



Agenda  
City Council

The Corporation of the City of Brampton

**Date:** Wednesday, November 22, 2023  
**Time:** 9:30 a.m.  
**Location:** Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall  
**Members:** Mayor Patrick Brown  
Regional Councillor R. Santos  
Regional Councillor P. Vicente  
Regional Councillor N. Kaur Brar  
Regional Councillor M. Palleschi  
Regional Councillor D. Keenan  
Regional Councillor M. Medeiros  
Regional Councillor P. Fortini  
Regional Councillor G. Toor  
City Councillor R. Power  
Deputy Mayor H. Singh

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

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

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1. **Call to Order**

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

2. **Approval of Agenda**

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

4. **Adoption of the Minutes**

4.1 Minutes – City Council – Regular Meeting – November 1, 2023

Note: This agenda item will be distributed prior to the meeting.

5. **Consent Motion**

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

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

6.1 Announcement – Donation from Shrimad Rajchandra Mission Dharampur (Canada) to William Osler Health Centre

Council Sponsor: Deputy Mayor Singh

Harsha Shanghavi and Tejash Modi, Shrimad Rajchandra Mission Dharampur (Canada), will make the announcement.

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

7.1 Possible Delegations re. Proposed Amendments to the following City By-laws:

1. User Fee By-law 380-2003 – Various Fees and Charges:

- Community Services
- Corporate Support Services

- Fire & Emergency Services
- Legislative Services
- Public Works & Engineering
- Planning, Building & Growth Management
- Office of the CAO

2. Dog By-law 250-2005, Animal Services By-law 261-93 and Administrative Penalties (Non-Parking) By-law 218-2019.

*Note: Public Notice regarding these matters was given on the City's website on November 16, 2023.*

See Item 10.3.1, Item 12.4 (Committee of Council Recommendation CW409-2023 – November 15, 2023) and By-laws 200-2023 and 201-2023

## **8. Government Relations Matters**

### **8.1 Staff Update re. Government Relations Matters**

Note: This agenda item will be distributed prior to the meeting.

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

## **10. Reports from Corporate Officials**

### **10.1 Office of the Chief Administrative Officer**

### **10.2 Legislative Services Operating**

### **10.3 Corporate Support Services**

#### **10.3.1 Staff Report re. 2024 User Fees – Community Services, Corporate Support Services, Fire & Emergency Services, Legislative Services, Public Works & Engineering, Planning, Building & Growth Management, and the Office of the CAO**

#### *Recommendation*

See Item 7.1 and By-law 200-2023

### **10.4 Planning and Economic Development**

#### **10.4.1 Staff Report re. Subdivision Release and Assumption – Registered Plan 43M-1996 – 2138436 Ontario Inc. – West of McVean Drive and South of Mayfield Drive –**

Ward 10 (Planning References – C08E17.007 and 21T-12012B)

*Recommendation*

See By-law 203-2023

10.5 Community Services

10.6 Public Works

10.7 Brampton Transit

10.8 Fire and Emergency Services

**11. Reports from Accountability Officers**

**12. Committee Reports**

12.1 Minutes – Committee of Council – October 25, 2023

*To be received (the recommendations outlined in the minutes were approved by Council on November 1, 2023, pursuant to Resolution C258-2023).*

12.2 Minutes – Planning and Development Committee – November 6, 2023

Chair: Regional Councillor Palleschi

*To be approved*

Note: This agenda item will be distributed prior to the meeting.

12.3 Minutes – Audit Committee – November 7, 2023

Chair: Regional Councillor Keenan

*To be approved*

12.4 Summary of Recommendations – Committee of Council – November 15, 2023

Meeting Chairs:

Regional Councillor Keenan, Public Works and Engineering Section

Regional Councillor Santos, Community Services Section



Regional Councillor Santos, Legislative Services Section

Regional Councillor Santos, Economic Development Section

Regional Councillor Brar, Corporate Services Section

*To be approved*

Note: The full minutes will be provided for receipt at the Council Meeting of December 6, 2023.

12.5 Minutes – Planning and Development Committee – November 20, 2023

Note: This agenda item will be distributed prior to the meeting.

13. **Unfinished Business**

13.1 Staff Report re: Historic Bovaird Site Audit

Note: A presentation will be provided by Marilyn Abate, Partner, Risk Consulting and Financial Crimes, KPMG LLP.

*To be received*

Note: Referred from the Committee of Council Meeting of November 15, 2023, pursuant to Recommendation CW399-2023.

See Item 12.4 – Summary of Recommendations – Committee of Council – November 15, 2023

13.2 Staff Report re: Brampton Parking Plan (RM 44/2022)

*Recommendation*

Note: Referred from the Committee of Council Meeting of November 15, 2023, pursuant to Recommendation CW403-2023, along with the proposed motion outlined below.

Proposed Motion

Moved by Councillor Santos

That Council amend recommendation # 2 of the Recommendation Report - Brampton Parking Plan (RM 44 /2022) as follows:

That the Brampton Parking Plan be endorsed including, but not limited to the following elements:

1. Eliminating the free hour of parking beginning January 1, 2027, with the option to review and extend the date, if appropriate;
2. Increasing the parking rates to \$2.50 per hour, \$11.25 per day, and

- \$100.00 per month, beginning January 1, 2027;
3. Increasing the parking rates to \$3.00 per hour, \$13.50 per day and \$120.00 per month, beginning January 1, 2028;
4. Increasing the parking rates to \$3.50 per hour, \$15.00 per day and \$140.00 per month, beginning January 1, 2029; and
5. That staff work with the DBBIA on the framework for a Downtown Parking Benefits District and report back to Council in Q1 2025, whereby a portion of revenues go toward public realm improvements including, but not limited to, active transportation and transit use.

See Item 12.4 – Summary of Recommendations – Committee of Council – November 15, 2023

13.3 Staff Report re. Updates and Amendments to the New Provincial Towing and Storage Safety and Enforcement Act (TSSEA)

A report on this matter was considered at the Committee of Council Meeting of November 15, 2023 and referred back to staff for a report to Council on November 22, 2023 to provide additional information, pursuant to Recommendation CW410-2023.

Note: This agenda item will be distributed prior to the meeting.

See Item 12.4 – Summary of Recommendations – Committee of Council – November 15, 2023

14. **Correspondence**

15. **Notices of Motion**

16. **Other Business/New Business**

16.1 Referred Matters List

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

17. **Public Question Period**

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

During the meeting, the public may submit questions regarding decisions made at the meeting via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca), to be introduced

during the Public Question Period section of the meeting.

**18.      By-laws**

- 18.1      By-law 200-2023 – To amend User Fee By-law 380-2003, as amended – to update various user fees    and charges

See Items 7.1 and 10.3.1

- 18.2      By-law 201-2023 – To regulate the keeping of animals in the City of Brampton, including provisions for animal identification, and to prohibit wildlife feeding, and to repeal By-laws 261-93, 250-2005 and 238-2011

See Items 7.1 and 12.4 (Summary of Recommendations – Committee of Council – November 15, 2023)

- 18.3      By-law 202-2023 – To amend Administrative Penalties (Non-Parking) By-law 218-2019 – penalties relating to animal services

See Items 7.1 and 12.4 (Committee of Council Recommendation CW409-2023 – November 15, 2023)

- 18.4      By-law 203-2023 – To accept and assume works in Registered Plan 43M-1996 – 2138436 Ontario Inc. – west of McVean Drive and south of Mayfield Drive – Ward 10 (Planning References: C08E17.007 and 21T-12012B)

See Item 10.4.1

- 18.5      By-law 204-2023 – To adopt Amendment Number OP2006-259 – Calloway REIT (Bramport) Inc., c/o SmartCentres REIT – 2959-2989 Bovaird Drive East and 9960-9990 Airport Road – Ward 8 (File: OZS-2022-0039)

See Item 12.2 – Planning and Development Committee Minutes – November 6, 2023

- 18.6      By-law 205-2023 – To amend Zoning By-law 270-2004, as amended – Weston Consulting c/o Avalon Developments Inc. – 137 Steeles Avenue West – Ward 4 (File: OZS-2023-0018)

See Item 12.2 – Planning and Development Committee Minutes – November 6, 2023

- 18.7 By-law 206-2023 – To establish certain lands as part of the public highway system (Orenda Road) – Ward 3
- 18.8 By-law 207-2023 – To establish certain lands as part of the public highway system (Malta Avenue) – Ward 4
- 18.9 By-law 208-2023 – To establish certain lands as part of the public highway system (Antibes Drive) – Ward 5
- 18.10 By-law 209-2023 – To establish lands as part of the public highway system (Lagerfeld Drive, Eamont Street, All Nations Drive) – Ward 6
- 18.11 By-law 210-2023 – To prevent the application of part lot control to part of Registered Plan 43M-2074 – multiple lots along Dolucci Crescent, and one lot along Affusion Road near Chinguacousy Road and Wanless Drive – Ward 6 (PLC-2023-0019)

**19. Closed Session**

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

- 19.1 Closed Session Minutes - City Council - November 1, 2023
- 19.2 Closed Session Minutes - Audit Committee - November 7, 2023
- 19.3 Closed Session Minutes - Committee of Council - November 15, 2023
- 19.4 Open Meeting exception under Section 239 (2) (c) and (k) of the Municipal Act, 2001:  
  
A proposed or pending acquisition or disposition of land by the municipality or local board; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board - a property acquisition matter
- 19.5 Open Meeting exception under Section 239 (2) (f) and (k) of the Municipal Act, 2001:  
  
Advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board - an expropriation-related negotiation matter

- 19.6 Open Meeting exception under Section 239 (2) (e) and (f) of the Municipal Act, 2001:
- Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose - an Ontario Land Tribunal matter
- 19.7 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 - a negotiation matter
- 19.8 Open Meeting exception under Section 239 (2) (c) and (k) of the Municipal Act, 2001:
- A proposed or pending acquisition or disposition of land by the municipality or local board; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board - a procurement matter

## 20. Confirming By-law

- 20.1 By-law \_\_\_\_-2023 – To confirm the proceedings of Council at its Regular Meeting held on November 22, 2023

## 21. Adjournment

### **Next Meetings:**

### **Special Meeting – 2024 Budget:**

- Tuesday, December 5, 2023 – 9:30 a.m. (all day)
- Thursday, December 7, 2023 – 7:00 p.m.
- Friday, December 8, 2023 - 9:30 a.m. – 12:00 p.m.
- *If Necessary*, Monday, December 11, 2023 – 9:30 am (all day)
- *If Necessary*, Tuesday, December 12, 2023 – 9:30 am (all day)
- Wednesday, December 13, 2023 – 1:00 p.m.

### **Regular Meeting – Wednesday, December 6, 2023 – 9:30 a.m.**



**BRAMPTON**  
Flower City

**Chief Administrative Office**  
City Clerk

## Announcement Request

For Office Use Only:  
Meeting Name:  
Meeting Date:

Please complete this form for your request to make an Announcement at a future Council Meeting. An announcement can relate to an event of interest to the general public. Your request must include the name of the Member of Council sponsoring the Announcement. Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate agenda. Announcements are limited two (2) minutes at the meeting.

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

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

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

Meeting Date Requested: 22<sup>nd</sup> - 11 - 2023

Name of Individual(s): MOKESH SHANGHVI & SUSHMA KHINVASARA

Position/Title: TRUSTEE

Organization/Person being represented: SHRIMAD RAJCHANDRA MISSION DHARAMPUR - CANADA

Full Address for Contact: Telephone: Email: TORONTO@SRMD.ORG

Event or Subject Name/Title/ Date/Time/Location: DONATION TO WILLIAM OSLER - WITH CITY OF BRAMPTON  
22<sup>nd</sup> - 11 - 2023 - CITY HALL - AMOUNT OF \$25,000.00

Additional Information: WE WOULD LIKE TO HAVE PHOTO OF CARPET

Name of Member of Council Sponsoring this Announcement: HARKIRAT SINGH

A formal presentation will accompany my Announcement: ☐ 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 Announcement: ☐ Yes ☐ No ☐ Attached

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

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

**Submit by Email**

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

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

**Notice of Intention to Amend User Fee By-law 380-2003  
General Updates to Fees and Charges**

On Wednesday, November 22, 2023, at 9:30 a.m., in the Council Chambers, City Hall, during a regular meeting, City Council will consider a staff report and draft by-law recommending various updates to the User Fee By-law.

Anyone interested in addressing City Council on this matter may:

- file a written submission, or
- request to delegate in-person or remotely at the meeting,

by emailing the City Clerk's Office at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) by 4:30 p.m. on Tuesday, November 21, 2023.

Meetings will be livestreamed for public observation. More information is available at the City's website here. <https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or <http://video.isilive.ca/brampton/live.html>.

Meeting agenda information, including the staff report and proposed by-law, will be available for review on the City's website as of the afternoon of Friday, November 17, 2023.

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

Questions and comments about this matter may be directed to:

Kartik Sengar, Manager, Finance

[kartik.sengar@brampton.ca](mailto:kartik.sengar@brampton.ca)

Dated November 16, 2023

P. Fay, City Clerk

2 Wellington St. W., Brampton, ON L6Y 4R2

905.874.2116 TTY: 905.874.2130 Fax: 905.874.2119

[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)





**Notice of Intention to Adopt a New Animal Services By-law**

On Wednesday, November 22, 2023, at 9:30 a.m., in the Council Chambers, City Hall, during a regular meeting, City Council will consider a Committee Recommendation and draft by-law to establish a new Animal Services By-law and repeal the Dog By-law 250-2005 and Animal Control By-law 261-93, as amended.

A copy of the [staff report proposing the new by-law is found here](#). The [recommended draft by-law is found here](#).

Anyone interested in addressing City Council on this matter may:

- file a written submission, or
- request to delegate in-person or remotely at the meeting,

by emailing the City Clerk's Office at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) by 4:30 p.m. on Tuesday, November 21, 2023.

Meetings will be livestreamed for public observation. More information is available at the City's website here. <https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or <http://video.isilive.ca/brampton/live.html>.

Meeting agenda information, including the Committee Recommendation and proposed by-law, will be available for review on the City's website as of the afternoon of Friday, November 17, 2023.

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

Questions and comments about this matter may be directed to:

Mike Mulick, Manager, Animal Services  
[mike.mulick@brampton.ca](mailto:mike.mulick@brampton.ca)

Dated November 16, 2023

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

**Date:** 2023-11-03

**Subject:** **2024 User Fees – Community Services, Corporate Support Services, Fire & Emergency Services, Legislative Services, Public Works & Engineering, Planning, Building & Growth Management, and the Office of the CAO**

**Contact:** Nash Damer, Treasurer, Finance

**Report Number:** Corporate Support Services-2023-963

**Recommendations:**

1. That the report from Nash Damer, Treasurer, Finance to the Council Meeting of November 22, 2023, re: **2024 User Fees – Community Services, Corporate Support Services, Fire & Emergency Services, Legislative Services, Public Works & Engineering, Planning, Building & Growth Management, and the Office of the CAO**, be received;
2. That the user fee charges proposed for 2024, as set out in Appendix 1 to 6 of this report, be approved; and
3. That the respective schedules to User Fee By-Law 380-2003, as amended, as set out in Appendix B1 to B7 to this report, replace the existing schedules and that the appropriate by-law amendment be presented to Council for enactment.

**Overview:**

- The City's user fees are reviewed annually to ensure appropriate cost recovery, sustainability of programs/services, preservation of service quality, affordability, consistency, and customer satisfaction.
- The recommended user fee adjustments have been proposed to help alleviate the impact on the property tax rate, while also ensuring that programs are priced appropriately in relation to market comparators.
- Recreation applies a dynamic pricing strategy based on inflation, cost recovery, and benchmarking instead of the traditional standard blanket fee increase approach. Program, membership, and rental pricing were evaluated in

greater detail, translating into the majority of fee increases in the range of 3.0% to 5.0%.

- Cultural Services proposes user fees based on inflation, cost recovery, and benchmarking while considering the unique needs of the local artists and arts organizations. Service fees, including operational and technical support, and rental pricing were evaluated in detail translating to a range of fee increases from 3.0% (inflationary) to 21.0% (cost-recovery).
- Parks rental fees are increasing due to the increase in cost to replace the rental items. The proposed increase in the Parks extra rental fees is approximately 3%. Consistent with local private cemetery service providers, the proposed increase in the other cemetery supplies and services is approximately 3%.
- Corporate Support Services fees remain largely unchanged outside of Property Tax and Corporate Collections fees. Increases are primarily to align fees closer to those charged by other municipalities.
- Brampton Fire and Emergency Services (BFES) performed a full cost analysis of responses to false alarms (which represent 77% of user fees collected). A recommendation to increase the false alarm user fee to \$1,400 (includes inflation) so that it reflects the full cost of responding to a false alarm has been included. This is an increase of approximately 36% over 2023. BFES is also proposing a new user fee to recover costs associated with repeated responses to unauthorized open-air burns. The balance of user fees is proposed to increase by 3%.
- Legislative Services fees remain largely unchanged outside of increases to Animal Services cremation fees, and the introduction of Education Sessions/Shelter Tour fees and Emergency Boarding fees. A new Temporary Outdoor Patio Expansion Permit fee has also been added.
- The Public Works and Engineering Department proposes adjustments in user fees for rentals and services under Facilities, Operations, and Maintenance. This proposal aims to strike a balance between addressing inflationary pressures and market-based factors while ensuring accessibility and fairness for our community members. The key changes include a 5% increase in certain user fees, elimination of specific fees (primarily related to storage cabinets at the Civic Center), and the introduction of new fees for facility rentals.
- Planning, Building & Growth Management is proposing an increase in the administration fees collected for site alteration permits (topsoil stripping permits). The current administration fees have not increased in over 25 years and are outdated compared to other municipalities. The new administration fees will be \$1,800 for plans of subdivision and \$750 for site plans.
- User fee increases result in \$1.4M of additional revenues in the 2024 budget.

**Background:**

On an annual basis, staff review program and service user fees and recommend changes for Council approval. Pursuant to the Municipal Act, 2001, public notice must be given when Council is considering amendments to rates and fees.

Service fees associated with food/beverage products and merchandise are not considered to be user fees and therefore are not included as part of this report.

The Transit department will bring a separate User Fees Report for Council approval at a future date.

**Current Situation:**

The City is committed to providing numerous programs and services to residents, which are both affordable and deliver value for money. User fees help recover costs while reducing the burden on the property tax rate, and the delicate balance of cost recovery, affordability, and property tax reduction are the central goals when pricing programs and services.

All operating areas review user fees periodically and recommend amendments to the User Fee By-law as required. In reviewing user fees, staff consider a number of factors, including:

- the cost to provide a service;
- current demand and market conditions;
- comparison and benchmarking of user fees with other services available in and around Brampton;
- consistency of fees for similar services within the department; and
- responsiveness of fee structures and options with user needs and preferences.

User fees are charged on a variety of the City's services and are included in the City's User Fee By-Law. Based on this information, staff recommend changes to user fees, keeping in mind the general objective of affordable, accessible service and administrative efficiency. Efforts have been made to compress, categorize, and streamline the inventory of user fees associated with programs and services in order to make user fees more transparent, consistent and easier to understand to the resident.

**COMMUNITY SERVICES****Recreation**

Recreation applies a dynamic pricing strategy instead of the traditional standard blanket fee increase approach. Program, membership, and rental pricing were evaluated in greater detail, translating into the majority of fee increases in the range of 3.0% to 5.0%. These increases address inflationary impacts, cost recovery, and reflect thorough benchmarking completed by staff. In addition, cricket field rentals are proposed to be

separated from Field Major rates to better reflect cost recovery for the larger cricket field requirements.

## **Parks and Forestry**

Parks rental fees have an increase of 3% and the fees for cemetery services and dedication trees and benches have an increase of 3% to cover for inflationary costs, with the exception of the inscriptions rates with an increase of 29% and 51% to cover costs charged for the service by the vendor.

## **Cultural Services**

In line with the 2022-2027 Performing Arts Strategic Plan, a thorough review of user fees has been conducted, with a focus on expanding revenue sources and supporting Brampton's artists and arts organizations.

Facility Rental Rates for Brampton Artists and Arts Organizations, previously referred to as "Community Rates," will remain unchanged in 2024 to ensure continued affordability for arts and culture spaces in the city. New Facility Fees have been added for Snelgrove Community Centre to support Arts & Culture users.

A 3% increase is proposed for all other facility rental rates for Commercial, Dance, and Not-for-Profit organizations to address inflationary costs.

There is a planned 3% increase in fees for part-time staffing positions to cover costs and align with part-time wage increases, and a more substantial average increase of 12% for unionized positions to match current negotiated hourly rates, ensure cost recovery, and align with industry benchmarks.

The following services and associated user fees have been removed: Dance Studio and Music Room at the former Civic Centre and mobile stage rental and event production services outside of Garden Square.

## **CORPORATE SUPPORT SERVICES**

Increases are proposed for several Property Tax and Corporate Collections fees to align fees closer to those charged by other municipalities.

A new Tax Sale Tender Package Application fee has also been added.

The Final Notice Before Tax Sale and Bailiff Action fee has been split into two separate fees.

## **FIRE AND EMERGENCY SERVICES**

A full cost analysis of responding to false alarms (which represent 77% of Brampton Fire and Emergency Services user fees collected) was completed. A recommendation to increase the false alarm user fee to \$1,400 (includes inflation) so that it reflects the

full cost of responding to a false alarm has been included. This is an increase of approximately 36% over the 2023 user fee rate.

Motor Vehicle Collision User Fee rates will continue to be adjusted at a later date based on the most recent remuneration rate approved by the Ministry of Transportation.

Brampton Fire & Emergency Services is also proposing a new user fee to recover costs associated with repeated responses to unauthorized open-air burns. The first occurrence of a response to an unauthorized open-air burn at a property will not be charged, however each subsequent occurrence within the same calendar year will be subject to cost recovery at \$543.03 (MTO rate) per occurrence.

The remaining user fees have been adjusted with a 3% increase to keep pace with inflationary impacts.

## **LEGISLATIVE SERVICES**

Legislative Services fees remain largely unchanged.

Animal Services is proposing an increase to fees for select cremation services as a result of increasing costs charged to the City by the external service provider. New fees are also proposed for Education Sessions/Shelter Tours and Emergency Boarding. A new Temporary Outdoor Patio Expansion Permit fee has also been added. Some fees are recommended for removal as the services are no longer available.

## **PUBLIC WORKS AND ENGINEERING**

### **Facilities Operations and Maintenance**

The proposal under consideration entails necessary adjustments to user fees for rentals and services across various municipal facilities. These adjustments are crucial to addressing the impact of inflation and market-based factors on our operational costs. Hence, it is proposed to increase user fees for most rentals and services by 5%, and by 10% for City Hall Atrium, in addition to the following new rental fees:

- City Hall Atrium – Meetings Category 2 (1 HR)
- West Tower - Daily Times Square Photos (1/2 HR)
- West Tower - Daily Times Square Photos (1 HR)

User fees for the following facilities are proposed to be removed:

- Alderlea Community Groups - Friday - up to 6 hours
- Civic Storage 7 Cabinet
- Civic Storage 8 Cabinet
- Civic Storage 9 Cabinet
- Civic Storage 10 Cabinet

- Civic Storage 11 Cabinet
- Civic Storage 12 Cabinet

## **PLANNING, BUILDING & GROWTH MANAGEMENT**

Environment & Development Engineering are proposing to increase the administration fees collected for Site Alteration Permits (Topsoil Stripping Permit) to a flat fee of \$1,800 for plans of subdivision and \$750 for site plans due to the current administration fees not increasing in over 25 years and are outdated compared to other municipalities.

### **OFFICE OF THE CAO**

Office of the CAO fees remain unchanged.

### **Corporate Implications:**

#### **Financial Implications:**

The 2024 recommended operating budgets for all departments (excluding Transit) will include the proposed user fees recommended in this report, resulting in an anticipated revenue growth (excluding the impact of volume growth) of approximately \$1.4M, which represents a 0.1% relief on the overall property tax bill. This impact will be captured as part of a “revenue adjustment” in the 2024 budget.

### **Strategic Focus Area:**

This report achieves the Government & Leadership strategic focus area by providing an alternative non-tax funding source to enhance the quality of life of Brampton residents.

### **Conclusion:**

The City continues to review user fees on an annual basis, keeping in mind the objectives of affordable and accessible services while balancing user fees with implications for property taxes. Staff will continue to conduct costing, benchmarking, and customer surveys to support user fee recommendations. The proposed rate adjustments have been made for those programs/services that can absorb the increase or decrease without negatively affecting resident participation or revenue.

Authored by:

Reviewed by:

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Kartik Sengar, Manager, Finance

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Nash Damer, Treasurer, Finance

Approved by:

Submitted by:

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Alex Milojevic, Commissioner of Corporate  
Support Services

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Marlon Kallideen, Chief Administrative Officer

### **Appendices:**

*The following Appendices only include fees that are changing:*

- Appendix 1 – Community Services Rates and Fees (for Report)
- Appendix 2 – Corporate Support Services Rates and Fees (for Report)
- Appendix 3 – Fire and Emergency Services Rates and Fees (for Report)
- Appendix 4 – Legislative Services Rates and Fees (for Report)
- Appendix 5 – Public Works and Engineering Rates and Fees (for Report)
- Appendix 6 – Planning, Building & Growth Management Rates and Fees (for Report)

*The following Appendices are the complete set of fees:*

- Appendix B1 – Community Services Rates and Fees (for By-Law)
- Appendix B2 – Corporate Support Services Rates and Fees (for By-Law)
- Appendix B3 – Fire and Emergency Services Rates and Fees (for By-Law)
- Appendix B4 – Legislative Services Rates and Fees (for By-Law)
- Appendix B5 – Public Works and Engineering Rates and Fees (for By-Law)
- Appendix B6 – Planning, Building & Growth Management Rates and Fees (for By-Law)
- Appendix B7 – Office of the CAO Rates and Fees (for By-Law)



**General:**

The presented user fees do not include H.S.T. however, if taxes are applicable, it has been identified and will be charged at the time of purchase. Programs specifically tailored for individuals fourteen (14) years of age and under or Inclusive Programs are tax exempt.

**Resident:** If the customer or the customer's landlord is paying property taxes in the City of Brampton, the customer is considered a Brampton resident (proof of residency will be required at the time of purchase).

**Non-Resident:** If the customer or the customer's landlord is not paying property taxes to the City of Brampton, the customer is considered non-resident.

The CAO, Commissioner of Community Services or the Director of Recreation, as applicable, may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Recreation fee in accordance with the general criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

**Registered Programs:**

Unless otherwise presented, the base program length can be increased/decreased by multiplying or dividing the applicable fee

**Non-Residents:** When not presented, will be calculated as a surcharge of 30% per person, per program, per session and will be added to the registration fee for all individuals. Non-residents do not qualify for special discounts. Full Year programs will be limited to a maximum of a \$100 surcharge per person, per program, per session.

**BOED programs:** For BOED programs delivered to schools outside of the City Brampton, the surcharge will be 25%.

**Family Discount:** When not presented, families that register three (3) or more children (seventeen (17) years of age and under) from the same family, at the same time, in the same session, may be eligible to receive a 10% discount off of the program fee (some restrictions may apply). This discount is only eligible to residents.

Prior to the program start date, customers can withdraw and receive a refund of 100% of the program fee. After the program start, up to the start of the third class, the program fee is pro-rated. After the start of the third class, no refund will be issued. For summer and March break camps, customers must withdraw 5 calendar days prior to the start of camp in order to receive a refund of 100% of the camp fee. Within the 5 calendar days prior to the start of camp, a \$50 admin fee will be charged. After the camp start date no refund will be issued. Due to the variety of programming options available to customers, some programs cannot adhere to these guidelines.

**First Aid, Certifications & Leadership Programs:**

**Aquatic Staff Recertification Discount (100%):** Only for current Aquatics staff with a scheduled shift to recertify for Swim – LSS Bronze/SFA/NL (Recert), Swim – LSS National Lifeguard Waterfront Upgrade

**Aquatic Staff Certification Discount (20%):** Only for current Aquatics staff with a scheduled shift to certify for the first time for Swim – LSS Sport Coach/AST/AMT, Swim - LSS AM/CPR C/Safeguard/Examiner, Swim - LSS Swim/Lifesaving/EFA Instructor, Swim - LSS National Lifeguard, Swim – LSS Swim or Lifesaving Instructor, Swim – Advanced Leadership

**Aquatic Volunteer Discount (20%):** Only for current Aquatics volunteers with a scheduled shift to certify for the first time and who have completed 20 hours of volunteer service for Swim - LSS Bronze Cross/SFA/CPR-C, Swim - LSS Bronze/SFA/NL (Recert), Swim - LSS AM/CPR C/Safeguard/Examiner, Swim - LSS Swim/Lifesaving/EFA Instructor, Swim - LSS National Lifeguard, Swim – LSS Swim or Lifesaving Instructor

**City of Brampton Staff Discount (100%):** Only for current City of Brampton staff with a scheduled shift to certify for Swim - LSS AM/CPR C/Safeguard/Examiner

**Memberships:**

A non-resident surcharge of 30% per person, per membership will be added to the fee for all individuals with the following exceptions:

- Tennis memberships which will receive a surcharge of 100% per person
- Cardiac Alumni and Osler Cardiac Rehab memberships are not subject to a non-resident surcharge

An Annual Fitness or Neighbourhood Membership is required to qualify for Personal Training Member fees.

Without a membership, a 25% non-member surcharge applies and non-members are not eligible for 3 session and 5 session packages. Note that Personal Training fees are exempt from a non-resident surcharge.

City of Brampton employees are entitled to the following discounts to annual Fitness, Racquet, Swimming and Skating, and Family Swimming and Skating memberships:

Fire Staff: 100%, non-taxable benefit

Members of Council: 100%, taxable benefit

Community Services – Full-Time, Permanent Employees: 100%, Taxable Benefit

All Departments (Other than Community Services) – Full-Time, Permanent Employees: 50%

All Departments – Part-Time or Contract Employees: 50%

All Departments – Spouse/Dependant of Full-Time, Permanent Employees: 50%

All other staff: 50% off

A 20% corporate discount is available on to eligible participants based on the Corporate Discount SOP for Annual Fitness Memberships only. This discount applies to the rate the participant would otherwise qualify for based on age and residency.

**Flower City Senior Centre Events**

When not presented, the non-resident fee will be calculated with a surcharge of 30% per person, per event and will be added to the registration fee for all individuals. Non-residents do not qualify for special discounts.

**Rentals:**

Standardized client types have been established for pricing purposes.

- Resident rates have been established as the *base rate* for all rental fees
- Affiliated Group/Board of Education rate is incrementally lower than the Resident rate
- Non-Resident/For-Profit (Commercial) rates are incrementally higher than the Resident rate
- In circumstances where the Affiliated Group/Board of Education or Non-Resident/For-Profit rates are not presented, the Resident rate will apply

In circumstances where the client does not match an appropriate client category (i.e. Resident; Non-Resident; Affiliated Youth/BoED) the highest rate will be charged.

Non-Profit groups will be charged Resident or Non-Resident rates, based on their residency and/or the residency of the people they serve.

All rentals require that a minimum 20% non-refundable deposit be paid at the time of booking in order to hold the space. The remainder of the fee is due thirty (30) days prior to the rental date unless otherwise specified on the Rental Agreement. The Permit holder must notify the designated department representative two weeks in advance of any cancellation. Failure to do so will result in forfeit of the full amount paid to the City. Refunds requested in accordance with this clause will be made up to 80% of the contracted price.

Requests for internal bookings from Divisions within Community Services will not be charged any of the applicable rental and extra fees, providing they meet program requirements detailed in the Corporate Internal Booking SOP. In addition, rental and extra fees are waived for internal bookings by Human Resources for City of Brampton employees, Public/Town Hall meetings hosted by the Mayor and/or members of City Council, and meetings on matters of public interest for all City Departments.

Requests for bookings by Affiliated Seniors and Board of Education/Joint Use Agreement Partners may not be charged, following terms identified in relevant policies or agreements.

Last minute is defined as within 48 hours of the start time of an event, unless otherwise noted.

**Room Categories:** Rentable space categorized based on the maximum number of guests per room.

**Aquatic Facility Categories:** Rentable space categorized based on the maximum capacity of the pool tank.

**Gymnasium Categories:** Rentable space categorized based on the available amenities.

In order to rent any facility or space all Rental Agreement Holders must have liability insurance coverage that sufficiently meets established City requirements. The Liability Insurance Program provides individuals or groups with a straightforward and affordable avenue to obtain the required liability insurance coverage. Rates are established by an approved designated vendor and the associated fee applied to the Rental Agreement.

For resale items including food, beverages, and retail goods, the sales pricing is determined using the cost to purchase an item plus the cost of goods sold percentage, established in accordance with the divisional standard operating procedure.

**Prime Time Arena Ice/Floor, Field Indoor, Field Artificial Turf/Dome is defined as:**

Monday to Friday 4:00pm to 12:00am (midnight)

Saturday & Sunday 6:00am to 11:00pm

All 1 hour ice rentals and programs are inclusive of ice maintenance.

Curling bonspiels rates are applicable to annual/seasonal curling tournaments, consisting of multiple games over the weekend. The inter-club rate is applicable to half day scheduled play with pre-schedule clubs/teams for competitive play, but not tournament play. To be eligible for this rate, groups must provide their inter-club schedule in September in advance of the upcoming season.

Where a charge for staff is applicable, if the date falls on a statutory holiday, the fee will be calculated at 1.5 times the fee.

**Prime Time for Golf Rounds is defined as:**

Monday to Friday Open to 10:00am (Adult) or Open to 7:30am (Senior); 3:00pm to Close

Weekends, Holidays Open to 12:00pm

### **Complimentary Passes**

Complimentary passes will be provided to clients for customer service issues in place of a refund after a drop-in program has started, and are to be provided for the matching service purchased. Note that Complimentary Passes are only valid for 6 months year from the date of issue, except for seasonal locations which are valid for 1 year from the date of issue.

Single Visit Complimentary Passes valid for 6 Months: Aquafit, Child Care, Drop-In Sports, Fitness, Racquetball/Squash, Seniors (55+), Shinny, Swimming/Skating

Seasonal Complimentary Passes valid for 1 year: Peel Village (1 Round), Rain Check - Peel Village (1 Round), Ski Hill Lift (1 Day), Tennis (1 visit), Tubing Rides (6 rides)

**Advertising Fees:**

The Sponsorship Manager may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Advertising fee in accordance with the established criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

**Definitions:****Age Categories:**

- Child (10 years and under)
- Youth (10 to 13 years)
- Teen (14 to 17 years)
- Adult (18 to 54 years)
- Student (18 to 54 years (with a valid Student ID))
- 55<sup>+</sup> (55 years or older)
- 70<sup>+</sup> (70 years or older)
- 90<sup>+</sup> (90 years or older)

**Family:** One or two adult guardians over the age of 18 and up to 3 dependents, defined as 18 years of age or under or full-time students under the age of 25, qualifies for a Family pass. Multiple families cannot be combined on any pass/membership purchase.

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
<b>55+ Exclusive</b>						
55+ Specific - Paint Nite	Per Event	Yes	\$ 51.69	\$ 53.24	Inflation	Sep/03/24
55+ Specific - Senior Games	Per Event	Yes	\$ 3.23	DELETE	N/A	Jan/01/24
55+ Specific - Special Event A	Per Event	Yes	\$ 10.83	\$ 11.16	Inflation	Sep/03/24
55+ Specific - Special Event B	Per Event	Yes	\$ 13.65	\$ 14.06	Inflation	Sep/03/24
55+ Specific - Special Event C	Per Event	Yes	\$ 16.54	\$ 17.03	Inflation	Sep/03/24
55+ Specific - Special Event D	Per Event	Yes	\$ 25.21	\$ 25.96	Inflation	Sep/03/24
55+ Specific - Staff Led A	60 Minutes	Yes	\$ 2.38	\$ 2.46	Inflation	Sep/03/24
55+ Specific - Staff Led B	60 Minutes	Yes	\$ 3.21	\$ 3.31	Inflation	Sep/03/24
55+ Specific - Staff Led C	60 Minutes	Yes	\$ 3.80	\$ 3.91	Inflation	Sep/03/24
55+ Specific - Staff Led D	60 Minutes	Yes	\$ 4.18	\$ 4.31	Inflation	Sep/03/24
55+ Specific - Staff Led E	60 Minutes	Yes	\$ 4.88	\$ 5.03	Inflation	Sep/03/24
55+ Specific - Staff Led F	60 Minutes	Yes	\$ 5.22	\$ 5.38	Inflation	Sep/03/24
55+ Specific - Staff Led G	60 Minutes	Yes	\$ 5.61	\$ 5.78	Inflation	Sep/03/24
55+ Specific - Staff Led H	60 Minutes	Yes	\$ 8.41	\$ 8.67	Inflation	Sep/03/24
55+ Specific - Volunteer Led	60 Minutes	Yes	\$ 1.13	\$ 1.16	Inflation	Sep/03/24
55+ - Golf Tournament Member	Flat Rate	Yes	\$ 48.46	\$ 49.91	Inflation	Mar/01/24
55+ - Golf Tournament Non-Member	Flat Rate	Yes	\$ 53.84	\$ 55.46	Inflation	Mar/01/24
Senior Games - OSGA Affiliation Fee	Flat Rate	Yes	\$ 10.51	DELETE	N/A	Jan/01/24
<b>Arts Drama &amp; Music</b>						
Art - Pottery 55+	90 Minutes	Yes	\$ 19.06	\$ 19.70	Inflation	Sep/03/24
Art - Pottery Adult	90 Minutes	Yes	\$ 25.41	\$ 26.17	Inflation	Sep/03/24
Art - Pottery Child/Youth	90 Minutes	No	\$ 18.82	\$ 19.38	Inflation	Sep/03/24
Art - Pottery Teen	90 Minutes	Yes	\$ 18.82	\$ 19.38	Inflation	Sep/03/24
Music - 55+	60 Minutes	Yes	\$ 11.71	\$ 12.06	Inflation	Sep/03/24
Music - Adult	60 Minutes	Yes	\$ 15.62	\$ 16.08	Inflation	Sep/03/24
Music - Child/Youth	60 Minutes	No	\$ 11.57	\$ 11.90	Inflation	Sep/03/24
Music - Teen	60 Minutes	Yes	\$ 11.57	\$ 11.90	Inflation	Sep/03/24
<b>Board of Education</b>						
BOED Per Person - SHSM-ICE	6 hours	Yes	\$ 25.00	\$ 50.00	Cost Recovery, Market Based	Sep/03/24
BOED Per Person - SHSM-ICE with Lunch	6 hours	Yes	\$ 35.00	\$ 60.00	Cost Recovery, Market Based	Sep/03/24
<b>Camps</b>						
Camps - Before and After Care	1 Day	No	\$ 10.51	\$ 10.82	Inflation	Mar/01/24
Camps - Bussing	1 Day	No	\$ 10.51	\$ 10.82	Inflation	Mar/01/24
Camps - Bussing for Integration	1 Day	No	\$ 10.51	\$ 10.82	Inflation	Mar/01/24
Camps - Level A	1 Day	No	\$ 29.42	\$ 30.30	Inflation	Mar/01/24
Camps - Level B	1 Day	No	\$ 33.62	\$ 34.63	Inflation	Mar/01/24
Camps - Level C	1 Day	No	\$ 36.77	\$ 37.88	Inflation	Mar/01/24
Camps - Level D	1 Day	No	\$ 42.03	\$ 43.30	Inflation	Mar/01/24
Camps - Level E	1 Day	No	\$ 47.28	\$ 48.70	Inflation	Mar/01/24
Camps - Level F	1 Day	No	\$ 54.63	\$ 56.27	Inflation	Mar/01/24
Camps - Level G	1 Day	No	\$ 89.30	\$ 91.98	Inflation	Mar/01/24
Camps - Ski & Snowboard	1 Day	No	\$ 65.14	\$ 67.09	Inflation	Mar/01/24
Camps - Virtual	90 Minutes	No	\$ 10.51	DELETE	N/A	Jan/01/24
<b>Dance</b>						
Dance - Audition Fee	60 Minutes	No	\$ 10.77	\$ 11.09	Inflation	Sep/03/24
Dance - Competition 55+	60 Minutes	Yes	\$ 10.59	DELETE	N/A	Sep/03/24
Dance - Competition Adult	60 Minutes	Yes	\$ 14.12	DELETE	N/A	Sep/03/24
Dance - Competition Child/Youth	60 Minutes	No	\$ 10.46	DELETE	N/A	Sep/03/24
Dance - Competition Solo Duet Trio	30 Minutes	Yes	\$ 25.94	DELETE	N/A	Sep/03/24
Dance - Competition Teen	60 Minutes	Yes	\$ 11.58	DELETE	N/A	Sep/03/24
Dance - Non-Recital 55+	60 Minutes	Yes	\$ 9.40	\$ 9.60	Inflation	Sep/03/24
Dance - Non-Recital Adult	60 Minutes	Yes	\$ 12.53	\$ 12.90	Inflation	Sep/03/24
Dance - Non-Recital Child/Youth	45 Minutes	No	\$ 9.28	\$ 9.60	Inflation	Sep/03/24
Dance - Non-Recital Teen	60 Minutes	Yes	\$ 9.28	\$ 9.60	Inflation	Sep/03/24
Dance - Private	30 Minutes	No	\$ 26.58	\$ 27.38	Inflation	Sep/03/24
Dance - Recital 55+	60 Minutes	Yes	\$ 9.50	\$ 9.78	Inflation	Sep/03/24
Dance - Recital Adult	60 Minutes	Yes	\$ 12.67	\$ 13.05	Inflation	Sep/03/24
Dance - Recital Child/Youth	60 Minutes	No	\$ 9.38	\$ 9.60	Inflation	Sep/03/24
Dance - Recital Teen	60 Minutes	Yes	\$ 9.38	\$ 9.60	Inflation	Sep/03/24
<b>Environmental &amp; Outdoor</b>						
Outdoor - Child/Youth	90 Minutes	No	\$ 11.05	\$ 11.37	Inflation	Sep/03/24
Outdoor - 55+	90 Minutes	Yes	\$ 11.04	\$ 11.37	Inflation	Sep/03/24
Outdoor - Teen	90 Minutes	Yes	\$ 11.04	\$ 11.37	Inflation	Sep/03/24
Outdoor - Adult	90 Minutes	Yes	\$ 13.81	\$ 14.22	Inflation	Sep/03/24
Outdoor - Watercrafts 55+	60 Minutes	Yes	\$ 16.93	\$ 17.44	Inflation	Sep/03/24
Outdoor - Watercrafts Adult	60 Minutes	Yes	\$ 22.57	\$ 23.25	Inflation	Sep/03/24
Outdoor - Watercrafts Child/Youth	60 Minutes	No	\$ 16.72	\$ 17.22	Inflation	Sep/03/24
Outdoor - Watercrafts Teen	60 Minutes	Yes	\$ 16.07	\$ 16.55	Inflation	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
Outdoor - Watercrafts Private Lesson	60 Minutes	No	\$ 49.56	\$ 51.05	Inflation	Sep/03/24
Outdoor - Watercrafts Small Group	60 Minutes	No	\$ 41.80	\$ 43.06	Inflation	Sep/03/24
<b>First Aid, Certifications &amp; Leadership</b>						
HIGH FIVE - PHCD	Flat Rate	Yes	\$ 76.19	\$ 83.00	Inflation, Cost Recovery	Sep/03/24
HIGH FIVE - Quest 2	Flat Rate	Yes	\$ 113.31	\$ 117.00	Inflation	Sep/03/24
HIGH FIVE - Sport	Flat Rate	Yes	\$ 56.66	DELETE	N/A	Jan/01/24
HIGH FIVE - Strengthening Children's Mental Health	Flat Rate	Yes	\$ 72.28	DELETE	N/A	Jan/01/24
Leadership - Effective Babysitting	Flat Rate	No	\$ 102.21	\$ 105.00	Inflation	Sep/03/24
Leadership - Home Alone	Flat Rate	No	\$ 50.76	\$ 55.00	Inflation, Market Based	Sep/03/24
Leadership - Instructor in Training	Flat Rate	Yes	\$ 53.84	\$ 55.00	Inflation	Sep/03/24
Leadership - Rec Leaders	60 Minutes	Yes	\$ 3.24	\$ 3.31	Inflation	Sep/03/24
Leadership - Workshop	60 Minutes	Yes	\$ 5.62	\$ 5.78	Inflation	Sep/03/24
Swim - AST Instructor	Flat Rate	Yes	\$ 117.38	DELETE	N/A	Sep/03/24
Swim - LSS Bronze/SFA/NL (Recert)	Flat Rate	Yes	\$ 62.19	\$ 65.00	Inflation, Market Based	Sep/03/24
Swim - LSS Bronze Cross/SFA/CPR-C	Flat Rate	Yes	\$ 191.69	\$ 200.00	Inflation, Market Based	Sep/03/24
Swim - Bronze Cross	Flat Rate	Yes	\$ 111.58	DELETE	N/A	Jan/01/24
Swim - LSS Bronze Med/Cross/SFA/CPR-C	Flat Rate	Yes	\$ 226.15	\$ 235.00	Inflation, Market Based	Sep/03/24
Swim - LSS Bronze Med/EFA	Flat Rate	No	\$ 134.04	\$ 142.00	Inflation, Market Based	Sep/03/24
Swim - Bronze Medallion	Flat Rate	Yes	\$ 95.08	DELETE	N/A	Jan/01/24
Swim - LSS Bronze Star	Flat Rate	No	\$ 102.30	\$ 105.00	Inflation	Sep/03/24
Swim - Complete Lifeguard	Flat Rate	Yes	\$ 320.91	DELETE	N/A	Jan/01/24
Swim - Day NLS/SFA/CPR Recert	Flat Rate	Yes	\$ 114.17	DELETE	N/A	Sep/03/24
Swim - Examiners Course	Flat Rate	Yes	\$ 43.08	DELETE	N/A	Jan/01/24
Swim - LSS Airway Management	Flat Rate	Yes	\$ 38.77	DELETE	N/A	Jan/01/24
Swim - LSS Sport Coach/AST/AMT	Flat Rate	Yes	\$ 102.30	\$ 105.00	Inflation	Sep/03/24
Swim - LSS Assistant Instructor	Flat Rate	Yes	\$ 110.92	DELETE	N/A	Sep/03/24
Swim - LSS Coach Clinic	Flat Rate	Yes	\$ 102.30	DELETE	N/A	Jan/01/24
Swim - LSS AM/CPR C/Safeguard/Examiner	Flat Rate	Yes	\$ 48.46	\$ 53.15	Inflation, Market Based	Sep/03/24
Swim - LSS Emergency First Aid	Flat Rate	Yes	\$ 38.96	DELETE	N/A	Jan/01/24
Swim - LSS First Aid Instructor	Flat Rate	Yes	\$ 175.53	DELETE	N/A	Sep/03/24
Swim - LSS SEE Auditor	Flat Rate	Yes	\$ 66.77	DELETE	N/A	Jan/01/24
Swim - LSS SFA/CPR-C	Flat Rate	Yes	\$ 80.11	\$ 85.00	Inflation, Market Based	Sep/03/24
Swim - LSS SFA/CPR C Recert	Flat Rate	Yes	\$ 64.32	DELETE	N/A	Sep/03/24
Swim - LSS Swim/Lifesaving/EFA Instructor	Flat Rate	Yes	\$ 243.38	\$ 260.00	Inflation, Market Based	Sep/03/24
Swim - LSS Advanced Leadership	Flat Rate	Yes	\$ 164.76	\$ 170.00	Inflation	Sep/03/24
Swim - LSS National Lifeguard	Flat Rate	Yes	\$ 209.99	\$ 215.00	Inflation	Sep/03/24
Swim - National Lifeguard Instructor	Flat Rate	Yes	\$ 148.61	DELETE	N/A	Sep/03/24
Swim - National Lifeguard Recert	Flat Rate	Yes	\$ 58.69	DELETE	N/A	Sep/03/24
Swim - LSS National Lifeguard Waterfront Upgrade	Flat Rate	Yes	\$ 119.73	\$ 125.00	Inflation, Market Based	Sep/03/24
Swim - Safeguard	Flat Rate	Yes	\$ 34.46	DELETE	N/A	Sep/03/24
Swim - LSS Swim or Lifesaving Instructor	Flat Rate	Yes	NEW	\$ 130.00	NEW	Sep/03/24
<b>Fitness &amp; Health</b>						
Fitness - Group Fitness Enhanced 55+	60 Minutes	Yes	\$ 8.93	\$ 9.20	Inflation	Sep/03/24
Fitness - Group Fitness Enhanced Adult	60 Minutes	Yes	\$ 11.91	\$ 12.26	Inflation	Sep/03/24
Fitness - Group Fitness Enhanced Child/Youth	60 Minutes	Yes	\$ 8.93	\$ 9.20	Inflation	Sep/03/24
Fitness - Group Fitness Enhanced Teen	60 Minutes	Yes	\$ 8.93	\$ 9.20	Inflation	Sep/03/24
Fitness - Group Fitness Regular 55+	60 Minutes	Yes	\$ 6.00	\$ 6.18	Inflation	Sep/03/24
Fitness - Group Fitness Regular Adult	60 Minutes	Yes	\$ 7.99	\$ 8.23	Inflation	Sep/03/24
Fitness - Group Fitness Regular Child/Youth	60 Minutes	No	\$ 6.00	\$ 6.18	Inflation	Sep/03/24
Fitness - Group Fitness Regular Teen	60 Minutes	Yes	\$ 6.00	\$ 6.18	Inflation	Sep/03/24
Fitness - Workshop Adult	60 Minutes	Yes	\$ 28.44	\$ 29.29	Inflation	Sep/03/24
Fitness - Personal Training - Member Semi-Private (2:1)	60 Minutes	Yes	\$ 27.10	DELETE	N/A	Jan/01/24
<b>General Interest</b>						
General - After School	120 Minutes	No	\$ 5.25	\$ 5.38	Inflation	Sep/03/24
General - Holiday Workshops	120 Minutes	No	\$ 20.49	\$ 21.10	Inflation	Sep/03/24
General - Interest 55+	60 Minutes	Yes	\$ 8.93	\$ 9.20	Inflation	Sep/03/24
General - Interest Adult	60 Minutes	Yes	\$ 11.56	\$ 11.90	Inflation	Sep/03/24
General - Interest Child/Youth	60 Minutes	No	\$ 8.25	\$ 8.49	Inflation	Sep/03/24
General - Interest Teen	60 Minutes	Yes	\$ 8.93	\$ 9.20	Inflation	Sep/03/24
General - Preschool - Full Year	120 Minutes	No	\$ 14.71	\$ 15.15	Inflation	Sep/03/24
General - Preschool - Full Year Special	150 Minutes	No	\$ 18.39	\$ 18.94	Inflation	Sep/03/24
General - STEM Engineering	60 Minutes	No	\$ 10.77	\$ 11.09	Inflation	Sep/03/24
General - STEM Robotics	60 Minutes	No	\$ 16.15	\$ 16.64	Inflation	Sep/03/24
General - Video Dance - Child/Youth	Flat Rate	No	\$ 10.77	\$ 11.09	Inflation	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
<b>Inclusive Programs</b>						
ADAPT	Per Day	No	\$ 46.84	\$ 48.25	Inflation	Sep/03/24
Out & About - 14+	Flat Rate	No	\$ 38.50	\$ 39.65	Inflation	Sep/03/24
Swim & Explore Child/Youth	180 Minutes	No	\$ 6.52	\$ 6.72	Inflation	Sep/03/24
Swim & Explore Teen	180 Minutes	No	\$ 7.38	\$ 7.61	Inflation	Sep/03/24
Swim & Social	240 Minutes	No	\$ 9.28	\$ 9.56	Inflation	Sep/03/24
<b>Skating</b>						
Skating - Learn To 55+	60 Minutes	Yes	\$ 8.21	\$ 8.62	Inflation, Market Based	Sep/03/24
Skating - Learn To Adult	60 Minutes	Yes	\$ 10.95	\$ 11.50	Inflation, Market Based	Sep/03/24
Skating - Learn To Child/Youth	30 Minutes	No	\$ 8.12	\$ 8.52	Inflation, Market Based	Sep/03/24
Skating - Learn To Family	45 Minutes	Yes	\$ 36.52	\$ 40.40	Inflation, Market Based	Sep/03/24
Skating - Learn To Teen	30 Minutes	Yes	\$ 8.12	\$ 8.52	Inflation, Market Based	Sep/03/24
Skating - Powerskating 55+	60 Minutes	Yes	\$ 11.31	\$ 11.90	Inflation, Market Based	Sep/03/24
Skating - Powerskating Adult	60 Minutes	Yes	\$ 15.07	\$ 15.82	Inflation, Market Based	Sep/03/24
Skating - Powerskating Child/Youth	60 Minutes	No	\$ 11.17	\$ 11.72	Inflation, Market Based	Sep/03/24
Skating - Powerskating Teen	60 Minutes	Yes	\$ 11.17	\$ 11.72	Inflation, Market Based	Sep/03/24
Skating - Private	30 Minutes	No	\$ 28.25	\$ 29.66	Inflation, Market Based	Sep/03/24
Skating - Small Group	30 Minutes	No	\$ 20.96	\$ 22.01	Inflation, Market Based	Sep/03/24
<b>Sports</b>						
Golf League Fee	Flat Rate	Yes	\$ 64.61	\$ 66.55	Inflation	Mar/01/24
Golf Lessons 55+	Per Class	Yes	\$ 18.79	\$ 19.38	Inflation	Mar/01/24
Golf Lessons Adult	Per Class	Yes	\$ 25.01	\$ 25.76	Inflation	Mar/01/24
Golf Lessons Youth	Per Class	No	\$ 18.82	\$ 19.38	Inflation	Mar/01/24
Golf Lessons Teen	Per Class	Yes	\$ 21.26	\$ 21.90	Inflation	Mar/01/24
Gymnastics - Child/Youth	60 Minutes	No	\$ 18.22	\$ 18.77	Inflation	Sep/03/24
Gymnastics - Child/Youth	90 Minutes	No	\$ 21.91	\$ 22.57	Inflation	Sep/03/24
Gymnastics - Child/Youth	120 Minutes	No	\$ 30.35	\$ 31.26	Inflation	Sep/03/24
Gymnastics - Private	60 Minutes	No	\$ 72.87	\$ 75.06	Inflation	Sep/03/24
Gymnastics - Teen	90 Minutes	Yes	\$ 29.61	\$ 30.50	Inflation	Sep/03/24
Ninja and Rock Climbing - Child/Youth	60 Minutes	No	\$ 10.18	\$ 10.49	Inflation	Sep/03/24
Ninja and Rock Climbing - Teen	60 Minutes	Yes	\$ 11.63	\$ 11.98	Inflation	Sep/03/24
Ninja and Rock Climbing - Adult	60 Minutes	Yes	\$ 14.54	\$ 14.98	Inflation	Sep/03/24
Ninja and Rock Climbing - A55	60 Minutes	Yes	\$ 11.63	\$ 11.98	Inflation	Sep/03/24
Rock Climbing - Child/Youth	60 Minutes	No	\$ 10.18	\$ 10.49	Inflation	Sep/03/24
Rock Climbing - Teen	60 Minutes	Yes	\$ 11.63	\$ 11.98	Inflation	Sep/03/24
Rock Climbing - Adult	60 Minutes	Yes	\$ 14.54	\$ 14.98	Inflation	Sep/03/24
Rock Climbing - A55	60 Minutes	Yes	\$ 11.63	\$ 11.98	Inflation	Sep/03/24
Skateboard - Child/Youth	90 Minutes	No	\$ 19.13	\$ 19.70	Inflation	Sep/03/24
Ski/Snowboard - Learn To 55+	120 Minutes	Yes	\$ 20.67	\$ 21.30	Inflation	Sep/03/24
Ski/Snowboard - Learn To Adult	120 Minutes	Yes	\$ 27.56	\$ 28.38	Inflation	Sep/03/24
Ski/Snowboard - Learn To Child	120 Minutes	No	\$ 20.41	\$ 21.10	Inflation	Sep/03/24
Ski/Snowboard - Learn To Teen	120 Minutes	Yes	\$ 20.41	\$ 21.10	Inflation	Sep/03/24
Ski/Snowboard - Private	120 Minutes	No	\$ 77.75	\$ 80.08	Inflation	Sep/03/24
Ski/Snowboard - Small Group	120 Minutes	No	\$ 48.60	\$ 50.00	Inflation	Sep/03/24
Sports - 55+	60 Minutes	Yes	\$ 8.48	\$ 8.90	Inflation, Market Based	Sep/03/24
Sports - Adult	60 Minutes	No	\$ 10.77	\$ 11.31	Inflation, Market Based	Sep/03/24
Sports - Child/Youth	60 Minutes	No	\$ 7.35	\$ 7.72	Inflation, Market Based	Sep/03/24
Sports - Teen	60 Minutes	Yes	\$ 8.54	\$ 8.90	Inflation, Market Based	Sep/03/24
Tennis - Clinic 55+	60 Minutes	Yes	\$ 4.82	\$ 5.00	Inflation, Market Based	Sep/03/24
Tennis - Clinic Adult	60 Minutes	Yes	\$ 6.40	\$ 6.59	Inflation	Sep/03/24
Tennis - Indoor 55+	60 Minutes	Yes	\$ 13.44	\$ 13.85	Inflation	Sep/03/24
Tennis - Indoor Adult	60 Minutes	Yes	\$ 17.92	\$ 18.46	Inflation	Sep/03/24
Tennis - Indoor Parent & Child	60 Minutes	No	\$ 70.50	\$ 72.62	Inflation	Sep/03/24
Tennis - Indoor Teen	60 Minutes	Yes	\$ 13.27	\$ 13.67	Inflation	Sep/03/24
Tennis - Indoor Youth	60 Minutes	No	\$ 13.27	\$ 13.67	Inflation	Sep/03/24
Tennis - Outdoor 55+	60 Minutes	Yes	\$ 10.18	\$ 10.49	Inflation	Mar/01/24
Tennis - Outdoor Adult	60 Minutes	Yes	\$ 13.57	\$ 13.98	Inflation	Mar/01/24
Tennis - Outdoor Teen	60 Minutes	Yes	\$ 10.05	\$ 10.35	Inflation	Mar/01/24
Tennis - Outdoor Youth	60 Minutes	No	\$ 10.05	\$ 10.35	Inflation	Mar/01/24
Tennis - Lessons Private	60 Minutes	Yes	\$ 51.91	\$ 53.46	Inflation	Sep/03/24
Tennis - Lessons Semi-Private (2:1)	60 Minutes	Yes	\$ 29.78	\$ 30.67	Inflation	Sep/03/24
Tennis - Lessons Semi-Private (3:1)	60 Minutes	Yes	\$ 20.69	\$ 21.30	Inflation	Sep/03/24
Tennis - Skills and Drills C/Y Plus Tournament	Flat Rate	No	\$ 78.30	\$ 80.65	Inflation	Sep/03/24
Tennis - Tournament	Flat Rate	Yes	\$ 28.32	\$ 29.17	Inflation	Sep/03/24
<b>Sport Leagues</b>						
Ball Hockey - League Team	Per Game	Yes	\$ 120.00	\$ 91.00	Change of Service Offering	Sep/03/24
Ball Hockey - League Individual	Per Game	Yes	\$ 15.95	\$ 13.05	Change of Service Offering	Sep/03/24
Ball Hockey Goalie - League Individual	Per Game	Yes	\$ 8.04	\$ 6.07	Change of Service Offering	Sep/03/24
Basketball - League Team 18+	Per Game	Yes	\$ 153.75	\$ 129.36	Change of Service Offering	Sep/03/24



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
Basketball - League Individual 18+	Per Game	Yes	\$ 17.05	\$ 15.14	Change of Service Offering	Sep/03/24
Disc Golf - League Individual	Per Game	Yes	\$ 8.71	\$ 6.07	Change of Service Offering	Sep/03/24
Dodgeball - League Team	Per Game	Yes	\$ 76.88	\$ 50.19	Change of Service Offering	Sep/03/24
Dodgeball - League Individual	Per Game	Yes	\$ 10.23	\$ 7.64	Change of Service Offering	Sep/03/24
Flag Football - League Team	Per Game	Yes	\$ 112.75	\$ 81.33	Change of Service Offering	Sep/03/24
Flag Football - League Individual	Per Game	Yes	\$ 12.49	\$ 9.96	Change of Service Offering	Sep/03/24
Spikeball - League Team	Per Game	Yes	\$ 19.48	\$ 11.36	Change of Service Offering	Sep/03/24
Spikeball - League Individual	Per Game	Yes	\$ 9.74	\$ 7.13	Change of Service Offering	Sep/03/24
Volleyball - League Team	Per Game	Yes	\$ 92.25	\$ 60.22	Change of Service Offering	Sep/03/24
Volleyball - League Individual	Per Game	Yes	\$ 10.23	\$ 7.64	Change of Service Offering	Sep/03/24
Tennis - League All Inclusive 18+	Per Season	Yes	\$ 372.84	\$ 384.02	Inflation	Sep/03/24
Tennis - League All Inclusive 55+	Per Season	Yes	\$ 279.64	\$ 288.03	Inflation	Sep/03/24
Tennis - League All Inclusive Sub 18+	Per Season	Yes	\$ 56.01	\$ 57.69	Inflation	Sep/03/24
Tennis - League All Inclusive Sub 55+	Per Season	Yes	\$ 42.01	\$ 43.30	Inflation	Sep/03/24
Tennis - League Excluding Court Fees 55+	Per Season	Yes	\$ 97.46	\$ 100.38	Inflation	Sep/03/24
Tennis - League Excluding Court Fees Sub 55+	Per Season	Yes	\$ 15.31	\$ 15.77	Inflation	Sep/03/24
Tennis - League Excluding Court Fees 18+	Per Season	Yes	\$ 129.95	\$ 133.85	Inflation	Sep/03/24
Tennis - League Excluding Court Fees Sub 18+	Per Season	Yes	\$ 20.40	\$ 21.07	Inflation	Sep/03/24
Tennis - League Self Organized 18+	Per Season	Yes	\$ 27.30	\$ 28.11	Inflation	Sep/03/24
Tennis - League Self Organized 55+	Per Season	Yes	\$ 20.45	\$ 21.07	Inflation	Sep/03/24
Touch Rugby - League Team	Per Game	Yes	\$ 95.02	\$ 60.22	Change of Service Offering	Sep/03/24
Touch Rugby - League Individual	Per Game	Yes	\$ 10.54	\$ 7.64	Change of Service Offering	Sep/03/24
Ultimate Frisbee - League Team 18+	Per Game	Yes	\$ 92.25	\$ 66.02	Change of Service Offering	Sep/03/24
Ultimate Frisbee - League Individual 18+	Per Game	Yes	\$ 12.27	\$ 9.74	Change of Service Offering	Sep/03/24
<b>Swimming</b>						
Swim - Aqua Therapy 55+	60 Minutes	Yes	\$ 6.66	\$ 6.99	Inflation, Market Based	Sep/03/24
Swim - Aqua Therapy Adult	60 Minutes	Yes	\$ 8.88	\$ 9.33	Inflation, Market Based	Sep/03/24
Swim - Aqua Therapy Child/Youth	60 Minutes	No	\$ 5.78	\$ 6.07	Inflation, Market Based	Sep/03/24
Swim - Aqua Therapy Teen	60 Minutes	Yes	\$ 5.78	\$ 6.07	Inflation, Market Based	Sep/03/24
Swim - Learn To 55+	60 Minutes	Yes	\$ 8.66	\$ 9.09	Inflation, Market Based	Sep/03/24
Swim - Learn To Adult	60 Minutes	Yes	\$ 11.54	\$ 12.06	Inflation, Market Based	Sep/03/24
Swim - Little Splash Child/Youth	30 Minutes	No	\$ 9.10	\$ 9.56	Inflation, Market Based	Sep/03/24
Swim - Splash Level 1-4 Child/Youth	30 Minutes	No	\$ 9.10	\$ 9.56	Inflation, Market Based	Sep/03/24
Swim - Splash Level 5-6 Child/Youth	45 Minutes	No	\$ 8.55	\$ 8.98	Inflation, Market Based	Sep/03/24
Swim - Splash Level 7-9 Child/Youth	60 Minutes	No	\$ 8.55	\$ 8.98	Inflation, Market Based	Sep/03/24
Swim - Learn To Family	45 Minutes	Yes	\$ 38.47	\$ 40.40	Inflation, Market Based	Sep/03/24
Swim - Learn To Teen	60 Minutes	Yes	\$ 8.55	\$ 8.98	Inflation, Market Based	Sep/03/24
Swim - Private	30 Minutes	No	\$ 27.58	\$ 28.96	Inflation, Market Based	Sep/03/24
Swim - Small Group	30 Minutes	No	\$ 20.96	\$ 22.01	Inflation, Market Based	Sep/03/24
Swim - Specialized	60 Minutes	No	\$ 9.31	\$ 9.78	Inflation, Market Based	Sep/03/24
<b>Integrated Support Worker Extra Fees</b>						
Camp 1:1 Worker	Half Day	No	\$ 43.08	\$ 44.37	Inflation	Sep/03/24
Camp 1:1 Worker	Full Day	No	\$ 86.15	\$ 88.74	Inflation	Sep/03/24
<b>Program Extra Fees</b>						
Aquatic Manual - Alert Lifeguard in Action	Per Purchase	Yes	\$ 50.40	DELETE	N/A	Jan/01/24
Aquatic Manual - Assistant Instructor Workbook	Per Purchase	Yes	\$ 7.35	DELETE	N/A	Jan/01/24
Aquatic Manual - Bronze Cross Workbook	Per Purchase	Yes	\$ 7.35	DELETE	N/A	Jan/01/24
Aquatic Manual - Bronze Medallion Workbook	Per Purchase	Yes	\$ 7.35	DELETE	N/A	Jan/01/24
Aquatic Manual - Canadian First Aid Manual	Per Purchase	Yes	\$ 17.85	DELETE	N/A	Jan/01/24
Aquatic Manual - Canadian Lifesaving Manual	Per Purchase	Yes	\$ 50.40	DELETE	N/A	Jan/01/24
Aquatic Manual - Life Saving Society Swim & Life Instructor Pack	Per Purchase	Yes	\$ 99.59	DELETE	N/A	Jan/01/24
Aquatic Manual – Aquatic Management Instructor Award Guide	Per Purchase	Yes	\$ 35.00	DELETE	N/A	Jan/01/24
Aquatic Manual – Aquatic Management Instructor Pack	Per Purchase	Yes	\$ 94.85	DELETE	N/A	Jan/01/24
Camps - Lunch Program	1 Day	No	\$ 5.25	\$ 5.38	Inflation	Mar/01/24
Camps - Lunch Program Extra Slice	1 Day	No	\$ 2.63	\$ 2.71	Inflation	Mar/01/24
Holiday - Additional Parent	Per Program	Yes	\$ 4.20	\$ 4.31	Inflation	Sep/03/24
Dance - Costume Child (6 to 10 years)	Per Purchase	Yes	\$ 97.38	\$ 100.30	Inflation	Sep/03/24
Dance - Costume Primary (4 to 6 years)	Per Purchase	Yes	\$ 87.13	\$ 89.74	Inflation	Sep/03/24
Dance - Costume Youth (10 to 17 years)	Per Purchase	Yes	\$ 117.88	\$ 121.41	Inflation	Sep/03/24
Dance - Material Fee (\$20)	Per Purchase	Yes	\$ 20.00	DELETE	N/A	Jan/01/24



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
Dance - Recital Pictures	Per Program	Yes	\$ 16.32	\$ 16.81	Inflation	Sep/03/24
Virtual Camps - Material Fee (\$25)	Per Program	Yes	\$ 25.00	DELETE	N/A	Jan/01/24
Material Fee Level 1 (\$20)	Per Purchase	Yes	\$ 20.00	DELETE	N/A	Jan/01/24
Material Fee Level 2 (\$25)	Per Purchase	Yes	\$ 25.00	DELETE	N/A	Jan/01/24
Material Fee Level 3 (\$30)	Per Purchase	Yes	\$ 30.00	DELETE	N/A	Jan/01/24
Material Fee Level 4 (\$35)	Per Purchase	Yes	\$ 35.00	DELETE	N/A	Jan/01/24
Material Fee Level 5 (\$40)	Per Purchase	Yes	\$ 40.00	DELETE	N/A	Jan/01/24
Material Fee Level 6 (\$45)	Per Purchase	Yes	\$ 45.00	DELETE	N/A	Jan/01/24
Material Fee Level 7 (\$50)	Per Purchase	Yes	\$ 50.00	DELETE	N/A	Jan/01/24
Ski Rental	Per Class	Yes	\$ 17.71	\$ 18.23	Inflation	Sep/03/24
Ski Rental Camp	Per Day	Yes	\$ 23.61	\$ 24.32	Inflation	Sep/03/24
Snowboard Rental	Per Class	Yes	\$ 21.64	\$ 22.30	Inflation	Sep/03/24
Snowboard Rental Camp	Per Day	Yes	\$ 28.53	\$ 29.38	Inflation	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
<b>55+ Specific</b>						
55+ Specific - Drop-In Staff Led A	Per Visit	Yes	\$ 2.17	\$ 2.21	Inflation	Sep/03/24
55+ Specific - Drop-In Staff Led B	Per Visit	Yes	\$ 3.99	\$ 4.11	Inflation	Sep/03/24
55+ Specific - Drop-In Staff Led C	Per Visit	Yes	\$ 4.31	\$ 4.44	Inflation	Sep/03/24
55+ Specific - Drop-In Staff Led D	Per Visit	Yes	\$ 4.99	\$ 5.14	Inflation	Sep/03/24
55+ Specific - Drop-In Staff Led E	Per Visit	Yes	\$ 5.44	\$ 5.62	Inflation	Sep/03/24
55+ Specific - Drop-In Volunteer Led	Per Visit	Yes	\$ 1.09	\$ 1.12	Inflation	Sep/03/24
Flower City Senior - Membership Annual 55+	1 Year	Yes	\$ 19.51	\$ 20.10	Inflation	Jan/01/24
Brampton Lawnbowling Club - Membership Seasonal	Season	Yes	\$ 612.39	\$ 630.76	Inflation	Jan/01/24
55+ Golf Tournament - Member	Per Day	Yes	\$ 41.73	\$ 42.98	Inflation	Jan/01/24
55+ Golf Tournament - Non-Member	Per Day	Yes	\$ 47.17	\$ 48.59	Inflation	Jan/01/24
<b>Arena</b>						
Figure Skating - Drop-In Child/Youth	60 min	Yes	\$ 4.65	\$ 4.87	Inflation, Market Based	Sep/03/24
Figure Skating - Drop-In Teen	60 min	Yes	\$ 4.65	\$ 4.87	Inflation, Market Based	Sep/03/24
Figure Skating - Drop-In Adult	60 min	Yes	\$ 5.80	\$ 6.09	Inflation, Market Based	Sep/03/24
Figure Skating - Drop-In A55+	60 min	Yes	\$ 4.65	\$ 4.87	Inflation, Market Based	Sep/03/24
Shinny - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 49.41	\$ 52.02	Inflation, Market Based	Jan/01/24
Shinny - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.86	\$ 79.47	Inflation	Jan/01/24
Shinny - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 2.00	Inflation, Market Based	Sep/03/24
Shinny - Drop-In Non-Prime Time 55+	Per Visit	Yes	\$ 3.58	\$ 3.76	Inflation, Market Based	Sep/03/24
Shinny - Drop-In Non-Prime Time Adult	Per Visit	Yes	\$ 4.78	\$ 5.02	Inflation, Market Based	Sep/03/24
Skate/Shinny - Drop-In Parent	Per Visit	Yes	\$ 2.49	\$ 2.74	Inflation, Market Based	Sep/03/24
Shinny - Drop-In Prime Time 55+	Per Visit	Yes	\$ 5.49	\$ 5.78	Inflation, Market Based	Sep/03/24
Shinny - Drop-In Prime Time Adult	Per Visit	Yes	\$ 8.54	\$ 8.83	Inflation	Sep/03/24
Shinny - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.21	Inflation, Market Based	Sep/03/24
Skate - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 19.17	DELETE	N/A	Jan/01/24
Skate - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 23.94	DELETE	N/A	Jan/01/24
Skate - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 17.10	DELETE	N/A	Jan/01/24
Skate - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 19.08	DELETE	N/A	Jan/01/24
Skate - Drop-In 55+	Per Visit	Yes	\$ 2.13	DELETE	N/A	Sep/03/24
Skate - Drop-In 70+	Per Visit	No	\$ -	DELETE	N/A	Sep/03/24
Skate - Drop-In Adult	Per Visit	Yes	\$ 2.66	DELETE	N/A	Sep/03/24
Skate - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	DELETE	N/A	Sep/03/24
Skate - Drop-In Parent	Per Visit	Yes	\$ 2.49	DELETE	N/A	Sep/03/24
Skate - Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 7.79	DELETE	N/A	Sep/03/24
Skate - Drop-In Small Group Extra Person	Per Visit	Yes	\$ 1.46	DELETE	N/A	Sep/03/24
Skate - Drop-In Teen	Per Visit	Yes	\$ 2.12	DELETE	N/A	Sep/03/24
Skate - Membership Annual 55+	1 Year	Yes	\$ 77.21	DELETE	N/A	Jan/01/24
Skate - Membership Annual 70+	1 Year	No	\$ -	DELETE	N/A	Jan/01/24
Skate - Membership Annual Adult	1 Year	Yes	\$ 96.51	DELETE	N/A	Jan/01/24
Skate - Membership Annual Child/Youth	1 Year	Yes	\$ 67.56	DELETE	N/A	Jan/01/24
Skate - Membership Annual Family	1 Year	Yes	\$ 281.17	DELETE	N/A	Jan/01/24
Skate - Membership Annual Teen	1 Year	Yes	\$ 77.21	DELETE	N/A	Jan/01/24
<b>Chinguacousy Park</b>						
Mini Golf - Drop-In All Ages	Per Visit	Yes	\$ 2.66	\$ 2.74	Inflation	Mar/01/24
Ski/Snowboard - Drop-In 1 HR Lift Fee	Per Visit	Yes	\$ 14.00	\$ 14.38	Inflation	Sep/03/24
Ski/Snowboard - Drop-In 2 HR Lift Fee	Per Visit	Yes	\$ 16.51	\$ 16.99	Inflation	Sep/03/24
Ski/Snowboard - Drop-In 3 HR Lift Fee	Per Visit	Yes	\$ 19.00	\$ 19.56	Inflation	Sep/03/24
Ski/Snowboard - Drop-In All Day Lift Fee	Per Visit	Yes	\$ 24.99	\$ 25.66	Inflation	Sep/03/24
Ski/Snowboard - Membership 55+	Season	Yes	\$ 131.86	\$ 135.82	Inflation	Sep/03/24
Ski/Snowboard - Membership Adult	Season	Yes	\$ 197.97	\$ 203.91	Inflation	Sep/03/24
Ski/Snowboard - Membership Child/Youth	Season	Yes	\$ 119.77	\$ 123.36	Inflation	Sep/03/24
Ski/Snowboard - Membership Family	Season	Yes	\$ 454.24	\$ 467.87	Inflation	Sep/03/24
Ski/Snowboard - Membership Student	Season	Yes	\$ 119.77	\$ 123.36	Inflation	Sep/03/24
Ski/Snowboard - Membership Teen	Season	Yes	\$ 119.77	\$ 123.36	Inflation	Sep/03/24
Ski Rental Package (1 hour)	1 hour	Yes	\$ 16.37	\$ 16.86	Inflation	Sep/03/24
Ski Rental Package (2 hours)	2 hours	Yes	\$ 19.00	\$ 19.56	Inflation	Sep/03/24
Ski Rental Package (3 hours)	3 hours	Yes	\$ 21.96	\$ 22.61	Inflation	Sep/03/24
Ski Rental Package (All day)	Per Day	Yes	\$ 28.62	\$ 29.47	Inflation	Sep/03/24
Ski Pole Rental (1 hour)	1 hour	Yes	\$ 4.08	\$ 4.20	Inflation	Sep/03/24
Ski Pole Rental (2 hours)	2 hours	Yes	\$ 5.35	\$ 5.53	Inflation	Sep/03/24
Ski Pole Rental (All day)	Per Day	Yes	\$ 9.43	\$ 9.69	Inflation	Sep/03/24
Snowboard Package (1 hour)	1 hour	Yes	\$ 23.31	\$ 24.03	Inflation	Sep/03/24
Snowboard Package (2 hours)	2 hours	Yes	\$ 26.03	\$ 26.81	Inflation	Sep/03/24
Snowboard Package (3 hours)	3 hours	Yes	\$ 28.94	\$ 29.82	Inflation	Sep/03/24
Snowboard Package (All day)	Per Day	Yes	\$ 34.60	\$ 35.66	Inflation	Sep/03/24
Snowboard Boots Only (1 hour)	1 hour	Yes	\$ 10.79	\$ 11.11	Inflation	Sep/03/24
Snowboard Boots Only (2 hours)	2 hours	Yes	\$ 12.16	\$ 12.52	Inflation	Sep/03/24
Snowboard Boots Only (3 hours)	3 hours	Yes	\$ 13.47	\$ 13.85	Inflation	Sep/03/24
Snowboard Boots Only (All day)	Per Day	Yes	\$ 16.20	\$ 16.68	Inflation	Sep/03/24
Tube - Drop-In 6 Rides	Per Visit	Yes	\$ 13.52	\$ 13.94	Inflation	Sep/03/24
Tube - Drop-In 12 Rides	Per Visit	Yes	\$ 20.50	\$ 21.15	Inflation	Sep/03/24
Tube - Drop-In 18 Rides	Per Visit	Yes	\$ 27.03	\$ 27.88	Inflation	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
Tube - Drop-In Family Night	Per Visit	Yes	\$ 8.89	\$ 9.16	Inflation	Sep/03/24
Tube - Drop-In Sport Team Night	Per Visit	Yes	\$ 8.89	\$ 9.16	Inflation	Sep/03/24
<b>Curling</b>						
Curling - Drop-In 55+	Per Visit	Yes	\$ 4.77	\$ 4.87	Inflation	Sep/03/24
Curling - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Inflation	Sep/03/24
Curling - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Inflation	Sep/03/24
Curling - Drop-In Teen	Per Visit	Yes	\$ 2.13	\$ 2.21	Inflation	Sep/03/24
Curling - Drop-In Try-it	Per Visit	Yes	\$ 1.90	\$ 1.96	Inflation	Sep/03/24
<b>Fitness Centre Memberships &amp; Drop-In (Valid at all Fitness and Neighbourhood Centres)</b>						
Fitness Centre - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 61.70	\$ 63.54	Inflation	Jan/01/24
Fitness Centre - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 77.13	\$ 79.47	Inflation	Jan/01/24
Fitness Centre - Drop-In 10 Punches Student	10 Visits	Yes	\$ 61.70	\$ 63.54	Inflation	Jan/01/24
Fitness Centre - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 61.70	\$ 63.54	Inflation	Jan/01/24
Fitness Centre - Drop-In 55+	Per Visit	Yes	\$ 6.86	\$ 7.06	Inflation	Sep/03/24
Fitness Centre - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Inflation	Sep/03/24
Fitness Centre - Drop-In Student	Per Visit	Yes	\$ 6.86	\$ 7.06	Inflation	Sep/03/24
Fitness Centre - Drop-In Teen	Per Visit	Yes	\$ 6.86	\$ 7.06	Inflation	Sep/03/24
Fitness Centre - Drop-In Youth	Per Visit	Yes	\$ 6.00	\$ 6.60	Inflation, Market Based	Sep/03/24
Fitness Centre - Membership Annual 55+	1 Year	Yes	\$ 260.18	\$ 273.19	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership Annual 70+	1 Year	Yes	\$ 200.71	\$ 210.75	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership Annual Adult	1 Year	Yes	\$ 401.42	\$ 421.46	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership Annual Student	1 Year	Yes	\$ 320.58	\$ 336.59	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership Annual Teen	1 Year	Yes	\$ 272.57	\$ 299.82	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership 1 Month 55+	1 Month	Yes	\$ 32.52	\$ 34.15	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership 1 Month 70+	1 Month	Yes	\$ 25.08	\$ 26.33	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership 1 Month Adult	1 Month	Yes	\$ 50.18	\$ 52.69	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership 1 Month Student	1 Month	Yes	\$ 39.95	\$ 41.95	Inflation, Market Based	Jan/01/24
Fitness Centre - Membership 1 Month Teen	1 Month	Yes	\$ 34.07	\$ 37.48	Inflation, Market Based	Jan/01/24
Cardiac Alumni - Membership Annual 55+	1 Year	Yes	\$ 210.62	\$ 216.94	Inflation	Jan/01/24
Cardiac Alumni - Membership Annual 70+	1 Year	Yes	\$ 162.48	\$ 167.35	Inflation	Jan/01/24
Cardiac Alumni - Membership Annual Adult	1 Year	Yes	\$ 324.96	\$ 334.71	Inflation	Jan/01/24
Fitness Centre - Summer Membership Student	141 Days	Yes	\$ 120.40	\$ 124.01	Inflation	Jan/01/24
<b>Fitness Neighbourhood Centre Memberships &amp; Drop-In</b>						
Cardiac Alumni Member Fee - 55+	1 Year	Yes	\$ 36.77	\$ 37.87	Inflation	Jan/01/24
Cardiac Alumni Member Fee - Adult	1 Year	Yes	\$ 36.77	\$ 37.87	Inflation	Jan/01/24
Fitness - Osler Cardiac Rehab - Membership 3 Month	3 Months	Yes	\$ 88.44	\$ 91.09	Inflation	Jan/01/24
<b>Fitness Personal Training</b>						
Personal Training - Member 55+ (3)	3 Sessions	Yes	\$ 88.27	DELETE	N/A	Jan/01/24
Personal Training - Member 55+ (5)	5 Sessions	Yes	\$ 146.81	DELETE	N/A	Jan/01/24
Personal Training - Member 55+ (10)	10 Sessions	Yes	\$ 276.91	DELETE	N/A	Jan/01/24
Personal Training - Member 55+ (15)	15 Sessions	Yes	\$ 390.26	DELETE	N/A	Jan/01/24
Personal Training - Member (3)	3 Sessions	Yes	\$ 135.66	\$ 152.00	Cost Recovery, Market Based	Jan/01/24
Personal Training - Member (5)	5 Sessions	Yes	\$ 225.79	\$ 253.00	Cost Recovery, Market Based	Jan/01/24
Personal Training - Member (10)	10 Sessions	Yes	\$ 426.50	\$ 478.00	Cost Recovery, Market Based	Jan/01/24
Personal Training - Member (15)	15 Sessions	Yes	\$ 599.34	\$ 672.00	Cost Recovery, Market Based	Jan/01/24
Personal Training - Member (30)	30 Sessions	Yes	\$ 1,020.90	DELETE	N/A	Jan/01/24
Personal Training - Non-Member 55+ (10)	10 Sessions	Yes	\$ 346.59	DELETE	N/A	Jan/01/24
Personal Training - Non-Member 55+ (15)	15 Sessions	Yes	\$ 487.83	DELETE	N/A	Jan/01/24
Personal Training - Non-Member Teen/Adult (10)	10 Sessions	Yes	\$ 533.36	DELETE	N/A	Jan/01/24
Personal Training - Non-Member Teen/Adult (15)	15 Sessions	Yes	\$ 749.87	DELETE	N/A	Jan/01/24
Personal Training - Non-Member (30)	30 Sessions	Yes	\$ 1,276.13	DELETE	N/A	Jan/01/24
Personal Training - Member Semi-Private (2:1) (3)	3 Sessions	Yes	NEW	\$ 114.00	NEW	Jan/01/24
Personal Training - Member Semi-Private (2:1) (5)	5 Sessions	Yes	NEW	\$ 190.00	NEW	Jan/01/24
Personal Training - Member Semi-Private (2:1) (10)	10 Sessions	Yes	NEW	\$ 357.00	NEW	Jan/01/24
Personal Training - Member Semi-Private (2:1) (15)	15 Sessions	Yes	NEW	\$ 502.00	NEW	Jan/01/24
<b>Fitness Walking Track</b>						
Fitness - Drop-In Walking Track 55+	Per Visit	Yes	\$ 1.46	\$ 1.50	Inflation	Sep/03/24
Fitness - Drop-In Walking Track Adult	Per Visit	Yes	\$ 2.13	\$ 2.21	Inflation	Sep/03/24
Fitness - Drop-In Walking Track Child/Youth	Per Visit	Yes	\$ 1.24	\$ 1.30	Inflation, Market Based	Sep/03/24
Fitness - Drop-In Walking Track Student	Per Visit	Yes	\$ 1.90	\$ 1.96	Inflation	Sep/03/24
Fitness - Drop-In Walking Track Teen	Per Visit	Yes	\$ 1.49	\$ 1.50	Inflation	Sep/03/24
Fitness - Membership Walking Track 55+	Annual	Yes	\$ 58.06	\$ 59.80	Inflation	Jan/01/24
Fitness - Membership Walking Track Adult	Annual	Yes	\$ 77.55	\$ 79.88	Inflation	Jan/01/24
<b>General Interest</b>						
Dance - Drop-In Advanced	Per Visit	Yes	\$ 4.62	\$ 4.76	Inflation	Sep/03/24
Homeschool - Drop-In	Per Visit	Yes	\$ 4.62	\$ 4.76	Inflation	Sep/03/24
General - Drop-In Adult	Per Visit	Yes	\$ 2.70	\$ 2.74	Inflation	Sep/03/24
General - Drop-In Teen	Per Visit	Yes	\$ 2.17	\$ 2.21	Inflation	Sep/03/24
General - Drop-In 55+	Per Visit	Yes	\$ 2.17	\$ 2.21	Inflation	Sep/03/24
General - Drop-In Preschool	Per Visit	Yes	\$ 1.90	\$ 1.96	Inflation	Sep/03/24
General - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Inflation	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
<b>Golf</b>						
18 Holes 60+	Round	Yes	\$ 38.05	\$ 39.96	Cost Recovery, Market Based	Mar/01/24
18 holes Adult (18-59 Years)	Round	Yes	\$ 46.02	\$ 48.32	Cost Recovery, Market Based	Mar/01/24
18 Holes Junior (<17 Years)	Round	Yes	\$ 38.05	\$ 39.96	Cost Recovery, Market Based	Mar/01/24
Anytime Junior (<17 Years)	Round	Yes	\$ 20.35	\$ 21.37	Cost Recovery, Market Based	Mar/01/24
Back 9 60+	Round	Yes	\$ 18.58	\$ 19.51	Cost Recovery, Market Based	Mar/01/24
Back 9 Adult (18-59 Years)	Round	Yes	\$ 20.35	\$ 21.37	Cost Recovery, Market Based	Mar/01/24
Back 9 Junior (<17 Years)	Round	Yes	\$ 18.58	\$ 19.51	Cost Recovery, Market Based	Mar/01/24
Non-Prime Time 60+	Round	Yes	\$ 20.35	\$ 21.37	Cost Recovery, Market Based	Mar/01/24
Non-Prime Time Adult (18-59 Years)	Round	Yes	\$ 23.01	\$ 24.16	Cost Recovery, Market Based	Mar/01/24
Peel Village Golf 10 Punches	10 Visits	Yes	\$ 238.95	\$ 250.90	Cost Recovery, Market Based	Mar/01/24
Prime Time Adult (18-59 Years)	Round	Yes	\$ 26.55	\$ 27.88	Cost Recovery, Market Based	Mar/01/24
Prime Time 60+	Round	Yes	\$ 26.55	\$ 27.88	Cost Recovery, Market Based	Mar/01/24
Shoulder Season/Special Rate/Aeration 60+	Round	Yes	\$ 18.58	\$ 19.51	Cost Recovery, Market Based	Mar/01/24
Shoulder Season/Special Rate/Aeration Adult (18-59 Years)	Round	Yes	\$ 24.78	\$ 26.02	Cost Recovery, Market Based	Mar/01/24
Shoulder Season/Special Rate/Aeration Junior (<17 Years)	Round	Yes	\$ 18.58	\$ 19.51	Cost Recovery, Market Based	Mar/01/24
Shoulder Season/Special Rate/Aeration Non-Prime Time Adult (18-59 Years)	Round	Yes	\$ 21.24	\$ 22.30	Cost Recovery, Market Based	Mar/01/24
Tournament Package A	Per Visit	Yes	\$ 75.00	\$ 77.50	Inflation	Mar/01/24
<b>Inclusive Programs</b>						
Inclusive Programs - Drop-In Dance	Per Visit	Yes	\$ 9.29	\$ 9.57	Inflation	Sep/03/24
Inclusive Programs - Drop-In Special Event Dinner	Per Visit	Yes	\$ 9.29	\$ 9.57	Inflation	Sep/03/24
Inclusive Programs - Drop-In Out and About Regular	Per Visit	Yes	\$ 4.64	\$ 4.76	Inflation	Sep/03/24
Inclusive Programs - Drop-In Out and About Special Event	Per Visit	Yes	\$ 9.29	\$ 9.57	Inflation	Sep/03/24
Inclusive Programs - Drop-In P.A.H.A.	Per Visit	Yes	\$ 1.02	\$ 1.05	Inflation	Sep/03/24
Inclusive Programs - Drop-In Special Event Dinner and Dance	Per Visit	Yes	\$ 18.58	\$ 19.14	Inflation	Sep/03/24
<b>Indoor Sports</b>						
Ninja and Rock Climbing - Drop-In Adult	Per Visit		\$ 18.14	\$ 18.68	Inflation	Sep/03/24
Ninja and Rock Climbing - Drop-In 55+	Per Visit		\$ 14.51	\$ 14.95	Inflation	Sep/03/24
Ninja and Rock Climbing - Drop-In Child/Youth	Per Visit		\$ 12.70	\$ 13.08	Inflation	Sep/03/24
Ninja and Rock Climbing - Drop-In Teen	Per Visit		\$ 14.51	\$ 14.95	Inflation	Sep/03/24
Rock Climbing - Drop-In Adult	Per Visit	Yes	\$ 7.92	\$ 8.16	Inflation	Sep/03/24
Rock Climbing - Drop-In 55+	Per Visit	Yes	\$ 6.35	\$ 6.54	Inflation	Sep/03/24
Rock Climbing - Drop-In Child/Youth	Per Visit	Yes	\$ 5.61	\$ 5.78	Inflation	Sep/03/24
Rock Climbing - Drop-In Teen	Per Visit	Yes	\$ 6.35	\$ 6.54	Inflation	Sep/03/24
Sports - Gymnasium Drop-In Adult	Per Visit	Yes	\$ 4.77	\$ 4.87	Inflation	Sep/03/24
Sports - Gymnasium Drop-In 55+	Per Visit	Yes	\$ 3.57	\$ 3.68	Inflation	Sep/03/24
Sports - Gymnasium Drop-In Child/Youth	Per Visit	Yes	\$ 2.04	\$ 2.14	Inflation, Market Based	Sep/03/24
Sports - Gymnasium Drop-In Teen	Per Visit	Yes	\$ 2.29	\$ 2.39	Inflation, Market Based	Sep/03/24
Sports - Gymnasium Drop-In Parent	Per Visit	Yes	\$ 2.66	\$ 2.74	Inflation	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Adult	Per Visit	Yes	\$ 6.68	\$ 6.88	Inflation	Sep/03/24
Sports - Indoor Soccer BSC Drop-in 55+	Per Visit	Yes	\$ 5.01	\$ 5.14	Inflation	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Child/Youth	Per Visit	Yes	\$ 4.13	\$ 4.34	Inflation, Market Based	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Teen	Per Visit	Yes	\$ 4.66	\$ 4.87	Inflation, Market Based	Sep/03/24
<b>Racquetball, Squash &amp; Tennis</b>						
CBRA - Membership Annual 55+	1 Year	Yes	\$ 131.29	\$ 135.22	Inflation	Jan/01/24
CBRA - Membership Annual Adult	1 Year	Yes	\$ 201.95	\$ 208.01	Inflation	Jan/01/24
CBRA - Membership Annual Child/Youth	1 Year	Yes	\$ 116.18	\$ 119.66	Inflation	Jan/01/24
CBRA - Membership Annual Student	1 Year	Yes	\$ 161.54	\$ 166.39	Inflation	Jan/01/24
Racquetball/Squash - Drop-In 55+	Per Visit	Yes	\$ 5.48	\$ 5.62	Inflation	Sep/03/24
Racquetball/Squash - Drop-In Adult	Per Visit	Yes	\$ 8.49	\$ 8.74	Inflation	Sep/03/24
Racquetball/Squash - Drop-In BOED	Per Visit	Yes	\$ 11.33	\$ 11.64	Inflation	Sep/03/24
Racquetball/Squash - Drop-In Child/Youth	Per Visit	Yes	\$ 5.48	\$ 5.62	Inflation	Sep/03/24
Racquetball/Squash - Drop-In Family	Per Visit	Yes	\$ 12.73	\$ 13.12	Inflation	Sep/03/24
Racquetball/Squash - Drop-In Sat Night Special	Per Visit	Yes	\$ 2.86	\$ 2.94	Inflation	Sep/03/24
Racquetball/Squash - Drop-In Student	Per Visit	Yes	\$ 6.77	\$ 6.97	Inflation	Sep/03/24
Racquetball/Squash - Drop-In Teen	Per Visit	Yes	\$ 6.77	\$ 6.97	Inflation	Sep/03/24
Racquetball/Squash - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 49.36	\$ 50.58	Inflation	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.40	\$ 78.66	Inflation	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 49.36	\$ 50.58	Inflation	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Student	10 Visits	Yes	\$ 60.89	\$ 62.73	Inflation	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 60.89	\$ 62.73	Inflation	Jan/01/24
Racquetball/Squash - Membership Annual 55+	1 Year	Yes	\$ 153.01	\$ 157.60	Inflation	Jan/01/24
Racquetball/Squash - Membership Annual Adult	1 Year	Yes	\$ 235.41	\$ 242.48	Inflation	Jan/01/24
Racquetball/Squash - Membership Annual Child/Youth	1 Year	Yes	\$ 135.40	\$ 139.47	Inflation	Jan/01/24
Racquetball/Squash - Membership Annual Student	1 Year	Yes	\$ 188.32	\$ 193.97	Inflation	Jan/01/24
Racquetball/Squash - Membership Annual Teen	1 Year	Yes	\$ 188.32	\$ 193.97	Inflation	Jan/01/24
Tennis - Membership 3 Month 55+	3 Months	Yes	\$ 94.44	\$ 99.31	Inflation, Market Based	Sep/03/24
Tennis - Membership 3 Month Adult	3 Months	Yes	\$ 134.91	\$ 141.87	Inflation, Market Based	Sep/03/24
Tennis - Membership 3 Month Child/Youth	3 Months	Yes	\$ 94.44	\$ 99.31	Inflation, Market Based	Sep/03/24
Tennis - Membership 3 Month Student	3 Months	Yes	\$ 107.94	\$ 113.49	Inflation, Market Based	Sep/03/24
Tennis - Membership 3 Month Teen	3 Months	Yes	\$ 107.94	\$ 113.49	Inflation, Market Based	Sep/03/24
Tennis - Membership 6 Month 55+	6 Months	Yes	\$ 157.63	\$ 165.52	Inflation, Market Based	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
Tennis - Membership 6 Month Adult	6 Months	Yes	\$ 225.19	\$ 236.45	Inflation, Market Based	Sep/03/24
Tennis - Membership 6 Month Child/Youth	6 Months	Yes	\$ 157.63	\$ 165.51	Inflation, Market Based	Sep/03/24
Tennis - Membership 6 Month Student	6 Months	Yes	\$ 180.14	\$ 189.15	Inflation, Market Based	Sep/03/24
Tennis - Membership 6 Month Teen	6 Months	Yes	\$ 180.14	\$ 189.15	Inflation, Market Based	Sep/03/24
Tennis - Drop-In Court Fee (per court)	Per Hour	Yes	\$ 14.16	\$ 14.87	Inflation, Market Based	Sep/03/24
Tennis - Drop-In Court Fee Non-Prime (per court)	Per Hour	Yes	\$ 14.16	DELETE	N/A	Sep/03/24
Tennis - Drop-In Non-Member Fee (Resident)	Per Visit	Yes	\$ 12.25	\$ 12.86	Inflation, Market Based	Sep/03/24
Tennis - Drop-In Non-Member Fee (Non-Resident)	Per Visit	Yes	\$ 17.70	\$ 19.29	Inflation, Market Based	Sep/03/24
<b>Swimming</b>						
Aquafit - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 61.70	\$ 63.54	Inflation	Jan/01/24
Aquafit - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 77.13	\$ 79.47	Inflation	Jan/01/24
Aquafit - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 61.74	\$ 63.54	Inflation	Jan/01/24
Aquafit - Drop-In 55+	Per Visit	Yes	\$ 6.86	\$ 7.06	Inflation	Sep/03/24
Aquafit - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Inflation	Sep/03/24
Aquafit - Drop-In Teen	Per Visit	Yes	\$ 6.86	\$ 7.06	Inflation	Sep/03/24
Sauna - Drop-In 14+	Per Visit	Yes	\$ 2.05	\$ 2.14	Inflation, Market Based	Sep/03/24
Swim/Skate - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 19.17	\$ 19.89	Inflation	Jan/01/24
Swim/Skate - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 23.94	\$ 24.66	Inflation	Jan/01/24
Swim/Skate - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 17.10	\$ 17.64	Inflation	Jan/01/24
Swim/Skate - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 19.08	\$ 19.89	Inflation, Market Based	Jan/01/24
Swim/Skate - Drop-In 55+	Per Visit	Yes	\$ 2.13	\$ 2.21	Inflation	Sep/03/24
Swim/Skate - Drop-In Adult	Per Visit	Yes	\$ 2.66	\$ 2.74	Inflation	Sep/03/24
Swim/Skate - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Inflation	Sep/03/24
Swim/Skate - Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 7.79	\$ 8.02	Inflation	Sep/03/24
Swim/Skate - Drop-In Small Group Extra Person	Per Visit	Yes	\$ 1.46	\$ 1.50	Inflation	Sep/03/24
Swim/Skate - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.21	Inflation, Market Based	Sep/03/24
Swim/Skate - Membership Annual 55+	1 Year	Yes	\$ 77.21	\$ 79.53	Inflation	Jan/01/24
Swim/Skate - Membership Annual Adult	1 Year	Yes	\$ 96.51	\$ 99.41	Inflation	Jan/01/24
Swim/Skate - Membership Annual Child/Youth	1 Year	Yes	\$ 67.56	\$ 69.58	Inflation	Jan/01/24
Swim/Skate - Membership Annual Family	1 Year	Yes	\$ 281.17	\$ 289.61	Inflation	Jan/01/24
Swim/Skate - Membership Annual Teen	1 Year	Yes	\$ 77.21	\$ 79.53	Inflation	Jan/01/24
Swim - Membership Season Individual - Camp Naivelt	Season	Yes	\$ 21.73	\$ 22.38	Inflation	Jan/01/24
Swim - Membership Season Family - Camp Naivelt	Season	Yes	\$ 80.87	\$ 83.30	Inflation	Jan/01/24
Water Sports - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 55.73	\$ 57.42	Inflation	Jan/01/24
Water Sports - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.37	\$ 79.47	Inflation, Market Based	Jan/01/24
Water Sports - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 17.16	\$ 17.64	Inflation	Jan/01/24
Water Sports - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 19.29	\$ 19.62	Inflation	Jan/01/24
Water Sports - Drop-In 55+	Per Visit	Yes	\$ 6.19	\$ 6.38	Inflation	Sep/03/24
Water Sports - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Inflation	Sep/03/24
Water Sports - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Inflation	Sep/03/24
Water Sports - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.18	Inflation	Sep/03/24
<b>Swimming - Professor's Lake</b>						
Swim - Professor's Lake Drop-In 55+	Per Visit	Yes	\$ 3.32	\$ 3.41	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In Adult	Per Visit	Yes	\$ 4.20	\$ 4.34	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In Child/Youth	Per Visit	Yes	\$ 2.88	\$ 3.01	Inflation, Market Based	Mar/01/24
Swim - Professor's Lake Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 11.28	\$ 11.64	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In Teen	Per Visit	Yes	\$ 3.32	\$ 3.41	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm 55+	Per Visit	Yes	\$ 2.30	\$ 2.39	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Adult	Per Visit	Yes	\$ 2.74	\$ 2.83	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Child/Youth	Per Visit	Yes	\$ 2.04	\$ 2.08	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Group of 4	Per Visit	Yes	\$ 6.81	\$ 6.97	Inflation	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Teen	Per Visit	Yes	\$ 2.30	\$ 2.39	Inflation	Mar/01/24
Swim - Professor's Lake Boat Permit	1 Day	Yes	\$ 5.44	\$ 5.62	Inflation	Mar/01/24
Swim - Professor's Lake Boat Permit (Season)	Season	Yes	\$ 112.47	\$ 115.84	Inflation	Mar/01/24
Swim - Professor's Lake Wubit Drop-In All Ages (2 Hour)	2 Hours	Yes	\$ 25.00	\$ 25.75	Inflation	Mar/01/24
Swim - Professor's Lake Wubit Drop-In All Ages (1 Hour)	1 Hour	Yes	\$ 15.00	\$ 15.44	Inflation	Mar/01/24



