even the company has moved to USA and it is hard to get parts. So my request is just like Mississauga, Caledon and Vaughan leave up to the operator what they want to do about cameras.
- (4)Also please renew taxi driver license every five year just like Ontario's driver license provided the person have no criminal record.

Thanks for your cooperation in helping taxi industry.

Zafar Tariq

Date: April 21,2020



BRAMPTON
Flower City

Chief Administrative Office City Clerk

For Office Use Only:
Meeting Name:
Meeting Date:

Delegation Request

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

Meeting Date Requested: 28-04-2021 Agenda Item (if applicable):

Name of Individual(s):

NARENDEER PANDHER

Position/Title:

Member Advisory Committee (Taxi)

Organization/Person
being represented:

Taxi Industry

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

Taxi Industry changes due to
COVID-19

Action
Requested:

Put in the Agenda in the Council
meeting

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

Presentation format:

☐ PowerPoint File (.ppt)
☐ Picture File (.jpg)

☐ Adobe File or equivalent (.pdf)
☐ 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 Telephone: (905) 874-2100 Fax: (905) 874-2119

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

Meeting Date Requested: MAY, 12, 2021 Agenda Item (if applicable):

Name of Individual(s): MAHESH MALHI

Position/Title:

Member Taxi Advisory Committee

Organization/Person
being represented:

BRAMPTON TAXI

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:	<u>Taxi Industry Concerns / Problems</u>
Action Requested:	<u>PUT my NAME As Delegate / Speaker</u>

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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Meeting Date:

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Email: 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: May 12, 2021

Agenda Item (if applicable):

Name of Individual(s): Suzy Godefroy & Rick Evans

Position/Title:

Executive Director & Board Member of the DBBIA

Organization/Person
being represented:

Downtown Brampton BIA

Full Address for Contact: 7 Queen Street West

Telephone:

Email:

suzy.godefroy@brampton.ca

Subject Matter
to be Discussed:

Watermain Replacement Project in Downtown Brampton

Action
Requested:

Incorporate Streetscape & Utility Upgrades to the Region of Peel Watermain 2021 Project

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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Request for Delegation

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

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

Meeting Date Requested: 12/05/2021 Agenda Item (if applicable): Gangs 4 Tuition Launch

Name of Individual(s): Richard Miller & Rachel Xyminis-Chen

Position/Title: Founder & Programs Director, Keep6ix

Organization/Person
being Represented:

Full Address for Contact: 16 Rutherford Rd S, Brampton, ON L6W3J1

Telephone No. 1-800-640-3075 Email/
Fax No. info@keep6ix.org

Subject Matter to
be Discussed Gangs 4 Tuition (G4T) Program Launch

Action
Requested

We are requesting some time to speak on our program launch which is a collaborative effort with City of Brampton & Peel Police alongside other community partners. Our efforts will target at risk youth and those reintegrating into society from incarceration.

Note: a delegation is limited to not more than five minutes.

Attach additional page if required.

I am submitting a formal presentation to accompany my delegation: ☒ Yes ☐ No

I will require the following audio-visual equipment/software for my presentation:

☐ Computer Notebook ☐ DVD Player ☐ PowerPoint

☒ Other - please specify we will be submitting a video for presentation

Note: Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:** (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and/or distribution at the meeting, and (ii) for PowerPoint and other visual presentations, an electronic copy of the presentation (e.g., DVD, CD, .ppt file) to ensure compatibility with corporate equipment.
Once the above information is received by the City Clerk's Office, you will be contacted by a Legislative Coordinator **to confirm your placement on the appropriate agenda.**

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

GANGS 4 TUITION

Keep6ixOrg is a not-for-profit organization with a mission to provide the highest standard of mentorship, workshops and capacity building sessions to individuals involved in the justice system. The Gangs 4 Tuition program provides individuals with the necessary support for a successful transition to a more positive lifestyle, through the acquisition of transferable skill sets and training, leading to employment and sustainable, self-sufficient living. This program is a collaborative effort with multiple community partners, providing support in the areas of social reintegration and mental health to ensure individuals are prepared for success.

Social Reintegration Component

T.R.A.P

The Transition & Recidivism Action Plan (T.R.A.P) is a new and innovative program that addresses known risks for recidivism and offending among at-risk youth and high risk offenders using initiatives that highlight specific factors associated with violence and gangs in marginalized communities where these issues previously exist, or are emerging.

T.R.A.P is facilitated in three (3) Modules, with six (6) classes per Module, over 18 weeks. Classes are held weekly for a duration of 2 hours.

Evaluation

Observation Report – Attendance, participation and engagement

Self-Reflection – Template completion and writing submission

Creative Presentation – Poem, music, songwriting, story telling

Cover Letter & Resume Writing – Professional

Overview

T.R.A.P utilizes evidence-based models and practices to address known risk factors to reduce violence, offending and re-offending among at-risk youth and high-risk offenders, while promoting decarceration and restorative justice. T.R.A.P educates participants to develop the skills and knowledge required to achieve a successful reintegration.

T.R.A.P's design focuses on the shortcomings, issues and barriers faced by individuals looking to exit a criminal lifestyle, or to acknowledge and change negative and antisocial behaviors. Some examples are, but not limited to, the following: Limited Employment Opportunities; Barriers to Education; Culturally Relevant Programming; Lack of Resources; Limited Access to Pertinent Information; Inadequate Programs and Absence of Authentic Mentors.

We address a variety of areas from lack of education and work experience, to conflict resolution and communication. T.R.A.P. provides employment training, pathways to education, and conflict resolution and communication skills with the unique ability to reach their audience through relatable life experiences and examples to develop a tailored and personalized action plan for participants to follow.

Background

T.R.A.P. was designed by Tyler Murphy, an individual with an in-depth understanding of the barriers faced by those exiting the justice system or “street life”. Today, Tyler is a devoted father, husband and a licensed paralegal with a career in the legal field and a positive outlook for the future; however, he was not always this man.

Tyler became entrenched in a criminal lifestyle at a very young age. During that period in his life, he found himself homeless, sleeping in stairwells and in and out of the justice system labelled as a gang member. His involvement escalated and he was eventually caught for more serious offences, and ended up in custody for a significant period. Once released, Tyler was unable to leave his past behind and found himself more heavily involved in the street life, this time on a bigger, more organized, and dangerous scale. He was arrested again.”

Tyler realized that the destructive path he was on was going to end in one of two ways: death or prison. He changed his way of thinking and turned his life around. Only two months after being released from custody, and with only a grade 8 education, Tyler enrolled in a recognized college as a mature student. He successfully obtained a Business Fundamentals diploma and graduated from an accredited paralegal diploma program, with hopes of becoming a licensed paralegal.

Because he had a serious criminal record, for Tyler, becoming a licensed paralegal would require more than just passing an exam. He had to go through a good character investigation and subsequent hearing with the Law Society of Upper Canada (now named Law Society of Ontario). Tyler represented himself throughout the investigation process and at the final hearing. He was granted his Paralegal license in 2015.

Tyler has overcome significant stigmas, obstacles and barriers throughout his own reintegration process. He has documented, analyzed and reflected on the shortcomings, issues and obstacles faced by someone looking to exit a criminal lifestyle, or gang, while attempting to acknowledge and change negative and antisocial behaviours, and has applied this knowledge and experience to the design and development of the T.R.A.P. program.

Tyler’s passion is in criminal justice, facilitating transitions to a positive lifestyle and community reintegration, and exploring recidivism reduction strategies. He strives to be an example to those already in that life, or heading down that path, that you can change the direction of your life and make a positive future. Redemption is real.

Mental Health Component

ForGiving ForRestoring Canada (FFC)

FFC is a Canadian not-for-profit organization partnered with Fundación para la Reconciliación in Colombia and Forgiveness International in North America to promote the advancement of a pedagogy and culture of care, forgiveness and restoration. We offer an intensive program, known as ESPERE, on the processes of forgiveness and restoration to address and prevent conflict for families, individuals and groups of all ages, cultures and geographies. Participants walk away from the course having achieved a certain level of personal growth, while entire communities have benefited from the healing capacity of the program.

ESPERE is a 42-hour, 12-module program. The program generally takes place over two 3-day weekends, however, can be tailored in many different ways to meet group needs, including virtual delivery.

Evaluation

Facilitators guide participants through the program's 12 modules step-by-step, with the first six (6) modules focused on forgiveness (liberation from the impact of harm), and the latter six (6) on restoration (righting relationships). Each module consists of the introduction of a learning piece, plenary exercises, discussion in small trust groups, reflective journaling, and creative exercises designed to add meaning and context to the presented theory.

Throughout the program, participants are encouraged to reflect on and work through a personal case where forgiveness may need to be applied.

Participants receive a certificate of completion at the end of each six-module segment.

Overview

FFC's work is based on the belief that forgiveness is a skill that can be learned and applied to help overcome the resentment felt by those engaged in conflict or who suffered significant harm or violence. Forgiveness can discharge the negative feelings that anchor people in victimhood and can disarm the urgency of revenge in their search for justice or resolution. The experiential workshops offered by FFC introduce ESPERE's revolutionary pedagogical model teaching the practice of forgiveness.

Background

Following his work with FARC guerillas in Colombia, and the country's failed peace-negotiations in 1998, Leonel Narvaez and the *Fundación para la Reconciliación* founded ESPERE (Spanish for "hope" and an acronym for "EScuelas de PERdón y REconciliación" or Schools of Forgiveness and Reconciliation). The program has been recognized by the UNESCO Education for Peace Prize for its significant contribution to peacebuilding in Latin America. Since 2002, more than two million people in 22 countries have taken a personal journey of liberation from the impact of violence or conflict in their lives and on their communities.

The basis of the theory and methodology of ESPERE lies in the simple principle that human beings can be trained for violence or benevolence, for retaliation or compassion, that forgiveness is an art that can be learned and that this process contains countless benefits for the forgivers and their community.

Participants learn about the secondary wounds of violence and injustice, which are often unaddressed by human rights and other liberal peace reconciliation practices. When harmed, both victim and perpetrators are damaged in three important spheres of their lives: their self-confidence, sociability and significance of life. Moreover, when left unattended, these wounds can foster negative emotions of rage, resentment, and revenge, which in turn can further the cycle of violence.

Forgiveness is presented as the best alternative to overcome the subjective interpretations we apply to our offender in justifying our anger and hatred, which anchor us in victimhood. By cleansing the pain and healing the wounds of violence, memories can become less rigid, and the victim's horizon of hope and agency can be reinstated. The results of forgiveness are new understandings that serve to restore people and right relationships.

Expected FFC outcomes: Empower participants to break the cycle of violence that may exist in their lives by changing their negative narratives, helping to restore their self-confidence, sociability and significance of life, and equipping them with the emotional tools necessary to right their relationships with themselves, others and the community at large.

Program Implementation

Individuals joining the Gangs 4 Tuition program will be required to complete a brief assessment to ensure that the programming is tailored to their needs. Support will commence by means of the T.R.A.P. program, to create the framework for their transition. Upon successful completion of the T.R.A.P. program, individuals can enroll in the more advanced FFC program. Keep6ixOrg will work alongside program coordinators, to pair graduates with partners – LiUNA, CrueTV, J.A.D.A Trucking Empire, to commence job training and secure employment.

Individuals will continue to receive support throughout their employment, to ensure successful reintegration and recidivism reduction. Keep6ixOrg recognizes that success relies on communities working together consistently and intentionally. We look forward to the journey ahead!

If you have any questions or require any additional information, feel free to contact:

Richard Miller (647) 784-8512 OR rmiller@keep6ix.org

Rachel Xyminis-Chen (416) 207-0440 OR rchen@keep6ix.org



ABOUT

Keep6ix is a not-for-profit Toronto based organization, serving the Greater Toronto Area, that was founded in 2017 to make a meaningful difference in the lives of at risk youth from racialized communities who have been impacted by the criminal justice system.

Keep6ix offers various programs and services to help youth avoid going down a disempowering path towards incarceration. We also support and advocate for those who are currently incarcerated and provide post-release support so that they can overcome barriers and begin to positively re-build their lives within the community.

VISION

- Supporting criminalized and racialized communities to attain positivity and break the odds.
- Overcoming systemic barriers to support at risk youth and those criminalized by the justice system.

MISSION

At Keep6ix our mission is to:

- provide holistic and integrated capacity-building programs to youth involved in the justice system.
- prevent youth from going down a disempowering path by providing one-on-one mentoring, career counseling and employment skills training.
- promote healthy self-esteem in youth through core life skills counseling to help build on their communication, interpersonal and leadership skills.

PROGRAMS

Gangs 4 Tuition Program

Gangs 4 Tuition is a job skills training program that provides a pathway to employment and sustainable living. Through various partnerships, youth have the opportunity to select from a variety of training options in the areas of construction, waste management, healthcare and digital media, opening the door for employment opportunities.

Youth-In-Music Program

Youth-In-Music is a three-month interactive program structured around teaching youth how to manifest their hidden creative potential. This program promotes discipline, focus, positive expression, teamwork, confidence and performance as it relates to academic excellence. It engages youth in Performing Arts studies as they learn music strategies through creating, presenting, reflecting, responding and analyzing music theory.



SERVICES

Keep6ix Youth Mentorship

Keep6ix believes that mentoring is built on a foundation of respect, honesty and trust. Youth are supported by mentors with lived experience, to overcome negative distractions, delinquent behavior and social barriers that could prevent them from completing their secondary school diploma.

Career Development Support

We offer career development support services to help create meaningful economic change in the lives of youth. The goal is to decrease unemployment within the community by providing a guided, purposeful pathway to employment in the construction industry.

Other services include:

Connect the 6ix – a weekly Instagram live connecting the 6ix, one interview at a time, celebrating members of the community and the work they do.

Empowerment to Unlock the Justice System – a monthly Instagram live panel discussion, streamed on Facebook and YouTube, addressing the barriers in the criminal justice system and discussing solutions.

A variety of other resources are provided to those in the community who require support around social injustice, mental health concerns and educational support.

PAST EVENTS

A number of events are hosted throughout the year to provide support to the community, bring awareness to the organization and raise funds for additional programs and outreach projects. Some examples are:

December 2020 Fundraiser - STOP GUN VIOLENCE

Artists from various backgrounds participated in a virtual fundraising concert with a plea to stop gun violence. Funds raised went to support families who have lost loved ones to gun violence, families directly impacted by COVID-19, youth shelters and multiple community housing partners.



Summer 2020 - Food Box Giveaway

Keep6ix partnered with Toronto Black Farmers Collective to provide 50 Food Boxes to individuals who were in need during COVID-19. Boxes included a whole chicken, eggs, and various herbs and vegetables from the farm.



Online Workshops

CONTACT

📞 1-800-640-3075

✉ info@keep6ix.org

📘 facebook.com/keepsix.org

📷 @keep6ixorg

🐦 @Keep6ixorg

Become a Sponsor. Get Involved.

We welcome donations in a variety of ways, such as gift cards, merchandise, services, food and financial assistance.

In exchange, you will receive public recognition for your support, advertising placement on our website, and the opportunity to attend all of our events/workshops.

Date: 2021-04-13

Subject: **Building Code Act – Annual Report for the Fiscal Year 2020**

Contact: Mark Medeiros, Interim Treasurer
mark.medeiros@brampton.ca

Report Number: Corporate Support Services-2021-495

Recommendations:

That the report titled ***Building Code Act- Annual Report for the Fiscal Year 2020***, to the Committee of Council Meeting of May 12, 2021, be received.

Overview:

- The ***Building Code Act*** Annual Report for the Fiscal Year 2020 is prepared in accordance with the requirements of Section 7(4) of the ***Act*** (Bill 124).
- Staff has prepared similar reports annually since 2006 based on a costing model developed by C.N. Watson and Associates at the request of the City.
- Council approved a Building Rate Stabilization Reserve fund be established as recommended by the consultant's costing model that would protect the Building Division's ability to maintain the divisional services should an economic down turn occur.
- This report provides information relating to building permit related fees collected, associated direct and indirect costs, administrative costs and the annual Building Rate Stabilization Reserve Fund (Reserve #93) financial activities.
- In 2020, \$1.5 million was transferred from Reserve Fund #93. The amount, representing an excess of the costs over associated fees collected, has been calculated according to the C.N. Watson costing model. The Reserve Fund has a fund balance of \$41.1 million as at December 31st, 2020.
- The ***Building Code Act*** Annual Report for 2020 is presented to Committee of Council for information.

Background:

The *Building Code Act* Annual Report 2020 provides information relating to:

- Fees collected on building permits issued by the Building Division during 2020,
- Associated direct and indirect costs of the Building Division, and
- Reserve Fund contributions to/from the Building Rate Stabilization Reserve Fund #93 established under the legislative requirement of Bill 124.

Bill 124, the ***Building Code Statute Law Amendment Act, 2002*** was given Royal Assent in June 2002 and substantially amended the ***Building Code Act 1992*** as it relates to imposing fees. The change related to the reporting requirements came into effect on January 1st, 2006 that required municipalities to prepare an annual report and make it available to the public with respect to the fees imposed under the *Act* and associated costs. Further to this, Ontario Regulation 305/03 arising from the *Act* established details on the contents of the annual report stipulating that it must also contain the direct and indirect costs of delivering the services related to administration and enforcement of the *Act*, and the amount of any reserve fund established for the same purposes.

The City retained C.N. Watson and Associates Limited (C. N. Watson) in Spring 2005 to undertake a costing review of its *Building Code Act and Planning Act* mandated user fees. The scope of this assignment consisted of providing the City with a costing model using an Activity Based Costing methodology and a legislative framework for calculating the “full cost” of Development Application Approvals Process.

Staff has prepared this report annually adopting the costing model developed by C.N. Watson since 2006:

- Direct and indirect costs represent 76% and 24% of the total operating costs of the Building Division.
- Contribution to the Building Rate Stabilization Reserve Fund occurs when revenues/fees collected during the year on building permits exceeds the Building Division’s total adjusted operating costs according to this model. Otherwise, a contribution from the Reserve Fund would be necessary when the costs exceed revenues.
- The reserve fund contribution covers two components recommended by the consultants and approved by Council as justification for the reserve fund:
 - 1) A stabilization reserve, primarily to protect the Building Division’s ability to maintain service should a downturn in the economy suddenly reduce building permit revenue, and
 - 2) An anticipated resources reserve, corresponding to the gap in actual divisional resources compared to historical volumes.