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Description of Change	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Description of Change	Effective Date
<b>Aquatics</b>												
Aquatics - Category A Full Pool	60 Minutes	Yes	\$ 80.00	\$ 82.40	Inflation	\$ 108.00	\$ 113.40	Inflation, Market Based	\$ 52.00	\$ 53.56	Inflation	Sep/03/24
Aquatics - Category B Full Pool	60 Minutes	Yes	\$ 96.00	\$ 98.88	Inflation	\$ 129.60	\$ 136.08	Inflation, Market Based	\$ 62.40	\$ 64.27	Inflation	Sep/03/24
Aquatics - Category B Half Pool	60 Minutes	Yes	\$ 48.00	\$ 49.44	Inflation	\$ 64.80	\$ 68.04	Inflation, Market Based	\$ 31.20	\$ 32.14	Inflation	Sep/03/24
Aquatics - Category C Full Pool	60 Minutes	Yes	\$ 112.00	\$ 115.36	Inflation	\$ 151.20	\$ 158.75	Inflation, Market Based	\$ 72.80	\$ 74.98	Inflation	Sep/03/24
Aquatics - Category C Half Pool	60 Minutes	Yes	\$ 56.01	\$ 57.69	Inflation	\$ 75.60	\$ 79.25	Inflation, Market Based	\$ 36.41	\$ 37.50	Inflation	Sep/03/24
Aquatics - Category D Full Pool	60 Minutes	Yes	\$ 160.00	\$ 164.80	Inflation	\$ 216.00	\$ 226.80	Inflation, Market Based	\$ 104.00	\$ 107.12	Inflation	Sep/03/24
Aquatics - Category D Half Day Swim Meet inc 4LG+1DS - Displacing Program Fee	5 Hours	Yes							\$ 4,517.58	\$ 4,653.11	Inflation	Sep/03/24
Aquatics - Category D Half Day Swim Meet inc 4LG+1DS	5 Hours	Yes	\$ 6,950.13	\$ 7,158.63	Inflation	\$ 9,382.67	\$ 9,851.80	Inflation, Market Based	\$ 1,365.71	\$ 1,406.68	Inflation	Sep/03/24
Aquatics - Category D Swim Meet Set Up/Take Down Fee	Per Booking	Yes	\$ 2,424.52	\$ 2,497.26	Inflation	\$ 3,273.10	\$ 3,436.76	Inflation, Market Based	\$ 315.19	\$ 324.65	Inflation	Sep/03/24
Aquatics - SNAPSO	Per Booking	Yes	\$ 27.84	\$ 28.68	Inflation							Sep/03/24
Aquatics - Professor's Lake Beach + Water	60 Minutes	Yes	\$ 117.17	\$ 120.69	Inflation	\$ 158.17	\$ 166.08	Inflation, Market Based				Mar/01/24
Aquatics - Professor's Lake Beach Only	60 Minutes	Yes	\$ 117.17	\$ 120.69	Inflation	\$ 158.17	\$ 166.08	Inflation, Market Based				Mar/01/24
Aquatics - Professor's Lake Boat House (Boats Extra Charge)	60 Minutes	Yes	\$ 88.91	\$ 91.58	Inflation	\$ 88.91	\$ 93.36	Inflation, Market Based				Mar/01/24
Aquatics - Professor's Lake Open Water	60 Minutes	Yes	\$ 117.17	\$ 120.69	Inflation	\$ 158.17	\$ 166.08	Inflation, Market Based				Mar/01/24
<b>Arena</b>												
Arena Floor	60 Minutes	Yes	\$ 62.19	\$ 64.06	Inflation	\$ 93.83	\$ 103.65	Inflation, Market Based	\$ 48.79	\$ 50.25	Inflation	Sep/03/24
Arena Floor - Outdoor Pavillion	60 Minutes	Yes	\$ 40.43	\$ 41.68	Inflation	\$ 50.52	\$ 55.57	Inflation, Market Based	\$ 26.28	\$ 27.07	Inflation	Sep/03/24
Arena Floor - Special Event (4-8HRS)	60 Minutes	Yes	\$ 240.11	\$ 247.54	Inflation	\$ 300.14	\$ 330.15	Inflation, Market Based	\$ 156.07	\$ 160.75	Inflation	Sep/03/24
Arena Floor - Special Event (8+HRS)	8 Hours +	Yes	\$ 1,664.95	\$ 1,714.90	Inflation	\$ 2,692.23	\$ 2,961.45	Inflation, Market Based	\$ 1,082.22	\$ 1,114.69	Inflation	Sep/03/24
Arena Ice - Special Event (8+HRS) - Outdoor Pavillion	8 Hours +	Yes	\$ 2,081.18	\$ 2,143.62	Inflation	\$ 3,365.29	\$ 3,701.82	Inflation, Market Based	\$ 1,352.76	\$ 1,393.34	Inflation	Sep/03/24
Arena Ice - Non-Prime	60 Minutes	Yes	\$ 178.11	\$ 183.45	Inflation	\$ 195.92	\$ 215.51	Inflation, Market Based	\$ 115.77	\$ 119.24	Inflation	Sep/03/24
Arena Ice - Non-Prime - Outdoor Pavillion	60 Minutes	Yes	\$ 115.77	\$ 119.24	Inflation	\$ 144.71	\$ 158.75	Inflation, Market Based	\$ 75.25	\$ 77.51	Inflation	Sep/03/24
Arena Ice - Non-Prime 48 Hour in Advance	60 Minutes	Yes	\$ 78.80	\$ 81.16	Inflation							Sep/03/24
Arena Ice - Prime Time	60 Minutes	Yes	\$ 261.22	\$ 269.06	Inflation	\$ 326.53	\$ 359.18	Inflation, Market Based	\$ 169.79	\$ 174.90	Inflation	Sep/03/24
Arena Ice - Prime - Outdoor Pavillion	60 Minutes	Yes	\$ 169.79	\$ 174.88	Inflation	\$ 212.25	\$ 233.48	Inflation, Market Based	\$ 110.37	\$ 113.68	Inflation	Sep/03/24
Arena Ice - Prime 48 Hour in Advance	60 Minutes	Yes	\$ 123.61	\$ 127.32	Inflation							Sep/03/24
Arena Ice - Non-Prime Figure Skating Transition	60 Minutes	Yes							\$ 115.77	DELETE	N/A	Sep/03/24
<b>Courts &amp; Gymnasiums</b>												
Gymnasium - Category A Per Court	60 Minutes	Yes	\$ 39.58	\$ 40.77	Inflation	\$ 47.11	\$ 51.82	Inflation, Market Based	\$ 24.50	\$ 25.24	Inflation	Sep/03/24
Gymnasium - Category A Per Double Court	60 Minutes	Yes	\$ 75.38	\$ 77.64	Inflation	\$ 94.23	\$ 103.65	Inflation, Market Based	\$ 49.00	\$ 50.47	Inflation	Sep/03/24
Gymnasium - Category B Per Court	60 Minutes	Yes	\$ 26.92	\$ 27.73	Inflation	\$ 33.65	\$ 37.02	Inflation, Market Based	\$ 23.91	\$ 24.63	Inflation	Sep/03/24
Gymnasium - BSC Per Court	60 Minutes	Yes	\$ 75.38	\$ 77.64	Inflation	\$ 94.23	\$ 103.65	Inflation, Market Based	\$ 37.69	\$ 38.82	Inflation	Sep/03/24
Gymnasium - Category A Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 23.74	\$ 24.45	Inflation							Sep/03/24
Gymnasium - Category A Per Double Court - 48 Hour in Advance	60 Minutes	Yes	\$ 45.23	\$ 46.59	Inflation							Sep/03/24
Gymnasium - Category B Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 16.16	\$ 16.64	Inflation							Sep/03/24
Gymnasium - BSC Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 45.23	\$ 46.59	Inflation							Sep/03/24
Gymnasium - FCSC - Affiliated Senior Group	60 Minutes	Yes	\$ 19.65	\$ 20.24	Inflation							Sep/03/24
Gymnasium - FCSC - Resident	60 Minutes	Yes	\$ 30.22	\$ 31.13	Inflation							Sep/03/24
Gymnasium - FCSC - NR/Commercial	60 Minutes	Yes	\$ 37.77	\$ 38.90	Inflation							Sep/03/24
Gymnasium Meeting/Social - FCSC - Affiliated Senior Group	60 Minutes	Yes	\$ 39.28	\$ 40.77	Inflation							Sep/03/24
Indoor - Bocce Single Court	60 Minutes	Yes	\$ 9.48	\$ 9.76	Inflation	\$ 11.84	\$ 13.02	Inflation, Market Based				Sep/03/24
Outdoor - Basketball Single Court	60 Minutes	Yes	\$ 39.58	\$ 40.77	Inflation	\$ 49.47	\$ 54.50	Inflation, Market Based	\$ 25.72	\$ 26.49	Inflation	Jan/01/24
Outdoor - Beach Volleyball Court 1 Court	60 Minutes	Yes	\$ 23.70	\$ 24.45	Inflation	\$ 32.00	\$ 35.20	Inflation, Market Based	\$ 15.41	\$ 15.87	Inflation	Jan/01/24
Outdoor - Beach Volleyball Court Tournament (6 Courts)	Per Day	Yes	\$ 944.74	\$ 973.08	Inflation	\$ 1,275.40	\$ 1,402.94	Inflation, Market Based	\$ 614.08	\$ 632.50	Inflation	Jan/01/24
Outdoor - Volleyball Brampton Adult Volleyball League Per Court	60 Minutes	Yes	\$ 22.38	\$ 23.05	Inflation							Jan/01/24

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Outdoor - Lawnbowling - Brampton Lawn Bowling Club	60 Minutes	Yes	\$ 51.28	\$ 52.82	Inflation							Jan/01/24
Outdoor - Lawnbowling - Brampton Lawn Bowling Club	1 Month	Yes	\$ 612.40	\$ 630.77	Inflation							Jan/01/24
Outdoor - Multi Sport Court	60 Minutes	Yes	\$ 33.32	\$ 34.32	Inflation	\$ 49.98	\$ 54.50	Inflation, Market Based	\$ 11.75	\$ 12.10	Inflation	Jan/01/24
Indoor - Tennis Per Court	60 Minutes	Yes							\$ 14.39	\$ 14.82	Inflation	Sep/03/24
Chinguacousy Park Tennis Club Per Court	Per Day	Yes	\$ 5.25	\$ 5.41	Inflation							Jan/01/24
Indoor - Squash/Racquet Per Court - Tournament	60 Minutes	Yes	\$ 23.06	\$ 23.75	Inflation							Sep/03/24
Indoor - Squash/Racquet Per Court	60 Minutes	Yes	\$ 25.63	\$ 26.40	Inflation				\$ 14.39	\$ 14.82	Inflation	Sep/03/24
<b>Curling</b>												
Curling - Bonspiel All Day (all sheets)	8 Hours	Yes	\$ 1,009.19	\$ 1,039.47	Inflation							Sep/03/24
Curling - Bonspiel ½ Day (all sheets)	4 Hours	Yes	\$ 507.05	\$ 522.26	Inflation							Sep/03/24
Curling - Inter Club Event ½ day (all sheets)	4 Hours	Yes	\$ 507.05	\$ 522.26	Inflation							Sep/03/24
Curling - Club Adult Per Sheet	60 Minutes	Yes	\$ 45.48	\$ 46.84	Inflation							Sep/03/24
Curling - Floor Special Event	60 Minutes	Yes	\$ 118.39	\$ 121.94	Inflation							Sep/03/24
Curling - Non-Prime Per Sheet	60 Minutes	Yes	\$ 45.48	\$ 46.84	Inflation				\$ 32.49	\$ 33.46	Inflation	Sep/03/24
Curling - Prime Per Sheet	60 Minutes	Yes	\$ 55.52	\$ 57.19	Inflation							Sep/03/24
Curling - Seniors Non-Prime Per Sheet	60 Minutes	Yes	\$ 33.76	\$ 34.77	Inflation							Sep/03/24
Curling - Youth Per Sheet	60 Minutes	Yes	\$ 21.51	\$ 22.16	Inflation							Sep/03/24
<b>Fields, Diamonds &amp; Artificial Turf</b>												
Field Artificial Turf - Tournament (4-6 hours)	Flat Rate	Yes	\$ 277.53	\$ 285.86	Inflation	\$ 416.28	\$ 437.09	Inflation, Market Based	\$ 180.39	\$ 185.80	Inflation	Jan/01/24
Field Artificial Turf - Tournament (6-9 hours)	Flat Rate	Yes	\$ 416.28	\$ 428.77	Inflation	\$ 624.41	\$ 655.63	Inflation, Market Based	\$ 270.58	\$ 278.70	Inflation	Jan/01/24
Field Artificial Turf - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 556.25	\$ 572.94	Inflation	\$ 834.37	\$ 876.09	Inflation, Market Based	\$ 361.56	\$ 372.41	Inflation	Jan/01/24
Field Artificial Turf - Dome 1/4 Field Non-Prime	60 Minutes	Yes	\$ 161.53	\$ 166.38	Inflation	\$ 201.92	\$ 212.02	Inflation, Market Based	\$ 121.15	\$ 124.78	Inflation	Sep/03/24
Field Artificial Turf - Dome 1/4 Field Prime	60 Minutes	Yes	\$ 215.38	\$ 221.84	Inflation	\$ 269.22	\$ 282.68	Inflation, Market Based	\$ 157.53	\$ 162.26	Inflation	Sep/03/24
Field Artificial Turf	60 Minutes	Yes	\$ 97.88	\$ 100.82	Inflation	\$ 147.18	\$ 154.54	Inflation, Market Based	\$ 66.80	\$ 68.80	Inflation	Sep/03/24
Field Indoor - Non-Prime	60 Minutes	Yes	\$ 161.53	\$ 166.38	Inflation	\$ 201.92	\$ 212.02	Inflation, Market Based	\$ 107.27	\$ 110.49	Inflation	Sep/03/24
Field Indoor - Prime	60 Minutes	Yes	\$ 215.38	\$ 221.84	Inflation	\$ 269.22	\$ 282.68	Inflation, Market Based	\$ 157.53	\$ 162.26	Inflation	Sep/03/24
Field Indoor - Non-Prime - Last Minute Rate	60 Minutes	Yes	\$ 96.92	\$ 99.83	Inflation							Sep/03/24
Field Indoor - Prime - Last Minute Rate	60 Minutes	Yes	\$ 129.23	\$ 133.11	Inflation							Sep/03/24
Field Indoor - Tournament	60 Minutes	Yes	\$ 194.30	\$ 200.13	Inflation	\$ 194.30	\$ 204.02	Inflation, Market Based	\$ 194.30	\$ 200.13	Inflation	Sep/03/24
Field Major	60 Minutes	Yes	\$ 31.74	\$ 32.69	Inflation	\$ 47.43	\$ 49.80	Inflation, Market Based	\$ 11.19	\$ 11.53	Inflation	Jan/01/24
Field Major - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 202.92	\$ 209.01	Inflation	\$ 304.07	\$ 319.27	Inflation, Market Based	\$ 70.99	\$ 73.12	Inflation	Jan/01/24
Field Major - Tournament (6-9 hours)	Flat Rate	Yes	\$ 148.26	\$ 152.71	Inflation	\$ 221.76	\$ 233.00	Inflation, Market Based	\$ 52.46	\$ 54.03	Inflation	Jan/01/24
Field Major - Tournament (4-6 hours)	Flat Rate	Yes	\$ 101.14	\$ 104.17	Inflation	\$ 151.41	\$ 158.75	Inflation, Market Based	\$ 36.13	\$ 37.21	Inflation	Jan/01/24
Field Major - Cricket	60 Minutes	Yes	NEW	\$ 35.96	NEW	NEW	\$ 53.94	NEW	NEW	\$ 23.37	NEW	Jan/01/24
Field Major - Cricket Tournament (Over 9 hours)	Flat Rate	Yes	NEW	\$ 220.00	NEW	NEW	\$ 330.00	NEW	NEW	\$ 143.00	NEW	Jan/01/24
Field Major - Cricket Tournament (6-9 hours)	Flat Rate	Yes	NEW	\$ 168.00	NEW	NEW	\$ 252.00	NEW	NEW	\$ 109.20	NEW	Jan/01/24
Field Major - Cricket Tournament (4-6 hours)	Flat Rate	Yes	NEW	\$ 132.00	NEW	NEW	\$ 198.00	NEW	NEW	\$ 85.80	NEW	Jan/01/24
Field Minor	60 Minutes	Yes	\$ 8.93	\$ 9.20	Inflation	\$ 13.32	\$ 13.99	Inflation, Market Based				Jan/01/24
Field Minor - Tournament (4-6 hours)	Flat rate	Yes	\$ 27.64	\$ 28.47	Inflation	\$ 41.46	\$ 43.53	Inflation, Market Based				Jan/01/24
Field Minor - Tournament (6-9 hours)	Flat Rate	Yes	\$ 40.47	\$ 41.68	Inflation	\$ 60.70	\$ 63.74	Inflation, Market Based				Jan/01/24
Field Minor - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 55.38	\$ 57.04	Inflation	\$ 83.06	\$ 87.21	Inflation, Market Based				Jan/01/24
Field School - Tournament (6-9 hours)	Flat Rate	Yes	\$ 27.16	\$ 27.97	Inflation	\$ 40.68	\$ 42.71	Inflation, Market Based				Jan/01/24
Field School - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 37.16	\$ 38.27	Inflation	\$ 55.68	\$ 58.46	Inflation, Market Based				Jan/01/24
Field School - Tournament (4-6 hours)	Flat Rate	Yes	\$ 18.55	\$ 19.11	Inflation	\$ 27.79	\$ 29.18	Inflation, Market Based				Jan/01/24
Field School	60 Minutes	Yes	\$ 5.97	\$ 6.15	Inflation	\$ 8.93	\$ 9.38	Inflation, Market Based				Jan/01/24
Field Stadium	60 Minutes	Yes	\$ 50.58	\$ 52.10	Inflation	\$ 75.39	\$ 79.25	Inflation, Market Based	\$ 21.87	\$ 22.53	Inflation	Jan/01/24
Field Stadium - Tournament (6-9 hours)	Flat Rate	Yes	\$ 221.14	\$ 227.77	Inflation	\$ 331.71	\$ 348.30	Inflation, Market Based	\$ 95.19	\$ 98.05	Inflation	Jan/01/24
Field Stadium - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 299.03	\$ 308.00	Inflation	\$ 446.05	\$ 468.35	Inflation, Market Based	\$ 128.17	\$ 132.02	Inflation	Jan/01/24
Field Stadium - Tournament (4-6 hours)	Flat Rate	Yes	\$ 150.15	\$ 154.65	Inflation	\$ 223.02	\$ 233.00	Inflation, Market Based	\$ 64.06	\$ 65.98	Inflation	Jan/01/24
Sports Field – Major Special Event With Displacement	Per Day					\$ 3,675.00	\$ 3,858.75	Inflation, Market Based				Jan/01/24
Sports Field – Major Special Event - Set Up/Tear Down	Per Day					\$ 1,000.00	\$ 1,050.00	Inflation, Market Based				Jan/01/24
<b>Track</b>												
Track - Level A Track + Amenities (Half day)	½ Day	Yes	\$ 107.39	\$ 110.61	Inflation	\$ 161.08	\$ 165.91	Inflation	\$ 69.80	\$ 71.89	Inflation	Sep/03/24
Track - Level A Track+ Amenities (Full day)	Per Day	Yes	\$ 286.37	\$ 294.96	Inflation	\$ 429.55	\$ 442.44	Inflation	\$ 186.14	\$ 191.72	Inflation	Sep/03/24
Track - Level A Track Practice	60 Minutes	Yes	\$ 28.63	\$ 29.49	Inflation	\$ 42.95	\$ 44.24	Inflation	\$ 18.61	\$ 19.17	Inflation	Sep/03/24
Track - Level B Track + Amenities (Half day)	½ Day	Yes	\$ 53.25	\$ 54.85	Inflation	\$ 79.87	\$ 82.27	Inflation	\$ 27.49	\$ 28.31	Inflation	Sep/03/24
Track - Level B Track + Amenities (Full day)	Per Day	Yes	\$ 142.00	\$ 146.26	Inflation	\$ 213.00	\$ 219.39	Inflation	\$ 73.29	\$ 75.49	Inflation	Sep/03/24
Track - Level B Tracks	60 Minutes	Yes	\$ 14.20	\$ 14.63	Inflation	\$ 21.30	\$ 21.94	Inflation	\$ 7.33	\$ 7.55	Inflation	Sep/03/24

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<b>Multipurpose Rooms</b>												
Room Category 1 - 1-40 People	60 Minutes	Yes	\$ 10.25	\$ 10.76	Inflation, Market Based	\$ 12.81	DELETE	N/A	\$ 6.66	\$ 6.99	Inflation, Market Based	Sep/03/24
Room Category 1 - 41-70 People	60 Minutes	Yes	\$ 20.50	\$ 21.53	Inflation, Market Based	\$ 25.63	DELETE	N/A	\$ 13.33	\$ 14.00	Inflation, Market Based	Sep/03/24
Room Category 1 - 71-99 People	60 Minutes	Yes	\$ 25.63	\$ 26.91	Inflation, Market Based	\$ 32.03	DELETE	N/A	\$ 16.66	\$ 17.49	Inflation, Market Based	Sep/03/24
Room Category 1 - 100-149 People	60 Minutes	Yes	\$ 35.88	\$ 37.67	Inflation, Market Based	\$ 44.84	DELETE	N/A	\$ 23.32	\$ 24.49	Inflation, Market Based	Sep/03/24
Room Category 1 - 150-200 People	60 Minutes	Yes	\$ 51.25	\$ 53.81	Inflation, Market Based	\$ 64.06	DELETE	N/A	\$ 33.31	\$ 34.98	Inflation, Market Based	Sep/03/24
Room Category 1 - 201-250 People	60 Minutes	Yes	\$ 71.75	\$ 75.34	Inflation, Market Based	\$ 89.69	DELETE	N/A	\$ 46.64	\$ 48.97	Inflation, Market Based	Sep/03/24
Room Category 1 - 251-400 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	Inflation, Market Based	\$ 96.09	DELETE	N/A	\$ 49.97	\$ 52.47	Inflation, Market Based	Sep/03/24
Room Category 1 - 401-450 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	Inflation, Market Based	\$ 96.09	DELETE	N/A	\$ 49.97	\$ 52.47	Inflation, Market Based	Sep/03/24
Room Category 1 - 451+ People	60 Minutes	Yes	\$ 76.88	DELETE	N/A	\$ 96.09	DELETE	N/A	\$ 49.97	DELETE	N/A	Jan/01/24
Room Category 2 - 1-40 People	60 Minutes	Yes	\$ 20.50	\$ 21.53	Inflation, Market Based	\$ 25.63	\$ 28.19	Inflation, Market Based	\$ 13.33	\$ 14.00	Inflation, Market Based	Sep/03/24
Room Category 2 - 41-70 People	60 Minutes	Yes	\$ 41.00	\$ 43.05	Inflation, Market Based	\$ 51.25	\$ 56.38	Inflation, Market Based	\$ 26.65	\$ 27.98	Inflation, Market Based	Sep/03/24
Room Category 2 - 71-99 People	60 Minutes	Yes	\$ 51.25	\$ 53.81	Inflation, Market Based	\$ 64.06	\$ 70.47	Inflation, Market Based	\$ 33.31	\$ 34.98	Inflation, Market Based	Sep/03/24
Room Category 2 - 100-149 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	Inflation, Market Based	\$ 96.09	\$ 105.70	Inflation, Market Based	\$ 49.97	\$ 52.47	Inflation, Market Based	Sep/03/24
Room Category 2 - 150-200 People	60 Minutes	Yes	\$ 102.50	\$ 107.63	Inflation, Market Based	\$ 128.13	\$ 140.94	Inflation, Market Based	\$ 66.63	\$ 69.96	Inflation, Market Based	Sep/03/24
Room Category 2 - 201-250 People	60 Minutes	Yes	\$ 143.50	\$ 150.68	Inflation, Market Based	\$ 179.38	\$ 197.32	Inflation, Market Based	\$ 93.28	\$ 97.94	Inflation, Market Based	Sep/03/24
Room Category 2 - 251-400 People	60 Minutes	Yes	\$ 235.75	\$ 247.54	Inflation, Market Based	\$ 294.69	\$ 324.16	Inflation, Market Based	\$ 153.24	\$ 160.90	Inflation, Market Based	Sep/03/24
Room Category 2 - 401-450 People	60 Minutes	Yes	\$ 256.25	\$ 269.06	Inflation, Market Based	\$ 320.31	\$ 352.34	Inflation, Market Based	\$ 166.56	\$ 174.90	Inflation, Market Based	Sep/03/24
Room Category 2 - 451+ People	60 Minutes	Yes	\$ 307.50	DELETE	N/A	\$ 384.38	DELETE	N/A	\$ 199.88	DELETE	N/A	Jan/01/24
Multipurpose Rooms - Cat 1 - 1-40 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 5.97	\$ 6.27	Inflation, Market Based							Sep/03/24
Multipurpose Rooms - Cat 1 - 100-149 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 14.47	\$ 15.19	Inflation, Market Based							Sep/03/24
Multipurpose Rooms - Cat 2 - 1-40 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 8.95	\$ 9.40	Inflation, Market Based							Sep/03/24
Multipurpose Rooms - Cat 2 - 100-149 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 21.70	\$ 22.79	Inflation, Market Based							Sep/03/24
Youth Hub - Creative Space	60 Minutes	Yes	\$ 40.00	\$ 42.00	Inflation, Market Based	\$ 80.00	\$ 84.00	Inflation, Market Based	\$ 26.00	\$ 27.30	Inflation, Market Based	Sep/03/24
Youth Hub - Meeting Room	60 Minutes	Yes	\$ 15.00	\$ 15.75	Inflation, Market Based	\$ 30.00	\$ 31.50	Inflation, Market Based	\$ 9.75	\$ 10.24	Inflation, Market Based	Sep/03/24
<b>Specialty Spaces</b>												
Indoor - Chapel/Tropical Gardens	60 Minutes	Yes	\$ 79.21	\$ 83.17	Inflation, Market Based	\$ 99.02	\$ 103.65	Inflation, Market Based				Jan/01/24
Indoor - Industrial Kitchen	60 Minutes	Yes	\$ 93.92	\$ 98.85	Inflation, Market Based							Jan/01/24
Indoor - Trade Show Table Purchase	Day	Yes	\$ 76.83	\$ 80.67	Inflation, Market Based	\$ 153.66	\$ 161.34	Inflation, Market Based				Jan/01/24
Ninja, Parkour and Rock Wall and Lounge (1-10 People)	120 Minutes	Yes	\$ 300.00	\$ 309.00	Inflation	\$ 375.00	\$ 386.25	Inflation	\$ 195.00	\$ 200.85	Inflation	Jan/01/24
Outdoor - Pavillion Deck	60 Minutes	Yes	\$ 169.96	\$ 178.46	Inflation, Market Based	\$ 212.46	\$ 223.08	Inflation, Market Based				Jan/01/24
Outdoor - Pavillion Deck Event	Per Day	Yes	\$ 542.68	\$ 569.82	Inflation, Market Based	\$ 678.36	\$ 712.28	Inflation, Market Based				Jan/01/24
Outdoor - Ching Park Area 1 (0-200 People)	Per Booking	Yes	\$ 542.69	\$ 569.82	Inflation, Market Based	\$ 678.36	\$ 712.28	Inflation, Market Based				Jan/01/24
Outdoor - Ching Park Area 2 (0-150 People)	Per Booking	Yes	\$ 406.23	\$ 425.00	Inflation, Market Based	\$ 507.79	\$ 531.25	Inflation, Market Based				Jan/01/24
Outdoor - Ching Park Area 3 (0-500 People)	Per Booking	Yes	\$ 812.44	\$ 853.06	Inflation, Market Based	\$ 1,015.56	\$ 1,066.34	Inflation, Market Based				Jan/01/24
Outdoor - Ching Park Ampitheatre	Per Day	Yes	\$ 1,664.95	\$ 1,714.90	Inflation	\$ 2,757.89	\$ 2,895.78	Inflation, Market Based				Jan/01/24
Outdoor - Ching Park Open Space	60 Minutes	Yes	\$ 33.51	\$ 35.19	Inflation, Market Based	\$ 41.89	\$ 43.99	Inflation, Market Based				Jan/01/24
Outdoor - Open Space Major Special Event	Per Day	Yes	\$ 1,789.63	\$ 1,879.11	Inflation, Market Based	\$ 2,237.03	\$ 2,348.88	Inflation, Market Based				Jan/01/24
Outdoor - Open Space Major Special Event with Displacement (Ching Park)	Per Day	Yes	\$ 3,144.76	\$ 3,302.00	Inflation, Cost Recovery	\$ 3,930.95	\$ 4,127.50	Inflation, Cost Recovery				Jan/01/24
Outdoor - Open Space Minor Special Event	Per Day	Yes	\$ 542.69	\$ 569.82	Inflation, Market Based	\$ 678.36	\$ 712.28	Inflation, Market Based				Jan/01/24
Outdoor - Ching Park Skateboard Park	Per Day	Yes	\$ 513.36	\$ 539.03	Inflation, Market Based							Jan/01/24
Outdoor - Eldorado Area 1&2 (0-50 People)	Per Booking	Yes	\$ 94.14	\$ 98.85	Inflation, Market Based	\$ 117.68	\$ 123.56	Inflation, Market Based				Jan/01/24
Outdoor - Eldorado Area 3 (0-150 People)	Per Booking	Yes	\$ 404.25	\$ 425.00	Inflation, Market Based	\$ 505.32	\$ 531.25	Inflation, Market Based				Jan/01/24
Outdoor - Eldorado Area 4 (0-300 People)	Per Booking	Yes	\$ 735.39	\$ 772.16	Inflation, Market Based	\$ 919.24	\$ 965.20	Inflation, Market Based				Jan/01/24
Outdoor - Eldorado Area 5 (0-175 People)	Per Booking	Yes	\$ 489.02	\$ 513.47	Inflation, Market Based	\$ 611.28	\$ 641.84	Inflation, Market Based				Jan/01/24
Outdoor - Park Picnic Area	60 Minutes	Yes	\$ 31.03	\$ 32.58	Inflation, Market Based	\$ 38.79	\$ 40.73	Inflation, Market Based				Jan/01/24
Outdoor - Gazebo	60 Minutes	Yes	\$ 169.96	\$ 178.46	Inflation, Market Based	\$ 212.46	\$ 223.08	Inflation, Market Based				Jan/01/24
Outdoor - Parking Lot Event	60 Minutes	Yes	\$ 35.82	\$ 37.67	Inflation, Market Based	\$ 50.74	\$ 53.28	Inflation, Market Based				Jan/01/24
Outdoor - Parking Permit 1 Space	Monthly	Yes	\$ 60.40	\$ 63.42	Inflation, Market Based	\$ 75.50	\$ 79.25	Inflation, Market Based				Jan/01/24
Outdoor - Parking Permit 1 Space	2 Weeks	Yes	\$ 30.19	\$ 31.70	Inflation, Market Based	\$ 50.74	\$ 53.28	Inflation, Market Based				Jan/01/24
Outdoor - Photo Permit (60 min)	60 Minutes	Yes	\$ 73.78	\$ 77.64	Inflation, Market Based	\$ 46.11	\$ 48.42	Inflation, Market Based				Jan/01/24
Film Productions - Film Shoot days	Per Day	Yes				\$ 4,633.26	\$ 4,864.92	Inflation, Market Based				Jan/01/24
Film Productions - Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Day	Yes				\$ 2,316.63	\$ 2,432.46	Inflation, Market Based				Jan/01/24
Film Production - Minor Outdoor Productions (no staging or setup)	Per Day	Yes	\$ 386.11	\$ 405.41	Inflation, Market Based	\$ 463.33	\$ 486.49	Inflation, Market Based				Jan/01/24
Special Event (4-8HRS)	60 Minutes	Yes	\$ 240.11	\$ 247.54	Inflation	\$ 307.46	\$ 322.83	Inflation, Market Based				Jan/01/24



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Special Event (8+HRS)	8 Hours +	Yes	\$ 1,664.95	\$ 1,714.90	Inflation	\$ 2,757.89	\$ 2,895.78	Inflation, Market Based				Jan/01/24
<b>Extra Fees</b>												
Facility - 25lb. Ice	Per Booking	Yes	\$ 8.58	\$ 9.01	Inflation, Market Based							Jan/01/24
Facility - Coffee - 30 Cup Urn W Coffee	Per Booking	Yes	\$ 30.90	\$ 32.45	Inflation, Market Based							Jan/01/24
Facility - Coffee - 50 Cup Urn W Coffee	Per Booking	Yes	\$ 48.88	\$ 51.32	Inflation, Market Based							Jan/01/24
Facility - Coffee - 75 Cup Urn W Coffee	Per Booking	Yes	\$ 69.79	\$ 73.28	Inflation, Market Based							Jan/01/24
Facility - Coffee - 100 Cup Urn W Coffee	Per Booking	Yes	\$ 90.74	\$ 95.28	Inflation, Market Based							Jan/01/24
Facility - Electricity Charge	Per Booking	Yes	\$ 13.41	\$ 14.08	Inflation, Market Based							Jan/01/24
Facility - Fireplace	Per Booking	Yes	\$ 21.39	\$ 22.46	Inflation, Market Based							Jan/01/24
Facility - Nets & Standards Per Court	Per Booking	Yes	\$ 23.81	\$ 25.00	Inflation, Market Based							Jan/01/24
Facility - Podium	Per Booking	Yes	\$ 49.48	\$ 51.95	Inflation, Market Based							Jan/01/24
Facility - Projector	Per Booking	Yes	\$ 26.80	\$ 28.14	Inflation, Market Based							Jan/01/24
Facility - Scissor Lift Rental (Carabram)	Per Booking	Yes	\$ 125.70	\$ 131.99	Inflation, Market Based							Jan/01/24
Facility - Sporting Equipment	60 Minutes	Yes	\$ 29.69	\$ 31.17	Inflation, Market Based							Jan/01/24
Facility - Teaching Kitchen	60 Minutes	Yes	\$ 22.30	\$ 23.42	Inflation, Market Based	\$ 25.08	\$ 26.33	Inflation, Market Based				Jan/01/24
Field Artificial Turf - Field Hockey Water Charges	Per Booking	Yes	\$ 39.61	\$ 41.59	Inflation, Market Based							Jan/01/24
Ninja, Parkour and Rock Wall and Lounge (Per Additional Person)	120 Minutes	Yes	\$ 25.00	\$ 25.75	Inflation							Jan/01/24
Outdoor - Beach Volleyball Nets and Lines	Per Booking	Yes	\$ 22.23	\$ 23.34	Inflation, Market Based	\$ 26.48	\$ 27.80	Inflation, Market Based	\$ 8.61	\$ 9.04	Inflation, Market Based	Jan/01/24
Outdoor - Ching Park Greenhouse Tour	Per Person	Yes	\$ 2.61	\$ 2.74	Inflation, Market Based							Jan/01/24
Outdoor - Ching Park Party Pkg. Farm/Barn Tour Per Person	Per Person	Yes	\$ 4.93	\$ 5.18	Inflation, Market Based							Jan/01/24
Outdoor - Ching Park Party Pkg. Food Per Person	Per Person	Yes	\$ 7.69	\$ 8.07	Inflation, Market Based							Jan/01/24
Outdoor - Ching Park Party Pkg. Garden Party Per Person	Per Person	Yes	\$ 7.58	\$ 7.96	Inflation, Market Based							Jan/01/24
Outdoor - Ching Park Party Pkg. Mini Golf Per Person	Per Person	Yes	\$ 3.71	\$ 3.90	Inflation, Market Based							Jan/01/24
Outdoor - Ching Park Party Pkg. Tubing Per Person	Per Person	Yes	\$ 11.83	\$ 12.42	Inflation, Market Based							Jan/01/24
Outdoor - Ching Park People Mover	Per Booking	Yes	\$ 126.77	\$ 133.11	Inflation, Market Based							Jan/01/24
Outdoor - Ching Park Volleyball Court Lights	60 Minutes	Yes	\$ 14.61	\$ 15.34	Inflation, Market Based	\$ 20.26	\$ 21.27	Inflation, Market Based	\$ 5.52	\$ 5.80	Inflation, Market Based	Jan/01/24
Outdoor - Ching Park Tennis Club Lights Per Court	Per Day	Yes	\$ 5.52	\$ 5.69	Inflation							Jan/01/24
Outdoor - Education Program (Per Person)	Per Person	No	\$ 11.58	\$ 11.93	Inflation							Jan/01/24
Party Package Pizza	Per Booking	Yes	\$ 7.27	\$ 7.45	Inflation	\$ 7.27	\$ 7.45	Inflation	\$ 7.27	\$ 7.45	Inflation	Jan/01/24
Party Package Extra Pizza	Per Booking	Yes	\$ 12.92	\$ 13.50	Inflation, Market Based	\$ 12.92	\$ 13.50	Inflation, Market Based	\$ 12.92	\$ 13.50	Inflation, Market Based	Jan/01/24
Party Package Hot Dog	Per Booking	Yes	\$ 7.17	\$ 7.45	Inflation	\$ 7.17	\$ 7.45	Inflation	\$ 7.17	\$ 7.45	Inflation	Jan/01/24
Tradeshaw Vendor (FCSC)	Per Booking	Yes	\$ 71.47	\$ 73.61	Inflation	\$ 142.95	\$ 146.52	Inflation	\$ 71.47	\$ 73.61	Inflation	Jan/01/24
Memorial Dedicated Space - B105	Per Day	Yes	\$ 1.72	\$ 1.81	Inflation, Market Based							Jan/01/24
Memorial Dedicated Space - B109	Per Day	Yes	\$ 10.59	\$ 11.12	Inflation, Market Based							Jan/01/24
Memorial Dedicated Space - B113	Per Day	Yes	\$ 2.44	\$ 2.56	Inflation, Market Based							Jan/01/24
Memorial Dedicated Space - B102	Per Day	Yes	\$ 6.97	\$ 7.32	Inflation, Market Based							Jan/01/24
<b>Extra Staff Fees</b>												
Aquatics - Staff	60 Minutes	Yes	\$ 23.73	\$ 25.80	Inflation, Cost Recovery							Jan/01/24
Aquatics - Water Slide inc 2LG	60 Minutes	Yes	\$ 54.82	\$ 55.52	Inflation, Cost Recovery							Jan/01/24
Facility - FT Operations Staff	60 Minutes	Yes	\$ 44.28	\$ 45.16	Inflation, Cost Recovery							Jan/01/24
Facility - PT Operations Staff	60 Minutes	Yes	\$ 25.52	\$ 27.76	Inflation, Cost Recovery							Jan/01/24
Facility - Bartender	60 Minutes	Yes	NEW	\$ 25.80	NEW							Jan/01/24
Program - Community Outreach Instructor	60 Minutes	Yes	\$ 23.73	\$ 25.80	Inflation, Cost Recovery							Jan/01/24
Program - Curling & Tennis Instructor	60 Minutes	Yes	\$ 25.52	\$ 27.76	Inflation, Cost Recovery							Jan/01/24
Program - Dance Instructor Non-Recital	60 Minutes	Yes	\$ 21.32	\$ 23.19	Inflation, Cost Recovery							Jan/01/24
Program - Fitness Instructor	60 Minutes	Yes	\$ 38.93	\$ 39.17	Inflation, Cost Recovery							Jan/01/24
Program - Lifeguard/Instructor/Deck Supervisor	60 Minutes	Yes	\$ 28.27	\$ 30.74	Inflation, Cost Recovery							Jan/01/24
Program - Skate Instructor	60 Minutes	Yes	\$ 23.73	\$ 25.80	Inflation, Cost Recovery							Jan/01/24
Program - Skate Guard	60 Minutes	Yes	NEW	\$ 23.19	NEW							Jan/01/24
Program - Special Interest	60 Minutes	Yes	\$ 25.52	\$ 27.76	Inflation, Cost Recovery							Jan/01/24
Program - Sports Instructor	60 Minutes	Yes	\$ 21.32	\$ 23.19	Inflation, Cost Recovery							Jan/01/24
Program - Waterfront Lifeguard	60 Minutes	Yes	\$ 25.10	\$ 31.03	Inflation, Cost Recovery							Jan/01/24
Program - Waterfront Supervisor	60 Minutes	Yes	\$ 29.64	\$ 32.12	Inflation, Cost Recovery							Jan/01/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Description of Change	Effective Date
<b>Administration &amp; Additional Items</b>						
Admin Fee - Declined/Disputed Payments (Credit Card)	Transaction	Yes	\$ 8.85	\$ 35.00	Cost Recovery	Jan/01/24
<b>Advertising</b>						
<b>Recreation Guide</b>						
¼ Page Advertisement Placement	Per Ad	Yes	\$ 587.99	DELETE	N/A	Jan/01/24
½ Page Advertisement Placement	Per Ad	Yes	\$ 942.98	DELETE	N/A	Jan/01/24
<b>Equipment Rentals</b>						
Aquatics - Starting Blocks	Per Booking	Yes	\$ 26.28	\$ 27.07	Inflation	Jan/01/24
Canoe Rental	30 Minutes	Yes	\$ 7.08	\$ 7.79	Inflation, Market Based	Jan/01/24
Kayak Rental	30 Minutes	Yes	\$ 8.85	\$ 9.07	Inflation	Jan/01/24
Paddleboat Rental	30 Minutes	Yes	\$ 8.85	\$ 9.07	Inflation	Jan/01/24
Raft (includes 1 Lifeguard)	60 minutes	Yes	\$ 22.23	\$ 22.92	Inflation	Jan/01/24
Peel Village Golf Power Cart Per Person	Session	Yes	\$ 10.62	\$ 11.15	Inflation, Market Based	Jan/01/24
Peel Village Pull Carts	Session	Yes	\$ 4.20	\$ 4.42	Inflation, Market Based	Jan/01/24
Peel Village Rental Clubs	Session	Yes	\$ 10.62	\$ 10.93	Inflation	Jan/01/24
Stand-Up Paddle Board	30 Minutes	Yes	\$ 10.62	\$ 10.93	Inflation	Jan/01/24
Tennis - Ball Machine Rental	Session	Yes	\$ 12.83	\$ 13.23	Inflation	Sep/03/24
Tennis/Curling Seasonal Locker Rental	Per Season	Yes	\$ 23.24	\$ 23.94	Inflation	Jan/01/24
Storage Fee Space - Outdoor	1 Month	Yes	\$ 262.66	\$ 270.54	Inflation	Jan/01/24
<b>Ski/Snowboard Services</b>						
Full Tune Base Repair (Staff)	Service	Yes	\$ 28.44	\$ 29.29	Inflation	Sep/03/24
Full Tune Hand Wax	Service	Yes	\$ 38.50	\$ 39.65	Inflation	Sep/03/24
Full Tune With Minor Base Repair	Service	Yes	\$ 44.47	\$ 45.80	Inflation	Sep/03/24
Hot Wax (Staff)	Service	Yes	\$ 10.65	\$ 10.97	Inflation	Sep/03/24
Hot Wax Jr & Sr	Service	Yes	\$ 12.17	\$ 12.54	Inflation	Sep/03/24
Quick Sharpen	Service	Yes	\$ 11.28	\$ 11.64	Inflation	Sep/03/24
Quick Sharpen (Staff)	Service	Yes	\$ 6.29	\$ 6.48	Inflation	Sep/03/24
Quick Wax	Service	Yes	\$ 11.73	\$ 12.08	Inflation	Sep/03/24
Quick Wax (Staff)	Service	Yes	\$ 6.29	\$ 6.48	Inflation	Sep/03/24
Ski Full Tune Base Repair (Staff)	Service	Yes	\$ 25.43	\$ 26.19	Inflation	Sep/03/24
Ski Full Tune Hand Wax	Service	Yes	\$ 38.50	\$ 39.65	Inflation	Sep/03/24
Ski Full Tune Minor Base Repair	Service	Yes	\$ 44.47	\$ 45.80	Inflation	Sep/03/24
Ski Full Tune SharpEdgeLube (Staff)	Service	Yes	\$ 22.42	\$ 23.10	Inflation	Sep/03/24
Ski Gum Stone	Service	Yes	\$ 12.61	\$ 13.01	Inflation	Sep/03/24
Ski Hardstone	Service	Yes	\$ 9.96	\$ 10.31	Inflation	Sep/03/24
Ski Hot Wax (Jr & Sr)	Service	Yes	\$ 12.17	\$ 12.52	Inflation	Sep/03/24
Ski Hot Wax (Staff)	Service	Yes	\$ 9.30	\$ 9.60	Inflation	Sep/03/24
Ski Quick Sharpen	Service	Yes	\$ 9.96	\$ 10.26	Inflation	Sep/03/24
Ski Quick Sharpen (Staff)	Service	Yes	\$ 4.92	\$ 5.07	Inflation	Sep/03/24
Ski Quick Wax	Service	Yes	\$ 9.96	\$ 10.31	Inflation	Sep/03/24
Ski Quick Wax (Staff)	Service	Yes	\$ 4.92	\$ 5.07	Inflation	Sep/03/24
Ski/Snow Binding Adjust	Service	Yes	\$ 8.63	\$ 8.89	Inflation	Sep/03/24
Ski/Snow Binding Install	Service	Yes	\$ 28.54	\$ 29.38	Inflation	Sep/03/24
Ski/Snow Binding Remount	Service	Yes	\$ 28.54	\$ 29.38	Inflation	Sep/03/24
Wax & Cork	Service	Yes	\$ 16.37	\$ 16.86	Inflation	Sep/03/24

**General:**

The presented user fees do not include H.S.T., however if taxes are applicable, it has been identified and will be charged at the time of purchase. User Fee Fact Sheets specify how fees are applied, and are available in the rentals or booking section of each venue website.

The CAO, Commissioner of Community Services or the Director, Cultural Services, as applicable, may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Performing Arts fee in accordance with the general criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

The Agreement Holder must comply with all applicable laws, by-laws, policies, guidelines, procedures and other conditions or requirements that may apply to the use of the Venue and the Event, including but not limited to the Rental Agreement Terms & Conditions:

[https://tickets.brampton.ca/content/Files/Marketing/PA\\_RentalAgreement\\_TermsConditions.pdf](https://tickets.brampton.ca/content/Files/Marketing/PA_RentalAgreement_TermsConditions.pdf)

Food & Beverage pricing at the theatre bars operated by the City of Brampton is based on the Standard Operating Procedure

All hourly fees will be booked in one (1) hour increments, subject to applicable minimum requirement, but may be reduced to half (0.5) hour increments, rounded up, at the reconciliation stage, based on event actuals.

Student Filming and Photography must be booked no more than one (1) month prior to event date and must be booked for a minimum of one (1) hour. Hourly rates for photos and student filming include one (1) staff.

**Rental Categories**

Standardized rental client types have been established for pricing purposes. Rates are non-transferrable.

**Commercial:** rates apply to organizations, promoters, groups or individuals that do not fall into other categories. Commercial usage may also be defined as citizens renting a venue for personal use.

**Dance:** rates are incrementally lower than Commercial rates, and apply to dance schools that are registered businesses renting Performing Arts venues for the purposes of presenting dance recitals (including Arangetram), competitions or showcases.

**Not-for-Profit:** rates are incrementally lower than both Commercial and Dance rates, and apply to government agencies, schools, churches and registered not-for-profit and charitable organizations.

**Artists & Arts Organizations:** rates are available at LBP, Cyril Clark and Garden Square only; they are not available at The Rose. Rates are incrementally lower than all other rates, and are for exclusive use by Brampton-based artists and arts organizations. The address of the organization or individual named on the rental agreement must be in Brampton. Proof of address will be required.

**LBP Artists & Arts Organization Load-In Hourly rate:**

- 8 hour minimum is applicable
- is not available Friday-Sunday or on Statutory Holidays, as declared by the City of Brampton
- is applied for load-in only days, no show or rehearsal will take place

**Student Filming** rate is for use by agreement holders that are currently enrolled in a recognized educational program. Proof of enrollment will be required.

**Payment Schedule:**

A deposit based on the total estimated fees of the rental as listed on the Agreement is required for all rentals. Failure to make the deposit payment as required will result in the cancellation of the Agreement.

Agreement Holders who have rented a Venue less than three (3) times are required to:

- make a fifty percent (50%) deposit
- make the full balance payment

Agreement Holders who have rented a Performing Arts venue three (3) or more times with all payments previously made on time, and no outstanding balance or claims against the City, may be permitted to:

- make a twenty percent (20%) deposit
- make a reduced balance payment in the amount of the difference between ticket sales revenue held by the City at the time the balance payment is owed, and the balance amount owed

- The City will establish the minimum staff required in each department for an event
- The cost of staff, as deemed necessary by the City, shall be borne by the Agreement Holder, including but not limited to all staff required to supervise the venue until such time as all areas are vacated by the Agreement Holder, their officers, agents, employees, volunteers, participants, vendors and patrons

- The City reserves the right to increase or decrease the deposit or balance payment amount, as deemed reasonable and appropriate, and approved by the Commissioner, Community Services or the Executive Artistic Director

- The City may collect amounts due under the rental agreement or any part thereof from the sale of tickets or subscriptions at the City of Brampton Box Office

- Any monies owed by the City to the Agreement Holder from box office sales will be paid by cheque or direct deposit following acknowledgment of the reconciliation by the Agreement Holder

- Payments are subject to the City's cheque processing schedules
- After thirty (30) calendar days following issuance of the Reconciliation, unpaid rental agreements will proceed to collections, at which time an administration fee will be applied, and interest will accrue at the rate of 1.5% per month on the unpaid balance

- The following payment schedule applies:
  - Deposit is required within fourteen (14) calendar days of receipt of rental agreement
  - Balance payment is required a minimum of thirty (30) calendar days prior to event
  - Reconciliation of amount owing or owed will generally be sent within fourteen (14) calendar days following event
  - If applicable, final amount owing is required a minimum of thirty (30) calendar days after reconciliation is issued
- Agreement Holders who owe funds to the City will not be considered for any future rental requests until their account has been paid in full

**Insurance Requirements:**

The Agreement Holder shall obtain Commercial General Liability insurance, at their own expense, with an inclusive limit of not less than \$5 million per occurrence, against all claims for personal injury, bodily injury including sickness and death, and property damage. The City reserves the right to request such higher limits of insurance or other types of insurance policies appropriate to this Agreement as the City may reasonably require, such as additional vendor insurance. The Agreement Holder shall provide the City with proof of insurance coverage on a form provided by the City a minimum of fourteen (14) calendar days prior to rental start. This insurance will be carried for the entire rental period and will list "The Corporation of the City of Brampton" as an additional insured on the policy. Such policy shall be with a rated insurer licensed in Ontario that meets the City's requirements.

**Administration Fees and Additional Services:**

In circumstances where an Agreement Holder must complete a scheduled financial transaction and does not have sufficient funds available, an 'Admin Fee – Declined Payments' of \$35.00 is charged to the Agreement Holder in addition to the outstanding balance.

The Agreement Holder is responsible for all required payments to SOCAN and Re:Sound through Entandem for music licensing. The City of Brampton will collect fees on the rental agreement from the rental client, and will submit those fees, on behalf of the Agreement Holder, to the applicable organization.

Third Party Invoices (including Piano Tuning) will be included in the rental agreement as per each invoice for The City reserves the right to require security, police, first aid, and/or fire department presence at any event, at the expense of the rental client. The City will notify the Agreement Holder if such presence is required, prior to the use of the venue.

Merchandise Commission for Artists 15% (sold by artist) is not charged to Curator Series artists only; no commission is collected for Curators Series artists when sold by the local artist or their team

The rental fees for the LBP studio do not include a staff member.

For use of haze or fog at LBP, additional charges for the cost of security for fire watch will be charged back to rental clients as the fire monitoring system will require bypass.

# SCHEDULE A - CULTURAL SERVICES

Facility Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Cyril Clark Theatre</b>						
Cyril Clark - Organization N-Profit Hourly	Per Hour	Yes	\$ 62.65	\$ 64.53	Inflation	Jan/01/24
Cyril Clark - Commercial Hour	Per Hour	Yes	\$ 90.32	\$ 93.03	Inflation	Jan/01/24
<b>Garden Square</b>						
Garden Square Pop-Up/ Set-Up/ Take Down N-Profit Org	Per Hour	Yes	\$ 86.29	\$ 88.88	Inflation	Jan/01/24
Garden Square Pop-Up/ Set-Up/ Take Down Commercial	Per Hour	Yes	\$ 107.86	\$ 111.09	Inflation	Jan/01/24
Garden Square Major Event N-Profit Org	Per Hour	Yes	\$ 243.56	\$ 250.86	Inflation	Jan/01/24
Garden Square Major Event Commercial	Per Hour	Yes	\$ 364.16	\$ 375.08	Inflation	Jan/01/24
Vivian Lane - Commercial	Per Hour	Yes	\$ 18.67	\$ 19.23	Inflation	Jan/01/24
Vivian Lane - N-Profit Org	Per Hour	Yes	\$ 12.43	\$ 12.81	Inflation	Jan/01/24
<b>Lester B. Pearson Theatre</b>						
Dance Studio Commercial Hourly	Per Hour	Yes	\$ 25.00	DELETE	N/A	Jan/01/24
Dance Studio Community Hourly	Per Hour	Yes	\$ 13.00	DELETE	N/A	Jan/01/24
Dance Studio N-Profit Hourly	Per Hour	Yes	\$ 20.00	DELETE	N/A	Jan/01/24
LBP - Commercial Hourly	Per Hour	Yes	\$ 238.82	\$ 245.98	Inflation	Jan/01/24
LBP - Dance School Hourly	Per Hour	Yes	\$ 204.46	\$ 210.60	Inflation	Jan/01/24
LBP - Organization N-Profit Hour	Per Hour	Yes	\$ 167.61	\$ 172.63	Inflation	Jan/01/24
LBP - Studio Rent Hourly	Per Hour	Yes	\$ 23.13	DELETE	N/A	Jan/01/24
LBP - Studio Rent/Day ADD Theatre	Per Day	Yes	\$ 93.65	DELETE	N/A	Jan/01/24
LBP - Studio Commercial Hourly	Per Hour	Yes	NEW	\$ 30.00	NEW	Jan/01/24
LBP - Studio Artists & Arts Organizations Hourly	Per Hour	Yes	NEW	\$ 15.00	NEW	Jan/01/24
LBP - Studio N-Profit Hourly	Per Hour	Yes	NEW	\$ 20.00	NEW	Jan/01/24
Music Room Commercial Hourly	Per Hour	Yes	\$ 31.25	DELETE	N/A	Jan/01/24
Music Room Community Hourly	Per Hour	Yes	\$ 16.25	DELETE	N/A	Jan/01/24
Music Room N-Profit Hourly	Per Hour	Yes	\$ 25.00	DELETE	N/A	Jan/01/24
<b>Rose Theatre</b>						
Rose - Commercial Hourly	Per Hour	Yes	\$ 373.28	\$ 384.47	Inflation	Jan/01/24
Rose - Dance School Hourly	Per Hour	Yes	\$ 343.54	\$ 353.85	Inflation	Jan/01/24
Rose - Lobby (w/o Theatre)	Per Hour	Yes	\$ 169.72	DELETE	N/A	Jan/01/24
Rose - Lounge (Hourly)	Per Hour	Yes	\$ 60.28	\$ 62.09	Inflation	Jan/01/24
Rose - Lounge (Day)	Per Day	Yes	\$ 295.49	\$ 304.35	Inflation	Jan/01/24
Rose - N-Profit Organization Hourly	Per Hour	Yes	\$ 249.64	\$ 257.13	Inflation	Jan/01/24
Rose - Studio Commerical Hourly	Per Hour	Yes	\$ 156.11	\$ 160.80	Inflation	Jan/01/24
Rose - Studio Dance School Hourly	Per Hour	Yes	\$ 124.81	\$ 128.56	Inflation	Jan/01/24
Rose - Studio N-Profit Organization Hourly	Per Hour	Yes	\$ 93.66	\$ 96.47	Inflation	Jan/01/24

# SCHEDULE A - CULTURAL SERVICES

Facility Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Mobile Stages</b>						
Theatres- SL250 Stageline Community	Per Booking	Yes	\$ 2,401.44	DELETE	N/A	Jan/01/24
Theatres- SL250 Stageline Commercial	Per Booking	Yes	\$ 4,802.88	DELETE	N/A	Jan/01/24
Theatres- SL75 Stageline Commercial	Per Booking	Yes	\$ 3,732.44	DELETE	N/A	Jan/01/24
Theatres- SL75 Stageline Community	Per Booking	Yes	\$ 1,866.22	DELETE	N/A	Jan/01/24
<b>Snelgrove Community Centre - Arts &amp; Culture Priority Space</b>						
Auditorium Artists & Arts Org Hourly	Per Hour	Yes	NEW	\$ 25.00	NEW	Jan/01/24
Auditorium Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 50.00	NEW	Jan/01/24
Auditorium Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 100.00	NEW	Jan/01/24
Auditorium Non-Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 62.50	NEW	Jan/01/24
Auditorium Non-Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 125.00	NEW	Jan/01/24
Room 2 Artists & Arts Org Hourly	Per Hour	Yes	NEW	\$ 15.00	NEW	Jan/01/24
Room 2 Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 20.00	NEW	Jan/01/24
Room 2 Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 40.00	NEW	Jan/01/24
Room 2 Non-Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 25.00	NEW	Jan/01/24
Room 2 Non-Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 50.00	NEW	Jan/01/24

**SCHEDULE A - CULTURAL SERVICES**

Extra Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Theatre</b>						
Theatre - Ticketing Fee per Ticket	Per Ticket	Yes	\$ 1.50	\$ 2.00	Change of Service Offering	Jan/01/24



Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Cyril Clark Library Lecture Hall Theatre</b>						
Cyril - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Cost Recovery	Jan/01/24
Cyril - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Cost Recovery	Jan/01/24
Cyril - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Cost Recovery	Jan/01/24
Cyril - Additional Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
Cyril - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Inflation	Jan/01/24
Cyril - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Inflation	Jan/01/24
Cyril - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Inflation	Jan/01/24
Cyril - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Inflation	Jan/01/24
Cyril - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.71	Inflation	Jan/01/24
Cyril - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Inflation	Jan/01/24
Cyril - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Inflation	Jan/01/24
Cyril - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Inflation	Jan/01/24
Cyril - FOH Usher	Per Hour	Yes	\$ 20.11	\$ 20.71	Inflation	Jan/01/24
Cyril - FOH Usher (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Inflation	Jan/01/24
Cyril - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
Cyril - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
Cyril - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Cost Recovery	Jan/01/24
Cyril - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Cost Recovery	Jan/01/24
<b>Garden Square</b>						
Garden SQ - Digital Content per HR	Per Hour	Yes	\$ 48.95	\$ 50.42	Inflation	Jan/01/24
Garden SQ - Digital Content Flat	Flat	Yes	\$ 337.20	\$ 347.31	Inflation	Jan/01/24
Garden SQ - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Cost Recovery	Jan/01/24
Garden SQ - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Cost Recovery	Jan/01/24
Garden SQ - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Cost Recovery	Jan/01/24
Garden SQ - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Inflation	Jan/01/24
Garden SQ - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Inflation	Jan/01/24
Garden SQ- Event Lead	Per Hour	Yes	\$ 24.66	\$ 25.40	Inflation	Jan/01/24
Garden SQ- Event Lead (Stat)	Per Hour	Yes	\$ 36.97	\$ 38.08	Inflation	Jan/01/24
Garden SQ- Event Support	Per Hour	Yes	\$ 21.39	\$ 22.03	Inflation	Jan/01/24
Garden SQ- Event Support (Stat)	Per Hour	Yes	\$ 32.08	\$ 33.04	Inflation	Jan/01/24
Garden SQ - Event Parking Attendant	Per Hour	Yes	\$ 18.10	\$ 20.71	Cost Recovery	Jan/01/24
Garden SQ - Event Parking Attendant (Stat)	Per Hour	Yes	\$ 27.16	\$ 31.07	Cost Recovery	Jan/01/24
Garden SQ - Maintenance Fee	Flat	Yes	\$ 313.65	\$ 323.06	Inflation	Jan/01/24
Garden Square- SL250 Stageline Community	Flat	Yes	\$ 2,401.44	\$ 2,641.58	Cost Recovery, Market Based	Jan/01/24
Garden Square- SL250 Stageline Commercial	Flat	Yes	\$ 4,802.88	\$ 5,283.16	Cost Recovery, Market Based	Jan/01/24
Garden Square- SL75 Stageline Community	Flat	Yes	\$ 1,866.22	\$ 2,052.84	Cost Recovery, Market Based	Jan/01/24
Garden Square- SL75 Stageline Commercial	Flat	Yes	\$ 3,732.44	\$ 4,105.68	Cost Recovery, Market Based	Jan/01/24
Garden SQ - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
Garden SQ - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Cost Recovery	Jan/01/24
Garden SQ - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Cost Recovery	Jan/01/24
<b>Lester B. Pearson Theatre</b>						
LBP - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Cost Recovery	Jan/01/24
LBP - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Cost Recovery	Jan/01/24
LBP - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Cost Recovery	Jan/01/24
LBP - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Inflation	Jan/01/24
LBP - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Inflation	Jan/01/24
LBP - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Inflation	Jan/01/24
LBP - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Inflation	Jan/01/24
LBP - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.72	Inflation	Jan/01/24
LBP - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Inflation	Jan/01/24
LBP - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Inflation	Jan/01/24
LBP - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Inflation	Jan/01/24
LBP - FOH Usher	Per Hour	Yes	\$ 20.11	\$ 20.72	Inflation	Jan/01/24
LBP - FOH Usher (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Inflation	Jan/01/24
LBP - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 52.13	Cost Recovery	Jan/01/24
LBP - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
LBP - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Cost Recovery	Jan/01/24
LBP - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Cost Recovery	Jan/01/24
<b>Rose Theatre</b>						
Rose - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Cost Recovery	Jan/01/24
Rose - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Cost Recovery	Jan/01/24
Rose - Add Facility Staff (Stat Holiday)	Per Hour	Yes	\$ 68.34	\$ 72.48	Cost Recovery	Jan/01/24
Rose - Add Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
Rose - Artist Liaison	Per Hour	Yes	\$ 23.46	\$ 24.17	Inflation	Jan/01/24
Rose - Artist Liaison (Stat)	Per Hour	Yes	\$ 35.09	\$ 36.14	Inflation	Jan/01/24
Rose - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Inflation	Jan/01/24

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
Rose - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Inflation	Jan/01/24
Rose - Dance Floor Black Per Day	Per Day	Yes	\$ 175.71	\$ 180.98	Inflation	Jan/01/24
Rose - Dance Floor Black Per Week	Per Week	Yes	\$ 527.14	\$ 542.95	Inflation	Jan/01/24
Rose - Event Parking Attendant	Per Hour	Yes	\$ 18.56	\$ 20.71	Cost Recovery	Jan/01/24
Rose - Event Parking Attendant (Stat)	Per Hour	Yes	\$ 27.84	\$ 31.07	Cost Recovery	Jan/01/24
Rose - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.72	Inflation	Jan/01/24
Rose - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Inflation	Jan/01/24
Rose - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Inflation	Jan/01/24
Rose - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Inflation	Jan/01/24
Rose - FOH Ushers	Per Hour	Yes	\$ 20.11	\$ 20.72	Inflation	Jan/01/24
Rose - FOH Ushers (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Inflation	Jan/01/24
Rose - Food & Bev Server	Per Hour	Yes	\$ 20.11	\$ 20.72	Inflation	Jan/01/24
Rose - Food & Bev Server (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Inflation	Jan/01/24
Rose - Commercial Maintenance Fee	Flat	Yes	\$ 168.88	\$ 173.95	Inflation	Jan/01/24
Rose - Dance School Maintenance Fee	Flat	Yes	\$ 155.40	\$ 160.07	Inflation	Jan/01/24
Rose - Non Profit Org. Maintenance	Flat	Yes	\$ 113.15	\$ 116.55	Inflation	Jan/01/24
Rose - Lobby Maintenance (Receptions)	Flat	Yes	\$ 346.21	\$ 356.59	Inflation	Jan/01/24
Rose - Lobby Set/Clean-Up Commercial	Flat	Yes	\$ 168.88	\$ 173.95	Inflation	Jan/01/24
Rose - Lobby Set/Clean-Up Dance	Flat	Yes	\$ 155.39	\$ 160.05	Inflation	Jan/01/24
Rose - Lobby Set/Clean-Up Non-Profit	Flat	Yes	\$ 113.15	\$ 116.55	Inflation	Jan/01/24
Rose - Orchestra Shell Rental	Per Booking	Yes	\$ 480.29	\$ 494.70	Inflation	Jan/01/24
Rose - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
Rose - Studio Set/Clean-Up	Per Hour	Yes	\$ 109.84	\$ 113.14	Inflation	Jan/01/24
Rose - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Cost Recovery	Jan/01/24
Rose - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Cost Recovery	Jan/01/24
Rose - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Cost Recovery	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Extra Rental Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Parks Extra Rental Fees</b>						
Bar Unit	Each	Yes	\$ 38.77	\$ 39.93	Inflation	Jan/01/24
BarBQ - Portable (Large)	Each	Yes	\$ 282.92	\$ 291.41	Inflation	Jan/01/24
Barricade Fencing per piece	Each	Yes	\$ 14.00	\$ 14.42	Inflation	Jan/01/24
Barricades (1) Wooden	Each	Yes	\$ 6.03	\$ 6.21	Inflation	Jan/01/24
Bleachers - Fold & Go	Each	Yes	\$ 1,109.50	\$ 1,142.79	Inflation	Jan/01/24
Bleachers (aluminum / Cap. 50)	Each	Yes	\$ 354.98	\$ 365.63	Inflation	Jan/01/24
Bleachers (Cap 40)	Each	Yes	\$ 354.95	\$ 365.60	Inflation	Jan/01/24
Bleachers (Large)	Each	Yes	\$ 1,109.50	\$ 1,142.79	Inflation	Jan/01/24
Bleachers (Small)	Each	Yes	\$ 554.75	\$ 571.39	Inflation	Jan/01/24
Clean Up Fee	Each	Yes	\$ 239.31	\$ 246.49	Inflation	Jan/01/24
Computerized Scoreboard 0-6 HRS	Each	Yes	\$ 23.21	\$ 23.91	Inflation	Jan/01/24
Computerized Scoreboard 6-9 HRS	Each	Yes	\$ 36.83	\$ 37.94	Inflation	Jan/01/24
Computerized Scoreboard - 9 HRS+	Each	Yes	\$ 45.30	\$ 46.66	Inflation	Jan/01/24
Conc. Multi Game/Event (+251)	Each	Yes	\$ 297.23	\$ 306.15	Inflation	Jan/01/24
Conc. Multi Game/Event (U250)	Each	Yes	\$ 118.89	\$ 122.45	Inflation	Jan/01/24
Conc. Single Game/Event (251+)	Each	Yes	\$ 118.89	\$ 122.45	Inflation	Jan/01/24
Conc. Single Game/Event (U250)	Each	Yes	\$ 29.72	\$ 30.62	Inflation	Jan/01/24
Cushioned Straight Back Chairs	Each	Yes	\$ 5.31	\$ 5.47	Inflation	Jan/01/24
Delivery/Pick Up Equipment	Each	Yes	\$ 313.30	\$ 322.70	Inflation	Jan/01/24
Fencing (Modular) per piece	Each	Yes	\$ 14.00	\$ 14.42	Inflation	Jan/01/24
Fencing Delivery/Pick-Up (100)	Each	Yes	\$ 272.87	\$ 281.05	Inflation	Jan/01/24
Fencing 6" high 10' sections	Each	Yes	\$ 21.65	\$ 22.30	Inflation	Jan/01/24
Field Hockey Water Charges	Each	Yes	\$ 34.58	\$ 35.62	Inflation	Jan/01/24
Fire Extinguisher (10lb)	Each	Yes	\$ 16.97	\$ 17.48	Inflation	Jan/01/24
Fire Extinguisher (5lb)	Each	Yes	\$ 16.65	\$ 17.15	Inflation	Jan/01/24
Fire Pits (delivery & pick-up) wood is extra	Each	Yes	\$ 33.94	\$ 34.96	Inflation	Jan/01/24
Folding Chairs(1)	Each	Yes	\$ 3.80	\$ 3.91	Inflation	Jan/01/24
Folding Tables(1)	Each	Yes	\$ 14.89	\$ 15.34	Inflation	Jan/01/24
Garbage Receptacles (1)	Each	Yes	\$ 9.30	\$ 9.58	Inflation	Jan/01/24
Generator - small 2000watt - internal use only	Each	Yes	\$ 56.58	\$ 58.28	Inflation	Jan/01/24
Generator - small 4000watt - internal use only	Each	Yes	\$ 84.88	\$ 87.42	Inflation	Jan/01/24
Jute Mat	Each	Yes	\$ 902.03	\$ 929.09	Inflation	Jan/01/24
Lights - Affiliated Youth	Each	Yes	\$ 14.98	\$ 15.43	Inflation	Jan/01/24
Lights - Non Res/For Profit	Each	Yes	\$ 36.83	\$ 37.94	Inflation	Jan/01/24
Lights - N-Res Discount	Each	Yes	\$ 30.46	\$ 31.37	Inflation	Jan/01/24
Lights - Res	Each	Yes	\$ 24.46	\$ 25.19	Inflation	Jan/01/24
Lights - Res/Comm Adult Disc	Each	Yes	\$ 20.12	\$ 20.72	Inflation	Jan/01/24
Lining - 10 Yard Affiliated Youth	Each	Yes	\$ 101.19	\$ 104.22	Inflation	Jan/01/24
Lining - 10 Yard Full Service	Each	Yes	\$ 140.68	\$ 144.90	Inflation	Jan/01/24
Lining - 10 Yard Non Res/For Profit	Each	Yes	\$ 209.58	\$ 215.87	Inflation	Jan/01/24
Lining - 5 Yard	Each	Yes	\$ 211.89	\$ 218.25	Inflation	Jan/01/24
Lining - 5 Yard Affiliated Youth	Each	Yes	\$ 157.55	\$ 162.27	Inflation	Jan/01/24
Lining - 5 Yard Non Res/For Profit	Each	Yes	\$ 317.68	\$ 327.21	Inflation	Jan/01/24
Lining - Affiliated Youth	Each	Yes	\$ 8.69	\$ 8.95	Inflation	Jan/01/24
Lining - Non Res	Each	Yes	\$ 20.31	\$ 20.92	Inflation	Jan/01/24
Lining - N-Res Disc	Each	Yes	\$ 16.76	\$ 17.26	Inflation	Jan/01/24
Lining - Res/Comm Adult	Each	Yes	\$ 13.48	\$ 13.88	Inflation	Jan/01/24
Lining - Res/Comm Adult Disc	Each	Yes	\$ 11.10	\$ 11.43	Inflation	Jan/01/24
Lining - Shot Put/Discus	Each	Yes	\$ 10.31	\$ 10.62	Inflation	Jan/01/24
Modular Fencing per piece	Each	Yes	\$ 14.00	\$ 14.42	Inflation	Jan/01/24
Parks Staff - Additional Staff/Students (Per hour)	Each	Yes	\$ 14.70	\$ 15.14	Inflation	Jan/01/24
Parks Staff - Event Staff (Per hour)	Each	Yes	\$ 38.47	\$ 39.62	Inflation	Jan/01/24
Parks Staff - Event Staff (Weekends) (Per hour)	Each	Yes	\$ 57.72	\$ 59.45	Inflation	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Extra Rental Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
Parks Staff - Parking Staff (Per hour)	Each	Yes	\$ 14.44	\$ 14.88	Inflation	Jan/01/24
Picnic Tables (1)	Each	Yes	\$ 24.69	\$ 25.44	Inflation	Jan/01/24
Plywood per 4X8 sheet	Each	Yes	\$ 5.64	\$ 5.81	Inflation	Jan/01/24
Port-o-let Fencing & Screening	Each	Yes	\$ 21.65	\$ 22.30	Inflation	Jan/01/24
Portable Hand Sanitizer Station	Each	Yes	\$ 127.50	\$ 131.33	Inflation	Jan/01/24
Portable Toilet	Each	Yes	\$ 102.00	\$ 105.06	Inflation	Jan/01/24
Portable Toilet Accessible	Each	Yes	\$ 153.00	\$ 157.59	Inflation	Jan/01/24
Portable Toilet Cleaning	Each	Yes	\$ 30.60	\$ 31.52	Inflation	Jan/01/24
Portable Vanity Trailer	Each	Yes	\$ 1,623.65	\$ 1,672.36	Inflation	Jan/01/24
Portable Wash Sink	Each	Yes	\$ 1,028.31	\$ 1,059.16	Inflation	Jan/01/24
Portable Wash Station	Each	Yes	\$ 153.00	\$ 157.59	Inflation	Jan/01/24
Propane (20L)	Each	Yes	\$ 28.27	\$ 29.12	Inflation	Jan/01/24
Rubber Mats - per mat	Each	Yes	\$ 11.30	\$ 11.64	Inflation	Jan/01/24
Soil Vac	Each	Yes	\$ 212.24	\$ 218.61	Inflation	Jan/01/24
Sport Field - Dressing Rooms	Each	Yes	\$ 7.85	\$ 8.09	Inflation	Jan/01/24
Stage Railings (per foot)	Each	Yes	\$ 5.41	\$ 5.57	Inflation	Jan/01/24
Staging - Per Metal Piece 4 X 9	Each	Yes	\$ 38.80	\$ 39.96	Inflation	Jan/01/24
Stake Outs - Large Area	Each	Yes	\$ 961.92	\$ 990.78	Inflation	Jan/01/24
Stake Outs - Small Area	Each	Yes	\$ 509.24	\$ 524.52	Inflation	Jan/01/24
Tent 10 X 11	Each	Yes	\$ 84.89	\$ 87.43	Inflation	Jan/01/24
Tent 20 X 11	Each	Yes	\$ 96.18	\$ 99.06	Inflation	Jan/01/24
Tent 30 X 30 - for internal use only	Each	Yes	\$ 1,018.47	\$ 1,049.03	Inflation	Jan/01/24
Water Barrels	Each	Yes	\$ 26.53	\$ 27.33	Inflation	Jan/01/24
Parks - Tree Permit for Inspection	Each	No	\$ 51.00	\$ 52.53	Inflation	Jan/01/24

**SCHEDULE A - PARKS AND FORESTRY FEES**

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Opening and Closing Grave - Standard Depth</b>						
Adult	Each	No	\$ 1,021.02	\$ 1,051.65	Inflation	Jan/01/24
Child (Container over 40" but under 60")	Each	No	\$ 482.49	\$ 496.97	Inflation	Jan/01/24
Infant (Container not exceeding 40")	Each	No	\$ 218.10	\$ 224.65	Inflation	Jan/01/24
Cremated Remains	Each	No	\$ 372.83	\$ 384.01	Inflation	Jan/01/24
Entombment of Cremated Remains	Each	No	\$ 310.69	\$ 320.01	Inflation	Jan/01/24
Scattering of Cremated Remains	Each	No	\$ 294.85	\$ 303.70	Inflation	Jan/01/24
<b>Opening and Closing of Grave - Double Depth</b>						
Adult	Each	No	\$ 1,229.38	\$ 1,266.26	Inflation	Jan/01/24
Child (Container over 40" but under 60")	Each	No	\$ 538.54	\$ 554.69	Inflation	Jan/01/24
Infant (Container not exceeding 40")	Each	No	\$ 243.69	\$ 251.00	Inflation	Jan/01/24
<b>Extra Charges for work performed at certain times</b>						
<b>On Saturdays - 7:30 am to 12:00 pm and weekdays after 4:00 pm</b>						
Minimum charge (for 3 hours)	Each	No	\$ 477.62	\$ 491.95	Inflation	Jan/01/24
Additional Hours	Each	No	\$ 160.83	\$ 165.65	Inflation	Jan/01/24
Cremated Remains/Infant Minimum Charge (for 3 hours)	Each	No	\$ 377.70	\$ 389.03	Inflation	Jan/01/24
Additional Hours	Each	No	\$ 127.94	\$ 131.78	Inflation	Jan/01/24
<b>On Sundays, City Holidays and Saturday after 12:00 pm</b>						
Minimum charge (for 3 hours)	Each	No	\$ 648.19	\$ 667.63	Inflation	Jan/01/24
Additional Hours	Each	No	\$ 218.10	\$ 224.65	Inflation	Jan/01/24
Cremated Remains/Infant Minimum Charge (for 3 hours)	Each	No	\$ 497.11	\$ 512.03	Inflation	Jan/01/24
Additional Hours	Each	No	\$ 166.93	\$ 171.93	Inflation	Jan/01/24
<b>Extra Charges</b>						
<b>Service charge for outer container more than 34" wide, or more than 28" deep (to be allocated to the Care and Maintenance Fund)</b>						
Extra Charge for Vault	Each	No	\$ 92.60	\$ 95.38	Inflation	Jan/01/24
Plastic or Concrete Cremation Vault	Each	No	\$ 24.37	\$ 25.10	Inflation	Jan/01/24
Additional Interment in Existing Cremation Vault	Each	No	\$ 41.42	\$ 42.67	Inflation	Jan/01/24
Lowering Device	Each	No	\$ 183.99	\$ 189.50	Inflation	Jan/01/24
Set up Light Weight Burial Vault	Each	No	\$ 216.87	\$ 223.38	Inflation	Jan/01/24
<b>Charges for travel time for interments and follow-up maintenance outside of Brampton Cemetery</b>						
Adult and Child Grave	Each	No	\$ 442.28	\$ 455.55	Inflation	Jan/01/24
Infant and Cremated Remains	Each	No	\$ 145.00	\$ 149.35	Inflation	Jan/01/24
<b>Administration Fee</b>						
<b>Charge for second interment in the same grave at the same time</b>						
Second Traditional Burial	Each	No	\$ 56.05	\$ 57.73	Inflation	Jan/01/24
Second Cremation or Entombment	Each	No	\$ 42.65	\$ 43.93	Inflation	Jan/01/24
<b>Disinterment Charges</b>						
<b>Lowering remains to extra deep to place second body on top</b>						
Adult	Each	No	\$ 3,164.20	\$ 3,259.13	Inflation	Jan/01/24
Child	Each	No	\$ 1,920.21	\$ 1,977.82	Inflation	Jan/01/24
Infant	Each	No	\$ 1,161.14	\$ 1,195.98	Inflation	Jan/01/24
<b>Removal of remains and re-burials in another location in the same cemetery - (from Standard grave to standard depth grave)</b>						
Adult	Each	No	\$ 3,753.90	\$ 3,866.52	Inflation	Jan/01/24
Child	Each	No	\$ 2,258.92	\$ 2,326.69	Inflation	Jan/01/24
Infant	Each	No	\$ 1,010.06	\$ 1,040.36	Inflation	Jan/01/24
Cremated Remains	Each	No	\$ 525.13	\$ 540.89	Inflation	Jan/01/24
Disentombment of Cremated Remains	Each	No	\$ 259.53	\$ 267.31	Inflation	Jan/01/24

**SCHEDULE A - PARKS AND FORESTRY FEES**

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Removal of remains only, for re-burial in another cemetery</b>						
Adult	Each	No	\$ 2,929.04	\$ 3,016.91	Inflation	Jan/01/24
Child	Each	No	\$ 1,766.69	\$ 1,819.69	Inflation	Jan/01/24
Infant	Each	No	\$ 788.31	\$ 811.96	Inflation	Jan/01/24
Cremated Remains	Each	No	\$ 397.19	\$ 409.11	Inflation	Jan/01/24
Disentombment of Cremated Remains	Each	No	\$ 283.89	\$ 292.41	Inflation	Jan/01/24
<b>Extra Charges</b>						
Disinterment of Extra Deep Interment	Each	No	\$ 337.51	\$ 347.63	Inflation	Jan/01/24
<b>Disinterment with wooden outer container or Disinterment of wooden casket without container</b>						
Extra Charge	Each	No	\$ 695.71	\$ 716.58	Inflation	Jan/01/24
Disinterment of a Cremation Vault	Each	No	\$ 63.35	\$ 65.25	Inflation	Jan/01/24
<b>Monument Foundations</b>						
<b>All foundations are 5 feet deep. Installation charges are based on the number of square feet or surface area of the foundation at ground level</b>						
Up to 10 sq. ft. surface--per sq. ft.	Each	No	\$ 227.84	\$ 234.68	Inflation	Jan/01/24
Minimum Charge	Each	No	\$ 581.18	\$ 598.62	Inflation	Jan/01/24
Over 10 sq. ft. surface--per sq. ft.	Each	No	\$ 192.51	\$ 198.28	Inflation	Jan/01/24
Removal of old foundation	Each	No	\$ 347.25	\$ 357.66	Inflation	Jan/01/24
Extra charge for installation of foundation outside of Brampton Cemetery	Each	No	\$ 307.04	\$ 316.25	Inflation	Jan/01/24
<b>Fiat Markers and Corner Posts</b>						
<b>Fiat markers-Installation included:</b>						
Laurentian pink granite--20" x 12" x 4"	Each	No	\$ 510.52	\$ 525.84	Inflation	Jan/01/24
Barre grey granite--20" x 12" x 4"	Each	No	\$ 510.52	\$ 525.84	Inflation	Jan/01/24
<b>Lettering on Markers - Sand Sunk ONLY</b>						
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Inflation, Cost Recovery	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Inflation, Cost Recovery	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 324.10	\$ 418.09	Inflation, Cost Recovery	Jan/01/24
<b>Lettering on Markers - Raised Lettering ONLY</b>						
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 324.10	\$ 418.09	Inflation, Cost Recovery	Jan/01/24
Each additional letter	Each	No	\$ 10.97	\$ 16.57	Inflation, Cost Recovery	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 421.57	\$ 543.83	Inflation, Cost Recovery	Jan/01/24
<b>Installation of Markers (not purchased at Brampton Cemetery)</b>						
Size - that are at least 173 square inches	Each	No	\$ 97.47	\$ 100.40	Inflation	Jan/01/24
over 10" x 16" to 12" x 20"	Each	No	\$ 179.11	\$ 184.49	Inflation	Jan/01/24
over 12" x 20"	Each	No	\$ 286.33	\$ 294.92	Inflation	Jan/01/24
Installation of Bronze markers into a 4" concrete base	Each	No	\$ 46.29	\$ 47.68	Inflation	Jan/01/24
<b>Installation of Corner Posts</b>						
One corner post	Each	No	\$ 37.77	\$ 38.90	Inflation	Jan/01/24
Set of 4 corner posts	Each	No	\$ 126.72	\$ 130.52	Inflation	Jan/01/24
Installation of a vase unit	Each	No	\$ 90.17	\$ 92.87	Inflation	Jan/01/24
<b>Inscription for Columbarium Lettering Sand Sunk ONLY</b>						
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Inflation, Cost Recovery	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Inflation, Cost Recovery	Jan/01/24
Extra Charges for installation of markers or corner posts outside of Brampton Cemetery	Each	No	\$ 103.57	\$ 106.16	Inflation	Jan/01/24



**SCHEDULE A - PARKS AND FORESTRY FEES**

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Inscription of Shared Monument - Sand Sunk ONLY</b>						
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Inflation, Cost Recovery	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Inflation, Cost Recovery	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 324.10	\$ 418.09	Inflation, Cost Recovery	Jan/01/24
Family name 3" - 3.75" Letters	Each	No	\$ 421.57	\$ 543.83	Inflation, Cost Recovery	Jan/01/24
Family name 4" - 4.75" Letters	Each	No	\$ 547.07	\$ 705.73	Inflation, Cost Recovery	Jan/01/24
<b>Lettering on Markers - Raised Lettering ONLY</b>						
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 324.10	\$ 418.09	Inflation, Cost Recovery	Jan/01/24
Each additional letter	Each	No	\$ 10.97	\$ 16.57	Inflation, Cost Recovery	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 421.57	\$ 543.83	Inflation, Cost Recovery	Jan/01/24
Family name 3" - 3.75" Letters	Each	No	\$ 549.51	\$ 708.87	Inflation, Cost Recovery	Jan/01/24
Family name 4" - 4.75" Letters	Each	No	\$ 711.55	\$ 917.90	Inflation, Cost Recovery	Jan/01/24
<b>Care and Maintenance Fund</b>						
<b>Extra charges at the time of installation to be deposited into the Care and Maintenance Fund as per section 38 (1) and 38 (3) of the Revised Cemeteries Act</b>						
<b>Transfer of Interment Rights</b>						
Charge for transfer or interment rights of lots (Rights Holder ONLY)	Each	No	\$ 153.52	\$ 158.13	Inflation	Jan/01/24
*Charge for Transfer of Interment Rights (*Non Interment Rights Holder)	Each	No	\$ 230.28	\$ 237.19	Inflation	Jan/01/24
Replacement Certificate	Each	No	\$ 127.94	\$ 131.78	Inflation	Jan/01/24
<b>Extra Ground Maintenance on Request</b>						
Planting 2 shrubs	Each	No	\$ 70.67	\$ 72.79	Inflation	Jan/01/24
Installation of flowerbed per sq. yd. or less	Each	No	\$ 135.24	\$ 139.30	Inflation	Jan/01/24
Planting of flowerbed	Each	No	\$ 70.67	\$ 72.79	Inflation	Jan/01/24
Flowerbed maintenance per sq. yd. or less / season	Each	No	\$ 115.75	\$ 119.22	Inflation	Jan/01/24
Cleaning of monument	Each	No	\$ 179.11	\$ 184.49	Inflation	Jan/01/24
Cleaning of flat marker	Each	No	\$ 70.67	\$ 72.79	Inflation	Jan/01/24
Removal of shrubs	Each	No	\$ 81.64	\$ 84.09	Inflation	Jan/01/24
Trimming of shrubs	Each	No	\$ 35.34	\$ 36.40	Inflation	Jan/01/24
Sodding of abandoned flowerbed	Each	No	\$ 43.86	\$ 45.18	Inflation	Jan/01/24
<b>Plant material and planting of flowerbed</b>						
Up to 30" L	Each	No	\$ 107.23	\$ 110.44	Inflation	Jan/01/24
over 30" to 48" L	Each	No	\$ 127.94	\$ 131.78	Inflation	Jan/01/24
over 48" in length	Each	No	\$ 140.13	\$ 144.33	Inflation	Jan/01/24
<b>Memorial Benches</b>						
The price for the bench includes cost of bench, 3" x 9" bronze plaque (max. 4 lines of inscription), installation of foundation and maintenance, (\$100.00 deposited into the Care and Maintenance fund). Customer may choose to dedicate an existing bench or arrange to have a new bench installed.	Each	No	\$ 2,079.82	\$ 2,142.21	Inflation, Cost Recovery	Jan/01/24
<b>Memorial Trees</b>						
The price for the tree includes cost of tree, 8" x 10" bronze plaque (max. 4 lines of inscription), mounted in a concrete base. Customers may choose to dedicate an existing tree or arrange to have a new tree planted.	Each	No	\$ 1,219.63	\$ 1,256.22	Inflation, Cost Recovery	Jan/01/24

**SCHEDULE A - PARKS AND FORESTRY FEES**

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Sale of Plots</b>						
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 1,967.72	\$ 2,026.75	Inflation	Jan/01/24
Veteran's (Single) Grave 3'6" x 8'0"	Each	No	\$ 1,967.72	\$ 2,026.75	Inflation	Jan/01/24
Single Grave with Foundation 3'6" x 10'	Each	No	\$ 2,730.45	\$ 2,812.37	Inflation	Jan/01/24
Two Grave Adult Plot - 7' x 10' or 7' x 11'	Each	No	\$ 3,936.66	\$ 4,054.76	Inflation	Jan/01/24
Two Grave Shared Monument Plot 8' x 9'9"	Each	No	\$ 8,587.31	\$ 8,844.93	Inflation	Jan/01/24
Four Grave Adult Plot - 14'0" x 10'0" or 14'0" x 11'0"	Each	No	\$ 7,872.10	\$ 8,108.27	Inflation	Jan/01/24
One Infant Lot - 2' x 3'6"	Each	No	\$ 260.73	\$ 268.56	Inflation	Jan/01/24
4 - Grave Cremation Plot - 3'6" x 3'6"	Each	No	\$ 1,431.63	\$ 1,474.58	Inflation	Jan/01/24
2 Grave Cremation Plot 3'6" x 2' or 2' x 2'	Each	No	\$ 913.80	\$ 941.22	Inflation	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-1 Existing Columbarium	Each	No	\$ 2,286.95	\$ 2,355.56	Inflation	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-2 New Columbarium	Each	No	\$ 2,786.49	\$ 2,870.08	Inflation	Jan/01/24
One Cremation Grave 1'0" x 1'0"	Each	No	\$ 448.37	\$ 461.82	Inflation	Jan/01/24
4 Grave Cremation Plot with Foundation 2'6" x 3'9"	Each	No	\$ 2,193.13	\$ 2,258.92	Inflation	Jan/01/24
<b>Care and Maintenance Fund</b>						
The above prices for lot include the cost of the Care and Maintenance Fund						
The City will take the following allocation to the Care and Maintenance Fund for the initial sales:						
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 984.48	\$ 1,014.01	Inflation	Jan/01/24
Veteran's (Single) Grave 3'6" x 8'0"	Each	No	\$ 984.48	\$ 1,014.01	Inflation	Jan/01/24
Single Grave with Foundation 3'6" x 10'	Each	No	\$ 984.48	\$ 1,014.01	Inflation	Jan/01/24
Two Grave Adult Plot - 7' x 10' or 7' x 11'	Each	No	\$ 1,967.72	\$ 2,026.75	Inflation	Jan/01/24
Two Grave Shared Monument Plot 8' x 9'9"	Each	No	\$ 2,501.39	\$ 2,576.43	Inflation	Jan/01/24
Four Grave Adult Plot - 14'0" x 10'0" or 14'0" x 11'0"	Each	No	\$ 3,936.66	\$ 4,054.76	Inflation	Jan/01/24
One Infant Lot - 2' x 3'6"	Each	No	\$ 130.37	\$ 134.28	Inflation	Jan/01/24
4 - Grave Cremation Plot - 3'6" x 3'6"	Each	No	\$ 716.42	\$ 737.92	Inflation	Jan/01/24
2 Grave Cremation Plot 3'6" x 2' or 2' x 2'	Each	No	\$ 456.91	\$ 470.61	Inflation	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-1 Existing Columbarium	Each	No	\$ 344.81	\$ 355.16	Inflation	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-2 New Columbarium	Each	No	\$ 417.92	\$ 430.46	Inflation	Jan/01/24
One Cremation Grave 1'0" x 1'0"	Each	No	\$ 224.19	\$ 230.92	Inflation	Jan/01/24
4 Grave Cremation Plot with Foundation 2'6" x 3'9"	Each	No	\$ 761.95	\$ 784.81	Inflation	Jan/01/24
<b>Care and Maintenance Fund</b>						
<b>Charges for the Care and Maintenance fund on Lots sold before 1955</b>						
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 787.08	\$ 810.70	Inflation	Jan/01/24
One Infant Lot	Each	No	\$ 104.78	\$ 107.92	Inflation	Jan/01/24
<b>Scattering Grounds</b>						
Scattering Grounds (No Scattering Rights)	Each	No	\$ 31.68	\$ 32.63	Inflation	Jan/01/24
<b>Parks Memorial Rates and Fees</b>						
Parks Memorial Bench (Plaque Included)	Each	No	\$ 1,741.41	\$ 1,793.66	Inflation, Cost Recovery	Jan/01/24
Parks Memorial Tree (Plaque Included)	Each	No	\$ 1,021.21	\$ 1,051.84	Inflation, Cost Recovery	Jan/01/24
Parks Memorial Tree (No Plaque)	Each	No	\$ 358.75	\$ 369.51	Inflation, Cost Recovery	Jan/01/24



# SCHEDULE B - FINANCE FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Property Tax</b>						
Tax Statements, Tax Bill reprints and other similar requests not specifically provided for in this by-law.	Each	No	\$ 20.00	\$ 25.00	Market Based	Jan/01/24
Miscellaneous Tax Confirmations (per year, available from 1998 only) <b>(By-law 51-2004)</b>	Each	No	\$ 20.00	\$ 30.00	Market Based	Jan/01/24
Returned Cheques Non-Sufficient Funds (includes Pre-Authorized Payments and declined/disputed credit card transactions) <b>(By-law 200-2005)</b>	Each	Yes	\$ 35.00	\$ 40.00	Market Based	Jan/01/24
Tax Appeal applications under Municipal Act, 2001	Each	No	\$ 15.00	\$ 30.00	Market Based	Jan/01/24
Process Refunds from Tax Account	Each	No	\$ 25.00	\$ 35.00	Market Based	Jan/01/24
Tax Account Payment Transfers	Each	No	\$ 25.00	\$ 35.00	Market Based	Jan/01/24
<b>Corporate Collections</b>						
Land Title Searches - per search fee <b>(By-law 2-2007)</b>	Each	Yes	\$ 130.00	\$ 155.00	Inflation, Market Based	Jan/01/24
Corporate Search Recovery Charge	Each	Yes	\$ 20.00	\$ 40.00	Inflation, Market Based	Jan/01/24
Final Notice Before Tax Sale and Bailiff Action Fee - Per Notice Fee	Each	Yes	\$ 20.00	DELETE	N/A	Jan/01/24
Final Notice Before Tax Sale - Per Notice Fee	Each	Yes	\$ 20.00	\$ 25.00	Inflation, Market Based	Jan/01/24
Bailiff Action Fee - Per Notice Fee	Each	Yes	\$ 20.00	\$ 50.00	Inflation, Market Based	Jan/01/24
Notice of Pending Tax Sale Proceedings - Per Notice Fee	Each	Yes	\$ 20.00	\$ 30.00	Inflation, Market Based	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Tax Arrears Certificate <b>(By-law 126-2016)</b>	Each	No	\$ 1,250.00	\$ 1,425.00	Inflation, Market Based	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Extension Agreement <b>(By-law 126-2016)</b>	Each	No	\$ 750.00	\$ 900.00	Inflation, Market Based	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Final Notice <b>(By-law 126-2016)</b>	Each	No	\$ 500.00	\$ 600.00	Inflation, Market Based	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Tax Sale of Property (Plus actual incurred advertising costs) <b>(By-law 126-2016)</b>	Each	No	\$ 3,000.00	\$ 3,600.00	Inflation, Market Based	Jan/01/24
Tax Sale Tender Package Application (Due upon pick-up)	Each	Yes	NEW	\$ 30.00	NEW	Jan/01/24

**General:**

Fees may have rounding treatments.  
HST may be added to the fees listed in this Schedule.

**Abbreviation – Meaning**

AGCO - Alcohol & Gaming Commission of Ontario  
MVC - Motor Vehicle Collision  
MVF - Motor Vehicle Fire  
NFPA - National Fire Protection Association  
RSMP - Risk and Safety Management Plan  
USWG - US Water Gallons

**Detailed descriptions for Fire & Emergency Services user fees are as follows:**

**Motor Vehicle Collision (MVC) - King's Highway & ETR/407 Highway**

- If Fire and Emergency Services attends at the scene of a motor vehicle collision or motor vehicle fire, on any property designated as a King's Highway or ETR/407 and provides firefighting or other emergency services, the Corporation shall charge the fee stipulated in this fee schedule to any one or more of the following: the driver, the owner and the insurance company, the Ministry of Transportation, the ETR/407, in order to recover full payment of the stipulated fee. Motor Vehicle Collision user fee rates are based on the remuneration rate for fire response service as approved by the Ministry of Transportation, which shall be adjusted annually effective January 1st of each year based on the most recent remuneration rate approved by the Ministry of Transportation.

**Motor Vehicle Collision (MVC) - Non-Resident, Brampton City Streets**

- If Fire and Emergency Services attends at the scene of a motor vehicle collision or motor vehicle fire, on any property under the jurisdiction of the City of Brampton and provides firefighting or other emergency services, the Corporation shall charge the fee stipulated in this fee schedule to any one or more of the following: the driver, the owner and the insurance company, the Ministry of Transportation, the ETR/407, in order to recover full payment of the stipulated fee. Motor Vehicle Collision user fee rates are based on the remuneration rate for fire response service as approved by the Ministry of Transportation, which shall be adjusted annually effective January 1st of each year based on the most recent remuneration rate approved by the Ministry of Transportation.
- In the case of a multiple vehicle collision, where those drivers involved consist of a Brampton resident and a non-resident, the fee billed to the non-resident shall be pro-rated.
- Example:
  - (1) Two vehicle collision, one resident and one non-resident: billing shall be only 50% of the total cost recovery fees demanded of a non-resident; or,
  - (2) Three vehicle collision, one resident and two non-residents: cost recovery fees shall be divided (as per this example) by three and one third shall be demanded of each of the two non-resident drivers.

**Hazardous Materials Response**

- If Fire and Emergency Services responds to an incident or emergency and a hazardous material response is provided, the Corporation shall charge the fee stipulated in the fee schedule to any one or more of the following: the property owner, the vehicle owner and the insurance company, in order to recover full payment of the stipulated fees.

- In the event an emergency involves hazardous materials and at the scene or property, damages or contaminations of equipment occurs, the expenses incurred by Fire and Emergency Services for cleaning and decontamination or replacement of equipment, as applicable, and shall be recovered as a fee as stipulated in this schedule.
- In the event an emergency involves hazardous materials and at the scene or property, the use of consumable materials, other than water and medical supplies, are used to suppress or extinguish a fire, preserve property, prevent a fire from spreading or otherwise control and eliminate an emergency, the expenses incurred by Fire and Emergency Services for using consumable materials shall be recovered as a fee as stipulated in this schedule.

**False Alarms**

- For the purpose of this Schedule, a False Alarm means the activation of a fire alarm or emergency system which occurs without just cause, including where there is no fire, carbon monoxide or other emergency situation.
- Fire and Emergency Services shall charge a property owner the False Alarm Fee stipulated in this Schedule if upon attending a property in response to the activation of a fire alarm or emergency system it is determined that it was a False Alarm.
- Where a False Alarm is triggered as a result of work being conducted on a fire alarm or emergency system and Fire and Emergency Services attend at the property in response to the False Alarm, the property owner shall be charged the False Alarm Fee stipulated in this Schedule, unless the property owner notified the Joint Fire Communication Centre in advance that the work was being conducted.
- The False Alarm Fee will not be charged for the first occurrence of a False Alarm at a property, but will be charged for each subsequent False Alarm occurrence within the same calendar year.

**Natural Gas Incident Response**

- If Fire and Emergency Services attends at a property in response to a natural gas leak and upon conducting an investigation, fire personnel determine that the due diligence was not exercised (example: locates of utility lines not completed before digging commenced), the property owner shall be charged the fee as stipulated within this Schedule.

**Non-Emergency Elevator Incident Response**

- If Fire and Emergency Services attends to a property in response to a stalled elevator and determines that the confined individual(s) do not have urgent medical needs and is not in immediate danger as a result of the elevator being inoperative, the property owner shall be charged the fee stipulated with this Schedule.

**Unauthorized Open-Air Burn Response**

- For the purpose of this schedule, unauthorized open-air burns are open-air burns that occur without a permit from Brampton Fire and Emergency Services.
- The first occurrence of a response to an unauthorized open-air burn at a property will not be charged but will be charged for each subsequent occurrence within the same calendar year.

**Reports and Searches**

- For all fire related file searches and fire report requests, the requester shall be charged the fee as stipulated in this schedule.

**Permits, Applications and Reviews**

- For all fire related permit requests, designated fire route applications and Propane Facility License application and reviews, the requestor shall be charged the fee as stipulated in this schedule.
- Firework permit requirements are identified within Fireworks By-law 163-2016

**Fireworks Retailer Course**

- Is a course provided by Fire and Emergency Services, which provides guidance regarding safe practices for fireworks retailers. The Fireworks Retailer Course is current to the year of issue.
- Contact Fire Prevention for course schedule and availability.

**Fire Inspections**

- For the provision of requested fire related inspection services, the requester shall be charged the fee as stipulated in this schedule.
- Fees such as "Per Occupant", "Per Tenant", "Per Additional Floor" and "Over 10,000 square feet" are billed in addition to the identified base inspection fee, where applicable.
- Re-inspection fees will be charged on Fire Safety Inspection Orders where a subsequent re-inspection is required as a result of the owner not suitably addressing all fire safety hazards identified in the Fire Safety Inspection Order.

**Rentals**

- For the provision of requested rentals of the specified fire equipment or facilities, the requester shall be charged the fee as stipulated in this schedule.
- All rentals are subject to availability as well as pre-approval by Fire and Emergency Services. Usage restrictions and limitations apply. Liability waivers are required.
- For the rental of fire trucks: (1) One hour shall be added to all vehicle rentals, in addition to the duration requested, to allow for set-up and travel. All vehicle rentals require a minimum three hour rental.
- Burn Building (Live Fire) Rental: A mandatory requirement for the rental of this facility is to have a qualified NFPA 1403 instructor present for the full duration of the rental. One may be provided by the renter, subject to approval by Brampton Fire and Emergency Services.

**Fire Apparatus Standby**

- For the provision of a standby crew and fire apparatus, other than an emergency response, for a private company, community group, developer, industry or provincial government. Standby location must be within Brampton's jurisdiction.
- All fire apparatus standby requests are subject to availability as well as pre-approval by Fire and Emergency Services.
- (1) One hour shall be added to all standby requests, in addition to the duration requested, to allow for set-up and travel. All standbys require a minimum three hour charge.

**Miscellaneous**

- For the provision of other general services and products such as key boxes, smoke alarms, carbon monoxide detectors, printed copies of safety plans and/or other general items listed within this section, the requester shall be charged the fee as stipulated in this schedule.
- If Fire and Emergency Services responds to a fire or other emergency at a property and determines that it is necessary to rent special equipment or use consumable materials to board-up and barricade a property, the expenses incurred by Fire and Emergency Services shall be recovered as a fee under this By-law.

**Addition to Tax Roll**

- If a property owner who is charged a fee under this by-law fails to pay the fee within ninety (90) days of the invoice date, the Corporation may add the fee, including interest and administration fees to the tax roll for any real property in the City of Brampton, registered in the name of the owner and collect the fee, including interest, in like manner as municipal taxes.

**SCHEDULE C - FIRE AND EMERGENCY SERVICES FEES**

Notes

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Hazardous Material Response</b>						
Hazardous Material Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Inflation	Jan/01/24
Hazardous Material Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Inflation	Jan/01/24
<b>Natural Gas Incident Response</b>						
Natural Gas Incident Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Inflation	Jan/01/24
Natural Gas Incident Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Inflation	Jan/01/24
<b>Non-Emergency Elevator Rescue Response</b>						
Non-Emergency Elevator Rescue Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Inflation	Jan/01/24
Non-Emergency Elevator Rescue Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Inflation	Jan/01/24
<b>Unauthorized Open-Air Burn Response</b>						
Response to Unauthorized Open-Air Burns – 2nd or subsequent occurrences in any calendar year	Per Alarm / Occurrence	No	NEW	\$ 543.03	NEW	Jan/01/24
<b>Reports and Searches</b>						
Fire Report	Per Address, Per Report	No	\$ 144.00	\$ 149.00	Inflation	Jan/01/24
File Search	Per Address, Per Unit	No	\$ 144.00	\$ 149.00	Inflation	Jan/01/24
<b>Permits</b>						
Permit - Consumer Fireworks (For a non-designated occasion under Fireworks by-law 147-2006)	Per Permit	No	\$ 260.00	\$ 269.00	Inflation	Jan/01/24
Permit - Display Fireworks (including consumer fireworks being used in a display) or Pyrotechnic Special Effects Permit (applies any day)	Per Permit	No	\$ 260.00	\$ 269.00	Inflation	Jan/01/24
Permit - Open Air Burning - Single (1) Day Clearance	Per Address	No	\$ 30.00	\$ 31.00	Inflation	Jan/01/24
Permit - Open Air Burning - Seven (7) Day Clearance	Per Address	No	\$ 106.00	\$ 109.00	Inflation	Jan/01/24
Permit - Open Air Burning - Twenty-eight (28) Day Clearance	Per Address	No	\$ 187.00	\$ 193.00	Inflation	Jan/01/24
<b>Applications and Reviews</b>						
Alternative Solution Proposal Review	Per Address	No	\$ 340.00	\$ 351.00	Inflation	Jan/01/24
Fire Route Application	Per Application	No	\$ 260.00	\$ 269.00	Inflation	Jan/01/24
Fire Safety Plan Review (Where legislation does not require this)	Per Plan	Yes	\$ 192.00	\$ 198.00	Inflation	Jan/01/24
<b>Fire Inspection - Group Homes</b>						
Base Inspection	Per Inspection	No	\$ 227.00	\$ 234.00	Inflation	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
<b>Fire Inspection - Industrial/Commercial/Office/Multi-Occupancy Complex</b>						
Base Inspection	Per Inspection	No	\$ 275.00	\$ 284.00	Inflation	Jan/01/24
Per Tenant or Occupant	Per Tenant or Occupant	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
Over 10,000 square feet	Per Inspection	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
<b>Fire Inspection - Residential/Apartment/Condominium Building</b>						
Base Inspection	Per Inspection	No	\$ 227.00	\$ 234.00	Inflation	Jan/01/24
Per Additional Floor	Per Additional Floor	No	\$ 57.00	\$ 59.00	Inflation	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
<b>Fire Inspection - Two Unit Dwellings</b>						
Base Inspection	Per Address	No	\$ 227.00	\$ 234.00	Inflation	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
<b>Fire Inspection - Tents</b>						
Tent/Marquee Inspection (Equal to or greater than 100 square feet)	Per Tent	No	\$ 227.00	\$ 234.00	Inflation	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
<b>Fire Inspection - General</b>						
Residential Mortgage or Change of Ownership Inspection	Per Address	No	\$ 227.00	\$ 234.00	Inflation	Jan/01/24
Alcohol and Gaming Commission of Ontario (A.G.C.O) Inspection	Per Address	No	\$ 227.00	\$ 234.00	Inflation	Jan/01/24
Occupant Load Calculation	Per Address or Per Occupancy	Yes	\$ 582.00	\$ 601.00	Inflation	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Inflation	Jan/01/24
<b>Fire Alarms</b>						
False Alarms - 2nd or subsequent alarms in any calendar year	Per Alarm / Occurrence	No	\$ 1,030.00	\$ 1,400.00	Cost Recovery	Jan/01/24
<b>Rentals &amp; Standby Requests</b>						
Burn Building (Live Fire) Rental with Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	Full day (8 Hours)	Yes	\$ 1,769.00	\$ 1,827.00	Inflation	Jan/01/24
Burn Building (Live Fire) Rental without Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	Full Day (8 Hours)	Yes	\$ 1,103.00	\$ 1,139.00	Inflation	Jan/01/24
Burn Building (Live Fire) Rental with Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	One-Half day (4 Hours)	Yes	\$ 884.00	\$ 913.00	Inflation	Jan/01/24

**SCHEDULE C - FIRE AND EMERGENCY SERVICES FEES**

Notes

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Description of Change	Effective Date
Burn Building (Live Fire) Rental without Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	One-Half day (4 Hours)	Yes	\$ 552.00	\$ 570.00	Inflation	Jan/01/24
Fire Trucks - For use in film productions	Per Truck, Per Hour	Yes	\$ 515.00	\$ 532.00	Inflation	Jan/01/24
Small Vehicle/Van/Utility Vehicle -For use in film productions	Per Vehicle, Per Hour	Yes	\$ 257.00	\$ 265.00	Inflation	Jan/01/24
Fire Station - For use in film productions	Per Facility, Per Hour	Yes	\$ 552.00	\$ 570.00	Inflation	Jan/01/24
Fire Apparatus Standby Request	Per Truck, Per Hour	Yes	\$ 515.00	\$ 532.00	Inflation	Jan/01/24
<b>Training</b>						
Fireworks Retailer Course	Per Person, Per Session	No	\$ 108.00	\$ 112.00	Inflation	Jan/01/24
Fire Extinguisher Training	Per Session	Yes	\$ 611.00	\$ 631.00	Inflation	Jan/01/24
<b>Miscellaneous</b>						
Key Boxes	Per Key Box	Yes	\$ 131.00	\$ 135.00	Inflation	Jan/01/24
Boarding and Barricading - Labour	Per Truck, Per Hour	Yes	\$ 552.00	\$ 570.00	Inflation	Jan/01/24

SCHEDULE D - ANIMAL SERVICES

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Private Cremation</b>					
0 - 45 LBS	Yes	\$105.00	\$130.00	Cost Recovery	Jan/01/24
46 - 90 LBS	Yes	\$125.00	\$150.00	Cost Recovery	Jan/01/24
91+ LBS	Yes	\$150.00	\$170.00	Cost Recovery	Jan/01/24
<b>Boarding/Quarantine</b>					
Emergency Boarding per Day	Yes	NEW	\$0 - \$50	NEW	Jan/01/24
<b>Misc Items</b>					
Education Session/Shelter Tour - 1 to 50 people	No	NEW	\$0.00 - \$150.00	NEW	Jan/01/24
Education Session/Shelter Tour - 51 to 150 people	No	NEW	\$150.00	NEW	Jan/01/24
Education Session/Shelter Tour - 151 to 250 people	No	NEW	\$250.00	NEW	Jan/01/24
Education Session/Shelter Tour - More than 250 people	No	NEW	\$300.00	NEW	Jan/01/24



**SCHEDULE D - CITY CLERK'S OFFICE**

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>Liquor Licenses</b>						
Letter of Non-Objection/Temporary Extension	Per License	No	\$ 25.00	DELETE	N/A	Jan/01/24
Temporary Outdoor Patio Expansion Permit (with/without liquor license)	Per License	No	NEW	\$ 100.00	NEW	Jan/01/24
<b>DVD Copy of Council or Committee Meeting</b>						
DVD Copy of Council or Committee Meeting	Per DVD	No	\$ 20.00	DELETE	N/A	Jan/01/24

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Description of Change	Effective Date
<b>Alderlea</b>										
Alderlea Community Groups - Friday - up to 6 hours	6 hours	Yes	\$ 409.22	DELETE					N/A	Jan/01/24
Alderlea Community Groups - Mon-Thur per 8 hours between 8 am - 5:00pm	Per Booking	Yes	\$ 339.22	\$ 356.18					Inflation, Market Based	Jan/01/24
Alderlea Community Groups - Weekend	Per Booking	Yes	\$ 678.44	\$ 712.36					Inflation, Market Based	Jan/01/24
Alderlea - Photo Shoot Inside - 2 hr minimum	60 Minutes	Yes	\$ 172.30	\$ 180.92					Inflation, Market Based	Jan/01/24
Alderlea - Photo Shoot on Grounds - 2 hr minimum	60 Minutes	Yes	\$ 86.15	\$ 90.46					Inflation, Market Based	Jan/01/24
Alderlea Film Productions - Film Shoot days- per 12 hours from 7:30am to 7:30pm rate + expenses	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Inflation, Market Based	Jan/01/24
Alderlea Film Productions - Set up/dismantle plus additional expenses (ie janitorial, security) per 7 hrs day from 7:30am to 4pm	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - Mon-Thur	Per Booking	Yes	\$ 1,356.88	\$ 1,424.73					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - January - April Fridays	Per Booking	Yes	\$ 1,922.25	\$ 2,018.36					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - January - April Weekend	Per Booking	Yes	\$ 2,148.40	\$ 2,255.82					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - June - Sept Weekend	Per Booking	Yes	\$ 3,052.98	\$ 3,205.63					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Friday	Per Booking	Yes	\$ 2,035.32	\$ 2,137.09					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Weekend	Per Booking	Yes	\$ 2,600.69	\$ 2,730.73					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - Weekday Conference	Per Booking	Yes	\$ 791.51	\$ 831.09					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - Weekend Conference	Per Booking	Yes	\$ 6,784.41	\$ 7,123.63					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - Mon-Thur - up to 6 hours	Per Booking	Yes	\$ 542.75	\$ 569.89					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - January - April Fridays - up to 6 hours	Per Booking	Yes	\$ 768.90	\$ 807.34					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - January - April Sundays - up to 6 hours	Per Booking	Yes	\$ 859.36	\$ 902.33					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - June - Sept Sunday - up to 6 hours	Per Booking	Yes	\$ 1,221.19	\$ 1,282.25					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - May-December Friday - up to 6 hours	Per Booking	Yes	\$ 814.13	\$ 854.84					Inflation, Market Based	Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Sunday - up to 6 hours	Per Booking	Yes	\$ 1,040.28	\$ 1,092.29					Inflation, Market Based	Jan/01/24
<b>City Hall</b>										
City Hall - Atrium Rate	60 Minutes	Yes			\$ 97.81	\$ 107.59	\$ 75.29	\$ 79.05	Inflation, Market Based	Jan/01/24
City Hall - Atrium Rate - Meetings Category 2	60 Minutes	Yes			NEW	\$ 204.42	NEW	\$ 150.20	NEW	Jan/01/24
City Hall - Committee Room Rate	60 Minutes	Yes	\$ 57.20	\$ 60.06			\$ 45.12	\$ 47.38	Inflation, Market Based	Jan/01/24
City Hall - Council Chambers Rate	60 Minutes	Yes	\$ 120.54	\$ 126.56			\$ 97.81	\$ 102.70	Inflation, Market Based	Jan/01/24
City Hall - Ken Whillans Sq Event	60 Minutes	Yes	\$ 28.73	\$ 30.17	\$ 36.16	\$ 39.78			Inflation, Market Based	Jan/01/24
City Hall - Ken Whillans Sq Photos (1/2HR)	30 Minutes	Yes	\$ 34.32	\$ 36.03	\$ 44.01	\$ 48.41			Inflation, Market Based	Jan/01/24
City Hall - Ken Whillans Sq Photos (1HR)	60 Minutes	Yes	\$ 68.60	\$ 72.03	\$ 87.84	\$ 96.62			Inflation, Market Based	Jan/01/24
City Hall (Campus) Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Inflation, Market Based	Jan/01/24
City Hall (Campus) Film Productions - Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Inflation, Market Based	Jan/01/24
City Hall - Room Size "A" 1 to 40 People - Meetings Category 1	60 Minutes	Yes	\$ 18.64	\$ 19.57	\$ 23.41	\$ 23.99	\$ 6.13	\$ 6.44	Inflation, Market Based	Jan/01/24
West Tower - Conservatory Photos (1/2HR)	30 Minutes	Yes	\$ 34.32	\$ 36.04	\$ 44.01	\$ 45.11			Inflation, Market Based	Jan/01/24
West Tower - Conservatory Photos (1HR)	60 Minutes	Yes	\$ 68.60	\$ 72.03	\$ 87.84	\$ 90.04			Inflation, Market Based	Jan/01/24
West Tower - Daily Times Square Photos (1/2HR)	30 Minutes	Yes	NEW	\$ 36.04	NEW	\$ 45.11			NEW	Jan/01/24
West Tower - Daily Times Square Photos (1HR)	60 Minutes	Yes	NEW	\$ 72.03	NEW	\$ 90.04			NEW	Jan/01/24
West Tower - Daily Times Sq Event	60 Minutes	Yes	\$ 28.73	\$ 30.17	\$ 36.16	\$ 37.07			Inflation, Market Based	Jan/01/24
West Tower - Room Size "A" 1 to 40 People Meetings	60 Minutes	Yes	\$ 18.64	\$ 19.57	\$ 23.41	\$ 24.00	\$ 6.13	\$ 6.44	Inflation, Market Based	Jan/01/24
West Tower - Room Size "B" 41 to 70 People - Meetings	60 Minutes	Yes	\$ 34.61	\$ 36.34	\$ 42.99	\$ 44.06	\$ 11.06	\$ 11.61	Inflation, Market Based	Jan/01/24
West Tower - Room Size "C" 71 to 99 people	60 Minutes	Yes	\$ 43.65	\$ 45.83	\$ 56.57	\$ 57.99	\$ 14.88	\$ 15.63	Inflation, Market Based	Jan/01/24
West Tower - Room Size "D" 100 to 149 people	60 Minutes	Yes	\$ 35.84	\$ 37.63	\$ 44.29	\$ 45.39	\$ 23.11	\$ 24.27	Inflation, Market Based	Jan/01/24
West Tower - Room Size "D" 100 to 149 people - Meetings Category 2	60 Minutes	Yes	\$ 67.27	\$ 70.63	\$ 84.19	\$ 86.29	\$ 44.29	\$ 46.50	Inflation, Market Based	Jan/01/24
West Tower Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Inflation, Market Based	Jan/01/24
West Tower Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Inflation, Market Based	Jan/01/24
<b>Other Locations</b>										
FCCC 1&2 Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Inflation, Market Based	Jan/01/24
FCCC 1&2 Film Productions Set up/dismantle plus additional expenses (ie janitorial, security)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Inflation, Market Based	Jan/01/24
POA Courthouse Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Inflation, Market Based	Jan/01/24
POA Courthouse Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Inflation, Market Based	Jan/01/24

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Description of Change	Effective Date
Williams Pkwy (Campus) Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Inflation, Market Based	Jan/01/24
Williams Pkwy (Campus) Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Inflation, Market Based	Jan/01/24
Additional FOM Properties- Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Inflation, Market Based	Jan/01/24
Additional FOM properties-Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Inflation, Market Based	Jan/01/24
<b>Facilities Extra Fees</b>										
City Hall Tablecloths	Per Booking	Yes	\$ 10.44	\$ 10.96					Inflation, Market Based	Jan/01/24
Civic - Storage 10 Cabinet	Per Booking	Yes	\$ 14.64	DELETE					N/A	Jan/01/24
Civic - Storage 11 Cabinet	Per Booking	Yes	\$ 14.64	DELETE					N/A	Jan/01/24
Civic - Storage 12 Cabinet	Per Booking	Yes	\$ 14.64	DELETE					N/A	Jan/01/24
Civic - Storage 7 Cabinet	Per Booking	Yes	\$ 14.64	DELETE					N/A	Jan/01/24
Civic - Storage 8 Cabinet	Per Booking	Yes	\$ 14.64	DELETE					N/A	Jan/01/24
Civic - Storage 9 Cabinet	Per Booking	Yes	\$ 14.64	DELETE					N/A	Jan/01/24
Damage Deposit	Per Booking	No	\$ 323.07	\$ 339.22					Inflation, Market Based	Jan/01/24
Facility Clean Up Fee	Per Booking	No	\$ 269.22	\$ 282.68					Inflation, Market Based	Jan/01/24
Facility Rental Overtime Fee	60 Minutes	No	\$ 376.91	\$ 395.76					Inflation, Market Based	Jan/01/24
Facility Technician	60 Minutes	Yes	\$ 35.31	\$ 37.08					Inflation, Market Based	Jan/01/24
Facility Technician (Weekend)	60 Minutes	Yes	\$ 40.90	\$ 42.95					Inflation, Market Based	Jan/01/24
Facility Technician - Holiday Rate	60 Minutes	Yes	\$ 71.13	\$ 74.68					Inflation, Market Based	Jan/01/24
Facility Support Associate	60 Minutes	Yes	\$ 35.31	\$ 37.08					Inflation, Market Based	Jan/01/24
Facility Support Associate (Weekend)	60 Minutes	Yes	\$ 40.90	\$ 42.95					Inflation, Market Based	Jan/01/24
Facility Support Associate - Holiday Rate	60 Minutes	Yes	\$ 71.13	\$ 74.68					Inflation, Market Based	Jan/01/24
West Tower - P.A. System	Per Booking	Yes	\$ 45.29	\$ 47.56					Inflation, Market Based	Jan/01/24
West Tower - Podium	Per Booking	Yes	\$ 42.59	\$ 44.72					Inflation, Market Based	Jan/01/24
West Tower - Projector	Per Booking	Yes	\$ 25.57	\$ 26.85					Inflation, Market Based	Jan/01/24
West Tower - Screen/Whiteboard (formerly Flip Chart)	Per Booking	Yes	\$ 7.64	\$ 8.02					Inflation, Market Based	Jan/01/24
West Tower - Stage	Per Booking	Yes	\$ 42.59	\$ 44.72					Inflation, Market Based	Jan/01/24
West Tower - TV	Per Booking	Yes	\$ 24.30	\$ 25.52					Inflation, Market Based	Jan/01/24

## SCHEDULE F - PLANNING, BUILDING AND GROWTH MANAGEMENT

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Description of Change	Effective Date
<b>ENVIRONMENT &amp; DEVELOPMENT ENGINEERING</b>					
Top Soil Removal (add per hectare)	No	\$ 25.00	DELETE	N/A	Jan/01/24
Top Soil Removal Permit Fee (Subdivisions)	No	\$ 500.00	\$ 1,800.00	Market Based	Jan/01/24
Top Soil Removal Permit Fee (Site Plans)	No	\$ 125.00	\$ 750.00	Market Based	Jan/01/24

**General:**

The presented user fees do not include H.S.T. however, if taxes are applicable, it has been identified and will be charged at the time of purchase. Programs specifically tailored for individuals fourteen (14) years of age and under or Inclusive Programs are tax exempt.

**Resident:** If the customer or the customer's landlord is paying property taxes in the City of Brampton, the customer is considered a Brampton resident (proof of residency will be required at the time of purchase).

**Non-Resident:** If the customer or the customer's landlord is not paying property taxes to the City of Brampton, the customer is considered non-resident.

The CAO, Commissioner of Community Services or the Director of Recreation, as applicable, may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Recreation fee in accordance with the general criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

**Registered Programs:**

Unless otherwise presented, the base program length can be increased/decreased by multiplying or dividing the applicable fee

**Non-Residents:** When not presented, will be calculated as a surcharge of 30% per person, per program, per session and will be added to the registration fee for all individuals. Non-residents do not qualify for special discounts. Full Year programs will be limited to a maximum of a \$100 surcharge per person, per program, per session.

**BOED programs:** For BOED programs delivered to schools outside of the City Brampton, the surcharge will be 25%.

**Family Discount:** When not presented, families that register three (3) or more children (seventeen (17) years of age and under) from the same family, at the same time, in the same session, may be eligible to receive a 10% discount off of the program fee (some restrictions may apply). This discount is only eligible to residents.

Prior to the program start date, customers can withdraw and receive a refund of 100% of the program fee. After the program start, up to the start of the third class, the program fee is pro-rated. After the start of the third class, no refund will be issued. For summer and March break camps, customers must withdraw 5 calendar days prior to the start of camp in order to receive a refund of 100% of the camp fee. Within the 5 calendar days prior to the start of camp, a \$50 admin fee will be charged. After the camp start date no refund will be issued. Due to the variety of programming options available to customers, some programs cannot adhere to these guidelines.

**First Aid, Certifications & Leadership Programs:**

**Aquatic Staff Recertification Discount (100%):** Only for current Aquatics staff with a scheduled shift to recertify for Swim – LSS Bronze/SFA/NL (Recert), Swim – LSS National Lifeguard Waterfront Upgrade

**Aquatic Staff Certification Discount (20%):** Only for current Aquatics staff with a scheduled shift to certify for the first time for Swim – LSS Sport Coach/AST/AMT, Swim - LSS AM/CPR C/Safeguard/Examiner, Swim - LSS Swim/Lifesaving/EFA Instructor, Swim - LSS National Lifeguard, Swim – LSS Swim or Lifesaving Instructor, Swim – Advanced Leadership

**Aquatic Volunteer Discount (20%):** Only for current Aquatics volunteers with a scheduled shift to certify for the first time and who have completed 20 hours of volunteer service for Swim - LSS Bronze Cross/SFA/CPR-C, Swim - LSS Bronze/SFA/NL (Recert), Swim - LSS AM/CPR C/Safeguard/Examiner, Swim - LSS Swim/Lifesaving/EFA Instructor, Swim - LSS National Lifeguard, Swim – LSS Swim or Lifesaving Instructor

**City of Brampton Staff Discount (100%):** Only for current City of Brampton staff with a scheduled shift to certify for Swim - LSS AM/CPR C/Safeguard/Examiner

**Memberships:**

A non-resident surcharge of 30% per person, per membership will be added to the fee for all individuals with the following exceptions:

- Tennis memberships which will receive a surcharge of 100% per person
- Cardiac Alumni and Osler Cardiac Rehab memberships are not subject to a non-resident surcharge

An Annual Fitness or Neighbourhood Membership is required to qualify for Personal Training Member fees.

Without a membership, a 25% non-member surcharge applies and non-members are not eligible for 3 session and 5 session packages. Note that Personal Training fees are exempt from a non-resident surcharge.

City of Brampton employees are entitled to the following discounts to annual Fitness, Racquet, Swimming and Skating, and Family Swimming and Skating memberships:

Fire Staff: 100%, non-taxable benefit

Members of Council: 100%, taxable benefit

Community Services – Full-Time, Permanent Employees: 100%, Taxable Benefit

All Departments (Other than Community Services) – Full-Time, Permanent Employees: 50%

All Departments – Part-Time or Contract Employees: 50%

All Departments – Spouse/Dependant of Full-Time, Permanent Employees: 50%

All other staff: 50% off

A 20% corporate discount is available on to eligible participants based on the Corporate Discount SOP for Annual Fitness Memberships only. This discount applies to the rate the participant would otherwise qualify for based on age and residency.

**Flower City Senior Centre Events**

When not presented, the non-resident fee will be calculated with a surcharge of 30% per person, per event and will be added to the registration fee for all individuals. Non-residents do not qualify for special discounts.

**Rentals:**

Standardized client types have been established for pricing purposes.

- Resident rates have been established as the *base rate* for all rental fees
- Affiliated Group/Board of Education rate is incrementally lower than the Resident rate
- Non-Resident/For-Profit (Commercial) rates are incrementally higher than the Resident rate
- In circumstances where the Affiliated Group/Board of Education or Non-Resident/For-Profit rates are not presented, the Resident rate will apply

In circumstances where the client does not match an appropriate client category (i.e. Resident; Non-Resident; Affiliated Youth/BoED) the highest rate will be charged.

Non-Profit groups will be charged Resident or Non-Resident rates, based on their residency and/or the residency of the people they serve.

All rentals require that a minimum 20% non-refundable deposit be paid at the time of booking in order to hold the space. The remainder of the fee is due thirty (30) days prior to the rental date unless otherwise specified on the Rental Agreement. The Permit holder must notify the designated department representative two weeks in advance of any cancellation. Failure to do so will result in forfeit of the full amount paid to the City. Refunds requested in accordance with this clause will be made up to 80% of the contracted price.

Requests for internal bookings from Divisions within Community Services will not be charged any of the applicable rental and extra fees, providing they meet program requirements detailed in the Corporate Internal Booking SOP. In addition, rental and extra fees are waived for internal bookings by Human Resources for City of Brampton employees, Public/Town Hall meetings hosted by the Mayor and/or members of City Council, and meetings on matters of public interest for all City Departments.

Requests for bookings by Affiliated Seniors and Board of Education/Joint Use Agreement Partners may not be charged, following terms identified in relevant policies or agreements.

Last minute is defined as within 48 hours of the start time of an event, unless otherwise noted.

**Room Categories:** Rentable space categorized based on the maximum number of guests per room.

**Aquatic Facility Categories:** Rentable space categorized based on the maximum capacity of the pool tank.

**Gymnasium Categories:** Rentable space categorized based on the available amenities.

In order to rent any facility or space all Rental Agreement Holders must have liability insurance coverage that sufficiently meets established City requirements. The Liability Insurance Program provides individuals or groups with a straightforward and affordable avenue to obtain the required liability insurance coverage. Rates are established by an approved designated vendor and the associated fee applied to the Rental Agreement.

For resale items including food, beverages, and retail goods, the sales pricing is determined using the cost to purchase an item plus the cost of goods sold percentage, established in accordance with the divisional standard operating procedure.

**Prime Time Arena Ice/Floor, Field Indoor, Field Artificial Turf/Dome is defined as:**

Monday to Friday 4:00pm to 12:00am (midnight)

Saturday & Sunday 6:00am to 11:00pm

All 1 hour ice rentals and programs are inclusive of ice maintenance.

Curling bonspiels rates are applicable to annual/seasonal curling tournaments, consisting of multiple games over the weekend. The inter-club rate is applicable to half day scheduled play with pre-schedule clubs/teams for competitive play, but not tournament play. To be eligible for this rate, groups must provide their inter-club schedule in September in advance of the upcoming season.

Where a charge for staff is applicable, if the date falls on a statutory holiday, the fee will be calculated at 1.5 times the fee.

**Prime Time for Golf Rounds is defined as:**

Monday to Friday Open to 10:00am (Adult) or Open to 7:30am (Senior); 3:00pm to Close

Weekends, Holidays Open to 12:00pm

### **Complimentary Passes**

Complimentary passes will be provided to clients for customer service issues in place of a refund after a drop-in program has started, and are to be provided for the matching service purchased. Note that Complimentary Passes are only valid for 6 months year from the date of issue, except for seasonal locations which are valid for 1 year from the date of issue.

Single Visit Complimentary Passes valid for 6 Months: Aquafit, Child Care, Drop-In Sports, Fitness, Racquetball/Squash, Seniors (55+), Shinny, Swimming/Skating

Seasonal Complimentary Passes valid for 1 year: Peel Village (1 Round), Rain Check - Peel Village (1 Round), Ski Hill Lift (1 Day), Tennis (1 visit), Tubing Rides (6 rides)

**Advertising Fees:**

The Sponsorship Manager may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Advertising fee in accordance with the established criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

**Definitions:****Age Categories:**

- Child (10 years and under)
- Youth (10 to 13 years)
- Teen (14 to 17 years)
- Adult (18 to 54 years)
- Student (18 to 54 years (with a valid Student ID))
- 55<sup>+</sup> (55 years or older)
- 70<sup>+</sup> (70 years or older)
- 90<sup>+</sup> (90 years or older)

**Family:** One or two adult guardians over the age of 18 and up to 3 dependents, defined as 18 years of age or under or full-time students under the age of 25, qualifies for a Family pass. Multiple families cannot be combined on any pass/membership purchase.



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
<b>55+ Exclusive</b>					
55+ Specific - Paint Nite	Per Event	Yes	\$ 51.69	\$ 53.24	Sep/03/24
55+ Specific - Special Event A	Per Event	Yes	\$ 10.83	\$ 11.16	Sep/03/24
55+ Specific - Special Event B	Per Event	Yes	\$ 13.65	\$ 14.06	Sep/03/24
55+ Specific - Special Event C	Per Event	Yes	\$ 16.54	\$ 17.03	Sep/03/24
55+ Specific - Special Event D	Per Event	Yes	\$ 25.21	\$ 25.96	Sep/03/24
55+ Specific - Staff Led A	60 Minutes	Yes	\$ 2.38	\$ 2.46	Sep/03/24
55+ Specific - Staff Led B	60 Minutes	Yes	\$ 3.21	\$ 3.31	Sep/03/24
55+ Specific - Staff Led C	60 Minutes	Yes	\$ 3.80	\$ 3.91	Sep/03/24
55+ Specific - Staff Led D	60 Minutes	Yes	\$ 4.18	\$ 4.31	Sep/03/24
55+ Specific - Staff Led E	60 Minutes	Yes	\$ 4.88	\$ 5.03	Sep/03/24
55+ Specific - Staff Led F	60 Minutes	Yes	\$ 5.22	\$ 5.38	Sep/03/24
55+ Specific - Staff Led G	60 Minutes	Yes	\$ 5.61	\$ 5.78	Sep/03/24
55+ Specific - Staff Led H	60 Minutes	Yes	\$ 8.41	\$ 8.67	Sep/03/24
55+ Specific - Volunteer Led	60 Minutes	Yes	\$ 1.13	\$ 1.16	Sep/03/24
55+ - Golf Tournament Member	Flat Rate	Yes	\$ 48.46	\$ 49.91	Mar/01/24
55+ - Golf Tournament Non-Member	Flat Rate	Yes	\$ 53.84	\$ 55.46	Mar/01/24
<b>Arts Drama &amp; Music</b>					
Art - Pottery 55+	90 Minutes	Yes	\$ 19.06	\$ 19.70	Sep/03/24
Art - Pottery Adult	90 Minutes	Yes	\$ 25.41	\$ 26.17	Sep/03/24
Art - Pottery Child/Youth	90 Minutes	No	\$ 18.82	\$ 19.38	Sep/03/24
Art - Pottery Teen	90 Minutes	Yes	\$ 18.82	\$ 19.38	Sep/03/24
Music - 55+	60 Minutes	Yes	\$ 11.71	\$ 12.06	Sep/03/24
Music - Adult	60 Minutes	Yes	\$ 15.62	\$ 16.08	Sep/03/24
Music - Child/Youth	60 Minutes	No	\$ 11.57	\$ 11.90	Sep/03/24
Music - Teen	60 Minutes	Yes	\$ 11.57	\$ 11.90	Sep/03/24
<b>Board of Education</b>					
BOED Per Person - Dance Class A	60 Minutes	No	\$ 2.50	\$ 2.50	Current
BOED Per Person - Dance Class B	60 Minutes	No	\$ 3.00	\$ 3.00	Current
BOED Per Person - Fitness & Health Class	60 Minutes	No	\$ 3.00	\$ 3.00	Current
BOED Per Person - Fit Kids & Water Safety	60 Minutes	No	\$ -	\$ -	Current
BOED Per Person - Outdoor Education	60 Minutes	No	\$ 5.00	\$ 5.00	Current
BOED Per Person - Play Day	180 Minutes	No	\$ 86.60	\$ 86.60	Current
BOED Per Person - Play Day	300 Minutes	No	\$ 128.95	\$ 128.95	Current
BOED Per Person - Skate Lesson	60 Minutes	No	\$ 6.00	\$ 6.00	Current
BOED Per Person - Ski/Snowboard Lesson	120 Minutes	No	\$ 23.00	\$ 23.00	Current
BOED Per Person - Ski/Snowboard Lesson	240 Minutes	No	\$ 25.00	\$ 25.00	Current
BOED Per Person - Ski or Snowboard + Tubing	180 Minutes	No	\$ 35.00	\$ 35.00	Current
BOED Per Person - Sports A	60 Minutes	No	\$ 4.50	\$ 4.50	Current
BOED Per Person - Sports B	60 Minutes	No	\$ 6.25	\$ 6.25	Current
BOED Per Person - Swim to Survive/Plus	60 Minutes	No	No Charge	No Charge	Current
BOED Per Person - Swim Aquaft	60 Minutes	No	\$ 6.00	\$ 6.00	Current
BOED Per Person - Swim Lesson	60 Minutes	No	\$ 6.00	\$ 6.00	Current
BOED Per Person - Tubing	120 Minutes	No	\$ 14.00	\$ 14.00	Current
BOED Per Person - Tubing	180 Minutes	No	\$ 18.00	\$ 18.00	Current
BOED Per Person - Team Building, Self-Esteem, Wellness	60 Minutes	No	\$ 3.00	\$ 3.00	Current
BOED Per Person - Outdoor Park Programs	60 Minutes	No	\$ 4.00	\$ 4.00	Current
BOED Per Person - Outdoor Park Programs Add-On: Mini Golf	60 Minutes	No	\$ 2.00	\$ 2.00	Current
BOED - Skate Ice Rental	50 Minutes	No	\$ 115.00	\$ 115.00	Current
BOED Per Person - SHSM-ICE	6 hours	Yes	\$ 25.00	\$ 50.00	Sep/03/24
BOED Per Person - SHSM-ICE with Lunch	6 hours	Yes	\$ 35.00	\$ 60.00	Sep/03/24
<b>Camps</b>					
Camps - Before and After Care	1 Day	No	\$ 10.51	\$ 10.82	Mar/01/24
Camps - Bussing	1 Day	No	\$ 10.51	\$ 10.82	Mar/01/24
Camps - Bussing for Integration	1 Day	No	\$ 10.51	\$ 10.82	Mar/01/24
Camps - Level A	1 Day	No	\$ 29.42	\$ 30.30	Mar/01/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Camps - Level B	1 Day	No	\$ 33.62	\$ 34.63	Mar/01/24
Camps - Level C	1 Day	No	\$ 36.77	\$ 37.88	Mar/01/24
Camps - Level D	1 Day	No	\$ 42.03	\$ 43.30	Mar/01/24
Camps - Level E	1 Day	No	\$ 47.28	\$ 48.70	Mar/01/24
Camps - Level F	1 Day	No	\$ 54.63	\$ 56.27	Mar/01/24
Camps - Level G	1 Day	No	\$ 89.30	\$ 91.98	Mar/01/24
Camps - Ski & Snowboard	1 Day	No	\$ 65.14	\$ 67.09	Mar/01/24
<b>Dance</b>					
Dance - Audition Fee	60 Minutes	No	\$ 10.77	\$ 11.09	Sep/03/24
Dance - Competition 55+	60 Minutes	Yes	\$ 10.59	DELETE	Sep/03/24
Dance - Competition Adult	60 Minutes	Yes	\$ 14.12	DELETE	Sep/03/24
Dance - Competition Child/Youth	60 Minutes	No	\$ 10.46	DELETE	Sep/03/24
Dance - Competition Solo Duet Trio	30 Minutes	Yes	\$ 25.94	DELETE	Sep/03/24
Dance - Competition Teen	60 Minutes	Yes	\$ 11.58	DELETE	Sep/03/24
Dance - Non-Recital 55+	60 Minutes	Yes	\$ 9.40	\$ 9.60	Sep/03/24
Dance - Non-Recital Adult	60 Minutes	Yes	\$ 12.53	\$ 12.90	Sep/03/24
Dance - Non-Recital Child/Youth	45 Minutes	No	\$ 9.28	\$ 9.60	Sep/03/24
Dance - Non-Recital Teen	60 Minutes	Yes	\$ 9.28	\$ 9.60	Sep/03/24
Dance - Private	30 Minutes	No	\$ 26.58	\$ 27.38	Sep/03/24
Dance - Recital 55+	60 Minutes	Yes	\$ 9.50	\$ 9.78	Sep/03/24
Dance - Recital Adult	60 Minutes	Yes	\$ 12.67	\$ 13.05	Sep/03/24
Dance - Recital Child/Youth	60 Minutes	No	\$ 9.38	\$ 9.60	Sep/03/24
Dance - Recital Teen	60 Minutes	Yes	\$ 9.38	\$ 9.60	Sep/03/24
<b>Environmental &amp; Outdoor</b>					
Outdoor - Child/Youth	90 Minutes	No	\$ 11.05	\$ 11.37	Sep/03/24
Outdoor - 55+	90 Minutes	Yes	\$ 11.04	\$ 11.37	Sep/03/24
Outdoor - Teen	90 Minutes	Yes	\$ 11.04	\$ 11.37	Sep/03/24
Outdoor - Adult	90 Minutes	Yes	\$ 13.81	\$ 14.22	Sep/03/24
Outdoor - Watercrafts 55+	60 Minutes	Yes	\$ 16.93	\$ 17.44	Sep/03/24
Outdoor - Watercrafts Adult	60 Minutes	Yes	\$ 22.57	\$ 23.25	Sep/03/24
Outdoor - Watercrafts Child/Youth	60 Minutes	No	\$ 16.72	\$ 17.22	Sep/03/24
Outdoor - Watercrafts Teen	60 Minutes	Yes	\$ 16.07	\$ 16.55	Sep/03/24
Outdoor - Watercrafts Private Lesson	60 Minutes	No	\$ 49.56	\$ 51.05	Sep/03/24
Outdoor - Watercrafts Small Group	60 Minutes	No	\$ 41.80	\$ 43.06	Sep/03/24
<b>First Aid, Certifications &amp; Leadership</b>					
HIGH FIVE - PHCD	Flat Rate	Yes	\$ 76.19	\$ 83.00	Sep/03/24
HIGH FIVE - Quest 2	Flat Rate	Yes	\$ 113.31	\$ 117.00	Sep/03/24
Leadership - Effective Babysitting	Flat Rate	No	\$ 102.21	\$ 105.00	Sep/03/24
Leadership - Home Alone	Flat Rate	No	\$ 50.76	\$ 55.00	Sep/03/24
Leadership - Instructor in Training	Flat Rate	Yes	\$ 53.84	\$ 55.00	Sep/03/24
Leadership - Rec Leaders	60 Minutes	Yes	\$ 3.24	\$ 3.31	Sep/03/24
Leadership - Workshop	60 Minutes	Yes	\$ 5.62	\$ 5.78	Sep/03/24
Swim - AST Instructor	Flat Rate	Yes	\$ 117.38	DELETE	Sep/03/24
Swim - Aquatic Wet Screening	Per Class	No	No Charge	No Charge	Current
Swim - Day NLS/SFA/CPR Recert	Flat Rate	Yes	\$ 114.17	DELETE	Sep/03/24
Swim - LSS Assistant Instructor	Flat Rate	Yes	\$ 110.92	DELETE	Sep/03/24
Swim - LSS First Aid Instructor	Flat Rate	Yes	\$ 175.53	DELETE	Sep/03/24
Swim - LSS SFA/CPR C Recert	Flat Rate	Yes	\$ 64.32	DELETE	Sep/03/24
Swim - National Lifeguard Instructor	Flat Rate	Yes	\$ 148.61	DELETE	Sep/03/24
Swim - National Lifeguard Recert	Flat Rate	Yes	\$ 58.69	DELETE	Sep/03/24
Swim - Safeguard	Flat Rate	Yes	\$ 34.46	DELETE	Sep/03/24
Swim - LSS Bronze/SFA/NL (Recert)	Flat Rate	Yes	\$ 62.19	\$ 65.00	Sep/03/24
Swim - LSS Bronze Cross/SFA/CPR-C	Flat Rate	Yes	\$ 191.69	\$ 200.00	Sep/03/24
Swim - LSS Bronze Med/Cross/SFA/CPR-C	Flat Rate	Yes	\$ 226.15	\$ 235.00	Sep/03/24
Swim - LSS Bronze Med/EFA	Flat Rate	No	\$ 134.04	\$ 142.00	Sep/03/24
Swim - LSS Bronze Star	Flat Rate	No	\$ 102.30	\$ 105.00	Sep/03/24
Swim - LSS Sport Coach/AST/AMT	Flat Rate	Yes	\$ 102.30	\$ 105.00	Sep/03/24
Swim - LSS AM/CPR C/Safeguard/Examiner	Flat Rate	Yes	\$ 48.46	\$ 53.15	Sep/03/24
Swim - LSS SFA/CPR-C	Flat Rate	Yes	\$ 80.11	\$ 85.00	Sep/03/24
Swim - LSS Swim/Lifesaving/EFA Instructor	Flat Rate	Yes	\$ 243.38	\$ 260.00	Sep/03/24
Swim - LSS Advanced Leadership	Flat Rate	Yes	\$ 164.76	\$ 170.00	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Swim - LSS National Lifeguard	Flat Rate	Yes	\$ 209.99	\$ 215.00	Sep/03/24
Swim - LSS National Lifeguard Waterfront Upgrade	Flat Rate	Yes	\$ 119.73	\$ 125.00	Sep/03/24
Swim - LSS Swim or Lifesaving Instructor	Flat Rate	Yes	NEW	\$ 130.00	Sep/03/24
<b>Fitness &amp; Health</b>					
Fitness - Cardiac Rehab Open House	Per Class	Yes	No Charge	No Charge	Current
Fitness - Group Fitness Enhanced 55+	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
Fitness - Group Fitness Enhanced Adult	60 Minutes	Yes	\$ 11.91	\$ 12.26	Sep/03/24
Fitness - Group Fitness Enhanced Child/Youth	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
Fitness - Group Fitness Enhanced Teen	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
Fitness - Group Fitness Regular 55+	60 Minutes	Yes	\$ 6.00	\$ 6.18	Sep/03/24
Fitness - Group Fitness Regular Adult	60 Minutes	Yes	\$ 7.99	\$ 8.23	Sep/03/24
Fitness - Group Fitness Regular Child/Youth	60 Minutes	No	\$ 6.00	\$ 6.18	Sep/03/24
Fitness - Group Fitness Regular Teen	60 Minutes	Yes	\$ 6.00	\$ 6.18	Sep/03/24
Fitness - Workshop Adult	60 Minutes	Yes	\$ 28.44	\$ 29.29	Sep/03/24
<b>General Interest</b>					
General - After School	120 Minutes	No	\$ 5.25	\$ 5.38	Sep/03/24
General - Holiday Workshops	120 Minutes	No	\$ 20.49	\$ 21.10	Sep/03/24
General - Interest 55+	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
General - Interest Adult	60 Minutes	Yes	\$ 11.56	\$ 11.90	Sep/03/24
General - Interest Child/Youth	60 Minutes	No	\$ 8.25	\$ 8.49	Sep/03/24
General - Interest Teen	60 Minutes	Yes	\$ 8.93	\$ 9.38	Sep/03/24
General - Preschool - Full Year	120 Minutes	No	\$ 14.71	\$ 15.15	Sep/03/24
General - Preschool - Full Year Special	150 Minutes	No	\$ 18.39	\$ 18.94	Sep/03/24
General - STEM Engineering	60 Minutes	No	\$ 10.77	\$ 11.09	Sep/03/24
General - STEM Robotics	60 Minutes	No	\$ 16.15	\$ 16.64	Sep/03/24
General - Video Dance - Child/Youth	Flat Rate	No	\$ 10.77	\$ 11.09	Sep/03/24
Ontario After School Grant	Per Class	No	No Charge	No Charge	Current
<b>Inclusive Programs</b>					
ADAPT	Per Day	No	\$ 46.84	\$ 48.25	Sep/03/24
Out & About - 14+	Flat Rate	No	\$ 38.50	\$ 39.65	Sep/03/24
Swim & Explore Child/Youth	180 Minutes	No	\$ 6.52	\$ 6.72	Sep/03/24
Swim & Explore Teen	180 Minutes	No	\$ 7.38	\$ 7.61	Sep/03/24
Swim & Social	240 Minutes	No	\$ 9.28	\$ 9.56	Sep/03/24
<b>Skating</b>					
Skating - Learn To 55+	60 Minutes	Yes	\$ 8.21	\$ 8.62	Sep/03/24
Skating - Learn To Adult	60 Minutes	Yes	\$ 10.95	\$ 11.50	Sep/03/24
Skating - Learn To Child/Youth	30 Minutes	No	\$ 8.12	\$ 8.52	Sep/03/24
Skating - Learn To Family	45 Minutes	Yes	\$ 36.52	\$ 40.40	Sep/03/24
Skating - Learn To Teen	30 Minutes	Yes	\$ 8.12	\$ 8.52	Sep/03/24
Skating - Powerskating 55+	60 Minutes	Yes	\$ 11.31	\$ 11.90	Sep/03/24
Skating - Powerskating Adult	60 Minutes	Yes	\$ 15.07	\$ 15.82	Sep/03/24
Skating - Powerskating Child/Youth	60 Minutes	No	\$ 11.17	\$ 11.72	Sep/03/24
Skating - Powerskating Teen	60 Minutes	Yes	\$ 11.17	\$ 11.72	Sep/03/24
Skating - Private	30 Minutes	No	\$ 28.25	\$ 29.66	Sep/03/24
Skating - Small Group	30 Minutes	No	\$ 20.96	\$ 22.01	Sep/03/24
<b>Sports</b>					
Golf League Fee	Flat Rate	Yes	\$ 64.61	\$ 66.55	Mar/01/24
Golf Lessons 55+	Per Class	Yes	\$ 18.79	\$ 19.38	Mar/01/24
Golf Lessons Adult	Per Class	Yes	\$ 25.01	\$ 25.76	Mar/01/24
Golf Lessons Youth	Per Class	No	\$ 18.82	\$ 19.38	Mar/01/24
Golf Lessons Teen	Per Class	Yes	\$ 21.26	\$ 21.90	Mar/01/24
Gymnastics - Child/Youth	60 Minutes	No	\$ 18.22	\$ 18.77	Sep/03/24
Gymnastics - Child/Youth	90 Minutes	No	\$ 21.91	\$ 22.57	Sep/03/24
Gymnastics - Child/Youth	120 Minutes	No	\$ 30.35	\$ 31.26	Sep/03/24
Gymnastics - Private	60 Minutes	No	\$ 72.87	\$ 75.06	Sep/03/24
Gymnastics - Teen	90 Minutes	Yes	\$ 29.61	\$ 30.50	Sep/03/24
Ninja and Rock Climbing - Child/Youth	60 Minutes	No	\$ 10.18	\$ 10.49	Sep/03/24
Ninja and Rock Climbing - Teen	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Ninja and Rock Climbing - Adult	60 Minutes	Yes	\$ 14.54	\$ 14.98	Sep/03/24
Ninja and Rock Climbing - A55	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Rock Climbing - Child/Youth	60 Minutes	No	\$ 10.18	\$ 10.49	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Rock Climbing - Teen	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Rock Climbing - Adult	60 Minutes	Yes	\$ 14.54	\$ 14.98	Sep/03/24
Rock Climbing - A55	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Skateboard - Child/Youth	90 Minutes	No	\$ 19.13	\$ 19.70	Sep/03/24
Ski/Snowboard - Learn To 55+	120 Minutes	Yes	\$ 20.67	\$ 21.30	Sep/03/24
Ski/Snowboard - Learn To Adult	120 Minutes	Yes	\$ 27.56	\$ 28.38	Sep/03/24
Ski/Snowboard - Learn To Child	120 Minutes	No	\$ 20.41	\$ 21.10	Sep/03/24
Ski/Snowboard - Learn To Teen	120 Minutes	Yes	\$ 20.41	\$ 21.10	Sep/03/24
Ski/Snowboard - Private	120 Minutes	No	\$ 77.75	\$ 80.08	Sep/03/24
Ski/Snowboard - Small Group	120 Minutes	No	\$ 48.60	\$ 50.00	Sep/03/24
Sports - 55+	60 Minutes	Yes	\$ 8.48	\$ 8.90	Sep/03/24
Sports - Adult	60 Minutes	No	\$ 10.77	\$ 11.31	Sep/03/24
Sports - Child/Youth	60 Minutes	No	\$ 7.35	\$ 7.72	Sep/03/24
Sports - Teen	60 Minutes	Yes	\$ 8.54	\$ 8.90	Sep/03/24
Tennis - Clinic 55+	60 Minutes	Yes	\$ 4.82	\$ 5.00	Sep/03/24
Tennis - Clinic Adult	60 Minutes	Yes	\$ 6.40	\$ 6.59	Sep/03/24
Tennis - Indoor 55+	60 Minutes	Yes	\$ 13.44	\$ 13.85	Sep/03/24
Tennis - Indoor Adult	60 Minutes	Yes	\$ 17.92	\$ 18.46	Sep/03/24
Tennis - Indoor Parent & Child	60 Minutes	No	\$ 70.50	\$ 72.62	Sep/03/24
Tennis - Indoor Teen	60 Minutes	Yes	\$ 13.27	\$ 13.67	Sep/03/24
Tennis - Indoor Youth	60 Minutes	No	\$ 13.27	\$ 13.67	Sep/03/24
Tennis - Outdoor 55+	60 Minutes	Yes	\$ 10.18	\$ 10.49	Mar/01/24
Tennis - Outdoor Adult	60 Minutes	Yes	\$ 13.57	\$ 13.98	Mar/01/24
Tennis - Outdoor Teen	60 Minutes	Yes	\$ 10.05	\$ 10.35	Mar/01/24
Tennis - Outdoor Youth	60 Minutes	No	\$ 10.05	\$ 10.35	Mar/01/24
Tennis - Lessons Private	60 Minutes	Yes	\$ 51.91	\$ 53.46	Sep/03/24
Tennis - Lessons Semi-Private (2:1)	60 Minutes	Yes	\$ 29.78	\$ 30.67	Sep/03/24
Tennis - Lessons Semi-Private (3:1)	60 Minutes	Yes	\$ 20.69	\$ 21.30	Sep/03/24
Tennis - Skills and Drills C/Y Plus Tournament	Flat Rate	No	\$ 78.30	\$ 80.65	Sep/03/24
Tennis - Tournament	Flat Rate	Yes	\$ 28.32	\$ 29.17	Sep/03/24
<b>Sport Leagues</b>					
Ball Hockey - League Team	Per Game	Yes	\$ 120.00	\$ 91.00	Sep/03/24
Ball Hockey - League Individual	Per Game	Yes	\$ 15.95	\$ 13.05	Sep/03/24
Ball Hockey Goalie - League Individual	Per Game	Yes	\$ 8.04	\$ 6.07	Sep/03/24
Basketball - League Team 18+	Per Game	Yes	\$ 153.75	\$ 129.36	Sep/03/24
Basketball - League Individual 18+	Per Game	Yes	\$ 17.05	\$ 15.14	Sep/03/24
Disc Golf - League Individual	Per Game	Yes	\$ 8.71	\$ 6.07	Sep/03/24
Dodgeball - League Team	Per Game	Yes	\$ 76.88	\$ 50.19	Sep/03/24
Dodgeball - League Individual	Per Game	Yes	\$ 10.23	\$ 7.64	Sep/03/24
Flag Football - League Team	Per Game	Yes	\$ 112.75	\$ 81.33	Sep/03/24
Flag Football - League Individual	Per Game	Yes	\$ 12.49	\$ 9.96	Sep/03/24
Spikeball - League Team	Per Game	Yes	\$ 19.48	\$ 11.36	Sep/03/24
Spikeball - League Individual	Per Game	Yes	\$ 9.74	\$ 7.13	Sep/03/24
Volleyball - League Team	Per Game	Yes	\$ 92.25	\$ 60.22	Sep/03/24
Volleyball - League Individual	Per Game	Yes	\$ 10.23	\$ 7.64	Sep/03/24
Tennis - League All Inclusive 18+	Per Season	Yes	\$ 372.84	\$ 384.02	Sep/03/24
Tennis - League All Inclusive 55+	Per Season	Yes	\$ 279.64	\$ 288.03	Sep/03/24
Tennis - League All Inclusive Sub 18+	Per Season	Yes	\$ 56.01	\$ 57.69	Sep/03/24
Tennis - League All Inclusive Sub 55+	Per Season	Yes	\$ 42.01	\$ 43.30	Sep/03/24
Tennis - League Excluding Court Fees 55+	Per Season	Yes	\$ 97.46	\$ 100.38	Sep/03/24
Tennis - League Excluding Court Fees Sub 55+	Per Season	Yes	\$ 15.31	\$ 15.77	Sep/03/24
Tennis - League Excluding Court Fees 18+	Per Season	Yes	\$ 129.95	\$ 133.85	Sep/03/24
Tennis - League Excluding Court Fees Sub 18+	Per Season	Yes	\$ 20.40	\$ 21.07	Sep/03/24
Tennis - League Self Organized 18+	Per Season	Yes	\$ 27.30	\$ 28.11	Sep/03/24
Tennis - League Self Organized 55+	Per Season	Yes	\$ 20.45	\$ 21.07	Sep/03/24
Touch Rugby - League Team	Per Game	Yes	\$ 95.02	\$ 60.22	Sep/03/24
Touch Rugby - League Individual	Per Game	Yes	\$ 10.54	\$ 7.64	Sep/03/24
Ultimate Frisbee - League Team 18+	Per Game	Yes	\$ 92.25	\$ 66.02	Sep/03/24
Ultimate Frisbee - League Individual 18+	Per Game	Yes	\$ 12.27	\$ 9.74	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
<b>Swimming</b>					
Swim - Aqua Therapy 55+	60 Minutes	Yes	\$ 6.66	\$ 6.99	Sep/03/24
Swim - Aqua Therapy Adult	60 Minutes	Yes	\$ 8.88	\$ 9.33	Sep/03/24
Swim - Aqua Therapy Child/Youth	60 Minutes	No	\$ 5.78	\$ 6.07	Sep/03/24
Swim - Aqua Therapy Teen	60 Minutes	Yes	\$ 5.78	\$ 6.07	Sep/03/24
Swim - Learn To 55+	60 Minutes	Yes	\$ 8.66	\$ 9.09	Sep/03/24
Swim - Learn To Adult	60 Minutes	Yes	\$ 11.54	\$ 12.06	Sep/03/24
Swim - Little Splash Child/Youth	30 Minutes	No	\$ 9.10	\$ 9.56	Sep/03/24
Swim - Splash Level 1-4 Child/Youth	30 Minutes	No	\$ 9.10	\$ 9.56	Sep/03/24
Swim - Splash Level 5-6 Child/Youth	45 Minutes	No	\$ 8.55	\$ 8.98	Sep/03/24
Swim - Splash Level 7-9 Child/Youth	60 Minutes	No	\$ 8.55	\$ 8.98	Sep/03/24
Swim - Learn To Family	45 Minutes	Yes	\$ 38.47	\$ 40.40	Sep/03/24
Swim - Learn To Teen	60 Minutes	Yes	\$ 8.55	\$ 8.98	Sep/03/24
Swim - Private	30 Minutes	No	\$ 27.58	\$ 28.96	Sep/03/24
Swim - Small Group	30 Minutes	No	\$ 20.96	\$ 22.01	Sep/03/24
Swim - Specialized	60 Minutes	No	\$ 9.31	\$ 9.78	Sep/03/24
<b>Integrated Support Worker Extra Fees</b>					
Camp 1:1 Worker	Half Day	No	\$ 43.08	\$ 44.37	Sep/03/24
Camp 1:1 Worker	Full Day	No	\$ 86.15	\$ 88.74	Sep/03/24
Integrated Support Worker (2:1 or 3:1)	Per Class	No	No Charge	No Charge	Current
<b>Program Extra Fees</b>					
Camps - Lunch Program	1 Day	No	\$ 5.25	\$ 5.38	Mar/01/24
Camps - Lunch Program Extra Slice	1 Day	No	\$ 2.63	\$ 2.71	Mar/01/24
Holiday - Additional Parent	Per Program	Yes	\$ 4.20	\$ 4.31	Sep/03/24
Dance - Costume Child (6 to 10 years)	Per Purchase	Yes	\$ 97.38	\$ 100.30	Sep/03/24
Dance - Costume Primary (4 to 6 years)	Per Purchase	Yes	\$ 87.13	\$ 89.74	Sep/03/24
Dance - Costume Youth (10 to 17 years)	Per Purchase	Yes	\$ 117.88	\$ 121.41	Sep/03/24
Dance - Recital Pictures	Per Program	Yes	\$ 16.32	\$ 16.81	Sep/03/24
Ski Rental	Per Class	Yes	\$ 17.71	\$ 18.23	Sep/03/24
Ski Rental Camp	Per Day	Yes	\$ 23.61	\$ 24.32	Sep/03/24
Snowboard Rental	Per Class	Yes	\$ 21.64	\$ 22.30	Sep/03/24
Snowboard Rental Camp	Per Day	Yes	\$ 28.53	\$ 29.38	Sep/03/24