Current Situation:

In 2020, the City collected \$14.2 million in permit related fees (2019 - \$20.2 million) and incurred \$15.7 million (2019 - \$14.0 million) of expenses according to the Watson costing model. This resulted in a net contribution of \$1.5 million (2019 – \$6.2 million contribution to reserve) from the Building Rate Stabilization Reserve Fund (Schedule A). The 2020 Current Budget included \$3.2 million contribution from the Reserve Fund, resulting in \$1.7 million variance. This was primarily a result of lower than budgeted expenditures due to staff vacancies as well as lower staff development and consulting costs.

Schedule A attached also summarizes the following information required by the *Building Code Act*:

- Building Division's total cost including its direct cost, indirect cost and capital cost.
- Total Building Permit Fees collected.
- Building Rate Stabilization Reserve Fund Activities for the fiscal year 2020 and the Reserve Fund Balance as of December 31st, 2020

Schedule B attached is a continuity schedule showing the build-up of the Reserve Fund balances each year since the Reserve Fund was established.

Corporate Implications:Financial Implications:

Overall, there was \$1.5 million net contribution from the Building Rate Stabilization Reserve Fund.

Other Implications:

There are no other implications resulting from this report.

Term of Council Priorities:

This report fulfils the Council Priority of a Well-Run City through strict adherence to effective financial management policies and supports Brampton's 2040 Vision by ensuring sustainable financial revenues.

Conclusion:

The *Building Code Act* Annual Report for the Fiscal Year 2020 is prepared in accordance with the requirements of Section 7(4) of the *Act* (Bill 124). This report provides information relating to building permit related fees collected, associated direct and indirect costs, administrative costs and the annual Building Rate Stabilization Reserve Fund (Reserve #93) financial activities.

Authored by:

Reviewed by:

Maja Kuzmanov
Manager of Accounting

Mark Medeiros, Interim Treasurer

Approved by:

Submitted by:

Michael Davidson, Commissioner
Corporate Support Services

David Barrick, Chief Administrative Officer**Attachments:**

Schedule A: Building Code Act Annual Reporting – 2020

Schedule B: Building Rate Stabilization Reserve Continuity Statement

SCHEDULE A**The Corporation of the City of Brampton****Building Code Act Annual Reporting - 2020**

	2020	2019
Direct Cost	\$ 11,905,538	\$ 10,626,374
Indirect Cost	3,759,644	3,355,697
Capital Cost	-	-
Total Cost	15,665,181	13,982,071
Building Permit Fees Collected	14,172,413	20,229,945
Required transfer to/(from) Rate Stabilization Reserve	-\$ 1,492,768	\$ 6,247,874
Net Transfer to/(from) Rate Stabilization Reserve	-\$ 1,492,768	\$ 6,247,874
Opening Balance, Reserve Fund 93 at January 1	\$ 42,393,668	\$ 35,475,505
Add: Investment Interest Earned	990,121	902,806
Reserve Contribution (to)/from Revenue Fund	- 1,492,768	6,247,874
Less: Reserve Contribution to Capital Fund	811,527	232,517
Reserve Fund 93 Balance as at December 31	41,079,494	\$ 42,393,668

SCHEDULE B

The Corporation of the City of Brampton

Building Code Reserve Fund #93 Continuity Schedule - 2020

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Opening Balance as at January 1	\$ -	\$ 4,990,701	\$12,676,082	\$9,700,880	\$5,429,028	\$ 7,376,748	\$10,756,874	\$19,752,853	\$22,038,703	\$28,184,706	\$36,969,878	\$38,325,023	\$38,265,793	\$35,475,506	\$42,393,669	
Add: Investment Interest earned		175,773	415,103	574,478.00	276,194	190,001	227,446.00	324,897	367,086	451,209	468,479	600,347	761,912	902,806	990,121	6,725,851
Add: Net Contribution (to)/from Revenue Fund	4,990,701	7,509,608	-3,390,305	-4,846,330	1,671,526	3,190,125	8,768,533	1,960,953	5,778,917	8,333,963	886,666	-659,576	-3,552,199	6,015,357	-2,304,295	34,353,643
Ending Balance as at December 31	\$4,990,701	\$12,676,082	\$ 9,700,880	\$5,429,028	\$7,376,748	\$10,756,874	\$19,752,853	\$22,038,703	\$28,184,706	\$36,969,878	\$38,325,023	\$38,265,793	\$35,475,506	\$42,393,669	\$41,079,494	

Date: 2021-04-09

Subject: **2021 Final Tax Levy and By-law**

Contact: Martin Finnegan, Senior Manager, Revenue
martin.finnegan@brampton.ca

Report Number: Corporate Support Services-2021-411

Recommendations:

1. THAT the report titled: **2021 Final Tax Levy and By-law** to the Committee of Council Meeting of May 12, 2021 be received; and,
2. THAT a By-law be passed for the levy and collection of 2021 Final Property Taxes.

Overview:

- **An annual By-law is required for the Final Levy and Collection of Property Taxes. This report details the background for 2021 tax year.**

Background:

To provide for the levy and collection of annual realty taxes, a By-law is required each year. The rates set out in the attached schedules for the City and Region are based on 2021 budget requirements while the Education rates are set by the Province through an Ontario Regulation. Taxes are based on the current value assessments (CVA) as provided by the Municipal Property Assessment Corporation (MPAC). In 2016, MPAC undertook a re-assessment updating CVA to reflect the market as of a January 1, 2016 valuation date. Due to COVID-19 pandemic in 2020 the Province suspended the planned province-wide 2021 re-assessment. The values used for the 2021 tax year will be the same as 2020 unless there had been changes to the property causing MPAC to revise the assessment value.

Current Situation:

The attached Schedule “A” itemizes the total amount to be levied in each tax class for City, Region and Education purposes based on the tax rates as listed.

The tax rates indicated in the schedule will generate the total 2021 levy of **\$1,201,691,063** from all the various property classes, allocated as follows:

City	\$488,358,394	40.64%
Region	\$426,882,422	35.52%
Education	\$286,450,247	23.84%

a) 2021 Property Taxes

The overall levy for 2021 will be distributed as follows:

1. Residential (includes pipeline, farm, managed forest)

City	\$378,596,117
Region	\$330,937,412
Education	\$135,690,268

2. Commercial / Industrial / Multi-Residential (“capped” property classes)

<i>Property Class</i>	<i>City</i>	<i>Region</i>	<i>Education</i>
Commercial	\$75,699,434	\$66,170,104	\$118,878,427
Industrial	\$21,003,789	\$18,359,762	\$29,169,064
Multi-Residential	\$13,059,054	\$11,415,144	\$2,712,488
<i>TOTAL</i>	\$109,762,277	\$95,945,010	\$150,759,979

b) Downtown Brampton Business Improvement Area

The Tax Levy By-law has been prepared to include a special charge for the Downtown Brampton Business Improvement Area, pursuant to Section 208(2) of the *Municipal Act, 2001*, to be levied against the business classes of property in the improvement area defined in By-law 276-88. The total 2021 requirement is \$332,459 which is less than the 2020 levy of \$354,104. This levy shortfall is being financed through a City grant in the BIA's 2021 budget. The City has completed several property purchases in the downtown which has reduced the base business assessment for the BIA. As a result, all businesses within the BIA boundary would be required to pay more to realize the previous year levy total. This temporary assistance provided by the City will be re-visited annually until re-development occurs in the downtown and the previous assessment base is returned. The 2021 tax rate will be 0.219535%.

c) New Construction Tax Rates

Ontario Regulation 315/08 was filed on September 11, 2008 creating the "New Construction" classes to facilitate announced Business Education Tax (BET) rate reductions. For 2021 taxation, the province has reduced the target maximum rate to 0.88% from the 2020 target level of 0.98%. Where a municipality's BET rate is already below 0.88%, the lower education tax rate would continue for existing and newly constructed properties.

The BET rate in Brampton for the commercial and industrial property classes in the 2021 taxation year is 0.88%, as set by the Province and announced in the *2020 Budget* announced on November 5, 2020. This uniform tax rate will benefit the business properties and will create annual savings for the commercial and industrial businesses.

In order to qualify for the New Construction BET rate, the following criteria must be met:

- Application for the first building permit must be received by the municipality after March 22, 2007
- Construction must be for either a commercial or industrial property
- For additions or renovations to existing properties, the new construction must increase the current value assessment (CVA) of the property by a minimum of 50%

The New Construction BET rate takes effect once construction is completed, eligibility requirements are met and the new construction commences to be used. Where the municipality's BET rate for the class is below 0.88%, the lower BET rate is to be used for New Construction properties in that class.

The new classes mirror the existing definitions for the commercial and industrial property classes but only apply to new construction. The New Construction property classes are:

New Construction Commercial

New Construction Shopping Centre
New Construction Office Building
New Construction Industrial
New Construction Large Industrial

The attached Schedule A includes any New Construction tax classifications assessed on the 2020 for 2021 assessment roll. The attached Schedule B details the tax rates for all New Construction classes that may be subject to supplementary or omitted assessments in the future.

d) Tax Bill Production and Mailing

2021 Final tax bills will again be produced in the standardized format as required by the Province of Ontario. For residential and other non-capped classes, tax bills will be mailed by mid-June with due dates of July 21st, August 18th, and September 22nd 2021. The tax bills for the Commercial, Industrial, and Multi-Residential (capped classes) will be mailed by mid-July with due dates of August 18th, September 22nd and October 20th 2021. Preauthorized tax accounts (PTP) will have the additional option of payment dates on the 1st or the 15th, or the next business day in the event of a weekend or a statutory holiday, for a maximum of the six (6) months of July through December.

At the March 10th Committee of Council meeting, Council adopted the application-based 2021 Tax Payment Deferral Program. The program defers the property tax due dates from the normal schedule to one due date of December 15th, 2021 for interim and final taxes for eligible applicants. Property owners would still be able to make periodic payments against the balance of taxes owing depending on their own financial situation. These periodic payments would then reduce the total balance due. A due date of December 15th, 2021 for final billing allows time for payments to be applied to the account prior to the processing of the legislated year-end statements for any tax accounts with an outstanding balance as of December 31st annually.

In accordance with Section 355 of the *Municipal Act*, the municipality may pass a by-law providing that where the total final tax levy to be imposed on a property would be less than the tax amount specified by the municipality, the amount of actual taxes payable shall be zero. Therefore it is recommended that where the total final levy taxes to be imposed on a property would be less than twenty-five (25) dollars, the amount of actual taxes shall be zero.

Corporate Implications:

Financial Implications:

The approval of this report and By-law is essential to support the budget requirements of the City, Region of Peel, and the Province for education. An information brochure will accompany the bills with information concerning the 2021 City Budget and the various

payment options. In addition, the City will place an advertisement in local media advising residents of the instalment due dates for the 2021 final billing.

Other Implications:

N/A

Term of Council Priorities:

This report fulfils the Council Priority of a Well-Run City through strict adherence to effective financial management policies and supports Brampton's 2040 Vision by ensuring sustainable financial revenues.

Conclusion:

This tax levy By-law supports the 2021 budget requirements as previously set by Council. The levy amounts for the Region of Peel and the Education portion are as directed by Regional By-law 28-2021, Ontario Regulation 46/21 and Section 257.12(5) of the *Education Act*. The accompanying tax rates described in Schedule A and Schedule B will be utilized for all tax bill calculations and tax adjustments pertaining to the 2021 tax year.

Authored by:

Reviewed by:

Martin Finnegan, Senior Manager,
Revenue

Mark Medeiros, Treasurer (Acting)

Approved by:

Submitted by:

Michael Davidson, Commissioner,
Corporate Support Services

David Barrick, Chief Administrative Officer

Appendices:

Schedule A – 2021 Tax Rates and Levy
Schedule B – 2021 New Construction Tax Rates
By-law – 2021 Final Tax Levy

Schedule "A"
Corporation of the City of Brampton
2021 Tax Rates and Levy

(\$000's)										
Tax Class Description	Tax Class	CVA	Lower Tier Tax Rate	Upper Tier Tax Rate	Education Tax Rate	Total Tax Rate	City of Brampton	Region of Peel	Education	Total
Residential & Farm	RT	87,399,582,367	0.432027%	0.377642%	0.153000%	0.962669%	377,590	330,058	133,721	841,369
Residential (Education Only)	RD	0	0.000000%	0.000000%	0.153000%	0.153000%	0	0	0	0
Residential Taxable (full rate, shared PIL)	RH	0	0.432027%	0.377642%	0.153000%	0.962669%	0	0	0	0
Res. Farmland Awaiting Dev. Ph. I	R1	3,514,800	0.129608%	0.113293%	0.045900%	0.288801%	5	4	2	10
Res. Farmland Awaiting Dev. Ph. II	R4	0	0.432027%	0.377642%	0.153000%	0.962669%	0	0	0	0
Multi-Residential	MT	1,772,868,244	0.736606%	0.643880%	0.153000%	1.533486%	13,059	11,415	2,712	27,187
New Multi-Residential	NT	0	0.432027%	0.377642%	0.153000%	0.962669%	0	0	0	0
MR Farmland Awaiting Dev. Ph. I	M1	0	0.129608%	0.113293%	0.045900%	0.288801%	0	0	0	0
MR Farmland Awaiting Dev. Ph II	M4	0	0.736606%	0.643880%	0.153000%	1.533486%	0	0	0	0
Commercial Taxable Full Rate	CT	7,400,389,399	0.560382%	0.489839%	0.880000%	1.930221%	41,470	36,250	65,123	142,844
Office Building New Construction: Full	YT	66,233,200	0.560382%	0.489839%	0.880000%	1.930221%	371	324	583	1,278
Office Building New Construction: Excess Land	YU	9,406,200	0.560382%	0.489839%	0.880000%	1.930221%	53	46	83	182
Shopping Centre New Construction: Full	ZT	525,715,520	0.560382%	0.489839%	0.880000%	1.930221%	2,946	2,575	4,626	10,147
Shopping Centre New Construction: Excess Land	ZU	11,344,305	0.560382%	0.489839%	0.880000%	1.930221%	64	56	100	219
Commercial Taxable (full rate, shared PIL)	CH	16,870,000	0.560382%	0.489839%	0.944727%	1.994948%	95	83	159	337
Commercial Taxable - (no school taxes)	CM	0	0.560382%	0.489839%	0.000000%	1.050221%	0	0	0	0
C.Farmland Awaiting Dev. Ph I	C1	4,857,000	0.129608%	0.113293%	0.045900%	0.288801%	6	6	2	14
C.Farmland Awaiting Dev. Ph II	C4	0	0.560382%	0.489839%	0.880000%	1.930221%	0	0	0	0
Commercial Small Scale On-Farm Business	C7	20,200	0.140096%	0.122460%	0.220000%	0.482556%	0	0	0	0
Commercial Excess Land	CU	184,697,802	0.560382%	0.489839%	0.880000%	1.930221%	1,035	905	1,625	3,565
Commercial Taxable (vacant land, shared PIL)	CJ	0	0.560382%	0.489839%	0.944727%	1.994948%	0	0	0	0
Office Building	DT	377,812,008	0.560382%	0.489839%	0.880000%	1.930221%	2,117	1,851	3,325	7,293
Office Building Taxable (full rate, shared PIL)	DH	0	0.560382%	0.489839%	0.944727%	1.994948%	0	0	0	0
Office Building Excess Land	DU	5,150,217	0.560382%	0.489839%	0.880000%	1.930221%	29	25	45	99
Shopping Centres	ST	2,426,662,136	0.560382%	0.489839%	0.880000%	1.930221%	13,599	11,887	21,355	46,840
Shopping Centres Excess Land	SU	4,091,150	0.560382%	0.489839%	0.880000%	1.930221%	23	20	36	79
Parking Lot	GT	62,716,206	0.560382%	0.489839%	0.880000%	1.930221%	351	307	552	1,211
Commercial Vacant Land	CX	264,750,809	0.560382%	0.489839%	0.880000%	1.930221%	1,484	1,297	2,330	5,110
Commercial New Construction : Full	XT	2,122,179,698	0.560382%	0.489839%	0.880000%	1.930221%	11,892	10,395	18,675	40,963
Commercial New Construction : Excess Land	XU	29,394,295	0.560382%	0.489839%	0.880000%	1.930221%	165	144	259	567
Commercial New Construction : Vacant Land	XX	0	0.560382%	0.489839%	0.880000%	1.930221%	0	0	0	0
Industrial Taxable Full Rate	IT	1,905,584,702	0.635080%	0.555134%	0.880000%	2.070214%	12,102	10,579	16,769	39,450
Industrial New Construction : Full	JT	20,878,200	0.635080%	0.555134%	0.880000%	2.070214%	133	116	184	432
Industrial New Construction Vacant Land	JX	437,000	0.635080%	0.555134%	0.880000%	2.070214%	3	2	4	9
Industrial Taxable (full rate, shared PIL)	IH	30,508,200	0.635080%	0.555134%	1.066032%	2.256246%	194	169	325	688
Large Industrial New Construction : Full	KT	18,147,500	0.635080%	0.555134%	0.880000%	2.070214%	115	101	160	376
I. Farmland Awaiting Dev. Ph I	I1	10,250,200	0.129608%	0.113293%	0.045900%	0.288801%	13	12	5	30
I. Farmland Awaiting Dev. Ph II	I4	0	0.635080%	0.555134%	0.880000%	2.070214%	0	0	0	0
Industrial Small Scale On-Farm Business	I7	0	0.158770%	0.138783%	0.220000%	0.517553%	0	0	0	0
Industrial Excess Land	IU	54,124,876	0.635080%	0.555134%	0.880000%	2.070214%	344	300	476	1,121
Industrial Vacant Land	IX	208,235,700	0.635080%	0.555134%	0.880000%	2.070214%	1,322	1,156	1,832	4,311
Industrial Vacant land, Shared PIL	IJ	2,422,800	0.635080%	0.555134%	1.066032%	2.256246%	15	13	26	55
Industrial Excess Land Shared PIL	IK	9,439,000	0.635080%	0.555134%	1.066032%	2.256246%	60	52	101	213
Large Industrial Taxable	LT	1,012,981,070	0.635080%	0.555134%	0.880000%	2.070214%	6,433	5,623	8,914	20,971
Large Industrial Excess Land	LU	42,415,700	0.635080%	0.555134%	0.880000%	2.070214%	269	235	373	878
Pipelines	PT	218,292,200	0.399150%	0.348903%	0.880000%	1.628053%	871	762	1,921	3,554
Farmland	FT	120,133,500	0.108007%	0.094411%	0.038250%	0.240668%	130	113	46	289
Managed Forests	TT	969,400	0.108007%	0.094411%	0.038250%	0.240668%	1	1	0	2
	TOTAL	106,343,075,604					488,359	426,882	286,450	1,201,691