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
<b>55+ Specific</b>					
55+ Specific - Drop-In Staff Led A	Per Visit	Yes	\$ 2.17	\$ 2.21	Sep/03/24
55+ Specific - Drop-In Staff Led B	Per Visit	Yes	\$ 3.99	\$ 4.11	Sep/03/24
55+ Specific - Drop-In Staff Led C	Per Visit	Yes	\$ 4.31	\$ 4.44	Sep/03/24
55+ Specific - Drop-In Staff Led D	Per Visit	Yes	\$ 4.99	\$ 5.14	Sep/03/24
55+ Specific - Drop-In Staff Led E	Per Visit	Yes	\$ 5.44	\$ 5.62	Sep/03/24
55+ Specific - Drop-In Volunteer Led	Per Visit	Yes	\$ 1.09	\$ 1.12	Sep/03/24
Flower City Senior - Membership Annual 55+	1 Year	Yes	\$ 19.51	\$ 20.10	Jan/01/24
Flower City Senior - Membership Annual 90+	1 Year	Yes	\$ -	\$ -	Current
Brampton Lawnbowling Club - Membership Seasonal	Season	Yes	\$ 612.39	\$ 630.76	Jan/01/24
55+ Golf Tournament - Member	Per Day	Yes	\$ 41.73	\$ 42.98	Jan/01/24
55+ Golf Tournament - Non-Member	Per Day	Yes	\$ 47.17	\$ 48.59	Jan/01/24
<b>Arena</b>					
Figure Skating - Drop-In Child/Youth	60 min	Yes	\$ 4.65	\$ 4.87	Sep/03/24
Figure Skating - Drop-In Teen	60 min	Yes	\$ 4.65	\$ 4.87	Sep/03/24
Figure Skating - Drop-In Adult	60 min	Yes	\$ 5.80	\$ 6.09	Sep/03/24
Figure Skating - Drop-In A55+	60 min	Yes	\$ 4.65	\$ 4.87	Sep/03/24
Shinny - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 49.41	\$ 52.02	Jan/01/24
Shinny - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.86	\$ 79.47	Jan/01/24
Shinny - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 2.00	Sep/03/24
Shinny - Drop-In Non-Prime Time 55+	Per Visit	Yes	\$ 3.58	\$ 3.76	Sep/03/24
Shinny - Drop-In Non-Prime Time Adult	Per Visit	Yes	\$ 4.78	\$ 5.02	Sep/03/24
Skate/Shinny - Drop-In Parent	Per Visit	Yes	\$ 2.49	\$ 2.74	Sep/03/24
Shinny - Drop-In Prime Time 55+	Per Visit	Yes	\$ 5.49	\$ 5.78	Sep/03/24
Shinny - Drop-In Prime Time Adult	Per Visit	Yes	\$ 8.54	\$ 8.83	Sep/03/24
Shinny - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.21	Sep/03/24
Skate - Drop-In 55+	Per Visit	Yes	\$ 2.13	DELETE	Sep/03/24
Skate - Drop-In 70+	Per Visit	No	\$ -	DELETE	Sep/03/24
Skate - Drop-In Adult	Per Visit	Yes	\$ 2.66	DELETE	Sep/03/24
Skate - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	DELETE	Sep/03/24
Skate - Drop-In Parent	Per Visit	Yes	\$ 2.49	DELETE	Sep/03/24
Skate - Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 7.79	DELETE	Sep/03/24
Skate - Drop-In Small Group Extra Person	Per Visit	Yes	\$ 1.46	DELETE	Sep/03/24
Skate - Drop-In Teen	Per Visit	Yes	\$ 2.12	DELETE	Sep/03/24
<b>Chinguacousy Park</b>					
Mini Golf - Drop-In All Ages	Per Visit	Yes	\$ 2.66	\$ 2.74	Mar/01/24
Petting Zoo - Drop-In All Ages	Per Visit	Yes	\$ 2.21	\$ 2.21	Current
Pony Rides - Drop-In All Ages	Per Visit	Yes	\$ 4.20	\$ 4.20	Current
Ski/Snowboard - Lift Fee (under 4 years old)	Per Visit	Yes	\$ -	\$ -	Current
Ski/Snowboard - Drop-In 1 HR Lift Fee	Per Visit	Yes	\$ 14.00	\$ 14.38	Sep/03/24
Ski/Snowboard - Drop-In 2 HR Lift Fee	Per Visit	Yes	\$ 16.51	\$ 16.99	Sep/03/24
Ski/Snowboard - Drop-In 3 HR Lift Fee	Per Visit	Yes	\$ 19.00	\$ 19.56	Sep/03/24
Ski/Snowboard - Drop-In All Day Lift Fee	Per Visit	Yes	\$ 24.99	\$ 25.66	Sep/03/24
Ski/Snowboard - Membership 55+	Season	Yes	\$ 131.86	\$ 135.82	Sep/03/24
Ski/Snowboard - Membership Adult	Season	Yes	\$ 197.97	\$ 203.91	Sep/03/24
Ski/Snowboard - Membership Child/Youth	Season	Yes	\$ 119.77	\$ 123.36	Sep/03/24
Ski/Snowboard - Membership Family	Season	Yes	\$ 454.24	\$ 467.87	Sep/03/24
Ski/Snowboard - Membership Student	Season	Yes	\$ 119.77	\$ 123.36	Sep/03/24
Ski/Snowboard - Membership Teen	Season	Yes	\$ 119.77	\$ 123.36	Sep/03/24
Ski Rental Package (1 hour)	1 hour	Yes	\$ 16.37	\$ 16.86	Sep/03/24
Ski Rental Package (2 hours)	2 hours	Yes	\$ 19.00	\$ 19.56	Sep/03/24
Ski Rental Package (3 hours)	3 hours	Yes	\$ 21.96	\$ 22.61	Sep/03/24
Ski Rental Package (All day)	Per Day	Yes	\$ 28.62	\$ 29.47	Sep/03/24
Ski Pole Rental (1 hour)	1 hour	Yes	\$ 4.08	\$ 4.20	Sep/03/24
Ski Pole Rental (2 hours)	2 hours	Yes	\$ 5.35	\$ 5.53	Sep/03/24
Ski Pole Rental (All day)	Per Day	Yes	\$ 9.43	\$ 9.69	Sep/03/24
Snowboard Package (1 hour)	1 hour	Yes	\$ 23.31	\$ 24.03	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Snowboard Package (2 hours)	2 hours	Yes	\$ 26.03	\$ 26.81	Sep/03/24
Snowboard Package (3 hours)	3 hours	Yes	\$ 28.94	\$ 29.82	Sep/03/24
Snowboard Package (All day)	Per Day	Yes	\$ 34.60	\$ 35.66	Sep/03/24
Snowboard Boots Only (1 hour)	1 hour	Yes	\$ 10.79	\$ 11.11	Sep/03/24
Snowboard Boots Only (2 hours)	2 hours	Yes	\$ 12.16	\$ 12.52	Sep/03/24
Snowboard Boots Only (3 hours)	3 hours	Yes	\$ 13.47	\$ 13.85	Sep/03/24
Snowboard Boots Only (All day)	Per Day	Yes	\$ 16.20	\$ 16.68	Sep/03/24
Tube - Drop-In 6 Rides	Per Visit	Yes	\$ 13.52	\$ 13.94	Sep/03/24
Tube - Drop-In 12 Rides	Per Visit	Yes	\$ 20.50	\$ 21.15	Sep/03/24
Tube - Drop-In 18 Rides	Per Visit	Yes	\$ 27.03	\$ 27.88	Sep/03/24
Tube - Drop-In Family Night	Per Visit	Yes	\$ 8.89	\$ 9.16	Sep/03/24
Tube - Drop-In Sport Team Night	Per Visit	Yes	\$ 8.89	\$ 9.16	Sep/03/24
<b>Curling</b>					
Curling - Drop-In 55+	Per Visit	Yes	\$ 4.77	\$ 4.87	Sep/03/24
Curling - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Curling - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Curling - Drop-In Teen	Per Visit	Yes	\$ 2.13	\$ 2.21	Sep/03/24
Curling - Drop-In Try-it	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
<b>Fitness Centre Memberships &amp; Drop-In (Valid at all Fitness and Neighbourhood Centres)</b>					
Fitness Centre - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Fitness Centre - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 77.13	\$ 79.47	Jan/01/24
Fitness Centre - Drop-In 10 Punches Student	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Fitness Centre - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Fitness Centre - Drop-In 55+	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Fitness Centre - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Fitness Centre - Drop-In Student	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Fitness Centre - Drop-In Teen	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Fitness Centre - Drop-In Youth	Per Visit	Yes	\$ 6.00	\$ 6.60	Sep/03/24
Fitness Centre - Membership Annual 55+	1 Year	Yes	\$ 260.18	\$ 273.19	Jan/01/24
Fitness Centre - Membership Annual 70+	1 Year	Yes	\$ 200.71	\$ 210.75	Jan/01/24
Fitness Centre - Membership Annual Adult	1 Year	Yes	\$ 401.42	\$ 421.46	Jan/01/24
Fitness Centre - Membership Annual Student	1 Year	Yes	\$ 320.58	\$ 336.59	Jan/01/24
Fitness Centre - Membership Annual Teen	1 Year	Yes	\$ 272.57	\$ 299.82	Jan/01/24
Fitness Centre - Membership 1 Month 55+	1 Month	Yes	\$ 32.52	\$ 34.15	Jan/01/24
Fitness Centre - Membership 1 Month 70+	1 Month	Yes	\$ 25.08	\$ 26.33	Jan/01/24
Fitness Centre - Membership 1 Month Adult	1 Month	Yes	\$ 50.18	\$ 52.69	Jan/01/24
Fitness Centre - Membership 1 Month Student	1 Month	Yes	\$ 39.95	\$ 41.95	Jan/01/24
Fitness Centre - Membership 1 Month Teen	1 Month	Yes	\$ 34.07	\$ 37.48	Jan/01/24
Cardiac Alumni - Membership Annual 55+	1 Year	Yes	\$ 210.62	\$ 216.94	Jan/01/24
Cardiac Alumni - Membership Annual 70+	1 Year	Yes	\$ 162.48	\$ 167.35	Jan/01/24
Cardiac Alumni - Membership Annual Adult	1 Year	Yes	\$ 324.96	\$ 334.71	Jan/01/24
Fitness Centre - Summer Membership Student	141 Days	Yes	\$ 120.40	\$ 124.01	Jan/01/24
<b>Fitness Neighbourhood Centre Memberships &amp; Drop-In</b>					
Fitness Neighbourhood Centre - Membership Annual 55+	1 Year	Yes	\$ 165.88	\$ 165.88	Current
Fitness Neighbourhood Centre - Membership Annual Adult	1 Year	Yes	\$ 255.18	\$ 255.18	Current
Fitness Neighbourhood Centre - Membership Annual Student	1 Year	Yes	\$ 204.14	\$ 204.14	Current
Fitness Neighbourhood Centre - Membership Annual Teen	1 Year	Yes	\$ 165.88	\$ 165.88	Current
Cardiac Alumni Member Fee - 55+	1 Year	Yes	\$ 36.77	\$ 37.87	Jan/01/24
Cardiac Alumni Member Fee - Adult	1 Year	Yes	\$ 36.77	\$ 37.87	Jan/01/24
Fitness - Osler Cardiac Rehab - Membership 3 Month	3 Months	Yes	\$ 88.44	\$ 91.09	Jan/01/24
<b>Fitness Personal Training</b>					
Personal Training - Member (3)	3 Sessions	Yes	\$ 135.66	\$ 152.00	Jan/01/24
Personal Training - Member (5)	5 Sessions	Yes	\$ 225.79	\$ 253.00	Jan/01/24
Personal Training - Member (10)	10 Sessions	Yes	\$ 426.50	\$ 478.00	Jan/01/24
Personal Training - Member (15)	15 Sessions	Yes	\$ 599.34	\$ 672.00	Jan/01/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Personal Training - Member Semi-Private (2:1) (3)	3 Sessions	Yes	NEW	\$ 114.00	Jan/01/24
Personal Training - Member Semi-Private (2:1) (5)	5 Sessions	Yes	NEW	\$ 190.00	Jan/01/24
Personal Training - Member Semi-Private (2:1) (10)	10 Sessions	Yes	NEW	\$ 357.00	Jan/01/24
Personal Training - Member Semi-Private (2:1) (15)	15 Sessions	Yes	NEW	\$ 502.00	Jan/01/24
<b>Fitness Walking Track</b>					
Fitness - Drop-In Walking Track 55+	Per Visit	Yes	\$ 1.46	\$ 1.50	Sep/03/24
Fitness - Drop-In Walking Track Adult	Per Visit	Yes	\$ 2.13	\$ 2.21	Sep/03/24
Fitness - Drop-In Walking Track Child/Youth	Per Visit	Yes	\$ 1.24	\$ 1.30	Sep/03/24
Fitness - Drop-In Walking Track Student	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Fitness - Drop-In Walking Track Teen	Per Visit	Yes	\$ 1.49	\$ 1.50	Sep/03/24
Fitness - Membership Walking Track 55+	Annual	Yes	\$ 58.06	\$ 59.80	Jan/01/24
Fitness - Membership Walking Track 70+	Annual	Yes	\$ -	\$ -	Current
Fitness - Membership Walking Track Adult	Annual	Yes	\$ 77.55	\$ 79.88	Jan/01/24
<b>General Interest</b>					
Dance - Drop-In Advanced	Per Visit	Yes	\$ 4.62	\$ 4.76	Sep/03/24
Homeschool - Drop-In	Per Visit	Yes	\$ 4.62	\$ 4.76	Sep/03/24
National Youth Week - Drop-In	Per Visit	Yes	\$ -	\$ -	Current
General - Drop-In Adult	Per Visit	Yes	\$ 2.70	\$ 2.74	Sep/03/24
General - Drop-In Teen	Per Visit	Yes	\$ 2.17	\$ 2.21	Sep/03/24
General - Drop-In 55+	Per Visit	Yes	\$ 2.17	\$ 2.21	Sep/03/24
General - Drop-In Preschool	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
General - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
<b>Golf</b>					
18 Holes 60+	Round	Yes	\$ 38.05	\$ 39.96	Mar/01/24
18 holes Adult (18-59 Years)	Round	Yes	\$ 46.02	\$ 48.32	Mar/01/24
18 Holes Junior (<17 Years)	Round	Yes	\$ 38.05	\$ 39.96	Mar/01/24
Anytime Junior (<17 Years)	Round	Yes	\$ 20.35	\$ 21.37	Mar/01/24
Back 9 60+	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Back 9 Adult (18-59 Years)	Round	Yes	\$ 20.35	\$ 21.37	Mar/01/24
Back 9 Junior (<17 Years)	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Non-Prime Time 60+	Round	Yes	\$ 20.35	\$ 21.37	Mar/01/24
Non-Prime Time Adult (18-59 Years)	Round	Yes	\$ 23.01	\$ 24.16	Mar/01/24
Peel Village Golf 10 Punches	10 Visits	Yes	\$ 238.95	\$ 250.90	Mar/01/24
Prime Time Adult (18-59 Years)	Round	Yes	\$ 26.55	\$ 27.88	Mar/01/24
Prime Time 60+	Round	Yes	\$ 26.55	\$ 27.88	Mar/01/24
Shoulder Season/Special Rate/Aeration 60+	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Shoulder Season/Special Rate/Aeration Adult (18-59 Years)	Round	Yes	\$ 24.78	\$ 26.02	Mar/01/24
Shoulder Season/Special Rate/Aeration Junior (<17 Years)	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Shoulder Season/Special Rate/Aeration Non-Prime Time Adult (18-59 Years)	Round	Yes	\$ 21.24	\$ 22.30	Mar/01/24
Staff Play	Round	Yes	\$ -	\$ -	Current
Tournament Package A	Per Visit	Yes	\$ 75.00	\$ 77.50	Mar/01/24
<b>Inclusive Programs</b>					
Inclusive Programs - Drop-In Dance	Per Visit	Yes	\$ 9.29	\$ 9.57	Sep/03/24
Inclusive Programs - Drop-In Special Event Dinner	Per Visit	Yes	\$ 9.29	\$ 9.57	Sep/03/24
Inclusive Programs - Drop-In Out and About Regular	Per Visit	Yes	\$ 4.64	\$ 4.76	Sep/03/24
Inclusive Programs - Drop-In Out and About Special Event	Per Visit	Yes	\$ 9.29	\$ 9.57	Sep/03/24
Inclusive Programs - Drop-In P.A.H.A.	Per Visit	Yes	\$ 1.02	\$ 1.05	Sep/03/24
Inclusive Programs - Drop-In Special Event Dinner and Dance	Per Visit	Yes	\$ 18.58	\$ 19.14	Sep/03/24
<b>Indoor Sports</b>					
Ninja and Rock Climbing - Drop-In Adult	Per Visit		\$ 18.14	\$ 18.68	Sep/03/24
Ninja and Rock Climbing - Drop-In 55+	Per Visit		\$ 14.51	\$ 14.95	Sep/03/24
Ninja and Rock Climbing - Drop-In Child/Youth	Per Visit		\$ 12.70	\$ 13.08	Sep/03/24
Ninja and Rock Climbing - Drop-In Teen	Per Visit		\$ 14.51	\$ 14.95	Sep/03/24
Rock Climbing - Drop-In Adult	Per Visit	Yes	\$ 7.92	\$ 8.16	Sep/03/24



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Rock Climbing - Drop-In 55+	Per Visit	Yes	\$ 6.35	\$ 6.54	Sep/03/24
Rock Climbing - Drop-In Child/Youth	Per Visit	Yes	\$ 5.61	\$ 5.78	Sep/03/24
Rock Climbing - Drop-In Teen	Per Visit	Yes	\$ 6.35	\$ 6.54	Sep/03/24
Sports - Gymnasium Drop-In Adult	Per Visit	Yes	\$ 4.77	\$ 4.87	Sep/03/24
Sports - Gymnasium Drop-In 55+	Per Visit	Yes	\$ 3.57	\$ 3.68	Sep/03/24
Sports - Gymnasium Drop-In Child/Youth	Per Visit	Yes	\$ 2.04	\$ 2.14	Sep/03/24
Sports - Gymnasium Drop-In Teen	Per Visit	Yes	\$ 2.29	\$ 2.39	Sep/03/24
Sports - Gymnasium Drop-In Parent	Per Visit	Yes	\$ 2.66	\$ 2.74	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Adult	Per Visit	Yes	\$ 6.68	\$ 6.88	Sep/03/24
Sports - Indoor Soccer BSC Drop-in 55+	Per Visit	Yes	\$ 5.01	\$ 5.14	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Child/Youth	Per Visit	Yes	\$ 4.13	\$ 4.34	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Teen	Per Visit	Yes	\$ 4.66	\$ 4.87	Sep/03/24
<b>Racquetball, Squash &amp; Tennis</b>					
CBRA - Membership Annual 55+	1 Year	Yes	\$ 131.29	\$ 135.22	Jan/01/24
CBRA - Membership Annual Adult	1 Year	Yes	\$ 201.95	\$ 208.01	Jan/01/24
CBRA - Membership Annual Child/Youth	1 Year	Yes	\$ 116.18	\$ 119.66	Jan/01/24
CBRA - Membership Annual Student	1 Year	Yes	\$ 161.54	\$ 166.39	Jan/01/24
Racquetball/Squash - Drop-In 55+	Per Visit	Yes	\$ 5.48	\$ 5.62	Sep/03/24
Racquetball/Squash - Drop-In Adult	Per Visit	Yes	\$ 8.49	\$ 8.74	Sep/03/24
Racquetball/Squash - Drop-In BOED	Per Visit	Yes	\$ 11.33	\$ 11.64	Sep/03/24
Racquetball/Squash - Drop-In Child/Youth	Per Visit	Yes	\$ 5.48	\$ 5.62	Sep/03/24
Racquetball/Squash - Drop-In Family	Per Visit	Yes	\$ 12.73	\$ 13.12	Sep/03/24
Racquetball/Squash - Drop-In Sat Night Special	Per Visit	Yes	\$ 2.86	\$ 2.94	Sep/03/24
Racquetball/Squash - Drop-In Student	Per Visit	Yes	\$ 6.77	\$ 6.97	Sep/03/24
Racquetball/Squash - Drop-In Teen	Per Visit	Yes	\$ 6.77	\$ 6.97	Sep/03/24
Racquetball/Squash - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 49.36	\$ 50.58	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.40	\$ 78.66	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 49.36	\$ 50.58	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Student	10 Visits	Yes	\$ 60.89	\$ 62.73	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 60.89	\$ 62.73	Jan/01/24
Racquetball/Squash - Membership Annual 55+	1 Year	Yes	\$ 153.01	\$ 157.60	Jan/01/24
Racquetball/Squash - Membership Annual Adult	1 Year	Yes	\$ 235.41	\$ 242.48	Jan/01/24
Racquetball/Squash - Membership Annual Child/Youth	1 Year	Yes	\$ 135.40	\$ 139.47	Jan/01/24
Racquetball/Squash - Membership Annual Student	1 Year	Yes	\$ 188.32	\$ 193.97	Jan/01/24
Racquetball/Squash - Membership Annual Teen	1 Year	Yes	\$ 188.32	\$ 193.97	Jan/01/24
Tennis - Drop-In Court Fee Non-Prime (per court)	Per Hour	Yes	\$ 14.16	DELETE	Sep/03/24
Tennis - Membership 3 Month 55+	3 Months	Yes	\$ 94.44	\$ 99.31	Sep/03/24
Tennis - Membership 3 Month Adult	3 Months	Yes	\$ 134.91	\$ 141.87	Sep/03/24
Tennis - Membership 3 Month Child/Youth	3 Months	Yes	\$ 94.44	\$ 99.31	Sep/03/24
Tennis - Membership 3 Month Student	3 Months	Yes	\$ 107.94	\$ 113.49	Sep/03/24
Tennis - Membership 3 Month Teen	3 Months	Yes	\$ 107.94	\$ 113.49	Sep/03/24
Tennis - Membership 6 Month 55+	6 Months	Yes	\$ 157.63	\$ 165.52	Sep/03/24
Tennis - Membership 6 Month Adult	6 Months	Yes	\$ 225.19	\$ 236.45	Sep/03/24
Tennis - Membership 6 Month Child/Youth	6 Months	Yes	\$ 157.63	\$ 165.51	Sep/03/24
Tennis - Membership 6 Month Student	6 Months	Yes	\$ 180.14	\$ 189.15	Sep/03/24
Tennis - Membership 6 Month Teen	6 Months	Yes	\$ 180.14	\$ 189.15	Sep/03/24
Tennis - Drop-In Court Fee (per court)	Per Hour	Yes	\$ 14.16	\$ 14.87	Sep/03/24
Tennis - Drop-In Non-Member Fee (Resident)	Per Visit	Yes	\$ 12.25	\$ 12.86	Sep/03/24
Tennis - Drop-In Non-Member Fee (Non-Resident)	Per Visit	Yes	\$ 17.70	\$ 19.29	Sep/03/24
<b>Special Events</b>					
Brampton Tough Run (18+)	Per Event	Yes	\$ 22.12	\$ 22.12	Current
Brampton Tough Run (14-17)	Per Event	Yes	\$ 16.59	\$ 16.59	Current
<b>Swimming</b>					
Aquafit - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Aquafit - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 77.13	\$ 79.47	Jan/01/24
Aquafit - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 61.74	\$ 63.54	Jan/01/24
Aquafit - Drop-In 55+	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Aquafit - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Aquafit - Drop-In Teen	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Sauna - Drop-In 14+	Per Visit	Yes	\$ 2.05	\$ 2.14	Sep/03/24
Swim - Assessment	Per Visit	No	\$ -	\$ -	Current
Swim/Skate - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 19.17	\$ 19.89	Jan/01/24
Swim/Skate - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 23.94	\$ 24.66	Jan/01/24
Swim/Skate - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 17.10	\$ 17.64	Jan/01/24
Swim/Skate - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 19.08	\$ 19.89	Jan/01/24
Swim/Skate - Drop-In 55+	Per Visit	Yes	\$ 2.13	\$ 2.21	Sep/03/24
Swim/Skate - Drop-In 70+	Per Visit	No	\$ -	\$ -	Current
Swim/Skate - Drop-In Adult	Per Visit	Yes	\$ 2.66	\$ 2.74	Sep/03/24
Swim/Skate - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Swim/Skate - Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 7.79	\$ 8.02	Sep/03/24
Swim/Skate - Drop-In Small Group Extra Person	Per Visit	Yes	\$ 1.46	\$ 1.50	Sep/03/24
Swim/Skate - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.21	Sep/03/24
Swim/Skate - Membership Annual 55+	1 Year	Yes	\$ 77.21	\$ 79.53	Jan/01/24
Swim/Skate - Membership Annual 70+	1 Year	No	\$ -	\$ -	Current
Swim/Skate - Membership Annual Adult	1 Year	Yes	\$ 96.51	\$ 99.41	Jan/01/24
Swim/Skate - Membership Annual Child/Youth	1 Year	Yes	\$ 67.56	\$ 69.58	Jan/01/24
Swim/Skate - Membership Annual Family	1 Year	Yes	\$ 281.17	\$ 289.61	Jan/01/24
Swim/Skate - Membership Annual Teen	1 Year	Yes	\$ 77.21	\$ 79.53	Jan/01/24
Swim - Membership Season Individual - Camp Naivelt	Season	Yes	\$ 21.73	\$ 22.38	Jan/01/24
Swim - Membership Season Family - Camp Naivelt	Season	Yes	\$ 80.87	\$ 83.30	Jan/01/24
Water Sports - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 55.73	\$ 57.42	Jan/01/24
Water Sports - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.37	\$ 79.47	Jan/01/24
Water Sports - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 17.16	\$ 17.64	Jan/01/24
Water Sports - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 19.29	\$ 19.62	Jan/01/24
Water Sports - Drop-In 55+	Per Visit	Yes	\$ 6.19	\$ 6.38	Sep/03/24
Water Sports - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Water Sports - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Water Sports - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.18	Sep/03/24
<b>Swimming - Professor's Lake</b>					
Swim - Professor's Lake Drop-In 55+	Per Visit	Yes	\$ 3.32	\$ 3.41	Mar/01/24
Swim - Professor's Lake Drop-In 70+	Per Visit	Yes	\$ -	\$ -	Current
Swim - Professor's Lake Drop-In Adult	Per Visit	Yes	\$ 4.20	\$ 4.34	Mar/01/24
Swim - Professor's Lake Drop-In Child/Youth	Per Visit	Yes	\$ 2.88	\$ 3.01	Mar/01/24
Swim - Professor's Lake Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 11.28	\$ 11.64	Mar/01/24
Swim - Professor's Lake Drop-In Teen	Per Visit	Yes	\$ 3.32	\$ 3.41	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm 55+	Per Visit	Yes	\$ 2.30	\$ 2.39	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm 70+	Per Visit	Yes	\$ -	\$ -	Current
Swim - Professor's Lake Drop-In After 5 pm Adult	Per Visit	Yes	\$ 2.74	\$ 2.83	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Child/Youth	Per Visit	Yes	\$ 2.04	\$ 2.08	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Group of 4	Per Visit	Yes	\$ 6.81	\$ 6.97	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Teen	Per Visit	Yes	\$ 2.30	\$ 2.39	Mar/01/24
Swim - Professor's Lake Boat Permit	1 Day	Yes	\$ 5.44	\$ 5.62	Mar/01/24
Swim - Professor's Lake Boat Permit (Season)	Season	Yes	\$ 112.47	\$ 115.84	Mar/01/24
Swim - Professor's Lake Wibit Drop-In All Ages (2 Hour)	2 Hours	Yes	\$ 25.00	\$ 25.75	Mar/01/24
Swim - Professor's Lake Wibit Drop-In All Ages (1 Hour)	1 Hour	Yes	\$ 15.00	\$ 15.44	Mar/01/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
<b>Aquatics</b>									
Aquatics - Category A Full Pool	60 Minutes	Yes	\$ 80.00	\$ 82.40	\$ 108.00	\$ 113.40	\$ 52.00	\$ 53.56	Sep/03/24
Aquatics - Category B Full Pool	60 Minutes	Yes	\$ 96.00	\$ 98.88	\$ 129.60	\$ 136.08	\$ 62.40	\$ 64.27	Sep/03/24
Aquatics - Category B Half Pool	60 Minutes	Yes	\$ 48.00	\$ 49.44	\$ 64.80	\$ 68.04	\$ 31.20	\$ 32.14	Sep/03/24
Aquatics - Category C Full Pool	60 Minutes	Yes	\$ 112.00	\$ 115.36	\$ 151.20	\$ 158.75	\$ 72.80	\$ 74.98	Sep/03/24
Aquatics - Category C Half Pool	60 Minutes	Yes	\$ 56.01	\$ 57.69	\$ 75.60	\$ 79.25	\$ 36.41	\$ 37.50	Sep/03/24
Aquatics - Category D Full Pool	60 Minutes	Yes	\$ 160.00	\$ 164.80	\$ 216.00	\$ 226.80	\$ 104.00	\$ 107.12	Sep/03/24
Aquatics - Category D Half Day Swim Meet inc 4LG+1DS - Displacing Program Fee	5 Hours	Yes					\$ 4,517.58	\$ 4,653.11	Sep/03/24
Aquatics - Category D Half Day Swim Meet inc 4LG+1DS	5 Hours	Yes	\$ 6,950.13	\$ 7,158.63	\$ 9,382.67	\$ 9,851.80	\$ 1,365.71	\$ 1,406.68	Sep/03/24
Aquatics - Category D Swim Meet Set Up/Take Down Fee	Per Booking	Yes	\$ 2,424.52	\$ 2,497.26	\$ 3,273.10	\$ 3,436.76	\$ 315.19	\$ 324.65	Sep/03/24
Aquatics - SNAPSO	Per Booking	Yes	\$ 27.84	\$ 28.68					Sep/03/24
Aquatics - Professor's Lake Beach + Water	60 Minutes	Yes	\$ 117.17	\$ 120.69	\$ 158.17	\$ 166.08			Mar/01/24
Aquatics - Professor's Lake Beach Only	60 Minutes	Yes	\$ 117.17	\$ 120.69	\$ 158.17	\$ 166.08			Mar/01/24
Aquatics - Professor's Lake Boat House (Boats Extra Charge)	60 Minutes	Yes	\$ 88.91	\$ 91.58	\$ 88.91	\$ 93.36			Mar/01/24
Aquatics - Professor's Lake Open Water	60 Minutes	Yes	\$ 117.17	\$ 120.69	\$ 158.17	\$ 166.08			Mar/01/24
<b>Arena</b>									
Arena Floor	60 Minutes	Yes	\$ 62.19	\$ 64.06	\$ 93.83	\$ 103.65	\$ 48.79	\$ 50.25	Sep/03/24
Arena Floor - Outdoor Pavillion	60 Minutes	Yes	\$ 40.43	\$ 41.68	\$ 50.52	\$ 55.57	\$ 26.28	\$ 27.07	Sep/03/24
Arena Floor - Special Event (4-8HRS)	60 Minutes	Yes	\$ 240.11	\$ 247.54	\$ 300.14	\$ 330.15	\$ 156.07	\$ 160.75	Sep/03/24
Arena Floor - Special Event (8+HRS)	8 Hours +	Yes	\$ 1,664.95	\$ 1,714.90	\$ 2,692.23	\$ 2,961.45	\$ 1,082.22	\$ 1,114.69	Sep/03/24
Arena Ice - Special Event (8+HRS) - Outdoor Pavillion	8 Hours +	Yes	\$ 2,081.18	\$ 2,143.62	\$ 3,365.29	\$ 3,701.82	\$ 1,352.76	\$ 1,393.34	Sep/03/24
Arena Ice - Non-Prime	60 Minutes	Yes	\$ 178.11	\$ 183.45	\$ 195.92	\$ 215.51	\$ 115.77	\$ 119.24	Sep/03/24
Arena Ice - Non-Prime - Outdoor Pavillion	60 Minutes	Yes	\$ 115.77	\$ 119.24	\$ 144.71	\$ 158.75	\$ 75.25	\$ 77.51	Sep/03/24
Arena Ice - Non-Prime 48 Hour in Advance	60 Minutes	Yes	\$ 78.80	\$ 81.16					Sep/03/24
Arena Ice - Prime Time	60 Minutes	Yes	\$ 261.22	\$ 269.06	\$ 326.53	\$ 359.18	\$ 169.79	\$ 174.90	Sep/03/24
Arena Ice - Prime - Outdoor Pavillion	60 Minutes	Yes	\$ 169.79	\$ 174.88	\$ 212.25	\$ 233.48	\$ 110.37	\$ 113.68	Sep/03/24
Arena Ice - Prime 48 Hour in Advance	60 Minutes	Yes	\$ 123.61	\$ 127.32					Sep/03/24
Arena Ice - Non-Prime Figure Skating Transition	60 Minutes	Yes					\$ 115.77	DELETE	Sep/03/24
<b>Courts &amp; Gymnasiums</b>									
Gymnasium - Category A Per Court	60 Minutes	Yes	\$ 39.58	\$ 40.77	\$ 47.11	\$ 51.82	\$ 24.50	\$ 25.24	Sep/03/24
Gymnasium - Category A Per Double Court	60 Minutes	Yes	\$ 75.38	\$ 77.64	\$ 94.23	\$ 103.65	\$ 49.00	\$ 50.47	Sep/03/24
Gymnasium - Category B Per Court	60 Minutes	Yes	\$ 26.92	\$ 27.73	\$ 33.65	\$ 37.02	\$ 23.91	\$ 24.63	Sep/03/24
Gymnasium - BSC Per Court	60 Minutes	Yes	\$ 75.38	\$ 77.64	\$ 94.23	\$ 103.65	\$ 37.69	\$ 38.82	Sep/03/24
Gymnasium - Category A Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 23.74	\$ 24.45					Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
Gymnasium - Category A Per Double Court - 48 Hour in Advance	60 Minutes	Yes	\$ 45.23	\$ 46.59					Sep/03/24
Gymnasium - Category B Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 16.16	\$ 16.64					Sep/03/24
Gymnasium - BSC Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 45.23	\$ 46.59					Sep/03/24
Gymnasium - FCSC - Affiliated Senior Group	60 Minutes	Yes	\$ 19.65	\$ 20.24					Sep/03/24
Gymnasium - FCSC - Resident	60 Minutes	Yes	\$ 30.22	\$ 31.13					Sep/03/24
Gymnasium - FCSC - NR/Commercial	60 Minutes	Yes	\$ 37.77	\$ 38.90					Sep/03/24
Gymnasium Meeting/Social - FCSC - Affiliated Senior Group	60 Minutes	Yes	\$ 39.28	\$ 40.77					Sep/03/24
Indoor - Bocce Single Court	60 Minutes	Yes	\$ 9.48	\$ 9.76	\$ 11.84	\$ 13.02			Sep/03/24
Outdoor - Basketball Single Court	60 Minutes	Yes	\$ 39.58	\$ 40.77	\$ 49.47	\$ 54.50	\$ 25.72	\$ 26.49	Jan/01/24
Outdoor - Beach Volleyball Court 1 Court	60 Minutes	Yes	\$ 23.70	\$ 24.45	\$ 32.00	\$ 35.20	\$ 15.41	\$ 15.87	Jan/01/24
Outdoor - Beach Volleyball Court Tournament (6 Courts)	Per Day	Yes	\$ 944.74	\$ 973.08	\$ 1,275.40	\$ 1,402.94	\$ 614.08	\$ 632.50	Jan/01/24
Outdoor - Volleyball Brampton Adult Volleyball League Per Court	60 Minutes	Yes	\$ 22.38	\$ 23.05					Jan/01/24
Outdoor - Lawnbowling - Brampton Lawn Bowling Club	60 Minutes	Yes	\$ 51.28	\$ 52.82					Jan/01/24
Outdoor - Lawnbowling - Brampton Lawn Bowling Club	1 Month	Yes	\$ 612.40	\$ 630.77					Jan/01/24
Outdoor - Multi Sport Court	60 Minutes	Yes	\$ 33.32	\$ 34.32	\$ 49.98	\$ 54.50	\$ 11.75	\$ 12.10	Jan/01/24
Indoor - Tennis Per Court	60 Minutes	Yes					\$ 14.39	\$ 14.82	Sep/03/24
Chinguacousy Park Tennis Club Per Court	Per Day	Yes	\$ 5.25	\$ 5.41					Jan/01/24
Indoor - Squash/Racquet Per Court - Tournament	60 Minutes	Yes	\$ 23.06	\$ 23.75					Sep/03/24
Indoor - Squash/Racquet Per Court	60 Minutes	Yes	\$ 25.63	\$ 26.40			\$ 14.39	\$ 14.82	Sep/03/24
<b>Curling</b>									
Curling - Bonspiel All Day (all sheets)	8 Hours	Yes	\$ 1,009.19	\$ 1,039.47					Sep/03/24
Curling - Bonspiel ½ Day (all sheets)	4 Hours	Yes	\$ 507.05	\$ 522.26					Sep/03/24
Curling - Inter Club Event ½ day (all sheets)	4 Hours	Yes	\$ 507.05	\$ 522.26					Sep/03/24
Curling - Club Adult Per Sheet	60 Minutes	Yes	\$ 45.48	\$ 46.84					Sep/03/24
Curling - Floor Special Event	60 Minutes	Yes	\$ 118.39	\$ 121.94					Sep/03/24
Curling - Non-Prime Per Sheet	60 Minutes	Yes	\$ 45.48	\$ 46.84			\$ 32.49	\$ 33.46	Sep/03/24
Curling - Prime Per Sheet	60 Minutes	Yes	\$ 55.52	\$ 57.19					Sep/03/24
Curling - Seniors Non-Prime Per Sheet	60 Minutes	Yes	\$ 33.76	\$ 34.77					Sep/03/24
Curling - Youth Per Sheet	60 Minutes	Yes	\$ 21.51	\$ 22.16					Sep/03/24
<b>Fields, Diamonds &amp; Artificial Turf</b>									
Field Artificial Turf - Tournament (4-6 hours)	Flat Rate	Yes	\$ 277.53	\$ 285.86	\$ 416.28	\$ 437.09	\$ 180.39	\$ 185.80	Jan/01/24
Field Artificial Turf - Tournament (6-9 hours)	Flat Rate	Yes	\$ 416.28	\$ 428.77	\$ 624.41	\$ 655.63	\$ 270.58	\$ 278.70	Jan/01/24
Field Artificial Turf - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 556.25	\$ 572.94	\$ 834.37	\$ 876.09	\$ 361.56	\$ 372.41	Jan/01/24
Field Artificial Turf - Dome 1/4 Field Non-Prime	60 Minutes	Yes	\$ 161.53	\$ 166.38	\$ 201.92	\$ 212.02	\$ 121.15	\$ 124.78	Sep/03/24
Field Artificial Turf - Dome 1/4 Field Prime	60 Minutes	Yes	\$ 215.38	\$ 221.84	\$ 269.22	\$ 282.68	\$ 157.53	\$ 162.26	Sep/03/24
Field Artificial Turf	60 Minutes	Yes	\$ 97.88	\$ 100.82	\$ 147.18	\$ 154.54	\$ 66.80	\$ 68.80	Sep/03/24
Field Indoor - Non-Prime	60 Minutes	Yes	\$ 161.53	\$ 166.38	\$ 201.92	\$ 212.02	\$ 107.27	\$ 110.49	Sep/03/24

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Field Indoor - Prime	60 Minutes	Yes	\$ 215.38	\$ 221.84	\$ 269.22	\$ 282.68	\$ 157.53	\$ 162.26	Sep/03/24
Field Indoor - Non-Prime - Last Minute Rate	60 Minutes	Yes	\$ 96.92	\$ 99.83					Sep/03/24
Field Indoor - Prime - Last Minute Rate	60 Minutes	Yes	\$ 129.23	\$ 133.11					Sep/03/24
Field Indoor - Tournament	60 Minutes	Yes	\$ 194.30	\$ 200.13	\$ 194.30	\$ 204.02	\$ 194.30	\$ 200.13	Sep/03/24
Field Major	60 Minutes	Yes	\$ 31.74	\$ 32.69	\$ 47.43	\$ 49.80	\$ 11.19	\$ 11.53	Jan/01/24
Field Major - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 202.92	\$ 209.01	\$ 304.07	\$ 319.27	\$ 70.99	\$ 73.12	Jan/01/24
Field Major - Tournament (6-9 hours)	Flat Rate	Yes	\$ 148.26	\$ 152.71	\$ 221.76	\$ 233.00	\$ 52.46	\$ 54.03	Jan/01/24
Field Major - Tournament (4-6 hours)	Flat Rate	Yes	\$ 101.14	\$ 104.17	\$ 151.41	\$ 158.75	\$ 36.13	\$ 37.21	Jan/01/24
Field Major - Cricket	60 Minutes	Yes	NEW	\$ 35.96	NEW	\$ 53.94	NEW	\$ 23.37	Jan/01/24
Field Major - Cricket Tournament (Over 9 hours)	Flat Rate	Yes	NEW	\$ 220.00	NEW	\$ 330.00	NEW	\$ 143.00	Jan/01/24
Field Major - Cricket Tournament (6-9 hours)	Flat Rate	Yes	NEW	\$ 168.00	NEW	\$ 252.00	NEW	\$ 109.20	Jan/01/24
Field Major - Cricket Tournament (4-6 hours)	Flat Rate	Yes	NEW	\$ 132.00	NEW	\$ 198.00	NEW	\$ 85.80	Jan/01/24
Field Minor	60 Minutes	Yes	\$ 8.93	\$ 9.20	\$ 13.32	\$ 13.99			Jan/01/24
Field Minor - Tournament (4-6 hours)	Flat rate	Yes	\$ 27.64	\$ 28.47	\$ 41.46	\$ 43.53			Jan/01/24
Field Minor - Tournament (6-9 hours)	Flat Rate	Yes	\$ 40.47	\$ 41.68	\$ 60.70	\$ 63.74			Jan/01/24
Field Minor - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 55.38	\$ 57.04	\$ 83.06	\$ 87.21			Jan/01/24
Field School - Tournament (6-9 hours)	Flat Rate	Yes	\$ 27.16	\$ 27.97	\$ 40.68	\$ 42.71			Jan/01/24
Field School - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 37.16	\$ 38.27	\$ 55.68	\$ 58.46			Jan/01/24
Field School - Tournament (4-6 hours)	Flat Rate	Yes	\$ 18.55	\$ 19.11	\$ 27.79	\$ 29.18			Jan/01/24
Field School	60 Minutes	Yes	\$ 5.97	\$ 6.15	\$ 8.93	\$ 9.38			Jan/01/24
Field Stadium	60 Minutes	Yes	\$ 50.58	\$ 52.10	\$ 75.39	\$ 79.25	\$ 21.87	\$ 22.53	Jan/01/24
Field Stadium - Tournament (6-9 hours)	Flat Rate	Yes	\$ 221.14	\$ 227.77	\$ 331.71	\$ 348.30	\$ 95.19	\$ 98.05	Jan/01/24
Field Stadium - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 299.03	\$ 308.00	\$ 446.05	\$ 468.35	\$ 128.17	\$ 132.02	Jan/01/24
Field Stadium - Tournament (4-6 hours)	Flat Rate	Yes	\$ 150.15	\$ 154.65	\$ 223.02	\$ 233.00	\$ 64.06	\$ 65.98	Jan/01/24
Sports Field – Major Special Event With Displacement	Per Day				\$ 3,675.00	\$ 3,858.75			Jan/01/24
Sports Field – Major Special Event - Set Up/Tear Down	Per Day				\$ 1,000.00	\$ 1,050.00			Jan/01/24
<b>Track</b>									
Track - Level A Track + Amenities (Half day)	½ Day	Yes	\$ 107.39	\$ 110.61	\$ 161.08	\$ 165.91	\$ 69.80	\$ 71.89	Sep/03/24
Track - Level A Track+ Amenities (Full day)	Per Day	Yes	\$ 286.37	\$ 294.96	\$ 429.55	\$ 442.44	\$ 186.14	\$ 191.72	Sep/03/24
Track - Level A Track Practice	60 Minutes	Yes	\$ 28.63	\$ 29.49	\$ 42.95	\$ 44.24	\$ 18.61	\$ 19.17	Sep/03/24
Track - Level B Track + Amenities (Half day)	½ Day	Yes	\$ 53.25	\$ 54.85	\$ 79.87	\$ 82.27	\$ 27.49	\$ 28.31	Sep/03/24
Track - Level B Track + Amenities (Full day)	Per Day	Yes	\$ 142.00	\$ 146.26	\$ 213.00	\$ 219.39	\$ 73.29	\$ 75.49	Sep/03/24
Track - Level B Tracks	60 Minutes	Yes	\$ 14.20	\$ 14.63	\$ 21.30	\$ 21.94	\$ 7.33	\$ 7.55	Sep/03/24
<b>Multipurpose Rooms</b>									
Room Category 1 - 1-40 People	60 Minutes	Yes	\$ 10.25	\$ 10.76	\$ 12.81	DELETE	\$ 6.66	\$ 6.99	Sep/03/24
Room Category 1 - 41-70 People	60 Minutes	Yes	\$ 20.50	\$ 21.53	\$ 25.63	DELETE	\$ 13.33	\$ 14.00	Sep/03/24
Room Category 1 - 71-99 People	60 Minutes	Yes	\$ 25.63	\$ 26.91	\$ 32.03	DELETE	\$ 16.66	\$ 17.49	Sep/03/24
Room Category 1 - 100-149 People	60 Minutes	Yes	\$ 35.88	\$ 37.67	\$ 44.84	DELETE	\$ 23.32	\$ 24.49	Sep/03/24
Room Category 1 - 150-200 People	60 Minutes	Yes	\$ 51.25	\$ 53.81	\$ 64.06	DELETE	\$ 33.31	\$ 34.98	Sep/03/24
Room Category 1 - 201-250 People	60 Minutes	Yes	\$ 71.75	\$ 75.34	\$ 89.69	DELETE	\$ 46.64	\$ 48.97	Sep/03/24
Room Category 1 - 251-400 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	\$ 96.09	DELETE	\$ 49.97	\$ 52.47	Sep/03/24
Room Category 1 - 401-450 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	\$ 96.09	DELETE	\$ 49.97	\$ 52.47	Sep/03/24
Room Category 2 - 1-40 People	60 Minutes	Yes	\$ 20.50	\$ 21.53	\$ 25.63	\$ 28.19	\$ 13.33	\$ 14.00	Sep/03/24



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Room Category 2 - 41-70 People	60 Minutes	Yes	\$ 41.00	\$ 43.05	\$ 51.25	\$ 56.38	\$ 26.65	\$ 27.98	Sep/03/24
Room Category 2 - 71-99 People	60 Minutes	Yes	\$ 51.25	\$ 53.81	\$ 64.06	\$ 70.47	\$ 33.31	\$ 34.98	Sep/03/24
Room Category 2 - 100-149 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	\$ 96.09	\$ 105.70	\$ 49.97	\$ 52.47	Sep/03/24
Room Category 2 - 150-200 People	60 Minutes	Yes	\$ 102.50	\$ 107.63	\$ 128.13	\$ 140.94	\$ 66.63	\$ 69.96	Sep/03/24
Room Category 2 - 201-250 People	60 Minutes	Yes	\$ 143.50	\$ 150.68	\$ 179.38	\$ 197.32	\$ 93.28	\$ 97.94	Sep/03/24
Room Category 2 - 251-400 People	60 Minutes	Yes	\$ 235.75	\$ 247.54	\$ 294.69	\$ 324.16	\$ 153.24	\$ 160.90	Sep/03/24
Room Category 2 - 401-450 People	60 Minutes	Yes	\$ 256.25	\$ 269.06	\$ 320.31	\$ 352.34	\$ 166.56	\$ 174.90	Sep/03/24
Multipurpose Rooms - Cat 1 - 1-40 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 5.97	\$ 6.27					Sep/03/24
Multipurpose Rooms - Cat 1 - 100-149 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 14.47	\$ 15.19					Sep/03/24
Multipurpose Rooms - Cat 2 - 1-40 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 8.95	\$ 9.40					Sep/03/24
Multipurpose Rooms - Cat 2 - 100-149 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 21.70	\$ 22.79					Sep/03/24
Youth Hub - Creative Space	60 Minutes	Yes	\$ 40.00	\$ 42.00	\$ 80.00	\$ 84.00	\$ 26.00	\$ 27.30	Sep/03/24
Youth Hub - Meeting Room	60 Minutes	Yes	\$ 15.00	\$ 15.75	\$ 30.00	\$ 31.50	\$ 9.75	\$ 10.24	Sep/03/24
<b>Specialty Spaces</b>									
Indoor - Chapel/Tropical Gardens	60 Minutes	Yes	\$ 79.21	\$ 83.17	\$ 99.02	\$ 103.65			Jan/01/24
Indoor - Industrial Kitchen	60 Minutes	Yes	\$ 93.92	\$ 98.85					Jan/01/24
Indoor - Trade Show Table Purchase	Day	Yes	\$ 76.83	\$ 80.67	\$ 153.66	\$ 161.34			Jan/01/24
Ninja, Parkour and Rock Wall and Lounge (1-10 People)	120 Minutes	Yes	\$ 300.00	\$ 309.00	\$ 375.00	\$ 386.25	\$ 195.00	\$ 200.85	Jan/01/24
Outdoor - Pavillion Deck	60 Minutes	Yes	\$ 169.96	\$ 178.46	\$ 212.46	\$ 223.08			Jan/01/24
Outdoor - Pavillion Deck Event	Per Day	Yes	\$ 542.68	\$ 569.82	\$ 678.36	\$ 712.28			Jan/01/24
Outdoor - Ching Park Area 1 (0-200 People)	Per Booking	Yes	\$ 542.69	\$ 569.82	\$ 678.36	\$ 712.28			Jan/01/24
Outdoor - Ching Park Area 2 (0-150 People)	Per Booking	Yes	\$ 406.23	\$ 425.00	\$ 507.79	\$ 531.25			Jan/01/24
Outdoor - Ching Park Area 3 (0-500 People)	Per Booking	Yes	\$ 812.44	\$ 853.06	\$ 1,015.56	\$ 1,066.34			Jan/01/24
Outdoor - Ching Park Ampitheatre	Per Day	Yes	\$ 1,664.95	\$ 1,714.90	\$ 2,757.89	\$ 2,895.78			Jan/01/24
Outdoor - Ching Park Open Space	60 Minutes	Yes	\$ 33.51	\$ 35.19	\$ 41.89	\$ 43.99			Jan/01/24
Outdoor - Open Space Major Special Event	Per Day	Yes	\$ 1,789.63	\$ 1,879.11	\$ 2,237.03	\$ 2,348.88			Jan/01/24
Outdoor - Open Space Major Special Event with Displacement (Ching Park)	Per Day	Yes	\$ 3,144.76	\$ 3,302.00	\$ 3,930.95	\$ 4,127.50			Jan/01/24
Outdoor - Open Space Minor Special Event	Per Day	Yes	\$ 542.69	\$ 569.82	\$ 678.36	\$ 712.28			Jan/01/24
Outdoor - Ching Park Skateboard Park	Per Day	Yes	\$ 513.36	\$ 539.03					Jan/01/24
Outdoor - Ching Park - Canada Day Parking	Per Day	Yes	\$ 17.70	\$ 17.70					Current
Outdoor - Eldorado Area 1&2 (0-50 People)	Per Booking	Yes	\$ 94.14	\$ 98.85	\$ 117.68	\$ 123.56			Jan/01/24
Outdoor - Eldorado Area 3 (0-150 People)	Per Booking	Yes	\$ 404.25	\$ 425.00	\$ 505.32	\$ 531.25			Jan/01/24
Outdoor - Eldorado Area 4 (0-300 People)	Per Booking	Yes	\$ 735.39	\$ 772.16	\$ 919.24	\$ 965.20			Jan/01/24
Outdoor - Eldorado Area 5 (0-175 People)	Per Booking	Yes	\$ 489.02	\$ 513.47	\$ 611.28	\$ 641.84			Jan/01/24
Outdoor - Park Picnic Area	60 Minutes	Yes	\$ 31.03	\$ 32.58	\$ 38.79	\$ 40.73			Jan/01/24
Outdoor - Gazebo	60 Minutes	Yes	\$ 169.96	\$ 178.46	\$ 212.46	\$ 223.08			Jan/01/24
Outdoor - Parking Lot Event	60 Minutes	Yes	\$ 35.82	\$ 37.67	\$ 50.74	\$ 53.28			Jan/01/24
Outdoor - Parking Permit 1 Space	Monthly	Yes	\$ 60.40	\$ 63.42	\$ 75.50	\$ 79.25			Jan/01/24

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Outdoor - Parking Permit 1 Space	2 Weeks	Yes	\$ 30.19	\$ 31.70	\$ 50.74	\$ 53.28			Jan/01/24
Outdoor - Photo Permit (60 min)	60 Minutes	Yes	\$ 73.78	\$ 77.64	\$ 46.11	\$ 48.42			Jan/01/24
Film Productions - Film Shoot days	Per Day	Yes			\$ 4,633.26	\$ 4,864.92			Jan/01/24
Film Productions - Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Day	Yes			\$ 2,316.63	\$ 2,432.46			Jan/01/24
Film Production - Minor Outdoor Productions (no staging or setup)	Per Day	Yes	\$ 386.11	\$ 405.41	\$ 463.33	\$ 486.49			Jan/01/24
Special Event (4-8HRS)	60 Minutes	Yes	\$ 240.11	\$ 247.54	\$ 307.46	\$ 322.83			Jan/01/24
Special Event (8+HRS)	8 Hours +	Yes	\$ 1,664.95	\$ 1,714.90	\$ 2,757.89	\$ 2,895.78			Jan/01/24
<b>Extra Fees</b>									
Facility - 25lb. Ice	Per Booking	Yes	\$ 8.58	\$ 9.01					Jan/01/24
Facility - Coffee - 30 Cup Urn W Coffee	Per Booking	Yes	\$ 30.90	\$ 32.45					Jan/01/24
Facility - Coffee - 50 Cup Urn W Coffee	Per Booking	Yes	\$ 48.88	\$ 51.32					Jan/01/24
Facility - Coffee - 75 Cup Urn W Coffee	Per Booking	Yes	\$ 69.79	\$ 73.28					Jan/01/24
Facility - Coffee - 100 Cup Urn W Coffee	Per Booking	Yes	\$ 90.74	\$ 95.28					Jan/01/24
Facility - Electricity Charge	Per Booking	Yes	\$ 13.41	\$ 14.08					Jan/01/24
Facility - Fireplace	Per Booking	Yes	\$ 21.39	\$ 22.46					Jan/01/24
Facility - Nets & Standards Per Court	Per Booking	Yes	\$ 23.81	\$ 25.00					Jan/01/24
Facility - Podium	Per Booking	Yes	\$ 49.48	\$ 51.95					Jan/01/24
Facility - Projector	Per Booking	Yes	\$ 26.80	\$ 28.14					Jan/01/24
Facility - Scissor Lift Rental (Carabram)	Per Booking	Yes	\$ 125.70	\$ 131.99					Jan/01/24
Facility - Sporting Equipment	60 Minutes	Yes	\$ 29.69	\$ 31.17					Jan/01/24
Facility - Teaching Kitchen	60 Minutes	Yes	\$ 22.30	\$ 23.42	\$ 25.08	\$ 26.33			Jan/01/24
Field Artificial Turf - Field Hockey Water Charges	Per Booking	Yes	\$ 39.61	\$ 41.59					Jan/01/24
Ninja, Parkour and Rock Wall and Lounge (Per Additional Person)	120 Minutes	Yes	\$ 25.00	\$ 25.75					Jan/01/24
Outdoor - Beach Volleyball Nets and Lines	Per Booking	Yes	\$ 22.23	\$ 23.34	\$ 26.48	\$ 27.80	\$ 8.61	\$ 9.04	Jan/01/24
Outdoor - Ching Park Greenhouse Tour	Per Person	Yes	\$ 2.61	\$ 2.74					Jan/01/24
Outdoor - Ching Park Party Pkg. Farm/Barn Tour Per Person	Per Person	Yes	\$ 4.93	\$ 5.18					Jan/01/24
Outdoor - Ching Park Party Pkg. Food Per Person	Per Person	Yes	\$ 7.69	\$ 8.07					Jan/01/24
Outdoor - Ching Park Party Pkg. Garden Party Per Person	Per Person	Yes	\$ 7.58	\$ 7.96					Jan/01/24
Outdoor - Ching Park Party Pkg. Mini Golf Per Person	Per Person	Yes	\$ 3.71	\$ 3.90					Jan/01/24
Outdoor - Ching Park Party Pkg. Tubing Per Person	Per Person	Yes	\$ 11.83	\$ 12.42					Jan/01/24
Outdoor - Ching Park People Mover	Per Booking	Yes	\$ 126.77	\$ 133.11					Jan/01/24
Outdoor - Ching Park Volleyball Court Lights	60 Minutes	Yes	\$ 14.61	\$ 15.34	\$ 20.26	\$ 21.27	\$ 5.52	\$ 5.80	Jan/01/24
Outdoor - Ching Park Tennis Club Lights Per Court	Per Day	Yes	\$ 5.52	\$ 5.69					Jan/01/24
Outdoor - Education Program (Per Person)	Per Person	No	\$ 11.58	\$ 11.93					Jan/01/24
Party Package Pizza	Per Booking	Yes	\$ 7.27	\$ 7.45	\$ 7.27	\$ 7.45	\$ 7.27	\$ 7.45	Jan/01/24

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Party Package Extra Pizza	Per Booking	Yes	\$ 12.92	\$ 13.50	\$ 12.92	\$ 13.50	\$ 12.92	\$ 13.50	Jan/01/24
Party Package Hot Dog	Per Booking	Yes	\$ 7.17	\$ 7.45	\$ 7.17	\$ 7.45	\$ 7.17	\$ 7.45	Jan/01/24
Tradeshow Vendor (FCSC)	Per Booking	Yes	\$ 71.47	\$ 73.61	\$ 142.95	\$ 146.52	\$ 71.47	\$ 73.61	Jan/01/24
Food Vendor - Special Event	Per Event	Yes			\$ 100.00	\$ 100.00			Current
Memorial Dedicated Space - B105	Per Day	Yes	\$ 1.72	\$ 1.81					Jan/01/24
Memorial Dedicated Space - B109	Per Day	Yes	\$ 10.59	\$ 11.12					Jan/01/24
Memorial Dedicated Space - B113	Per Day	Yes	\$ 2.44	\$ 2.56					Jan/01/24
Memorial Dedicated Space - B102	Per Day	Yes	\$ 6.97	\$ 7.32					Jan/01/24
<b>Extra Staff Fees</b>									
Aquatics - Staff	60 Minutes	Yes	\$ 23.73	\$ 25.80					Jan/01/24
Aquatics - Water Slide inc 2LG	60 Minutes	Yes	\$ 54.82	\$ 55.52					Jan/01/24
Facility - FT Operations Staff	60 Minutes	Yes	\$ 44.28	\$ 45.16					Jan/01/24
Facility - PT Operations Staff	60 Minutes	Yes	\$ 25.52	\$ 27.76					Jan/01/24
Facility - Bartender	60 Minutes	Yes	NEW	\$ 25.80					Jan/01/24
Program – Community Outreach Instructor	60 Minutes	Yes	\$ 23.73	\$ 25.80					Jan/01/24
Program - Curling & Tennis Instructor	60 Minutes	Yes	\$ 25.52	\$ 27.76					Jan/01/24
Program - Dance Instructor Non-Recital	60 Minutes	Yes	\$ 21.32	\$ 23.19					Jan/01/24
Program - Fitness Instructor	60 Minutes	Yes	\$ 38.93	\$ 39.17					Jan/01/24
Program - Fitness Wellness Instructor	60 Minutes	Yes	\$ 55.64	\$ 55.64					Current
Program - Lifeguard/Instructor/Deck Supervisor	60 Minutes	Yes	\$ 28.27	\$ 30.74					Jan/01/24
Program - Skate Instructor	60 Minutes	Yes	\$ 23.73	\$ 25.80					Jan/01/24
Program - Skate Guard	60 Minutes	Yes	NEW	\$ 23.19					Jan/01/24
Program - Special Interest	60 Minutes	Yes	\$ 25.52	\$ 27.76					Jan/01/24
Program - Sports Instructor	60 Minutes	Yes	\$ 21.32	\$ 23.19					Jan/01/24
Program - Waterfront Lifeguard	60 Minutes	Yes	\$ 25.10	\$ 31.03					Jan/01/24
Program - Waterfront Supervisor	60 Minutes	Yes	\$ 29.64	\$ 32.12					Jan/01/24



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<b>Administration &amp; Additional Items</b>					
Admin Fee - Program Late Fee	15 Minutes	Yes	\$ 8.85	\$ 8.85	Current
Admin Fee - Camp Program Withdrawal	Per Person, Per Barcode	Yes	\$ 44.25	\$ 44.25	Current
Admin Fee - Declined Payments (Cheque)	Transaction	Yes	\$ 35.00	\$ 35.00	Current
Admin Fee - Declined/Disputed Payments (Credit Card)	Transaction	Yes	\$ 8.85	\$ 35.00	Jan/01/24
Admin Fee - Membership Freeze Fee	Transaction	Yes	\$ 8.85	\$ 8.85	Current
Admin Fee - Membership Replacement Card and Key Tag	Transaction	Yes	\$ 5.50	\$ 5.50	Current
Admin Fee - Membership Withdrawal	Per Person, Per Barcode	Yes	\$ 8.85	\$ 8.85	Current
Admin Fee - Senior Events	Per Person, Per Barcode	Yes	\$ 5.00	\$ 5.00	Current
Admin Fee - Senior Events Non-Members	Per Person, Per Barcode	Yes	\$ 5.00	\$ 5.00	Current
Lock	Per Purchase	Yes	\$ 9.96	\$ 9.96	Current
Pointsettia	Per Unit	Yes	\$ 2.65	\$ 2.65	Current
Poinsettia with Foil Hat	Per Unit	Yes	\$ 6.86	\$ 6.86	Current
Region of Peel Garbage Tags	Per Tag	Yes	\$ 13.27	\$ 13.27	Current
<b>Advertising A55+ Guide</b>					
¼ Page Advertisement Placement	Per Ad	Yes	\$ 289.58	\$ 289.58	Current
½ Page Advertisement Placement	Per Ad	Yes	\$ 579.16	\$ 579.16	Current
Full Page	Per Ad	Yes	\$ 1,158.31	\$ 1,158.31	Current
Inside Back Cover	Per Ad	Yes	\$ 1,737.47	\$ 1,737.47	Current
Outside Back Cover	Per Ad	Yes	\$ 2,027.05	\$ 2,027.05	Current
Inside Front Cover	Per Ad	Yes	\$ 2,316.63	\$ 2,316.63	Current
¼ Page Advertisement Placement - Non-Profit	Per Ad	Yes	\$ 144.79	\$ 144.79	Current
½ Page Advertisement Placement - Non-Profit	Per Ad	Yes	\$ 289.58	\$ 289.58	Current
Full Page - Non-Profit	Per Ad	Yes	\$ 579.16	\$ 579.16	Current
Inside Back Cover - Non-Profit	Per Ad	Yes	\$ 868.74	\$ 868.74	Current
Outside Back Cover - Non-Profit	Per Ad	Yes	\$ 1,013.52	\$ 1,013.52	Current
Inside Front Cover - Non-Profit	Per Ad	Yes	\$ 1,158.31	\$ 1,158.31	Current
<b>Digital Screens</b>					
Ad - 3 Months	3 Months	Yes	\$ 1,035.00	\$ 1,035.00	Current
Ad - 6 Months	6 Months	Yes	\$ 1,869.00	\$ 1,869.00	Current
Ad - 12 Months	12 Months	Yes	\$ 3,525.00	\$ 3,525.00	Current
<b>Rink Boards</b>					
First Rink Board	12 Months	Yes	\$ 1,250.00	\$ 1,250.00	Current
Additional Rink Board	12 Months	Yes	\$ 1,000.00	\$ 1,000.00	Current
Rink Board Set Up (includes production, installation, maintenance)	Per Board	Yes	\$ 335.00	\$ 335.00	Current
<b>Equipment Rentals</b>					
Aquatics - Starting Blocks	Per Booking	Yes	\$ 26.28	\$ 27.07	Jan/01/24
Canoe Rental	30 Minutes	Yes	\$ 7.08	\$ 7.79	Jan/01/24
Corcl (Round Boat) Rental	30 Minutes	Yes	\$ 4.42	\$ 4.42	Current
Kayak Rental	30 Minutes	Yes	\$ 8.85	\$ 9.07	Jan/01/24
Paddleboat Rental	30 Minutes	Yes	\$ 8.85	\$ 9.07	Jan/01/24
Raft (includes 1 Lifeguard)	60 minutes	Yes	\$ 22.23	\$ 22.92	Jan/01/24
Peel Village Golf Power Cart Per Person	Session	Yes	\$ 10.62	\$ 11.15	Jan/01/24
Peel Village Pull Carts	Session	Yes	\$ 4.20	\$ 4.42	Jan/01/24
Peel Village Rental Clubs	Session	Yes	\$ 10.62	\$ 10.93	Jan/01/24
Stand-Up Paddle Board	30 Minutes	Yes	\$ 10.62	\$ 10.93	Jan/01/24
Tennis - Ball Machine Rental	Session	Yes	\$ 12.83	\$ 13.23	Sep/03/24
Tennis/Curling Seasonal Locker Rental	Per Season	Yes	\$ 23.24	\$ 23.94	Jan/01/24
Storage Fee Space - Outdoor	1 Month	Yes	\$ 262.66	\$ 270.54	Jan/01/24
<b>Salon Services (Flower City Seniors Centre)</b>					
½ Arm Hair Removal	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
½ Leg Hair Removal	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
½ Pedicure	Per Treatment	Yes	\$ 12.33	\$ 12.33	Current

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Bang Trim	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Bikini Hair Removal	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
Blow Dry Only	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
Chin Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Curling Iron	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
Deep Condition	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Eyebrows Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Eyelash Tinting	Per Treatment	Yes	\$ 10.43	\$ 10.43	Current
Facials	Per Treatment	Yes	\$ 30.35	\$ 30.35	Current
Foot Care	Per Treatment	Yes	\$ 36.04	\$ 36.04	Current
Full Arm Hair Removal	Per Treatment	Yes	\$ 23.71	\$ 23.71	Current
Full Leg Hair Removal	Per Treatment	Yes	\$ 23.71	\$ 23.71	Current
Hair Colour	Per Treatment	Yes	\$ 36.04	\$ 36.04	Current
Hair Cut	Per Treatment	Yes	\$ 14.70	\$ 14.70	Current
Haircut/Blow Dry	Per Treatment	Yes	\$ 21.81	\$ 21.81	Current
High Lights Long Hair	Per Treatment	Yes	\$ 45.52	\$ 45.52	Current
High Lights Short Hair	Per Treatment	Yes	\$ 36.04	\$ 36.04	Current
Manicure	Per Treatment	Yes	\$ 19.44	\$ 19.44	Current
Manicure French	Per Treatment	Yes	\$ 21.81	\$ 21.81	Current
Manicure Polish Change	Per Treatment	Yes	\$ 9.95	\$ 9.95	Current
Nail Clipping	Per Treatment	Yes	\$ 8.85	\$ 8.85	Current
Paraffin	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Part High Lights (½ Head)	Per Treatment	Yes	\$ 14.70	\$ 14.70	Current
Pedicure	Per Treatment	Yes	\$ 24.65	\$ 24.65	Current
Perm With Cut and Set Long Hair	Per Treatment	Yes	\$ 9.95	\$ 9.95	Current
Perm With Cut and Set Short Hair	Per Treatment	Yes	\$ 58.80	\$ 58.80	Current
Shellac Manicure	Per Treatment	Yes	\$ 24.65	\$ 24.65	Current
Shellac Polish Remove	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Threading Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Tinting	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Underarms Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Up-Do Half Up	Per Treatment	Yes	\$ 29.40	\$ 29.40	Current
Up-Do Long Hair	Per Treatment	Yes	\$ 35.09	\$ 35.09	Current
Up-Do Short Hair	Per Treatment	Yes	\$ 24.65	\$ 24.65	Current
Upper Lip Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Wash & Cut	Per Treatment	Yes	\$ 17.54	\$ 17.54	Current
Wash Only	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Wash/Cut/Set	Per Treatment	Yes	\$ 33.19	\$ 33.19	Current
Wash/Set or Dry	Per Treatment	Yes	\$ 20.86	\$ 20.86	Current
Waxing	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
<b>Ski/Snowboard Services</b>					
Full Tune Base Repair (Staff)	Service	Yes	\$ 28.44	\$ 29.29	Sep/03/24
Full Tune Hand Wax	Service	Yes	\$ 38.50	\$ 39.65	Sep/03/24
Full Tune With Minor Base Repair	Service	Yes	\$ 44.47	\$ 45.80	Sep/03/24
Hot Wax (Staff)	Service	Yes	\$ 10.65	\$ 10.97	Sep/03/24
Hot Wax Jr & Sr	Service	Yes	\$ 12.17	\$ 12.54	Sep/03/24
Quick Sharpen	Service	Yes	\$ 11.28	\$ 11.64	Sep/03/24
Quick Sharpen (Staff)	Service	Yes	\$ 6.29	\$ 6.48	Sep/03/24
Quick Wax	Service	Yes	\$ 11.73	\$ 12.08	Sep/03/24
Quick Wax (Staff)	Service	Yes	\$ 6.29	\$ 6.48	Sep/03/24
Ski Full Tune Base Repair (Staff)	Service	Yes	\$ 25.43	\$ 26.19	Sep/03/24
Ski Full Tune Hand Wax	Service	Yes	\$ 38.50	\$ 39.65	Sep/03/24
Ski Full Tune Minor Base Repair	Service	Yes	\$ 44.47	\$ 45.80	Sep/03/24
Ski Full Tune SharpEdgeLube (Staff)	Service	Yes	\$ 22.42	\$ 23.10	Sep/03/24
Ski Gum Stone	Service	Yes	\$ 12.61	\$ 13.01	Sep/03/24
Ski Hardstone	Service	Yes	\$ 9.96	\$ 10.31	Sep/03/24
Ski Hot Wax (Jr & Sr)	Service	Yes	\$ 12.17	\$ 12.52	Sep/03/24
Ski Hot Wax (Staff)	Service	Yes	\$ 9.30	\$ 9.60	Sep/03/24
Ski Quick Sharpen	Service	Yes	\$ 9.96	\$ 10.26	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Ski Quick Sharpen (Staff)	Service	Yes	\$ 4.92	\$ 5.07	Sep/03/24
Ski Quick Wax	Service	Yes	\$ 9.96	\$ 10.31	Sep/03/24
Ski Quick Wax (Staff)	Service	Yes	\$ 4.92	\$ 5.07	Sep/03/24
Ski/Snow Binding Adjust	Service	Yes	\$ 8.63	\$ 8.89	Sep/03/24
Ski/Snow Binding Install	Service	Yes	\$ 28.54	\$ 29.38	Sep/03/24
Ski/Snow Binding Remount	Service	Yes	\$ 28.54	\$ 29.38	Sep/03/24
Wax & Cork	Service	Yes	\$ 16.37	\$ 16.86	Sep/03/24

**General:**

The presented user fees do not include H.S.T., however if taxes are applicable, it has been identified and will be charged at the time of purchase. User Fee Fact Sheets specify how fees are applied, and are available in the rentals or booking section of each venue website.

The CAO, Commissioner of Community Services or the Director, Cultural Services, as applicable, may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Performing Arts fee in accordance with the general criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

The Agreement Holder must comply with all applicable laws, by-laws, policies, guidelines, procedures and other conditions or requirements that may apply to the use of the Venue and the Event, including but not limited to the Rental Agreement Terms & Conditions:

[https://tickets.brampton.ca/content/Files/Marketing/PA\\_RentalAgreement\\_TermsConditions.pdf](https://tickets.brampton.ca/content/Files/Marketing/PA_RentalAgreement_TermsConditions.pdf)

Food & Beverage pricing at the theatre bars operated by the City of Brampton is based on the Standard Operating Procedure

All hourly fees will be booked in one (1) hour increments, subject to applicable minimum requirement, but may be reduced to half (0.5) hour increments, rounded up, at the reconciliation stage, based on event actuals.

Student Filming and Photography must be booked no more than one (1) month prior to event date and must be booked for a minimum of one (1) hour. Hourly rates for photos and student filming include one (1) staff.

**Rental Categories**

Standardized rental client types have been established for pricing purposes. Rates are non-transferrable.

**Commercial:** rates apply to organizations, promoters, groups or individuals that do not fall into other categories. Commercial usage may also be defined as citizens renting a venue for personal use.

**Dance:** rates are incrementally lower than Commercial rates, and apply to dance schools that are registered businesses renting Performing Arts venues for the purposes of presenting dance recitals (including Arangetram), competitions or showcases.

**Not-for-Profit:** rates are incrementally lower than both Commercial and Dance rates, and apply to government agencies, schools, churches and registered not-for-profit and charitable organizations.

**Artists & Arts Organizations:** rates are available at LBP, Cyril Clark and Garden Square only; they are not available at The Rose. Rates are incrementally lower than all other rates, and are for exclusive use by Brampton-based artists and arts organizations. The address of the organization or individual named on the rental agreement must be in Brampton. Proof of address will be required.

**LBP Artists & Arts Organization Load-In Hourly rate:**

- 8 hour minimum is applicable
- is not available Friday-Sunday or on Statutory Holidays, as declared by the City of Brampton
- is applied for load-in only days, no show or rehearsal will take place

**Student Filming** rate is for use by agreement holders that are currently enrolled in a recognized educational program. Proof of enrollment will be required.

**Payment Schedule:**

A deposit based on the total estimated fees of the rental as listed on the Agreement is required for all rentals. Failure to make the deposit payment as required will result in the cancellation of the Agreement.

Agreement Holders who have rented a Venue less than three (3) times are required to:

- make a fifty percent (50%) deposit
- make the full balance payment

Agreement Holders who have rented a Performing Arts venue three (3) or more times with all payments previously made on time, and no outstanding balance or claims against the City, may be permitted to:

- make a twenty percent (20%) deposit
- make a reduced balance payment in the amount of the difference between ticket sales revenue held by the City at the time the balance payment is owed, and the balance amount owed

- The City will establish the minimum staff required in each department for an event
- The cost of staff, as deemed necessary by the City, shall be borne by the Agreement Holder, including but not limited to all staff required to supervise the venue until such time as all areas are vacated by the Agreement Holder, their officers, agents, employees, volunteers, participants, vendors and patrons

- The City reserves the right to increase or decrease the deposit or balance payment amount, as deemed reasonable and appropriate, and approved by the Commissioner, Community Services or the Executive Artistic Director

- The City may collect amounts due under the rental agreement or any part thereof from the sale of tickets or subscriptions at the City of Brampton Box Office

- Any monies owed by the City to the Agreement Holder from box office sales will be paid by cheque or direct deposit following acknowledgment of the reconciliation by the Agreement Holder

- Payments are subject to the City's cheque processing schedules
- After thirty (30) calendar days following issuance of the Reconciliation, unpaid rental agreements will proceed to collections, at which time an administration fee will be applied, and interest will accrue at the rate of 1.5% per month on the unpaid balance

- The following payment schedule applies:
  - Deposit is required within fourteen (14) calendar days of receipt of rental agreement
  - Balance payment is required a minimum of thirty (30) calendar days prior to event
  - Reconciliation of amount owing or owed will generally be sent within fourteen (14) calendar days following event
  - If applicable, final amount owing is required a minimum of thirty (30) calendar days after reconciliation is issued
- Agreement Holders who owe funds to the City will not be considered for any future rental requests until their account has been paid in full

**Insurance Requirements:**

The Agreement Holder shall obtain Commercial General Liability insurance, at their own expense, with an inclusive limit of not less than \$5 million per occurrence, against all claims for personal injury, bodily injury including sickness and death, and property damage. The City reserves the right to request such higher limits of insurance or other types of insurance policies appropriate to this Agreement as the City may reasonably require, such as additional vendor insurance. The Agreement Holder shall provide the City with proof of insurance coverage on a form provided by the City a minimum of fourteen (14) calendar days prior to rental start. This insurance will be carried for the entire rental period and will list "The Corporation of the City of Brampton" as an additional insured on the policy. Such policy shall be with a rated insurer licensed in Ontario that meets the City's requirements.

**Administration Fees and Additional Services:**

In circumstances where an Agreement Holder must complete a scheduled financial transaction and does not have sufficient funds available, an 'Admin Fee – Declined Payments' of \$35.00 is charged to the Agreement Holder in addition to the outstanding balance.

The Agreement Holder is responsible for all required payments to SOCAN and Re:Sound through Entandem for music licensing. The City of Brampton will collect fees on the rental agreement from the rental client, and will submit those fees, on behalf of the Agreement Holder, to the applicable organization.

Third Party Invoices (including Piano Tuning) will be included in the rental agreement as per each invoice for The City reserves the right to require security, police, first aid, and/or fire department presence at any event, at the expense of the rental client. The City will notify the Agreement Holder if such presence is required, prior to the use of the venue.

Merchandise Commission for Artists 15% (sold by artist) is not charged to Curator Series artists only; no commission is collected for Curators Series artists when sold by the local artist or their team

The rental fees for the LBP studio do not include a staff member.

For use of haze or fog at LBP, additional charges for the cost of security for fire watch will be charged back to rental clients as the fire monitoring system will require bypass.

# SCHEDULE A - CULTURAL SERVICES

Facility Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Cyril Clark Theatre</b>					
Cyril Clark - Artists & Arts Organizations Hourly	Per Hour	Yes	\$ 43.77	\$ 43.77	Current
Cyril Clark - Organization N-Profit Hourly	Per Hour	Yes	\$ 62.65	\$ 64.53	Jan/01/24
Cyril Clark - Commercial Hour	Per Hour	Yes	\$ 90.32	\$ 93.03	Jan/01/24
Cyril Clark - Photography/ Student Filming	Per Hour	Yes	\$ 50.00	\$ 50.00	Current
<b>Garden Square</b>					
Garden Square Pop-Up/ Set-Up/ Take Down Artists & Arts Organizations	Per Hour	Yes	\$ 29.47	\$ 29.47	Current
Garden Square Pop-Up/ Set-Up/ Take Down N-Profit Org	Per Hour	Yes	\$ 86.29	\$ 88.88	Jan/01/24
Garden Square Pop-Up/ Set-Up/ Take Down Commercial	Per Hour	Yes	\$ 107.86	\$ 111.09	Jan/01/24
Garden Square Major Event Artists & Arts Organizations	Per Hour	Yes	\$ 177.64	\$ 177.64	Current
Garden Square Major Event N-Profit Org	Per Hour	Yes	\$ 243.56	\$ 250.86	Jan/01/24
Garden Square Major Event Commercial	Per Hour	Yes	\$ 364.16	\$ 375.08	Jan/01/24
Vivian Lane - Artists & Arts Organizations	Per Hour	Yes	\$ 7.79	\$ 7.79	Current
Vivian Lane - Commercial	Per Hour	Yes	\$ 18.67	\$ 19.23	Jan/01/24
Vivian Lane - N-Profit Org	Per Hour	Yes	\$ 12.43	\$ 12.81	Jan/01/24
<b>Lester B. Pearson Theatre</b>					
LBP - Commercial Hourly	Per Hour	Yes	\$ 238.82	\$ 245.98	Jan/01/24
LBP - Artists & Arts Organizations Hourly	Per Hour	Yes	\$ 117.14	\$ 117.14	Current
LBP - Artists & Arts Organizations Load-In Hourly	Per Hour	Yes	\$ 72.48	\$ 72.48	Current
LBP - Dance School Hourly	Per Hour	Yes	\$ 204.46	\$ 210.60	Jan/01/24
LBP - Organization N-Profit Hour	Per Hour	Yes	\$ 167.61	\$ 172.63	Jan/01/24
LBP - Photography/ Student Filming	Per Hour	Yes	\$ 50.00	\$ 50.00	Current
LBP - Studio Commercial Hourly	Per Hour	Yes	NEW	\$ 30.00	Jan/01/24
LBP - Studio Artists & Arts Organizations Hourly	Per Hour	Yes	NEW	\$ 15.00	Jan/01/24
LBP - Studio N-Profit Hourly	Per Hour	Yes	NEW	\$ 20.00	Jan/01/24
<b>Rose Theatre</b>					
Rose - Commercial Hourly	Per Hour	Yes	\$ 373.28	\$ 384.47	Jan/01/24
Rose - Dance School Hourly	Per Hour	Yes	\$ 343.54	\$ 353.85	Jan/01/24
Rose - Lounge (Hourly)	Per Hour	Yes	\$ 60.28	\$ 62.09	Jan/01/24
Rose - Lounge (Day)	Per Day	Yes	\$ 295.49	\$ 304.35	Jan/01/24
Rose - N-Profit Organization Hourly	Per Hour	Yes	\$ 249.64	\$ 257.13	Jan/01/24
Rose - Photography/ Student Filming	Per Hour	Yes	\$ 50.00	\$ 50.00	Current
Rose - Studio Commerical Hourly	Per Hour	Yes	\$ 156.11	\$ 160.80	Jan/01/24
Rose - Studio Dance School Hourly	Per Hour	Yes	\$ 124.81	\$ 128.56	Jan/01/24
Rose - Studio N-Profit Organization Hourly	Per Hour	Yes	\$ 93.66	\$ 96.47	Jan/01/24
<b>Snelgrove Community Centre - Arts &amp; Culture Priority Space</b>					
Auditorium Artists & Arts Org Hourly	Per Hour	Yes	NEW	\$ 25.00	Jan/01/24
Auditorium Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 50.00	Jan/01/24
Auditorium Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 100.00	Jan/01/24
Auditorium Non-Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 62.50	Jan/01/24
Auditorium Non-Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 125.00	Jan/01/24
Room 2 Artists & Arts Org Hourly	Per Hour	Yes	NEW	\$ 15.00	Jan/01/24
Room 2 Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 20.00	Jan/01/24
Room 2 Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 40.00	Jan/01/24
Room 2 Non-Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 25.00	Jan/01/24
Room 2 Non-Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 50.00	Jan/01/24

# SCHEDULE A - CULTURAL SERVICES

Extra Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Theatre</b>					
Admin Fee - Declined Payments Transaction	Per Invoice	Yes	\$ 35.00	\$ 35.00	Current
Theatre - CIF \$2.00 per Ticket	Per Ticket	Yes	\$ 2.00	\$ 2.00	Current
Theatre - CIF Co-Presenter \$1.50 per Ticket	Per Ticket	Yes	\$ 1.50	\$ 1.50	Current
Theatre - Membership Fee per Membership	Per Member	Yes	\$ 10.00	\$ 10.00	Current
Theatre - Ticketing Fee per Ticket	Per Ticket	Yes	\$ 1.50	\$ 2.00	Jan/01/24
Theatre - Ticket Reprinting Fee	Per Ticket	Yes	\$ 1.50	\$ 1.50	Current
Theatre - Ticket Exchange Fee per Ticket	Per Ticket	Yes	\$ 5.00	\$ 5.00	Current
Theatre - Ticket Mail Delivery Fee per Transaction	Per Invoice	Yes	\$ 3.47	\$ 3.47	Current
Theatre - Merchandise Commission for Artists 20% (sold by City Staff)	Per Invoice	No			Current
Theatre - Merchandise Commission for Artists 15% (sold by Artist)	Per Invoice	No			Current



Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Theatre</b>					
Theatre - Entandem Music Licensing	Per Invoice	Yes			Current
Theatre - CIF Co-Production \$1.50 per Ticket	Per Ticket	Yes	\$ 1.50	\$ 1.50	Current
Theatre - CIF \$2.00 per Ticket	Per Ticket	Yes	\$ 2.00	\$ 2.00	Current
<b>Cyril Clark Library Lecture Hall Theatre</b>					
Cyril - 4x6 Riser (Indoor) per Day	Per Day	Yes	\$ 8.62	\$ 8.62	Current
Cyril - 4x6 Riser (Indoor) per Week	Per Week	Yes	\$ 25.85	\$ 25.85	Current
Cyril - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
Cyril - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
Cyril - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
Cyril - Additional Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Cyril - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Jan/01/24
Cyril - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Jan/01/24
Cyril - Audio Monitors per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Cyril - Audio Monitors per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Cyril - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Jan/01/24
Cyril - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Jan/01/24
Cyril - Entandem Music Licensing	Per Invoice	Yes			Current
Cyril - Box Office Set-up	Per Invoice	Yes	\$ 50.00	\$ 50.00	Current
Cyril - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.71	Jan/01/24
Cyril - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Cyril - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Jan/01/24
Cyril - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Jan/01/24
Cyril - FOH Usher	Per Hour	Yes	\$ 20.11	\$ 20.71	Jan/01/24
Cyril - FOH Usher (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Cyril - Merchandise Commission for Artists 15% (sold by artist)	Per Invoice	No			Current
Cyril - Photocopy per Page	Per Page	Yes	\$ 0.50	\$ 0.50	Current
Cyril - Piano Per Day	Per Day	Yes	\$ 53.84	\$ 53.84	Current
Cyril - Piano Per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
Cyril - Piano Tuning	Per Invoice	Yes			Current
Cyril - Speakers Additional per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Cyril - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Cyril - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Cyril - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Cyril - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
Cyril - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
Cyril - Ticket Commission 5%	Per Invoice	Yes			Current
Cyril - Video Projector Per Day	Per Day	Yes	\$ 55.19	\$ 55.19	Current
Cyril - Video Projector Per Week	Per Week	Yes	\$ 165.58	\$ 165.58	Current
Cyril - Video Screen 15x20 Per Day	Per Day	Yes	\$ 107.69	\$ 107.69	Current
Cyril - Video Screen 15x20 Per Week	Per Week	Yes	\$ 323.08	\$ 323.08	Current
Cyril - Wireless Microphones Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Cyril - Wireless Microphones Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Garden Square</b>					
Garden SQ - Moving Head Light PKG per Day	Per Day	Yes	\$ 323.10	\$ 323.10	Current
Garden SQ - Moving Head Light PKG per Week	Per Week	Yes	\$ 775.43	\$ 775.43	Current
Garden SQ - Digital Content per HR	Per Hour	Yes	\$ 48.95	\$ 50.42	Jan/01/24
Garden SQ - Digital Content Flat	Flat	Yes	\$ 337.20	\$ 347.31	Jan/01/24
Garden Square - 10x10 Tent	Per Day	Yes	\$ 79.99	\$ 79.99	Current
Garden SQ - Folding Chair (1)	Per Day	Yes	\$ 3.65	\$ 3.65	Current
Garden SQ - Folding Table (1)	Per Day	Yes	\$ 14.03	\$ 14.03	Current
Garden SQ - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
Garden SQ - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
Garden SQ - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
Garden SQ - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Jan/01/24
Garden SQ - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Jan/01/24
Garden SQ - Audio Monitors Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Garden SQ - Audio Monitors Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Garden SQ - Entandem Music Licensing	Per Invoice	Yes			Current
Garden SQ- Event Lead	Per Hour	Yes	\$ 24.66	\$ 25.40	Jan/01/24
Garden SQ- Event Lead (Stat)	Per Hour	Yes	\$ 36.97	\$ 38.08	Jan/01/24
Garden SQ- Event Support	Per Hour	Yes	\$ 21.39	\$ 22.03	Jan/01/24
Garden SQ- Event Support (Stat)	Per Hour	Yes	\$ 32.08	\$ 33.04	Jan/01/24
Garden SQ - Event Parking Attendant	Per Hour	Yes	\$ 18.10	\$ 20.71	Jan/01/24
Garden SQ - Event Parking Attendant (Stat)	Per Hour	Yes	\$ 27.16	\$ 31.07	Jan/01/24
Garden SQ - Fog Machine per Day	Per Day	Yes	\$ 27.60	\$ 27.60	Current
Garden SQ - Fog Machine per Week	Per Week	Yes	\$ 82.79	\$ 82.79	Current
Garden SQ - Hazer Machine per Day	Per Day	Yes	\$ 53.85	\$ 53.85	Current
Garden SQ - Hazer Machine per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
Garden SQ - LED PKG Per Day	Per Day	Yes	\$ 64.62	\$ 64.62	Current
Garden SQ - LED PKG Per Week	Per Week	Yes	\$ 193.86	\$ 193.86	Current
Garden SQ - Maintenance Fee	Flat	Yes	\$ 313.65	\$ 323.06	Jan/01/24
Garden SQ - Photocopy per Page	Per Page	Yes	\$ 0.50	\$ 0.50	Current
Garden Square- SL250 Stageline Community	Flat	Yes	\$ 2,401.44	\$ 2,641.58	Jan/01/24
Garden Square- SL250 Stageline Commercial	Flat	Yes	\$ 4,802.88	\$ 5,283.16	Jan/01/24
Garden Square- SL75 Stageline Community	Flat	Yes	\$ 1,866.22	\$ 2,052.84	Jan/01/24
Garden Square- SL75 Stageline Commercial	Flat	Yes	\$ 3,732.44	\$ 4,105.68	Jan/01/24
Garden SQ - Speakers Additional per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Garden SQ - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Garden SQ - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Garden SQ - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
Garden SQ - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
Garden SQ - Wireless Microphones per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Garden SQ - Wireless Microphones per Wk	Per Week	Yes	\$ 35.00	\$ 35.00	Current

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Lester B. Pearson Theatre</b>					
LBP - 4x6 Riser (Indoor) Per Day	Per Day	Yes	\$ 8.62	\$ 8.62	Current
LBP - 4x6 Riser (Indoor) Per Week	Per Week	Yes	\$ 25.85	\$ 25.85	Current
LBP - 4x8 Riser (Indoor) Per Day	Per Day	Yes	\$ 10.77	\$ 10.77	Current
LBP - 4x8 Riser (Indoor) Per Week	Per Week	Yes	\$ 32.31	\$ 32.31	Current
LBP - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
LBP - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
LBP - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
LBP - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Jan/01/24
LBP - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Jan/01/24
LBP - Audio Monitors Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Audio Monitors Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
LBP - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Jan/01/24
LBP - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Jan/01/24
LBP - Box Office Set-up	Per Invoice	Yes	\$ 75.00	\$ 75.00	Current
LBP - Catering Fee per person	Per person	Yes	\$ 0.50	\$ 0.50	Current
LBP - Catering Flat Fee (minimum)	Flat	Yes	\$ 100.00	\$ 100.00	Current
LBP - Entandem Music Licensing	Per Invoice	Yes			Current
LBP - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
LBP - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
LBP - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Jan/01/24
LBP - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Jan/01/24
LBP - FOH Usher	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
LBP - FOH Usher (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
LBP - Fog Machine Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Fog Machine Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
LBP - Hazer Machine Per Day	Per Day	Yes	\$ 30.00	\$ 30.00	Current
LBP - Hazer Machine Per Week	Per Week	Yes	\$ 55.00	\$ 55.00	Current
LBP - Follow Spot Rental Per Day	Per Day	Yes	\$ 50.00	\$ 50.00	Current
LBP - Follow Spot Rental Per Week	Per Week	Yes	\$ 150.00	\$ 150.00	Current
LBP - Merchandise Commission for Artists 15% (sold by artist)	Per Invoice	No			Current
LBP - Photocopy per Page	Per Page	Yes	\$ 0.50	\$ 0.50	Current
LBP - Piano Per Day	Per Day	Yes	\$ 53.84	\$ 53.84	Current
LBP - Piano Per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
LBP - Piano Tuning	Per Invoice	Yes			Current
LBP - Speakers Additional Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
LBP - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 52.13	Jan/01/24
LBP - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
LBP - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
LBP - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
LBP - Ticket Commission 5%	Per Invoice	Yes			Current
LBP - Large Portable Video Screen Per Day	Per Day	Yes	\$ 107.69	\$ 107.69	Current
LBP - Large Portable Video Screen Per Week	Per Week	Yes	\$ 323.08	\$ 323.08	Current
LBP - Medium Portable Video Screen Per Day	Per Day	Yes	\$ 77.27	\$ 77.27	Current
LBP - Medium Portable Video Screen Per Week	Per Week	Yes	\$ 231.81	\$ 231.81	Current
LBP - Video Projector Per Day	Per Day	Yes	\$ 55.19	\$ 55.19	Current
LBP - Video Projector Per Week	Per Week	Yes	\$ 165.58	\$ 165.58	Current
LBP - Wireless Microphones Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Wireless Microphones Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Rose Theatre</b>					
Rose - 4x6 Riser (Indoor) Per Day	Per Day	Yes	\$ 8.62	\$ 8.62	Current
Rose - 4x6 Riser (Indoor) Per Week	Per Week	Yes	\$ 25.85	\$ 25.85	Current
Rose - 4x8 Riser (Indoor) Per Day	Per Day	Yes	\$ 10.77	\$ 10.77	Current
Rose - 4x8 Riser (Indoor) Per Week	Per Week	Yes	\$ 32.31	\$ 32.31	Current
Rose - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
Rose - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
Rose - Add Facility Staff (Stat Holiday)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
Rose - Add Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Rose - Artist Liaison	Per Hour	Yes	\$ 23.46	\$ 24.17	Jan/01/24
Rose - Artist Liaison (Stat)	Per Hour	Yes	\$ 35.09	\$ 36.14	Jan/01/24
Rose - Audio Monitors per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Rose - Audio Monitors per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Rose - Bar Corkage per Bottle	Per Bottle	Yes	\$ 5.00	\$ 5.00	Current
Rose - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Jan/01/24
Rose - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Jan/01/24
Rose - Catering Fee per person	Per person	Yes	\$ 0.50	\$ 0.50	Current
Rose - Catering Flat Fee	Flat	Yes	\$ 100.00	\$ 100.00	Current
Rose - Dance Floor Black Per Day	Per Day	Yes	\$ 175.71	\$ 180.98	Jan/01/24
Rose - Dance Floor Black Per Week	Per Week	Yes	\$ 527.14	\$ 542.95	Jan/01/24
Rose - Entandem Music Licensing	Per Invoice	Yes			Current
Rose - Event Parking Attendant	Per Hour	Yes	\$ 18.56	\$ 20.71	Jan/01/24
Rose - Event Parking Attendant (Stat)	Per Hour	Yes	\$ 27.84	\$ 31.07	Jan/01/24
Rose - Fog Machine per Day	Per Day	Yes	\$ 27.60	\$ 27.60	Current
Rose - Fog Machine per Week	Per Week	Yes	\$ 82.79	\$ 82.79	Current
Rose - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
Rose - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Rose - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Jan/01/24
Rose - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Jan/01/24
Rose - FOH Ushers	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
Rose - FOH Ushers (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Rose - Follow Spot Per Day	Per Day	Yes	\$ 94.56	\$ 94.56	Current
Rose - Follow Spot Per Week	Per Week	Yes	\$ 283.68	\$ 283.68	Current
Rose - Food & Bev Server	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
Rose - Food & Bev Server (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Rose - Hazer Machine per Day	Per Day	Yes	\$ 53.85	\$ 53.85	Current
Rose - Hazer Machine per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
Rose - Commercial Maintenance Fee	Flat	Yes	\$ 168.88	\$ 173.95	Jan/01/24
Rose - Dance School Maintanace Fee	Flat	Yes	\$ 155.40	\$ 160.07	Jan/01/24
Rose - Non Profit Org. Maintenance	Flat	Yes	\$ 113.15	\$ 116.55	Jan/01/24
Rose - Lobby Maintenance (Receptions)	Flat	Yes	\$ 346.21	\$ 356.59	Jan/01/24
Rose - Lobby Set/Clean-Up Commercial	Flat	Yes	\$ 168.88	\$ 173.95	Jan/01/24
Rose - Lobby Set/Clean-Up Dance	Flat	Yes	\$ 155.39	\$ 160.05	Jan/01/24
Rose - Lobby Set/Clean-Up Non-Profit	Flat	Yes	\$ 113.15	\$ 116.55	Jan/01/24
Rose - Main Video Projector Per Day	Per Day	Yes	\$ 110.39	\$ 110.39	Current
Rose - Main Video Projector Per Week	Per Week	Yes	\$ 331.16	\$ 331.16	Current
Rose - Orchestra Shell Rental	Per Booking	Yes	\$ 480.29	\$ 494.70	Jan/01/24
Rose - Piano Tuning	Per Invoice	Yes			Current
Rose - Speakers Additional per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Rose - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Rose - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Rose - Studio Piano Rental Per Day	Per Day	Yes	\$ 107.70	\$ 107.70	Current
Rose - Studio Piano Rental Per Week	Per Week	Yes	\$ 323.09	\$ 323.09	Current
Rose - Studio Set/Clean-Up	Per Hour	Yes	\$ 109.84	\$ 113.14	Jan/01/24

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Rose - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Rose - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
Rose - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
Rose - Theatre Main Piano Per Day	Per Day	Yes	\$ 161.54	\$ 161.54	Current
Rose - Theatre Main Piano Per Week	Per Week	Yes	\$ 484.62	\$ 484.62	Current
Rose - Ticket Commission 5%	Per Invoice	Yes			Current
Rose - Video Projector Per Day	Per Day	Yes	\$ 55.19	\$ 55.19	Current
Rose - Video Projector per Week	Per Week	Yes	\$ 165.57	\$ 165.57	Current
Rose - Large Portable Video Screen per Day	Per Day	Yes	\$ 107.69	\$ 107.69	Current
Rose - Large Portable Video Screen per Week	Per Week	Yes	\$ 323.08	\$ 323.08	Current
Rose - Main Space Box Office Set-up	Per Invoice	Yes	\$ 150.00	\$ 150.00	Current
Rose - Medium Portable Video Screen per Day	Per Day	Yes	\$ 77.27	\$ 77.27	Current
Rose - Medium Portable Video Screen per Week	Per Week	Yes	\$ 231.81	\$ 231.81	Current
Rose - Studio Box Office Set-up	Per Invoice	Yes	\$ 100.00	\$ 100.00	Current
Rose - Wireless Microphones per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Rose - Wireless Microphones per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current

# SCHEDULE A - PARKS AND FORESTRY FEES

Extra Rental Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Parks Extra Rental Fees</b>					
Bar Unit	Each	Yes	\$ 38.77	\$ 39.93	Jan/01/24
BarBQ - Portable (Large)	Each	Yes	\$ 282.92	\$ 291.41	Jan/01/24
Barricade Fencing per piece	Each	Yes	\$ 14.00	\$ 14.42	Jan/01/24
Barricades (1) Wooden	Each	Yes	\$ 6.03	\$ 6.21	Jan/01/24
Bleachers - Fold & Go	Each	Yes	\$ 1,109.50	\$ 1,142.79	Jan/01/24
Bleachers (aluminum / Cap. 50)	Each	Yes	\$ 354.98	\$ 365.63	Jan/01/24
Bleachers (Cap 40)	Each	Yes	\$ 354.95	\$ 365.60	Jan/01/24
Bleachers (Large)	Each	Yes	\$ 1,109.50	\$ 1,142.79	Jan/01/24
Bleachers (Small)	Each	Yes	\$ 554.75	\$ 571.39	Jan/01/24
Clean Up Fee	Each	Yes	\$ 239.31	\$ 246.49	Jan/01/24
Computerized Scoreboard 0-6 HRS	Each	Yes	\$ 23.21	\$ 23.91	Jan/01/24
Computerized Scoreboard 6-9 HRS	Each	Yes	\$ 36.83	\$ 37.94	Jan/01/24
Computerized Scoreboard - 9 HRS+	Each	Yes	\$ 45.30	\$ 46.66	Jan/01/24
Conc. Multi Game/Event (+251)	Each	Yes	\$ 297.23	\$ 306.15	Jan/01/24
Conc. Multi Game/Event (U250)	Each	Yes	\$ 118.89	\$ 122.45	Jan/01/24
Conc. Single Game/Event (251+)	Each	Yes	\$ 118.89	\$ 122.45	Jan/01/24
Conc. Single Game/Event (U250)	Each	Yes	\$ 29.72	\$ 30.62	Jan/01/24
Cushioned Straight Back Chairs	Each	Yes	\$ 5.31	\$ 5.47	Jan/01/24
Delivery/Pick Up Equipment	Each	Yes	\$ 313.30	\$ 322.70	Jan/01/24
Fencing (Modular) per piece	Each	Yes	\$ 14.00	\$ 14.42	Jan/01/24
Fencing Delivery/Pick-Up (100)	Each	Yes	\$ 272.87	\$ 281.05	Jan/01/24
Fencing 6" high 10' sections	Each	Yes	\$ 21.65	\$ 22.30	Jan/01/24
Field Hockey Water Charges	Each	Yes	\$ 34.58	\$ 35.62	Jan/01/24
Fire Extinguisher (10lb)	Each	Yes	\$ 16.97	\$ 17.48	Jan/01/24
Fire Extinguisher (5lb)	Each	Yes	\$ 16.65	\$ 17.15	Jan/01/24
Fire Pits (delivery & pick-up) wood is extra	Each	Yes	\$ 33.94	\$ 34.96	Jan/01/24
Folding Chairs(1)	Each	Yes	\$ 3.80	\$ 3.91	Jan/01/24
Folding Tables(1)	Each	Yes	\$ 14.89	\$ 15.34	Jan/01/24
Garbage Receptacles (1)	Each	Yes	\$ 9.30	\$ 9.58	Jan/01/24
Generator - small 2000watt - internal use only	Each	Yes	\$ 56.58	\$ 58.28	Jan/01/24
Generator - small 4000watt - internal use only	Each	Yes	\$ 84.88	\$ 87.42	Jan/01/24
Jute Mat	Each	Yes	\$ 902.03	\$ 929.09	Jan/01/24
Lights - Affiliated Youth	Each	Yes	\$ 14.98	\$ 15.43	Jan/01/24
Lights - Non Res/For Profit	Each	Yes	\$ 36.83	\$ 37.94	Jan/01/24
Lights - N-Res Discount	Each	Yes	\$ 30.46	\$ 31.37	Jan/01/24
Lights - Res	Each	Yes	\$ 24.46	\$ 25.19	Jan/01/24
Lights - Res/Comm Adult Disc	Each	Yes	\$ 20.12	\$ 20.72	Jan/01/24
Lining - 10 Yard Affiliated Youth	Each	Yes	\$ 101.19	\$ 104.22	Jan/01/24
Lining - 10 Yard Full Service	Each	Yes	\$ 140.68	\$ 144.90	Jan/01/24
Lining - 10 Yard Non Res/For Profit	Each	Yes	\$ 209.58	\$ 215.87	Jan/01/24
Lining - 5 Yard	Each	Yes	\$ 211.89	\$ 218.25	Jan/01/24
Lining - 5 Yard Affiliated Youth	Each	Yes	\$ 157.55	\$ 162.27	Jan/01/24
Lining - 5 Yard Non Res/For Profit	Each	Yes	\$ 317.68	\$ 327.21	Jan/01/24
Lining - Affiliated Youth	Each	Yes	\$ 8.69	\$ 8.95	Jan/01/24
Lining - Non Res	Each	Yes	\$ 20.31	\$ 20.92	Jan/01/24
Lining - N-Res Disc	Each	Yes	\$ 16.76	\$ 17.26	Jan/01/24



# SCHEDULE A - PARKS AND FORESTRY FEES

Extra Rental Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Lining - Res/Comm Adult	Each	Yes	\$ 13.48	\$ 13.88	Jan/01/24
Lining - Res/Comm Adult Disc	Each	Yes	\$ 11.10	\$ 11.43	Jan/01/24
Lining - Shot Put/Discus	Each	Yes	\$ 10.31	\$ 10.62	Jan/01/24
Modular Fencing per piece	Each	Yes	\$ 14.00	\$ 14.42	Jan/01/24
Parks Staff - Additional Staff/Students (Per hour)	Each	Yes	\$ 14.70	\$ 15.14	Jan/01/24
Parks Staff - Event Staff (Per hour)	Each	Yes	\$ 38.47	\$ 39.62	Jan/01/24
Parks Staff - Event Staff (Weekends) (Per hour)	Each	Yes	\$ 57.72	\$ 59.45	Jan/01/24
Parks Staff - Parking Staff (Per hour)	Each	Yes	\$ 14.44	\$ 14.88	Jan/01/24
Picnic Tables (1)	Each	Yes	\$ 24.69	\$ 25.44	Jan/01/24
Plywood per 4X8 sheet	Each	Yes	\$ 5.64	\$ 5.81	Jan/01/24
Port-o-let Fencing & Screening	Each	Yes	\$ 21.65	\$ 22.30	Jan/01/24
Portable Hand Sanitizer Station	Each	Yes	\$ 127.50	\$ 131.33	Jan/01/24
Portable Toilet	Each	Yes	\$ 102.00	\$ 105.06	Jan/01/24
Portable Toilet Accessible	Each	Yes	\$ 153.00	\$ 157.59	Jan/01/24
Portable Toilet Cleaning	Each	Yes	\$ 30.60	\$ 31.52	Jan/01/24
Portable Vanity Trailer	Each	Yes	\$ 1,623.65	\$ 1,672.36	Jan/01/24
Portable Wash Sink	Each	Yes	\$ 1,028.31	\$ 1,059.16	Jan/01/24
Portable Wash Station	Each	Yes	\$ 153.00	\$ 157.59	Jan/01/24
Propane (20L)	Each	Yes	\$ 28.27	\$ 29.12	Jan/01/24
Rubber Mats - per mat	Each	Yes	\$ 11.30	\$ 11.64	Jan/01/24
Soil Vac	Each	Yes	\$ 212.24	\$ 218.61	Jan/01/24
Sport Field - Dressing Rooms	Each	Yes	\$ 7.85	\$ 8.09	Jan/01/24
Stage Railings (per foot)	Each	Yes	\$ 5.41	\$ 5.57	Jan/01/24
Staging - Per Metal Piece 4 X 9	Each	Yes	\$ 38.80	\$ 39.96	Jan/01/24
Stake Outs - Large Area	Each	Yes	\$ 961.92	\$ 990.78	Jan/01/24
Stake Outs - Small Area	Each	Yes	\$ 509.24	\$ 524.52	Jan/01/24
Tent 10 X 11	Each	Yes	\$ 84.89	\$ 87.43	Jan/01/24
Tent 20 X 11	Each	Yes	\$ 96.18	\$ 99.06	Jan/01/24
Tent 30 X 30 - for internal use only	Each	Yes	\$ 1,018.47	\$ 1,049.03	Jan/01/24
Water Barrels	Each	Yes	\$ 26.53	\$ 27.33	Jan/01/24
Parks - Tree Permit for Inspection	Each	No	\$ 51.00	\$ 52.53	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Opening and Closing Grave - Standard Depth</b>					
Adult	Each	No	\$ 1,021.02	\$ 1,051.65	Jan/01/24
Child (Container over 40" but under 60")	Each	No	\$ 482.49	\$ 496.97	Jan/01/24
Infant (Container not exceeding 40")	Each	No	\$ 218.10	\$ 224.65	Jan/01/24
Cremated Remains	Each	No	\$ 372.83	\$ 384.01	Jan/01/24
Entombment of Cremated Remains	Each	No	\$ 310.69	\$ 320.01	Jan/01/24
Scattering of Cremated Remains	Each	No	\$ 294.85	\$ 303.70	Jan/01/24
<b>Opening and Closing of Grave - Double Depth</b>					
Adult	Each	No	\$ 1,229.38	\$ 1,266.26	Jan/01/24
Child (Container over 40" but under 60")	Each	No	\$ 538.54	\$ 554.69	Jan/01/24
Infant (Container not exceeding 40")	Each	No	\$ 243.69	\$ 251.00	Jan/01/24
<b>Extra Charges for work performed at certain times</b>					
<b>On Saturdays - 7:30 am to 12:00 pm and weekdays after 4:00 pm</b>					
Minimum charge (for 3 hours)	Each	No	\$ 477.62	\$ 491.95	Jan/01/24
Additional Hours	Each	No	\$ 160.83	\$ 165.65	Jan/01/24
Cremated Remains/Infant Minimum Charge (for 3 hours)	Each	No	\$ 377.70	\$ 389.03	Jan/01/24
Additional Hours	Each	No	\$ 127.94	\$ 131.78	Jan/01/24
<b>On Sundays, City Holidays and Saturday after 12:00 pm</b>					
Minimum charge (for 3 hours)	Each	No	\$ 648.19	\$ 667.63	Jan/01/24
Additional Hours	Each	No	\$ 218.10	\$ 224.65	Jan/01/24
Cremated Remains/Infant Minimum Charge (for 3 hours)	Each	No	\$ 497.11	\$ 512.03	Jan/01/24
Additional Hours	Each	No	\$ 166.93	\$ 171.93	Jan/01/24
<b>Extra Charges</b>					
<b>Service charge for outer container more than 34" wide, or more than 28" deep (to be allocated to the Care and Maintenance Fund)</b>					
Extra Charge for Vault	Each	No	\$ 92.60	\$ 95.38	Jan/01/24
Plastic or Concrete Cremation Vault	Each	No	\$ 24.37	\$ 25.10	Jan/01/24
Additional Interment in Existing Cremation Vault	Each	No	\$ 41.42	\$ 42.67	Jan/01/24
Lowering Device	Each	No	\$ 183.99	\$ 189.50	Jan/01/24
Set up Light Weight Burial Vault	Each	No	\$ 216.87	\$ 223.38	Jan/01/24
<b>Charges for travel time for interments and follow-up maintenance outside of Brampton Cemetery</b>					
Adult and Child Grave	Each	No	\$ 442.28	\$ 455.55	Jan/01/24
Infant and Cremated Remains	Each	No	\$ 145.00	\$ 149.35	Jan/01/24
<b>Administration Fee</b>					
<b>Charge for second interment in the same grave at the same time</b>					
Second Traditional Burial	Each	No	\$ 56.05	\$ 57.73	Jan/01/24
Second Cremation or Entombment	Each	No	\$ 42.65	\$ 43.93	Jan/01/24
<b>Disinterment Charges</b>					
<b>Lowering remains to extra deep to place second body on top</b>					
Adult	Each	No	\$ 3,164.20	\$ 3,259.13	Jan/01/24
Child	Each	No	\$ 1,920.21	\$ 1,977.82	Jan/01/24
Infant	Each	No	\$ 1,161.14	\$ 1,195.98	Jan/01/24
<b>Removal of remains and re-burials in another location in the same cemetery - (from Standard grave to standard depth grave)</b>					
Adult	Each	No	\$ 3,753.90	\$ 3,866.52	Jan/01/24
Child	Each	No	\$ 2,258.92	\$ 2,326.69	Jan/01/24
Infant	Each	No	\$ 1,010.06	\$ 1,040.36	Jan/01/24
Cremated Remains	Each	No	\$ 525.13	\$ 540.89	Jan/01/24
Disentombment of Cremated Remains	Each	No	\$ 259.53	\$ 267.31	Jan/01/24



# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Removal of remains only, for re-burial in another cemetery</b>					
Adult	Each	No	\$ 2,929.04	\$ 3,016.91	Jan/01/24
Child	Each	No	\$ 1,766.69	\$ 1,819.69	Jan/01/24
Infant	Each	No	\$ 788.31	\$ 811.96	Jan/01/24
Cremated Remains	Each	No	\$ 397.19	\$ 409.11	Jan/01/24
Disentombment of Cremated Remains	Each	No	\$ 283.89	\$ 292.41	Jan/01/24
<b>Extra Charges</b>					
Disinterment of Extra Deep Interment	Each	No	\$ 337.51	\$ 347.63	Jan/01/24
<b>Disinterment with wooden outer container or Disinterment of wooden casket without container</b>					
Extra Charge	Each	No	\$ 695.71	\$ 716.58	Jan/01/24
Disinterment of a Cremation Vault	Each	No	\$ 63.35	\$ 65.25	Jan/01/24
<b>Monument Foundations</b>					
<b>All foundations are 5 feet deep. Installation charges are based on the number of square feet or surface area of the foundation at ground level</b>					
Up to 10 sq. ft. surface--per sq. ft.	Each	No	\$ 227.84	\$ 234.68	Jan/01/24
Minimum Charge	Each	No	\$ 581.18	\$ 598.62	Jan/01/24
Over 10 sq. ft. surface--per sq. ft.	Each	No	\$ 192.51	\$ 198.28	Jan/01/24
Removal of old foundation	Each	No	\$ 347.25	\$ 357.66	Jan/01/24
Extra charge for installation of foundation outside of Brampton Cemetery	Each	No	\$ 307.04	\$ 316.25	Jan/01/24
<b>Flat Markers and Corner Posts</b>					
<b>Flat markers-Installation included:</b>					
Laurentian pink granite--20" x 12" x 4"	Each	No	\$ 510.52	\$ 525.84	Jan/01/24
Barre grey granite--20" x 12" x 4"	Each	No	\$ 510.52	\$ 525.84	Jan/01/24
<b>Lettering on Markers - Sand Sunk ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
<b>Lettering on Markers - Raised Lettering ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
Each additional letter	Each	No	\$ 10.97	\$ 16.57	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 421.57	\$ 543.83	Jan/01/24
<b>Installation of Markers (not purchased at Brampton Cemetery)</b>					
Size - that are at least 173 square inches	Each	No	\$ 97.47	\$ 100.40	Jan/01/24
over 10" x 16" to 12" x 20"	Each	No	\$ 179.11	\$ 184.49	Jan/01/24
over 12" x 20"	Each	No	\$ 286.33	\$ 294.92	Jan/01/24
Installation of Bronze markers into a 4" concrete base	Each	No	\$ 46.29	\$ 47.68	Jan/01/24
<b>Installation of Corner Posts</b>					
One corner post	Each	No	\$ 37.77	\$ 38.90	Jan/01/24
Set of 4 corner posts	Each	No	\$ 126.72	\$ 130.52	Jan/01/24
Installation of a vase unit	Each	No	\$ 90.17	\$ 92.87	Jan/01/24
<b>Inscription for Columbarium Lettering Sand Sunk ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Jan/01/24
Extra Charges for installation of markers or corner posts outside of Brampton Cemetery	Each	No	\$ 103.57	\$ 106.16	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Inscription of Shared Monument - Sand Sunk ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
Family name 3" - 3.75" Letters	Each	No	\$ 421.57	\$ 543.83	Jan/01/24
Family name 4" - 4.75" Letters	Each	No	\$ 547.07	\$ 705.73	Jan/01/24
<b>Lettering on Markers - Raised Lettering ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
Each additional letter	Each	No	\$ 10.97	\$ 16.57	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 421.57	\$ 543.83	Jan/01/24
Family name 3" - 3.75" Letters	Each	No	\$ 549.51	\$ 708.87	Jan/01/24
Family name 4" - 4.75" Letters	Each	No	\$ 711.55	\$ 917.90	Jan/01/24
<b>Care and Maintenance Fund</b>					
<b>Extra charges at the time of installation to be deposited into the Care and Maintenance Fund as per section 38 (1) and 38 (3) of the Revised Cemeteries Act</b>					
<b>Upright Monuments</b>					
Size less the 4' in length and height including the base	Each	No	\$ 200.00	\$ 200.00	Current
More than 4' in either length or height	Each	No	\$ 400.00	\$ 400.00	Current
<b>Flat Markers</b>					
That are at least 173 sq. inches	Each	No	\$ 100.00	\$ 100.00	Current
<b>Transfer of Interment Rights</b>					
Charge for transfer or interment rights of lots (Rights Holder ONLY)	Each	No	\$ 153.52	\$ 158.13	Jan/01/24
*Charge for Transfer of Interment Rights (*Non Interment Rights Holder)	Each	No	\$ 230.28	\$ 237.19	Jan/01/24
Replacement Certificate	Each	No	\$ 127.94	\$ 131.78	Jan/01/24
<b>Extra Ground Maintenance on Request</b>					
Planting 2 shrubs	Each	No	\$ 70.67	\$ 72.79	Jan/01/24
Installation of flowerbed per sq. yd. or less	Each	No	\$ 135.24	\$ 139.30	Jan/01/24
Planting of flowerbed	Each	No	\$ 70.67	\$ 72.79	Jan/01/24
Flowerbed maintenance per sq. yd. or less / season	Each	No	\$ 115.75	\$ 119.22	Jan/01/24
Cleaning of monument	Each	No	\$ 179.11	\$ 184.49	Jan/01/24
Cleaning of flat marker	Each	No	\$ 70.67	\$ 72.79	Jan/01/24
Removal of shrubs	Each	No	\$ 81.64	\$ 84.09	Jan/01/24
Trimming of shrubs	Each	No	\$ 35.34	\$ 36.40	Jan/01/24
Sodding of abandoned flowerbed	Each	No	\$ 43.86	\$ 45.18	Jan/01/24
<b>Plant material and planting of flowerbed</b>					
Up to 30" L	Each	No	\$ 107.23	\$ 110.44	Jan/01/24
over 30" to 48" L	Each	No	\$ 127.94	\$ 131.78	Jan/01/24
over 48" in length	Each	No	\$ 140.13	\$ 144.33	Jan/01/24
<b>Memorial Benches</b>					
The price for the bench includes cost of bench, 3" x 9" bronze plaque (max. 4 lines of inscription), installation of foundation and maintenance, (\$100.00 deposited into the Care and Maintenance fund). Customer may choose to dedicate an existing bench or arrange to have a new bench installed.	Each	No	\$ 2,079.82	\$ 2,142.21	Jan/01/24
<b>Memorial Trees</b>					
The price for the tree includes cost of tree, 8" x 10" bronze plaque (max. 4 lines of inscription), mounted in a concrete base. Customers may choose to dedicate an existing tree or arrange to have a new tree planted.	Each	No	\$ 1,219.63	\$ 1,256.22	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Sale of Plots</b>					
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 1,967.72	\$ 2,026.75	Jan/01/24
Veteran's (Single) Grave 3'6" x 8'0"	Each	No	\$ 1,967.72	\$ 2,026.75	Jan/01/24
Single Grave with Foundation 3'6" x 10'	Each	No	\$ 2,730.45	\$ 2,812.37	Jan/01/24
Two Grave Adult Plot - 7' x 10' or 7' x 11'	Each	No	\$ 3,936.66	\$ 4,054.76	Jan/01/24
Two Grave Shared Monument Plot 8' x 9'9"	Each	No	\$ 8,587.31	\$ 8,844.93	Jan/01/24
Four Grave Adult Plot - 14'0" x 10'0" or 14'0" x 11'0"	Each	No	\$ 7,872.10	\$ 8,108.27	Jan/01/24
One Infant Lot - 2' x 3'6"	Each	No	\$ 260.73	\$ 268.56	Jan/01/24
4 - Grave Cremation Plot - 3'6" x 3'6"	Each	No	\$ 1,431.63	\$ 1,474.58	Jan/01/24
2 Grave Cremation Plot 3'6" x 2' or 2' x 2'	Each	No	\$ 913.80	\$ 941.22	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-1 Existing Columbarium	Each	No	\$ 2,286.95	\$ 2,355.56	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-2 New Columbarium	Each	No	\$ 2,786.49	\$ 2,870.08	Jan/01/24
One Cremation Grave 1'0" x 1'0"	Each	No	\$ 448.37	\$ 461.82	Jan/01/24
4 Grave Cremation Plot with Foundation 2'6" x 3'9"	Each	No	\$ 2,193.13	\$ 2,258.92	Jan/01/24
<b>Care and Maintenance Fund</b>					
The above prices for lost include the cost of the Care and Maintenance Fund					
The City will take the following allocation to the Care and Maintenance Fund for the initial sales:					
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 984.48	\$ 1,014.01	Jan/01/24
Veteran's (Single) Grave 3'6" x 8'0"	Each	No	\$ 984.48	\$ 1,014.01	Jan/01/24
Single Grave with Foundation 3'6" x 10'	Each	No	\$ 984.48	\$ 1,014.01	Jan/01/24
Two Grave Adult Plot - 7' x 10' or 7' x 11'	Each	No	\$ 1,967.72	\$ 2,026.75	Jan/01/24
Two Grave Shared Monument Plot 8' x 9'9"	Each	No	\$ 2,501.39	\$ 2,576.43	Jan/01/24
Four Grave Adult Plot - 14'0" x 10'0" or 14'0" x 11'0"	Each	No	\$ 3,936.66	\$ 4,054.76	Jan/01/24
One Infant Lot - 2' x 3'6"	Each	No	\$ 130.37	\$ 134.28	Jan/01/24
4 - Grave Cremation Plot - 3'6" x 3'6"	Each	No	\$ 716.42	\$ 737.92	Jan/01/24
2 Grave Cremation Plot 3'6" x 2' or 2' x 2'	Each	No	\$ 456.91	\$ 470.61	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-1 Existing Columbarium	Each	No	\$ 344.81	\$ 355.16	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-2 New Columbarium	Each	No	\$ 417.92	\$ 430.46	Jan/01/24
One Cremation Grave 1'0" x 1'0"	Each	No	\$ 224.19	\$ 230.92	Jan/01/24
4 Grave Cremation Plot with Foundation 2'6" x 3'9"	Each	No	\$ 761.95	\$ 784.81	Jan/01/24
<b>Care and Maintenance Fund</b>					
<b>Charges for the Care and Maintenance fund on Lots sold before 1955</b>					
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 787.08	\$ 810.70	Jan/01/24
One Infant Lot	Each	No	\$ 104.78	\$ 107.92	Jan/01/24
<b>Scattering Grounds</b>					
Scattering Grounds (No Scattering Rights)	Each	No	\$ 31.68	\$ 32.63	Jan/01/24
<b>Parks Memorial Rates and Fees</b>					
Parks Memorial Bench (Plaque Included)	Each	No	\$ 1,741.41	\$ 1,793.66	Jan/01/24
Parks Memorial Tree (Plaque Included)	Each	No	\$ 1,021.21	\$ 1,051.84	Jan/01/24
Parks Memorial Tree (No Plaque)	Each	No	\$ 358.75	\$ 369.51	Jan/01/24

# SCHEDULE B - FINANCE FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Property Tax</b>					
Tax Certificates	Each	No	\$ 70.00	\$ 70.00	Current
Tax Statements, Tax Bill reprints and other similar requests not specifically provided for in this by-law.	Each	No	\$ 20.00	\$ 25.00	Jan/01/24
Miscellaneous Tax Confirmations (per year, available from 1998 only) <b>(By-law 51-2004)</b>	Each	No	\$ 20.00	\$ 30.00	Jan/01/24
Land/Property Ownership Changes <b>(By-law 27-2006)</b>	Each	No	\$ 45.00	\$ 45.00	Current
Returned Cheques Non-Sufficient Funds (includes Pre-Authorized Payments and declined/disputed credit card transactions) <b>(By-law 200-2005)</b>	Each	Yes	\$ 35.00	\$ 40.00	Jan/01/24
Retrieval & Return of Post-dated Cheques (Lockbox) - Per Cheque <b>(By-law 27-2006)</b>	Each	Yes	\$ 20.00	\$ 20.00	Current
Capping/Clawback Calculation Summary (per year requested) <b>(By-law 27-2006)</b>	Each	No	\$ 10.00	\$ 10.00	Current
Peel Regional Police – Grow House Invoicing – Administration Fee per Invoice <b>(By-law 140-2008)</b>	Each	No	\$ 500.00	\$ 500.00	Current
W.S.I.B. Collection Accounts – Administration Fee <b>(By-law 27-2006)</b>	Each	No	5% of total amount added to taxes	5% of total amount added to taxes	Current
Miscellaneous items added to taxes for collection <b>(By-law 176-2009)</b>	Each	No	\$ 50.00	\$ 50.00	Current
Overdue Tax Notification Fee <b>(By-laws 78-2007, 237-2009, 373-2012)</b>	Each	Yes	\$ 9.00	\$ 9.00	Current
Mortgage Holders and Property Managers Account Maintenance Fee per account <b>(By-law 365-2009)</b>	Each	Yes	\$ 11.00	\$ 11.00	Current
Taxable Property Account Fee	Each	No	\$ 45.00	\$ 45.00	Current
Tax Appeal applications under Municipal Act, 2001	Each	No	\$ 15.00	\$ 30.00	Jan/01/24
Process Refunds from Tax Account	Each	No	\$ 25.00	\$ 35.00	Jan/01/24
Tax Account Payment Transfers	Each	No	\$ 25.00	\$ 35.00	Jan/01/24
<b>Corporate Collections</b>					
Overdue General Accounts Receivable Penalty, % per month <b>(By-law 140-2008)</b>	Each	No	1.5% of principal outstanding amount	1.5% of principal outstanding amount	Current
Land Title Searches - per search fee <b>(By-law 2-2007)</b>	Each	Yes	\$ 130.00	\$ 155.00	Jan/01/24
Corporate Search Recovery Charge	Each	Yes	\$ 20.00	\$ 40.00	Jan/01/24
Collection Agency Recovery Charge <b>(By-law 2-2007)</b>	Each	No	Actual Cost	Actual Cost	Current
Defaulted Provincial Offences Fine and Administrative Penalties Collection Administration Fee - Per Fine or Penalty	Each	No	\$ 20.00	\$ 20.00	Current
Defaulted Provincial Offences Fine and Administrative Penalties added to the tax roll - Per Fine or Penalty	Each	No	\$50.00	\$50.00	Current
Convenience fee for Parking tickets and Penalty Notices paid by telephone - Per Ticket or Per Fine Fee <b>(By-laws 140-2008, 176-2009)</b>	Each	Yes	\$ 2.50	\$ 2.50	Current
Convenience fee for Parking tickets, Penalty Notices and Provincial Offences Act fines paid on-line - Per Ticket or Per Fine Fee <b>(By-law 176-2009)</b>	Each	Yes	\$ 1.50	\$ 1.50	Current
Final Notice Before Tax Sale - Per Notice Fee	Each	Yes	\$ 20.00	\$ 25.00	Jan/01/24
Bailiff Action Fee - Per Notice Fee	Each	Yes	\$ 20.00	\$ 50.00	Jan/01/24
Notice of Pending Tax Sale Proceedings - Per Notice Fee	Each	Yes	\$ 20.00	\$ 30.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Tax Arrears Certificate <b>(By-law 126-2016)</b>	Each	No	\$ 1,250.00	\$ 1,425.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Extension Agreement <b>(By-law 126-2016)</b>	Each	No	\$ 750.00	\$ 900.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Final Notice <b>(By-law 126-2016)</b>	Each	No	\$ 500.00	\$ 600.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Tax Sale of Property (Plus actual incurred advertising costs) <b>(By-law 126-2016)</b>	Each	No	\$ 3,000.00	\$ 3,600.00	Jan/01/24
Tax Sale Tender Package Application (Due upon pick-up)	Each	Yes	NEW	\$ 30.00	Jan/01/24

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

## SCHEDULE B - CORPORATE SUPPORT SERVICES

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Document</b>					
Photocopy (per page) (By-law 2-2007)	Each	Yes	\$ 0.50	\$ 0.50	Current
Document Search (per 15 minutes) (By-law 2-2007)	Each	No	\$ 7.50	\$ 7.50	Current
Preparation of Mailing labels (per label) (By-law 2-2007)	Each	No	\$ 1.00	\$ 1.00	Current
<b>Compliance Requests (By-law 175-2007)</b>					
Legal matters	Each	No	\$ 75.00	\$ 75.00	Current
Site Plan Matters (Planning, Design and Development)	Each	No	\$ 75.00	\$ 75.00	Current
Building and Zoning Matters (By-law 387-2006, as amended)	Each	No	\$ 239.06	\$ 239.06	Current
Financial Matters (Finance)	Each	No	\$ 200.00	\$ 200.00	Current
Lands within a registered plan of subdivision	Each	No	\$ 50.00	\$ 50.00	Current
Lands not within a registered plan of subdivision	Each	No	\$ 100.00	\$ 100.00	Current
Tile Drainage Matters (Engineering – Works and Transportation)	Each	No	\$ 50.00	\$ 50.00	Current

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

**SCHEDULE B - STRATEGIC COMMUNICATIONS, CULTURE AND EVENTS**

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Tourism</b>					
<b>EVENTS</b>					
Artisan Vendor - A	Each	Yes	\$ 250.00	\$ 250.00	Current
Artisan Vendor - B	Each	Yes	\$ 500.00	\$ 500.00	Current
Artisan Vendor - C	Each	Yes	\$ 750.00	\$ 750.00	Current
Artisan Vendor - D	Each	Yes	\$ 1,000.00	\$ 1,000.00	Current
Food Vendor - Booth - A	Each	Yes	\$ 150.00	\$ 150.00	Current
Food Vendor - Booth - B	Each	Yes	\$ 300.00	\$ 300.00	Current
Food Vendor - Booth - C	Each	Yes	\$ 450.00	\$ 450.00	Current
Food Vendor - Booth - D	Each	Yes	\$ 600.00	\$ 600.00	Current
Food Vendor - Booth - E	Each	Yes	\$ 750.00	\$ 750.00	Current
Food Vendor - Booth - F	Each	Yes	\$ 900.00	\$ 900.00	Current
Food Vendor - Truck - A	Each	Yes	\$ 150.00	\$ 150.00	Current
Food Vendor - Truck - B	Each	Yes	\$ 300.00	\$ 300.00	Current
Food Vendor - Truck - C	Each	Yes	\$ 450.00	\$ 450.00	Current
Food Vendor - Truck - D	Each	Yes	\$ 600.00	\$ 600.00	Current
Food Vendor - Truck - E	Each	Yes	\$ 750.00	\$ 750.00	Current
Food Vendor - Truck - F	Each	Yes	\$ 900.00	\$ 900.00	Current
Retail Vendor - A	Each	Yes	\$ 150.00	\$ 150.00	Current
Retail Vendor - B	Each	Yes	\$ 300.00	\$ 300.00	Current
Retail Vendor - C	Each	Yes	\$ 450.00	\$ 450.00	Current
Retail Vendor - D	Each	Yes	\$ 600.00	\$ 600.00	Current
Retail Vendor - E	Each	Yes	\$ 750.00	\$ 750.00	Current
Retail Vendor - F	Each	Yes	\$ 900.00	\$ 900.00	Current
<b>BRAMPTON FARMERS' MARKET</b>					
BFM - Artist	Each	Yes	\$ 250.00	\$ 250.00	Current
BFM - Vendor A (10'x10')	Each	Yes	\$ 475.00	\$ 475.00	Current
BFM - Vendor B (10'x20')	Each	Yes	\$ 950.00	\$ 950.00	Current
BFM - Vendor C (10'x30')	Each	Yes	\$ 1,425.00	\$ 1,425.00	Current
BFM - Vendor D (10'x40')	Each	Yes	\$ 1,900.00	\$ 1,900.00	Current
BFM - Vendor E (10'x50')	Each	Yes	\$ 2,375.00	\$ 2,375.00	Current
BFM - Vendor Insurance	Each	Yes	\$ 45.00	\$ 45.00	Current
<b>CARABRAM TICKETS</b>					
Carabram (Adult - Presale)	Each	No	\$ 10.00	\$ 10.00	Current
Carabram (Adult - Onsite)	Each	No	\$ 12.00	\$ 12.00	Current
Carabram (Child Under 12)	Each	No	\$ -	\$ -	Current
Carabram (Online Sales)	Each	No	\$ -	\$ -	Current

**General:**

Fees may have rounding treatments.  
HST may be added to the fees listed in this Schedule.

**Abbreviation – Meaning**

AGCO - Alcohol & Gaming Commission of Ontario  
MVC - Motor Vehicle Collision  
MVF - Motor Vehicle Fire  
NFPA - National Fire Protection Association  
RSMP - Risk and Safety Management Plan  
USWG - US Water Gallons

**Detailed descriptions for Fire & Emergency Services user fees are as follows:**

**Motor Vehicle Collision (MVC) - King's Highway & ETR/407 Highway**

- If Fire and Emergency Services attends at the scene of a motor vehicle collision or motor vehicle fire, on any property designated as a King's Highway or ETR/407 and provides firefighting or other emergency services, the Corporation shall charge the fee stipulated in this fee schedule to any one or more of the following: the driver, the owner and the insurance company, the Ministry of Transportation, the ETR/407, in order to recover full payment of the stipulated fee. Motor Vehicle Collision user fee rates are based on the remuneration rate for fire response service as approved by the Ministry of Transportation, which shall be adjusted annually effective January 1st of each year based on the most recent remuneration rate approved by the Ministry of Transportation.

**Motor Vehicle Collision (MVC) - Non-Resident, Brampton City Streets**

- If Fire and Emergency Services attends at the scene of a motor vehicle collision or motor vehicle fire, on any property under the jurisdiction of the City of Brampton and provides firefighting or other emergency services, the Corporation shall charge the fee stipulated in this fee schedule to any one or more of the following: the driver, the owner and the insurance company, the Ministry of Transportation, the ETR/407, in order to recover full payment of the stipulated fee. Motor Vehicle Collision user fee rates are based on the remuneration rate for fire response service as approved by the Ministry of Transportation, which shall be adjusted annually effective January 1st of each year based on the most recent remuneration rate approved by the Ministry of Transportation.
- In the case of a multiple vehicle collision, where those drivers involved consist of a Brampton resident and a non-resident, the fee billed to the non-resident shall be pro-rated.
- Example:
  - (1) Two vehicle collision, one resident and one non-resident: billing shall be only 50% of the total cost recovery fees demanded of a non-resident; or,
  - (2) Three vehicle collision, one resident and two non-residents: cost recovery fees shall be divided (as per this example) by three and one third shall be demanded of each of the two non-resident drivers.

**Hazardous Materials Response**

- If Fire and Emergency Services responds to an incident or emergency and a hazardous material response is provided, the Corporation shall charge the fee stipulated in the fee schedule to any one or more of the following: the property owner, the vehicle owner and the insurance company, in order to recover full payment of the stipulated fees.

- In the event an emergency involves hazardous materials and at the scene or property, damages or contaminations of equipment occurs, the expenses incurred by Fire and Emergency Services for cleaning and decontamination or replacement of equipment, as applicable, and shall be recovered as a fee as stipulated in this schedule.
- In the event an emergency involves hazardous materials and at the scene or property, the use of consumable materials, other than water and medical supplies, are used to suppress or extinguish a fire, preserve property, prevent a fire from spreading or otherwise control and eliminate an emergency, the expenses incurred by Fire and Emergency Services for using consumable materials shall be recovered as a fee as stipulated in this schedule.

**False Alarms**

- For the purpose of this Schedule, a False Alarm means the activation of a fire alarm or emergency system which occurs without just cause, including where there is no fire, carbon monoxide or other emergency situation.
- Fire and Emergency Services shall charge a property owner the False Alarm Fee stipulated in this Schedule if upon attending a property in response to the activation of a fire alarm or emergency system it is determined that it was a False Alarm.
- Where a False Alarm is triggered as a result of work being conducted on a fire alarm or emergency system and Fire and Emergency Services attend at the property in response to the False Alarm, the property owner shall be charged the False Alarm Fee stipulated in this Schedule, unless the property owner notified the Joint Fire Communication Centre in advance that the work was being conducted.
- The False Alarm Fee will not be charged for the first occurrence of a False Alarm at a property, but will be charged for each subsequent False Alarm occurrence within the same calendar year.

**Natural Gas Incident Response**

- If Fire and Emergency Services attends at a property in response to a natural gas leak and upon conducting an investigation, fire personnel determine that the due diligence was not exercised (example: locates of utility lines not completed before digging commenced), the property owner shall be charged the fee as stipulated within this Schedule.

**Non-Emergency Elevator Incident Response**

- If Fire and Emergency Services attends to a property in response to a stalled elevator and determines that the confined individual(s) do not have urgent medical needs and is not in immediate danger as a result of the elevator being inoperative, the property owner shall be charged the fee stipulated with this Schedule.

**Unauthorized Open-Air Burn Response**

- For the purpose of this schedule, unauthorized open-air burns are open-air burns that occur without a permit from Brampton Fire and Emergency Services.
- The first occurrence of a response to an unauthorized open-air burn at a property will not be charged but will be charged for each subsequent occurrence within the same calendar year.

**Reports and Searches**

- For all fire related file searches and fire report requests, the requester shall be charged the fee as stipulated in this schedule.



**Permits, Applications and Reviews**

- For all fire related permit requests, designated fire route applications and Propane Facility License application and reviews, the requestor shall be charged the fee as stipulated in this schedule.
- Firework permit requirements are identified within Fireworks By-law 163-2016

**Fireworks Retailer Course**

- Is a course provided by Fire and Emergency Services, which provides guidance regarding safe practices for fireworks retailers. The Fireworks Retailer Course is current to the year of issue.
- Contact Fire Prevention for course schedule and availability.

**Fire Inspections**

- For the provision of requested fire related inspection services, the requester shall be charged the fee as stipulated in this schedule.
- Fees such as "Per Occupant", "Per Tenant", "Per Additional Floor" and "Over 10,000 square feet" are billed in addition to the identified base inspection fee, where applicable.
- Re-inspection fees will be charged on Fire Safety Inspection Orders where a subsequent re-inspection is required as a result of the owner not suitably addressing all fire safety hazards identified in the Fire Safety Inspection Order.

**Rentals**

- For the provision of requested rentals of the specified fire equipment or facilities, the requester shall be charged the fee as stipulated in this schedule.
- All rentals are subject to availability as well as pre-approval by Fire and Emergency Services. Usage restrictions and limitations apply. Liability waivers are required.
- For the rental of fire trucks: (1) One hour shall be added to all vehicle rentals, in addition to the duration requested, to allow for set-up and travel. All vehicle rentals require a minimum three hour rental.
- Burn Building (Live Fire) Rental: A mandatory requirement for the rental of this facility is to have a qualified NFPA 1403 instructor present for the full duration of the rental. One may be provided by the renter, subject to approval by Brampton Fire and Emergency Services.

**Fire Apparatus Standby**

- For the provision of a standby crew and fire apparatus, other than an emergency response, for a private company, community group, developer, industry or provincial government. Standby location must be within Brampton's jurisdiction.
- All fire apparatus standby requests are subject to availability as well as pre-approval by Fire and Emergency Services.
- (1) One hour shall be added to all standby requests, in addition to the duration requested, to allow for set-up and travel. All standbys require a minimum three hour charge.

**Miscellaneous**

- For the provision of other general services and products such as key boxes, smoke alarms, carbon monoxide detectors, printed copies of safety plans and/or other general items listed within this section, the requester shall be charged the fee as stipulated in this schedule.
- If Fire and Emergency Services responds to a fire or other emergency at a property and determines that it is necessary to rent special equipment or use consumable materials to board-up and barricade a property, the expenses incurred by Fire and Emergency Services shall be recovered as a fee under this By-law.

**Addition to Tax Roll**

- If a property owner who is charged a fee under this by-law fails to pay the fee within ninety (90) days of the invoice date, the Corporation may add the fee, including interest and administration fees to the tax roll for any real property in the City of Brampton, registered in the name of the owner and collect the fee, including interest, in like manner as municipal taxes.

**SCHEDULE C - FIRE AND EMERGENCY SERVICES FEES**

Notes

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>Motor Vehicle Collision (MVC)- King's Highway and 407/ETR Highway</b>					
Highway Service Fee	Per Truck Dispatched - 1st Hour	No	\$ 543.03	\$ 543.03	Current
Highway Service Fee	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 271.52	\$ 271.52	Current
<b>Motor Vehicle Collision (MVC)- Non-Resident on Brampton City Streets</b>					
Non-resident Motor Vehicle Collision (MVC)/Motor Vehicle Fire (MVF) Fee	Per Truck Dispatched - 1st Hour	No	\$ 543.03	\$ 543.03	Current
Non-resident Motor Vehicle Collision (MVC)/Motor Vehicle Fire (MVF) Fee	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 271.52	\$ 271.52	Current
<b>Hazardous Material Response</b>					
Hazardous Material Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Jan/01/24
Hazardous Material Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Jan/01/24
Hazardous Material Response - Consumables, Damages or Contamination to equipment	At Cost	No	To be billed at cost	To be billed at cost	Current
<b>Natural Gas Incident Response</b>					
Natural Gas Incident Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Jan/01/24
Natural Gas Incident Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Jan/01/24
<b>Non-Emergency Elevator Rescue Response</b>					
Non-Emergency Elevator Rescue Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Jan/01/24
Non-Emergency Elevator Rescue Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Jan/01/24
<b>Unauthorized Open-Air Burn Response</b>					
Response to Unauthorized Open-Air Burns – 2nd or subsequent occurrences in any calendar year	Per Alarm / Occurrence	No	NEW	\$ 543.03	Jan/01/24
<b>Reports and Searches</b>					
Fire Report	Per Address, Per Report	No	\$ 144.00	\$ 149.00	Jan/01/24
File Search	Per Address, Per Unit	No	\$ 144.00	\$ 149.00	Jan/01/24
<b>Permits</b>					
Permit - Consumer Fireworks (For a non-designated occasion under Fireworks by-law 147-2006)	Per Permit	No	\$ 260.00	\$ 269.00	Jan/01/24
Permit - Display Fireworks (including consumer fireworks being used in a display) or Pyrotechnic Special Effects Permit (applies any day)	Per Permit	No	\$ 260.00	\$ 269.00	Jan/01/24
Permit - Open Air Burning - Single (1) Day Clearance	Per Address	No	\$ 30.00	\$ 31.00	Jan/01/24
Permit - Open Air Burning - Seven (7) Day Clearance	Per Address	No	\$ 106.00	\$ 109.00	Jan/01/24
Permit - Open Air Burning - Twenty-eight (28) Day Clearance	Per Address	No	\$ 187.00	\$ 193.00	Jan/01/24
<b>Applications and Reviews</b>					
RSMP Reviews - 5000 USWG or less (Existing, where changes have occurred)	Per Address	No	\$ 300.00	\$ 300.00	Current
RSMP Reviews - 5000 USWG or less (New or change of ownership)	Per Address	No	\$ 600.00	\$ 600.00	Current
RSMP Reviews - Greater than 5000 USWG (Existing, where changes have occurred)	Per Address	No	\$ 1,500.00	\$ 1,500.00	Current
RSMP Reviews - Greater than 5000 USWG (New or change of Ownership)	Per Address	No	\$ 3,000.00	\$ 3,000.00	Current
Alternative Solution Proposal Review	Per Address	No	\$ 340.00	\$ 351.00	Jan/01/24
Fire Route Application	Per Application	No	\$ 260.00	\$ 269.00	Jan/01/24
Fire Safety Plan Review (Where legislation does not require this)	Per Plan	Yes	\$ 192.00	\$ 198.00	Jan/01/24
<b>Fire Inspection - Group Homes</b>					
Base Inspection	Per Inspection	No	\$ 227.00	\$ 234.00	Jan/01/24
Per Occupant	Per Occupant	No	\$ 10.00	\$ 10.00	Current
Over 10,000 square feet	Per Inspection	No	\$ 30.00	\$ 30.00	Current
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Industrial/Commercial/Office/Multi-Occupancy Complex</b>					
Base Inspection	Per Inspection	No	\$ 275.00	\$ 284.00	Jan/01/24
Per Tenant or Occupant	Per Tenant or Occupant	No	\$ 139.00	\$ 144.00	Jan/01/24
Over 10,000 square feet	Per Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Residential/Apartment/Condominium Building</b>					
Base Inspection	Per Inspection	No	\$ 227.00	\$ 234.00	Jan/01/24
Per Additional Floor	Per Additional Floor	No	\$ 57.00	\$ 59.00	Jan/01/24

**SCHEDULE C - FIRE AND EMERGENCY SERVICES FEES**

Notes

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Two Unit Dwellings</b>					
Base Inspection	Per Address	No	\$ 227.00	\$ 234.00	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Tents</b>					
Tent/Marquee Inspection (Equal to or greater than 100 square feet)	Per Tent	No	\$ 227.00	\$ 234.00	Jan/01/24
Additional Tents under 10,000 square feet	Per Tent	No	\$ 50.00	\$ 50.00	Current
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - General</b>					
Residential Mortgage or Change of Ownership Inspection	Per Address	No	\$ 227.00	\$ 234.00	Jan/01/24
Alcohol and Gaming Commission of Ontario (A.G.C.O) Inspection	Per Address	No	\$ 227.00	\$ 234.00	Jan/01/24
Occupant Load Calculation	Per Address or Per Occupancy	Yes	\$ 582.00	\$ 601.00	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Alarms</b>					
False Alarms - 2nd or subsequent alarms in any calendar year	Per Alarm / Occurrence	No	\$ 1,030.00	\$ 1,400.00	Jan/01/24
<b>Rentals &amp; Standby Requests</b>					
Burn Building (Live Fire) Rental with Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	Full day (8 Hours)	Yes	\$ 1,769.00	\$ 1,827.00	Jan/01/24
Burn Building (Live Fire) Rental without Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	Full Day (8 Hours)	Yes	\$ 1,103.00	\$ 1,139.00	Jan/01/24
Burn Building (Live Fire) Rental with Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	One-Half day (4 Hours)	Yes	\$ 884.00	\$ 913.00	Jan/01/24
Burn Building (Live Fire) Rental without Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	One-Half day (4 Hours)	Yes	\$ 552.00	\$ 570.00	Jan/01/24
Fire Trucks - For use in film productions	Per Truck, Per Hour	Yes	\$ 515.00	\$ 532.00	Jan/01/24
Small Vehicle/Van/Utility Vehicle -For use in film productions	Per Vehicle, Per Hour	Yes	\$ 257.00	\$ 265.00	Jan/01/24
Fire Station - For use in film productions	Per Facility, Per Hour	Yes	\$ 552.00	\$ 570.00	Jan/01/24
Fire Apparatus Standby Request	Per Truck, Per Hour	Yes	\$ 515.00	\$ 532.00	Jan/01/24
<b>Training</b>					
Fireworks Retailer Course	Per Person, Per Session	No	\$ 108.00	\$ 112.00	Jan/01/24
Fire Extinguisher Training	Per Session	Yes	\$ 611.00	\$ 631.00	Jan/01/24
<b>Miscellaneous</b>					
Key Boxes	Per Key Box	Yes	\$ 131.00	\$ 135.00	Jan/01/24
Printed Copies of Fire Safety Plans	Per Plan	Yes	\$ 15.00	\$ 15.00	Current
Smoke Alarm (with 10 year battery)	Per Unit	Yes	\$ 25.00	\$ 25.00	Current
Carbon Monoxide Alarm	Per Unit	Yes	\$ 25.00	\$ 25.00	Current
Boarding and Barricading - Labour	Per Truck, Per Hour	Yes	\$ 552.00	\$ 570.00	Jan/01/24
Boarding and Barricading - Materials	Material Costs	Yes	To be billed at cost	To be billed at cost	Current

## SCHEDULE D - ANIMAL SERVICES

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Adoption Fees</b>				
Dog Adoption	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Cat Adoption	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Small Animal Adoption	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Bird Adoption - Small	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Bird Adoption - Medium	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Bird Adoption - Large	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
<b>Adoption In (Surrender for Adoption)</b>				
Dogs	Yes	\$65.00	\$65.00	Current
Cats	Yes	\$40.00	\$40.00	Current
Small Animals	Yes	\$24.00	\$24.00	Current
Group/Litter (more than 2)	Yes	\$15.00/animal	\$15.00/animal	Current
<b>Euthanasia Only</b>				
Dogs	Yes	\$100.00	\$100.00	Current
Cats	Yes	\$100.00	\$100.00	Current
Small Animals	Yes	\$30.00	\$30.00	Current
Pet Memorial Product	Yes	\$0 - \$250.00	\$0 - \$250.00	Current
<b>Communal Cremation Only</b>				
Small Dogs 1-20 LBS	Yes	\$28.00	\$28.00	Current
Medium Dogs 21-50 LBS	Yes	\$32.00	\$32.00	Current
Large Dogs 51-70 LBS	Yes	\$43.00	\$43.00	Current
X-Large Dogs 71-90 LBS	Yes	\$60.70	\$60.70	Current
XX-Large Dogs 90 > LBS	Yes	\$75.00	\$75.00	Current
Cats	Yes	\$28.00	\$28.00	Current
Small Animals	Yes	\$28.00	\$28.00	Current
<b>Private Cremation</b>				
0 - 45 LBS	Yes	\$105.00	\$130.00	Jan/01/24
46 - 90 LBS	Yes	\$125.00	\$150.00	Jan/01/24
91+ LBS	Yes	\$150.00	\$170.00	Jan/01/24
<b>Boarding/Quarantine</b>				
Dogs per Day	Yes	\$25.00	\$25.00	Current
Cats per Day	Yes	\$20.00	\$20.00	Current
Small Animals per Day	Yes	\$10.99	\$10.99	Current
Emergency Boarding per Day	Yes	NEW	\$0 - \$50	Jan/01/24
<b>Impound</b>				
1st Impound	No	\$30.00	\$30.00	Current
2nd Impound	No	\$60.00	\$60.00	Current
3rd Impound	No	\$100.00	\$100.00	Current
4th Impound	No	\$130.00	\$130.00	Current
<b>Misc Items</b>				
Cat Travel Box	Yes	\$7.25	\$7.25	Current
Emergency/After-Hours Pet Pick-Up	Yes	\$50.00	\$50.00	Current
Microchip clinic Fee	Yes	\$0 - \$30.00	\$0 - \$30.00	Current
City Trap Rental	Yes	\$15.00	\$15.00	Current
Education Session/Shelter Tour - 1 to 50 people	No	NEW	\$0.00 - \$150.00	Jan/01/24
Education Session/Shelter Tour - 51 to 150 people	No	NEW	\$150.00	Jan/01/24
Education Session/Shelter Tour - 151 to 250 people	No	NEW	\$250.00	Jan/01/24
Education Session/Shelter Tour - More than 250 people	No	NEW	\$300.00	Jan/01/24
<b>Licensing/Kennels</b>				
License Cat One Year - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$13.00	\$13.00	Current
License Cat One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$6.00	\$6.00	Current
License Cat One Year - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$40.00	\$40.00	Current

## SCHEDULE D - ANIMAL SERVICES

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
License Cat One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$20.00	\$20.00	Current
License Dog One Year - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$25.00	\$25.00	Current
License Dog One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$15.00	\$15.00	Current
License Dog One Year - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$60.00	\$60.00	Current
License Dog One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$40.00	\$40.00	Current
License Cat Two Years - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$20.00	\$20.00	Current
License Cat Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$10.00	\$10.00	Current
License Cat Two Years - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$60.00	\$60.00	Current
License Cat Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$30.00	\$30.00	Current
License Dog Two Years - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$40.00	\$40.00	Current
License Dog Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$20.00	\$20.00	Current
License Dog Two Years - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$90.00	\$90.00	Current
License Dog Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$60.00	\$60.00	Current
License Designated Dog - One Year	No	\$150.00	\$150.00	Current
Kennel License	No	\$100.00	\$100.00	Current
Replacement License - All types	No	\$5.00	\$5.00	Current
<b>Inspections &amp; Appeals</b>				
Kennel Inspection	No	\$150.00	\$150.00	Current
Initial License Inspection – hens, pigeons, rabbits	No	\$150.00	\$150.00	Current
Renewal License Inspection - hens, pigeons, rabbits	No	\$100.00	\$100.00	Current
Pet Shop Inspection	No	\$150.00	\$150.00	Current
Appeal	Yes	\$200.00	\$200.00	Current
<b>Wildlife Pick Up/Removal</b>				
Pick up of wildlife DOA from private property	Yes	\$50.00	\$50.00	Current
Removal of food source	Yes	\$100.00	\$100.00	Current
Wildlife removal from private property*	Yes	\$50 - \$150.00	\$50 - \$150.00	Current

\* Service is limited to removal of live animals from garbage/recycling bins, private traps, chimneys and within homes without staff leaving the ground (i.e. no use of ladders)

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

## SCHEDULE D - ENFORCEMENT

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Boulevard maintenance by City-engaged contractor (Section 5 of By-law 121-90) (By-law 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Weed Cutting by City-engaged contractor (Section 5 of By-law 121-90) (By-law 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Refuse pickup by City-engaged contractor (Section 12 of Refuse By-law 381-2005) (By-law 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Repair, demolition or towing by City-engaged contractor (Section 15.4 of the Building Code Act and By-law 165-22) (By-Laws 346-2004, 399-2004, 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Inspection for Licensing or Registration - No Show	Each	No	\$ 25.00	\$ 25.00	Current
Minimum Maintenance Inspection due to Complaint	Each	No	\$ 100.00	\$ 100.00	Current
Police Attendance at Grow Houses (By-law 361-2004) and Region of Peel Health Services Investigations regarding Grow Houses (By-law 365-2009)	Each	No	As payable in the invoice from Peel Regional Police and Peel Region Health Services, PLUS a City of Brampton administrative fee of \$500.00	As payable in the invoice from Peel Regional Police and Peel Region Health Services, PLUS a City of Brampton administrative fee of \$500.00	Current
Group Homes	Each	No	\$ 144.00	\$ 144.00	Current
Lodging Homes	Each	No	\$ 144.00	\$ 144.00	Current
Training - Private Property	Each	Yes	\$ 59.00	\$ 59.00	Current
Consideration Parking Permit - Commercial or Multi-Unit	Each	No	\$150.00 every (30) days or part thereof	\$150.00 every (30) days or part thereof	Current
Sign Retrieval Fee - Illegal Sign	Each	No	\$ 50.00	\$ 50.00	Current
Removal of Illegal Sign (per Sign)	Each	No	\$ 25.00	\$ 25.00	Current
Pool Enclosure Compliance Letter (includes inspection)	Each	No	\$ 100.00	\$ 100.00	Current
PTC Inspection Fee	Each	No	\$ 75.00	\$ 75.00	Current
Contravention Administration Costs for Driveway Paving Contractors (By-law 106-2021)	Each	No	\$ 700.00	\$ 700.00	Current
Private Property Parking Enforcement Technology Fee (Bylaw 106-2021)	Each	Yes	\$ 890.00	\$ 890.00	Current

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

## SCHEDULE D - LEGAL

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Development Agreements</b>					
Subdivision Agreements with 1 M-Plan (preparation & registration)	Each	Yes	\$ 7,150.00	\$ 7,150.00	Current
Subdivision Agreements - Subsequent M-Plans	Each	Yes	\$ 1,100.00	\$ 1,100.00	Current
Rezoning Agreements (preparation & registration)	Each	Yes	\$ 550.00	\$ 550.00	Current
Site Plan Agreements (preparation & registration) - base agreement	Each	Yes	\$ 2,200.00	\$ 2,200.00	Current
Site Plan Agreements (preparation & registration) - per unit	Each	Yes	\$ 38.50	\$ 38.50	Current
Amending Site Plan Agreements (preparation & registration)	Each	Yes	\$ 1,100.00	\$ 1,100.00	Current
Pre-servicing letter	Each	Yes	\$ 220.00	\$ 220.00	Current
Condominium Agreements	Each	Yes	\$ 3,850.00	\$ 3,850.00	Current
Other Agreements, including but not limited to Encroachment Agreements (eg: Crane Swing, Shoring and Tie Back), Development Charge Deferral, DC Credit/Refund, Municipal Works, Development Agreements (preparation/review & registration)	Each	Yes	\$820-\$10,000 depending on time and complexity	\$820-\$10,000 depending on time and complexity	Current
Agreements requested as a condition of C of A approval including but not limited to Consent Agreements, Development Agreements, Municipal Works Agreements (preparation & registration)	Each	Yes	\$ 2,200.00	\$ 2,200.00	Current
<b>Other Matters</b>					
Inhibiting Orders (preparation & registration)	Each	Yes	\$ 550.00	\$ 550.00	Current
Deleting of Inhibiting Orders (preparation & registration)	Each	Yes	\$ 330.00	\$ 330.00	Current
Documents to satisfy development application conditions (including but not limited to pre-servicing, subdivision compliance, site plan compliance, C of A compliance) (preparation/review & registration)	Each	Yes	\$250.00 per document to a maximum of \$3,000.	\$250.00 per document to a maximum of \$3,000.	Current
Release of Agreements from Title (review, preparation & registration)	Each	Yes	\$ 275.00	\$ 275.00	Current
Road Establishing By-laws (preparation & registration)	Each	Yes	\$ 495.00	\$ 495.00	Current
Part Lot Control By-Laws (review & registration)	Each	Yes	\$ 550.00	\$ 550.00	Current
Other By-laws (including but not limited to Heritage, Deeming)	Each	Yes	\$ 550.00	\$ 550.00	Current
Property Standards Order (review, preparation & registration)	Each	Yes	\$ 186.45	\$ 186.45	Current
Property Standards Order (review, preparation & registration of removal)	Each	Yes	\$ 186.45	\$ 186.45	Current
Security Reduction Requests (Site Plan, Subdivision)	Each	Yes	\$ 220.00	\$ 220.00	Current
Response to enquiry requiring legal review (including but not limited to Consents for s.118, letter response to law firm enquiries)	Each	Yes	\$ 220.00	\$ 220.00	Current
Miscellaneous Agreements (Range \$350 to \$3,000) \$350.00 per hour of lawyer's time, plus \$120 per legal assistant's time, to a maximum of \$3,000, not including disbursements, all sums escalating in accordance with the CPI from the effective date of By-law 341-2006	Each	Yes	\$350 to \$3,000 including legal assistance time at \$120 per agreement	\$350 to \$3,000 including legal assistance time at \$120 per agreement	Current
Condominium Review	Each	Yes	\$ 1,100.00	\$ 1,100.00	Current
Façade & Building Improvement Agreements (Community Improvement Plan)	Each	Yes	\$ 220.00	\$ 220.00	Current

Note: Amounts spent as disbursements in connection with the items in this Schedule are payable in addition to any applicable Fees/Charges.