Schedule "B"

**The Corporation of the City of Brampton
2021 New Construction Final Tax Rates**

Tax Class Description	Tax Class	Lower Tier Tax Rate	Upper Tier Tax Rate	Education Tax Rate	Total Tax Rate
Industrial New Construction Shared (PIL for Ed)	JH	0.635080%	0.555134%	0.980000%	2.170214%
Industrial New Construction - Water Intake System (PIL for Ed)	JI	0.635080%	0.555134%	0.980000%	2.170214%
Industrial New Construction Vacant Land (PIL for Ed)	JJ	0.635080%	0.555134%	0.980000%	2.170214%
Industrial New Construction Excess Land (PIL for Ed)	JK	0.635080%	0.555134%	0.980000%	2.170214%
Industrial New Construction - Non-Generating Station (PIL for Ed)	JN	0.635080%	0.555134%	0.980000%	2.170214%
Industrial New Construction - Generating Station (PIL for Ed)	JS	0.635080%	0.555134%	0.980000%	2.170214%
Industrial New Construction	JT	0.635080%	0.555134%	0.880000%	2.070214%
Industrial New Construction Excess Land	JU	0.635080%	0.555134%	0.880000%	2.070214%
Industrial New Construction Vacant Land	JX	0.635080%	0.555134%	0.880000%	2.070214%
Large Industrial New Construction Shared (PIL for Ed)	KH	0.635080%	0.555134%	0.980000%	2.170214%
Large Industrial New Construction - Water Intake System (PIL for Ed)	KI	0.635080%	0.555134%	0.980000%	2.170214%
Large Industrial New Construction Excess Land (PIL for Ed)	KK	0.635080%	0.555134%	0.980000%	2.170214%
Large Industrial New Construction - Non-Generating Station (PIL for Ed)	KN	0.635080%	0.555134%	0.980000%	2.170214%
Large Industrial New Construction - Generating Station (PIL for Ed)	KS	0.635080%	0.555134%	0.980000%	2.170214%
Large Industrial New Construction	KT	0.635080%	0.555134%	0.880000%	2.070214%
Large Industrial New Construction Excess Land	KU	0.635080%	0.555134%	0.880000%	2.070214%
Large Industrial New Construction Vacant Land	KX	0.635080%	0.555134%	0.880000%	2.070214%
Commercial New Construction - Lower Tier and Education Only	XC	0.560382%		0.880000%	1.440382%
Commercial New Construction - Education Only	XD			0.880000%	0.880000%
Commercial New Construction Shared (PIL for Ed)	XH	0.560382%	0.489839%	0.944727%	1.994948%
Commercial New Construction Vacant Land (PIL for Ed)	XJ	0.560382%	0.489839%	0.944727%	1.994948%
Commercial New Construction Excess Land (PIL for Ed)	XK	0.560382%	0.489839%	0.944727%	1.994948%
Commercial New Construction - Upper Tier and Education Only	XL		0.489839%	0.880000%	1.369839%
Commercial New Construction	XT	0.560382%	0.489839%	0.880000%	1.930221%
Commercial New Construction Excess Land	XU	0.560382%	0.489839%	0.880000%	1.930221%
Commercial New Construction Vacant Land	XX	0.560382%	0.489839%	0.880000%	1.930221%
Office Building New Construction - Lower Tier and Education Only	YC	0.560382%		0.880000%	1.440382%
Office Building New Construction - Education Only	YD			0.880000%	0.880000%
Office Building New Construction Shared (PIL for Ed)	YH	0.560382%	0.489839%	0.944727%	1.994948%
Office Building New Construction Excess Land (PIL for Ed)	YK	0.560382%	0.489839%	0.944727%	1.994948%
Office Building New Construction - Upper Tier and Education Only	YL		0.489839%	0.880000%	1.369839%
Office Building New Construction	YT	0.560382%	0.489839%	0.880000%	1.930221%
Office Building New Construction Excess Land	YU	0.560382%	0.489839%	0.880000%	1.930221%
Shopping Centre New Construction - Lower Tier and Education Only	ZC	0.560382%		0.880000%	1.440382%
Shopping Centre New Construction - Education Only	ZD			0.880000%	0.880000%
Shopping Centre New Construction Shared (PIL for Ed)	ZH	0.560382%	0.489839%	0.944727%	1.994948%
Shopping Centre New Construction Excess Land (PIL for Ed)	ZK	0.560382%	0.489839%	0.944727%	1.994948%
Shopping Centre New Construction - Upper Tier and Education Only	ZL		0.489839%	0.880000%	1.369839%
Shopping Centre New Construction	ZT	0.560382%	0.489839%	0.880000%	1.930221%
Shopping Centre New Construction Excess Land	ZU	0.560382%	0.489839%	0.880000%	1.930221%



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2021

A By-Law to Provide for the Levy and
Collection of Property Taxes for the Year 2021

WHEREAS section 3 of the *Assessment Act*, R.S.O. 1990, c. A.31, as amended, provides that all real property, with specific exceptions, is subject to assessment and taxation;

AND WHEREAS the property classes have been prescribed by the Minister of Finance under the *Assessment Act*, R.S.O. 1990, c. A.31, as amended, and the regulations thereto;

AND WHEREAS it is necessary for the Council of The Corporation of the City of Brampton, pursuant to the *Municipal Act, 2001* to levy upon the whole of the assessment for real property for the property classes according to the last revised assessment roll for The Corporation of the City of Brampton the sums set forth for the purposes in Schedule "A" and Schedule "B" hereto attached for the current year;

AND WHEREAS, the Regional Municipality of Peel has adopted estimates of all sums required by The Regional Municipality of Peel during the year 2021 for the purposes of the Regional Corporation and has provided for a general levy and special levies on Area Municipalities;

AND WHEREAS the tax rates for school purposes are prescribed by Ontario Regulation;

AND WHEREAS the Regional Municipality of Peel delegated to the Council of each area municipality the authority to pass a By-law establishing tax ratios and setting out a method by which the portion of Regional levies will be raised in each area municipality for the 2021 taxation year;

AND WHEREAS the City of Brampton Tax Ratios By-law established the relative amount of taxation to be borne by each property class;

AND WHEREAS it is expedient to provide for the levy and collection of taxes by instalments and to impose penalties on all overdue current levies and interest on all arrears of taxes pursuant to the *Municipal Act, 2001*;

AND WHEREAS an Interim levy was made by The Corporation of the City of Brampton before the adoption of the estimates for the current year;

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

1. For the year 2021, the tax rates shown on Schedule “A” and Schedule “B” to this By-law shall be levied upon the whole of the assessment in each property class shown on Schedule “A” and Schedule “B” to this By-law.
2. Any amounts levied by the interim levy for 2021 shall be deducted from the amounts levied by this By-law.
3. (1a) Every property within the tax classes of Residential, Farm, Managed Forest & Pipelines shall be taxed according to the tax rates shown on Schedule A to this By-law, and the taxes levied shall be collected in three (3) instalments, (due July 21st, August 18th, and September 22nd 2021 respectively) provided that the first instalment shall be due not earlier than 21 days from the date of the mailing of the tax notice.

(1b) Every property within the tax classes of Commercial, Industrial and Multi-Residential shall be taxed according to the tax rates shown on Schedule A and Schedule B to this By-law, and the taxes levied shall be collected in three (3) instalments, (due August 18th, September 22nd and October 20th respectively) provided that the first instalment shall be due not earlier than 21 days from the date of the mailing of the tax notice.

(2) Notwithstanding subsection 3 (1a) & (1b), the final levy for real property taxes including local improvement assessments, for those properties subject to an agreement for monthly payments under the City of Brampton Pre-Authorized Tax Payment Program shall be due and payable to the Corporation of the City of Brampton in six (6) instalments where practicable based on the withdrawal day consisting of the option of payment dates on the 1st or the 15th, or the next subsequent business day in the event of a weekend or a statutory holiday, during the months of:

July 2021
August 2021
September 2021
October 2021
November 2021
December 2021

(3) Notwithstanding subsection 3 (1a) & (1b), the final levy for real property taxes including local improvement assessments, for:

(a) those properties in the residential, farm, managed forest and pipeline property classes; and

(b) those properties with any portion of assessment in the commercial, industrial or multi-residential property classes,

which are eligible and qualify for assistance under the 2021 Tax Payment Deferral Program and for which an application to defer the payment of instalments under the 2021 Tax Payment Deferral Program has been approved, the total levies made under Section 1 shall be due and payable in one instalment on December 15, 2021

(4) For the year 2021, pursuant to Sections 208(2) of the *Municipal Act, 2001*, a special charge or tax rate of 0.219535% shall be levied against the ratable property in the improvement area as defined in By-law 276-88, that belongs to a class of property prescribed under the Assessment Act as a business property class for the purposes of Sections 204 to 215 of the *Municipal Act, 2001*, sufficient to provide the sum of \$332,459 for the purposes of the Brampton Downtown Business Improvement Area, together with interest on the sum at such rate as is required to repay any interest payable by the City on the whole or any part of that sum.

(5) For Payments-in-Lieu (P.I.L.'s) of taxes due to the City, the actual amount due to the City shall be based on the Assessment Roll and the tax rates for 2021, unless otherwise required by regulation.

(6) That property taxes to be levied as a result of additions to the Tax Roll pursuant to the *Assessment Act*, shall be due and payable in three (3) instalments, provided that the first instalment shall be due not earlier than 21 days from the date of the mailing of the tax notice.

(7) Notwithstanding subsection (6) where property taxes are levied as a result of additions to the Tax Roll pursuant to the *Assessment Act*, at such points during the year that it is impractical or otherwise not feasible for such taxes to be payable in three instalments then these taxes shall be due and payable on such dates as may be determined by the Treasurer of the Corporation of the City of Brampton.

4. Notwithstanding section 1 and 3, where the total final levy taxes to be imposed on a property would be less than twenty-five (25) dollars, the amount of actual taxes shall be zero.
5. There shall be added to the Collector's Roll all or any Local Improvement or Special Charges, arrears of charges, fees, costs or other expenses as may be permitted by applicable Provincial legislation and such Local Improvement or Special Charges, arrears of charges, fees, costs or other expenses shall be deemed to be taxes, collected as taxes, or collected in the same manner as municipal taxes, as may be specifically authorized by the applicable statute.
6. (1) Pursuant to Section 345(2) of the *Municipal Act, 2001* the Treasurer shall add a late payment charge as a penalty for non-payment of the instalment(s) of taxes on the respective due date(s) of one and one quarter percent (1 ¼ %) of the

amount of taxes due and unpaid for the first day of default in the year in which the taxes were levied.

(2) Pursuant to Section 345(3) of the *Municipal Act, 2001* the Treasurer shall add an interest charge of one and one-quarter percent (1 ¼%) for the non-payment of taxes due and unpaid on the first day of each calendar month

7. The Treasurer is hereby authorized to accept part payment from time to time on account of any taxes due and to give a receipt for such part payment, provided that acceptance of any such part payment does not affect the collection of any late payment charges imposed and collectable under the provisions of subsection 6(1) and 6(2) of this By-law, in respect of non-payment of any taxes or any class of taxes or of any instalment thereof.

8. (1) That the following institutions are hereby authorized to collect instalments of taxes to be credited to the Treasurer:

(1a) All Schedule I and Schedule II banks pursuant to the *Bank Act*,

(1b) Trust Companies incorporated under the laws of the Province of Ontario;

(1c) Credit Union and Caisses Populaires.

(2) The institutions shall provide a receipt to the taxpayer and the City shall credit the taxpayer's account for the amount paid effective on the date of the institution's receipt to the taxpayer.

9. (1) That the Treasurer is hereby authorized to mail every tax notice or cause the same to be mailed to the address of the residence or place of business of the person taxed unless directed otherwise by the taxpayer or agent of the taxpayer, as provided by the *Municipal Act, 2001* as amended.

(2) Immediately after sending a tax bill, the Treasurer shall create a record of the date on which it was sent and this record is, in the absence of evidence to the contrary, proof that the tax bill was sent on that date.

10. If any section or portion of this By-law is found by a court of competent jurisdiction to be invalid, it is the intent of Council for the Corporation of the City of Brampton that all remaining sections and portions of this By-law continue in force and effect.

ENACTED and PASSED this 19th day of May, 2021

Approved as to form.
_____/_____/_____

Legal

Patrick Brown, Mayor

Approved as to content.
_____/_____/_____

Treasurer

Peter Fay, City Clerk

Date: 2021-04-21

Subject: **Downtown Town Hall Community Engagement**

Contact: Natalie Stogdill, Manager, Media & Engagement,
Strategic Communications, Culture and Events

Jason Tamming, Director
Strategic Communications, Culture and Events

Report Number: Corporate Support Services-2021-582

Recommendations:

That the report titled **Downtown Town Hall Community Engagement, all wards, report # I 51 / 2020** to the Committee of Council Meeting of Wednesday, May 12, 2021, be received.

Overview:

- The City hosts Tele Town Halls to share key updates and gather community input on a variety of key City initiatives, programs and priorities.
- Tele Town Halls are an accessible, efficient and effective way to gather information from the largest possible number of residents while sharing key updates that affect their daily lives.
- Residents, businesses and stakeholders who participate in Tele Town Halls all play a critical role in providing feedback that helps City staff and Elected Officials make informed decisions on building a City that reflects the needs of its community.

- **As of 2021, Council approved \$275M in continued investment and projects for Downtown Brampton (\$80M has been spent already) on key priorities that matter most to residents and business owners, including transportation, road and building improvements, infrastructure maintenance, innovation district projects, safety, enforcement, emergency initiatives, environmental enhancements, and postsecondary partnerships.**
- **To facilitate meaningful dialogue with the community and outline the investments that have been made, the City's Community Engagement team conducted a Downtown Town Hall on April 8, 2021, from 6:30 pm to 8 pm.**

Background:

The City of Brampton strives to effectively communicate with and engage Brampton residents, to build trust, make more informed decisions, and share key updates on City services, programs and Term of Council Priorities.

Since 2018, multiple projects, initiatives, and investments have been made in downtown Brampton. A breakdown of the investments by Term of Council Priority and by project can be found in Appendix 1.

These investments will play a critical role in supporting local economic growth and the City's recovery from the COVID-19 pandemic and to keep the public updated on these key developments, the City hosted a Tele Town Hall on April 8, 2021, from 6:30 to 8:00 pm, with City Staff, Members of Council representing downtown Wards 3, 4, 1 and 5, and the Mayor.

The City shared the event on the City's corporate social media channels through organic posts and there were no additional expenses associated with the promotion of the event.

Residents had the opportunity to register online to receive a call from the vendor for the Town Hall. The vendor's dial-out calls twice in the event that a resident missed the first call. The Tele Town Hall's audio livestream was also available online and promoted on social media for those who wished to participate through this channel. Any resident could access the event while in process, through these means.

Current Situation:

On April 14, staff received an information request from Council to provide additional details around participation, promotion and cost for the community engagement event.

Additional details are outlined below:

- **# of Residents called:** 102,454 residents were called on both home and mobile lines.
- **# of Participants:** 10,383 Brampton residents participated in the Town Hall. Based on residents general interest in the downtown, the call went out to all Brampton residents, not just those living in the downtown Wards.
- **Discussion Topics:** Updates and discussion regarding a number of topics took place, including: By-law Enforcement Updates, Events and Tourism, Planning, Riverwalk, Social Services, Roads, and BramptonU. A full list of questions asked is included in Appendix 2. Please note not all could be answered live and follow-up was completed afterwards as required.
- **Town Hall Cost:** The cost of the Downtown Town Hall was \$19,500. This fee includes call list management, costs for dial-out to 102,452 lines, and night of technical platform support.

Corporate Implications:

Financial Implications:

The City used an existing vendor to support the downtown town hall at a cost of \$19,500 through the Strategic Communications, Culture and Events operating budget.

The Town Hall was promoted on corporately owned social media channels at no additional cost.

Term of Council Priorities:

Engaging the community and facilitating meaningful dialogue with residents, businesses, and stakeholders is foundational to being a *Well-Run City*. This information enables Council and Staff to consider ways to enhance or adjust project delivery, customer service and communication.

Through Tele Town Town Halls like the April 8 event, residents are kept apprised of Council's critical work on Term of Council Priorities – including progress on Riverwalk, Transit, Community Safety, and Post-Secondary Education, showcasing how Brampton is a *City of Opportunities*.

Authored by:

Natalie Stogdill
Manager, Media & Engagement

Reviewed by:

Jason Tamming, Director
Strategic Communications, Culture and
Events

Approved by:

Michael Davidson
Commissioner, Corporate Support
Services

Submitted by:

David Barrick
Chief Administrative Officer

Attachments: Appendix 1
 Appendix 2

Attachments:**Report # I 51 / 2020 Appendix 1: April 8, 2021 Downtown Tele Town Hall – Investments by Term of Council Priority and Project**

As of 2021, Council approved \$275M in continued investment and projects for Downtown Brampton on key priorities that matter most to residents and business owners. This includes transportation, road and building improvements, infrastructure maintenance, innovation district projects, safety, enforcement, emergency initiatives, environmental enhancements, as well as postsecondary partnerships.