# SCHEDULE D - CITY CLERK'S OFFICE

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Assessment Roll Copy</b>					
Assessment Roll Copy	Per Page	No	\$ 1.00	\$ 1.00	Current
<b>Liquor Licenses</b>					
Municipal Information Form/Letter for AGCO	Per License	No	\$ 75.00	\$ 75.00	Current
Temporary Outdoor Patio Expansion Permit (with/without liquor license)	Per License	No	NEW	\$ 100.00	Jan/01/24
Special Occasion Permit (SOP) - Events Requiring Council Resolution (Municipally Significant)	Per License	No	\$ 100.00	\$ 100.00	Current
<b>Marriage Licenses</b>					
Marriage Licenses	Per License	No	\$ 165.00	\$ 165.00	Current
<b>Burial Permits</b>					
Burial Permits – Death Registration (1)	Per Permit	No	\$ 55.00	\$ 55.00	Current
<b>Document Commissioning</b>					
Document provided (By-law 365-2009)	Up to 3 Documents	No	\$ 35.00	\$ 35.00	Current
No document provided	Per Document	No	\$ 50.00	\$ 50.00	Current
<b>Document Certification</b>					
City document	Per Document	No	-	-	Current
Non-City Document + \$5/page over 3 pages (By-law 365-2009)	Up to 3 Documents	No	\$ 35.00	\$ 35.00	Current
<b>Municipal Election</b>					
Voters' List Copies (paper or electronic)	Per Copy	No	\$ 25.00	\$ 25.00	Current
Ward Map Copies (paper only)	Per Copy	No	\$ 6.00	\$ 6.00	Current
<b>Appeal of Decision of License Issuer</b>					
Appeal of decision of License Issuer (to refuse, revoke, suspend, etc. business license) (By-laws 46-2008, 365-2009)	Per Appeal	No	\$ 200.00	\$ 200.00	Current
<b>Appeal of Order to Comply with Property Standards By-Law</b>					
Appeal of Order to Comply with Property Standards By-law (By-law 165-2022)	Per Appeal	No	\$ 200.00	\$ 200.00	Current
<b>Pigeon Owner's Licence</b>					
Pigeon Owner's Licence (By-laws 78-2009, 340-2012)	Per License	No	\$ 50.00	\$ 50.00	Current
<b>Hens and Rabbits Owner's Licence</b>					
Hens and Rabbits Owner's Licence (By-law 340-2012)	Per License	No	\$ 50.00	\$ 50.00	Current
<b>Appeal of decision of Clerk (to refuse, revoke, suspend, etc.) lottery Licence</b>					
Appeal of decision of Clerk (to refuse, revoke, suspend, etc.) lottery Licence (By-law 121-2012)	Per Appeal	No	\$ 125.00	\$ 125.00	Current
<b>Civil Marriage Ceremonies</b>					
Administrative fee (cancellations, date changes)	Per Ceremony	Yes	\$ 50.00	\$ 50.00	Current
Simple Civil Marriage Ceremonies	Per Ceremony	Yes	\$ 250.00	\$ 250.00	Current
Witness Fee (Simple Ceremonies Only)	Per Witness	No	\$ 30.00	\$ 30.00	Current

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

## SCHEDULE E - CAPITAL WORKS FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>CAPITAL WORKS DIVISION</b>					
Street Index	Each	No	\$ 18.00	\$ 18.00	Current
Plan & Profile – White Print or PDF (Full Size)	Each	No	\$ 10.00	\$ 10.00	Current
Environment Study Report (PDF only)	Each	Yes	\$ 100.00	\$ 100.00	Current

## SCHEDULE E - ROAD MAINTENANCE, OPERATIONS AND FLEET FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>Roads</b>					
Road Occupancy & Access Permits Administration Fee (By-law 342-2006)	Each	No	\$ 450.00	\$ 450.00	Current
Permit Processing Fee (monthly)	Each	No	\$ 1,000.00	\$ 1,000.00	Current
Fill Permits: Residential	Each	No	\$ 50.00	\$ 50.00	Current
Fill Permits: Other Property (Industrial)	Each	No	\$ 125.00	\$ 125.00	Current
Curb Cut Permit	Each	No	\$ 50.00	\$ 50.00	Current
Property Compliance Requests	Each	Yes	\$ 66.37	\$ 66.37	Current
Property Environmental Info Request	Each	Yes	\$ 66.37	\$ 66.37	Current
<b>Traffic (By-law 29-2013 - effective May 1, 2013)</b>					
<b>Downtown Lots (City Hall, Nelson Square, Market Square, John Street, West Tower)</b>					
Monthly	Each	Yes	\$ 38.94	\$ 38.94	Current
\$ per 1/2 hour	Each	Yes	\$ 0.88	\$ 0.88	Current
Daily flat rate (maximum)	Each	Yes	\$ 7.96	\$ 7.96	Current
Annual rate	Each	Yes	\$ 272.57	\$ 272.57	Current
Annual Specialty	Each	Yes	\$ 817.70	\$ 817.70	Current
Transponder (Monthly or Annual Permit) (By-law 182-2010)	Each	Yes	\$ 17.70	\$ 17.70	Current
<b>Outdoor Surface Lots (20 George Street North - Pay and Display Parking) (By-law 131-2018)</b>					
\$ per 1/2 hour	Each	Yes	\$ 0.88	\$ 0.88	Current
<b>Parking Meters</b>					
\$ per 1/2 hour (minimum)	Each	Yes	\$ 0.44	\$ 0.44	Current
\$ per 1/2 hour (maximum)	Each	Yes	\$ 0.88	\$ 0.88	Current
<b>Parking Meters (Market Street, Thomas Street)</b>					
Daily Flat Rate (maximum)	Each	Yes	\$ 3.54	\$ 3.54	Current
<b>Traffic Information</b>					
Turning movement counts (per sheet) - count total	Each	Yes	\$ 50.00	\$ 50.00	Current
Collision information (per location) - list generated from software	Each	Yes	\$ 10.00	\$ 10.00	Current
Collision information (per location) - collision diagram	Each	Yes	\$ 50.00	\$ 50.00	Current
Traffic signal timing (per indication/phase/time period)	Each	Yes	\$ 50.00	\$ 50.00	Current
<b>Public Utility Coordination Submissions</b>					
<b>Application (By-law 132-2007)</b>					
One street	Each	No	\$ 460.00	\$ 460.00	Current
Each additional street	Each	No	\$ 460.00	\$ 460.00	Current
Street in excess of 300m - 0.50m, after 300m mark	Each	No	\$ 0.50	\$ 0.50	Current
Re-submission of Application (By-law 132-2007)	Each	No	\$ 460.00	\$ 460.00	Current

## SCHEDULE E - ROAD MAINTENANCE, OPERATIONS AND FLEET FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>Publication Distribution Boxes (By-law 281-2012)</b>					
Permit Fee - per Publication Distribution Box per annum	Each	No	\$ 50.00	\$ 50.00	Current
Removal and Storage - per Publication Distribution Box per annum	Each	No	\$ 50.00	\$ 50.00	Current
<b>Driveway Permit By-law (By-Law 107-2019)</b>					
Application for Driveway Permit	Each	No	\$ 50.00	\$ 50.00	Current

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
<b>Alderlea</b>									
Alderlea Community Groups - Mon-Thur per 8 hours between 8 am - 5:00pm	Per Booking	Yes	\$ 339.22	\$ 356.18					Jan/01/24
Alderlea Community Groups - Weekend	Per Booking	Yes	\$ 678.44	\$ 712.36					Jan/01/24
Alderlea - Photo Shoot Inside - 2 hr minimum	60 Minutes	Yes	\$ 172.30	\$ 180.92					Jan/01/24
Alderlea - Photo Shoot on Grounds - 2 hr minimum	60 Minutes	Yes	\$ 86.15	\$ 90.46					Jan/01/24
Alderlea Film Productions - Film Shoot days- per 12 hours from 7:30am to 7:30pm rate + expenses	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
Alderlea Film Productions - Set up/dismantle plus additional expenses (ie janitorial, security) per 7 hrs day from 7:30am to 4pm	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
Alderlea Social Bookings - Mon-Thur	Per Booking	Yes	\$ 1,356.88	\$ 1,424.73					Jan/01/24
Alderlea Social Bookings - January - April Fridays	Per Booking	Yes	\$ 1,922.25	\$ 2,018.36					Jan/01/24
Alderlea Social Bookings - January - April Weekend	Per Booking	Yes	\$ 2,148.40	\$ 2,255.82					Jan/01/24
Alderlea Social Bookings - June - Sept Weekend	Per Booking	Yes	\$ 3,052.98	\$ 3,205.63					Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Friday	Per Booking	Yes	\$ 2,035.32	\$ 2,137.09					Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Weekend	Per Booking	Yes	\$ 2,600.69	\$ 2,730.73					Jan/01/24
Alderlea Social Bookings - Weekday Conference	Per Booking	Yes	\$ 791.51	\$ 831.09					Jan/01/24
Alderlea Social Bookings - Weekend Conference	Per Booking	Yes	\$ 6,784.41	\$ 7,123.63					Jan/01/24
Alderlea Social Bookings - Mon-Thur - up to 6 hours	Per Booking	Yes	\$ 542.75	\$ 569.89					Jan/01/24
Alderlea Social Bookings - January - April Fridays - up to 6 hours	Per Booking	Yes	\$ 768.90	\$ 807.34					Jan/01/24
Alderlea Social Bookings - January - April Sundays - up to 6 hours	Per Booking	Yes	\$ 859.36	\$ 902.33					Jan/01/24
Alderlea Social Bookings - June - Sept Sunday - up to 6 hours	Per Booking	Yes	\$ 1,221.19	\$ 1,282.25					Jan/01/24
Alderlea Social Bookings - May-December Friday - up to 6 hours	Per Booking	Yes	\$ 814.13	\$ 854.84					Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Sunday - up to 6 hours	Per Booking	Yes	\$ 1,040.28	\$ 1,092.29					Jan/01/24
<b>City Hall</b>									
City Hall - Atrium Rate	60 Minutes	Yes			\$ 97.81	\$ 107.59	\$ 75.29	\$ 79.05	Jan/01/24
City Hall - Atrium Rate - Meetings Category 2	60 Minutes	Yes			NEW	\$ 204.42	NEW	\$ 150.20	Jan/01/24
City Hall - Committee Room Rate	60 Minutes	Yes	\$ 57.20	\$ 60.06			\$ 45.12	\$ 47.38	Jan/01/24
City Hall - Council Chambers Rate	60 Minutes	Yes	\$ 120.54	\$ 126.56			\$ 97.81	\$ 102.70	Jan/01/24
City Hall - Ken Whillans Sq Event	60 Minutes	Yes	\$ 28.73	\$ 30.17	\$ 36.16	\$ 39.78			Jan/01/24
City Hall - Ken Whillans Sq Photos (1/2HR)	30 Minutes	Yes	\$ 34.32	\$ 36.03	\$ 44.01	\$ 48.41			Jan/01/24
City Hall - Ken Whillans Sq Photos (1HR)	60 Minutes	Yes	\$ 68.60	\$ 72.03	\$ 87.84	\$ 96.62			Jan/01/24
City Hall (Campus) Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
City Hall (Campus) Film Productions - Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
City Hall - Room Size "A" 1 to 40 People - Meetings Category 1	60 Minutes	Yes	\$ 18.64	\$ 19.57	\$ 23.41	\$ 23.99	\$ 6.13	\$ 6.44	Jan/01/24
West Tower - Conservatory Photos (1/2HR)	30 Minutes	Yes	\$ 34.32	\$ 36.04	\$ 44.01	\$ 45.11			Jan/01/24
West Tower - Conservatory Photos (1HR)	60 Minutes	Yes	\$ 68.60	\$ 72.03	\$ 87.84	\$ 90.04			Jan/01/24
West Tower - Daily Times Square Photos (1/2HR)	30 Minutes	Yes	NEW	36.04	NEW	\$ 45.11			Jan/01/24
West Tower - Daily Times Square Photos (1HR)	60 Minutes	Yes	NEW	\$ 72.03	NEW	\$ 90.04			Jan/01/24
West Tower - Daily Times Sq Event	60 Minutes	Yes	\$ 28.73	\$ 30.17	\$ 36.16	\$ 37.07			Jan/01/24
West Tower - Room Size "A" 1 to 40 People Meetings	60 Minutes	Yes	\$ 18.64	\$ 19.57	\$ 23.41	\$ 24.00	\$ 6.13	\$ 6.44	Jan/01/24
West Tower - Room Size "B" 41 to 70 People - Meetings	60 Minutes	Yes	\$ 34.61	\$ 36.34	\$ 42.99	\$ 44.06	\$ 11.06	\$ 11.61	Jan/01/24
West Tower - Room Size "C" 71 to 99 people	60 Minutes	Yes	\$ 43.65	\$ 45.83	\$ 56.57	\$ 57.99	\$ 14.88	\$ 15.63	Jan/01/24
West Tower - Room Size "D" 100 to 149 people	60 Minutes	Yes	\$ 35.84	\$ 37.63	\$ 44.29	\$ 45.39	\$ 23.11	\$ 24.27	Jan/01/24
West Tower - Room Size "D" 100 to 149 people - Meetings Category 2	60 Minutes	Yes	\$ 67.27	\$ 70.63	\$ 84.19	\$ 86.29	\$ 44.29	\$ 46.50	Jan/01/24
West Tower Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
West Tower Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
<b>Other Locations</b>									
FCCC 1&2 Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
FCCC 1&2 Film Productions Set up/dismantle plus additional expenses (ie janitorial, security)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
POA Courthouse Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
POA Courthouse Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
Williams Pkwy (Campus) Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
Williams Pkwy (Campus) Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
Additional FOM Properties- Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
Additional FOM properties-Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
<b>Facilities Extra Fees</b>									
City Hall Attendant - Holiday Rate	60 Minutes	Yes	\$ 60.96	\$ 60.96					Current
City Hall Caretaker - Holiday Rate	60 Minutes	Yes	\$ 56.24	\$ 56.24					Current
City Hall Operator - Holiday Rate	60 Minutes	Yes	\$ 66.62	\$ 66.62					Current
City Hall Staff - Attendant	60 Minutes	Yes	\$ 30.48	\$ 30.48					Current
City Hall Staff - Caretaker	60 Minutes	Yes	\$ 28.12	\$ 28.12					Current
City Hall Staff - Operator	60 Minutes	Yes	\$ 33.31	\$ 33.31					Current
City Hall Coordinator	60 Minutes	Yes	\$ 52.53	\$ 52.53					Current
City Hall Staff - Wknd Attendant	60 Minutes	Yes	\$ 45.72	\$ 45.72					Current
City Hall Staff - Wknd Caretaker	60 Minutes	Yes	\$ 42.18	\$ 42.18					Current
City Hall Staff - Wknd Operator	60 Minutes	Yes	\$ 49.97	\$ 49.97					Current
City Hall Tablecloths	Per Booking	Yes	\$ 10.44	\$ 10.96					Jan/01/24
Damage Deposit	Per Booking	No	\$ 323.07	\$ 339.22					Jan/01/24
Facility Clean Up Fee	Per Booking	No	\$ 269.22	\$ 282.68					Jan/01/24
Facility Rental Overtime Fee	60 Minutes	No	\$ 376.91	\$ 395.76					Jan/01/24
Facility Technician	60 Minutes	Yes	\$ 35.31	\$ 37.08					Jan/01/24
Facility Technician (Weekend)	60 Minutes	Yes	\$ 40.90	\$ 42.95					Jan/01/24
Facility Technician - Holiday Rate	60 Minutes	Yes	\$ 71.13	\$ 74.68					Jan/01/24
Facility Support Associate	60 Minutes	Yes	\$ 35.31	\$ 37.08					Jan/01/24
Facility Support Associate (Weekend)	60 Minutes	Yes	\$ 40.90	\$ 42.95					Jan/01/24
Facility Support Associate - Holiday Rate	60 Minutes	Yes	\$ 71.13	\$ 74.68					Jan/01/24
Film Liaison (rate per hour)	60 Minutes	Yes	\$ 55.16	\$ 55.16					Current
Security - Ad-hoc Guard	60 Minutes	Yes	\$ 26.20	\$ 26.20					Current
Security - Ad-hoc Guard with vehicle	60 Minutes	Yes	\$ 38.78	\$ 38.78					Current
Security - Ad-hoc Guard (Holiday Rate)	60 Minutes	Yes	\$ 65.51	\$ 65.51					Current
Security - Ad-hoc Guard with vehicle (Holiday Rate)	60 Minutes	Yes	\$ 96.95	\$ 96.95					Current
Security - Event Guard	60 Minutes	Yes	\$ 28.29	\$ 28.29					Current
Security - Event Guard with vehicle	60 Minutes	Yes	\$ 31.44	\$ 31.44					Current
Security - Event Guard (Holiday Rate)	60 Minutes	Yes	\$ 70.74	\$ 70.74					Current
Security - Event Guard with vehicle (Holiday Rate)	60 Minutes	Yes	\$ 78.59	\$ 78.59					Current
Security - Event Supervisor	60 Minutes	Yes	\$ 31.44	\$ 31.44					Current
Security - Event Supervisor with vehicle	60 Minutes	Yes	\$ 41.92	\$ 41.92					Current
Security - Event Supervisor (Holiday Rate)	60 Minutes	Yes	\$ 78.59	\$ 78.59					Current
Security - Event Supervisor with vehicle (Holiday Rate)	60 Minutes	Yes	\$ 104.81	\$ 104.81					Current
Security Team Lead	60 Minutes	Yes	\$ 42.12	\$ 42.12					Current
Security - Team Lead (Holiday Rate)	60 Minutes	Yes	\$ 102.18	\$ 102.18					Current
West Tower - P.A. System	Per Booking	Yes	\$ 45.29	\$ 47.56					Jan/01/24
West Tower - Podium	Per Booking	Yes	\$ 42.59	\$ 44.72					Jan/01/24
West Tower - Projector	Per Booking	Yes	\$ 25.57	\$ 26.85					Jan/01/24

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/Commercial	Fee Applicable as of Effective Date Non-Resident/Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
West Tower - Screen/Whiteboard (formerly Flip Chart)	Per Booking	Yes	\$ 7.64	\$ 8.02					Jan/01/24
West Tower - Stage	Per Booking	Yes	\$ 42.59	\$ 44.72					Jan/01/24
West Tower - TV	Per Booking	Yes	\$ 24.30	\$ 25.52					Jan/01/24
<b>Electric Vehicle Charging Stations - City Owned</b>									
\$ per hour (to a maximum of 3 hours)	Each	No	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	Current
\$ per hour (after 3 hours)	Each	No	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	Current

## SCHEDULE F - PLANNING, BUILDING AND GROWTH MANAGEMENT

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Administration fee for the review and inspection of street lighting services that are provided by the City for new subdivision developments	Yes	Based on 15% of the invoiced cost by the City consultant to provide the service	Based on 15% of the invoiced cost by the City consultant to provide the service	Current
Zoning By-law 2004 (270-2004) Compact Disc (By-law 271-2004)	Yes	\$ 57.50	\$ 57.50	Current
Soil Preservation Application	No	\$ 500.00	\$ 500.00	Current
Additional per hectare (By-Law 27-2006)	No	\$ 25.00	\$ 25.00	Current
Woodlot conservation Permit Fee* (By-law 39-2006)	No	\$ 250.00	\$ 250.00	Current
*Where the OWNER/APPLICANT is a bona fide farmer as demonstrated by providing a "Farm Business Registration Number" on the application, as defined in the Farm Registration and Farm Organization Funding Act, 1993, so 1993, C.21	No	\$ 25.00	\$ 25.00	Current
Tree Conservation Permit Fee (By-law 39-2006)	No	\$ 50.00	\$ 50.00	Current
Administrative Fee related to the Noise Review for a site plan or subdivision application when a consultant is used. (By-law 104-2006)	Yes	10% of the cost of the review as invoiced by the City consultant	10% of the cost of the review as invoiced by the City consultant	Current
Administrative Fee related to each additional engineering development submission above a maximum of 3 for any one plan or subdivision. (By-law 338- 2006)	No	\$ 2,000.00	\$ 2,000.00	Current
<b>Brampton Official Plan 2006</b>				
Colour Print Copy	Yes	\$ 178.25	\$ 178.25	Current
Compact Disc (CD) (By-law 389-2006)	No	\$ 20.00	\$ 20.00	Current
Architectural Control Review Fee (for development not subject to site plan control) (By-laws 177-2008, 110-2010)	No	\$100 per unit	\$100 per unit	Current
Architectural Review of Custom Homes (By-law 183-2014) Replacement residential dwellings located within areas identified as "Mature Neighbourhoods – Properties Subject to Site Plan Control" in By-law 96-86 are not subject to the \$200 per unit fee required for Architectural Review of Custom Homes (By-law 283-2014)	No	\$500 per unit	\$500 per unit	Current
Geographical Information Custom Services (By-law 183-2014)	Yes	\$90 per hour, 3 hour minimum charge.	\$90 per hour, 3 hour minimum charge.	Current
Standard (Colour or Black and White) Map (up to 11" x 17" size) (Official Plan, Secondary Plan, Block Plan maps etc.) (By-law 183-2014)	Yes	\$5.00	\$5.00	Current
Standard Colour Map – size: 24" x 36" (Arch D) (By-law 183-2014)	Yes	\$20.00	\$20.00	Current
Standard Colour Map – size: 36" x 48" (Arch E) (By-law 183-2014)	Yes	\$30.00	\$30.00	Current
Black and White Map – Printing or Copying – size: 24" x 36" (Arch D) (By-law 183-2014)	Yes	\$10.00	\$10.00	Current
Enroachment Application	Yes	\$ 282.50	\$ 282.50	Current
<b>ENVIRONMENT &amp; DEVELOPMENT ENGINEERING</b>				
Top Soil Removal Permit Fee (Subdivisions)	No	\$ 500.00	\$ 1,800.00	Jan/01/24
Top Soil Removal Permit Fee (Site Plans)	No	\$ 125.00	\$ 750.00	Jan/01/24



**SCHEDULE G - ECONOMIC DEVELOPMENT**

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>BEC</b>					
BEC - Seminars \$10	Each	Yes	\$ 10.00	\$ 10.00	Current
BEC - Seminars \$20	Each	Yes	\$ 20.00	\$ 20.00	Current
BEC - Seminars \$25	Each	Yes	\$ 25.00	\$ 25.00	Current

## SCHEDULE G - REALTY SERVICES

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Encroachment Fees</b>					
Encroachment (Residential - Minor, Intermediate, Major) - Application	Application	Yes	\$700.00	\$700.00	Current
Encroachments (Development Related - i.e. Tie Back, Shoring) - Application	Application	Yes	\$1,000.00	\$1,000.00	Current
Encroachment (Development Related - i.e. Tie Back, Shoring) - Preparation of Agreement	Per Agreement	Yes	\$3,250.00	\$3,250.00	Current
<b>Administration Fee</b>					
Admin Fee - Declined Payments	Per Transaction	Yes	\$35.00	\$35.00	Current
Letter Confirmation in the Capacity of Landlord, Tenant or Property Owner	Per Municipal Address	Yes	\$100.00	\$100.00	Current
<b>Valuations</b>					
Review of Appraisal Reports	Application	Yes	\$3,250.00	\$3,250.00	Current
<b>Requests</b>					
Request for Property Rights (Temporary Occupancy Agreements, Disposition, Lease, Licence)	Application	Yes	\$4,250.00	\$4,250.00	Current
Telecommunication requests, public information session not required	Application	Yes	\$4,275.00	\$4,275.00	Current
Telecommunication requests, public information session required	Application	Yes	\$5,725.00	\$5,725.00	Current

## SCHEDULE G - INSURANCE

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Insurance</b>					
Administrative Service Charge (overhead) on all invoice recoveries from 3rd parties above actual cost of damage (e.g. damages within road allowance caused by third party) <b>(By-law 200-2005)</b>	Each	Yes	10% of Invoice	10% of Invoice	Current



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To DRAFT - 2024 User Fees By Law.docx

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

AND WHEREAS Council, at its November 22, 2023 meeting, approved Resolution \_\_\_\_\_ to amend By-law 380-2003, in regard to various user fees and charges;

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

1. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule A — Community Services Fees/Charges, with the Schedule set out in Appendix B1 to this By-law.
2. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule B — Corporate Support Services Fees/Charges, with the Schedule set out in Appendix B2 to this By-law.
3. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule C — Fire and Emergency Services Fees/Charges, with the Schedule set out in Appendix B3 to this By-law.
4. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule D — Legislative Services Fees/Charges, with the Schedule set out in Appendix B4 to this By-law.
5. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule E — Public Works and Engineering Fees/Charges, with the Schedule set out in Appendix B5 to this By-law.
6. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule F — Planning Building and Growth Management, with the Schedule set out in Appendix B6 to this By-Law.
7. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule H — Office of the CAO Fees/Charges, with the Schedule set out in Appendix B7 to this By-Law.

ENACTED and PASSED this 22nd day of November, 2023.

Approved as to  
form.

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

Approved as to  
content.

\_\_\_\_\_  
Peter Fay, City Clerk

**Date:** 2023-10-11

**Subject:** Subdivision Release and Assumption – Ward: 10

**Secondary Title:** 2138436 Ontario INC.; Registered Plan 43M-1996, (West of McVean Drive, South of Mayfield Drive), Ward: 10 - Planning References – C08E17.007 and 21T-12012B

**Contact:** Luciano Totino, Manager, Development Construction, Environment & Development Engineering Division

**Report Number:** Planning, Bld & Growth Mgt-2023-873

**Recommendations:**

1. That the report titled: **2138436 Ontario INC.; Registered Plan 43M-1996, (West of McVean Drive, South of Mayfield Drive), Ward: 10 - Planning References – C08E17.007 and 21T-12012B**, to the Council Meeting of November 22, 2023 be received; and
2. That all works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1996 (the “Subdivision”) be accepted and assumed; and
3. That the Treasurer be authorized to release the securities held by the City; and
4. That a by-law be passed to assume the following streets as shown on the Registered Plan 43M-1996 as part of the public highway system:

Gordon Randle Drive, Bedouin Crescent, Medalist Road, Love Court,  
Boyce Crescent, Jellystone Street, Gold Bottom Crescent

**Overview:**

- This report recommends that the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1996 be accepted and assumed.

**Background:**

City Council, at its meeting of March 1, 2023 approved Committee of Council recommendation CW067-2023, whereby the streets as shown on the subject Registered Plan are to be assumed by the City, once all departments have provided clearance for assumption by the City.

**Current Situation:**

City departments have now reviewed the Registered Plan for this subdivision and have provided clearance for assumption.

**Corporate Implications:**

All City Departments and the Region of Peel have provided clearances for assumption of the Subdivision to the Manager, Development Construction. This subdivision will now be included in the City's list of assets. The City of Brampton will now be fully responsible for on-going maintenance.

**Financial Implications:**

The annual operating impacts associated with the assumed infrastructure within this subdivision are estimated to be \$11,500.00. There is sufficient funding approved within the Public Works and Engineering operating budget to proceed with the recommendations in this report.

**Strategic Focus Area:**

This report achieves the Strategic Focus Area of Government & Leadership by continuously improving the day-to-day operations of the corporation by streamlining service delivery, effectively managing municipal assets, and leveraging partnerships for collaboration and advocacy.

**Conclusion:**

With approval of this report, the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1996 will be accepted and assumed.

Respectfully submitted,

Authored by:

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Luciano Totino, C.E.T.,  
Manager, Development Construction  
Environment & Development Engineering  
Planning, Building & Growth Management

Reviewed and Recommended by:

---

Michael Heralall, P. Eng.,  
Director,  
Environment & Development Engineering  
Planning, Building & Growth Management

Approved by:

---

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

Approved by:

---

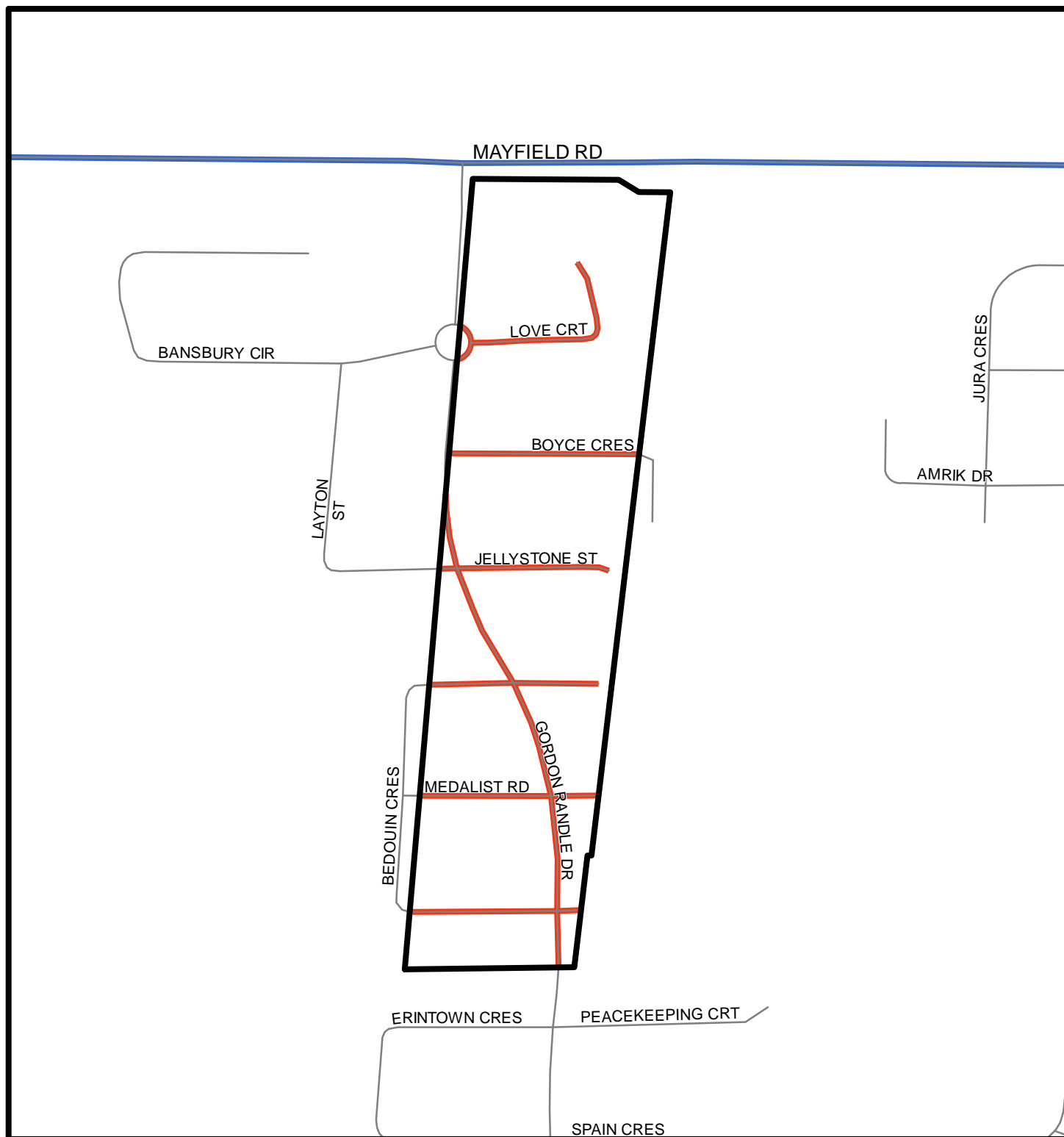
Marlon Kallideen,  
Chief Administrative Officer

Appendices:

Attachment 1: Subdivision Map

Attachment 2: Registered Plan 43M-1996





SUBJECT LANDS TO BE ASSUMED

APPROXIMATE ROAD DISTANCE (1.24 KM)

CITY LIMIT





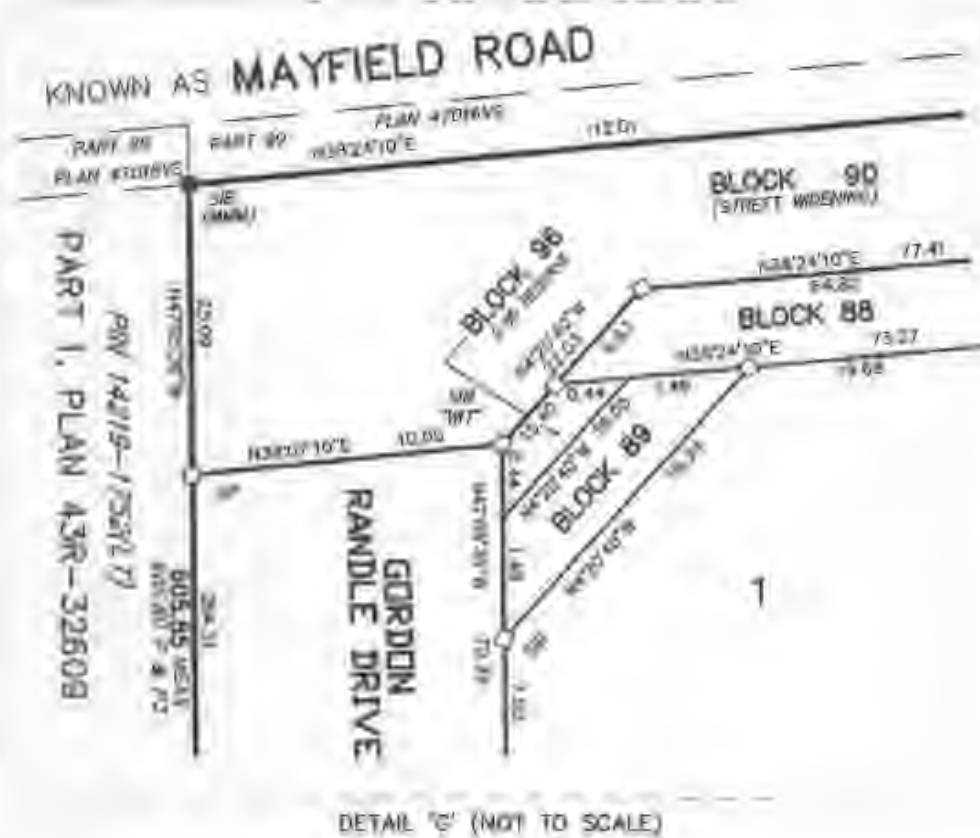
## ATTACHMENT 2

PLAN OF SUBDIVISION OF  
PART OF LOT 17  
CONCESSION 8 NORTHERN DIVISION  
(GEOGRAPHIC TOWNSHIP OF TORONTO GORE)  
CITY OF BRAMPTON  
REGIONAL MUNICIPALITY OF PEEL

SCALE: 1"=200'  
0 10 20 30 40 50 60 70 80 90 100  
metres

## METRIC

Distances and coordinates shown on this plan are in metres and  
may be converted to feet by dividing by 0.3048.



AREA TABLE			
LOT / BLOCK	AREA (Sq. METERS)	LOT / BLOCK	AREA (Sq. METERS)
LOT 1	380	LOT 27	372
LOT 2	380	BLOCK 28	475
LOT 3	380	BLOCK 29	912
LOT 4	372	LOT 30	912
LOT 5	486	LOT 31	912
LOT 6	380	LOT 32	912
LOT 7	486	LOT 33	912
LOT 8	486	LOT 34	912
LOT 9	387	LOT 35	912
LOT 10	387	LOT 36	912
LOT 11	387	LOT 37	912
LOT 12	387	LOT 38	912
LOT 13	387	LOT 39	912
LOT 14	387	LOT 40	912
LOT 15	387	LOT 41	912
LOT 16	387	LOT 42	912
LOT 17	387	LOT 43	912
LOT 18	387	LOT 44	912
LOT 19	387	LOT 45	912
LOT 20	387	LOT 46	912
LOT 21	387	LOT 47	912
LOT 22	387	LOT 48	912
LOT 23	387	LOT 49	912
LOT 24	387	LOT 50	912
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LOT 28	387	LOT 54	912
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LOT 47	387	LOT 73	912
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LOT 50	387	LOT 76	912
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LOT 67	387	LOT 93	912
LOT 68	387	LOT 94	912
LOT 69	387	LOT 95	912
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LOT 73	387	LOT 99	912
LOT 74	387	LOT 100	912
LOT 75	387	LOT 101	912
LOT 76	387	LOT 102	912
LOT 77	387	LOT 103	912
LOT 78	387	LOT 104	912
LOT 79	387	LOT 105	912
LOT 80	387	LOT 106	912
LOT 81	387	LOT 107	912
LOT 82	387	LOT 108	912
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LOT 85	387	LOT 111	912
LOT 86	387	LOT 112	912
LOT 87	387	LOT 113	912
LOT 88	387	LOT 114	912
LOT 89	387	LOT 115	912
LOT 90	387	LOT 116	912
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LOT 94	387	LOT 120	912
LOT 95	387	LOT 121	912
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LOT 114	387	LOT 140	912
LOT 115	387	LOT 141	912
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LOT 119	387	LOT 145	912
LOT 120	387	LOT 146	912
LOT 121	387	LOT 147	912
LOT 122	387	LOT 148	912
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LOT 303	387	LOT 329	912
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LOT 306	387	LOT 332	912
LOT 307	387	LOT 333	912
LOT 308	387	LOT 334	912
LOT 309	387	LOT 335	912
LOT 310	387	LOT 336	912
LOT 311	387	LOT 337	912
LOT 312	387	LOT 338	912
LOT 313	387		





## Minutes

### Committee of Council

### The Corporation of the City of Brampton

**Wednesday, October 25, 2023**

Members Present: Mayor Patrick Brown (ex officio)  
Regional Councillor R. Santos  
Regional Councillor P. Vicente  
Regional Councillor N. Brar  
Regional Councillor M. Palleschi  
Regional Councillor D. Keenan  
Regional Councillor M. Medeiros (arrived at 9:55 a.m.)  
Regional Councillor P. Fortini  
City Councillor R. Power  
Regional Councillor G. Toor  
Deputy Mayor H. Singh

Staff Present: Marlon Kallideen, Chief Administrative Officer, and Acting  
Commissioner, Public Works and Engineering  
Bill Boyes, Commissioner, Community Services, and Acting Fire  
Chief  
Steve Ganesh, Commissioner, Planning, Building and Growth  
Management  
Alex Milojevic, Commissioner, Corporate Support Services  
Mike Mulick, Acting Commissioner, Legislative Services  
Heidi Dempster, General Manager, Brampton Transit  
Sameer Akhtar, City Solicitor  
Peter Fay, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Sonya Pacheco, Legislative Coordinator

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**1. Call to Order**

The meeting was called to order at 9:32 a.m. and recessed at 12:03 p.m. At 1:02 p.m., Committee moved into Closed Session, recessed at 1:49 p.m., moved back into Open Session at 2:01 p.m. and adjourned at 2:04 p.m.

**2. Approval of Agenda**

Committee discussion took place with respect to proposed amendments to the agenda.

The following motion was considered.

**CW369-2023**

That the agenda for the Committee of Council Meeting of October 25, 2023 be approved, as amended, as follows:

**To add:**

- 5.4 Announcement - S&P Global Ratings Affirmation of the City of Brampton's AAA Credit Rating

Council Sponsor: Deputy Mayor Singh

- 5.5 Announcement - Erinoak Cheque Presentation

Council Sponsor: Mayor Brown

- 6.5 Delegation from Sylvia Roberts, Brampton resident, re: Item 12.2.1 - Staff Report re: State of Local Infrastructure Report – 2022

- 11.3.1 Discussion Item at the Request of Regional Councillor Toor re: Logistics Innovation Zone in Brampton

Carried

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

Nil

**4. Consent**

The following items listed with a caret (^) were considered to be routine and non-controversial by the Committee and were approved at one time.

(8.2.1, 8.2.4, 8.3.1, 8.3.2, 8.3.3, 9.3.1, 9.3.2, 10.2.2, 12.2.2, 12.2.4, 12.2.7, 15.1, 15.4)

The following motion was considered.

**CW370-2023**

That the following items to the Committee of Council Meeting of October 25, 2023 be approved as part of Consent:

**(8.2.1, 8.2.4, 8.3.1, 8.3.2, 8.3.3, 9.3.1, 9.3.2, 10.2.2, 12.2.2, 12.2.4, 12.2.7, 15.4)**

Carried

Note: Later in the meeting, on a two-thirds majority vote to reopen the question, the Consent Motion was reopened and Item 15.1 was removed from Consent.

**5. Announcements**

**5.1 Announcement - Startup Canada Brampton Tour Stop - Thursday, October 26, 2023 - Rose Theatre, Brampton**

Presenter: Kayla Isabelle, CEO, Startup Canada

Council Sponsor: Regional Councillor Toor

Kayla Isabelle, CEO, Startup Canada, provided a presentation regarding the Startup Canada Tour, highlighted the benefits of this event for entrepreneurs, provided details on the event taking place at The Rose Theatre on Thursday, October 26, 2023, and thanked the City for its support.

**5.2 Announcement - 2023 Green Fleet Award - Fleet Administration Team**

Presenters: Rob Gasper, Director, Roads Maintenance, Operations and Fleet, and Aaron Moss, Manager, Fleet, Public Works and Engineering

Council Sponsor: Regional Councillor Vicente

Rob Gasper, Director, Roads Maintenance, Operations and Fleet, Public Works and Engineering, announced that Brampton was named the top Green Fleet in the 2023 Green Fleet Awards competition by the National Association of Fleet Administration. Mr. Gasper provided an overview of the award, introduced the Fleet Administration Team, and congratulated them on their achievement.

5.3 Announcement and Proclamation - National Respiratory Therapy Week - October 22 to 29, 2023

Presenter: Yvonne Drasovean, President, Respiratory Therapy Society of Ontario

Council Sponsor: Regional Councillor Brar

Yvonne Drasovean, President, Respiratory Therapy Society of Ontario, announced that October 22 to 29, 2023 marks National Respiratory Therapy Week, and provided information regarding the field of respiratory therapy.

Mayor Brown read the proclamation.

Regional Councillor Kaur Brar recognized the important contributions of respiratory therapists, and acknowledged and thanked them for their dedication and vital role in patient care.

5.4 Announcement - S&P Global Ratings Affirmation of the City of Brampton's AAA Credit Rating

Council Sponsor: Deputy Mayor Singh

Nash Damer, Treasurer, Corporate Support Services, announced that S&P Global Ratings awarded Brampton the AAA credit rating for the 8<sup>th</sup> consecutive year, and explained the significance of this credit rating and how it benefits Brampton.

Deputy Mayor Singh and Nash Damer thanked the Finance team for their efforts and achievement.

5.5 Announcement - Erinoak Cheque Presentation

Council Sponsor: Mayor Brown

Deputy Mayor Singh provided information on the Cricket for Autism event, which was held to raise funds for the Erinoak Kids Treatment Centre.

A representative from the Erinoak Kids Treatment Centre thanked the City and event organizers for this event, and the donation to the Centre.

A representative from Cricket for Autism provided an overview of the event and funds raised, indicated this event will be held annually, and presented a cheque to the Erinoak Kids Treatment Centre.

## 6. **Public Delegations**

### 6.1 Possible Delegations re: Proposed Procedure By-law Amendments - Implementing New Mayoral Duties and Authorities and Housekeeping Updates

P. Fay, City Clerk, confirmed that there were no delegations registered or present in the meeting to address Committee with respect to this matter.

See Item 10.2.1 - Recommendation CW385-2023

### 6.2 Delegation from Sushma Khinvasara and Mukesh Shanghavi, Representatives of Shrimd Rajchandra Mission Dharampur, Canada, re: Ceremonial Street Naming Request

Harsha Shanghavi, representative of the Shrimad Rajchandra Mission Dharampur (SRMD) Canada, provided a presentation to Committee, which included information regarding the SRMD, and requested Committee's consideration to name a street in Brampton "Shrimad Rajchandra Street".

Deputy Mayor Singh thanked the delegation for their presentation.

The following motion was considered.

#### **CW371-2023**

That the delegation from Sushma Khinvasara and Mukesh Shanghavi, representatives of Shrimd Rajchandra Mission Dharampur, Canada, to the Committee of Council Meeting of October 25, 2023, re: **Ceremonial Street Naming Request**, be received.

Carried

### 6.3 Delegation from Robinson Akintade, Director of Coaching, and Tyrell Lassche, Ombudsman, Brampton Minor Football Association, re: Support and Growth of Amateur Sport in Brampton

Robinson Akintade, Director of Coaching, Brampton Minor Football Association (BMFA), provided a presentation to Committee regarding the BMFA, and requested "financial relief in the form of reduced city operated storage fees, and to develop a partnership with the city to promote sport for the youth and make it more accessible". In addition, the delegation provided information on how the BMFA supports youth.

In response to questions from Committee, the delegation provided information on youth football programs in Brampton and BMFA volunteers, fundraising, realty fees, current number of teams and the establishment of a girls team.

Committee discussion on this matter included the following:

- Request for information on comparator groups supported in Brampton
- Financial barriers to youth participation
- City subsidy for field costs
- Support provided by other cities in the GTHA for similar football programs
- Partnerships with school boards and the need to maximize the use of amenities

The following motion was considered.

### **CW372-2023**

That the delegation from Robinson Akintade, Director of Coaching, and Tyrell Lassche, Ombudsman, Brampton Minor Football Association, to the Committee of Council Meeting of October 25, 2023, re: **Support and Growth of Amateur Sport in Brampton**, be **referred** to staff for a report back to include information on comparator groups supported in Brampton, usage of public amenities, and support provided by other cities, within the GTHA, to similar organizations.

Carried

- 6.4 Delegation from Jannies Le, Executive Director, Samiya Kebir, Program Supervisor, and Rashmi Khosla, Board President, Armagh, re: Item 9.3.3 - Transitional Housing to Support Women Fleeing Violence

Item 9.3.3 was brought forward and dealt with at this time.

Jannies Le, Executive Director, Samiya Kebir, Program Supervisor, and Rashmi Khosla, Board President, Armagh, provided a presentation to Committee entitled "Building Lives Free of Violence", which included information regarding family and intimate partner violence in Peel Region, programs and services provided by Armagh, access and wait times for transitional housing, and a request for "financial support to address our funding gap to support women and their families in our 12 new units coming online in Brampton January 2024".

Committee discussion on this matter included the following:

- Important work of Armagh
- Information regarding transitional housing and how it supports women fleeing violence
- Lack of provincial funding for transitional housing



- The need to address the issue of gender-based violence
- Information regarding the Brampton program
- Subsidy funding from the Region of Peel and alternate funding options for transitional housing (e.g. rapid housing fund)
- Domestic and gender-based violence in Brampton
- Long wait times for permanent housing
- Indication that transitional housing will ease shelter capacity issues

A motion was introduced with the following operative clause:

Therefore Be It Resolved That:

1. The delegation from Jannies Le, Executive Director, Samiya Kebir, Program Supervisor, and Rashmi Khosla, Board President, Armagh, re: Item 9.3.3 - Transitional Housing to Support Women Fleeing Violence, be referred to staff for further consideration;
2. The City of Brampton forward this motion to, and advocate at the Region of Peel for, support of Armagh House's housing pilot in Brampton, to ensure its delivery with corresponding wraparound support during the Region's transition period of dissolution;
3. The Mayor, on behalf of Council, write a letter to the Provincial Government (Premier, Minister of Housing, Minister of Community and Social Services, and Associate Minister of Women's Social and Economic Opportunity, and all local Brampton MPPs) that transitional housing such as that provided by Armagh House with its necessary wraparound supports, be included as an important piece in building affordable housing that should be financially supported by the province, especially for women escaping domestic violence; and
4. The Mayor, on behalf of Council, write a letter to the Federal Government (Prime Minister, Minister of Housing, Infrastructure and Communities, and Minister of Diversity, Inclusion and Persons with Disabilities, and all local Brampton MPs) to financially support transitional housing and specifically Armagh House's pilot model in Brampton.

An amendment to clause 1 was introduced, and accepted by the mover, to add "and investigation of potential alignment of transitional housing under provincial and federal housing-related funding sources, on an emergency basis".

The motion, as amended, was considered as follows.

## **CW373-2023**

Whereas:

- Gender Based Violence (GBV) and Intimate Partner Violence (IPV) has been declared an epidemic by the City of Brampton, Region of Peel and AMO, alongside dozens of other municipalities across the province and country; and
- Peel Regional Police reported that they responded to more than 17,000 incidents of family and intimate partner violence in 2021 which equates to two disputes every hour; and
- The affordable housing crisis in Canada is a detrimental barrier for survivors to leave their abusers which is forcing them (predominantly women and their children), to risk their safety every day, by choosing between homelessness or ongoing abuse; and
- Second stage housing also known as Transitional Shelters/Housing is an integral aspect of the continuum of supports for IPV survivors and their children, providing them with wraparound support and the time and space to heal, prepare for the future, and achieve independence, and is proven to be an effective pathway for women and their children to escape violence and find permanent housing; and
- A funding gap exists in Ontario whereby the Provincial Government does not currently fund transitional housing; and
- Because of this funding gap, the Region of Peel has been supporting transitional shelters/housing like Armagh house, which is based in Mississauga; and
- The Region of Peel Council on Thursday, October 26 will be discussing agenda items 8.2 – 8.4 relating to Housing Subsidies, Rapid Response Modular Housing, and Homelessness Policy and Programs; and
- Armagh House has indicated that over 50% of their clients serviced at the Mississauga shelter are Brampton residents; and
- Armagh House is implementing a new model of delivery of 12 units set to launch in January 2024, for transitional housing with vital wraparound support in collaboration with a private developer in Brampton; and
- The Region of Peel has indicated commitments to rent subsidy and some program support for the Armagh House pilot in Brampton, but a funding gap still exists to deliver the program to include the necessary wraparound support consistent with the existing shelter in Mississauga; and

- This new model of transitional housing provided by Armagh costs less than other short-term options such as hotels or building a completely new shelter.

Therefore Be It Resolved That:

1. The delegation from Jannies Le, Executive Director, Samiya Kebir, Program Supervisor, and Rashmi Khosla, Board President, Armagh, re: **Item 9.3.3 - Transitional Housing to Support Women Fleeing Violence**, be referred to staff for further consideration, and investigation of potential alignment of transitional housing under provincial and federal housing-related funding sources, on an emergency basis;
2. The City of Brampton forward this motion to, and advocate at the Region of Peel for, support of Armagh House's housing pilot in Brampton, to ensure its delivery with corresponding wraparound support during the Region's transition period of dissolution;
3. The Mayor, on behalf of Council, write a letter to the Provincial Government (Premier, Minister of Housing, Minister of Community and Social Services, and Associate Minister of Women's Social and Economic Opportunity, and all local Brampton MPPs) that transitional housing such as that provided by Armagh House with its necessary wraparound supports, be included as an important piece in building affordable housing that should be financially supported by the province, especially for women escaping domestic violence; and
4. The Mayor, on behalf of Council, write a letter to the Federal Government (Prime Minister, Minister of Housing, Infrastructure and Communities, and Minister of Diversity, Inclusion and Persons with Disabilities, and all local Brampton MPs) to financially support transitional housing and specifically Armagh House's pilot model in Brampton.

Carried

- 6.5 Delegation from Sylvia Roberts, Brampton resident, re: Item 12.2.1 - Staff Report re: State of Local Infrastructure Report - 2022

Sylvia Roberts, Brampton resident, addressed Committee with respect to Item 12.2.1 - Staff Report re: State of Local Infrastructure Report - 2022, and asked where information regarding the 10-year funding need could be found.

Regional Councillor Vicente advised that this report will be dealt with later in the meeting and staff will respond to the delegation's question at that time.

The following motion was considered.

## **CW374-2023**

That the delegation from Sylvia Roberts, Brampton resident, to the Committee of Council Meeting of October 25, 2023, re: **Item 12.2.1 - Staff Report re: State of Local Infrastructure Report - 2022**, be received.

Carried

## **7. Government Relations Matters**

### **7.1 Staff Update re: Government Relations Matters**

C. Ethier, Manager, Government Relations and Public Liaison, Office of the CAO, provided a presentation, which included information and updates on matters relating to the Regional, Provincial and Federal Governments, Association of Municipalities of Ontario (AMO), Ontario Big City Mayor's, and the Federation of Canadian Municipalities (FCM).

Committee discussion on this matter included the following:

- Concerns regarding encampments in the downtown and Etobicoke Creek areas due to over-capacity at shelters, and the need to establish a compassionate approach to address this issue
- Notice of Motion on the October 26, 2023 Regional Council Agenda regarding opportunities to expedite the planning and construction of the roads in the Highway 427 Industrial Secondary Plan Area
- Recent opinion by the Federal Supreme Court on the federal review of Highway 413, and an indication from staff that a final decision on this matter has not been rendered

The following motion was considered.

## **CW375-2023**

That the presentation from C. Ethier, Manager, Government Relations and Public Liaison, Office of the CAO, to the Committee of Council Meeting of October 25, 2023, re: **Government Relations Matters**, be received.

Carried

## **8. Public Works and Engineering Section**

### **8.1 Staff Presentations**

Nil

## 8.2 Reports

- 8.2.1 ^ Staff Report re: Initiation of Subdivision Assumption - Scottish Heather Development Inc. - Registered Plan 43M-2052 (North of Steeles Avenue, West of Mississauga Road) - Planning References C05W04.005 and 21T-06024B - Ward 6

### **CW376-2023**

1. That the report from Luciano Totino, Manager, Development Construction, Environment and Development Engineering, Planning Building and Growth Management, to the Committee of Council Meeting of October 25, 2023, re: **Initiation of Subdivision Assumption; Scottish Heather Development Inc. - Registered Plan 43M-2052 (North of Steeles Avenue, West of Mississauga Road) - Ward 6 - Planning References C05W04.005 and 21T-06024B**; be received;
2. That the City initiate the Subdivision Assumption of Scottish Heather Development Inc., Registered Plan 43M-2052; and
3. That a report be forwarded to City Council recommending the Subdivision Assumption of Scottish Heather Development Inc., Registered Plan 43M-2052, once all departments have provided their clearance for assumption.

Carried

- 8.2.2 Staff Report re: Parking Restrictions – Various Locations – Wards 2 and 9

Committee discussion took place with respect to the following:

- Impact of trucks parking on Mayfield Road, near Dixie Road, on businesses
  - Staff advised that parking restrictions will be implemented in this area
- Impact of not having 311 telephone service after midnight to report parking issues and fireworks-related complaints
  - Staff advised that complaints received after midnight via the 311 app, online or email are forwarded to By-law Enforcement
- The need to review the City's policies relating to on-street parking
- Parking on Regan Road, including:
  - the impact of truck parking on businesses in the area

- a request that parking be permitted for Gurdwara attendees during special events

The following motion was considered.

### **CW377-2023**

That the report from Kevin Minaker, Manager, Traffic Operations and Parking, Road Maintenance, Operations and Fleet, Public Works and Engineering, to the Committee of Council Meeting of October 25, 2023, re: **Parking Restrictions – Various Locations – Wards 2 and 9**, be **referred** back to staff for further information.

Carried

### 8.2.3 Staff Report re: Increased Penalty for Vehicles Interfering with Snow Removal on City Roads (RM 22/2023)

Committee discussion on this matter included the following:

- Concerns regarding the impact of on-street parking on both sides of the road on garbage pick-up and snow clearing operations
- Process for towing vehicles parked on the street during snow clearing operations
- Fines for on-street parking during snow clearing operations, and the possibility of increasing the fine for third and subsequent offences
- Communications strategy to inform the public of the increased penalties

A motion was introduced to add the following cause to the recommendations in the staff report:

3. That the penalty amount be raised to \$500 for the third and subsequent offences.

The motion, in its entirety, was considered as follows.

### **CW378-2023**

1. That the report from Sam Mattina, Manager, Contracts, Operations Planning and Projects, Road Maintenance, Operations and Fleet, Public Works and Engineering, and Shane Keyes, Manager, By-law Enforcement, Enforcement and By-law Services, Legislative Services, to the Committee of Council Meeting of October 25, 2023, re: **Increased Penalty for Vehicles Interfering with Snow Removal on City Roads (RM 22/2023)**, be received;

2. That the recommended amendment to Schedule “A” of the Administrative Monetary Penalty System (AMPS) By-Law 333-2013, to substantially increase the set penalty for vehicles interfering with snow removal and/or winter maintenance, be approved; and
3. That the penalty amount be raised to \$500 for the third and subsequent offences.

Carried

- 8.2.4 ^ Staff Report re: Request to Begin Procurement – Hiring of a Consultant for the New Brampton Arts and Culture Centre – Ward 4

**CW379-2023**

1. That the report from Peter Gabor, Manager, Building Design and Construction, Public Works and Engineering, to the Committee of Council Meeting of October 25, 2023, re: **Request to Begin Procurement – Hiring of a Consultant for the New Brampton Arts and Culture Centre – Ward 4**, be received; and
2. That the Purchasing Agent be authorized to commence the procurement of a consultant to provide design and contract administration services for the New Brampton Arts and Culture Centre.

Carried

8.3 Other/New Business

- 8.3.1 ^ Minutes - Environment Advisory Committee - October 3, 2023

**CW380-2023**

That the **Minutes of the Environment Advisory Committee Meeting of October 3, 2023**, Recommendations EAC011-2023 to EAC016-2023, to the Committee of Council Meeting of October 25, 2023, be approved.

Carried

The recommendations were approved as follows:

**EAC011-2023**

That the agenda for the Environment Advisory Committee Meeting of October 3, 2023, be approved, as amended to add the following item:

- 8.2 Discussion Item at the request of Subhash Chander Duggal, Committee Member, re: Environmental Projects, Research and Funding

### **EAC012-2023**

That the verbal update from Kristina Dokoska, Environmental Planner, Planning, Building and Growth Management, to the Environment Advisory Committee Meeting of October 3, 2023, re: **Grow Green Awards**, be received.

### **EAC013-2023**

That the verbal update from Kristina Dokoska, Environmental Planner, Planning, Building and Growth Management, to the Environment Advisory Committee Meeting of October 3, 2023, re: **Climate Change Adaptation Plan (CCAP)**, be received.

### **EAC014-2023**

That the verbal update from Karley Cianchino, Environmental Project Specialist, Planning, Building and Growth Management, to the Environment Advisory Committee Meeting of October 3, 2023, re: **Dearbourne Pollinator Pilot Project**, be received.

### **EAC015-2023**

That the verbal update from Pam Cooper, Acting Manager, Environmental Planning, Planning, Building and Growth Management, to the Environment Advisory Committee Meeting of October 3, 2023, re: **Strategic Plan**, be received.

### **EAC016-2023**

That the Environment Advisory Committee do now adjourn to meet again on Tuesday, December 5, 2023.

## 8.3.2 ^ Minutes - Brampton School Traffic Safety Council - October 5, 2023

### **CW381-2023**

That the **Minutes of the Brampton School Traffic Safety Council Meeting of October 5, 2023**, Recommendations SC026-2023 to SC034-2023, to the Committee of Council Meeting of October 25, 2023, be approved.

Carried

The recommendations were approved as follows:

### **SC026-2023**

That the Brampton School Traffic Safety Council agenda be approved as published and circulated.



### **SC027-2023**

1. That the following correspondence to the Brampton School Traffic Safety Council meeting of October 5, 2023, be received;
  - 7.1 Request from Roshan Varghese, Brampton Resident, re: **Review of Intersection of Honey Bee / Canarygrass Drive and Students and Pedestrian Safety crossing roads, Sunny View Public School, 30 Chapparral Drive, Ward 9**
  - 7.2 Request from Ben Ragel, Resident, re: **Review of intersection of Sunny Meadow / Sandalwood Parkway and Student Safety crossing roads, Sunny View Public School, 30 Chapparral Drive, Ward 9**; and
2. That no action be undertaken at this time.

### **SC028-2023**

1. That the correspondence from Sara McCormick, Vice-Principal, to the Brampton School Traffic Safety Council meeting of October 5, 2023, re: **Traffic Congestion on school street and request for a crosswalk on Elbern Markell and Bovaird Drive, Jean Augustine Secondary School, 500 Elbern Markell Drive, Ward 5** be received; and
2. That a site inspection be undertaken.

### **SC029-2023**

1. That the Site Inspection report for **St. Jacinta Marto Catholic School** be received;
2. That, in an effort to encourage Active Transportation to and from school, the Principal contact their designated Peel Health Nurse to participate in the School Travel Plan Program in Peel; and
3. That an adult crossing guard is not warranted at the intersection.

### **SC030-2023**

1. That the Site Inspection report for **St. Ursula Catholic School** be received;
2. That in an effort to encourage Active Transportation to and from school, the Principal contact their designated Peel Health Nurse to participate in the School Travel Plan Program in Peel;
3. That the principal arrange for the Bus loading pavement markings to be removed, a stop bar painted at the exit and Fire Route Signs to be replaced;

4. That the principal arrange for bylaw enforcement to visit during dismissal time for the Fire Route violations, once the signs are replaced; and
5. That the principal remind pedestrians to cross at the hatched walkway and not walk between vehicles to get to the parking lot or median at the Kiss and Ride.

#### **SC031-2023**

1. That the Site Inspection report for **Fernforest Public School** be received; and
2. That the principle be requested to arrange for:
  - Pavement markings to be refreshed for Kiss and Ride, Bus Lane and Thru Lane
  - Consider removal of bushes in garden and reducing extended curb at end of Kiss and Ride drop zone
  - Leave the Kiss and Ride open during the afternoon dismissal; and
3. That the Manager of Parking Enforcement be requested to enforce the No Stopping/No Parking zones during arrival and dismissal times.

#### **SC032-2023**

1. That the Site Inspection report for **St. Edmund Campion Catholic Secondary School** be received; and
2. That in an effort to encourage Active Transportation to and from school, the Principal contact their designated Peel Health Nurse to participate in the School Travel Plan Program in Peel;
3. That the Principal of St. Edmund Catholic School be requested to:
  - Educate the students on pedestrian/traffic safety and encourage them to cross at walkways on school property,
  - Educate the drivers on the Kiss and Ride and driving on school property
  - Arrange for the School Board Planning department to review the operation of the parking lots, Kiss and Ride and Bus Loading area in the school; and
4. That Peel Regional Police be requested to visit the area during the morning arrival and dismissal times.

#### **SC033-2023**

1. That the Site Inspection report for **St. Joseph Catholic School** be received;

2. That, in an effort to encourage Active Transportation to and from school, the Principal contact their designated Peel Health Nurse to participate in the School Travel Plan Program in Peel; and,
3. That the Manager of Parking Enforcement be requested to arrange for Parking Officers to attend during arrival and dismissal times for the school to enforce the parking/stopping violations.

#### **SC034-2023**

That Brampton School Traffic Safety Council do now adjourn to meet again on November 2, 2023.

#### 8.3.3 ^ Minutes - Active Transportation Advisory Committee - October 10, 2023

#### **CW382-2023**

That the **Minutes of the Active Transportation Advisory Committee Meeting of October 10, 2023**, Recommendations ATC013-2023 to ATC022-2023, to the Committee of Council Meeting of October 25, 2023, be approved.

Carried

The recommendations were approved as follows:

#### **ATC013-2023**

That the agenda for the Active Transportation Advisory Committee Meeting of October 10, 2023 be approved as published.

#### **ATC014-2023**

That the presentation from Stephen Laidlaw, Co-Chair re: **Protected Intersections**, to the Active Transportation Advisory Committee Meeting of October 10, 2023, be received.

#### **ATC015-2023**

That the presentation from Lisa Stokes, Co-Chair re: **Durham Region Crossrides**, to the Active Transportation Advisory Committee Meeting of October 10, 2023, be received.

#### **ATC016-2023**

That the presentation from Lisa Stokes, Co-Chair re: **Bovarid Construction**, to the Active Transportation Advisory Committee Meeting of October 10, 2023, be received.

#### **ATC017-2023**

That the presentation from Lisa Stokes, Co-Chair re: **Peter Robertson Construction**, to the Active Transportation Advisory Committee Meeting of October 10, 2023, be received.

#### **ATC018-2023**

That the Verbal Update from Fernanda Soares, Project Manager, Active Transportation, Planning Building and Growth Management., to the Active Transportation Advisory Committee Meeting of October 10, 2023, re: **2023 Construction Status**, be received.

#### **ATC019-2023**

That the Verbal Update from Kevin Minaker, Manager, Traffic Operations and Parking, Public Works and Engineering, to the Active Transportation Advisory Committee Meeting of October 10, 2023, re: **Neighbourhood Speed Safety Zone Initiative**, be received.

#### **ATC020-2023**

1. That the Verbal Update from Nelson Cadete, Manager, Transportation Planning, Planning Building and Growth Management, to the Active Transportation Advisory Committee Meeting of October 10, 2023, re: **The Orangeville - Brampton Rail Trail Project**, be received; and,
2. That the Active Transportation Advisory Committee expresses its interest in participating in future consultations with respect to The Orangeville - Brampton Rail Trail Project.

#### **ATC021-2023**

That the Active Transportation Advisory Committee Sub-Committee Minutes of September 2023, to the Active Transportation Advisory Committee Meeting of October 10, 2023, be received.

#### **ATC022-2023**

That the Active Transportation Advisory Committee do now adjourn to meet again on Tuesday, December 12, 2023 at 5:00 p.m. or at the call of the Chair.

#### 8.4 Correspondence

Nil

8.5 Councillors Question Period

Nil

8.6 Public Question Period

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted.

**9. Community Services Section**

9.1 Staff Presentations

Nil

9.2 Reports

Nil

9.3 Other/New Business

9.3.1 ^ Minutes - Brampton Community Safety Advisory Committee - September 21, 2023

**CW383-2023**

That the **Minutes of the Brampton Community Safety Advisory Committee Meeting of September 21, 2023**, Recommendations BCS001-2023 to BCS004-2023, to the Committee of Council Meeting of October 25, 2023, be approved.

Carried

The recommendations were approved as follows:

**BCS001-2023**

That the agenda for the Brampton Community Safety Advisory Committee Meeting of September 21, 2023 be approved as amended, as follows:

To add:

- 7.1 Discussion Item at the request of Ivan Macri, Citizen Member, re Safety for Local Businesses

### **BCS002-2023**

That the presentation from Peter Fay, City Clerk, re: **Brampton Community Safety Advisory Committee Orientation**, to the Brampton Community Safety Advisory Committee Meeting of September 21, 2023, be received.

### **BCS003-2023**

That the presentation from Razmin Said, Manager, Community Safety and Well-Being, re: **Community Safety and Well-Being Office**, to the Brampton Community Safety Advisory Committee Meeting of September 21, 2023, be received.

### **BCS004-2023**

That the Brampton Community Safety Advisory Committee do now adjourn to meet again for a regular meeting on December 14, 2023, or at the call of the Chair.

## 9.3.2 ^ Minutes - Brampton Sports Hall of Fame Committee - October 5, 2023

### **CW384-2023**

That the **Minutes of the Brampton Sports Hall of Fame Committee Meeting of October 5, 2023**, Recommendations SHF015-2023 to SHF020-2023, to the Committee of Council Meeting of October 25, 2023, be approved.

Carried

The recommendations were approved as follows:

### **SHF015-2023**

That the agenda for the Brampton Sports Hall of Fame Committee meeting of October 5, 2023, be approved.

### **SHF016-2023**

1. That Frank Juzenas, Member, be appointed Chair of the Building Sub-Committee; and
2. That the following members be appointed to participate in the Building Sub-Committee:
  - Beth Cooper
  - Ron Noonan
  - Ziggy Musial

- Ephraim Sampson
- Glenn McIntyre
- Harnek Singh Rai

#### **SHF017-2023**

That the verbal update by Teri Bommer, Coordinator, Sport Liaison, Recreation Services, to the Brampton Sports Hall of Fame Committee meeting of October 5, 2023, re: **Building Update on the New Sports Hall of Fame** be received.

#### **SHF018-2023**

That the Brampton Sports Hall of Fame Committee meetings scheduled start time of 7:00 p.m. be moved to 6:30 p.m. for all future meetings.

#### **SHF019-2023**

That Ron Noonan, Member, be appointed for the position of Curator for the Sports Hall of Fame.

#### **SHF020-2023**

That Brampton Sports Hall of Fame Committee do now adjourn to meet again on Thursday November 2, 2023 at 7:00 p.m.

- 9.3.3 Discussion Item at the request of Regional Councillor Santos and Regional Councillor Brar, re: Transitional Housing to Support Women Fleeing Violence

#### **Dealt with under Item 6.4 - Recommendation CW373-2023**

- 9.4 Correspondence

Nil

- 9.5 Councillors Question Period

Nil

- 9.6 Public Question Period

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted.

## **10. Legislative Services Section**

### **10.1 Staff Presentations**

Nil

### **10.2 Reports**

#### **10.2.1 Staff Report re: Amendments to Procedure By-law 160-2004 and Council Staff Relations Policy (GOV-140) – Implementing New Mayoral Duties and Authorities and Housekeeping Updates**

The following motion was considered.

##### **CW385-2023**

1. That the report from Peter Fay, City Clerk, Legislative Services, to the Committee of Council Meeting of October 25, 2023, re: **Amendments to Procedure By-law 160-2004 and Council Staff Relations Policy (GOV-140) – Implementing New Mayoral Duties and Authorities and Housekeeping Updates**, be received;
2. That a by-law, substantially in a form as set out in Appendix 1 to this report, be enacted to amend Procedure By-law 160-2004, as amended; and
3. That amendments be made to the Council Staff Relations Policy (GOV-140), substantially in a form as set out in Appendix 3 to this report, to recognize and integrate the new Mayoral duties and authorities.

Carried

#### **10.2.2 ^ Staff Report re: 2024 Council and Committee Meeting Schedule**

##### **CW386-2023**

1. That the report from Charlotte Gravlev, Deputy City Clerk, Legislative Services, to the Committee of Council Meeting of October 25, 2023, re: **2024 Council and Committee Meeting Schedule**, be received;
2. That the 2024 Brampton Council and Committee Meeting Schedule, as outlined in Appendix 1 of the report, be approved; and,
3. That at the discretion of the City Clerk, the time and weekday upon which various committee, board and tribunal meetings are convened be adjusted, as deemed appropriate, to facilitate upmost participation of members and the public.

Carried



10.3 Other/New Business

Nil

10.4 Correspondence

Nil

10.5 Councillors Question Period

Nil

10.6 Public Question Period

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted.

**11. Economic Development Section**

11.1 Staff Presentations

11.1.1 Staff Presentation re: Brampton Food and Beverage Processing Summit 2023

Alison Theodore, Coordinator, Economic Development, Office of the CAO, provided a presentation regarding Brampton's Inaugural Food and Beverage Processing Summit, held on September 15, 2023 at Alderlea.

Regional Councillor Toor thanked staff for their efforts in relation to this Summit.

The following motion was considered.

**CW387-2023**

That the presentation from Alison Theodore, Coordinator, Economic Development, Office of the CAO, to the Committee of Council Meeting of October 25, 2023, re: **Brampton Food and Beverage Processing Summit 2023**, be received.

Carried

11.2 Reports

Nil

### 11.3 Other/New Business

#### 11.3.1 Discussion Item at the Request of Regional Councillor Toor re: Logistics Innovation Zone in Brampton

Regional Councillor Toor advised Committee that he attended the Urban Transformation Summit in the City of Detroit, and provided information regarding their Mobility Innovation Zone. Councillor Toor outlined the opportunity to establish a Logistics Innovation Zone in Brampton, noting the Region of Peel is Canada's logistics hub. In addition, Councillor Toor outlined the potential for innovation, and the need to address the challenges of this sector.

A motion was introduced directing staff to report back on the feasibility of establishing a Logistics Innovation Zone in Brampton. Amendments to the motion were introduced and accepted by the mover.

The motion, as amended, was considered as follows.

#### **CW388-2023**

Whereas the logistics sector is the largest economic sector and largest employer in Brampton;

Whereas the City of Brampton has been building an Innovation District which brings an innovation lens to all sectors in Brampton;

Therefore Be It Resolved:

1. That the Economic Development Office determine the feasibility of establishing Logistics Innovation Zones in Brampton and report back to Committee of Council in Q1 2024;
2. That Economic Development staff be guided by global best practices, local academic research institutions, and supported by the Planning, Building and Growth Management department; and
3. That a copy of this resolution be provided to the Ministry of Transportation for information.

Carried

### 11.4 Correspondence

Nil

## 11.5 Councillors Question Period

Nil

## 11.6 Public Question Period

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted.

## 12. **Corporate Services Section**

### 12.1 Staff Presentations

Nil

### 12.2 Reports

#### 12.2.1 Staff Report re: State of Local Infrastructure Report - 2022

Vincent Rodo, Director, Organizational Performance and EDI, Corporate Support Services, provided an overview of the subject report.

The following motion was considered.

#### **CW389-2023**

1. That the report from Amit Gupta, Manager, Corporate Asset Management, Corporate Support Services, to the Committee of Council Meeting of October 25, 2023, re: **State of Local Infrastructure Report – 2022**, be received;
2. That Council approve the “State of Local Infrastructure Report – 2022” attached as Appendix A; and
3. That the “State of Local Infrastructure Report – 2022” be posted on the City's website to comply with the City of Brampton Asset Management Policy.

Carried

#### 12.2.2 ^ Staff Report re: 2024 Interim Tax Levy

#### **CW390-2023**

1. That the report from Nash Damer, Treasurer, Finance, Corporate Support Services, to the Committee of Council Meeting of October 25, 2023, re: **2024 Interim Tax Levy**, be received; and

2. That a by-law be passed for the levy and collection of the 2024 Interim Tax Levy.

Carried

#### 12.2.3 Staff Report re: Brampton's 50th Birthday Celebrations (RM 1/2023)

Jason Tamming, Director, Strategic Communications, Tourism and Events, Corporate Support Services, provided an overview of the plans for Brampton's 50th birthday celebrations.

Committee discussion on this matter included the following:

- Brampton's 50th birthday logo design
- Suggestions for the celebration events/activities, including:
  - working with the Brampton Arts Organization (BAO) to incorporate a competition for local artists to create a celebratory song for this occasion
  - holding one major event with sponsorships
    - Staff provided an overview of the June 29, 2024 event, and outlined options for enhancement (e.g. adding a signature artist)
  - having Brampton's 50th birthday swag available for purchase, including clothing items (e.g. hoodies, golf shirts, t-shirts, etc.)
  - incorporating various "50th" award categories

The following motion was considered.

#### **CW391-2023**

1. That the report from Jason Tamming, Director, Strategic Communications, Tourism and Events, Corporate Support Services, to Committee of Council Meeting of October 25, 2023, re: **Brampton's 50th Birthday Celebrations (RM 1/2023)**, be received;
2. That the proposed Brampton's 50th Birthday Visual Identity Guide (Appendix 1) be approved; and
3. That the proposed Brampton's 50th Birthday Work Plan (Appendix 2) be approved.

Carried

12.2.4 ^ Staff Report re: Salary Administration Policy: Annual Reporting – January 1 to December 31, 2022

**CW392-2023**

That the report from Cynthia Ogbarmey-Tetteh, Director, Human Resources, Corporate Support Services, to the Committee of Council Meeting of October 25, 2023, re: **Salary Administration Policy: Annual Reporting – January 1 to December 31, 2022**, be received.

Carried

12.2.5 Staff Report re: Enhancing Accessibility and Inclusion Initiative - Supported Employment Program (RM 41/2023)

Regional Councillor Santos advised Committee with respect to feedback received from local stakeholders regarding the subject report, and outlined the need to collaborate with existing local organizations and charities regarding this matter.

The following motion was introduced:

1. That the report from Cynthia Ogbarmey-Tetteh, Director, Human Resources, Corporate Support Services, to the Committee of Council Meeting of October 25, 2023, re: Enhancing Accessibility and Inclusion Initiative - Supported Employment Program (RM 41/2023), be referred back to staff, and staff be directed to:
  - a. Consult with charities, organizations and social enterprises who have demonstrated a connection with Brampton and are focused on supporting individuals with disabilities, to include Concord in the City, South Asian Autism Centre, Easter Seals Ontario; and
  - b. Explore opportunities to collaborate with leading organizations in providing employment training and opportunities at the City of Brampton;
2. That the City of Brampton provide opportunities at City events and City owned locations for Concord in the City to operate their coffee truck, as this local non-profit organization provides skills development for individuals with disabilities, which supports inclusion and further complements recruitment opportunities for the City of Brampton; and
3. That the City of Brampton support Easter Seals Ontario, a long-standing and strong partner in supporting youth with physical disabilities in Brampton, particularly their annual fundraising event.

An amendment to clause 1(a) was introduced to include the wording "and others within Brampton".

The motion, as amended, was considered as follows.

### **CW393-2023**

1. That the report from Cynthia Ogbarmey-Tetteh, Director, Human Resources, Corporate Support Services, to the Committee of Council Meeting of October 25, 2023, re: **Enhancing Accessibility and Inclusion Initiative - Supported Employment Program (RM 41/2023)**, be **referred** back to staff, and staff be directed to:
  - a. Consult with charities, organizations and social enterprises who have demonstrated a connection with Brampton and are focused on supporting individuals with disabilities, to include Concord in the City, South Asian Autism Centre, Easter Seals Ontario, and others within Brampton; and
  - b. Explore opportunities to collaborate with leading organizations in providing employment training and opportunities at the City of Brampton;
2. That the City of Brampton provide opportunities at City events and City owned locations for Concord in the City to operate their coffee truck, as this local non-profit organization provides skills development for individuals with disabilities, which supports inclusion and further complements recruitment opportunities for the City of Brampton; and
3. That the City of Brampton support Easter Seals Ontario, a long-standing and strong partner in supporting youth with physical disabilities in Brampton, particularly their annual fundraising event.

Carried

#### **12.2.6 Staff Report re: Employee Maternity Leave and Parental Benefits Benchmarking (RM 49/2023)**

Cynthia Ogbarmey-Tetteh, Director, Human Resources, Corporate Support Services, provided an overview of employee maternity leave and parental benefits in Brampton, and responded to questions from Committee regarding how these benefits compare to other cities.

A motion was introduced directing staff to report back on the potential for improving maternity leave and parental benefits, to more closely align with those provided by other cities.

The motion was considered as follows.

### **CW394-2023**

1. That the report from Cynthia Ogbarmey-Tetteh, Director, Human Resources, Corporate Support Services, to the Committee of Council Meeting of October 25, 2023, re: **Employee Maternity Leave and Parental Benefits Benchmarking (RM 49/2023)**, be received; and
2. That staff be directed to report on the potential for improvement to Maternity Leave and Parental Benefits to more closely align with those provided by other cities.

Carried

#### 12.2.7 ^ Staff Report re: Modernizing the City of Brampton's Policies and Practices – Obsolete Policies Report

### **CW395-2023**

1. That the report from Harrish Thirukumaran, Policy Advisor, Corporate Policy, Office of the CAO, to the Committee of Council Meeting of October 25, 2023, re: **Modernizing the City of Brampton's Policies and Practices – Obsolete Policies Report**, be received; and
2. That the following Council Policies be declared obsolete and rescinded from the Corporate Policy Library:
  - a) Expenses-Approval Requirements (13.3.0), 2011
  - b) Expenses-Business (13.3.1), 2011
  - c) Expenses – Mileage (13.3.2), 2002
  - d) Expenses-Petty (13.3.3), 2001
  - e) Expenses – Professional Membership (13.3.4), 2011
  - f) Meal Allowance (5.6.0), 2002
  - g) Care, Custody and Control of City Assets (13.4.1), 2007
  - h) Insurance Policy (13.4.0) 2001
  - i) Staff Attendance and Expenses at Events Policy 14.5.3

Carried

#### 12.3 Other/New Business

Nil

#### 12.4 Correspondence

Nil

12.5 Councillors Question Period

Nil

12.6 Public Question Period

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made under this section of the agenda. P. Fay, City Clerk, confirmed that no questions were submitted.

13. **Referred Matters List**

Nil

14. **Public Question Period**

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made during this meeting. P. Fay, City Clerk, confirmed that no questions were submitted.

15. **Closed Session**

15.1 Open Meeting exception under Section 239 (2) (h) and (i) of the Municipal Act, 2001:

Information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them; and a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization - a procurement matter

15.2 Open Meeting exception under Section 239 (2) (h) and (k) of the Municipal Act, 2001:

Information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board - a negotiation matter



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

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

^15.4 Open Meeting exception under Section 239 (2) (d) of the Municipal Act, 2001:

Labour relations or employee negotiations - a compensation matter

15.5 Open Meeting exception under Section 239 (2) (e) of the Municipal Act, 2001:

Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board – a property matter

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

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

Items 15.1 and 15.4 were approved under Consent.

The following motion was considered.

### **CW396-2023**

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

15.2 Open Meeting exception under Section 239 (2) (h) and (k) of the Municipal Act, 2001:

Information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board - a negotiation matter

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

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

15.5 Open Meeting exception under Section 239 (2) (e) of the Municipal Act, 2001:

Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board – a property matter

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

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

Carried

In Open Session, the Chair reported on the status of matters considered in Closed Session, as follows:

15.1 – This matter was approved on consent, and therefore was not discussed in closed session.

15.2 – This matter was considered in closed session, information was received and direction was given to staff.

15.3 – This matter was considered in closed session, information was received and direction was given to staff.

15.4 – This matter was approved on consent, and therefore was not discussed in closed session.

15.5 – This matter was considered in closed session, information was received and no direction was given

15.6 – This matter was considered in closed session, information was received and no direction was given

On a two-thirds majority vote to reopen the question, the Consent Motion was reopened and Item 15.1 was removed from Consent.

The following motion was considered pursuant to Item 15.1:

**CW397-2023**

That the following item be **referred** to the November 1, 2023, Council meeting:

15.1 Open Meeting exception under Section 239 (2) (h) and (i) of the Municipal Act, 2001:

Information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them; and a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization - a procurement matter

Carried

**16. Adjournment**

The following motion was considered.

**CW398-2023**

That the Committee of Council do now adjourn to meet again on Wednesday, November 15, 2023, or at the call of the Chair.

Carried

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Chair, Community Services Section

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Chair, Legislative Services Section

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Chair, Economic Development Section

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Chair, Corporate Services Section

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Chair, Public Works & Engineering Section



## Minutes

### Audit Committee

#### The Corporation of the City of Brampton

**Tuesday, November 7, 2023**

Members Present: Regional Councillor D. Keenan, Chair  
Regional Councillor P. Vicente, Vice-Chair  
Regional Councillor N. Brar  
Regional Councillor M. Palleschi  
Regional Councillor G. Toor  
Nicole Russell, Citizen Member

Others Present: Regional Councillor P. Fortini

Staff Present: Marlon Kallideen, Chief Administrative Officer, and Acting  
Commissioner, Public Works and Engineering  
Alex Milojevic, Commissioner, Corporate Support Services  
Nash Damer, Treasurer, Corporate Support Services  
Charlton Carscallen, Principal Planner/Supervisor, Integrated  
City Planning, Planning, Building and Growth Management  
Claire Mu, Director, Internal Audit, Office of the CAO  
Brad Cecile, Manager, Internal Audit, Office of the CAO  
Cynthia Kenth, Senior Advisor, Audit Communications, Internal  
Audit, Office of the CAO  
Peter Fay, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Sonya Pacheco, Legislative Coordinator

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1. **Call to Order**

The meeting was called to order at 9:30 a.m. and recessed at 10:33 a.m. Committee moved into Closed Session at 10:50 a.m., recessed at 11:32 a.m., moved back into Open Session at 11:41 a.m. and adjourned at 11:43 a.m.

Note: Regional Councillor Fortini was in attendance at this meeting.

2. **Approval of Agenda**

The following motion was considered.

**AU028-2023**

That the agenda for the Audit Committee Meeting of November 7, 2023, be approved as published and circulated.

Carried

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

Nil

4. **Consent**

The following items listed with a caret (^) were considered to be routine and non-controversial by the Committee and were approved at one time.

(6.3, 6.4, 6.5)

The following motion was considered.

**AU029-2023**

That the following items to the Audit Committee Meeting of November 7, 2023 be approved as part of Consent:

(6.3, 6.4, 6.5)

Carried

5. **Presentations\Delegations**

- 5.1 Delegation from Maria Khoushnood, Partner, KPMG Private Enterprise, KPMG LLP, re: Item 7.1 - KPMG Audit Plan for the 2023 Fiscal Year

Item 7.1 was brought forward and dealt with at this time.

Maria Khoushnood, Partner, KPMG Private Enterprise, KPMG LLP, provided an overview of the KPMG Audit Planning Report for the year ending December 31, 2023 (Attachment 1 to Report Item 7.1), and provided information with respect to the following:

- Audit highlights
- Materiality
- Updates to the prior year audit plan
- Presumption of the risk of fraud
- Other risks of material misstatement
- Key milestones and deliverables

The delegation responded to questions from Committee regarding the following:

- KPMG Clara system for clients
- New standard for asset retirement obligations and related impacts
  - It was noted that staff will provide an update on this matter at a future meeting
- The City's obligation to implement the new standards
  - It was noted that staff will provide an update on this matter at a future meeting
- The City's Asset Management Program

The following motion was considered.

#### **AU030-2023**

1. That the delegation from Maria Khoushnood, Partner, KPMG Private Enterprise, KPMG LLP, to the Committee of Council Meeting of November 7, 2023, re: **Item 7.1 - KPMG Audit Plan for the 2023 Fiscal Year**, be received;
2. That the report from Maja Kuzmanov, Senior Manager Accounting Services/Deputy Treasurer, Corporate Support Services, to the Audit Committee Meeting of November 7, 2023, re: **KPMG Audit Plan for the 2023 Fiscal Year**, be received; and
3. That the Audit Planning Report for the Year Ending December 31, 2023, prepared by KPMG LLP, Chartered Accountants (KPMG LLP), to the Audit Committee, be received.

Carried

## 6. **Reports - Internal Audit**

### 6.1 Staff Report re: Historic Bovaird Site Audit

Claire Mu, Director, Internal Audit, Office of the CAO, provided an overview of the decision to outsource the Historic Bovaird Site Audit, Internal Audit's role, and the procurement process. In addition, Ms. Mu introduced the KPMG team that performed the subject audit.

Marilyn Abate, Partner, Risk Consulting and Financial Crimes, KPMG LLP, presented an overview of KPMG's Independent Review of the Historic Bovaird Site (Appendix 3 to the subject report), which included an overview of the Bovaird Site and Robinson Barn timelines, and KPMG's mandates, findings and recommendations.

Committee discussion on this matter included the following:

- Council approval of the Pendergast Log Cabin project funding
- Clarification of the capital expenses incurred by the City related to servicing, the Comfort Station, and other site improvements
- Costs incurred by, and the terms of agreement with, the development firm for the cabin project, and a request for further information on this matter

The following motion was considered.

#### **AU031-2023**

That the report from Claire Mu, Director, Internal Audit, Office of the CAO, to the Audit Committee Meeting of November 7, 2023, re: **Historic Bovaird Site – Independent Review of the Historic Bovaird Site for the Corporation of the City of Brampton**, including the related presentation from KPMG, be **referred** to the November 15, 2023 Committee of Council meeting.

Carried

### 6.2 Staff Report re: Property Tax Audit 2023

Claire Mu, Director, Internal Audit, Office of the CAO, introduced the staff involved in the Property Tax Audit, and expressed thanks for their efforts.

Brad Cecile, Manager, Internal Audit, Office of the CAO, presented an overview of the Property Tax Audit, and outlined the audit findings.

Staff responded to questions from Committee with respect to the following:

- Finding #2 - Reporting changes in building permit status to MPAC is not automated
  - Improper monitoring of building permit uploads
  - Recommendation relating to the review of building codes in the AMANDA system
  - Capital program, and budget request, to enhance the online tax experience
- Finding #3 - Mitigating controls over system user access should be strengthened
  - Clarification of the recommendation and management action plan for user activity reviews and user access validation
- Finding #4 - Standard Operating Procedures are not always current
  - Concerns regarding the target completion date for the Standard Operating Procedures, and the possibility of completing this sooner
- Significant impact of the staff turnover rate on property tax processes

The following motion was considered.

#### **AU032-2023**

1. That the report from Claire Mu, Director, Internal Audit, Office of the CAO, to the Audit Committee Meeting of November 7, 2023, re: **Property Tax Audit 2023**, be received; and
2. That the recommendations contained in Appendix 1: Property Tax Audit Report, be approved.

Carried

#### 6.3 ^ Staff Report re: Internal Audit Work Plan Status Update

#### **AU033-2023**

That the report from Claire Mu, Director, Internal Audit, Office of the CAO, to the Audit Committee Meeting of November 7, 2023, re: **Internal Audit Work Plan Status Update**, be received.

Carried



- 6.4 ^ Staff Report re: Corporate Ethics Hotline Quarterly Report

**AU034-2023**

That the report from Claire Mu, Director, Internal Audit, Office of the CAO, to the Audit Committee Meeting of November 7, 2023, re: **Corporate Ethics Hotline Quarterly Report**, be received.

Carried

- 6.5 ^ Staff Report re: Status of Management Action Plans - Q3 2023

**AU035-2023**

That the report from Claire Mu, Director, Internal Audit, Office of the CAO, to the Audit Committee Meeting of November 7, 2023, re: **Status of Management Actions Plans - Q3 2023**, be received.

Carried

**7. Reports - Finance**

- 7.1 Staff Report re: KPMG Audit Plan for the 2023 Fiscal Year

**Dealt with under Item 5.1 - Recommendation AU030-2023**

**8. Other/New Business**

Nil

**9. Question Period**

Nil

**10. Public Question Period**

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made during this meeting. P. Fay, City Clerk, confirmed that no questions were submitted.

## **11. Closed Session**

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

The security of the property of the municipality or local board - a security matter

The following motion was considered.

### **AU036-2023**

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

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

The security of the property of the municipality or local board - a security matter

Carried

In Open Session, the Chair reported on the status of matters considered in Closed Session, as follows:

11.1 – This matter was considered in closed session, information was received and no direction was given to staff.

## **12. Adjournment**

At this time in the meeting, Claire Mu, Director, Internal Audit, Office of the CAO, acknowledged the upcoming retirement of Peter Fay, City Clerk, expressed thanks for his leadership and guidance to the Internal Audit Office and the Audit Committee, and extended congratulations and best wishes to Mr. Fay on his retirement from the City of Brampton.

The following motion was considered.

### **AU037-2023**

That the Audit Committee do now adjourn to meet again on Tuesday, February 6, 2024, or at the call of the Chair.

Carried

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Regional Councillor D. Keenan, Chair

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Regional Councillor P. Vicente, Vice-Chair



# BRAMPTON

## Summary of Recommendations

### Committee of Council

### The Corporation of the City of Brampton

**Wednesday, November 15, 2023**

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## 2. **Approval of Agenda**

### **CW399-2023**

That the agenda for the Committee of Council Meeting of November 15, 2023, be approved as amended, as follows:

#### **To add:**

- 5.5 Announcement - Thank you to the City of Brampton for the Celebrity Hockey Classic Event

Presenter: Charlene Myke, Central Ontario Development Manager, Easter Seals Ontario

Council Sponsor: Mayor Brown

- 5.6 Announcement - Co-op Students in Public Works

Council Sponsor: Regional Councillor Keenan

- 9.1.1 Staff Presentation re: Item 9.3.1 - How the City of Brampton is Taking Action to End Violence Against Women

Presenter: Amanda Agnihotri, Supervisor, Neighbourhood Outreach and Development, Community Safety and Well-Being Office, Community Services

- 12.3.2 Discussion Item at the request of Mayor Brown re: Hamas and Israel War

- 12.3.3 Discussion Item at the request of Deputy Mayor Singh re: Closed Session Business at November 20, 2023 Council Workshop

**To refer** the following item to the November 22, 2023 Council meeting:

- 12.2.1 Staff Report re: Historic Bovaird Site Audit

**To withdraw** the following item at the request of staff:

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

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

Carried

4. **Consent**

**CW400-2023**

That the following items to the Committee of Council Meeting of November 15, 2023 be approved as part of Consent:

**(8.4.1, 10.2.1)**

Carried

6. **Public Delegations**

6.1 **CW401-2023**

That the delegation from Omar Qamar, Executive Director, International Fashion Festival For Cause and International Fashion Festival Canada, to the Committee of Council Meeting of November 15, 2023, re: **Request for Support from the City for the Brampton Fashion Festival and International Fashion Festival Canada Events**, be received.