Approximately 82% of the budget is tied to the following 9 initiatives:

Investment by Project:

Project Title	Budget
Centre For Innovation	130,000,000
Downtown Transit Hub	30,000,000
Downtown Property Acquisitions	27,012,115
Hurontario LRT Extension	17,725,000
Riverwalk	6,980,000
Algoma University Expansion	4,900,000
Cybersecure Catalyst	3,600,000
Queen Street BRT	3,200,000
B-Hive	2,700,000

Investment by Term of Council Priority:

Term of Council Priorities	'Budget	'Actuals	'Commitments	'Balance
All/Multiple	188,809,115	52,121,187	1,511,575	135,176,353
Brampton is a City of Opportunities	21,319,752	7,412,781	488,371	13,418,600
Brampton is a Green City	50,925,000	11,261,900	2,232,420	37,430,680
Brampton is a Healthy and Safety City	7,847,000	7,448,660	201,720	196,620
Brampton is a Mosaic	370,000	-	-	370,000
Brampton is Well-Run City	5,405,000	1,059,226	873,811	3,471,963
Grand Total	274,675,867	79,303,754	5,307,897	190,064,217

Report # I 51 / 2020 Appendix 2: April 8, 2021 Downtown Tele Town Hall – Q&A

Questions Addressed & Questions Asked – April 8, 2021 Downtown Tele Town Hall

Please note that questions below are as transcribed, for accuracy, by the vendor screeners' notes verbatim so there may be spelling errors

By-law

1. 311 #. Lots of gatherings were bylaw can't names. Can't bylaw make up a report about event without names? Also concerned about AirB&B rentals.
2. I'm concerned with multiple families living in single family home. I feel it is a safety issue. And how does this impact the planning of services?
3. Notice he got on his water bill about rodent control. Is there a concern about rodents in Brampton.
4. Peel Health not accepting 5000 doses of vaccine for Amazon warehouse staff & how to combat the spread of COVID at clinics.

COVID-19

1. About international medical students coming to help to administer the vaccine. Can they do this?
2. COVID -- no one has mentioned it -- Many people do not want to take vaccine -- (afraid religious beliefs) - needs to prevent large gatherings at the Steeles Plaza
3. COVID question -- concerned about Brampton Transit is very packed/busy -- not safe/crowded
4. COVID-19. Last year when cases were rising malls closed etc. Then cases came back up. It seems like when there is a holiday or break cases always rise. Can't we further restrict holiday movements?
5. Doing a marvelous job - no lineup for shots
6. He is a truck driver and Brampton is a hub for truck drivers. Throughout the pandemic no one is talking about them being essential. When will they be considered essential and treated accordingly?

7. Health and safety at Brampton Civic. When you go in take off your mask yet all the discarded masks in the waste bin are right next to you when you put on a new mask. Unsafe.
8. Is there a COVID lock down in Brampton? Last March/April you can tell there was a lockdown. No cars on the road yet today there are tons of cars.
9. Is there any chance of getting her second dosage of the COVID-19 vaccine prior to the month of June?
10. Live in one of the postal code hot spots. Looking at Peel website that anyone in her postal code from 18+ can get vaccinated yet it doesn't say where to go?
11. Went to the Brampton soccer stadium and it was chaos. Will there be a system put in place for people that are unable to stand long in lines especially for seniors and people that require accommodations.
12. What kind of services are available to those with special needs during the lock down access to shopping fitness etc. Feeling isolated.
13. When are elderly house bound seniors able to get a COVID vaccine and how can they get a shot?
14. Why isn't the vaccine available to all ages? When you go to the centers there are plenty of vacancies.
15. Why the residents in Brampton are being victimized by Postal Code when it comes to Auto Insurance
16. Would like to suggest for mentally and physically challenged -- COVID adds additional challenges-- citizens are isolated and programs shut down... Proposing that city introduces new programs with TransitHelp -- go to lake to improve mental health

Events and Tourism

1. Alderlea. What can we do to open it up for other uses other than an event space?
2. Any future development with the communication aspects in regards to ongoing events etc. We are always overshadowed by Toronto and we do not get information specific to our large city.

Planning

1. Re: services and infrastructure for res downtowns. As more condos are approved and go up what are the plans to invest for these day to day infrastructure to be able to serve the growing population?
2. What are the plans for the boarded up heritage properties along Main St? Also are there plans for Heritage Brampton to promote and raise awareness of all the heritage buildings downtown
3. Regarding bike lanes on Voddan North Prk. Are they permanent or temporary? Traffic is slower.
4. Curious about construction of a mall at Bovaird and Mis. Road. What is going on with that development or was it a rumor.
5. Live at Union and Nelson. On Nelson a garage is empty and an old closed laundry store. Area is abandoned. What can be done to improve the area and revitalize it.
- 6.

Riverwalk

1. How much of the projects that are planned for downtown will be delayed for the reconstructions of the drainage at the Riverwalk channel?
2. River Walk design. Wants to know about the differences from last year's design and the recent design.

Roads

1. Re: Development Queen & Mill and the plan set up for the block. How is the city planning to funnel all the traffic that the proposed building will create.
2. About bike lanes and the spending around them. Concerns about cost and is it really that good of an idea. Given the winter months.

Is there a way that there can be better signage on Main St. from Manwood to Wellington? Warn to drivers a head of time that it is changing into one. Still happening that people are still crashing into one lane

Social services

1. Homeless situation downtown is very concerning -- wants to push them away from Downtown-- Need the necessary supports in place first
- 2.

3. Peel subsidizes the property -- wants to know if Peel/Brampton will subsidize tenants to get additional funds due to COVID
4. Re: Belvedere and Union and the criminal activity specific drug trafficking. What measures are being taken to curb the drug trafficking activities in this area and the homelessness?
5. Need to see supports in housing for the lower income -- son cannot live in Brampton therefore moved to Sarnia

Transit

1. What is the update regarding the downtown bus terminal?
2. Why can't Brampton use the rail lines that run through Brampton as LRTs? As this would facilitate transportation running south and north through Brampton.
3. Is there an update about the new electric buses? Would like an update.
4. [Participant] Has a suggestion he wishes to offer. Wants to tell you how to integrate the new hospital into the transit system.
5. I thought the LRT was to stop at shopper world has that changed will it now go all the way to downtown

University

1. Any further progress on a University campus? There was supposed to be one and the premier proceeded to cancel it. Is there any progress?
- 2.
3. About university. Why aren't we asking for a university?
4. Where in Brampton will the University go and what University is coming? Will it be UofT Brampton Campus or another name?
5. What's going on with River Walk and the University campus? What Universities are interested in coming? What happen to Ryerson and what about any others?

6.

Economic Development

1. Great efforts to revitalize downtown yet what are we doing to do to bring more business downtown like office space? Works in TO but would rather stay downtown Brampton instead of commuting.

2. In terms of foreign businesses and start-ups what countries can participate?

Miscellaneous

-

1. Can you please expand on the plans for Peel Memorial Hospital?
2. Very concerned that there will be a band stand put up at Rosalea park. She is also concerned about the loud noise as it affects her quality of life.
3. Re: Growing of marijuana in backyards. Will Mayor Brown be doing anything about stopping people from this? Concerned of smell and the proximity in between homes.
- 4.
5. Are there any plans in place to establish tutorial centers or after school programs for educational support for younger people
6. Cousin from the US is a social worker and would like to immigrate here to work as a nurse how can she come to Canada?
7. Have there been any continued effort to reduce home and auto insurance for Brampton residents? I've been calling for quotes but have been encountering difficulties
8. Is asking if there will be a townhall to discuss the future of Bramalea?
9. With all this exciting news about projects coming to the core when are we expected to begin this? Is there a timeline?

Date: 2021-05-01

Subject: **Recruitment Costs Associated with Critical Business Cases**

Secondary Title: Review of the Implementation of Salary Administration Policy

Contact: **Sandeep Aujla, HR Director (Sandeep.Aujla@brampton.ca;**

Report Number: Corporate Support Services-2021-564

Recommendations:

That the report from Michael Davidson, Commissioner, Corporate Support Services and Sandeep Aujla, Director, Human Resources, Corporate Support Services, dated May 01, 2021, to the Council Meeting of May 05, 2021, re: Critical Business Case – Recruitment Activity, be received.

Overview:

- The City of Brampton's Salary Administration Policy is founded on the principles of building trust and confidence, ensuring transparency, consistency and equity, and fostering innovation.
- The Council approved Salary Administration Policy 4.1.0 on November 1, 2017 with an effective date of January 1, 2018. This new policy focused on promoting our investment in people through fair and consistent guidelines applied across employees and clear oversight controls for accountable leadership and increased levels of authorization to establish public trust and confidence.

Background:

The modernized Salary Administration Policy came into effect on January 1, 2018 along with Council Resolution CW378-2017 mandating the staff in Human Resources to report semi-annually to Council on the application of this policy.

The critical business case provisions have been utilized effectively for attraction and retention purposes. From 2018 – 2020, the majority of all critical business cases were supported through internal recruitment efforts, while one third were through external recruitment agencies.

Current Situation:

Three years into the new salary administration policy, HR has identified the following key insights:

- The vast majority of all recruitment activity is managed in-house, however Senior Leadership roles tend to be filled through external agencies.
- External agencies have been utilized for the City's leadership roles, including 3 Commissioner recruits, due to the competitive labour market and unique skill sets required for these positions.
- There were four external agencies used, depending on the nature of the role and talent market.

Table 1 – Critical Attraction & Promotion Recruitment Activity (2018 – 2020)

Year	No. of Employees	Internal Recruitment	External Recruitment	Recruitment Agency Cost
2018	11	9	2	\$70,000
2019	13	7	6	\$246,200
2020	11	8	3	\$123,900
Total	35	24	11	\$440,100

Corporate Implications:

Financial Implications:

- The average annual cost associated with external recruitment for critical attraction and promotion cases was approximately \$147,000.

Other Implications:

Term of Council Priorities:

This report supports the Council's priority of being a well-run city.

Conclusion:

This report highlights the usage trends and recruitment activity in relation to the Business Case provision in the Salary Administration Policy 4.1.0.

Authored by:

Sandeep Aujla, HR Director

[Author/Principal Writer]

Reviewed by:

[Manager/Director]

Approved by:

Michael Davidson, Commissioner,
Corporate Support Services

[Commissioner/Department Head]

Submitted by:

David Barrick, CAO

[Chief Administrative Officer]

Attachments:

Date: 2021-05-01

Subject: **Organizational Separation Costs – 10 Years’ Review**

Secondary Title: A review of data from 2010 - 2020

Contact: **Sandeep Aujla, HR Director (Sandeep.Aujla@Brampton.ca;**

Report Number: Corporate Support Services-2021-563

Recommendations:

1. That the report from Michael Davidson, Commissioner, Corporate Support Services and Sandeep Aujla, Director, Human Resources, Corporate Support Services, dated May 1, 2021, to the City Council Meeting of May 5, 2021, re: organizational separation costs’ review, be received.

Overview:

- **Employment contracts include termination clauses that set out the terms and conditions related to organizational exit and defines an employee’s right to notice, severance pay, or termination pay in lieu of notice under the applicable employment standards legislation.**
- **The termination clause will typically provide an employee with either a fixed notice period or a formula for calculating the notice period based on the employee’s years of service. The termination clause will also specify what benefits and variable compensation, in addition to base salary, will be continued during the notice period.**
- **This report was prepared in response to the Council request to review organizational separation costs, which get incurred when employees have their employment either terminated, primarily, without cause, or the employee reaches a mutual agreement of separation with the organization.**

- **For the purposes of this report, the analysis has been limited to the organizational exits in the last ten years at the City of Brampton and the term ‘separation costs’ refers to the overall costs associated with employee exit, including severance pay, termination pay, and pay in lieu of notice.**

Background:

It is standard practice for employment contracts to contain a termination clause that articulates the terms and conditions related to organizational exit, termination without cause and employee’s right to notice, severance or termination pay in lieu of notice under the applicable employment standards legislation.

Termination of employment is considered a serious and last resort option.

In Ontario, under the Ontario Employment Standards Act, 2000 (“ESA”), the separation entitlements include a

- minimum period of notice of termination (statutory notice and/or termination pay),
- severance pay (if applicable),
- benefit continuation and vacation over the notice period, and
- common law reasonable notice and/or pay in lieu of notice.

Over the last ten years, there has been a significant variability in the number of employees’ exits and the resulting separation costs, which are reviewed in this report.

Current Situation:

Over the last ten years (including 2 full Council terms and 1 partial Council term), the organization has been led by eight Chief Administrative Officers (CAOs), both in a permanent and acting capacity. Each of them processed employee exits at a different rate.

Furthermore, the employment contracts at the City of Brampton have had significant variability under different leaders with regards to the language of the termination clause, specifically the number of months noted in the formula to calculate the notice period in cases of termination without cause.

Notwithstanding the discrepancies in the termination clauses in employee contracts, the following tables summarize the total number of employee separations and associated separation costs for the last ten years, by Council term.

Table 1 – Council Term Comparison (Count of Cases and Financial Impact)

Term	Count of Employees	Separation Costs
2010 – 2014	47	\$3,801,100
2014 – 2018	194	\$24,613,300
2018 – 2022*	57	\$9,438,600
Total	298	\$37,853,000

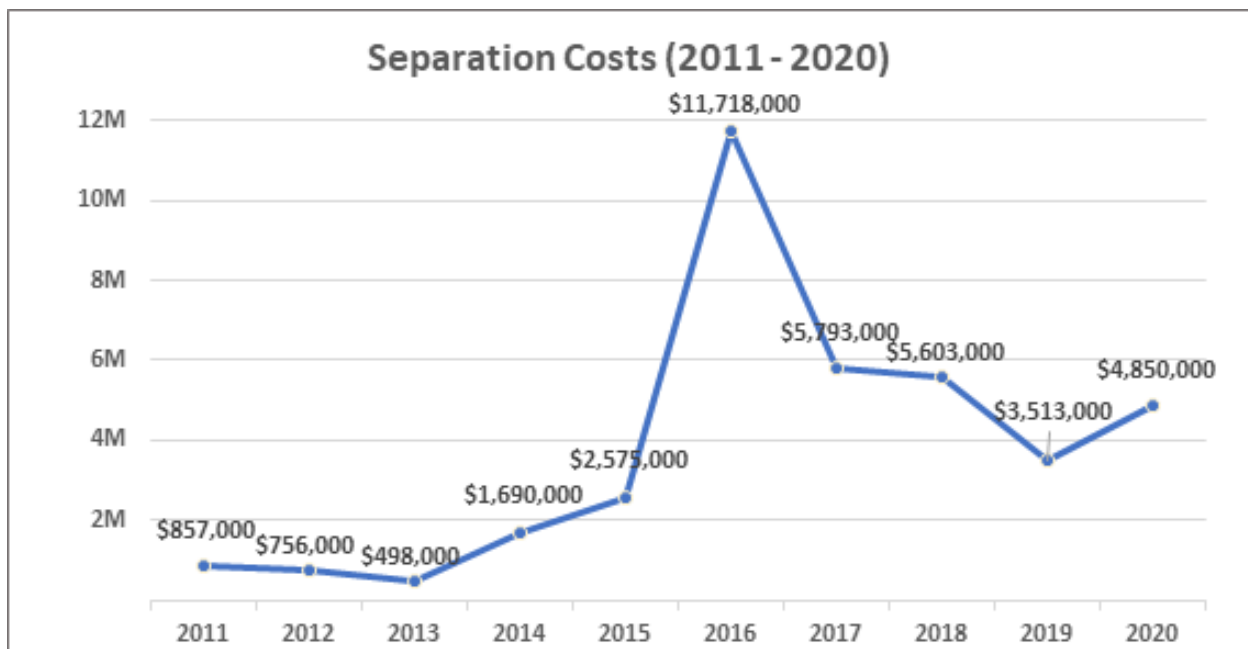
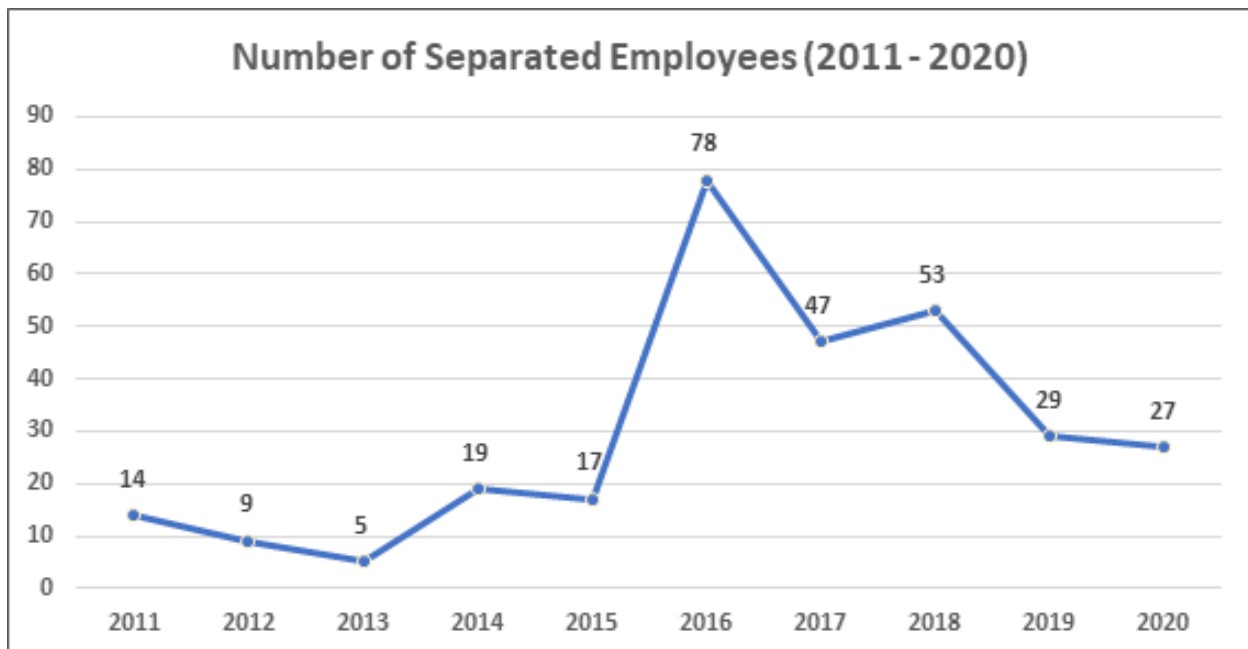
**Includes settled terminations up until March 30, 2021.*

Each term of Council begins in December and costs have been adjusted to line up with these Council terms. For example, the 2010 – 2014 term includes separations from Dec. 1, 2010 – Dec 1, 2014. A few notable contextual comments and insights include:

- The 2014 – 2018 Council members supported a corporate realignment initiative, meant to identify efficiencies, and streamline departmental processes. This led to a significant increase in separations during that Council term.
- The 2018 – 2022 separations included a greater proportion of senior leaders, which resulted in higher overall termination costs.