Carried

6.2/8.1.1/8.2.1

**CW402-2023**

1. That the presentation from Jeffrey Humble, Manager, Policy Programs and Implementation, Integrated City Planning, Planning, Building and Growth Management, to the Committee of Council Meeting of November 15, 2023, re: **Brampton Parking Plan (RM 44/2022)**, be received; and

2. That the following delegations to the Committee of Council Meeting of November 15, 2023, re: **Item 8.2.1 - Brampton Parking Plan**, be received:

1. Carrie Percival, Chair, Downtown Brampton BIA
2. Sylvia Roberts, Brampton resident

Carried

### **CW403-2023**

That the report from Malik Majeed, Policy Planner, Downtown Revitalization, Integrated City Planning, Planning, Building and Growth Management, to the Committee of Council Meeting of November 15, 2023, re: **Brampton Parking Plan (RM 44/2022)**, and the following proposed motion, be **referred** to the November 22, 2023 Council meeting:

Moved by Regional Councillor Santos

“That Council amend recommendation # 2 of the Recommendation Report - Brampton Parking Plan (RM 44 /2022) as follows:

That the Brampton Parking Plan be endorsed including, but not limited to the following elements:

1. Eliminating the free hour of parking beginning January 1, 2027, with the option to review and extend the date, if appropriate;
2. Increasing the parking rates to \$2.50 per hour, \$11.25 per day, and \$100.00 per month, beginning January 1, 2027;
3. Increasing the parking rates to \$3.00 per hour, \$13.50 per day and \$120.00 per month, beginning January 1, 2028;
4. Increasing the parking rates to \$3.50 per hour, \$15.00 per day and \$140.00 per month, beginning January 1, 2029; and
5. That staff work with the DBBIA on the framework for a Downtown Parking Benefits District and report back to Council in Q1 2025, whereby a portion of revenues go toward public realm improvements including, but not limited to, active transportation and transit use.”

Carried

## **7. Government Relations Matters**

## 7.1 **CW404-2023**

That the staff presentation from Andrzej Hoffmann, Advisor, Government Relations, Office of the CAO, to the Committee of Council Meeting of November 15, 2023, re: **Government Relations Matters**, be received.

Carried

## 8. **Public Works and Engineering Section**

### 8.1.1 **Dealt with under Item 6.2 - Recommendation CW402-2023**

### 8.2.1 **Dealt with under Item 6.2 - Recommendation CW403-2023**

### 8.2.2 **CW405-2023**

1. That the report from Peter Gabor, Manager, Project Planning and Validation, Building Design and Construction, Public Works and Engineering, to the Committee of Council Meeting of November 15, 2023, re: **Options for Dedicated Breastfeeding Spaces in City Facilities (RM 40/2023)**, be received;
2. That Council direct staff to develop an implementation plan that includes funding requirements to provide dedicated breastfeeding spaces for staff and public use within all City facilities, and report back to Council in Q1 2024; and
3. That staff undertake a pilot project as expeditiously as possible.

Carried

### 8.2.3 **CW406-2023**

1. That the report from Mohammad H. Rahman, Project Engineer, Capital Works, Public Works and Engineering, to the Committee of Council Meeting of November 15, 2023, re: **Request to Begin Procurement – 2024 Road Resurfacing Project**, be received;
2. That the Purchasing Agent be authorized to commence the procurement for the 2024 Road Resurfacing Project subject to Council approval of the 2024 Capital budget; and

3. That the Purchasing Agent be authorized to commence the procurement for contract administration and inspection services for the 2024 Road Resurfacing Project, subject to Council approval of the 2024 Capital budget.

Carried

**^8.4.1 CW407-2023**

That the correspondence from Anthony Melo, Brampton resident, to the Committee of Council Meeting of November 15, 2023, re: **Road Resurfacing**, be received.

Carried

**9. Community Services Section**

**9.1.1 CW408-2023**

That the presentation by Amanda Agnihotri, Supervisor, Neighbourhood Outreach and Development, Community Safety and Well-Being Office, Community Services, to the Committee of Council Meeting of November 15, 2023, re: **Item 9.3.1 - How the City of Brampton is Taking Action to End Violence Against Women**, be received.

Carried

**9.3.1 Dealt with under Item 9.1.1 - Recommendation CW408-2023**

**10. Legislative Services Section**

**^10.2.1**

**CW409-2023**

1. That the report from Mike Mulick, Manager, Animal Services, Legislative Services, to the Committee of Council Meeting of November 15, 2023, re: **Animal Services By-law Updates**, be received;
2. That a new Animal Services By-law be approved;



3. That the existing Dog By-law 250-2005 and Animal Control By-law 261-93 be repealed; and
4. That Administrative Penalties (Non-Parking) By-law 218-2019 be amended.

Carried

#### 10.2.2 **CW410-2023**

That the report from Kevin Lindegaard, Acting Licensing Manager, Enforcement and By-law Services, Legislative Services, to the Committee of Council Meeting of November 15, 2023, re: **Update to the New Provincial Towing and Storage Safety and Enforcement Act (TSSEA)**, be **referred** back to staff to further investigate the implications of the provincial change in jurisdiction over tow-trucks, and report back to the November 22, 2023 Council meeting.

Carried

### 11. **Economic Development Section**

Nil

### 12. **Corporate Services Section**

#### 12.2.1 **Referred under the Approval of Agenda - Recommendation CW399-2023**

#### 12.2.2 **CW411-2023**

1. That the report from Charlton Carscallen, Principal Planner, Planning Building and Growth Management, to the Committee of Council Meeting of November 15, 2023, re: **Status of Historic Bovaird House Management Agreement - CW012-2023**, be **referred** back to staff to provide for the development of an enhanced Memorandum of Understanding (MOU), and report back to Council with a revised MOU by the first quarter of 2024;
2. That no events take place at the Bovaird House until such time as the report is considered;

3. That members of the Bovaird House Board of Directors be required to take gender-based analysis plus training provided by the City; and
4. That the Bovaird House Board of Directors be required to submit Board meeting minutes to the Committee of Council for information.

Carried

#### 12.3.1 **CW412-2023**

That staff be requested to report back on the potential opportunities for the inclusion of Father Roman Galadza in a commemorative naming within Brampton.

Carried

#### 12.3.2 **CW413-2023**

Be It Resolved

For over a month, the world has been watching the unfolding situation in Israel and Gaza in shock and horror at the growing number of lives lost and lives torn apart.

What the terrorist organization Hamas did on October 7th was horrific and there's no justification for it.

The continued bombing of Palestinians in Gaza is unbearable. No one should live under constant threat of violence, or be denied the necessities of life. And yet, so many Palestinian and Israeli civilians have lost their lives or been taken captive; women, journalists, doctors - the toll on children has been especially heart-breaking. Israelis deserve to be safe. Palestinians deserve to be safe.

Brampton is a global city. When we are confronted with horrific global events we are all shaken. We are left to make a defining choice between hate or hope. Time and time again Brampton has chosen hope and unity.

It has defined our city as a beacon in difficult times. Our diversity, our empathy and the harmony in which we live is unique in the world. It must be protected. It is our common bond. Our ability as a city to meet deep differences with compassion and hope, to gather and rally democratically in the spirit of community and peace, is always the best of us at work. But, our city isn't perfect. In hard times our common bond is often tested. The fact remains antisemitism and Islamophobia exist here. People are scared of being targeted for who they are or what they believe in.

Any assault on the freedom of people practicing their faith or religion, is not welcome here. Threatening the safety of businesses is not welcome here. Violence, in all its forms, is not welcome here. Hate is not welcome here.

In talking with Muslim and Jewish communities over recent weeks, we heard their worries and their fears. We have heard how deeply people are grieving and how unsafe they feel right now. We have also heard about common hopes and dreams.

Stories of people comforting a sleepless neighbour, sharing their worry for a loved one back home, or meals cooked for friends to nourish them in their worry. These quiet, hopeful moments are a shared dream of peace, made real in our city every day.

We will always choose hope and compassion. We believe that violence is never the answer. We believe that peace can only come through the immediate and unconditional return of all hostages and a ceasefire, as has been called for by humanitarian organizations, including the United Nations.

When violence and darkness surround us, we must continue to be a welcoming, kind and compassionate city.

Brampton will always denounce terrorism, Islamophobia, antisemitism and hate in all its forms.

A recorded vote was requested and the motion carried as follows.

Yea (10): Mayor Patrick Brown, Regional Councillor Santos, Regional Councillor Brar, Regional Councillor Palleschi, Regional Councillor Keenan, Regional Councillor Medeiros, Regional Councillor Fortini, City Councillor Power, Regional Councillor Toor, and Deputy Mayor Singh

Absent (1): Regional Councillor Vicente

Carried (10 to 0)

#### **CW414-2023**

1. That the request for a City facility rental fee to be waived for Amri Shamsi Islamic Relief Canada fundraiser for Gaza civilians be supported, and staff work with the organization on a time and location; and
2. That the same offer be extended to Har Tikvah in Brampton for any fundraising efforts for Israeli civilians.

Carried

### 12.3.3 **CW415-2023**

That the Council Workshop, scheduled for November 20, 2023, starting at 4:00 p.m., include a closed session component in compliance with the Municipal Act, 2001, under the following provision:

Open Meeting exception under Section 239 (3.1) of the Municipal Act, 2001:

The meeting is held for the purpose of educating or training the members, at which meeting no member discusses or otherwise deals with any matter in a way that materially advances the business or decision-making of the council – the downtown Riverwalk project.

Carried

## 15. **Closed Session**

### **CW416-2023**

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

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

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

Carried

## 16. **Adjournment**

### **CW417-2023**

That the Committee of Council do now adjourn to meet again on Wednesday, November 29, 2023, or at the call of the Chair.

Carried

**Date:** 2023-10-27

**Subject:** **Historic Bovaird Site Audit**

**Contact:** Claire Fang Mu, Director, Internal Audit

**Report Number:** CAO's Office-2023-940

**Recommendation:**

That the report titled: Historic Bovaird Site – Independent Review of the Historic Bovaird Site for the Corporation of the City of Brampton, to the Audit Committee Meeting of November 7, 2023, be received.

**Executive Summary:**

- This report fulfills [Committee of Council resolution CW420-2022](#) which states that Resolution C330-2022 “be **referred** to Internal Audit for review within its 2023 work plan, including the process whereby this resolution came about, the question of payment origins, and the nature of the Friends of Bovaird House organization...”
- Internal Audit defined the objectives and the scope of the audit based on questions raised during Council deliberations at the Committee of Council on December 7, 2022. KPMG was contracted to perform the audit.
- The audit makes four recommendations for the City Council’s consideration, with two related to the City’s conflict of interest policies, and another two related to the City’s relationship with the Friend of Bovaird House.
- This report includes four appendices:
  - Appendix 1: Historic Bovaird Site – Independent Review of the Historic Bovaird Site for the Corporation of the City of Brampton
  - Appendix 2: Management Responses
  - Appendix 3: Executive Presentation
  - Appendix 4: City Policies

## Description

The Committee of Council, at its meeting of December 7, 2022, directed the Internal Audit, through resolution CW420-2022, to review matters related to the acquisition and relocation of a historic agricultural building, the Robinson barn, from Caledon to the Historic Bovaird House site in Brampton.

*"Council Resolution CW420-2022*

*8.3.2 CW420-2022 1. That Resolution C330-2022 be referred to Internal Audit for review within its 2023 work plan, including the process whereby this resolution came about, the question of payment origins, and the nature of the Friends of Bovaird House organization:*

*C330-2022*

*'Whereas controversy in national media has caused public concern around the barn moved to the Bovaird house from Caledon; Therefore be it resolved that: 1) all payments for this project be immediately suspended; and 2) the file be referred to Community Services Section of Committee of Council to develop modern and transparent expense reporting obligations along with a professional business plan in line with the City 2040 vision'."*

<https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=72051>

Based on the Council deliberations, Internal Audit set out the following audit objectives:

1. Assess the process whereby the funding for the Robinson Barn relocation and construction was approved, including the source of funding;
2. Review the nature of the Friends of Bovaird House relationship, including governance, mandate, and reporting relationship with the Brampton Heritage Board and the City of Brampton;
3. Review operating expenses of the Historic Bovaird House and property, including the Pendergast Log House;
4. Assess compliance to the City's Conflict of Interest Policy in decisions related to the Robinson barn, including members of the Brampton Heritage Board and the Friends of Bovaird House; and,
5. Identify the funding source for the acquisition and construction of the Pendergast Log Cabin.

## Decision to Outsource the Audit

We consulted with the CAO and decided to contract out this audit. Our decision considered the following factors:

- City Council directed Internal Audit to audit matters related to the Bovaird House, and the Internal Audit Division is the only entity within the City with the expertise to plan and execute audits.
- There is a possibility that the audit could encroach on the Integrity Commissioner's mandate as the audit implicated a former City Councillor.

Internal Audit's scope is limited to City staff, management, and boards. See Appendix 4 for details.

- Internal Audit staffing has been, until recently, running at 50% capacity. Dedicating resources to the Bovaird Audit and producing a timely report would delay addressing other areas of risk based on the City's corporate-wide risk assessment.
- Internal Audit chose to outsource the audit to a third party so that we could be at arms-length from the audit and to give us the capacity to meet our work goals.

### **Internal Audit's Involvement**

Internal Audit at no time directed the conduct of the audit or influenced the auditor's opinion. Internal Audit's role was limited to the following:

- Developed the objectives and scope of the audit based on questions and concerns that came up during the Council deliberations at the Committee of Council on December 7, 2022.
- Drafted the RFP and selected the vendor.
- Worked with the selected vendor to clarify the RFP requirements and facilitated introductions to City staff.
- Monitored progress and ensured timelines were being met.
- Coordinated management responses to the recommendations listed in the audit report.

### **The Procurement Process**

Internal Audit engaged the City's Purchasing Division to issue a Bid Document through the Invitational Request for Proposal (RFP) Call process. We estimated the work would be less than one hundred thousand dollars which meets the criteria for an Invitational RFP. Purchasing provided independent oversight of the bidding process.

In January 2023, we invited four firms to bid on the engagement. We received only one bid. Wanting to ensure a competitive bid, we clarified the requirements and reissued the RFP, closing on March 3, 2023. We evaluated the firms based on four criteria: Company Profile, Team Organization and Qualifications, Bidder's Experience and References, and their Project Understanding and Work Plan. KPMG not only had the lowest bid, but they also scored well on other criteria, including team organization and qualifications and project understanding and work plan.

### **Findings and Recommendations**

KPMG's report is attached as Appendix 1, titled "Historic Bovaird Site: Independent Review of the Historic Bovaird Site for the Corporate of the City of Brampton". The audit was conducted over the summer, with the final report delivered to Internal Audit on October 3, 2023.

The audit provides four recommendations for City management and Council consideration, with two related to conflict-of-interest policies and the remaining two related to the City's relationship with the Friends of Bovaird House.

We thank City staff for their support through this process.

Authored by:

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Richard Gervais, Sr. Advisor  
Internal Audit

Approved by:

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Claire Fang Mu, Director  
Internal Audit

**Attachments:**

- Appendix 1: Historic Bovaird Site – Independent Review of the Historic Bovaird Site for the Corporation of the City of Brampton
- Appendix 2: Management Responses
- Appendix 3: Executive Presentation
- Appendix 4: City Policies





# Historic Bovaird Site

## Independent Review of the Historic Bovaird Site for the Corporation of the City of Brampton

KPMG LLP

October 3, 2023



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**The Corporation of the City of Brampton**  
2 Wellington Street West  
Brampton, ON  
L6Y 4R2

**Attention:** Mr. Richard Gervais

October 3, 2023

**Re: Independent Review of the Acquisition and Relocation of a Historic Building**

The Corporation of the City of Brampton (the “**City**”) has requested an objective review in connection with the acquisition and relocation of a barn (the “**Robinson Barn**” or the “**Barn**”) from Caledon to the historic Bovaird House site located in Brampton. The purpose of this review is to gather facts and information regarding the following:

- **Mandate 1:** Assess the process whereby the funding for the Robinson Barn relocation and construction was approved, including the source of funding;
- **Mandate 2:** Review the nature of the Friends of Bovaird House organization, including governance, mandate and reporting relationship with the Brampton Heritage Board and the City;
- **Mandate 3:** Review the expenses of the historic Bovaird house and site, including the Pendergast Log Cabin;<sup>1</sup>
- **Mandate 4:** Assess compliance with the City’s Conflict of Interest Policy in decisions related to the Robinson Barn, including members of the Brampton Heritage Board and the Friends of Bovaird House; and,
- **Mandate 5:** Identify the funding source for the acquisition and construction of the Pendergast log cabin.

This report outlines our mandates, scope of review, procedures performed and observations.

Respectfully submitted,

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<sup>1</sup> During the course of the engagement, we were informed by the Senior Advisor, Internal Audit and the Director, Internal Audit, that the reference to “expenses” means operating expenses and capital expenditures.



*Mabate*

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## 1 Executive Summary

- 1.1 KPMG LLP (“**KPMG**” or “**We**”) has been retained by the Corporation of the City of Brampton (previously defined as the “**City**”) to gather information in connection with a review of the acquisition and planned relocation of the historic Robinson barn (previously defined as the “**Robinson Barn**” or the “**Barn**”) from Caledon to the historic Bovaird house site as well as other specific related matters.
- 1.2 The historic Bovaird house is a property located in the City that was donated to the City in the late 1980s<sup>2</sup> and today the site includes the Bovaird house (“**Bovaird House**”), the Pendergast log cabin (“**Pendergast Log Cabin**”), and other smaller structures including a comfort station (collectively the “**Bovaird Site**”). The City owns and manages the Bovaird Site with the assistance of the Friends of Historic Bovaird House (“**FHBH**”), a volunteer organization. The Bovaird House is designated under the Ontario Heritage Act as a cultural heritage resource and the Pendergast Log Cabin is undergoing designation.<sup>3</sup> The Bovaird Site is open to the public for free tours<sup>4</sup> and paid events, like the Mother’s Day Tea, hosted by FHBH.<sup>5</sup>
- 1.3 In 2016, FHBH donated the Robinson Barn to the City and the Barn was removed from its original location. The dismantled Barn was stored at the City’s Sandalwood Parkway Works Yard.<sup>6</sup> The Committee of Council of the City (“**City Council**”) directed staff of the City (“**City Staff**”) to analyze whether it was appropriate to relocate and reconstruct the Robinson Barn at the Bovaird Site.<sup>7</sup> In 2021, City Council approved a recommendation by City Staff to reconstruct the Barn and allocate funding in the amount of \$1,160,000 from the following sources:
- \$160,000 for the design of the Robinson Barn from City reserve funding identified as Reserve Fund #4 Asset Replacement (“**Reserve Fund #4**”) which had been established through a budget amendment to the 2021 Capital Budget;<sup>8</sup>
  - \$500,000 to come from Reserve Fund #4 from the 2022 Capital Budget; and
  - \$500,000 to come from Reserve Fund #4 from the 2023 Capital Budget.<sup>9</sup>
- 1.4 In late 2021, the media reported that former City Councillor Jeff Bowman is listed on the FHBH website as a Brampton Regional Councillor and his wife is a volunteer with FHBH,<sup>10</sup> which we understand led to a question of whether a conflict of interest may have arisen between Councillor Bowman and FHBH in relation to the Robinson Barn. In addition, the media raised concerns that City Council’s support for the Robinson Barn did not follow the normal due diligence process and

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<sup>2</sup> Agreement of Purchase and Sale between the Corporation of the City of Brampton, the Purchaser, and Mossie E. Bovaird, the Vendor, dated November 27, 1985, passed by City Council on October 16, 1985 via the Authorization By-Law 309-85, Page 1.

<sup>3</sup> Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act – Designated Properties, last updated 2021; Pages 9 and 135.

<sup>4</sup> Historic Bovaird House Website, <https://www.bovairdhouse.com/contact/>, Contact Page.

<sup>5</sup> Historic Bovaird House Website, <https://www.bovairdhouse.com/mothers-day-tea/>, Mother’s Day Tea Page.

<sup>6</sup> Donation Agreement between The Corporation of the City of Brampton and the Friends of Historic Bovaird House, dated April 19, 2016, Page 1.

<sup>7</sup> Reconstruction of the Robinson Barn at the Historic Bovaird House Site – Ward 1 Report, prepared by Planning and Infrastructure Services, dated May 24, 2016, approved by Council on June 22, 2016, Page 1.

<sup>8</sup> Item CW205-2021 City Council Minutes, dated April 21, 2021, Page 30.

<sup>9</sup> Item BC009-2021 City Council Minutes Special Meeting, dated December 8, 2021, Page 15.

<sup>10</sup> Bowman Rushes Through \$1M For Replica Barn In Brampton, authored by Donald Mcleod, dated December 2, 2021, <https://bramptonfocus.ca/bowman-barn/>.

was in conflict with prior council decisions.<sup>11</sup> During a City Council meeting held on December 8, 2021, correspondence from two citizens expressed opposition to the funding that had been approved for the Robinson Barn, questioning if it was the best use of the City's funds.<sup>12</sup> In response, during a council meeting on December 14, 2022, City Council discussed the media coverage and decided to suspend all payments for the Robinson Barn project, resolved to transfer unused capital project funds to the general rate stabilization reserve, and directed City Staff to explore potential alternatives for the operation of the Bovaird Site, including governance, operational impacts, appointment of citizen volunteers, and funding options.<sup>13</sup>

- 1.5 To address the questions regarding the Bovaird Site, the City retained KPMG to perform a fact-finding review of various matters related to the Robinson Barn and the Bovaird Site. To perform this review, we obtained and assessed information and documentation from a number of City sources<sup>14</sup> many of which were created at the time of the events. We sought to determine if the City's processes were followed and whether the actions taken by City representatives and others had been consistent with the approvals granted. We also gathered information regarding relationships that might suggest there had been a failure by City Staff, City Councillors, the FHBH or members of the Brampton Heritage Board ("BHB") to comply with the City's Conflict of Interest Policy. As part of our review, we spoke with several City Staff and FHBH members and conducted targeted searches of publicly available information sources as described more fully in our report. Refer to **Appendix A** for a list of information reviewed and considered in our review.

Based on our review of the City's financial records, we have summarized the costs recorded by the City for the Bovaird Site for the period from March 1, 2012 to March 31, 2023 (the "**Period of Review**").

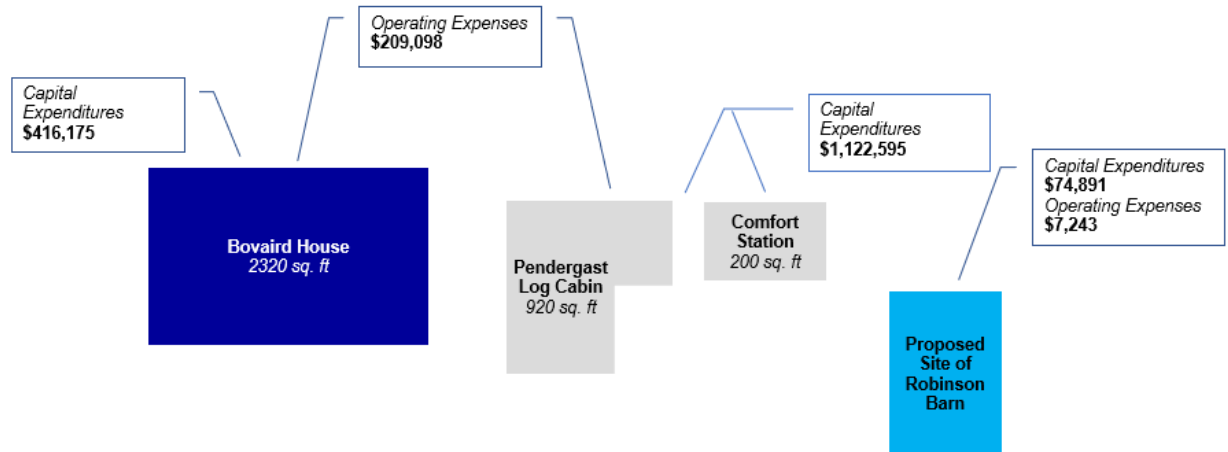
Bovaird Site - Costs by Building	Capital Expenditures	Funding Source	Operating Expenses	Funding Source
Bovaird House	\$ 416,175	Reserve Fund #4		
Pendergast Cabin (including Comfort Station)	\$ 1,122,595	Reserve Fund #4, Development Charges Reserve Fund (recreation), Reserve Fund #78	\$ 209,097	Cost Centers CC0683, CC7327, CC1205, CC3930, CC0403.
Robinson Barn	\$ 74,891	Reserve Fund #4, Building Design and Construction Due Diligence Account	\$ 7,243	
<b>Total</b>	<b>\$ 1,613,661</b>		<b>\$ 216,340</b>	
<b>Grand Total</b>	<b>\$ 1,830,001</b>			

<sup>11</sup> Bowman Rushes Through \$1M For Replica Barn In Brampton, authored by Donald Mcleod, dated December 2, 2021, <https://bramptonfocus.ca/bowman-barn/>.

<sup>12</sup> Item 7.1 Correspondence from Mary Ann and Steve Allin from the City Council Special Meeting, dated December 8, 2021, Page 29.

<sup>13</sup> Item CW420-2022 City Council Minutes Special Meeting, dated December 14, 2022, Page 25.

<sup>14</sup> Such as City Council meeting minutes, reports by City Staff, correspondence and financial records. See Appendix A for a complete list of documentation.



1.6 Key results of our review have been summarized under each of the five mandates below:

- **Mandate 1:** *Assess the process whereby the funding for the Robinson Barn relocation and construction was approved, including the source of funding.*

Result: The funding for the relocation and construction of the Robinson Barn was approved by City Council in 2021. We reviewed the process and information presented as part of that approval process by City Council and did not identify any irregularities or inconsistencies in relation to the City's processes. We reviewed certain relevant historical financial records of the City for the Period of Review and identified that the City recorded in aggregate capital expenditures of \$74,891 in fiscal 2020 and 2021. These expenditures were funded by Reserve Fund #4 (Asset Replacement) and the Building Design and Construction Due Diligence Account. Operating expenses of \$7,243 related to the storage of the Robinson Barn and was recorded in fiscals 2016 and 2017.

- **Mandate 2:** *Review the nature of the Friends of Historic Bovaird House organization, including governance, mandate and reporting relationship with the Brampton Heritage Board and the City of Brampton.*

Result: FHBH is a non-profit organization and charity that conducts tours and events on the Bovaird Site while the City pays costs associated with repairs, maintenance and construction. A Terms of Reference agreement was signed in 2002 by FHBH and the City which outlines the goals and objectives of FHBH, the financial arrangements related to a garden gazebo on the Bovaird Site, and the City's authority over the Bovaird Site. The Terms of Reference was effective for one year and to be renewed annually, but we understand that renewals were not performed and the City is currently negotiating an agreement with FHBH. There is no formal reporting relationship between FHBH and the City. There is no formal or regularly established reporting relationship between FHBH and the BHB. FHBH is governed by a board that is led by a chairman.

- **Mandate 3:** *Review expenses of the Historic Bovaird House and Site, including the Pendergast Log Cabin;*

Result: We reviewed the general ledgers of the City related to the Bovaird Site and analyzed both operating expenses and capital expenditures. For the Period of Review, the City recorded \$216,340 in operating expenses (including \$41,079 paid to FHBH to



reimburse expenses) and \$1,613,661 in capital expenditures. The majority of these expenses were funded by Reserve Fund #4 (Asset Replacement)<sup>15</sup> which we were advised is used for general repairs and maintenance.

- **Mandate 4:** *Assess compliance with the City's Conflict of Interest Policy in decisions related to the Robinson Barn, including by members of the Brampton Heritage Board and the Friends of Bovaird House.*

Result: Based on the procedures we performed over the relevant City policies and outcomes of our interviews, we did not find information suggesting City Staff, City Councillors, BHB members or FHBH members failed to comply with the relevant policies:

- Policy 2.2.0 Terms & Conditions of Employment – Conflict of Interest;
  - Employee Code of Conduct HRM-100;
  - City of Brampton Council Handbook;
  - Municipal Conflict of Interest Act;
  - GOV-140 Council Staff Relations Policy; and
  - Council Code of Conduct C006-2016.
- **Mandate 5:** *Identify the funding source for the acquisition and construction of the Pendergast Log Cabin.*

Result: Construction, repair, and maintenance costs related to the Pendergast Log Cabin and related improvements were recorded as capital expenditures in the City's general ledgers. These capital expenditures totaled \$1,122,595 during the Period of Review and were funded by Development Charges Reserve Fund (recreation), Reserve Fund #78, and Reserve Fund #4<sup>16</sup>. Under an agreement made between the City and Hayford Holdings Inc. ("Hayford") in 2014, Hayford was responsible for the dismantling, relocation, and reconstruction of the Pendergast Log Cabin on the Bovaird Site.<sup>17</sup> As part of the relocation, site upgrades were made by the City to the Bovaird Site including driveway improvements, parking lot improvements, new walkways, and the Comfort Station.<sup>18</sup>

- 1.7 As a result of our review, we recommend the City formalize the arrangement with FHBH to clarify roles and responsibilities. We also recommend that the City consider a review of its conflict of

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<sup>15</sup> We were advised by The Senior Manager Accounting Services, Deputy Treasurer that the Reserve Fund #4 is a discretionary reserve fund used for asset acquisition or replacement that is funded through contributions from the tax base.

<sup>16</sup> We were advised by The Senior Manager Accounting Services, Deputy Treasurer that the Development Charges Reserve Fund (recreation) are funded through charges to developers to be used by the City to fund additional infrastructure that arise from the development of an area.

<sup>17</sup> Relocation, Restoration and Acquisition Agreement, between The Corporation of the City of Brampton and the Owner, Hayford Holdings Inc. O/A Royal Pine Homes, dated August 14, 2014, Pages 1 to 12, and Schedule 'F' Terms of Reference.

<sup>18</sup> Staff Comment Form Phase 2 Conservation Plan: Pendergast Log Cabin Relocation and Conservation Project, authored by Mr. Paul Oberst in consultation with Mr. Vic Snow, dated June 13, 2014, approved by Brampton Heritage Board on June 24, 2014, Page 2.



interest policies as they relate to pecuniary and non-pecuniary interests and their applicability to volunteers.

- 1.8 This executive summary forms part of our report and should be read in conjunction with the remainder of this report.

## 2 Background

- 2.1 The Bovaird Site was donated to the City by Mossie E. Bovaird in 1985 and included land that was part of Lot 10, Concession 2 East of Hurontario Street and included the Bovaird House.<sup>19</sup> Over the years, other structures have been added to the property. The Bovaird Site is currently occupied by the Bovaird House, a Georgian-style home,<sup>20</sup> the Pendergast Log Cabin and a restroom (“**Comfort Station**”). Bovaird House was designated a cultural heritage resource under the Ontario Heritage Act on December 14, 1981<sup>21</sup> and as of July 31, 2023, the Pendergast Log Cabin was undergoing designation.<sup>22</sup>
- 2.2 After the donation of the Bovaird Site, the FHBH was formed to operate events and tours for the public, advise on the development of the adjacent land, and secure donations and furnishings.<sup>23</sup> In 2002, a written Terms of Reference was approved by City Council which outlined the goals, objectives, and financial arrangements between FHBH and the City in relation to the operation of Bovaird Site.<sup>24</sup> We understand that the City and FHBH are currently negotiating an agreement that updates the formal relationship between FHBH and the City and outlines their respective responsibilities in the future.<sup>25</sup>
- 2.3 The Pendergast Log Cabin was discovered on a property located at 3864 Countryside Drive, owned by Hayford Holdings Inc. (also known as Royal Pine Homes) and was relocated to the Bovaird Site in 2014.<sup>26</sup>
- 2.4 In early 2016, FHBH purchased the Robinson Barn that was located at 15911 Mount Pleasant Road in Caledon with their own funds and retained a contractor to dismantle the Robinson Barn. On April 19, 2016, FHBH donated the Robinson Barn to the City with the mutual understanding that the reconstruction of the Barn was not guaranteed by the City<sup>27</sup> and in the same year City Council directed City Staff to begin analyzing options to integrate the Robinson Barn onto the Bovaird Site.<sup>28</sup>
- 2.5 In 2021, City Council approved a recommendation by City Staff to amend the budget and allocate \$160,000 to a capital project for the design of the Robinson Barn at the Bovaird Site, including hiring a qualified architect.<sup>29</sup> Later in December 2021, City Council approved \$500,000 of funding for the

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<sup>19</sup> Agreement of Purchase and Sale with Purchaser, the Corporation of the City of Brampton, and Vendor, Mossie E. Bovaird, dated November 27, 1985, Page 1.

<sup>20</sup> Public Notice, authored by the City of Brampton, dated November 4, 1981.

<sup>21</sup> By-Law 298-81 To designate the Bovaird house as a property of historical and architectural value and interest, passed by City Council on December 14, 1981.

<sup>22</sup> Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act – Designated Properties, last updated 2021; Page 135.

<sup>23</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the City Buildings and Property Committee on June 3, 2002, Page 4.

<sup>24</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the City Buildings and Property Committee on June 3, 2002, Pages 4 and 5.

<sup>25</sup> Based on our interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner – Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.

<sup>26</sup> Staff Comment Form Phase 2 Conservation Plan: Pendergast Log Cabin Relocation and Conservation Project, authored by Paul Oberst in consultation with Vic Snow, dated June 13, 2014, approved by Brampton Heritage Board on June 24, 2014, Page 2.

<sup>27</sup> Donation Agreement between The Corporation of the City of Brampton and the Friends of Historic Bovaird House, dated April 19, 2016, Page 2.

<sup>28</sup> Reconstruction of the Robinson Barn at the Historic Bovaird House Site – Ward 1 Report, prepared by Planning and Infrastructure Services, dated May 24, 2016, approved by Council on June 22, 2016, Page 1.

<sup>29</sup> Request for Budget Amendment – Barn Reconstruction at Historic Bovaird House Report, prepared by Building Design and Construction, dated by March 24, 2021, approved by City Council on April 21, 2021, Page 518.

reconstruction of the Robinson Barn on the Bovaird Site through the 2022 Capital Budget and a further \$500,000 through the 2023 Capital Budget.<sup>30</sup>

- 2.6 As referenced in a City Council meeting in late 2021, two members of the public sent an email addressed to the Budget Committee to City Council expressing opposition to the allocation of money to relocate the Robinson Barn to the Bovaird Site, expressing that \$1 million is a large sum of money that could be better used elsewhere.<sup>31</sup>
- 2.7 In 2022, City Council resolved that all payments for the Robinson Barn project immediately be suspended, unused capital project funds be transferred to the general rate stabilization reserve, and that City Staff explore potential alternatives for the future operation of the Bovaird Site, including governance, operational impacts, appointment of citizen volunteers, and funding options.<sup>32</sup> Essentially this removed all unused funding established in 2021 for the relocation and reconstruction of the Robinson Barn.
- 2.8 Today, the Bovaird Site is open to the public in the afternoons for three days a week, from February to December, with no-cost tours led by FHBH.<sup>33</sup> Apart from the tours, FHBH also runs events that can be attended for a fee like the Mother's Day Tea, where attendees can sample a selection of teas, cakes, and cookies in the Bovaird House.<sup>34</sup> Refer to Appendix B for images of the Bovaird Site and the various buildings on the site, including the Robinson Barn before it was dismantled at the Caledon site.

## Mandate and Approach

- 2.9 We have been asked to address the five mandates below:
- Mandate 1: Assess the process whereby the funding for the Robinson Barn relocation and construction was approved, including the source of funding;
  - Mandate 2: Review the nature of the Friends of Historic Bovaird House organization, including governance, mandate and reporting relationship with the Brampton Heritage Board and the City of Brampton;
  - Mandate 3: Review expenses of the Historic Bovaird House and Site, including the Pendergast Log Cabin;
  - Mandate 4: Assess compliance with the City's Conflict of Interest Policy in decisions related to the Robinson Barn, including by members of the Brampton Heritage Board ("BHB") and the Friends of Bovaird House; and
  - Mandate 5: Identify the funding source for the acquisition and construction of the Pendergast Log Cabin.
- 2.10 The approach taken for each mandate is outlined in the "Procedures" paragraphs for each of the Sections 4 through 8. At the request of the Director of Internal Audit, we have outlined

<sup>30</sup> Item BC009-2021 City Council Minutes Special Meeting, dated December 8, 2021, Page 15.

<sup>31</sup> Item 7.1 Correspondence from Mary Ann and Steve Allin from the City Council Special Meeting, dated December 8, 2021, Page 29.

<sup>32</sup> Item CW420-2022 City Council Minutes Special Meeting, dated December 14, 2022, Page 25.

<sup>33</sup> Historic Bovaird House Website, <https://www.bovairdhouse.com/contact/>, Contact Page.

<sup>34</sup> Historic Bovaird House Website, <https://www.bovairdhouse.com/mothers-day-tea/>, Mother's Day Tea Page.



recommendations that the City consider updating its processes and practices in certain noted areas.

### 3 Scope of Review

- 3.1 We have reviewed and relied on the documents detailed in **Appendix A** to prepare this report.
- 3.2 We have also relied upon information provided to us during interviews and through correspondence with the following individuals:
- City Liaison with Friends of Historic Bovaird House and Principal Planner – Heritage, Planning, Building and Growth Management, the Corporation of the City of Brampton;
  - Manager, Building Design and Construction, the Corporation of the City of Brampton;
  - Senior Manager Accounting Services, Deputy Treasurer, the Corporation of the City of Brampton;
  - Mr. Michael Avis, Chairman, Friends of Historic Bovaird House;
  - Mr. Geoff Acheson, Board Member and Volunteer of Friends of Historic Bovaird House;
  - Manager, Information Management, Legislative Services (City Clerk), the Corporation of the City of Brampton
  - Clerk, Information Management, Legislative Services (City Clerk), the Corporation of the City of Brampton; and
  - Senior Manager, Corporate Policy, the Corporation of the City of Brampton;
  - Project Coordinator, Building Design and Construction, the Corporation of the City of Brampton; and
  - City Clerk, Legislative Services (City Clerk), the Corporation of the City of Brampton.

### Scope Limitations

- 3.3 We did not interview representatives of the BHB. We were able to obtain documentation that consisted of By-Law 12-2010 to re-establish the BHB under new Terms of Reference that outlined the roles, responsibilities, and authority of BHB. In addition, we reviewed a sample of attendance lists of BHB minutes between 2012 and 2023 which outlined the members who were serving on BHB during the Period of Review.
- 3.4 We relied on the financial records and information provided by representatives of the City. The records included general ledger details and capital project summaries for the operating expenses and capital expenditures related to the Bovaird Site. We have relied upon the accuracy and completeness of the information made available to us and the representations provided by City staff, except as noted in our report. If such records and representations were to be inaccurate or misleading, that may change our findings presented in this report. We did not conduct a review of the individual invoices and payments for expenses recorded during the Period of Review and have relied on the expenses and descriptions recorded in the general ledgers and capital project summaries.



- 3.5 We were not asked to review the books and records of FHBH.
- 3.6 We requested a comprehensive list of all of the volunteers of FHBH from FHBH, which was not provided. We performed a public online search to attempt to compile a list of volunteers. As a result, we could not comprehensively identify the relationships that may exist between representatives of FHBH and the City and BHB.
- 3.7 Our search for relationships between the parties noted herein included publicly available media and internet searches. We have not independently verified the results of these searches and as such, cannot guarantee the accuracy and completeness of the information.
- 3.8 We have not performed a structured and comprehensive review of the City's internal controls and practices. Instead, at the City's request, we have outlined recommendations that came to our attention in the course of our fact-finding review. As a result, we may not have identified other control weaknesses that may exist.

## **4 Mandate 1: Approval Process of Funding for the Robinson Barn Relocation and Construction, Including the Source of Funding**

- 4.1 We were asked to review the process whereby the funding for the Robinson Barn relocation and construction was approved in 2021, including the source of the funding.

### **Procedures**

- 4.2 We performed the following procedures as part of our assessment:

- Review the key events related to the Robinson Barn funding by reviewing City Council minutes, City Staff reports, and other relevant documentation,
- Review the funding approval process against the relevant policies, including the 2023 Budget Guidelines, Budget Policy and Purchasing By-Law 19-2018, and
- Review costs recorded and their funding source by reviewing the general ledger details provided by City Staff related to operating expenses and capital expenditures related to the Robinson Barn.

### **Findings**

#### **Timeline of Key Events**

The timeline of key events related to the Robinson Barn acquisition, relocation and construction is outlined below with reference to various sources for this information:

- 4.3 In February 2016, FHBH was informed of an opportunity to purchase a historically accurate barn that was located at 15911 Mount Pleasant Road, Caledon by a timber restoration specialist who had restored the Pendergast Log Cabin.<sup>35</sup> The timber restoration specialist estimated a cost of \$2,500 to purchase the barn, \$14,000 to dismantle and transport the components to the storage facility, and an estimated maximum cost of \$100,000 excluding HST to reconstruct the Robinson Barn.<sup>36</sup>
- 4.4 In 2016, City Staff and FHBH representatives met to discuss the purchase of the Robinson Barn, however, City Staff informed FHBH representatives that the City was unable to contribute funding prior to City Council approving the project.<sup>37</sup> According to an email between FHBH members and City Staff, FHBH purchased the Barn and retained the timber restoration specialist to dismantle the Robinson Barn using its own funds.<sup>38</sup> On April 19, 2016, a donation agreement was signed between

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<sup>35</sup> Reconstruction of the Robinson Barn at the Historic Bovaird House Site – Ward 1 Report, prepared by Planning and Infrastructure Services, dated May 24, 2016, approved by Council on June 22, 2016, Page 2.

<sup>36</sup> Robinson Barn – circa 1875 Email, sent from Mr. Snow to Mr. Avis, dated February 22, 2016.

<sup>37</sup> Meeting Notes between City of Brampton and FHBH regarding Robinson Barn, authored by City Staff, dated March 16, 2016.

<sup>38</sup> Reconstruction of the Robinson Barn at the Historic Bovaird House Site – Ward 1 Report, prepared by Planning and Infrastructure Services, dated May 24, 2016, approved by Council on June 22, 2016, Page 1.

Note we did not examine the documentation of FHBH, including financial records and purchase agreement.



- FHBH and the City whereby the FHBH donated the Robinson Barn to the City, including shipment of the dismantled components to the City's Sandalwood Parkway Works Yard.<sup>39</sup>
- 4.5 According to a City report approved by Council in 2016 after the donation, City Council directed City Staff to conduct a preliminary feasibility analysis and funding strategy for the reconstruction of the Robinson Barn at the Bovaird Site.<sup>40</sup>
- 4.6 In 2017, City Staff provided a report to City Council that estimated the re-construction of the Robinson Barn with full public and two-level access would cost \$750,000. City Council directed City Staff to report back with a recommendation on the justification, programming and final cost to reconstruct the Robinson Barn, with reference to the City Cultural Master Plan in 2018.<sup>41</sup>
- 4.7 In 2019, City Staff provided another estimate to City Council outlining a preliminary estimated budget cost between \$750,000 to \$1,000,000 to re-construct the Robinson Barn with full public and two-level access. In addition, City Council directed City Staff to provide an itemized estimate for the reconstruction of the Robinson Barn and consult with FHBH about whether FHBH could undertake the re-construction of the Robinson Barn.<sup>42</sup> FHBH later informed City Staff that they could not undertake the re-construction.<sup>43</sup> In addition, City Council approved recommendations from City Staff to negotiate an Affiliation Agreement with FHBH to govern the ongoing management of the Bovaird Site and City Council to decide whether the City should move forward with the re-construction.<sup>44</sup> Based on our discussions with City Staff and FHBH members, this Affiliation Agreement was not completed.
- 4.8 In April 2021, City Council approved a request by City Staff to amend the budget in order to create a new capital project in the amount of \$160,000 for the design of the Robinson Barn. Due to the risk of anticipated price increases of labour and materials due to the impacts of the COVID-19 pandemic and the lack of available drawings and unknown condition of materials, City Staff only requested Council approval for 20% of the total estimated project cost in order to perform design activities such as reviewing the condition of materials and obtaining a more accurate third party estimate. Council decided that the funding for construction would be considered as part of the 2022 budget process after a more accurate estimate had been developed.<sup>45</sup>
- 4.9 The Robinson Barn was to be re-constructed using the original materials, salvaged materials from another barn, the Porretta Barn, and new materials. It would display the carriages and farming equipment that had been acquired by FHBH and were being stored in the basement of the Bovaird House.<sup>46</sup>

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<sup>39</sup> Donation Agreement between The Corporation of the City of Brampton and the Friends of Historic Bovaird House, dated April 19, 2016, Page 1.

<sup>40</sup> Reconstruction of the Robinson Barn at the Historic Bovaird House Site – Ward 1 Report, prepared by Planning and Infrastructure Services, dated May 24, 2016, approved by Council on June 22, 2016, Page 1.

<sup>41</sup> Bovaird House – Robinson Barn Update and Next Steps – Ward 1 Report, prepared by Building Design and Construction, dated May 10, 2017, approved by Council on June 21, 2017, Pages 1 and 3.

<sup>42</sup> Council Meeting Item CW187-2019, prepared by the Chief Administrative Office, memo dated May 16, 2019, approved by City Council on April 24, 2019.

<sup>43</sup> Request for Budget Amendment – Barn Reconstruction at Historic Bovaird House Report, prepared by Building Design and Construction, dated by March 24, 2021, approved by City Council on April 21, 2021, Page 516.

<sup>44</sup> Bovaird House – Robinson Barn Update and Next Steps – Ward 1 Report, prepared by Community Services, dated March 23, 2019, Page 1.

<sup>45</sup> Request for Budget Amendment – Barn Reconstruction at Historic Bovaird House Report, prepared by Building Design and Construction, dated by March 24, 2021, approved by City Council on April 21, 2021, Page 516.

<sup>46</sup> Scoped Heritage Impact Assessment: 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, authored by LHC Heritage Planning and Archaeology, dated August 2022, received by City Council on September 12, 2022, Page 218.

- 4.10 In December 2021, City Council approved an additional \$500,000 of funding for the Robinson Barn as part of the 2022 Capital Projects and \$500,000 as part of the 2023 Capital Budget.<sup>47</sup> At the same council meeting, correspondence from citizens Mrs. Mary Ann Allin and Mr. Steve Allin was received as a Delegate Request stating opposition to the funding being considered for the Robinson Barn.<sup>48</sup>
- 4.11 In September 2022, a request for proposal (“RFP”) was published by the City’s Building Design and Construction department (“BDC”) to invite contractors to design and build the Robinson Barn at the Bovaird House. It was closed in November 2022.<sup>49</sup> The RFP was subsequently cancelled on January 26, 2023<sup>50</sup> when City Council resolved at a City Council meeting on December 14, 2022 that all payments for the Robinson Barn project immediately be suspended, unused capital project funds be transferred to the general rate stabilization reserve, and City Staff to explore potential alternatives for the operation of the Bovaird Site, including governance, operational impacts, appointment of citizen volunteers, and funding options.<sup>51</sup>

### Approval Process of Funding

- 4.12 To assess the approval process of funding for the reconstruction of the Robinson Barn with the City’s processes, we gathered details of the steps that were taken by City Staff and Council and compared this with the requirements and guidance found in relevant City policies. The applicable policies were established through discussion with City Staff from the Policy, Finance, City Clerk, and Internal Audit departments. During our interviews with City Staff, we asked about their awareness of any improprieties in the approval process for funding related to the Robinson Barn. None were brought to our attention. See Table 1 below for details of our assessment of the approval process.

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<sup>47</sup> Item BC009-2021 City Council Minutes Special Meeting, dated December 8, 2021, Page 15.

<sup>48</sup> Item 7.1 Correspondence from Mary Ann and Steve Allin from the City Council Special Meeting, dated December 8, 2021, Page 29.

<sup>49</sup> RFP2022-260 Rebuild the Robinson Barn at the Historic Bovaird House, published September 26, 2022, <https://brampton.bidsandtenders.ca/Module/Tenders/en/Tender/Detail/d71f985f-ed50-437a-9999-83acb297d5d3/#Document>.

<sup>50</sup> Email correspondence between various City Staff in CAO, Corporate Services, Building Design and Construction, Purchasing departments, including Fire Chief and Acting Commissioner of Community Services, during January 2023 regarding the cancellation of the Robinson Barn Requisition No. 412654.

<sup>51</sup> Item CW420-2022 City Council Minutes Special Meeting, dated December 14, 2022, Page 25.

**Table 1 – Assessment of Robinson Barn Approval Process**

<b>2023 Budget Guideline (Effective 2023-2025)</b>			
<b>Page</b>	<b>Summary of Description</b>	<b>KPMG Overall Finding</b>	<b>Detailed KPMG Observations and Rationale</b>
3	Budgets consist of estimating future costs for the delivery of goods and/or services that are required to achieve Council approved service levels. Council approves the budget annually on a fiscal period of January 1 to December 31.	Events appear consistent with Guideline.	Budgets for the Robinson Barn were approved by City Council: 1. \$160,000 budget amendment approved by City Council on April 21, 2021 and, 2. \$500,000 funding through 2022 Capital Budget and \$500,000 funding through 2023 Capital Budget approved by City Council on December 8, 2021.
17	The Capital Budget is an estimate of the cost required to deliver capital assets with a useful life of over one year. This includes the purchase, construction, development and/or donation of capital assets.	Events appear consistent with guideline.	The Robinson Barn as a capital asset had an expected useful life of over one year and therefore, was included in the 2020, 2021 and 2022 capital budgets for work to begin in 2022. Note budget amendments are addressed in the Budget Policy below.
20	The funding source for New Construction capital projects typically come from DC Reserve, Tax Based, or Subsidies/Grants.	Events appear consistent with guideline.	The Robinson Barn would likely be considered new construction so its funding should come from one of the three listed sources. For all of its approved funding of \$1,160,000, the source was Reserve Fund #4 (a tax-based source) and therefore, appears consistent.
<b>Budget Policy (Effective June 27, 2018)</b>			
<b>Page</b>	<b>Summary of Description</b>	<b>KPMG Overall Finding</b>	<b>Detailed KPMG Observations and Rationale</b>
3	Staff shall not commit expenditures to capital projects exceeding approved budget allocations.	Events appear consistent with policy.	The actual amounts recorded did not exceed the capital budget as seen in Table 3.
4	When projects are completed under budget, excess funds shall be returned to the originating funding source.	Events appear consistent with policy.	Further to a City Council resolution on December 14, 2022, unused capital project funds that were allocated to the Robinson Barn were to be transferred to the general rate stabilization reserve after the project was cancelled.
4	New capital projects, or amendments to previously approved projects, not otherwise covered under section 6, constitute budget amendments that are subject to the requirements of the Municipal Act, 2001, Section 291 and the Procedure By-law. Funding sources are subject to approval of Council on recommendation of the Treasurer and the CAO.	Events appear consistent with policy.	The amendment of the budget which resulted in \$160,000 for the Robinson Barn was approved by Council on April 21, 2021. The staff report recommending the budget amendment lists the Chief Administrative Officer as the submitter of the report.

Purchasing By-Law 19-2018 (Effective March 1, 2018)			
Page	Summary of Description	KPMG Overall Finding	Detailed KPMG Observations and Rationale
4	Council shall authorize the commencement of procurements with an estimated value of \$1,000,000 or greater.	Events appear consistent with By-Law.	None of the procurements were greater than \$1,000,000, therefore, not applicable.
6	Purchases up to and including \$25,000 are delegated to Departments.	Events appear consistent with By-Law.	For procurements in relation to the Robinson Barn that were less than \$25,000 individually, we reviewed Payment Requisition forms submitted by Project Coordinator from BDC and approved by the Manager from BDC. No exceptions identified.
6	Public procurement of \$100,000 and greater is conducted by Purchasing.	Events appear consistent with By-Law.	RFP2022-260 Rebuild the Robinson Barn at the Historic Bovaird House was budgeted to be a maximum amount of \$530,000 and was conducted by Senior Buyer from Purchasing.

4.13 After review of the relevant policies, we found that:

- Funding approvals for capital budgets and budget amendments were approved by City Council during council meetings, and
- Procurement approvals were received through departmental approvals of Requisition Forms and through RFP documentation.

### Approved Funding, Cost Estimates, and Actual Costs Recorded

4.14 We reviewed both the operating expenses and capital expenditures that were recorded for the Robinson Barn during the Period of Review. City Staff provided general ledgers for operating expenses recorded to cost centres CC0683 and CC7327. City Staff also provided expense details for CC1205 that were specifically paid to FHBH. In addition, City Staff provided general ledgers for capital expenditures recorded to the capital projects related to the Robinson Barn.

#### *Expenses related to Robinson Barn – Prior to 2021 Reconstruction Allocation*

Prior to the 2021 City Council approval of the \$1,160,000 re-construction allocation, the City recorded a total of \$7,243 in reimbursements made to FHBH as operating expenses related to the Robinson Barn, \$5,710 of the expenses were booked to cost centre 0683 and \$1,533 were booked to cost centre 1205. Our review of the operating expense general ledger and supporting documentation suggest that these expenses relate to the storage of the Barn by renting a 'pod' container prior to its arrival at the City's Sandalwood Parkway Works Yard and were recorded in 2016 and 2017. See Table 2 for details of these expenses. See Section 6 for additional analysis performed on reimbursements made to FHBH by the City.

**Table 2 – Robinson Barn Operating Expenses<sup>52</sup>**

Robinson Barn - Operating Expenses Incurred per Operating Expense General Ledger													
General Ledger Account	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Grand Total
Materials					\$ 1,461	\$ 1,537							\$ 2,998
Outside Services - Misc					1,533	1,225							2,758
Promotion						765							765
Equipment Costs						590							590
Office Expenses						132							132
<b>Grand Total</b>					<b>\$ 2,994</b>	<b>\$ 4,249</b>							<b>\$ 7,243</b>

### **Capital Expenditures related to Robinson Barn**

- 4.15 To identify and understand the nature of the capital expenditures related to the Robinson Barn, we reviewed the capital projects general ledger provided by the City's Finance department as well as the budget tracker provided by the BDC department. We noted that capital expenditures were first recorded in November 2021, which occurred after the first approval of funding for the Robinson Barn reconstruction in the amount of \$160,000 by City Council. Most of the approved budget was never spent by the City as a result of the decision of City Council to immediately suspend payments for the project.
- 4.16 The City recorded total capital expenditures of \$74,891, which were recorded in two separate accounts, as follows:
- Based on our review of the capital projects general ledger, \$17,419 of capital expenditures were recorded in Capital Project 215361 which was funded by Tax Reserve Fund #4, a discretionary reserve fund used for asset acquisition or replacement that is funded through contributions from the tax base.<sup>53</sup> These capital expenditures were to pay for architectural services provided by ATA Architects Inc. for a feasibility study on the Robinson Barn.
  - The designated budget tracker established for the Robinson Barn provided to us by the BDC, outlined an additional \$57,472 of capital expenditures that were funded by the BDC Due Diligence Account. Based on the descriptions presented in the budget tracker, these costs relate to archaeological assessments, evaluation of the Porretta Barn's condition, geotechnical investigations, and a heritage impact assessment. We were informed that the BDC Due Diligence Account is used by BDC to record the department's project scoping costs before funding is approved through City Council for a project or when there are due diligence activities that arise during projects that are not limited to the scope of the capital project. The use of the BDC Due Diligence Account to develop a preliminary budget for the Robinson Barn is consistent with the City's policies.<sup>54</sup> These costs were incurred to assist City Staff in providing recommendations to City Council further to their instructions.

<sup>52</sup> Note that we rounded to the nearest dollar for all charts.

<sup>53</sup> Interview with The Senior Manager Accounting Services, Deputy Treasurer, conducted on April 19, 2023, and subsequent follow up email correspondence.

<sup>54</sup> Friends of Historic Bovaird House (1955939) Not-for-Profit Corporation, accessed July 31, 2023, [https://www.appmybizaccount.gov.on.ca/onbis/corporations/viewInstance/view.pub?id=280aa9d4fbca6577ccb365bb8f57e85ac1020cc8c6cc24fe3aa496304c252692&\\_timestamp=30865573788743](https://www.appmybizaccount.gov.on.ca/onbis/corporations/viewInstance/view.pub?id=280aa9d4fbca6577ccb365bb8f57e85ac1020cc8c6cc24fe3aa496304c252692&_timestamp=30865573788743)

- 4.17 See Table 3 for the detailed expenses we have categorized by type based on our review of the accounts for the period identified. While \$1,160,000 had been approved for the reconstruction of the Robinson Barn by City Council, only \$74,891 in capital expenditures were recorded in the City's accounting records.

*Table 3 – Robinson Barn Capital Expenditures*

Robinson Barn - Capital Expenditures Recorded in Capital Project General Ledger			
Capital Project 215361	2021	2022	Project Total
Archaeological Assessment	\$ 2,798	\$ (2,798)	\$ -
Architectural Services		17,419	17,419
<b>Project Total</b>	<b>2,798</b>	<b>14,621</b>	<b>17,419</b>
Robinson Barn - Capital Expenditures Recorded in BDC Budget Tracker			
BDC Due Diligence Account	2021	2022	Grand Total
Archaeological Assessment		20,332	20,332
Structural Assessment of Poretta Barn		22,513	22,513
Geotechnical Investigation		7,220	7,220
Heritage Impact Assessment		6,869	6,869
Demolition Permit of Porretta Barn		538	538
<b>Project Total</b>	<b>-</b>	<b>57,472</b>	<b>57,472</b>
<b>Grand Total</b>	<b>\$ 2,798</b>	<b>\$ 72,093</b>	<b>\$ 74,891</b>

## Conclusion and Recommendations

- 4.18 Based on our review of the key events related to the Robinson Barn and the City's relevant policies, the approval process for the Barn was found to be consistent with the City's policies.
- 4.19 The amounts that were spent did not exceed the amounts approved.
- 4.20 Based on our findings, we have no recommendations at this time.

## 5 Mandate 2: Nature of the Friends of Historic Bovaird House

- 5.1 We have been asked to review and provide observations on the nature of the FHBH, including its governance, mandate and reporting relationship with the BHB and the City.

### Procedures

- 5.2 We performed the following procedures:
- Reviewed documentation related to the nature, governance and mandate of FHBH including the Terms of Reference between FHBH and the City;
  - Reviewed documentation outlining BHB's roles and responsibilities and membership;
  - Reviewed documentation describing the relationship between the City and FHBH; and
  - Interviewed City Staff and FHBH members.
- 5.3 We requested a comprehensive list of all of the FHBH volunteers from FHBH, which was not provided as of the date of this report. We performed a public online search to attempt to compile a list of volunteers. As a result, we could not comprehensively identify whether other relationships may exist between representatives of FHBH and the City and BHB.

### Findings

#### FHBH Governance and Mandate

- 5.4 FHBH is registered as a non-profit organization with the Ontario Business Registry<sup>55</sup> and as a charity with the Government of Canada.<sup>56</sup> It was created a few years after the donation of the Bovaird Site by volunteers who were interested in the heritage of the Bovaird Site and wanted the site to function as a museum.<sup>57</sup> The donation agreement between the Bovaird Site donor and the City stipulated that the City was to "maintain the existing buildings and site in perpetuity as a historic site and park area for the benefit of the citizens of Brampton"<sup>58</sup> so FHBH's objectives were broadly aligned with the donor and the City's obligations.
- 5.5 FHBH is exclusively operated by volunteer members and led by a Board. The Board is led by a Chairman. The Board meets periodically which we were told is sometimes monthly or quarterly.

<sup>55</sup> Friends of Historic Bovaird House (1955939) Not-for-Profit Corporation, accessed July 31, 2023, <https://www.appmybizaccount.gov.on.ca/onbis/corporations/viewInstance/view.pub?id=280aa9d4fbca6577ccb365bb8f57e85ac1020cc8c6cc24fe3aa496304c252692&timestamp=30865573788743>

<sup>56</sup> Friends of Historic Bovaird House (767679921 RR 0001) Registered Charity, accessed July 31, 2023, <https://apps.cra-arc.gc.ca/ebci/22ova/srch/pub/dsplyRprtngPrd?q.srchNmFltr=friends+of+22ovaird+house&q.stts=0007&selectedCharityBn=767679921RR0001&dsrdPg=1>

<sup>57</sup> Interview with Mr. Avis and Mr. Acheson, conducted on May 9, 2023.

<sup>58</sup> Agreement of Purchase and Sale between the Corporation of the City of Brampton, the Purchaser, and Mossie E. Bovaird, the Vendor, dated November 27, 1985, passed by City Council on October 16, 1985 via the Authorization By-Law 309-85, Page 2.



FHBH's interactions with the City are through City Staff. The current liaison is the Principal Planner – Heritage, Planning, Building and Growth Management.<sup>59</sup> FHBH's activities include hosting on-site events and tours for the general public, operating an on-site gift shop, participating in off-site heritage events, advertising through newsletters and online, and acquiring antiques to display on-site.<sup>60</sup>

- 5.6 Prior to 2002, no formal documents or agreements outlining the goals and objectives of the relationship between FHBH and the City existed.<sup>61</sup> Terms of Reference between FHBH and the City were signed in 2002 (the “**Terms of Reference**”) that outline the goals and objectives of FHBH, the financial arrangements related to a garden gazebo acquired by FHBH, and the City's authority over the Bovaird Site. We understand that FHBH and the City are negotiating an updated agreement.<sup>62</sup>

### **BHB and FHBH's Relationship with the BHB**

- 5.7 The BHB is a municipal heritage committee established by the City that carries out the duties set out in section 28 of the *Ontario Heritage Act*. The mission of BHB is to advise City Council on the identification, conservation and promotion of resources that are designated under Parts IV and V of the Ontario Heritage Act. BHB is an advisory body to the City that makes recommendations to City Council having the following responsibilities:

- “advise City Council within its capacity as a municipal heritage committee under the provisions of the Ontario Heritage Act;
- recommend to City Council properties for designation under Parts IV and V of the Ontario Heritage Act;
- recommend to City Council properties for listing within the Municipal Register of Cultural Heritage Resources;
- make recommendations to City Council on the potential heritage impacts pertaining to heritage permit applications under Parts IV and V of the Ontario Heritage Act;
- advise City Council on the potential heritage impacts pertaining to land use planning initiatives, proposed plans of subdivision, demolition permits, site plan approvals, environmental assessments, heritage impact assessments, public works, and the like, where any known or potentially significant cultural heritage resource may be present;
- advise City Council on the identification, evaluation and conservation of built heritage properties, landscapes, districts and areas;
- advise City Council on current heritage conservation legislation as well as available funding sources;

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<sup>59</sup> Interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner – Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.

<sup>60</sup> Friends of Historic Bovaird House Year-End Report 2012, dated June 19, 2013, Pages 1 to 7.

<sup>61</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the Buildings and Property Committee on June 3, 2002, Page 1.

<sup>62</sup> Interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner - Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.



- assist City Council in the preparation of municipal by-laws and policies to conserve heritage properties and areas;
- advise City Council in the preparation of criteria and approval of applications submitted for financial incentives to assist with the care and conservation of resources designated under Parts IV and V of the Ontario Heritage Act;
- work with City staff to implement City Council approved programs and activities within the Heritage Program;
- work with the public to increase public awareness and knowledge of heritage conservation issues related to cultural heritage.”<sup>63</sup>

5.8 The BHB and its subcommittees do not have decision-making authority and instead serve an advisory role to City Council. It reports to City Council through the Planning, Design and Development Committee. The BHB does not have an established budget and all expenditures are budgeted through the Planning, Design and Development departmental budget for Heritage Program matters, which is reviewed annually as part of the City’s budget review process. BHB members are able to propose ad hoc or previously unfunded requests for project expenditures for Heritage Program matters, however, the proposal must be endorsed by recommendation at a regular meeting of the BHB, reviewed by City Staff, and approved by City Council through the Planning, Design and Development Committee. BHB is also able to propose new projects but they must be reviewed by City Staff.<sup>64</sup> As a result, BHB was not able to make funding approval decisions at the Bovaird Site because that is outside its role and those decisions are made by City Council.

5.9 By-Law 12-2010 states the BHB is comprised of between five (5) and seventeen (17) members appointed through a resolution of City Council. BHB members do not receive any remuneration for their involvement. Members are selected for their interest, knowledge and expertise in heritage conservation. It is supported by City Staff of the Planning, Design and Development and the Corporate Services departments.<sup>65</sup>

5.10 Through a comparison of the listing of BHB members<sup>66</sup> and a current listing of volunteers of FHBH,<sup>67</sup> we identified three current volunteers of FHBH who had also served on the BHB during the Period of Review. They are:

- Mr. Avis, Chairman of FHBH, served on BHB as a member from 2012 to 2019;<sup>68</sup>

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<sup>63</sup> By-Law 12-2010 to re-establish the Brampton Heritage Board under new Terms of Reference and to Repeal By-laws 281-85, 42-93, 43- 93, 141- 2005, 317- 2008 and 325-2009, passed by Council on January 27, 2010, Pages 2 to 3.

<sup>64</sup> By-Law 12-2010 to re-establish the Brampton Heritage Board under new Terms of Reference and to Repeal By-laws 281-85, 42-93, 43- 93, 141- 2005, 317- 2008 and 325-2009, passed by Council on January 27, 2010, Pages 2 to 5.

<sup>65</sup> By-Law 12-2010 to re-establish the Brampton Heritage Board under new Terms of Reference and to Repeal By-laws 281-85, 42-93, 43- 93, 141- 2005, 317- 2008 and 325-2009, passed by Council on January 27, 2010, Pages 1 to 5.

<sup>66</sup> Brampton Heritage Board Membership Lists provided by City Clerk department and Brampton Heritage Board Minutes for 2012 to 2023.

<sup>67</sup> We performed a public search of a list of past and present FHBH volunteers as a comprehensive list was not provided by FHBH on June 2, 2023.

<sup>68</sup> Brampton Heritage Board Membership Lists provided by City Clerk department and Brampton Heritage Board Minutes for 2012 to 2023.

- Mr. Paul Willoughby, volunteer of FHBH, served on BHB as a member and a co-chair from 2012 to 2023;<sup>69</sup> and
- Ms. Micheline St. Clair, volunteer of FHBH, who served on BHB as a member from 2012 to 2014.<sup>70</sup>

5.11 BHB is an advisory committee to the City and we were told that there is no formal reporting relationship between FHBH and BHB.<sup>71</sup>

5.12 BHB reviews all heritage permit applications and recommends whether to approve or decline applications to the Planning Design and Development Committee. The Planning Design and Development Committee then makes their recommendation to City Council. A heritage permit is required for any alteration likely to result in an alteration of heritage attributes on a property designated under Part IV of the Ontario Heritage Act.<sup>72</sup> Based on our review of City Staff Reports submitted to City Council, BHB's procedural involvement in the Robinson Barn appears to have been limited to its review and recommendation for approval of a heritage permit application that was submitted on August 23, 2022 by the City Staff for the Robinson Barn reconstruction onto Bovaird Site. The heritage permit was required because the Robinson Barn was to be relocated onto the Bovaird Site, which is designated under the Ontario Heritage Act.<sup>73</sup> The BHB's recommendation that the heritage permit application for the reconstruction of the Robinson Barn was approved by City Council on September 12, 2022.<sup>74</sup>

### **FHBH's Reporting Relationship with the City**

5.13 The relationship between FHBH and the City is outlined in writing in the 2002 Terms of Reference. The Terms of Reference states that the agreement is to be in effect for one year and renewed from year to year thereafter.<sup>75</sup> We were advised that the Terms of Reference have not been renewed or updated since 2002.<sup>76</sup>

5.14 The Terms of Reference outlines FHBH's objectives as the following:

- "To host public open houses and conduct tours of the Bovaird House on a weekly basis
- To support the public use of the Bovaird House for historical, cultural and educational programs
- To advise on the development of the adjacent land to strengthen the historical theme of the Bovaird House
- To purchase or secure from donations, appropriate furnishings for the Bovaird House
- To recruit new volunteers to a historical "club" setting

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<sup>69</sup> Brampton Heritage Board Membership Lists provided by City Clerk department and Brampton Heritage Board Minutes for 2012 to 2023.

<sup>70</sup> Brampton Heritage Board Membership Lists provided by City Clerk department and Brampton Heritage Board Minutes for 2012 to 2023.

<sup>71</sup> Interview with Michael Avis and Geoff Acheson, conducted on May 9, 2023.

<sup>72</sup> Heritage Permit Kit for Properties Designated under Part IV of the Ontario Heritage Act, submitted regarding Reconstruction of Robinson Barn at 563 Bovaird Drive, dated August 23, 2022, Pages 359, 361.

<sup>73</sup> Staff Report Planning, Bld & Ec Dev-2022-844 Scoped Heritage Impact Assessment & Heritage Permit, 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, prepared by LHC Heritage Planning and Archaeology, dated August 31, 2022, Page 180.

<sup>74</sup> Item HB051-2022 City Council Special Meeting, dated September 12, 2022, Page 34.

<sup>75</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the Buildings and Property Committee on June 3, 2002, Page 5.

<sup>76</sup> Interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner – Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.

- To host annual special events to promote the heritage of the house”<sup>77</sup>
- 5.15 According to the Terms of Reference, the City has “the authority to manage and control the operation and maintenance of the Bovaird House and grounds in all aspects.”<sup>78</sup>
- 5.16 In addition, the Terms of Reference outlines the ownership and revenue-sharing arrangement between the City and FHBH with respect to the garden gazebo that was purchased by FHBH in 2001.<sup>79</sup> In the arrangement, the City retains ownership of the gazebo and is responsible for setting of rental fees, bookings and operating the gazebo<sup>80</sup>. According to the Terms of Reference, the gazebo rental revenue is intended to fund the City’s operating costs and reimburse FHBH for the original purchase of the gazebo.<sup>81</sup>
- 5.17 City Staff are assigned to manage the relationship with the FHBH. The current liaison is the Principal Planner for Heritage in the Planning, Building and Growth Management department who is engaged at the moment in drafting an agreement between the City and FHBH to establish the roles and responsibilities of the parties.<sup>82</sup> We were told that currently there is no formalized reporting relationship between FHBH and the City and that FHBH does not report its financial performance to the City.<sup>83</sup>
- 5.18 As an external agency that interacts with the City, FHBH requested that City Council appoint a City Councillor to act as a representative of its organization. City Council appointed Regional Councillor Elaine Moore to act as the FHBH representative for the term from January 1, 2011 to November 30, 2012 and the term from January 1, 2013 to November 30, 2014<sup>84</sup> and Regional Councillor Jeff Bowman to act as the FHBH representative for the term from January 1, 2015 to December 31, 2022.<sup>85</sup>
- 5.19 Based on our discussions with City Staff and FHBH, the Terms of Reference do not outline the types of expenses that are to be paid for by the City and by FHBH. We were told the City and FHBH have proceeded on the basis that FHBH pays for costs related to hosting FHBH’s events and purchasing antiques to display at the Bovaird Site.<sup>86</sup> All costs related to the repair, maintenance, and construction of the Bovaird Site are paid for by the City. We were told that if FHBH has

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<sup>77</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the Buildings and Property Committee on June 3, 2002, Page 4.

<sup>78</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the Buildings and Property Committee on June 3, 2002, Page 4.

<sup>79</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the Buildings and Property Committee on June 3, 2002, Page 5.

<sup>80</sup> We did not review the revenues related to the gazebo.

<sup>81</sup> Terms of Reference for the Friends of Bovaird House, dated May 16, 2002, approved by the Buildings and Property Committee on June 3, 2002, Page 5.

<sup>82</sup> Interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner – Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.

<sup>83</sup> Interview with Mr. Avis and Mr. Acheson, conducted on May 9, 2023.

<sup>84</sup> For the term from January 1, 2011 to November 30, 2012 as per Special Council Meeting Minutes, dated December 7, 2010, Page 15; and for the term from January 1, 2013 to November 30, 2014 as per City Council Meeting Minutes, dated December 14, 2012, Page 31.

<sup>85</sup> For the term from January 1, 2015 to November 30, 2016 as per City Council Minutes, dated December 17, 2014, Page 23; and for the term from January 1, 2017 to the end of the Council term as per City Council Minutes, dated December 14, 2016, Page 53; and for the period ending December 31, 2020 as per City Council Minutes, dated December 12, 2018, Page 59; Email correspondence with the City Clerk, City Clerk’s Office of the Corporation of the City of Brampton.

<sup>86</sup> Interview with Mr. Avis and Mr. Acheson, conducted on May 9, 2023.

historically recorded any expenses related to repair or maintenance, they have submitted the receipts to the City and the City has reimbursed FHBH.<sup>87</sup>

## Conclusion and Recommendations

- 5.20 FHBH is a registered non-profit organization and charity that operates tours and events on the Bovaird Site. Its mandate is to support the use of the Bovaird Site for historical, cultural and educational uses. FHBH works regularly with representatives of the City through a liaison who is a member of City Staff. Terms of Reference signed in 2002 set out the historical agreement on many aspects of the relationship between FHBH and the City but they have not been renewed annually as required and a new agreement is currently being negotiated.
- 5.21 FHBH reports expenses it incurs and can make a claim to the City for reimbursement. It does not provide financial statements annually to the City. Under the historical relationship, the City has been entirely responsible for repairs, maintenance and construction at the Bovaird Site. There is no formal reporting relationship between FHBH and the BHB.
- 5.22 Based on our findings, we recommend the City consider:
1. Establishing a formal agreement between FHBH and the City which would clearly outline the roles and responsibilities of each party, including but not limited to:
    - Guidelines and limits for operating and capital costs covered by each party,
    - Reporting obligations of each party (e.g., reporting financial performance, volunteer member lists, public engagement statistics),
    - The City policies that FHBH must adhere to as a volunteer organization that collaborates with the City,
    - The effective period of the agreement and the renewal process.
  2. Carrying out a periodic review of the agreements with FHBH to help facilitate the timely renewal of the agreement and updating of the agreement as required.

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<sup>87</sup> Interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner – Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.

## 6 Mandate 3: Expenses of Historic Bovaird House and Site

- 6.1 We have been asked to review the operating expenses and capital expenditures of the Historic Bovaird House and Site, including the Pendergast Log Cabin. The operating expenses of the Pendergast Log Cabin are included in the Bovaird Site costs.

### Procedures

- 6.2 For our analysis, we have limited our review to expenses recorded during the Period of Review (March 2012 to March 2023). For clarity, we have aligned the fiscal years presented with the fiscal year of the City of Brampton, specifically January 1 to December 31. We performed the following procedures to conduct our assessment:

- Reviewed the capital projects general ledger details related to Bovaird Site during the Period of Review, including the line descriptions to understand the nature of the expenditures and the sources of funding;
- Reviewed the cost centre 0683 and cost centre 7327 general ledger details related to Bovaird Site during the Period of Review, including the line descriptions to understand the nature of the expenses;
- Reviewed all expenses related to vendor #12854 Friends of Historic Bovaird House;
- Reviewed the Chart of Accounts for the city general ledger, to understand the nature of the general ledger accounts;
- Reviewed the BDC Budget tracker for Robinson Barn to understand the nature of the expenses

- 6.3 In performing our review, we used the general ledger accounts provided by the City. We were told by the Senior Manager Accounting Services, Deputy Treasurer that capital expenditures related to the Bovaird Site were booked to specific capital projects and that the City's operating expenses related to the Bovaird Site are booked to cost centre 0683 and cost centre 7327.<sup>88</sup> We also observed that additional expenses were booked to cost centre 1205, cost centre 3930 and cost centre 0403. See Appendix C for details of the general ledger accounts used to record these expenses.

### Findings

#### Operating Expenses

- 6.4 During the Period of Review, the City recorded \$216,340 in operating expenses related to the Bovaird Site. This includes \$41,079 that involved reimbursements to FHBH. The majority of expenses appear to relate to the maintenance of the Bovaird Site based on their descriptions. This represents average annual expenses of \$18,028 per year. Expenses recorded in 2018 were higher than most years, at \$29,209. This included work performed for pest control provided by Professional PCO Services Inc., fire safety provided by National Life Safety Group Inc., consulting from Pinchin Ltd., and emergency mitigation provided by ServiceMaster Toronto North-Vaughan.
- 6.5 The Senior Manager Accounting Services, Deputy Treasurer told us that operating expenses and internal cost allocations (e.g., for maintenance performed by City Staff) for the Bovaird Site are recorded in two cost centres, CC0683 and CC7327 designated for the Bovaird Site. We understand

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<sup>88</sup> Interview with the Senior Manager Accounting Services, Deputy Treasurer, conducted on April 19, 2023.

that operating expenses were booked to CC0683 from inception of the Bovaird Site to 2017, after which time the operating expenses were booked to CC7327. Additionally, there were some expenses that were recorded to cost centres 1205, 0403 and 3930. Table 4 below sets out the costs recorded for the day-to-day operations of the Bovaird Site during the Period of Review by calendar and fiscal year.

**Table 4 – Bovaird Site Operating Expenses**

Bovaird Site - Operating Expenses Recorded													
GL Account	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Grand Total
Demand Maintenance	\$ 2,992	\$ 7,496	\$ 2,665	\$ 1,769	\$ 5,078	\$ 181	\$ 9,630	\$ 3,953	\$ 5,837	\$ 1,875	\$ 4,160	\$ 458	\$ 46,094
Materials	6,371	5,440	1,760	10,178	3,746	1,561	2,443	6,259	826	2,582	2,449		43,616
Outside Serv- Maintenance						204	12,851	1,186	4,039	6,326	9,578	1,628	35,811
Hydro	2,145	2,707	2,890	3,369	4,418	2,516	1,461	2,704	3,634	3,551	3,750	859	34,003
Heating Fuel	1,603	2,018	2,199	2,981	1,776	2,766	2,689	2,666	2,674	2,615	3,543	504	28,034
Preventative Maintenance	1,242	2,253	2,743	2,530	2,694	2,078		1,552	2,919				18,010
Outside Services - Misc					1,533	1,389			2,258				5,180
Promotion						1,454							1,454
Marketing	1,450												1,450
Water & Sewer	54	19	42	41	91	35	135	319	153	164	236	8	1,298
Equipment Costs						590							590
Licensing											458		458
Office Expenses				5		196							201
Operating Project Expenses								140					140
<b>Grand Total</b>	<b>\$ 15,858</b>	<b>\$ 19,933</b>	<b>\$ 12,300</b>	<b>\$ 20,872</b>	<b>\$ 19,335</b>	<b>\$ 12,971</b>	<b>\$ 29,209</b>	<b>\$ 18,779</b>	<b>\$ 22,340</b>	<b>\$ 17,113</b>	<b>\$ 24,175</b>	<b>\$ 3,457</b>	<b>\$ 216,340</b>

6.6 We reviewed the general ledger details and descriptions entered by City Staff and we focused on expenses recorded to the three largest general ledger accounts by expense dollars: Demand Maintenance, Materials and Outside Services – Maintenance. Based on the descriptions entered, we observed that:

- Demand Maintenance expenses include but are not limited to:
  - Preventative and Demand Maintenance Services for HVAC Equipment;
  - Plumbing Services;
  - Snow Clearing Services;
  - Glass Replacement Services;
  - Fire Alarm and Intrusion Services;
  - Automatic Sliders; Low Energy Doors and Locksmith Services;
  - Overhead Electrical and Lighting Demand Maintenance Service; and
  - Electrical Services.
- Materials expenses include but are not limited to:
  - Monthly bank fee; P.O Box rental;
  - Liquor license;
  - Newsletters; website expenses;
  - Furniture; brass pins; lag bolt; anchors;
  - Robinson Barn container rental;
  - Materials purchased from Lowes; Rona; Canadian Tire; Home Depot; HomeSense
  - Defibrillator;
  - Miscellaneous supplies including batteries; primer; stamps.
- Outside Services – Maintenance expenses include but are not limited to:
  - Preventative and Demand Maintenance Services for HVAC;
  - Pest and Rodent Control;
  - Snow Clearing;



- Fire Alarm; and
- Window Washing Services.

6.7 The records the City made available for our review did not always clearly distinguish between operating expenses specifically related to the Pendergast Log Cabin and other Bovaird Site expenses. As such, we were unable to efficiently and accurately quantify the operating expenses related specifically to Pendergast Log Cabin.

### ***Reimbursements to FHBH of Operating Expenses***

6.8 The City's detailed general ledger recorded \$41,079 in expenses by the City for reimbursements paid to FHBH during the Period of Review. We have presented our analysis below in two tables that present this information differently for the reader. Table 5 summarizes the reimbursements by fiscal (and calendar) year by general ledger account. Table 6 provides a more detailed categorization based on the line descriptions entered by City Staff in the accounting system.<sup>89</sup>

***Table 5 – Yearly FHBH reimbursed expenditures categorized by general ledger account (rounded)***

Operating Expenses Reimbursed to Friends of Historic Bovaird House by Year										
GL Account	2012	2013	2014	2015	2016	2017	2018	2019	2022	Grand Total
<b>Bovaird Site</b>										
Materials	\$6,291	\$5,376	\$1,484	\$9,640	\$2,122	\$24	\$1,557	\$2,876	\$1,952	\$31,323
Marketing	1,450									1,450
Promotion						689				689
Outside Services - Misc						165				165
Operating Project Expenses								140		140
Office Expenses				5		64				69
<b>Bovaird Site Total</b>	<b>7,741</b>	<b>5,376</b>	<b>1,484</b>	<b>9,645</b>	<b>2,122</b>	<b>943</b>	<b>1,557</b>	<b>3,016</b>	<b>1,952</b>	<b>33,836</b>
<b>Robinson Barn</b>										
Materials					1,461	1,537				2,999
Outside Services - Misc					1,533	1,225				2,758
Promotion						765				765
Equipment Costs						590				590
Office Expenses						132				132
<b>Robinson Barn Total</b>					<b>2,994</b>	<b>4,248</b>				<b>7,242</b>
<b>Grand Total</b>	<b>\$7,741</b>	<b>\$5,376</b>	<b>\$1,484</b>	<b>\$9,645</b>	<b>\$5,116</b>	<b>\$5,191</b>	<b>\$1,557</b>	<b>\$3,016</b>	<b>\$1,952</b>	<b>\$41,079</b>

<sup>89</sup> For the line descriptions that we could not distinguish the nature of, we categorized as "Other."



**Table 6 – Yearly FHBH reimbursed expenditures categorized by line description in the general ledger (rounded)<sup>90</sup>**

Operating Expenses Reimbursed to Friends of Historic Bovaird House by Line Description										
Line Description Summarization	2012	2013	2014	2015	2016	2017	2018	2019	2022	Grand Total
Materials	\$ 1,019	\$ 5,376	\$ 1,484	\$ 5,465						\$ 13,343
Other Supplies	2,396			2,153			1,557	1,435		7,541
Robinson Barn					2,994	4,248				7,242
Other Expenses	1,035					943		1,582	1,952	5,511
Newsletters				1,523	852					2,375
P.O Box and Liquor License	1,841			184						2,025
Catering		750								750
Heritage Plaque Awards	700									700
Bank Fees				35	507					542
Supplies, Storage, Cable					307					307
Typewriter				153						153
Table and Chair Rentals					94					94
Christmas Supplies				89						89
Kitchen Supplies					88					88
Website, Stamps, and Shelf Brackets				44	40					84
Furniture and Brass Pins					70					70
HBH Tags					66					66
Liability Insurance and Mileage					59					59
Display Board Supplies					39					39
<b>Grand Total</b>	<b>\$ 6,991</b>	<b>\$ 6,126</b>	<b>\$ 1,484</b>	<b>\$ 9,645</b>	<b>\$ 5,116</b>	<b>\$ 5,191</b>	<b>\$ 1,557</b>	<b>\$ 3,016</b>	<b>\$ 1,952</b>	<b>\$ 41,079</b>

- 6.9 Our review of the reimbursements recorded in the City's general ledger suggest that expenses related to marketing and events (such as newsletters) for the Bovaird Site were reimbursed by the City. This appears to be inconsistent with our understanding that FHBH was responsible for costs related to marketing and events which we understood from discussions we had with City Staff and FHBH. Refer to paragraph 5.22 for our recommendation regarding the City's reporting relationship with FHBH.

## Capital Expenditures

- 6.10 Capital expenditures of \$1,613,661 were recorded by the City during the Period of Review for the Bovaird Site through funding from Reserve Fund #4, Development Charges Reserve Fund (recreation), and Reserve Fund #78 Operating Development Charge Contribution. The property with the largest capital expenditures recorded in the period was the Pendergast Log Cabin, which included the construction of the Comfort Station.
- 6.11 As previously discussed in Section 4, a total of \$17,419 in capital expenditures related to the Robinson Barn for architectural services provided by ATA Architects Inc. for a feasibility study were recorded before the Robinson Barn project was cancelled. The costs were booked to Capital Project 215361, funded by Reserve Fund #4. Additional costs were recorded to the BDC Due Diligence Account in the amount of \$57,472 for a total of \$74,891.
- 6.12 City Staff told us that only capital expenditures related to the Robinson Barn were booked to the BDC Due Diligence Account. The BDC Due Diligence account was established in 2017 to record costs related to scoping activities. However, for capital projects prior to 2017, like the Pendergast

<sup>90</sup> Note that we categorized amounts recorded based on the line descriptions found in the general ledger details. We did not review the underlying supporting invoices and receipts and did not undertake any other review.