Table 2 – Year-Over-Year Comparison (Count of Cases and Financial Impact)

Year	Count of Employees	Separation Costs
2011	14	\$857,000
2012	9	\$756,000
2013	5	\$498,000
2014	19	\$1,690,000
2015	17	\$2,575,000
2016	78	\$11,718,000
2017	47	\$5,793,000
2018	53	\$5,603,000
2019	29	\$3,513,000
2020	27	\$4,850,000
Total	298	\$37,853,000



Noted below are a few insights identified by reviewing the last ten years of data:

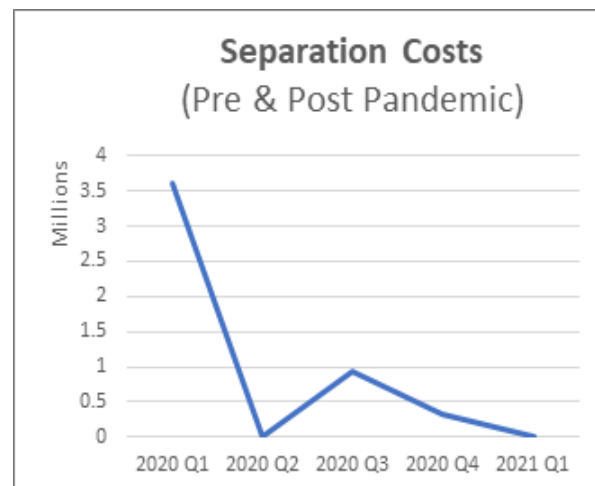
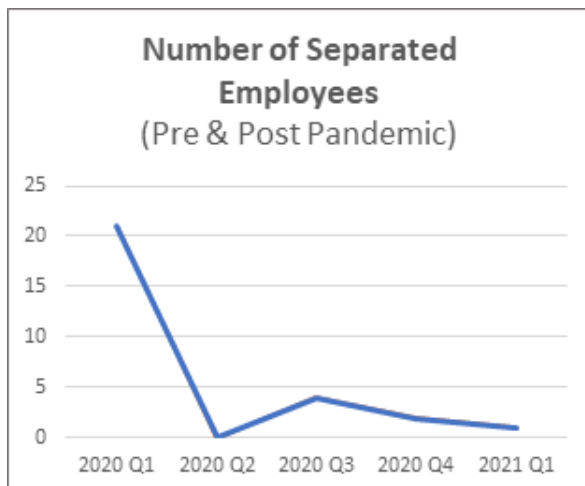
1. The organization experienced a downward trend in the first three years (2011-2013), followed by a gradual increase in the number of employees separated until a significant increase in terminations occurred in 2016, followed by a downward trend in the last five years.
2. With the exception of 2016 that involved a mass exit of 78 employees, costing the corporation almost \$12M, the remaining years demonstrated a relatively stable trend with separation costs averaging about \$2.9M per year.

3. In the last ten years, the highest amount of separation costs was experienced in Corporate Support Services (\$11.7M), followed by Community Services (\$7.5M). In contrast, the lowest amount of separation costs was incurred in the Mayor's office (\$0.24M), followed by the Members of Council (\$0.38M). These amounts were computed based on the divisions that currently comprise these operating departments.
4. The last ten years have included employee separations at all pay grade levels (Pay grade level 1 to Pay grade level 14).
5. The largest amount of separation costs was driven by salary continuance (\$28.5M), which includes the provision of fringe benefits, followed by lieu of notice (\$3.2M) and vacation payouts (\$2.7M).

Furthermore, it is important to note the significant decrease in the count of separated employees and the associated separation costs since the advent of COVID-19 pandemic.

Table 3 – Count of Cases and Financial Impact post COVID-19 Pandemic

Year	Count of Employees	Separation Costs
2020 Q1 (Pre-Pandemic, i.e., prior to March 13, 2020)	21	\$3,606,000
2020 Q2	0	\$0
2020 Q3	4	\$930,000
2020 Q4	2	\$313,000
2021 Q1	1	\$0
Total	28	\$4,850,000



Corporate Implications:

Financial Implications:

- The corporation of the City of Brampton has incurred over \$38M in separation costs over the last ten years but has a more stable average of about \$4.9M per year in separation costs for the last four years.
- The corporation will continue to balance the costs of turnover (e.g., costs of finding and training replacements) with the costs of avoiding turnover (e.g., expensive inducements to keep staff that either are not performing at expected levels or are not aligned with the organizational strategy and culture).
- The current administration has adopted conservative language in termination clauses in employee contracts that include smaller number of months noted in the formula for computing the notice period in cases of termination without cause, which should reduce the total separation costs in the coming years.

Other Implications:

- The corporation will continue to seriously evaluate termination decisions as a last resort in managing performance and maintaining a results-oriented high-performing culture.

Term of Council Priorities:

This report supports the Council's priority of being a well-run city.

Conclusion:

This report highlights the corporate trends for severance costs incurred at the City of Brampton for the last ten years. With eight Chief Administrative Officers (CAOs—in permanent and acting positions) in the last ten years, the Corporation has experienced significant variability resulting from the different leadership approaches and their subsequently variable handling of terms and conditions related to termination, which is reflected in the resulting separation costs.

Authored by:

Reviewed by:

Sandeep Aujla, HR Director
[Author/Principal Writer]

[Manager/Director]

Approved by:

Michael Davidson, Commissioner,
Corporate Support Services

[Commissioner/Department Head]

Submitted by:

David Barrick, Chief Administrative Officer

[Chief Administrative Officer]

Attachments:

Date: 2021-05-05

Subject: **Provision of Free Menstrual Products in all Public Washrooms at City of Brampton Facilities**

Contact: Alyssa Fiorini, Supervisor, Facilities Services

Report Number: Public Works & Engineering-2021-571

Recommendations:

Based on the following report, it is recommended:

1. That the report from Alyssa Fiorini, Supervisor, Facilities Services to the Committee of Council meeting of May 12, 2021, for Provision of Free Menstrual Products in all Public Washrooms at City of Brampton Facilities be received, and
2. That staff be authorized to procure and install menstrual product dispensers and provide free menstrual products in all public women's and gender-inclusive washrooms and change rooms at City of Brampton facilities funded through operational cost centers within various departments or through sponsorship programs/partnerships, and
3. That this report be forwarded to the Region of Peel, Town of Caledon and City of Mississauga for similar consideration.

Overview:

On April 28th, 2021, a delegation from Keyna Sarkar, Brampton resident presented to the Committee of Council meeting regarding the provision of free menstrual products in all public washrooms at City of Brampton facilities and to encourage other businesses to provide the same.

The delegation request and proposal were referred to the staff for consideration and directed to report back to the May 12, 2021 Committee of Council meeting.

Background:

The City at one time did provide dispensers for menstrual products at most of their facilities. About 10 years ago, the dispensers were removed due to vandalism and lack of use. A nominal payment was required to access the products.

There are currently no menstrual product dispensers at any of the City of Brampton facilities except for the Rose Theatre. The four (4) menstrual product dispensers in public washrooms at the Rose Theatre is a paid service and reportedly have low usage.

In the past, there has been reluctance to discuss period poverty and the difficulties it presents for menstruating women in all aspects of life. Recent studies on period poverty reveal the following issues:

- Plan International Canada's 2019 Gender Study showed that 24% of all Canadian women and 33% of Canadian women under 25 have struggled to afford period products for themselves and/or their dependents.
- That the average women menstruates for approximately 2,535 days in her lifetime, the equivalent of 7 years.
- That many women are not able to afford menstrual products and as such 'make do' with other materials that are uncomfortable and unhygienic.
- Many women of low income routinely have to choose between the basics of food and shelter over period products.
- Many women report missing school, work and social activities while menstruating.
- Many women report hiding their menstrual products at school and work.
- Many women are uncomfortable discussing these issues even with those who are closest to them

All of these issues are more prevalent in our young women. Sanjay Wijesekera, former UNICEF Chief of Water, Sanitation and Hygiene said "Meeting the hygiene needs of all adolescent girls is a fundamental issue of human rights, dignity, and public health,"

Several institutions have already moved ahead with providing free menstrual products to women.

- In April 2019, British Columbia mandated all public schools to provide free menstrual products in their washrooms.
- In August 2019, Toronto District School Board announced the provision of free period products in all Toronto public schools.
- In January 2021, the City of London rolled out free menstrual products in all their public washrooms after a pilot project.
- In February 2021, the City of Ottawa started a pilot project by providing free menstrual products in public washrooms at four community centers.

- In April 2021, the City of Edmonton announced that they will provide free period products in all women's and gender-inclusive public washrooms.

Current Situation:

The City of Brampton is committed to a supportive work place and community that promotes diversity and equity that is essential for **everyone's** success. The availability of free menstrual products will demonstrate the City's support for women in our community by supplying proper access to menstrual products in our facilities.

Staff have reviewed and estimated the installation and annual operating costs for installing menstrual product dispensers in public women's and gender-inclusive washrooms and change rooms across citywide facilities as per the table below. The approximate installation cost is \$52400 for 135 dispensers across 49 facilities. The annual operating cost for 135 dispensers across 49 facilities is \$73913 based on the consumption of 5 units/dispenser/day for 365 days.

While a pilot project might be appropriate, given the situation with current pandemic, any results would not be representative of the impacts of a full program. As such, given the comparatively nominal cost and the importance of this initiative in demonstrating our values, full city wide implementation is recommended.

Installation of Menstrual Products Dispensers in Public Wash Rooms/Change Rooms						
Dept-Division	No of Facilities	No of Public Women's Washrooms (Universal washrooms included)	No of Public Women's Change rooms	Total Number of Dispensers Required	Installation Cost for Dispensers (Estimated at \$400/unit)	Annual Operating Cost for all dispensers (5 units x \$0.3/day x365 days)
Community Services - Recreation	26	46	22	68	\$27,200	\$37,230
Public Works- FOM - Corp Facilities & Libraries	19	53	0	53	\$21,200	\$29,018
Transit	3	4	0	4	\$1,600	\$2,190
Culture	1	7	3	10	\$2,400	\$5,475
Total	49	110	25	135	\$52,400	\$73,913
Installation Cost : \$52,400.00						
Annual Operating Cost : \$73,913.00 (based on consumption)						

Installation and annual operating costs will be funded through operational cost centers within various departments. In partnership with Sponsorship and Corporate Development, staff will also review sponsorship opportunities with various businesses. A communication strategy will be developed, in collaboration with Strategic Communications, to encourage our local businesses to do the same utilizing our newsletters, local publications, social media platforms and partnerships with the Brampton Board of Trade (BBOT) and Downtown Brampton BIA (DBBIA).

The Region of Peel and Peel Public Health has confirmed that this initiative is in alignment with both the Regions vision of Community for Life and Peel Public Health strategic plan priorities. Future delegation to Council would be welcome.

Project Benefits:

This initiative helps fight period poverty in our community by providing increased access to menstrual products, making Brampton a better place to call home and ensure equity in opportunities for the growth and success of women in our community.

Corporate Implications:

Purchasing Comments

The dispensers and products will be procured at competitive price in accordance with the Purchasing By-law. Purchasing in consultation with staff will assess and determine any safety and security requirements to be included in such procurements.

Financial Implications:

Funding of this initiative is available under capital projects (Installation of the Dispensers projects) and operational cost centres (annual operating costs) within various departments.

Other Implications:

There are no other implications resulting from the approval of the recommendations of this report.

Term of Council Priorities: This report aligns with the priority of Brampton is a Mosaic where our City provides support, opportunity and champions the success of all of our residents.

Conclusion:

This report recommends that staff be authorized to commence procurement and installation of menstrual product dispensers in all women's and gender-inclusive washrooms and change rooms across Citywide facilities. Installation and annual operating costs can be funded through operational cost centers within various departments or through sponsorship/partnership opportunities.

Authored by:

Reviewed by:

Alyssa Fiorini
Supervisor, Facilities Services
Public Works & Engineering

Ruban Rajah
Director, Facilities Operations & Maintenance
Public Works & Engineering

Approved by:

Submitted by:

Jayne Holmes
Acting Commissioner
Public Works & Engineering

David Barrick
Chief Administrative Officer
Office of the CAO

Attachments: None

Date: 2021-05-03

Subject: **Update on Transit Services**

Secondary Title: Report Seeks Council approval required to initiate Brampton Transit services planned for November 1, 2021 (at the earliest)

Contact: **Alex Milojevic, General Manager, Transit**
alex.milojevic@brampton.ca 905-874-2750 ext. 62332

Report Number: Brampton Transit-2021-546

Recommendations:

1. That the report from Alex Milojevic, General Manager, Transit, dated May 3, 2021, to the Committee of Council Meeting of May 12, 2021 re: **Update on Transit Services (Report Number Brampton Transit-2021-546, IB.C)**, be received; and,
2. That Council enact the by-law attached as Appendix A hereto to amend Schedule G (Transit Division User Fees & Charges) of the User Fee By-law 380-2003 to:
 - a. Implement free transit fares for Brampton seniors to coincide with the transit service changes outlined in this report to be introduced effective November 1, 2021; and,
 - b. Further defer the effective date of the previously approved increases to Brampton Transit adult and cash fares to a date in 2022 to be proposed in a future report to Council or as part of the 2022 budget process.
3. That Council approve the introduction of the Council-approved 2020 service increase effective November 1, 2021 (at the earliest), as previously deferred to the fall of 2021 as a result of COVID-19, including the expansion of Züm service to Toronto Pearson Airport and other growth areas throughout the city; and,
4. That Council acknowledges the approval of the November 1, 2021, effective date to implement recommendations 2(a) and 2(b) of this report is subject to factors outlined in this report that support a return to pre-COVID service levels; and,

5. That the General Manager, Transit, be delegated authority to implement recommendations 2(a) and 2(b) of this report at date later than November 1, 2021, as may be required for which the COVID-19 factors outlined in this report are achievable.
6. That Council approve the carry-over of the one-time \$900K transfer to the 2022 budget from the General Rate Stabilization (GRS) Fund, which was initially approved as part of the 2020 budget and then deferred to the 2021 budget as required to help offset the costs to expand Züm service to Toronto Pearson Airport.

Overview:

- **As part of the 2020 budget, Council approved a transit service increase of 27.6K service hours (annualized), to address critical ridership pressures and to expand Züm service to Toronto Pearson Airport.**
 - **As a result of COVID-19 and the reduced ridership demand, the 2020 transit service increases and associated one-time funds to help offset the new services were deferred to fall 2021.**
- **Additionally, as part of the 2020 budget, Council approved:**
 - **Fare changes in the form of increased cash and adult fares,**
 - **Free fares for Brampton Seniors (with valid Brampton Transit Seniors ID Card),**
 - **As a result of COVID-19 (reduced ridership demand and Brampton Transit facility closures) the 2020 fare changes and free fares for Brampton Seniors was deferred to a later date to be determined by Council.**
- **Subject to Council approval of the recommendations contained within this report, and supporting guidance from public health stakeholders related to COVID-19 community impacts, staff are recommending:**
 1. **A further deferral of the approved 2020 fare increases for cash and adult fares to a date in 2022 to be proposed in a future report to Council or as part of the 2022 budget process; and,**
 2. **That City Council approve the carry-over of the one-time \$900K transfer to the 2022 budget from the General Rate Stabilization (GRS) Fund to help offset the costs to expand Züm service to Toronto Pearson Airport.**
 3. **Effective November 1, 2021, (or at a later date to be determined by the General Manager, Transit) proceed to introduce, subject to COVID-19 operational impacts on Transit and community impacts:**
 - i. **An increase in service hours to address ridership pressures and to expand Züm service to Toronto Pearson Airport; and,**
 - ii. **Free fares for Brampton seniors**
- **Staff will report back to Council as may be required with further updates on transit services, funding, or the impacts of COVID-19.**

Background:

City Council has provided the various approvals required for deferral of transit services from fall of 2020 to fall of 2021, as a result of the impacts of COVID-19. This included a deferral of the Council-approved 2020 fare changes, service level increases, and introduction of free fares for Brampton seniors.

Subject to a number of conditions and factors being met, as described in this report, staff are recommending to implement the free fares for Brampton seniors to coincide with the increase in service hours to occur at the earliest date of November 1, 2021.

Dependant on how COVID-19 trends over the next few months it may be necessary to delay the free fares for Brampton seniors and/or the increased service hours being recommended in this report. Upon City Council's approval of the recommendations included in this report, this decision will be deferred to the General Manager, Transit, with supporting guidance from public health stakeholders related to COVID-19 community impacts.

In understanding the full impact of the COVID-19 pandemic on riders and residents, staff also recommend a further deferral of the increase to cash and adult fares previously approved by Council to a date in 2022 to be established by Council as part of the budget process.

Approved 2020 Fare & Service Adjustments:

At a Special Council Budget Meeting, held on February 26, 2020, City Council approved Brampton's 2020 budget, which included:

- An increase of 17,200 transit service hours (annual), to address critical ridership demands, at a net cost of \$1,482K.
- An increase of 10,400 transit service hours (annual), to extend Züm service to Toronto Pearson Airport, at a net cost of \$900K offset by the approval of a one-time transfer from the GRS fund of \$900K.
- A fare change (inflationary increases to cash and adult fares), effective April 13, 2020, contributing \$1.05M in revenue on an annual basis.
- Free fares for Brampton seniors at an annual loss in revenues of \$750K.

Current Situation:

COVID-19

Brampton Transit continues to operate with restrictions due to COVID-19:

- Key messaging that Brampton Transit is restricted for essential travel only.
- On buses and at Terminals, passengers are required to wear a non-medical mask or face covering (with the exception of children 2 years of age and under, the elderly or others that have medical conditions that would prevent the wearing).
- Front door boarding, rear door exiting.

- Operators required to fully close the upper glass portion of the operator safety shield.
- Bus load capacity equivalent to full seated capacity, with passengers able to choose to sit or stand as they wish.
- In April 2021, bus operators are required to wear medical masks on buses and terminals and wear eye protection when assisting customers or when unable to maintain a 2-metre physical distance.

Customer Service counters at terminals (excluding Trinity Commons) were re-opened to the public on June 22, 2020.

A number of factors will drive Brampton Transit's ability to return service to pre-COVID revenue and ridership levels. Some of these include, but are not limited to:

- Capacity limits are restored to normal operations, being fully seated/standing loads permitted.
- Absenteeism and the ability to realign resources away from sanitizing buses at the levels being done today, and returning staff back to their regular duties.
- Further guidelines as may be established by the Government of Canada, Province of Ontario, and Peel Public Health for the transit industry.
- Guidance provided by public health stakeholders specific to the COVID-19 landscape in the City of Brampton.

Update on Transit Fares

Free Fares for Brampton Seniors 65+

Recommendation 1: Implement deferred 2020 free fares for Brampton seniors effective November 1, 2021 (at the earliest).

Background: Through the 2020 budget process, Council approved the introduction of free fares for Brampton seniors with roll out anticipated in the fall of 2020. Due to the impacts of the COVID-19 pandemic, Council approved the deferral of the introduction to the fall of 2020. This date was further deferred, due to COVID-19, for implementation to a date in 2021 to be proposed in a future report to Council. These deferrals were done to avoid requiring seniors to come, in person, to Brampton Transit facilities to acquire a Brampton Transit Senior ID card when the facilities remain closed to the public due to COVID-19.

Subject to City Council's approval of the staff recommendation included within this report, it is proposed to proceed with the implementation of free fares for Brampton Senior Residents effective November 1, 2021 (at the earliest).

A new PRESTO free fare pass (Brampton Senior Resident fare only) will be introduced, and both the existing \$1 Brampton senior cash fare and the \$15 Brampton senior PRESTO monthly pass will be eliminated. The existing \$1.60 PRESTO e-purse (available to all seniors aged 65+) will remain available.

Roll Out:

To be able to ride Brampton Transit free of charge, Brampton senior residents will be required to load a free fare pass onto their PRESTO card, and obtain a Brampton Transit Senior ID Card to be used at the time of fare payment on the bus.

Brampton senior residents will be able to use their current PRESTO card, or may purchase a new PRESTO card for \$6 at various locations.

It is anticipated that by November 1, 2021, we will be able to support this roll out in person. If this date is not practical based on the COVID-19 landscape, then we will look at deferring this launch to a later date, to be determined by the General Manager, Transit. Our top priority remains the health and safety of our riders and employees.

The recommended rollout of the free fares for Brampton senior residents balances the ease of use for Brampton senior residents, and risk mitigation for the City and includes:

- Brampton senior residents will need two cards: a Brampton Senior ID Card and PRESTO card to load the free fare pass onto.
- PRESTO free fare passes will be valid for one-year and Brampton seniors will be required to renew the pass in person.
- PRESTO is being used to allow us to capture accurate ridership data for reporting purposes.
- Additional locations to the Clark and Sandalwood Transit facilities will be explored for senior to obtain a Brampton Transit Senior ID card.

Note: Presently, in response to COVID-19, the Brampton Transit Senior ID card is only available online at www.bramptontransit.com

Service:

Recommendation 2: Implement deferred 2020 service hours effective November 1, 2021 (at the earliest).

Background: As previously approved by City Council on September 30, 2020, through CW206-2020, the fall 2020 transit service increases were deferred to the fall of 2021 due to the ongoing COVID-19 impacts on ridership demand and revenue.

This included a combined 27,600 service hours required to address critical ridership demands in key areas across the city and extend Züm service to Toronto Pearson Airport.

Preplanning is necessary in order to make preparations to launch these new service hours in the fall of 2021 per above. Staff recognize the need to closely monitor to the current situation related to COVID-19 and the trends over the coming weeks and months.

Ultimately, the ability to proceed with the additional service hours effective November 1, 2021 (at the earliest) will be based on several impacts, including:

- Status of COVID-19, including how rapidly the community and province are able to recover from the 3rd wave, and assuming there are not any future waves.
- Adequate staff resources - based on levels of absenteeism, and the ability of staff to return to their regular duties who were redeployed to the increased sanitization of vehicles and/or facilities.
- Ability to restore all cancelled routes and services.
- Lifting of current bus load capacity restrictions allowing for the redistribution of resources
- Advice, guidance, and regulations provided by senior staff, City Council, senior levels of government, and public health officials.

While it is currently anticipated that by November 1, 2021, we will be able to support the delivery of these services. If this date is not practical based on the COVID-19 landscape, then we will look at deferring this launch to a later date, to be determined by the General Manager, Transit. Our top priority remains the health and safety of our riders and employees.

Fares Changes:

Recommendation 3: Further defer 2020 fare changes for cash and adult category, to a date in 2022, to be proposed in a future report to Council or as part of the 2022 budget process.

Background: Through the 2020 budget process, City Council approved the introduction of fare changes (inflationary increases to cash and adult fares) effective April 13, 2020. City Council subsequently deferred the fare changes (through By-laws 041-2020, 052-2020, and 096-2020) to August 31, 2020 and then later to a “Date to be set by Council”.

Based on the impact of the COVID-19 pandemic on riders and residents staff are recommending the fare changes previously approved by Council as part of the 2020 budget process, to be considered by City Council for a date in 2022 to be determined as part of the 2022 budget process.

Revenue/Ridership Update:

Although transit buses continue to run providing critical front-line services to the community, Transit ridership continues to remain low. During Q1/2021 ridership levels have remained just under 50% of the same period in 2019. As a result of lower ridership demand, Transit continues to see substantial fare revenue losses. Initial high level estimates suggest that Transit could realize a fare revenue budget shortfall of approximately \$42M in 2021, dependent of levels of ridership recovery.

With savings from reduced service, an initial high level estimate suggests that Transit could see an overall net budget shortfall in the range of \$26M in 2021. Staff anticipate

this estimated shortfall will be covered by the funding being provided through the Safe Restart Program (Phase II and III).

About 80% of pre-COVID-19 service is currently being operated. With the seated-load equivalent for the number of customers permitted on buses, the effective carrying capacity of the transit system is in the range of 50% to 55% at the present time. This means the service being operated is roughly commensurate with the current level of ridership overall.

Transit staff will continue to refine these forecasts and work closely with Finance staff to report back to Council as part of the City's Q2 Operating Forecast Report in the coming months.

Corporate Implications:

Financial Implications:

As part of the 2020 Transit operating budget, Council approved a revenue reduction in the amount of \$750K (annual) for the implementation of free fares for Brampton seniors and a revenue increase of \$1.05M (annual) for an inflationary increase to adult and cash fares. Deferral of the inflationary increases to adult and cash fares to 2022, as well as implementing free fares for Brampton seniors as of November 1, 2021 (at the earliest), will result in the majority of the \$750K revenue loss impact, and the entire \$1.05M revenue gain impact being unrealized.

As part of the 2020 Transit operating budget, Council also approved service increases of 27,600 annual hours at a net cost of \$2,382K, of which, a one-time transfer of \$900K from the GRS fund was approved to help offset these costs. Implementation of this service increase on November 1, 2021, will result in only a portion of the \$2,382K net costs being incurred in 2021 and deferring to 2022 the one-time \$900K GRS transfer to align with a full years cost impact of the new service.

These budget impacts will be included in the calculation of Transit COVID impacts for the 2021 budget year and Transit staff anticipate sufficient coverage through Safe Restart Program phases II and III.

Term of Council Priorities:

In support of *Living the Mosaic: Brampton 2040 Vision*, this report achieves the following Term of Council Priorities for 2019-2022:

- Brampton is a healthy and safe City. Continue to ensure the safety and well-being of our citizens.
- Brampton is well run City. Maintaining effective stewardship of municipal assets and services.

Conclusion:

Staff will continue to follow the recommendations and guidance provided by senior levels of government and public health officials. Further update reports will be submitted to City Council periodically for the duration of the pandemic as required, including a status update later this year should the ongoing impacts of COVID-19 prevent impact our ability to not launch the free fares for Brampton seniors and/or increased service hours as recommended in this report.

Authored by:

Scott Gillner
Senior Policy Advisor, Transit

Reviewed by:

Ivana Tomas
Director, Transit Services, Transit

Approved by:

Alex Milojevic
General Manager, Transit

Submitted by:

David Barrick
Chief Administrative Officer

Attachments:

Appendix A - DRAFT User Fee By-law 380-2003 regarding Brampton Transit Fees to provide free fares for Brampton senior residents.

Appendix B - Brampton Transit Ridership: 2018, 2019, 2020, 2021 (Q1)



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number -2021

To amend User Fee By-law 380-2003, as amended, to update Brampton Transit user fees including establishing free fares for Brampton senior residents.

WHEREAS By-law 380-2003 was passed pursuant to the Municipal Act, 2001, to impose fees or charges;

AND WHEREAS the Council of The Corporation of the City of Brampton, through Resolutions CW112-2019, CW127-2019, C090-2019, CW132-2020, has approved the introduction of free fares for Brampton senior residents (aged 65+ with a valid Brampton Senior ID Card).

AND WHEREAS the Council of The Corporation of the City of Brampton, has subsequently deferred the introduction of free fares for Brampton senior residents to the fall of 2021 (BC014-2020) as a result of the ongoing impacts associated with the COVID-19 pandemic.

NOW THEREFORE the Council of The Corporation of the City of Brampton **ENACTS AS FOLLOWS:**

1. **THAT** Schedule G (Transit Divisions User Fees & Charges) of User Fee By-law 380-2003, as amended, be further amended by replacing it with the Schedule set out in Appendix A to this By-law.

ENACTED and PASSED this day of May, 2021.

THE CORPORATION OF THE CITY OF BRAMPTON

Approved as to
form.

2021/05/03

Colleen Grant

Patrick Brown, Mayor

Approved as to
content.

2021/04/30

Alex Milojevic

Peter Fay, City Clerk

2-2007, 174-2007, 382-2007, 320-2008, 228-2010, 243-2010, 65-2011, 62-2012, 373-2012, 366-2013, 320-2015, 299-2016, 262-2017, 69-2019, 151-2019, 41-2020, 52-2020, 96-2020)

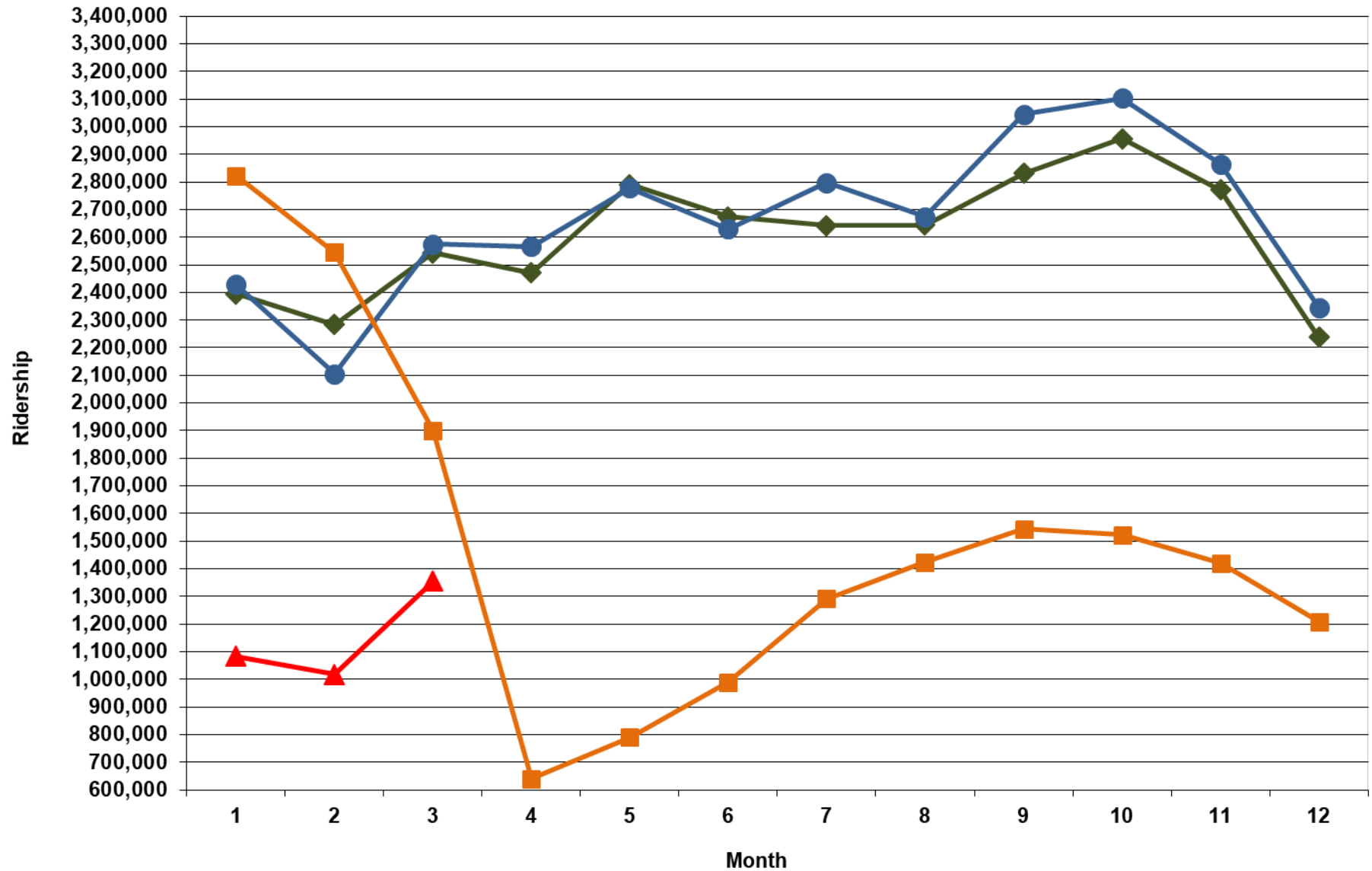
Transit Division Fees & Charges

ITEM	FARES		
	Current	November 1, 2021 (at the earliest)	Date to be set by Council
Person with Vision Loss (with CNIB Card)	Free	Free	Free
Pre-Schooler (age 5 & under, with a fare paying passenger)	Free	Free	Free
Support Person (with a fare paying passenger) As per Accessibility for Ontarians with Disabilities Act (AODA)	Free	Free	Free
Cash Fare			
Universal	\$4.00	\$4.00	\$4.10
Adult			
Presto e-Purse (per ride)	\$3.10	\$3.10	\$3.15
Presto Weekly Pass	\$34.00	\$34.00	\$35.00
Presto Monthly Pass	\$128.00	\$128.00	\$131.50
Youth (Ages 13-19)			
Presto e-Purse (per ride)	\$2.55	\$2.55	\$2.55
Presto Weekly Pass	\$27.50	\$27.50	\$27.50
Presto Monthly Pass	\$107.00	\$107.00	\$107.00
Child (Ages 6-12)			
Presto e-Purse (per ride)	\$2.00	\$2.00	\$2.00
Presto Weekly Pass	\$22.00	\$22.00	\$22.00
Presto Monthly Pass	\$84.00	\$84.00	\$84.00
Senior (65 Years of age & over)			
Presto e-Purse (per ride)	\$1.60	\$1.60	\$1.60
Brampton Senior Resident (with valid Brampton Senior ID) (65 Years of age & over)			
Cash Fare	\$1.00	<i>N/A</i>	N/A
Presto e-Purse (per ride)	\$1.00	<i>N/A</i>	N/A
Presto Monthly Pass	\$15.00	Free	Free
Veteran Pass Program As per the program guidelines	Free	Free	Free
GO Transit Fare Integration As per the program guidelines	\$0.80	\$0.80	\$0.80
GTA Weekly Pass Set by TTC and other participating transit partners	\$64.95	N/A	N/A
Dufferin-Peel Catholic District School Board and Peel District School Board Special Purpose Tickets for special education students as per program guidelines	Free	Free	Free
Special Purpose Tickets (Strip of 10)	\$24.50	\$24.50	\$24.50
Registered Charities & Non-Profit Agencies Special Purpose Tickets (Strip of 10)	\$31.00	\$31.00	\$31.50
Smart Commute Discounted Transit Pass Program Monthly Adult Pass with 15% Discount (As per the program guidelines)	\$108.80	\$108.80	\$111.78
The City of Brampton Employee Transit Pass Program Monthly Adult Pass with 50% Discount (As per program guidelines)	\$64.00	\$64.00	\$65.75
Charter Rate (Plus HST)	\$175/hour	\$175/hour	\$175/hour
PRESTO Card (New & Replacement) (Incl. HST)	\$6.00	\$6.00	\$6.00
PRESTO Card Protective Sleeve (Incl. HST)	\$2.00	\$2.00	\$2.00
Photo ID Card (Replacement Fee) (Incl. HST)	\$5.00	\$5.00	\$5.00

Appendix B

BRAMPTON TRANSIT RIDERSHIP

2018, 2019, 2020, 2021 (Q1)



Date: 2021-03-24

Subject: **2021 Downtown Road Closures - Farmers' Market and COVID-19 Recovery Efforts (RM 42/2020)**

Contact: Aman Memon, Traffic Operations Technologist, Road Maintenance, Operations and Fleet, Public Works and Engineering Department, 905-874-2594.

Report Number: Public Works & Engineering-2021-441

Recommendations:

1. That the report titled: **2021 Downtown Road Closures - Farmers' Market and COVID-19 Recovery Efforts (RM 42/2020)**, to the Committee of Council Meeting of May 12, 2021 be received; and,
2. That the closure of Wellington Street West between Main Street South and George Street South, on consecutive Saturdays from June 19, 2021 to October 23, 2021, 6:30 a.m. to 2:00 p.m., for the Farmers' Market, be approved; and,
3. That a by-law be enacted to delegate authority to the Commissioner, Public Works & Engineering to temporarily close and/or remove or restrict the common law right of public passage and the right of adjoining owners to access such portion(s) of Main Street between Theatre Lane and Wellington Street, Queen Street between George Street and Chapel Street, George Street North/South and on Wellington Street West between Main Street South and George Street South (the "Streets") as the Commissioner from time to time considers necessary to accommodate the operations of the Farmers' Market and patios and other uses for businesses fronting on the Streets and to promote physical distancing, for such period or periods as may be designated by the Commissioner between the date hereof and January 2, 2022.

Overview:

- **The Brampton Farmers' Market requires the closure of Wellington Street West between Main Street South and George Street South, on consecutive Saturdays from June 19, 2021 to October 23, 2021, 6:30 a.m. to 2:00 p.m.**

- **The temporary closure of Wellington Street West to accommodate the Farmers' Market is recommended for approval, subject to standard permit requirements.**
- **As the circumstance surrounding COVID-19 are constantly evolving, reestablishing delegated authority to the Commissioner, Public Works & Engineering to temporarily close lanes and roadways in Downtown Brampton is recommended to:**
 - **Initiate additional unforeseen temporary road/lane closures to help downtown restaurants and businesses during the COVID-19 recovery efforts.**
 - **Initiate additional unforeseen temporary road/lanes closures as an added safety measure.**

Background:

Farmers' Market

The Brampton Farmers' Market requires the closure of Wellington Street West between Main Street South and George Street South on consecutive Saturdays from June 19, 2021 to October 23, 2021, 6:30 a.m. to 2:00 p.m.

Referred Matter RM 42/2020

At the June 16, 2020 Committee of Council meeting, staff was asked to report back with the scope of potential road closures in the downtown, which can work in combination with other tools to help downtown restaurants and businesses during the COVID-19 recovery efforts.

At the June 24, 2020 Council meeting, Public Works and Engineering staff resolved referred matter RM 38/2020 that directed staff to work with the Downtown Brampton BIA and report back to City Council with recommendations regarding the closure of downtown area streets. This included a by-law being enacted to delegate authority to the Commissioner, Public Works & Engineering to temporarily close lanes and roadways to accommodate the operations of the Farmers' Market, patios and other uses for businesses fronting on the Streets and to promote physical distancing. This was completed through the staff reported titled "Summer Closure of Downtown Brampton Streets (RM 38/2020)". The delegated authority has since expired on January 2, 2021.

Current Situation:

Farmers' Market

Road Maintenance, Operations and Fleet staff will arrange the set up and removal of the necessary traffic control for the closure of Wellington Street West through a third party contractor.

Police, Fire, Transit, and Road Maintenance, Operations and Fleet have been consulted with respect to these closures. No objections to this event have been received.

Standard permit requirements will apply.

Referred Matter RM 42/2020

As per the aforementioned report related to RM 38/2020, Public Works and Engineering staff have been working diligently with the Brampton Downtown BIA, since the emergence of COVID-19, to help downtown restaurants and businesses in their recovery efforts as follows:

- Flexibility with the limits of special event road closures.
- Expediting patio applications and providing required traffic control.
- Implementation of 15 minute curbside pick-up areas.
- Installation of social distancing stickers.
- New loading zones.
- Free parking on-street and within parking garage facilities.
- Ensuring the Region of Peel watermain construction is conducted in a way to accommodate businesses as best as possible.

With the above in mind, and as the situation is constantly evolving, staff continues to have regular meetings with the Brampton Downtown BIA to discuss strategies to assist downtown businesses. In order to be in a position to react quickly to changing conditions, staff is recommending to reestablish the by-law that gives delegated authority to the the Commissioner, Public Works & Engineering to temporarily close lanes and roadways in Downtown Brampton as required in order to:

- Initiate additional unforeseen temporary road/lane closures to help downtown restaurants and businesses during the COVID-19 recovery efforts.
- Initiate additional unforeseen temporary road/lane closures as an added safety measure.

The proposed by-law is recommended to be in effect until January 2, 2022, at which time an assessment will be conducted to determine the need to extend it further.

Corporate Implications:

Financial Implications:

The costs associated with the road closure requirements for the Farmers' Market are estimated to be \$25,000. There is sufficient funding available within the Public Works and Engineering operating budget.

Other Implications:

The recommended road closures will impact the delivery of services by providers such as Fire and Emergency Services, Brampton Transit and Road Maintenance, Operations and Fleet.

Term of Council Priorities:

This report achieves the Growth Management Priority of the Strategic Plan by creating connected spaces in the heart of the city for people to live, work and play.

Council Priority – Streets for People

This report directly aligns with the vision that Brampton will be a mosaic of sustainable urban places, complete neighbourhoods and safe, integrated transportation.

Conclusion:

The temporary closure of Wellington Street West is required to provide a safe area for the Brampton Farmers' Market to operate on consecutive Saturdays from June 19, 2021 to October 23, 2021, 6:30 a.m. to 2:00 p.m., subject to standard permit requirements.

Staff continue to work closely with the Downtown Brampton BIA to determine what improvements can be made, within the right-of-way, to help downtown restaurants and businesses during the COVID-19 recovery effort. In order to expedite any improvements, reestablishing delegated authority to the Commissioner, Public Works & Engineering to temporarily close lanes and roadways in Downtown Brampton is recommended.

Authored by:

Aman Memon
Traffic Operations Technologist,
Road Maintenance, Operations and Fleet,
Public Works and Engineering

Reviewed by:

Michael Parks, C.E.T.
Director,
Road Maintenance, Operations and Fleet,
Public Works and Engineering

Approved by:

Jayne Holmes

Submitted by:

David Barrick

Acting Commissioner,
Public Works and Engineering

Chief Administrative Officer

Date: 2021-04-09

Subject: **Parking Related Concern – Clipper Court (Ward 3)**

Contact: Rabin Maskey, Traffic Operations Technologist, Road Maintenance, Operations and Fleet, Public Works and Engineering Department, 905-458-4888 ext. 63163

Report Number: Public Works & Engineering-2021-473

Recommendations:

1. That the report titled: **Parking Related Concerns – Clipper Court (Ward 3) (R473/2021 – File I.AC TRAF)** to the Committee of Council meeting of May 12, 2021 be received; and,
2. That Traffic By-law 93-93, as amended, be further amended to implement “No Parking, Anytime” restrictions on both sides of Clipper Court between a point 98 metres south of Biscayne Crescent and the southerly limit of the road (including cul-de-sac).

Overview:

- **Staff received safety concerns related to parked vehicles on both sides of Clipper Court**
- **On-street parking is currently permitted on both sides of Clipper Court between a point 68 metres south of Biscayne Crescent and the southerly limit of the road (including cul-de-sac).**
- **The Public Works and Engineering Department reviews the need for on-street parking restrictions on City streets taking into consideration public safety, emergency/maintenance vehicle access and the needs of the area residents.**

Background:

The Public Works and Engineering Department reviewed on-street parking on Clipper Court to address potential safety concerns created by parked vehicles.

The need to implement parking restrictions is evaluated by taking into account public safety, access requirements of emergency services and maintenance vehicles and the site-specific characteristics of the roadway.

Current Situation:

Clipper Court is a roadway in an industrial area providing access to three businesses (GLS Canada, Mandarin Restaurant and Pepsico Foods). Currently, there are parking restrictions on both sides of the roadway between Biscayne Crescent and a point 68 metres south of Biscayne Crescent. Parking is permitted beyond this point up to the southerly limit of the road (including cul-de-sac).

Staff received safety concerns from the staff/visitors of the businesses on Clipper Court regarding parked vehicles. Observations revealed safety concerns related to sightlines when vehicles parked on both sides of Clipper Court in or near the cul-de-sac.

Therefore, staff recommends implementing additional “No Parking, Anytime” restrictions on both sides of Clipper Court between a point 98 metres south of Biscayne Crescent and the southerly limit of the road (including cul-de-sac). The attached figure (Figure 1) illustrates the recommended parking restrictions on Clipper Court.

Corporate Implications:

Financial Implications:

The cost associated with the installation of the traffic signs required to support this initiative is estimated to be \$241. There is sufficient funding available within the Public Works and Engineering operating budget to proceed with the recommendations in this report.

Strategic Plan:

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

Conclusion:

Based on the parking review of the subject roadway, staff recommends implementing an additional “No Parking, Anytime” restriction on both sides of Clipper Court between a point 98 metres south of Biscayne Crescent and the southerly limit of the road (including cul-de-sac).

Authored by:

Reviewed and Recommended by:

Rabin Maskey,
Traffic Operations Technologist,
Road Maintenance, Operations and Fleet,
Public Works and Engineering Department

Michael Parks, C.E.T.
Director,
Road Maintenance, Operations and Fleet
Public Works and Engineering

Approved by:

Submitted by:

Jayne Holmes
Acting Commissioner
Public Works and Engineering

David Barrick, Chief Administrative Officer

Attachments:

Figure 1: Recommended Additional No Parking Restriction on Clipper Court (Ward 3)



CITY OF BRAMPTON



Date: March 2021
 Drawn by: R. Maskey



NTS

Figure 1: Recommended Additional No Parking Restriction on Clipper Court (Ward 3)

Date: 2021-04-19

Subject: **Traffic By-law 93-93 – Administrative Update – File I.AC (TRAF)**

Contact: Rabin Maskey, Traffic Operations Technologist, Road Maintenance, Operations and Fleet, Public Works and Engineering Department, 905-458-4888 ext. 63163

Report Number: Public Works & Engineering-2021-516

Recommendations:

1. That the report titled: **Traffic By-law 93-93 – Administrative Update – (R516/2021 – File I.AC TRAF)**, to the Committee of Council meeting of May 12, 2021, be received; and,
2. That Traffic By-law 93-93, as amended, be further amended.

Overview:

- **Administrative changes are required to update and/or new by-law information to the appropriate schedules and consolidated text of the General Traffic By-law 93-93.**
- **The by-law schedules relating to “Rate of Speed” and “Community Safety Zones” are impacted by this administrative update.**

Background:

Administrative changes to Traffic By-law 93-93 are necessary on a regular basis as staff identifies, adds and modifies by-law information to the appropriate schedules of the by-law. This allows Traffic By-law 93-93 to support appropriate changes to the City’s road network and subsequent traffic and parking regulations.

Current Situation:

The following amendments to the schedules of Traffic By-law 93-93 are recommended:

Rate of Speed (Schedule X):

A housekeeping amendment is required to the “Rate of Speed” schedule to adjust entries related to the following roadways:

- Creditview Road
- Duncan Bull Drive
- Dwellers Road
- Eastbourne Drive
- Gardenbrooke Trail
- Lorenvile Drive
- Mary Street
- Parity Road

Community Safety Zones (Schedule XXIV):

A housekeeping amendment is required to the “Community Safety Zones” schedule related to Eagle Plains Drive and Ingleborough Drive.

Community Safety Zones (Schedule XXIV):

Based on the report to the July 2020 Council meeting titled “Timetable for Automated Speed Enforcement Implementation”, the following roadway sections are recommended to be designated as Community Safety Zones to meet the provincial requirements for implementing Automated Speed Enforcement.

Street Name	Between	Ward
Clark Boulevard	A point 152 metres west of Central Park Drive and a point 237 metres east of Braemar Drive	7
Clark Boulevard	A point 16 metres east of Edenborough Drive and a point 126 metres east of Finchgate Boulevard	7
Colonel Bertram Road	A point 50 metres south of Ayrshire Court and Hambley Court	2
Duncan Bull Drive	Bartley Bull Parkway (westerly intersection) and a point 40 metres west of Melville Crescent (easterly intersection)	3
Dwellers Road	Fletchers Creek Boulevard and a point 100 metres east of Vintage Gate (westerly intersection)	5
Eastbourne Drive	A point 210 metres north of Balmoral and Balmoral Drive	7
Fincham Avenue	Major William Sharpe Drive and Phelps Drive	5

Gallucci Crescent	Don Minaker Drive (westerly intersection) and a point 340 metres south of Don Minaker Drive (westerly intersection)	8
Gardenbrooke Trail	The Gore Road and Thorndale Road	10
Kingswood Drive	Linkdale Road and a point 70 metres south of Merton Road (southerly intersection)	1
Lorenville Drive	Elbern Markell Drive and a point 22 metres east of Lavallee Crescent (easterly intersection)	5
Parity Road	A point 15 metres north of Argelia Crescent (southerly intersection) and Richmead Road	5

Corporate Implications:

Financial Implications:

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

Strategic Plan:

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

Council Priority – Streets for People:

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

Conclusion:

The aforementioned administrative updates to Traffic By-law 93-93 are required to support appropriate changes to the City’s road network and subsequent traffic and parking regulations.

Authored by:

Reviewed by:

Rabin Maskey
Traffic Operations Technologist

Michael Parks, C.E.T.
Director,
Road Maintenance, Operations and Fleet

Road Maintenance, Operations and
Fleet, Public Works and Engineering
Department

Approved by:

Jayne Holmes
Acting Commissioner
Public Works and Engineering

Public Works and Engineering

Submitted by:

David Barrick, Chief Administrative Officer



Minutes

Brampton Transit Advisory Committee The Corporation of the City of Brampton

Monday, May 3, 2021

Members Present: Regional Councillor M. Palleschi (Co-Chair)
 Regional Councillor P. Vicente (Co-Chair)
 Sylvia Menezes Roberts
 Akinade Oduntan
 Sarbjeet Sani
 Ameet Singh
 Myrna Adams, Representative, Age-Friendly Brampton Advisory
 Committee
 Alina Grzejszczak, Representative, Cycling Advisory Committee

Staff Present: Alex Milojevic, General Manager, Transit
 Vincent Rodo, Director, Transit
 Doug Rieger, Director, Transit Development
 Ivana Tomas, Director, Transit Services
 Andrew McNeill, Manager, Official Plan and Growth
 Management, Planning, Building and Economic Development
 Shauna Danton, Legislative Coordinator, Legislative Services
 Tammi Jackson, Legislative Coordinator, Legislative Services

1. **Call to Order**

The meeting was called to order at 7:06 p.m. and adjourned at 8:35 p.m.

As this meeting of the Brampton Transit Advisory Committee was conducted with electronic participation by Members, the meeting started with the Chair calling the roll for attendance at the meeting, as follows:

Members present during roll call: Councillor Palleschi, Councillor Vicente, Sylvia Menezes Roberts, Sarbjeet Sani, Ameet Singh, Myrna Adams, Alina Grzejszczak,

Members absent during roll call: Rafiqul Islam, Akinade Oduntan (arrived late - 7:15 p.m.), Todd Letts, Franco Spadafora

2. Approval of Agenda

BTAC007-2021

That the Agenda for the Brampton Transit Advisory Committee Meeting of May 3, 2021, be approved as published and circulated.

Carried

Note: Committee varied the order of the Agenda and dealt with Item 5.2 prior to Item 5.1

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

Nil

4. Previous Minutes

The minutes were considered by Committee of Council on March 10, 2021, and approved by Council on March 24, 2021. The minutes were provided for Committee's information.

5. Presentations\Delegations

5.1 Staff presentation re: Official Plan Review – Brampton Plan Update

Planning, Building and Economic Development staff provided a presentation on the Official Plan (Brampton Plan) Review that included the status, scope, objectives, implementation, next steps and pathways to engage.

Committee consideration of the matter included:

- future development of residential-zoned lands and planned transit services
- legislated requirements
- parkland dedication
- status and next steps of proposed Highway 413; Council support of a corridor in lieu of a highway

- seamless development along borders of neighbouring municipalities

The following motion was considered:

BTAC008-2021

That the staff presentation re: **Official Plan Review – Brampton Plan Update**, to the Brampton Transit Advisory Committee Meeting of May 3, 2021, be received.

Carried

5.2 Staff presentation re: **Brampton Transit Advisory Committee Presentation**

Transit staff provided a presentation that included the following:

- COVID-19 update
- Official Plan review
- Electric bus pilot project
- Third transit facility
- LRT extension study

Committee discussion included:

- enquiries regarding collaborating with Uber and Peel Public Health to provide services to vaccine sites
- sanitization of buses and personal protective equipment protocol for transit operators; acknowledgment of operators who have contracted COVID-19
- reduction in emissions target for the third transit facility

Staff noted that questions with respect to the LRT extension study will be provided to Members prior to the next meeting. Members were encouraged to participate and provide feedback in the virtual LRT open house.

The following motion was considered:

BTAC009-2021

That the staff presentation re: **Transit Advisory Committee Presentation** to the Transit Advisory Committee Meeting of May 3, 2021, be received.

Carried

6. **Reports/Updates**

Nil

7. **Other/New Business/Information Items**

Nil

8. **Correspondence**

Nil

9. **Question Period**

In response to questions from Committee, staff provided details with respect to the following:

- Transit operator Personal Protective Equipment (PPE) requirements
- Monitoring of high capacity routes and vaccine clinics - collaboration with Peel Public Health
- Future agenda items and meeting frequency

10. **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.

Staff confirmed that no questions were submitted regarding decisions made at this meeting.

11. Closed Session

Nil

12. Adjournment

The following motion was considered:

BTAC010-2021

That the Brampton Transit Advisory Committee do now adjourn to meet again on Monday, October 25, 2021, at 7:00 p.m., or at the call of the Co-Chairs.

Carried

Regional Councillor P. Palleschi (Co-Chair)

Regional Councillor P. Vicente (Co-Chair)

CTC Source Protection Region

Credit Valley Source Protection Authority

City of Brampton

Attention: Peter Fay, City Clerk

2 Wellington St. W.

Brampton, ON L6Y 4R2

Email: cityclerksoffice@brampton.ca

RE: Request Joint Nomination of One Representative to the CTC Source Protection Committee

Due by 4:30 P.M. Wednesday, June 30, 2021

A Source Protection Committee was formed in 2007 to oversee development and implementation of a Source Protection Plan for the Credit Valley, Toronto and Region, and Central Lake Ontario (CTC) Source Protection Region. The committee has representation from municipalities, businesses, and the public. The terms and conditions of appointments are described in [Ontario Regulation 288/07](#) under the *Clean Water Act, 2006*. Members of the CTC Source Protection Committee are appointed by the Credit Valley Source Protection Authority (SPA), as the lead SPA for the CTC Region.

There is a vacancy on the CTC Source Protection Committee for the member representing the municipal group consisting of Peel Region, the Cities of Brampton and Mississauga, and the Town of Caledon. The municipalities within your group are asked to jointly nominate an elected official, staff member, or citizen representative that complies with the eligibility requirements as listed in Attachment 1. The rules of procedure of the Committee are available for review at ctcswp.ca.

Council resolutions are not required to accompany the nomination, but all municipalities must confirm that they agree with the nominated candidate. It is suggested that municipalities meet to discuss and make decisions with respect to their preferred representative. Our program manager, Janet Ivey, is available to attend meetings as a resource.

The term of this municipal member will be five (5) years from the date of appointment. The time commitment for committee members varies with annual work plans. As we are now implementing and updating the CTC Source Protection Plan, we anticipate the need for three to six half-day committee meetings per calendar year with periodic communications in-between. Members are provided with a per diem of \$200 and mileage as set through provincial guidelines and Credit Valley Conservation policies.

Please jointly submit the name of the person or employment position to represent your municipal group **by Wednesday, June 30, 2021** to the attention of the program manager for the CTC Source Protection Region:

Janet Ivey
Chief Specialist, Watershed Plans and Source Water Protection
Credit Valley Conservation
Email: Janet.Ivey@cvc.ca
Via mail or courier to: 1255 Old Derry Road, Mississauga, ON, L5N 6R4 OR
Via fax to: 905-670-2210

Communications sent via mail, courier or fax should be copied to Janet.Ivey@cvc.ca to ensure timely response as the administration offices of Credit Valley Conservation remain closed to the public and many staff due to the COVID-19 pandemic.

Should you wish further information on the nomination of members and their duties, please contact Janet Ivey via email at janet.ivey@cvc.ca or by mobile phone at 437-274-8078.

Thank you for your municipality's efforts as we jointly work to protect our sources of drinking water.

Sincerely,



Deborah Martin-Downs
Chief Administrative Officer
Credit Valley Source Protection Authority

cc. Janet Ivey, Program Manager, CTC Source Protection Region
Anthony Parente, General Manager - Water/Wastewater, Public Works, Peel Region
Therese Estephan, Risk Management Official, Peel Region
Stefan Herceg, Alternate Risk Management Official, Peel Region

ATTACHMENT 1: Source Protection Committee Membership Eligibility



SOURCE PROTECTION COMMITTEE MEMBERSHIP ELIGIBILITY REQUIREMENTS

SPC MEMBER SKILLS AND QUALIFICATIONS

- Hold relevant knowledge of the applicable watersheds, communities, and local issues;
- Demonstrated ability to understand source protection planning related science, concepts and technical reports;
- Proven ability to act as liaison to bring forward common concerns from their knowledge and experience in the municipal sector to the Committee and assist in communicating the Committee's work to municipal councils and staff;
- Solid problem-solving, analytical, communication and organizational skills;
- Demonstrated ability to work with group dynamics and team environments;
- Willingness and ability to travel within the CTC Source Protection Region for public consultation meetings and information sessions;
- Has, or is capable of having direct contact with residents and landowners; and
- Provide constructive, collaborative, and science-based input on local source protection planning issues.

SPC MEMBER ELIGIBILITY REQUIREMENTS

- Reside in, own or rent property within the CTC Source Protection Region; or
- Be employed or operate a business within the CTC Source Protection Region; or
- Be employed by a municipality that is in the CTC Source Protection Region; and
- Not be a member or employee of Credit Valley Conservation, Toronto and Region Conservation Authority, or Central Lake Ontario Conservation Authority.

REGULATORY CONDITIONS OF APPOINTMENT

- The appointee must regularly attend meetings of the source protection committee.
- The appointee must comply with the source protection committee's Code of Conduct and Conflict of Interest policy, as well as the Rules of Procedure.

May 6, 2021

P. Fay, City Clerk
2 Wellington St. W.,
Brampton, ON L6Y 4R2
cityclerksoffice@brampton.ca

Dear Mayor Brown and Council,

Re: Staff Report 2021-03-12

The Ontario Federation of Agriculture (OFA) is the largest general farm organization in Ontario, proudly representing more than 38,000 farm family members across the province. OFA has a strong voice for our members and the agri-food industry on issues, legislation and regulations governed by all levels of government. We are passionate and dedicated to ensuring the agri-food sector and our rural communities are included, consulted and considered in any new and changing legislation that impacts the sustainability and growth of our farm businesses.

Ontario's diverse and innovative agri-food sector is a powerhouse for the province – growing and producing more than 200 farm and food products, fuelling our rural communities and driving the provincial economy by generating more than 860,000 jobs and contributing over \$47 billion to Ontario's annual GDP. We are the leading agricultural advocate for Ontario farmers, their businesses and their communities.

We are writing this letter to request that council amend By-Law 83-2020 to provide a 100% subsidy to all Farm Business Registrants for Stormwater Charges.

This letter will proceed to illustrate the numerous errors, contradictions, and oversights with respect to the stormwater charges as applied to agricultural properties. These include but are not limited to:

- **Agriculture was not consulted at any time in developing the stormwater charges.**
- **These stormwater charges as applied to agriculture do not meet 2 of the 4 stated core principles: linkage between the amount paid and benefit derived from services; and the users' control over charging mechanism. It is also not an equitable or transparent approach.**
- **Brampton's Stormwater Credit does not appear to apply to agricultural properties based on the by-law definitions. If this credit did apply to agricultural properties with credits up to only 50% of the charge and requires reapplication every 5 years, it is still cost prohibitive to farmers. Therefore, it also fails to meet the core principle of the users' control over charging mechanism.**

-
- Other jurisdictions have provided stormwater charge relief, including Mississauga's 100% subsidy for working farms.
 - From an agricultural application, impervious areas are not directly correlated with the amount of stormwater runoff from a property and therefore this is not an appropriate basis of stormwater charges for agricultural properties.
 - Recognition by Brampton staff that "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 these properties."

OFA believes that there were both significant flaws and oversights in the development of the current stormwater charges that negatively impact agricultural operations. First is the fact that agriculture was not included, considered or consulted in any way in development of this charge. It is reasonable to assume that due to the very unique nature of agriculture, that a different approach for evaluating agricultural stormwater would have been developed.

The 2019-05-26 Report to Committee of Council "**Brampton Stormwater Management Charge**" by Mr. Michael Heralall states "A user fee tied to the amount of stormwater runoff produced from a property provides an equitable and transparent means of paying for the stormwater management system. It allows for a shift in cost of stormwater management to those that put the most stress on the system, such as large industrial and commercial properties..." However, agriculture is not an industrial and commercial property and including agriculture as industrial/commercial is not appropriate. This is further supported in the conclusion of the Staff Report "Stormwater Charge for Working Farms" dated 2021-03-12 by Mr. Heralall with the statement "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 these properties." The proposed user fee as currently established is not equitable and transparent for agricultural operations as it is charging a fee to a property that staff recognizes does not put the most stress on the system.

The Stormwater Charge By-Law itself does not even refer to agricultural properties. Under definitions of By-Law #82-2020, "Non-Residential and/or Multi-Residential property" means a property that contains more than one residential unit and/or contains or is zoned industrial, commercial, or institutional uses. Agriculturally zoned lands are not referred to at any point in the by-law but are rather captured only by the clause 2, "A Stormwater Charge shall be imposed upon all property owners in the City..."

The development of the Stormwater Charges was to be guided by four core principles as outlined in the 2019-05-26 Report to Committee of Council "**Brampton Stormwater Management Charge**" by Mr. Michael Heralall. The existing approach to stormwater management only meets two of the four core principles: ease of calculation and cost of administration. This approach fails to meet the primary core principle of linkage between amount paid and benefit derived from services, and the users' control over charging mechanism. The lack of linkage between the amount paid and benefit derived is acknowledged by Mr. Heralall in his 2021-03-12 Report to Council which states "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 these properties."

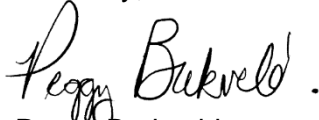
OFA also has considerable concerns specifically with the Staff Report to the Committee of Council "**Stormwater Charge for Working Farms**" dated 2021-03-12 by Mr. Heralall.

- We believe that the statement “Other municipalities that have implemented stormwater charges in Ontario do not exempt farm properties from stormwater charges” is misleading. It is our understanding that staff was asked to look at “**stormwater charge relief** for working farms” however this report appears to focus on exemptions from this charge. Exemptions are not the only form of stormwater charge relief. For example, Mississauga provides a 100% subsidy to working farms; Richmond Hill applies a single flat rate to residential and farm properties; and in London no stormwater charge is imposed if a property is zoned agriculture, open space or resource extraction.
- The report points to City of London and Municipality of Middlesex Centre as having a Drainage Superintendent and provisions of the Provincial *Drainage Act*. However, the summary of the application of the *Drainage Act* is incomplete and misleading. First and foremost, the City of London does not impose a stormwater charge to agriculturally zoned properties. Furthermore, a limited number of agricultural properties drain into municipal drains under the Drainage Act, therefore, a majority of agricultural properties in these areas are not paying for stormwater management and it is erroneous to imply that they are.
- There are contradictory statements within this report. The report states that “Impervious areas are used as the basis for calculation as it is directly correlated with the amount of stormwater runoff from a property.” However, this statement is false from an agricultural perspective, and acknowledged as such by staff in the conclusion of this report with the statement “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 these properties.” In the case of agricultural properties, impervious area does not directly correlate with the amount of stormwater runoff from a property.
- While Brampton does have a Stormwater Credit Program, it does not appear to apply to agricultural properties. Clause 5 of the Stormwater Charge By-Law states “The Credit Program provides property owners of Non-Residential and/or Multi-Residential property the opportunity to receive a reduction to their Stormwater Charge for implementing and maintaining stormwater management practices on their property.” However, the definition of Non-Residential and/or Multi-Residential property is “a property that contains more than one residential unit and/or contains or is zoned industrial, commercial, or institutional uses.” Therefore, this Credit Program does not apply to agriculturally zoned properties.
- Even if the Stormwater Credit Program did apply to agricultural properties, the credit permits a reduction of only 50% of the stormwater charge. The costs associated with applying will be in excess of the credit gained and must be reassessed every 5 years.
- The author of the report made numerous errors in the paragraph discussing farm property taxes and appears to ignore the fact that farm property taxes, and property taxes in general, are completely irrelevant to stormwater charges. (The 2019-05-26 Report to Council “Brampton Stormwater Management Charges” explicitly states “Property taxes were characterized as being an inequitable approach, based on which property taxes are calculated (market value assessment) bears little connection to the volume of stormwater flowing from the property”).

OFA recommends that the removal of the stormwater charges from agricultural properties is justifiable given the recognition that "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 these properties." The current approach to calculating stormwater fees is not defensible on agricultural properties. We recommend that the City remove these stormwater charges from agricultural properties.

Due to the errors, contradictions and inaccuracies that plague Brampton's Stormwater Charge By-law, beginning with the consultants exclusion of agriculture from the very beginning; to the program not meeting 2 of the 4 stated core principles; to a number of substantial errors in application to agricultural properties; and finally errors and incorrect assumptions identified in both Staff Reports presented to the Committee of Council dated 2019-05-23 and 2021-03-12, OFA respectfully requests that you provide a 100% subsidy to Stormwater Charges on agricultural properties.

Sincerely,



Peggy Brekveld
President

cc: Peel Federation of Agriculture



Mayor Brown and the City of Brampton Council
The Corporation of the City of Brampton
2 Wellington Street West, Brampton, ON, L6Y 4R2

May 6, 2021

Re: Stormwater Discharge Levy Rates for Agricultural Operations

Dear Mayor and Council,

Flowers Canada (Ontario) Inc. represents greenhouse floriculture growers that contribute over \$700 million in farm gate sales, and we have membership in the region of the City of Brampton. We are concerned to learn of By-Law 82-2020, which has been approved by Council without appropriate consultation with the agricultural community in the City of Brampton. We understand the City has a responsibility to maintain its stormwater management infrastructure, and that with climate change, all municipalities have a responsibility to manage additional and unpredictable surges in volume. However, other jurisdictions with stormwater bylaws considered agricultural operations as unique entities that require a different fee structure. Farming operations are the soul of our Canadian roots – the ability to produce food and plants that are critical to every Ontarian’s well-being. According to the 2020 Ontario Provincial Policy Statement, agriculture is clearly a priority for the current government to protect and support: “1.7.1 Long-term economic prosperity should be supported by: i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network...”.

The Staff Report dated March 12, 2021 contains several concerning points:

1. The report states that exemptions and rebates are not eligible under the *Municipal Act* (2001) – there are a number of municipalities that do, in fact, discount or completely exempt farms from stormwater fees. Richmond Hill and Vaughan have flat annual fees, \$73.95 and \$640.04 respectively. In Mississauga, if a farm is eligible for the Farm Property Class Rate, it is automatically eligible for the Stormwater Subsidy and no action is required by the farm owner. The subsidy is 100% of the stormwater fee. Other municipalities with full agricultural exemptions include Ottawa and Markham. These municipalities clearly prioritize and recognize the value of active agricultural operations in their communities and have obtained legal advice to the contrary of that obtained by the City of Brampton.

FLOWERS • PEOPLE • CONNECTIONS

2. Farms that are assessed as properties benefiting from the Farm Property Class Tax Rate should not be penalized by the City of Brampton because they are legitimate, active farming operations. As noted above, some municipalities actually consider eligibility for this Tax Rate as a guarantee that the farm should have exemption status from stormwater fees.

3. It is disheartening to read that the farms in the City of Brampton are considered to provide “...no significant benefit resulting to the City or the general public...”. These farms are not just ‘pre-development’ properties – they are active farming operations that nurture one of the most respected roles in our society.

4. The engineering costs required to establish even the most basic information for a credit (e.g., that the City’s stormwater drainage system is not used) far exceed the annual fees for most farms, and would be required to be repeated every five years. The application of this criteria was clearly designed to deter any property owner from requesting a credit.

Overall, our association supports the recommendation by the Peel Federation of Agriculture to request a by-law review with the goal to recognize our members’ unique agricultural status. Further, we request a consideration of exemption for agricultural operations in the City of Brampton, or alternatively, we would accept a sustainable flat fee. Other municipalities with similar annual budgets for stormwater (\$20-35M range) are charging a flat rate for farms between \$100-600 per year. Please recognize our support of the comments provided by the Peel Federation of Agriculture, and contact the undersigned if you require additional information.

Sincerely



Andrew Morse

Executive Director

Flowers Canada (Ontario) Inc.

CC. Dr. Jeanine West, Environmental Specialist, Flowers Canada (Ontario) Inc.

CC. Tom Dolson, Vice President, Peel Federation of Agriculture

CC. Michael Heralall, Senior Manager, Environment, City of Brampton

Date: 2021-05-12

Subject: Request to Begin Procurement for Learn to Swim and Leadership Program for a Five (5) Year Period

Contact: Erin Hashani, Manager, Recreation Planning (Acting),
905.874.2915

Report Number: Community Services-2021-425

Recommendations:

1. THAT the report titled Request to Begin Procurement for Learn to Swim and Leadership Program for a Five (5) Year Period (Community Services-2021-425) to the City Council meeting May 12, 2021 be received; and
2. THAT the Purchasing Agent be authorized to begin the procurement for the Learn to Swim and Leadership Program for a Five (5) Year Period.

Overview:

- The purpose of this report is to obtain authorization to begin procurement for the Learn to Swim and Leadership Program for a Five (5) Year Period with the option to renew for One (1) additional Five (5) Year Period
- The City's current contracts expire December 31st, 2021

Background:

The Recreation Division provides Learn to Swim programs and Leadership Programs (inclusive of the certifications of lifeguards and associated supplies) to residents and customers. Historically, the City has established a contract for the Learn to Swim Program through a competitive procurement process, and the contract for the Leadership Program through a direct negotiation as a result of a limitation of vendors being able to provide a lifeguard certification.

The National Lifeguard certification is a requirement of the City's lifeguards as per O. Reg. 565 that can only be issued by a limited number of organizations that are approved by the Ministry of Health and Long-Term Care.

Current Situation:

In July 2020, Recreation had extended the existing contract for the Learn to Swim program for a 1 year period due to the COVID-19 pandemic. The City's contract for the Leadership Program (inclusive of certifications of lifeguards and associated supplies) expires December 31st, 2021.

Scope of Services:

Learning to swim is an important life skill that the City of Brampton offers to residents and customers. The City of Brampton currently operates 11 indoor pools, 1 outdoor pool and a beach where Learn to Swim and Leadership Programs are offered. In 2019, Learn to Swim and Leadership Programs had over 70,000 registrations. According to the World Health Organization, drowning is one of the leading causes of unintentional injury deaths worldwide. Training to be a lifeguard and swim instructor, as well as first aid certification programs, are an integral part to operating the City of Brampton's public pools and facilities. Current certification and Learn to Swim programs are typically reviewed, and program content updated and modified, as necessary, every 5 years.

The City of Brampton requires a Learn to Swim program for parent and tot, preschool, school aged, teen and adult residents that:

- Is flexible and customizable to meet the diverse needs of our residents;
- Allows staff the ability to brand the program as the City of Brampton Learn to Swim Program so our participants will identify swimming as city programming; and
- Gives staff the ability to produce candidate recognition materials in-house

The City of Brampton also requires a Leadership Program through legislated requirements to support the Learn to Swim Program and the operation of public pools and facilities through certifying lifeguards and swim instructors to deliver a quality learn to swim program.

Corporate Implications:

Financial Implications:

The initiative will be funded through various operational cost centres throughout the Recreation division. Departmental staff confirms funding is available for 2021 and will ensure that sufficient funds are requested in future operating budget submissions, subject to Council approval.

Purchasing Comments:

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

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

Term of Council Priorities:

This report achieves the Strategic Plan priority of Good Government by practicing proactive, effective and responsible management of finances, policies and service delivery

Council Priority – Well Run City

This report incorporates the effective management of municipal assets.

Living the Mosaic – 2040 Vision

This report has been prepared with consideration of the overall vision of the 2040 Vision - Living the Mosaic.

Conclusion:

It is recommended that the Purchasing Agent be authorized to commence the procurement as described in this report.

Authored by:

Erin Hashani, Manager (Acting)
Recreation Planning
Community Services

Approved by:

Marion Nader
Commissioner
Community Services

Reviewed by:

Anand Patel, Director (Acting)
Recreation
Community Services

Submitted by:

David Barrick
Chief Administrative Officer

Attachments:

N/A