Log Cabin, scoping costs were booked to their capital project accounts, and not to the BDC Due Diligence account.<sup>91</sup>

- 6.13 Table 7 below summarizes the overall capital expenditures that were recorded for each building on the Site.

Table 7 – Bovaird Site Capital Expenditures – in total<sup>92</sup>

Bovaird Site - Capital Expenditures by Project Code with Funding Source				
Project Code	Project Description	Building	Project Total	Funding Source
125550	Repair of Bovaird House	Bovaird House	\$ 67,241	Reserve #4
125610	Relocation of the Pendergast Cabin to the Bovaird Site and Construction of Comfort Station	Pendergast Log Cabin	379,384	Recreation Development Charges and Reserve Fund #78
135550	General Upgrades to Bovaird House	Bovaird House	52,413	Reserve #4
161650	Repairs of Bovaird House and Construction of Comfort Station	Bovaird House	100,628	Reserve #4
171650	Repairs to Pendergast Log Cabin, Comfort Station Repairs, Reconstruction of Gazebo	Pendergast Log Cabin	743,211	Reserve #4
201650	Bovaird House Upgrades	Bovaird House	195,894	Reserve #4
215361	Robinson Barn Reconstruction	Robinson Barn	17,419	Reserve #4
BDC Due Diligence Account	Robinson Barn Reconstruction	Robinson Barn	57,472	BDC Due Diligence Account
<b>Grand Total</b>			<b>\$ 1,613,661</b>	

- 6.14 We reviewed the descriptions noted in the capital projects general ledger to understand the nature of the expenditures recorded and based on that understanding, we grouped similar expenditures together.<sup>93</sup> For expenses where the description was not clear, we have classified it as “Other.” Refer to Appendix D for a detailed summary of the capital expenditures.

- 6.15 These capital expenditures were funded from the following sources:

1. Reserve Fund #4 was used to fund \$1,176,806 for the Bovaird Site. Reserve Fund #4 is a discretionary reserve fund used for asset acquisition or replacement that is funded through contributions from the tax base

<sup>91</sup> Interview with the Manager, Building Design and Construction, conducted on April 18, 2023 and subsequent email correspondence.

<sup>92</sup> We reviewed the City Staff report, Friends of Historic Bovaird House – Q&A Information Report, authored by Strategic Communications, Culture & Events, dated February 9, 2022, that outlined the operating and capital expenditures related to the Bovaird Site. We reconciled our findings with the City report and note that the time periods of review differ between our report and the City’s staff report and account for the differences in the dollar amounts presented.

<sup>93</sup> To gain a deeper understanding of the capital amounts recorded for each building, we reviewed the “Desc,” “Line Descr”, and “Supplier Name” fields in the capital projects general ledger details and grouped similar work together.

2. \$379,384 was funded by Development Charges Reserve Fund (recreation) and Reserve Fund #78 Operating Development Charge Contribution.

At the time of the Pendergast Log Cabin project, there was a requirement that 10% of a project be funded through the tax base so that portion was allocated to Reserve Fund #78 Operating Development Charge Contribution. Reserve Fund #78 is funded by operating activities of the City.<sup>94</sup>

Development Charges Reserve Fund (recreation) is funded through charges to developers and is to be used by the City to fund additional infrastructure that arise from the development of an area.

3. As discussed previously, the BDC Due Diligence account was used to fund \$57,472 in capital expenditures for the Robinson Barn.

### ***Reimbursements to FHBH of Capital Expenditures***

- 6.16 It is our understanding that in the event that a capital expenditure is required for the Bovaird Site, these expenditures are managed by the City. FHBH also has a Buildings and Acquisition Fund that was established in 2009 to acquire buildings and artifacts to enhance the Bovaird House. The Buildings and Acquisition Fund is funded via direct donations to FHBH and profits from events and is managed exclusively by FHBH.<sup>95</sup> We were told that the City does not reimburse these types of capital expenditures incurred by FHBH.<sup>96</sup>

## **Conclusion and Recommendations**

- 6.17 During the Period of Review, \$216,340 of operating expenses were recorded by the City amounting to an average annual expense of \$18,028. This includes amounts reimbursed to FHBH by the City. Most expenses relate to maintenance of the Bovaird Site. During the Period of Review, \$1,613,661 of capital expenditures were recorded. The majority of the capital expenditures were for the Pendergast Log Cabin, which included the construction of the Comfort Station. The majority of capital expenditures for the Bovaird Site were funded by Reserve Fund #4 (\$1,176,806 of \$1,613,661).
- 6.18 Based on our findings, we have no recommendations at this time. For our recommendation regarding FHBH, refer to paragraph 5.22.

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<sup>94</sup> Interview with the Senior Manager Accounting Services, Deputy Treasurer, conducted on April 19, 2023, and subsequent follow up email correspondence.

<sup>95</sup> Friends of Historic Bovaird House Year-End Report 2012, dated June 19, 2013, Page 8.

<sup>96</sup> Interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner – Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.

## 7 **Mandate 4: Observations Regarding the City's Conflict of Interest Policy and Decisions in 2021 Involving the Robinson Barn**

- 7.1 We have been asked to review and provide observations on compliance with the City's Conflict of Interest Policy ("Conflict Policy") in decisions related to the Robinson Barn, including members of the BHB and FHBH.

### **Procedures**

- 7.2 We performed the following procedures to identify potential conflicts that may have existed for decisions made in 2021 related to the Robinson Barn:

- Interviewed City Staff about their awareness of any conflicts of interest in decisions related to the Robinson Barn;
- Reviewed City Council meeting minutes, staff reports and email correspondence around the 2021 funding decision;
- Reviewed City's policies that apply, listed below, in light of the roles and activities of the following groups: City Staff, BHB, FHBH and City Councillors. The relevant City policies were provided to us by City Staff from the Policy, Finance, City Clerk, and Internal Audit departments:
  - Policy 2.2.0 Terms & Conditions of Employment – Conflict of Interest;
  - Employee Code of Conduct HRM-100;
  - City of Brampton Council Handbook;
  - Municipal Conflict of Interest Act;
  - GOV-140 Council Staff Relations Policy; and
  - Council Code of Conduct C006-2016.
- Online search to identify FHBH volunteers.<sup>97</sup>

### **Findings**

- 7.3 In our analysis, we considered the following points where conflicts of interest might have been a factor:
- The heritage permit for the Robinson Barn relocation onto the Bovaird Site recommended by BHB which was approved by City Council on September 12, 2022,<sup>98</sup>
  - The approval of the budget amendment to allocate funding for the design process of the Robinson Barn which was recommended by City Staff and approved by City Council on April 21, 2021,<sup>99</sup>

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<sup>97</sup> We note that an online search was performed because a comprehensive list was not provided by FHBH.

<sup>98</sup> Item HB051-2022 City Council Special Meeting, dated September 12, 2022, Page 34.

<sup>99</sup> Item CW205-2021 City Council Minutes, dated April 21, 2021, Page 30.

- The approval of the capital budget to allocate funding for the construction process of the Robinson Barn which was recommended by City Staff and approved by City Council on December 8, 2021.<sup>100</sup>

7.4 We note that certain policies apply to different parties:

- City Staff are required to comply with Policy 2.2.0 Terms & Conditions of Employment – Conflict of Interest and Employee Code of Conduct HRM-100;
- City Councillors are required to comply with City of Brampton Council Handbook and Council Code of Conduct C006-2016;
- City Councillors and BHB members are required to comply with the Municipal Conflict of Interest Act;
- City Staff and City Councillors are required to comply with GOV-140 Council Staff Relations Policy; and
- It appears that no policies apply to representatives of FHBH as there are no City policies that apply to volunteers.

7.5 We were only asked to look into the policies in relation to the decision making around the Robinson Barn which we have interpreted to relate to the decision to fund the reconstruction of the Robinson Barn and related events as outlined in paragraph 7.3. Our procedures were limited to the steps outlined above<sup>101</sup> and therefore, would not necessarily detect all instances where conflicts of interest might be present since improper relationships can be intentionally hidden and difficult to identify.

7.6 According to the policies reviewed, we note that conflicts of interest arise when City Staff, City Councillors or BHB members have an interest that may derive an economic benefit or avoid an economic loss or have a pecuniary interest in a matter.

7.7 As noted in Mandate 2, we identified the current members of FHBH (we were unable to obtain a complete list of all volunteers of FHBH) and compared the names to the BHB members and City Councillors and found three instances where FHBH volunteers were serving on the BHB. The policies we reviewed do not appear to preclude volunteers from serving on local boards.

7.8 Based on our review of the documentation and outcome of interviews, no information was found to suggest that City Staff, City Councillors or BHB members had a financial interest related to the Robinson Barn.

7.9 We are aware that the media reported that former City Councillor Jeff Bowman's wife is a volunteer with FHBH and City Staff told us they were aware of this relationship. We requested a complete list of FHBH volunteers for the Period of Review, however, it has not been provided as of the time of this report. Based on our own public search, we have found a photograph of an FHBH volunteer with the last name "Bowman" from an article published in 2017.<sup>102</sup> City Councillor Jeff Bowman served on City Council from 2014 to 2022.<sup>103</sup> He participated in the City Council vote for the approval of funding for the reconstruction

<sup>100</sup> Item BC009-2021 City Council Minutes Special Meeting, dated December 8, 2021, Page 15.

<sup>101</sup> For example, we did not look at the emails of those involved in the decisions.

<sup>102</sup> Mother's Day Tea returns to Historic Bovaird House, [https://www.bramptonguardian.com/life/mother-s-day-tea-returns-to-historic-bovaird-house/article\\_a4d49d78-1df3-5b05-913a-44c85eb0adbe.html](https://www.bramptonguardian.com/life/mother-s-day-tea-returns-to-historic-bovaird-house/article_a4d49d78-1df3-5b05-913a-44c85eb0adbe.html), authored by Brampton Guardian, dated May 14, 2017.

<sup>103</sup> Inaugural Meeting City Council Minutes, dated December 1, 2014; Inaugural Meeting City Council Minutes, dated December 3, 2018.

of the Robinson Barn on April 21, 2021 and December 8, 2021.<sup>104</sup> It appears that the City Councillor's term and his spouse's volunteering activities with FHBH may have occurred concurrently.

- 7.10 The City Council Handbook and C006-2016 Code of Conduct for Members of Council state that City Councillors cannot provide preferential treatment to organizations that they or their family members have a pecuniary interest in. We have not come across any information that suggests City Councillor Bowman had a direct pecuniary interest in the Robinson Barn either directly or indirectly through his wife. As such, we have not found any evidence that City Councillor Bowman gained financially from decisions related to the Robinson Barn. Similarly, we did not find any information that the FHBH volunteers can personally gain financially from decisions related to the Robinson Barn. In addition, we have not found any information that the City policies specifically prohibit City Councillors' family members from volunteering with organizations that are affiliated with the City.

## Conclusion and Recommendations

- 7.11 Upon review of the relevant City policies and outcomes of our interviews, we identified no information suggesting City Staff, City Councillors, BHB members or FHBH members failed to comply with the specific policies as follows based on our understanding:

- Policy 2.2.0 Terms & Conditions of Employment – Conflict of Interest;
- Employee Code of Conduct HRM-100;
- City of Brampton Council Handbook;
- Municipal Conflict of Interest Act;
- GOV-140 Council Staff Relations Policy; and
- Council Code of Conduct C006-2016.

- 7.12 Based on our findings, we recommend:

1. The City explore whether a policy should be created to address conflicts of interest that apply to:
  - Volunteers and members of organizations that collaborate with the City, City Councillors and their family members and dependents who volunteer with organizations that collaborate with the City.
2. The City consider whether to add a requirement that City Councillors declare any conflicts of interest during City Council meetings, including non-pecuniary interests. Currently, the City of Brampton Council Handbook states that only pecuniary interests need to be declared. (Section 7.9 Declaring Interests that "Members of Council are bound by provisions of the Municipal Conflict of Interest Act...[which] imposes certain duties on Members when any matter is to be considered at a meeting of Council or local board in respect of which the Member or the Member's spouse, child or parent has any direct or indirect pecuniary (i.e., financial) interest....Members must declare any direct or pecuniary interest."<sup>105</sup>) The City may wish to seek legal advice around whether the policies should be reviewed to consider situations where non-pecuniary interests exist.

<sup>104</sup> Item CW205-2021 City Council Minutes, dated April 21, 2021, Page 30.; Item BC009-2021 City Council Minutes Special Meeting, dated December 8, 2021, Page 15.

<sup>105</sup> City of Brampton Council Handbook 2022-2026 Governance Volume 2, Page 159.

## 8 Mandate 5: Funding Sources of Pendergast Log Cabin

- 8.1 We have been asked to review and provide information on the funding source for the acquisition and construction of the Pendergast Log Cabin.

### Procedures

- 8.2 We performed the following procedures in conducting our review:

- Reviewed City Council meeting minutes, staff reports, and other City documentation to understand the key events;
- Reviewed capital projects general ledger details related to Pendergast Log Cabin for the Period of Review;
- Reviewed all expenses related to vendor #12854 Friends of Historic Bovaird House;
- Reviewed Cost centre 0683 and cost centre 7327 general ledger details related to the Bovaird Site for the Period of Review; and
- Reviewed Chart of Accounts for the City general ledger.

### Findings

#### Timeline of Key Events

Based on our analysis of various records and our discussions with certain individuals, the timeline of key events related to the Pendergast Log Cabin acquisition and construction is as follows:

- 8.3 In 2012, the City underwent heritage preservation efforts within the Vales of Humber Secondary Plan which included heritage structures like the Pendergast Log Cabin.<sup>106</sup> As part of those heritage preservation efforts, City Council resolved that the Pendergast Log Cabin would be relocated to the Bovaird Site.<sup>107</sup>
- 8.4 The owner and developer of the lands where the Pendergast Log Cabin was located was Royal Pine Homes. In March 2013, City Council allocated City funding towards the relocation and reconstruction of the Pendergast Log Cabin from the Capital Project #125610-001 Heritage Program.<sup>108</sup>
- 8.5 In 2014, Hayford donated the Pendergast Log Cabin to the City. As outlined in the agreement, Hayford was responsible for the dismantling, relocation, and reconstruction of the Pendergast Log Cabin on the Bovaird Site.<sup>109</sup> The agreement also outlines the City's responsibilities including submission and processing of a site plan application, conducting a chemical analysis of the soil, constructing the Comfort Station, obtaining various permits, installing utilities, and completing site works including parking lot

<sup>106</sup> City File P26S.50 Recommendation Report Heritage Preservation Efforts Within the Vales of Humber Secondary Plan, authored by Planning, Design and Development Committee, dated August 1, 2012, approved by the Planning, Design & Development Committee on September 5, 2012, Page 1

<sup>107</sup> Item PDD156-2012 City Council Minutes, dated September 12, 2012, Pages 49 to 50.

<sup>108</sup> B60-BOV Relocation of the Pendergast Log Cabin Report, prepared by Community Development and Services Planning and Building Design and Construction, dated March 12, 2013, approved by City Council on March 27, 2013, Page 4.

<sup>109</sup> Relocation, Restoration and Acquisition Agreement, between The Corporation of the City of Brampton and the Owner, Hayford Holdings Inc. O/A Royal Pine Homes, dated August 14, 2014, Pages 1 to 12, and Schedule 'F' Terms of Reference.

improvements, driveway improvements and constructions of new walkways. During the construction of the Comfort Station, we understand that issues arose that caused the cost of construction to be higher than expected.<sup>110</sup>

- 8.6 Hayford completed its obligations under its agreement with the City regarding the relocation, restoration and acquisition of the Pendergast Log Cabin at the Bovaird Site in September 2017.<sup>111</sup>
- 8.7 As of July 31, 2023, the Pendergast Log Cabin is undergoing designation under the Ontario Heritage Act as a cultural heritage resource.<sup>112</sup>

## Operating Expenses

Based on the documentation that was made available for KPMG to review, the records of the City do not distinguish between operating expenses recorded in relation to the Pendergast Log Cabin and other Site expenses. As such, we cannot efficiently and accurately quantify the operating expenses related specifically to Pendergast Log Cabin.

## Capital Expenditures

- 8.8 There are two capital project accounts that were created for the Pendergast Log Cabin: Capital Project 125610 Relocation of the Pendergast Cabin to the Bovaird House Site and Capital Project 171650 Bovaird House – Pendergast Log Home Restoration. A total of \$1,122,595 was recorded in these two accounts during the Period of Review. Our review of the descriptions contained in the capital project general ledger details suggest that a large portion of the costs are related to work performed on the Comfort Station and parking lot.
- 8.9 Table 8 below sets out the capital expenditures recorded by the City in Capital Projects 125610 and 171650. Capital Project 125610 was funded by Development Charges Reserve Fund (recreation) and Reserve Fund #78 for a total of \$379,384 and Capital Project 171650 was funded by Reserve Fund #4 for a total of \$743,211.

**Table 8 – Capital Expenditures of Pendergast Log Cabin**

Pendergast Log Cabin - Capital Expenditures by Year											Funding Source
	2013	2014	2015	2016	2017	2018	2019	2020	2021	Grand Total	
Relocation of the Pendergast Cabin to the Bovaird House Site											Reserve #4
125610	26,901	22,411	56,319	42,708	15,903	21,831	193,310	(0)		379,384	
Bovaird House Pendergast log home Restoration											Recreation Development Charges & Reserve #78
171650					7,468	155,103	584,558	6,082	(10,000)	743,211	
Grand Total	\$ 26,901	\$ 22,411	\$ 56,319	\$ 42,708	\$ 23,371	\$ 176,935	\$ 777,867	\$ 6,082	\$ (10,000)	\$ 1,122,595	

<sup>110</sup> Interview with the City Liaison with Friends of Historic Bovaird House and Principal Planner - Heritage, Planning, Building and Growth Management, conducted on April 18, 2023.

<sup>111</sup> Hayford Holdings Inc. Relocation, Restoration and Acquisition of the Pendergast Log Cabin Final Acceptance and Final Warranty Inspection, from Hayford Holdings Inc. to City Building Design and Construction department, dated September 21, 2017.

<sup>112</sup> Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act – Designated Properties, last updated 2021; Page 135.



### ***Capital Project 125610 Relocation of the Pendergast Cabin to the Bovaird House Site***

- 8.10 Our review of the Relocation, Restoration and Acquisition Agreement between Hayford and the City notes that Hayford was responsible for reconstruction and restoration of the Pendergast Log Cabin, construction of the foundation of the comfort station, and connection of utilities, at their own expense. The City was responsible for construction of the comfort station, obtaining various permits, installing utilities, and improvements to the parking lot, driveway and adding new walkways.<sup>113</sup>
- 8.11 We note that \$379,384 of capital costs were recorded to the Capital Project 125610 as described below:
- Based on our review of the descriptions in the general ledger, \$287,595 of the costs incurred by the City appear to be consistent with the agreement between Hayford and the City.
  - Based on our review of the invoices of \$21,454 of the expenses in the general ledger with the description "REQUEST FOR PROPOSAL CALL NO.", these costs were incurred to retain architects for the construction of the Comfort Station. This is consistent with the agreement between Hayford and the City as the City was responsible for the construction of the comfort station.
  - The remaining \$70,335 of the expenses are vague in their descriptions and no supporting documentation was available due to the City's file storage and retention policies so we cannot confirm the details of these relocation expenses.
- 8.12 The Capital Project 125610 was funded primarily through Development Charges Reserve Fund (recreation) which is funded through charges to developers and is to be used by the City to fund additional infrastructure that arise from the development of an area. At the time, the City's Development Charges policy required that 10% of funding be sourced from non-development charges so as such, Reserve Fund #78 Operating Development Charge Contribution was the source for the remaining balance, which is funded by operating activities of the City.<sup>114</sup>

### ***Capital Project 171650 Bovaird House – Pendergast Log Home Restoration***

- 8.13 Based on our review of the descriptions in Capital Project 171650 general ledger, we note the following activities were performed under the capital project:
- Reconstructing the gazebo;
  - Repairing and constructing the Comfort Station;
  - Regrading the parking lot;
  - Installing safety fence; and
  - Architectural services.
- 8.14 Capital Project 171650 was fully funded by Reserve Fund #4.

### ***Capital Expenditures by Vendor***

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<sup>113</sup> Relocation, Restoration and Acquisition Agreement, between The Corporation of the City of Brampton and the Owner, Hayford Holdings Inc. O/A Royal Pine Homes, dated August 14, 2014, Pages 1 to 12, and Schedule 'F' Terms of Reference.

<sup>114</sup> Interview with the Senior Manager Accounting Services, Deputy Treasurer, conducted on April 19, 2023, and subsequent follow up email correspondence.



- 8.15 Table 9 below shows the total capital expenditures recorded by vendor name. Note that the expenses marked “Manual Project Journal Entry” do not relate to a specific vendor but instead are journal entries created manually by City Staff to internally allocate costs of work performed by City Staff for approved projects.
- 8.16 The largest vendor in terms of dollars spent was Quad Pro Construction. According to the capital project general ledger, this related to Tender T2018-087 Reconstruction of Comfort Station and General Upgrades at Bovaird House. This project included partial building demolition, erosion and sedimentation control, site grading, adding water systems, among other tasks.<sup>115</sup>

**Table 9 – Vendors of Pendergast Log Cabin**

Pendergast Log Cabin - Capital Expenditures by Vendor	
Vendor	Amount
QUAD PRO CONSTRUCTION INC	\$ 655,294
Manual Project Journal Entry	\$ 161,503
KINGSLAND + ARCHITECTS INC.	\$ 154,004
PAC BUILDING GROUP CORPORATION	\$ 58,729
RENDA CONSTRUCTION INC.	\$ 24,346
REGION OF PEEL	\$ 15,949
MILLENNIUM PAINTING	\$ 15,147
IMPERIAL CONTRACTING	\$ 11,753
WORLD WIDE ELECTRIC INC.	\$ 7,434
TED VAN LANKVELD	\$ 4,869
ADEE CONSULTANTS LTD	\$ 4,579
ENBRIDGE GAS DISTRIBUTION INC	\$ 4,040
MIR CONSTRUCTION INC	\$ 2,188
CONSTRUCTCONNECT CANADA, INC.	\$ 1,013
PRICE PLUMBING & HEATING LTD	\$ 1,010
MULTIVIEW LOCATES INC	\$ 582
ELECTRICAL SAFETY AUTHORITY	\$ 156
<b>Grand Total</b>	<b>\$ 1,122,595</b>

## Conclusion and Recommendations

- 8.17 The City recorded \$1,122,595 of costs for the Pendergast Log Cabin. A significant portion of the costs relates to the construction and reconstruction of the Comfort Station.
- 8.18 The City’s expenses were recorded to cost centres CC0683 and CC7327, along with the other Bovaird Site operating expenses. Capital expenditures were applied against Development Charges Reserve Fund (recreation), Reserve Fund #78, and Reserve Fund #4 in the amount of \$1,122,595.
- 8.19 The largest vendor by capital expenditure amount is Quad Pro Construction Inc. which based on the tender documentation worked on the reconstruction of the Comfort Station and general upgrades at Bovaird House.
- 8.20 Based on our findings, we have no recommendations at this time.

<sup>115</sup> Tender T2018-087 Reconstruction of Comfort Station and General Upgrades at Bovaird House, published by the City on October 17, 2018.

## 9 Restrictions

- 9.1 Our report has been prepared at the request of the City for the purposes of assisting the City with an independent review in connection with the acquisition and relocation of the Robinson Barn to the Historic Bovaird House. It is not intended for general use, circulation or publication outside of the City. For the avoidance of doubt our report may not be disclosed, copied, quoted or referred to in whole or in part, for any purpose other than the purpose outlined above, without our prior written consent.
- 9.2 We will not assume any responsibility or liability for any costs damages, losses, liabilities, or expenses recorded by the City as a result of circulation, publication, reproduction, use of or reliance upon our report contrary to the provisions of this section. Furthermore, we will not assume any responsibility or liability for any costs, damages, losses, liabilities, expenses recorded by anyone else as a result of circulation, publication, reproduction, use of or reliance upon our report.
- 9.3 We have not conducted a financial statement audit. We have reviewed and relied on records and other documentation made available to us without audit or other verification. Comments in our report are not intended, nor should they be interpreted to be, legal advice or opinion as we are not qualified to provide such advice or make such an opinion.
- 9.4 The information and opinions in this report are based on information that has been made available to us. We have not carried out an audit, nor have we attempted to verify the accuracy of the underlying information and documentation used in our analysis, except where specifically noted in this report. Should any additional information relevant to our findings come to our attention following the date of this report, we reserve the right to review our report and amend this report as required.

## A Scope of Review

In preparing this report, KPMG reviewed and relied upon the following information:

1. We interviewed the following individuals:
  - City Liaison with Friends of Historic Bovaird House and Principal Planner - Heritage, Planning, Building and Growth Management, the Corporation of the City of Brampton;
  - Manager, Building Design and Construction, the Corporation of the City of Brampton;
  - Senior Manager Accounting Services, Deputy Treasurer, the Corporation of the City of Brampton;
  - Michael Avis, Chairman, Friends of Historic Bovaird House;
  - Geoff Acheson, Board Member and Volunteer of Friends of Historic Bovaird House;
2. Bovaird House Financial Status as at March 31, 2023, prepared by the City Finance department;
3. Projects General Ledger Details related to Bovaird Site from The Period of Review
4. Cost centre 0683 and cost centre 7327 General Ledger Details related to Bovaird Site from January 2008 to March 2023;
5. Chart of Accounts for the City General Ledger;
6. Budget Tracker for Robinson Barn;
7. Invoices of costs chosen for sampling;
8. Policy 2.2.0 Terms & Conditions of Employment – Conflict of Interest, approved by Council AF123-2002, effective October 16, 2002;
9. Employee Code of Conduct HRM-100, approved by CAO and CLT, dated February 16, 2021;
10. City of Brampton Council Handbook for 2022 to 2026, signed by the City Clerk, City Clerk's Office of the Corporation of the City of Brampton;
11. Municipal Conflict of Interest Act, last amendment 2022;
12. GOV-140 Council Staff Relations Policy, approved by Council Resolution C052-2019, effective March 1, 2019;
13. Council Code of Conduct C006-2016, Council approval date January 27, 2016, updated March 9, 2022;
14. 2023 Budget Guideline, prepared by Corporate Financial Planning, dated 2023;
15. Budget Policy FIN-140, approved by CW264-2018, effective June 27, 2018;
16. Purchasing By-Law 19-2018, the Corporation of the City of Brampton;
17. Invitational Request for Proposal Call Historic Bovaird House Audit 2023, prepared by the Corporation of the City of Brampton, dated March 3, 2023;
18. Friends of Historic Bovaird House Year-End Report 2012, dated June 19, 2013;
19. Agreement of Purchase and Sale between the Corporation of the City of Brampton, the Purchaser, and Mossie E. Bovaird, the Vendor, dated November 27, 1985, passed by City Council on October 16, 1985 via the Authorization By-Law 309-85;

20. B60-BOV Relocation of the Pendergast Log Cabin Report, prepared by Community Development and Services Planning and Building Design and Construction, dated March 12, 2013, approved by City Council on March 27, 2013;
21. Bovaird House – Robinson Barn Update and Next Steps – Ward 1 Report, prepared by Building Design and Construction, dated May 10, 2017, approved by Council on June 21, 2017;
22. Bovaird House – Robinson Barn Update and Next Steps – Ward 1 Report, prepared by Community Services, dated March 23, 2019;
23. Brampton Heritage Board Membership Lists provided by City Clerk department and Brampton Heritage Board Minutes for 2012 to 2023;
24. By-Law 12-2010 to re-establish the Brampton Heritage Board under new Terms of Reference and to Repeal By-laws 281-85, 42-93, 43- 93, 141- 2005, 317- 2008 and 325-2009, passed by Council on January 27, 2010;
25. By-Law 298-81 To designate the Bovaird house as a property of historical and architectural value and interest, passed by City Council on December 14, 1981;
26. Donation Agreement between The Corporation of the City of Brampton and the Friends of Historic Bovaird House, dated April 19, 2016;
27. For the term from January 1, 2011 to November 30, 2012 as per Special Council Meeting Minutes, dated December 7, 2010;
28. For the term from January 1, 2013 to November 30, 2014 as per City Council Meeting Minutes, dated December 14, 2012;
29. For the term from January 1, 2015 to November 30, 2016 as per City Council Minutes, dated December 17, 2014;
30. For the term from January 1, 2017 to the end of the Council term as per City Council Minutes, dated December 14, 2016;
31. For the period ending December 31, 2020 as per City Council Minutes, dated December 12, 2018;
32. Historic Bovaird House website <https://www.bovairdhouse.com/>, accessed by KPMG in 2023;
33. Item CW420-2022 City Council Minutes Special Meeting, dated December 14, 2022;
34. Item 7.1 Correspondence from Mary Ann and Steve Allin from the City Council Special Meeting, dated December 8, 2021;
35. Item BC009-2021 City Council Minutes Special Meeting, dated December 8, 2021;
36. Item CW205-2021 City Council Minutes, dated April 21, 2021;
37. Item PDD156-2012 City Council Minutes, dated September 12, 2012;
38. Meeting Notes between City of Brampton and FHBH regarding Robinson Barn, authored by City Staff, dated March 16, 2016;
39. Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act – Designated Properties, last updated 2021;
40. Public Notice, authored by the City of Brampton, dated November 4, 1981;
41. Reconstruction of the Robinson Barn at the Historic Bovaird House Site – Ward 1 Report, prepared by Planning and Infrastructure Services, dated May 24, 2016, approved by Council on June 22, 2016;

42. Relocation, Restoration and Acquisition Agreement, between The Corporation of the City of Brampton and the Owner, Hayford Holdings Inc. O/A Royal Pine Homes, dated August 14, 2014, including Schedule 'F' Terms of Reference;
43. Request for Budget Amendment – Barn Reconstruction at Historic Bovaird House Report, prepared by Building Design and Construction, dated by March 24, 2021, approved by City Council on April 21, 2021;
44. RFP2022-260 Rebuild the Robinson Barn at the Historic Bovaird House, published September 26, 2022, <https://brampton.bidsandtenders.ca/Module/Tenders/en/Tender/Detail/d71f985f-ed50-437a-9999-83acb297d5d3/#Document>;
45. Robinson Barn – circa 1875 Email, sent from Vic Snow to Michael Avis, dated February 22, 2016;
46. Scoped Heritage Impact Assessment: 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, authored by LHC Heritage Planning and Archaeology, dated August 2022, received by City Council on September 12, 2022;
47. Staff Comment Form Phase 2 Conservation Plan: Pendergast Log Cabin Relocation and Conservation Project, authored by Paul Oberst in consultation with Vic Snow, dated June 13, 2014, approved by Brampton Heritage Board on June 24, 2014;
48. Tender T2018-087 Reconstruction of Comfort Station and General Upgrades at Bovaird House, published by the City on October 17, 2018;
49. Terms of Reference for the Friends of Bovaird House Committee, dated May 16, 2002, approved by the Buildings and Property Committee on June 3, 2002;
50. Item HB051-2022 City Council Special Meeting, dated September 12, 2022;
51. Staff Report Planning, Bld & Ec Dev-2022-844 Scoped Heritage Impact Assessment & Heritage Permit, 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, prepared by LHC Heritage Planning and Archaeology, dated August 31, 2022;
52. Heritage Permit Kit for Properties Designated under Part IV of the Ontario Heritage Act, submitted regarding Reconstruction of Robinson Barn at 563 Bovaird Drive, dated August 23, 2022;
53. Mother's Day Tea returns to Historic Bovaird House, [https://www.bramptonguardian.com/life/mother-s-day-tea-returns-to-historic-bovaird-house/article\\_a4d49d78-1df3-5b05-913a-44c85eb0adbe.html](https://www.bramptonguardian.com/life/mother-s-day-tea-returns-to-historic-bovaird-house/article_a4d49d78-1df3-5b05-913a-44c85eb0adbe.html), authored by Brampton Guardian, dated May 14, 2017; and
54. Inaugural Meeting City Council Minutes, dated December 1, 2014;
55. Inaugural Meeting City Council Minutes, dated December 3, 2018;
56. SOP FNDS\_001 Due Diligence Account, effective date June 1, 2021;
57. Friends of Historic Bovaird House (1955939) Not-for-Profit Corporation, accessed July 31, 2023, [https://www.appmybizaccount.gov.on.ca/onbis/corporations/viewInstance/view.pub?id=280aa9d4fbc a6577ccb365bb8f57e85ac1020cc8c6cc24fe3aa496304c252692&\\_timestamp=30865573788743](https://www.appmybizaccount.gov.on.ca/onbis/corporations/viewInstance/view.pub?id=280aa9d4fbc a6577ccb365bb8f57e85ac1020cc8c6cc24fe3aa496304c252692&_timestamp=30865573788743);
58. Friends of Historic Bovaird House (767679921 RR 0001) Registered Charity, accessed July 31, 2023, <https://apps.cra-arc.gc.ca/ebci/hacc/srch/pub/dsplyRprtngPrd?q.srchNmFltr=friends+of+bovaird+house&q.stts=0007&selectedCharityBn=767679921RR0001&dsrdPg=1;s>;
59. City File P26S.50 Recommendation Report Heritage Preservation Efforts Within the Vales of Humber Secondary Plan, authored by Planning, Design and Development Committee, dated August 1, 2012, approved by the Planning, Design & Development Committee on September 5, 2012;

60. Hayford Holdings Inc. Relocation, Restoration and Acquisition of the Pendergast Log Cabin Final Acceptance and Final Warranty Inspection, from Hayford Holdings Inc. to City Building Design and Construction department, dated September 21, 2017;
61. Bowman Rushes Through \$1M For Replica Barn In Brampton, authored by Donald Mcleod, dated December 2, 2021, <https://bramptonfocus.ca/bowman-barn/>;
62. Legislative Services-2021-305 Staff Report Friends of Historic Bovaird House – Q&A Information Report, authored by Strategic Communications, Culture & Events, dated February 9, 2022; and
63. Various information provided by City Staff and FHBH.



## B Reference Images of Bovaird Site and Robinson Barn

For reference, we have included images of the Bovaird Site and the Robinson Barn as documented in the various reports provided to City Council in Figures 1 through 6 below.

*Figure 1 Bovaird Site as of August 12, 2022<sup>116</sup>*



<sup>116</sup> Scoped Heritage Impact Assessment: 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, authored by LHC Heritage Planning and Archaeology, dated August 2022, received by City Council on September 12, 2022, Page 198.

*Figure 2 Bovaird House as of August 12, 2022<sup>117</sup>*



*Figure 3 Pendergast Log Cabin as of August 12, 2022<sup>118</sup>*



*Figure 4 Comfort Station as of August 12, 2022<sup>119</sup>*



<sup>117</sup> Scoped Heritage Impact Assessment: 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, authored by LHC Heritage Planning and Archaeology, dated August 2022, received by City Council on September 12, 2022, Page 199.

<sup>118</sup> Scoped Heritage Impact Assessment: 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, authored by LHC Heritage Planning and Archaeology, dated August 2022, received by City Council on September 12, 2022, Page 199.

<sup>119</sup> Scoped Heritage Impact Assessment: 563 Bovaird Drive East (Historic Bovaird House) and 2591 Bovaird Drive West, authored by LHC Heritage Planning and Archaeology, dated August 2022, received by City Council on September 12, 2022, Page 200.



Figure 5 Robinson Barn Proposed Site<sup>120</sup>

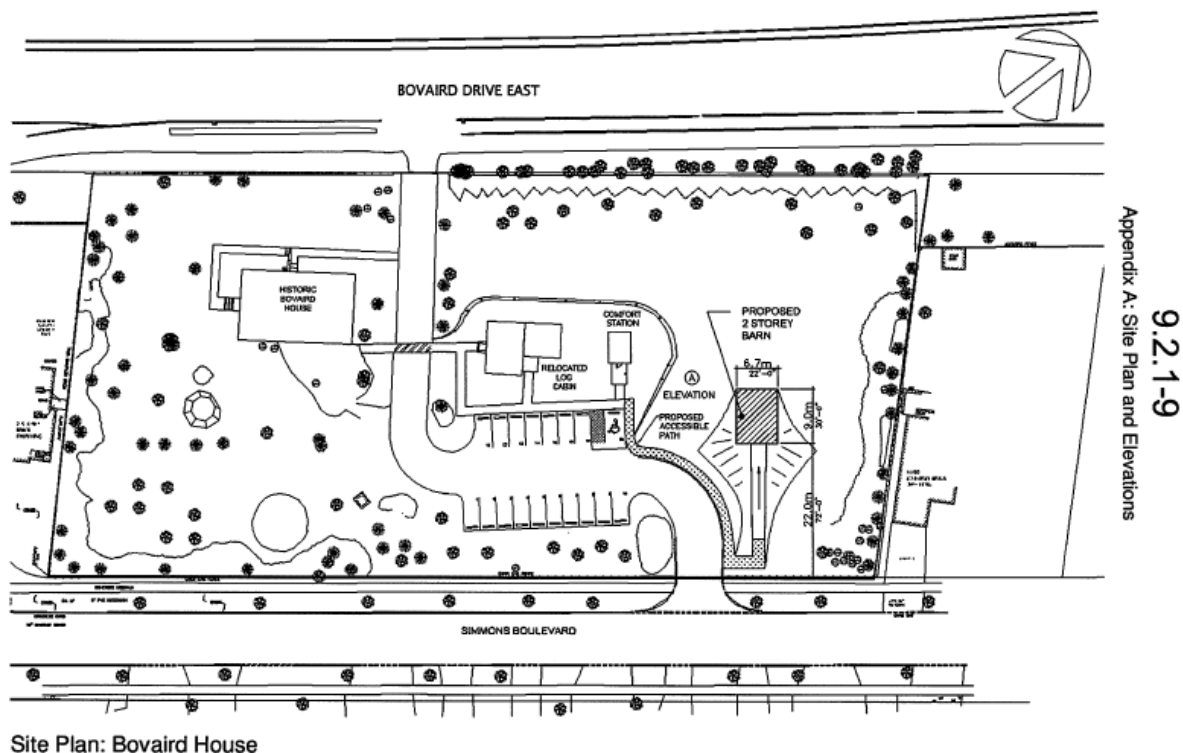


Figure 6 Robinson Barn as it stood in Caledon, Ontario<sup>121</sup>



<sup>120</sup> Bovaird House – Robinson Barn Update and Next Steps – Ward 1 Report, prepared by Community Services, dated March 23, 2019, Appendix A.

<sup>121</sup> Bovaird House – Robinson Barn Update and Next Steps – Ward 1 Report, prepared by Community Services, dated March 23, 2019, Appendix B.

## C General Ledger Accounts

For reference, the general ledger accounts that operating expenses were booked to in cost centres 0683 and 7327 include:

GL Account Name	GL Account Number
Office Expenses	200211
Materials	200212
Hydro	200216
Marketing	200217
Equipment Costs	200218
Heating Fuel	200220
Promotion	200222
Water & Sewer	200223
Outside Serv- Maintenance	200233
Licensing	200253
Outside Services - Misc	200264
Operating Project Expenses	200460
Preventative Maintenance	201127
Demand Maintenance	201128
Rentals- Room/Equip/Library	600842

The general ledger accounts that capital expenditures were booked to the capital projects related to the Bovaird Site include:

Account Name	Account
Operating Project Expenses	200460
WIP Buildings	710031
WIP Infrastructure	710033



## **D Capital Expenditures Recorded for Bovaird Site**

See next page.

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## Historic Bovaird House Independent Review

## Appendix D

### Capital Expenditures Recorded for Bovaird Site

Bovaird Site - Capital Expenditures by Line Description													
Project Code	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Repairs of Bovaird House and Construction of Comfort Station													
Comfort Station Construction and General Upgrades at Bovaird House					\$ 54		\$ 73,512	\$ 1,697				\$	75,263
Basement Repair								21,980					21,980
Other Expenses Related to Bovaird House								867	2,442				3,309
Kitchen and Washroom Floor					75								75
Repairs of Bovaird House and Construction of Comfort Station Total					75	54		73,512	24,544	2,442			100,628
Repair of Bovaird House													
Replacement of Cedar Roof and Other Repairs	67,241	0											67,241
Repair of Bovaird House Total	67,241	0											67,241
Bovaird House Upgrades													
Electrical and other Upgrades									19,459	136,011	39,471	952	195,894
Bovaird House Upgrades Total									19,459	136,011	39,471	952	195,894
Repairs to Pendergast Log Cabin, Comfort Station Repairs, Reconstruction of Gazebo													
Comfort Station Reconstruction and General Upgrades at Bovaird House						921	1,128	461,984	-				464,033
Other Expenses Related to Bovaird House						6,547	66,194	122,573	6,082	(10,000)			191,396
Reconstruction of Gazebo							58,729						58,729
Exterior Waterproofing							24,346						24,346
Parking Lot Regrade							2,519						2,519
Safety Fence Installation							2,188						2,188
Repairs to Pendergast Log Cabin, Comfort Station Repairs, Reconstruction of Gazebo Total						7,468	155,103	584,558	6,082	(10,000)			743,211
General Upgrades to Bovaird House													
Other Expenses Related to Bovaird General Upgrades				15,188	13,870								29,058
Interior Refinishing				6,816	3,397								10,213
General Upgrades		5,846	4,282										10,129
Foundation Repairs				1,727	1,286								3,013
General Upgrades to Bovaird House Total		5,846	4,282	23,732	18,553								52,413
Relocation of the Pendergast Cabin to the Bovaird Site and Construction of Comfort Station													
Other Expenses Related to Pendergast Log Cabin		5,676	7,890	40,022	9,024	1,755	21,831	193,310	(0)				279,507
Pendergast Log Cabin Relocation		21,225	11,469	15,845	7,262	13,705							69,506
Pendergast Log Cabin Restoration				452	15,147								15,599

Bovaird Site - Capital Expenditures by Line Description													
Project Code	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Parking Lot Repair			3,053		4,961								8,014
Comfort Station Construction					6,315	444			(0)				6,758
<b>Relocation of the Pendergast Cabin to the Bovaird Site and Construction of Comfort Station Total</b>		<b>26,901</b>	<b>22,411</b>	<b>56,319</b>	<b>42,708</b>	<b>15,903</b>	<b>21,831</b>	<b>193,310</b>	<b>(0)</b>				<b>379,384</b>
<b>Robinson Barn Reconstruction</b>													
Architectural Services											17,419		17,419
Archaeological Assessment										2,798	(2,798)		-
<b>Robinson Barn Reconstruction Total</b>										<b>17,841</b>	<b>(422)</b>		<b>17,419</b>
<b>Total</b>	<b>67,241</b>	<b>32,748</b>	<b>26,693</b>	<b>80,050</b>	<b>61,336</b>	<b>23,425</b>	<b>176,935</b>	<b>851,380</b>	<b>50,085</b>	<b>146,294</b>	<b>39,049</b>	<b>952</b>	<b>1,556,189</b>
<b>BDC Due Diligence Account</b>													
Archaeological Assessment											20,332		20,332
Structural Assessment of Poretta Barn											22,513		22,513
Geotechnical Investigation											7,220		7,220
Heritage Impact Assessment											6,869		6,869
Demolition Permit of Porretta Barn											538		538
<b>BDC Due Diligence Account Total</b>											<b>57,472</b>		<b>57,472</b>
<b>Grand Total</b>	<b>\$ 67,241</b>	<b>\$ 32,748</b>	<b>\$ 26,693</b>	<b>\$ 80,050</b>	<b>\$ 61,336</b>	<b>\$ 23,425</b>	<b>\$ 176,935</b>	<b>\$ 851,380</b>	<b>\$ 50,085</b>	<b>\$ 146,294</b>	<b>\$ 96,521</b>	<b>\$ 952</b>	<b>\$ 1,613,661</b>

## Management Action Plans

City of Brampton Bovaird Barn Audit

## Appendix 2: Management Action Plans

The table starting on the next page contains the auditor's (KPMG) recommendations and management response and action plans.

### Areas of Audit Findings, Recommendations, and Proposed Management Actions

Ref #	Areas of Findings	Audit Recommendations	Management Response and Due Date	Responsible Party
1	FHBH's Reporting Relationship with the City	<p>KPMG recommends the City consider:</p> <p>Establishing a formal agreement between FHBH and the City which would clearly outline the roles and responsibilities of each party, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Guidelines and limits for operating and capital costs covered by each party,</li> <li>• Reporting obligations of each party (e.g., reporting financial performance, volunteer member lists, public engagement statistics),</li> <li>• The City policies that FHBH must adhere to as a volunteer organization that collaborates with the City,</li> </ul>	<p>Management has developed a two-year interim management agreement for the Friends of Bovaird House. The agreement will be presented to Brampton City Council at the first meeting after the Audit Committee meets on November 7, 2023.</p> <p>Staff are developing the Terms of Reference for an Expression of Interest that will identify qualified third-party organizations that may be interested in operating Bovaird House on behalf of the City. Per Council Motion CW012-2023 further details will be presented to council in the first quarter of 2024.</p>	Principal Planner / Supervisor

Ref #	Areas of Findings	Audit Recommendations	Management Response and Due Date	Responsible Party
		<ul style="list-style-type: none"> <li>The effective period of the agreement and the renewal process.</li> </ul>		
2	FHBH's Reporting Relationship with the City	<p>KPMG recommends the City consider:</p> <p>Carrying out a periodic review of the agreements with FHBH to help facilitate the timely renewal of the agreement and updating of the agreement as required.</p>	The Agreement is set to run for two years. The length was limited in this way as it is understood to be a temporary arrangement while we seek another operator.	Principal Planner / Supervisor
3	The City's Conflict of Interest Policies	<p>KPMG recommends:</p> <p>The City explore whether a policy should be created to address conflicts of interest that apply to:</p> <ul style="list-style-type: none"> <li>Volunteers and members of organizations that collaborate with the City, City Councillors and their family members and dependents who volunteer with organizations that collaborate with the City.</li> </ul>	<p>Corporate Policy will explore the appropriate method to address the conflict of interest of volunteers.</p> <p>Q2 2024</p>	CAO's Office
4	The City's Conflict of Interest Policies	<p>KPMG recommends:</p> <p>The City consider whether to add a requirement that City Councillors declare any conflicts of interest during City Council meetings, including non-pecuniary interests. Currently, the City of Brampton Council Handbook states that only pecuniary interests need to be</p>	Council Handbook will be expanded to explain non-pecuniary interest and suggest that declaration of such is best practice but not mandatory as under the Municipal Act. As part of Council orientation and workshop, staff will incorporate further education on pecuniary and non-pecuniary interest, and best	Through the CAO's Office

Ref #	Areas of Findings	Audit Recommendations	Management Response and Due Date	Responsible Party
		declared. (Section 7.9 Declaring Interests that "Members of Council are bound by provisions of the Municipal Conflict of Interest Act..[which] imposes certain duties on Members when any matter is to be considered at a meeting of Council or local board in respect of which the Member or the Member's spouse, child or parent has any direct or indirect pecuniary (i.e., financial) interest.... Members must declare any direct or pecuniary interest."105) The City may wish to seek legal advice around whether the policies should be reviewed to consider situations where non-pecuniary interests exist.	practices in conflict of interest declarations.  Q2 2024	





# Independent Review of the Historic Bovaird Site

Prepared for:  
The Audit Committee of the Corporation of the City of Brampton  
October 3, 2023





# Agenda

01

Background

First, we will provide some background on the Bovaird Site

02

Our Mandate and Findings

We will discuss the findings related to the topics that we were asked to report on provide recommendations based on our observations.

03

Question and Answer Period

We will answer any questions regarding our presentation and report.

**01**

# **Background**

# Overview of the Bovaird Site

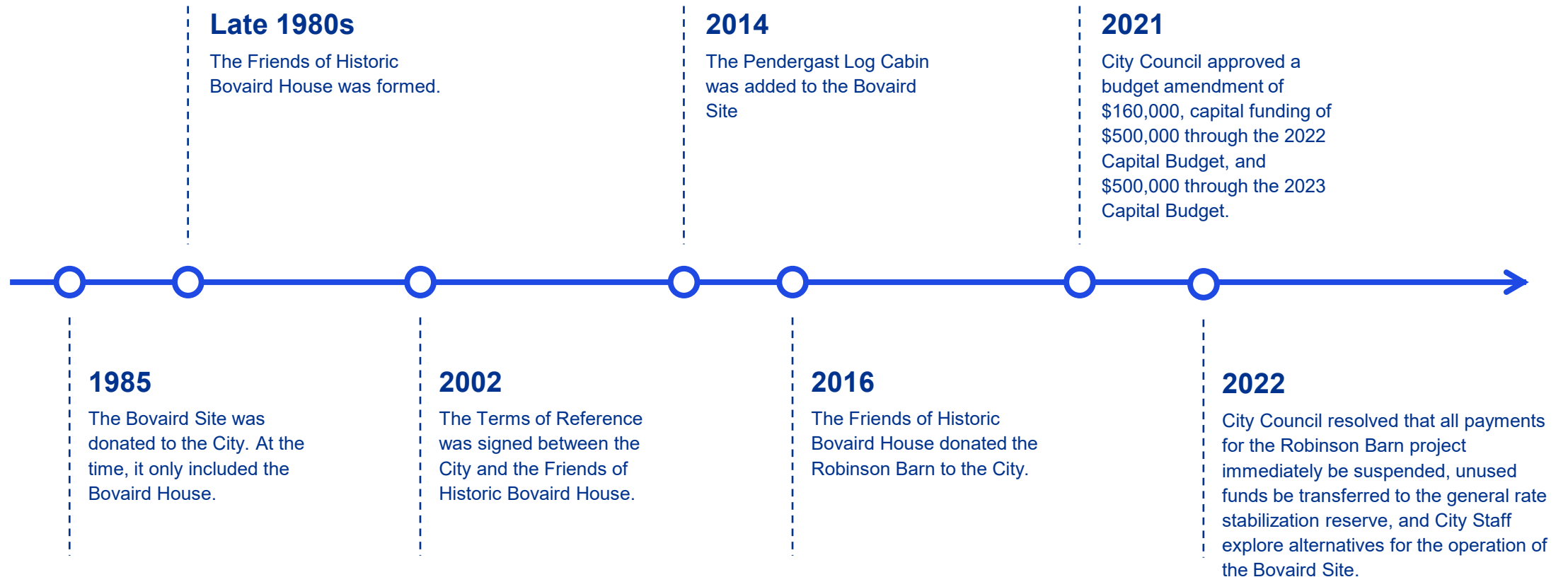
Period of Review: March 1, 2012 to March 31, 2023



**Total Operating Expenses: \$216,340**

**Total Capital Expenditures: \$1,613,661**

# Bovaird Site Timeline



# Robinson Barn Timeline



**02**

# **Our Mandate and Findings**

# Mandate 1: Funding of the Robinson Barn

## The Mandate

Assess the process whereby the funding for the Robinson Barn relocation and construction was approved, including the source of funding.

## Our Findings

The funding for the relocation and construction of the Robinson Barn was approved by City Council in 2021. We reviewed the process and information presented as part of that approval process by City Council and did not identify any irregularities or inconsistencies in relation to the City's processes.

We reviewed certain relevant historical financial records of the City for the Period of Review and identified that the City recorded:

1. Capital expenditures of \$74,891 in fiscal 2020 and 2021 by Reserve Fund #4 (Asset Replacement) and the Building Design and Construction Due Diligence Account
2. Operating expenses of \$7,243 related to the storage of the Robinson Barn was recorded in fiscals 2016 and 2017.



# Mandate 2: Friends of Historic Bovaird House

## The Mandate

Review the nature of the Friends of Historic Bovaird House organization, including governance, mandate and reporting relationship with the Brampton Heritage Board and the City of Brampton.

## Our Findings

FHBH is a non-profit organization and charity that conducts tours and events on the Bovaird Site while the City pays costs associated with repairs, maintenance and construction. A Terms of Reference agreement was signed in 2002 by FHBH and the City which outlines the goals and objectives of FHBH, the financial arrangements related to a garden gazebo on the Bovaird Site, and the City's authority over the Bovaird Site. The Terms of Reference was effective for one year and to be renewed annually, but we understand that renewals were not performed and the City is currently negotiating an agreement with FHBH. There is no formal reporting relationship between FHBH and the City. There is no formal or regularly established reporting relationship between FHBH and the BHB. FHBH is governed by a board that is led by a chairman.

# Mandate 2: Recommendations

## Formalize the relationship between FHBH and the City

Establish a formal agreement between FHBH and the City which would clearly outline the roles and responsibilities of each party, including but not limited to:

- Guidelines and limits for operating and capital costs covered by each party,
- Reporting obligations of each party (e.g., reporting financial performance, volunteer member lists, public engagement statistics),
- The City policies that FHBH must adhere to as a volunteer organization that collaborates with the City,
- The effective period of the agreement and the renewal process.

## Periodically review the agreement

Carry out a periodic review of the agreement with FHBH to help facilitate the timely renewal of the agreement and updating of the agreement as required.

# Mandate 3: Expenses of Bovaird Site

## The Mandate

Review expenses of the Historic Bovaird House and Site, including the Pendergast Log Cabin.

## Our Findings

We reviewed the general ledgers of the City related to the Bovaird Site and analyzed both operating expenses and capital expenditures. For the Period of Review, the City recorded \$216,340 in operating expenses (including \$41,079 paid to FHBH to reimburse expenses) and \$1,613,661 in capital expenditures. The majority of capital expenditures were funded by Reserve Fund #4 (Asset Replacement) which we were advised is used for general repairs and maintenance.

# Bovaird Site Costs with Source of Funding

Bovaird Site - Costs by Building	Capital Expenditures	Funding Source	Operating Expenses	Funding Source
Bovaird House	\$ 416,175	Reserve Fund #4		Cost Centers CC0683, CC7327, CC1205, CC3930, CC0403.
Pendergast Cabin (including Comfort Station)	\$ 1,122,595	Reserve Fund #4, Development Charges Reserve Fund (recreation), Reserve Fund #78	\$ 209,097	
Robinson Barn	\$ 74,891	Reserve Fund #4, Building Design and Construction Due Diligence Account	\$ 7,243	
<b>Total</b>	<b>\$ 1,613,661</b>		<b>\$ 216,340</b>	
<b>Grand Total</b>	<b>\$ 1,830,001</b>			

# Mandate 4: Conflict of Interest Policies for Robinson Barn

## The Mandate

Assess compliance with the City's Conflict of Interest Policy in decisions related to the Robinson Barn, including by members of the Brampton Heritage Board and the Friends of Bovaird House.

## Our Findings

Based on the procedures we performed over the relevant City policies and outcomes of our interviews, we did not find information suggesting City Staff, City Councillors, BHB members or FHBH members failed to comply with the relevant policies:

- Policy 2.2.0 Terms & Conditions of Employment – Conflict of Interest;
- Employee Code of Conduct HRM-100;
- City of Brampton Council Handbook;
- Municipal Conflict of Interest Act;
- GOV-140 Council Staff Relations Policy; and
- Council Code of Conduct C006-2016.

# Mandate 4: Recommendations

## **Consider a Policy that Addresses Conflicts of Interest as they relate to Volunteers**

Explore whether a policy should be created to address conflicts of interest that apply to volunteers and members of organizations that collaborate with the City, City Councillors and their family members and dependents who volunteer with organizations that collaborate with the City.

## **Consider adding a Declaration of City Councillors' Conflicts of Interest**

Consider whether to add a requirement that City Councillors declare any conflicts of interest during City Council meetings, including non-pecuniary interests. Currently, the City of Brampton Council Handbook states that only pecuniary interests need to be declared.

The City may wish to seek legal advice around whether the policies should be reviewed to consider situations where non-pecuniary interests exist.

# Mandate 5: Funding of Pendergast Log Cabin

## The Mandate

Identify the funding source for the acquisition and construction of the Pendergast Log Cabin.

## Our Findings

Construction, repair, and maintenance costs related to the Pendergast Log Cabin and related improvements were recorded as capital expenditures in the City's general ledgers. These capital expenditures totaled \$1,122,595 during the Period of Review and were funded by Development Charges Reserve Fund (recreation), Reserve Fund #78, and Reserve Fund #4 . Under an agreement made between the City and Hayford Holdings Inc. ("Hayford") in 2014, Hayford was responsible for the dismantling, relocation, and reconstruction of the Pendergast Log Cabin on the Bovaird Site. As part of the relocation, site upgrades were made by the City to the Bovaird Site including driveway improvements, parking lot improvements, new walkways, and the Comfort Station.

**03**

# **Q&A Period**





# Thank you!

# Restrictions

This presentation is Private and Strictly Confidential, and has been prepared exclusively for discussion between the Corporation of the City of Brampton (the “City”) and KPMG. It is an interim status update of the work completed and information gathered to date for internal discussion purposes only. It is not a forensic report nor intended for general use, circulation or publication. For the avoidance of doubt, this interim status update presentation may not be disclosed, copied, quoted or referred to in whole or in part, whether for purposes of litigation, disciplinary proceedings or otherwise, without KPMG's prior written consent in each specific instance.

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# Bovaird Barn Audit

## Appendix 4: City Policies

### Corporate Fraud Prevention Policy

Source: [Corporate Fraud Prevention Policy](#)

Retrieved: October 26, 2023

The City's Corporate Fraud Prevention Policy was carried at the June 12, 2023, session of the Audit Committee under resolution AU022-2023.

3.2 This Policy does not apply to the Mayor and Councillors, whom the Council Code of Conduct governs. Any allegations implicating the Mayor and Councillors may be directed to the Office of the Integrity Commissioner.

5.5 b) The Director of Internal Audit may delegate the investigation to City management, Internal Audit staff, or a third-party investigator. Allegations with implications that are in the purview of an Accountability Office may be forwarded to the appropriate office. See "Special Cases" for exceptions.

#### 5.6 Special Cases

##### a. Allegations Implicating Identifiable Senior Positions

Where the Chief Administrative Officer (CAO), Department Heads, City Clerk, City Solicitor, Director of Internal Audit, Director of Human Resources, or City Treasurer are implicated in allegations of Fraud, a third party will be retained to investigate the allegations and transmit their findings to Brampton City Council.

##### b. Allegations on Matters That Fall Under the Accountability Offices

From time to time, allegations on matters intended for the Accountability Offices as defined in the Municipal Act, 2001 may come through the City's Ethics Hotline. In such cases, Internal Audit will advise the complainant(s), forward the allegation to the appropriate City of Brampton's Accountability Office, and close the case. Cases may also be forwarded to the City of Brampton's Accountability Offices if an aspect of an allegation falls within their purview. The City has established three Accountability Offices: The

Integrity Commissioner, Lobbyist Registrar, and Closed Meeting Investigator. In addition, the Ontario Ombudsman currently functions as Brampton's Municipal Ombudsman.

## **Integrity Commissioner**

Source: [City of Brampton | Accountability & Transparency](#)

Retrieved: October 26, 2023

In 2011, Brampton City Council approved the establishment of the Office of the Integrity Commissioner. The Integrity Commissioner performs functions with respect to the application of the Council Code of Conduct, along with any City legislation, procedures, rules and policies governing the ethical behaviour of the Mayor and Councillors. The City's current Integrity Commissioner is Muneeza Sheikh.





# Independent Review of the Historic Bovaird Site

Prepared for:

The Committee Council of the Corporation of the City of  
Brampton

November 15, 2023





# Agenda

01

Background

First, we will provide some background on the Bovaird Site

02

Our Mandate and Findings

We will discuss the findings related to the topics that we were asked to report on provide recommendations based on our observations.

03

Question and Answer Period

We will answer any questions regarding our presentation and report.

**01**

# **Background**



# Overview of the Bovaird Site

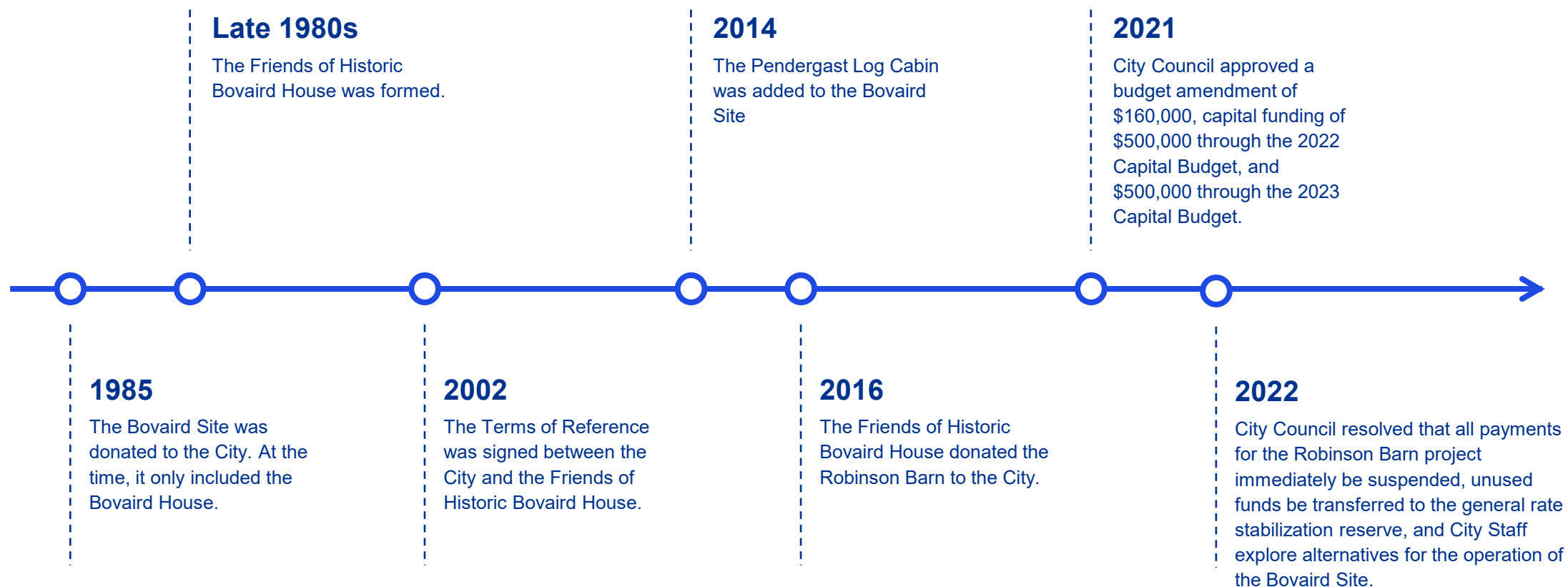
Period of Review: March 1, 2012 to March 31, 2023



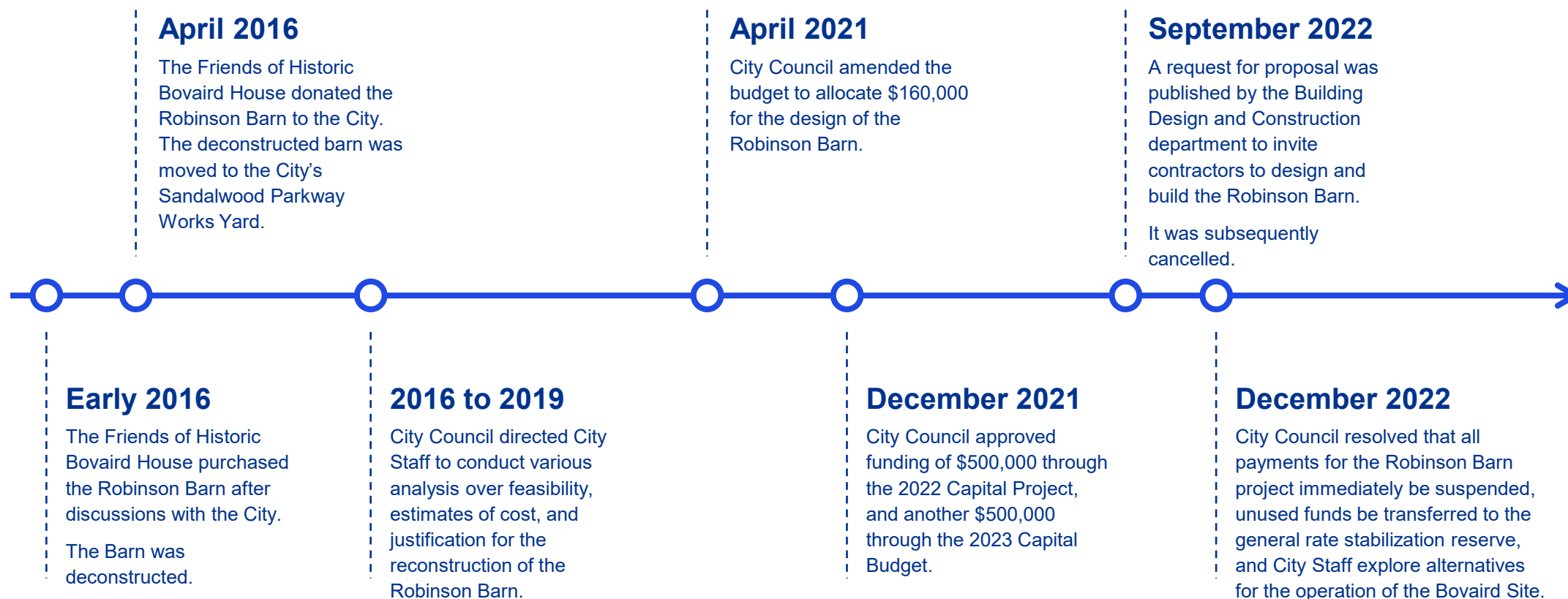
**Total Operating Expenses: \$216,340**

**Total Capital Expenditures: \$1,613,661**

# Bovaird Site Timeline



# Robinson Barn Timeline



**02**

# **Our Mandate and Findings**

# Mandate 1: Funding of the Robinson Barn

## The Mandate

Assess the process whereby the funding for the Robinson Barn relocation and construction was approved, including the source of funding.

## Our Findings

The funding for the relocation and construction of the Robinson Barn was approved by City Council in 2021. We reviewed the process and information presented as part of that approval process by City Council and did not identify any irregularities or inconsistencies in relation to the City's processes.

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2. Operating expenses of \$7,243 related to the storage of the Robinson Barn was recorded in fiscals 2016 and 2017.

# Mandate 2: Friends of Historic Bovaird House

## The Mandate

Review the nature of the Friends of Historic Bovaird House organization, including governance, mandate and reporting relationship with the Brampton Heritage Board and the City of Brampton.

## Our Findings

FHBH is a non-profit organization and charity that conducts tours and events on the Bovaird Site while the City pays costs associated with repairs, maintenance and construction. A Terms of Reference agreement was signed in 2002 by FHBH and the City which outlines the goals and objectives of FHBH, the financial arrangements related to a garden gazebo on the Bovaird Site, and the City's authority over the Bovaird Site. The Terms of Reference was effective for one year and to be renewed annually, but we understand that renewals were not performed and the City is currently negotiating an agreement with FHBH. There is no formal reporting relationship between FHBH and the City. There is no formal or regularly established reporting relationship between FHBH and the BHB. FHBH is governed by a board that is led by a chairman.

# Mandate 2: Recommendations

## Formalize the relationship between FHBH and the City

Establish a formal agreement between FHBH and the City which would clearly outline the roles and responsibilities of each party, including but not limited to:

- Guidelines and limits for operating and capital costs covered by each party,
- Reporting obligations of each party (e.g., reporting financial performance, volunteer member lists, public engagement statistics),
- The City policies that FHBH must adhere to as a volunteer organization that collaborates with the City,
- The effective period of the agreement and the renewal process.

## Periodically review the agreement

Carry out a periodic review of the agreement with FHBH to help facilitate the timely renewal of the agreement and updating of the agreement as required.

# Mandate 3: Expenses of Bovaird Site

## The Mandate

Review expenses of the Historic Bovaird House and Site, including the Pendergast Log Cabin.

## Our Findings

We reviewed the general ledgers of the City related to the Bovaird Site and analyzed both operating expenses and capital expenditures. For the Period of Review, the City recorded \$216,340 in operating expenses (including \$41,079 paid to FHBH to reimburse expenses) and \$1,613,661 in capital expenditures. The majority of capital expenditures were funded by Reserve Fund #4 (Asset Replacement) which we were advised is used for general repairs and maintenance.



# Bovaird Site Costs with Source of Funding

Bovaird Site - Costs by Building	Capital Expenditures	Funding Source	Operating Expenses	Funding Source
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Robinson Barn	\$ 74,891	Reserve Fund #4, Building Design and Construction Due Diligence Account	\$ 7,243	
<b>Total</b>	<b>\$ 1,613,661</b>		<b>\$ 216,340</b>	
<b>Grand Total</b>	<b>\$ 1,830,001</b>			

# Bovaird House – Reporting Capital Expenditures to City Council

## Staff Report to City Council (Report Number: Legislative Services-2021-305)

On February 9, 2022, City Council received a staff report stating that \$1.5M for capital expenditures were incurred for Bovaird House. KPMG was able to reconcile the totals presented in the report to the City's records. The difference between the \$1.6M in KPMG's report and the \$1.5M in the City report is due to timing as KPMG's report included expenses from 2012 to March 31, 2023, whereas the City's report included expenses from 2012 to February 2, 2022. The City report can be found at this [link](#).

Bovaird House					
As of February 2nd, 2022					
Bovaird House Funding Breakdown					
Project #	Project Name	Work Performed	Amount Spent to date	Notes	Funding Source
125610-001	Relocation of the Pendergast Cabin to the Bovaird House Site	Relocation of the Pendergast Cabin to the Bovaird House Site	379,384	Building Permit, Electrical Services, Various Repairs, etc	Res #4 - Tax
125550-449	Replace Cedar Roof	Bovaird House Cedar Roof Replacement	67,241	Replace Cedar Roof at Bovaird House	Recreation DC (373k) & 10% Non DC (42k)
135550-687	Building Finishes - General Upgrades	Building Finishes - General Upgrades	52,413	Various Upgrades	Res #4 - Tax
161650-061	Bovaird House	Bovaird House - Replace vinyl sheet flooring in washroom and kitchen	100,628	Various Upgrades	Res #4 - Tax
171650-061	Bovaird House	Bovaird House Pendergast log home Restoration	684,482	Total project value less Gazebo PO costs	Res #4 - Tax
201650-076	Bovaird House Electrical Upgrades	Bovaird House Electrical Upgrades	155,470	Consulting and Construction	Res #4 - Tax
Total			1,439,618		
Gazebo Breakdown					
Project #	Project Name	Work Performed	Amount Spent to date	Notes	
171650-061	Bovaird House	Gazebo Construction	58,729	PO 815102 - Construction only	Res #4 - Tax
Robinson Barn Breakdown					
Project #	Project Name	Work Performed	Amount Spent to date	Notes	
215361-001	Robinson Barn	Robinson Barn Reconstruction	17,841	Design phase	Res #4 - Tax
Total Spent at Bovaird House Location			1,516,188		

# Bovaird House – Reporting Operating Expenses to City Council

## Staff Report to City Council (Report Number: Legislative Services-2021-305)

On February 9, 2022, City Council received a staff report outlining the operating costs incurred for Bovaird House were \$303K for the period from 2002 to 2021. KPMG was able to reconcile the totals presented in the City report. The difference between the \$216K in KPMG's report and the \$303K in the City's report is due to timing, as KPMG's report includes the period from March 1, 2012 to March 31, 2023 and the City report includes the time period from 2002 to 2021. The City report can be found at this [link](#).

Bovaird House Operating Costs CC 0683 (2002-2017) & CC 7327 (2017-Present)																							
Actuals																							
CC Name	Account Category	Account SubCategory	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Grand Total
Bovaird House	Labour Expenditures	Salary, Wages and Benefits	1,826	1,104	2,405	2,667	2,405				2,066	-	-	-	-	-	-	-	-	-	-	-	12,474
	Labour Expenditures Total		1,826	1,104	2,405	2,667	2,405				2,066	-	-	-	-	-	-	-	-	-	-	-	12,474
	Other Expenditures	Advertising, Marketing & Promotion																1,454	-	-			1,454
		Contracted Services	4,608	3,890	550						1,469	1,030	-	-	-	-	-	204	12,851	1,186	4,039	4,689	34,515
		Office and Administrative	971	991	1,049	1,199	1,200	1,156	1,186	1,308						5	-	1,586	-	-	2,258	-	12,908
		Repairs, Maintenance and Materials	2,048	1,870	4,564	4,322	6,869	7,207	4,670	11,136	6,442	5,804	11,646	15,189	7,168	14,477	11,518	4,411	12,072	11,764	9,582	4,457	157,216
		Utilities and Fuel	3,484	3,356	6,162	3,791	4,098	4,792	4,968	5,096	4,679	4,311	4,342	4,744	5,131	6,391	6,285	5,317	4,286	5,689	6,461	6,330	99,711
	Other Expenditures Total		11,111	10,107	12,325	9,313	12,167	13,154	10,823	17,540	12,589	11,145	15,988	19,933	12,299	20,873	17,803	12,971	29,209	18,639	22,340	15,475	305,803
	Revenues	User Fees and Service Charges	- 2,477	- 2,170	- 1,373	- 1,747	- 1,670	- 1,411	- 1,368	- 1,341	- 1,174												- 14,731
	Revenues Total		- 2,477	- 2,170	- 1,373	- 1,747	- 1,670	- 1,411	- 1,368	- 1,341	- 1,174												- 14,731
Bovaird House Total			10,459	9,041	13,357	10,232	12,902	11,744	9,455	16,199	13,481	11,145	15,988	19,933	12,299	20,873	17,803	12,971	29,209	18,639	22,340	15,475	303,546

*In addition to the above, \$1,532.91 in payments to Friends of Bovaird House was charged to cost centre 1205 (Contracted Operations - West) in 2016.*

# Mandate 4: Conflict of Interest Policies for Robinson Barn

## The Mandate

Assess compliance with the City's Conflict of Interest Policy in decisions related to the Robinson Barn, including by members of the Brampton Heritage Board and the Friends of Bovaird House.

## Our Findings

Based on the procedures we performed over the relevant City policies and outcomes of our interviews, we did not find information suggesting City Staff, City Councillors, BHB members or FHBH members failed to comply with the relevant policies:

- Policy 2.2.0 Terms & Conditions of Employment – Conflict of Interest;
- Employee Code of Conduct HRM-100;
- City of Brampton Council Handbook;
- Municipal Conflict of Interest Act;
- GOV-140 Council Staff Relations Policy; and
- Council Code of Conduct C006-2016.

# Mandate 4: Recommendations

## **Consider a Policy that Addresses Conflicts of Interest as they relate to Volunteers**

Explore whether a policy should be created to address conflicts of interest that apply to volunteers and members of organizations that collaborate with the City, City Councillors and their family members and dependents who volunteer with organizations that collaborate with the City.

## **Consider adding a Declaration of City Councillors' Conflicts of Interest**

Consider whether to add a requirement that City Councillors declare any conflicts of interest during City Council meetings, including non-pecuniary interests. Currently, the City of Brampton Council Handbook states that only pecuniary interests need to be declared.

The City may wish to seek legal advice around whether the policies should be reviewed to consider situations where non-pecuniary interests exist.

# Mandate 5: Funding of Pendergast Log Cabin

## The Mandate

Identify the funding source for the acquisition and construction of the Pendergast Log Cabin.

## Our Findings

Construction, repair, and maintenance costs related to the Pendergast Log Cabin and related improvements were recorded as capital expenditures in the City's general ledgers. These capital expenditures totaled \$1,122,595 during the Period of Review and were funded by Development Charges Reserve Fund (recreation), Reserve Fund #78, and Reserve Fund #4 . Under an agreement made between the City and Hayford Holdings Inc. ("Hayford") in 2014, Hayford was responsible for the dismantling, relocation, and reconstruction of the Pendergast Log Cabin on the Bovaird Site. As part of the relocation, site upgrades were made by the City to the Bovaird Site including driveway improvements, parking lot improvements, new walkways, and the Comfort Station.

# Pendergast Log Cabin – Summary of Expenses

## Capital Expenditures from March 1, 2012 to March 31, 2023

Summary of Expenses	Total
Comfort Station	\$ 664,102
Pendergast Log Cabin and Other Expenses	\$ 232,019
Architectural, Consulting, Electrical, Plumbing and Heating Services	\$ 157,213
Gazebo	\$ 58,729
Parking Lot	\$ 10,532
	<b>\$ 1,122,595</b>

## Operating Expenses from March 1, 2012 to March 31, 2023

In total, operating expenses of \$216,340 were incurred for the entire Bovaird Site, including the Pendergast Log Cabin.

# Pendergast Log Cabin – Summary of Expenses

Bovaird Site - Capital Expenditures by Line Description										
Project Code	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
<b>Repairs to Pendergast Log Cabin, Comfort Station Repairs, Reconstruction of Gazebo (171650-061)</b>										
Comfort Station Reconstruction and General Upgrades at Bovaird House					921	1,128	461,984	-		464,033
Other Expenses Related to Bovaird House					6,547	66,194	122,573	6,082	(10,000)	191,396
Reconstruction of Gazebo						58,729				58,729
Exterior Waterproofing						24,346				24,346
Parking Lot Regrade						2,519				2,519
Safety Fence Installation						2,188				2,188
<b>Repairs to Pendergast Log Cabin, Comfort Station Repairs, Reconstruction of Gazebo (171650-061)</b>					<b>7,468</b>	<b>155,103</b>	<b>584,558</b>	<b>6,082</b>	<b>(10,000)</b>	<b>743,211</b>
<b>Relocation of the Pendergast Cabin to the Bovaird Site and Construction of Comfort Station (125610-001)</b>										
Other Expenses Related to Pendergast Log Cabin	5,676	7,890	40,022	9,024	1,755	21,831	193,310	0		279,507
Pendergast Log Cabin Relocation	21,225	11,469	15,845	7,262	13,705					69,506
Pendergast Log Cabin Restoration			452	15,147						15,599
Parking Lot Repair		3,053		4,961						8,014
Comfort Station Construction				6,315	444			(0)		6,758
<b>Relocation of the Pendergast Cabin to the Bovaird Site and Construction of Comfort Station (125610-001)</b>	<b>26,901</b>	<b>22,411</b>	<b>56,319</b>	<b>42,708</b>	<b>15,903</b>	<b>21,831</b>	<b>193,310</b>	<b>(0)</b>		<b>379,384</b>
<b>Total</b>	<b>26,901</b>	<b>22,411</b>	<b>56,319</b>	<b>42,708</b>	<b>23,371</b>	<b>176,935</b>	<b>777,867</b>	<b>6,082</b>	<b>- 10,000</b>	<b>1,122,595</b>



**03**

# **Q&A Period**



# Thank you!

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**Date:** 2023-09-11

**Subject:** **Recommendation Report - Brampton Parking Plan (RM 44 /2022)**

**Contact:** Malik Majeed, Policy Planner, Downtown Revitalization  
Jeffrey Humble, Manager, Policy Programs and Implementation,  
Integrated City Planning

**Report Number:** Planning, Bld & Growth Mgt-2023-251

**Recommendations:**

1. That the report from Malik Majeed, Policy Planner, Downtown Revitalization, to the Committee of Council Meeting of November 15, 2023 re: **Brampton Parking Plan**, be received;
2. That the Brampton Parking Plan (Parking Plan) be endorsed including, but not limited to, the following elements:
  - I. Eliminating the free hour of parking; and,
  - II. Increasing the parking rates to \$3.00 per hour, \$13.50 per day, and \$120.00 per month, beginning January 1, 2024;
3. That staff be directed to implement the recommendations of the Parking Plan; and,
  - I. Include the cost of these recommendations in future budget submissions; and,
  - II. Implement the planning and regulatory recommendations through *Brampton Plan* (the City's new Official Plan), the Comprehensive Zoning By-Law Review, and amendments to the Traffic By-Law 93-93 and other By-Laws as appropriate, generally in accordance with the Parking Plan; and,
4. That the City Clerk be directed to provide a copy of this report to the Region of Peel.

**Overview:**

- In December 2019, Council directed staff to undertake a comprehensive citywide parking strategy to identify potential actions, programs and strategies to address on-street and off-street parking (PDC209-2019).
- In May 2022, Council directed staff to develop a plan for “twenty-four seven” enforcement, for consideration in the 2023 budget review (CW252-2022 - RM44/2022). A “twenty-four seven” parking enforcement model already exists but needs significant improvement.

- The Draft Parking Plan was presented to Committee of Council in November 2022. Extensive public and stakeholder engagement over the past year collected input on parking issues, and the policy directions and actions recommended by the consultant ARCADIS IBI (IBI). Generally, residents and stakeholders were supportive of the recommendations.
- The Downtown Brampton Business Improvement Area (DBBIA) Executive Committee is not supportive of removing the free hour of parking and increasing parking prices at the present time, citing impact on businesses. Arcadis IBI responded that, in addition to addressing the City's financial deficit in parking operations, increasing parking rates increases parking turnover rates, which may increase the number of customers and benefit businesses.
- A recurring comment was the need for improvement to support parking enforcement through the provision of tools, protocols and systems, particularly in light of the recommendation to implement paid residential on-street parking permit program.
- Key policy recommendations of the Parking Plan include removing minimum parking requirements in Intensification Areas, reducing parking minimums in the rest of the City, and setting parking maximums for select land uses city-wide. There are no capital budget costs associated with these recommendations.
- Recommended programs and projects of the Parking Plan include a paid residential on-street parking permit program where feasible, improved parking enforcement, and parking price increases within the Downtown. The planning and implementation of these initiatives are included in the capital and operational budget identified in this report.
- Key short- and medium-term recommended truck parking strategies include off-peak use of parking at large venues, shared use of commuter parking lots, truck parking permits in industrial and commercial areas, and implementation of truck parking availability systems. Public/private partnership to facilitate the construction of truck parking facilities are recommended in the long-term. A project framework to study and plan this strategy is required and included in the overall capital budget noted herein.
- The parking implementation plan includes 48 action items that are categorized in terms of priority-level, and timeline (short-, medium- or long- term). High-level cost estimates, performance metrics and monitoring required for each action item have also been identified.
- Significant under-utilization of off-street parking spaces was identified in the Downtown. Under-utilized municipal parking spaces could potentially be leased to non-residential (i.e. office) developments that bring significant job creation and economic development to the Downtown.

- **The Parking Plan is consistent with the Provincial Policy Statement, Provincial Growth Plan, Region of Peel Official Plan, the 2040 Vision, City's 2023-2026 Strategic Plan, and the policies of *Brampton Plan*.**
- **Staff recommend that the Brampton Parking Plan (Attachment 1) be endorsed and its recommendations be implemented, focusing on the action items that are high priority and short-term.**

## **Background:**

### Development of the Brampton Parking Plan

In December 2019, Council directed staff to undertake a comprehensive citywide parking strategy to identify potential actions, policies, programs and strategies beyond the Comprehensive Zoning By-law to address on-street and off-street parking (PDC209-2019).

In the interim, Council adopted By-Law 45-2021 that removed minimum parking requirements for most uses within the Downtown, Central Area and Hurontario Main Secondary Plan area. As well, By-Law 259-2020 amended parking requirements for some residential, commercial and office uses throughout the City to add bicycle parking space requirements, maximum surface parking requirements for an apartment dwelling in the Central Area and to provide a permanent parking exemption for commercial and office uses in the Downtown.

In May 2022, a [staff report](#) to Committee of Council at the conclusion of Phase 1 of the study identified links between parking issues and the broader economic, social and environmental goals and developed a draft vision, guiding principles and policy framework.

An [Information Report](#) was presented to Committee of Council on November 23, 2022 at the conclusion of Phase 2 of the study seeking direction to obtain resident and stakeholder feedback on the [Draft Brampton Parking Plan](#) (Parking Plan) and to report back on the outcome and final recommendations for Council endorsement.

### Purpose of This Report

The purpose of this Recommendation Report is to seek endorsement of the Brampton Parking Plan (Attachment 1) on the basis that it is consistent with the Provincial Policy Statement, Provincial Growth Plan, the Region of Peel Official Plan, the 2040 Vision, City's 2023-2026 Strategic Plan, and the policies of the Draft Brampton Plan. As well public and stakeholder input has generally been supportive of the recommendations.

### Public Engagement

Significant public engagement was undertaken over two years as part of the Parking Plan, supported by a broad outreach through various media, including a dedicated

webpage, media release, social media, ethnic media, the Brampton Guardian, radio and emails to more than 1,000 residents and stakeholders on the project contact list.

Most recently, the Draft Parking Plan including a refined policy framework, financial review, parking management plan and parking implementation plan was presented at the third consultation session in December 2022. Early this year, staff met with Ward-pair Councilors to clarify and address any issues arising from the recommendations.

Generally, residents and stakeholders were supportive of the recommendations. Comments were expressed in support of, and against, paid residential on-street parking. The DBBIA Executive Committee is not supportive of removing the free hour of parking and increasing parking prices at the present time, citing impact on businesses. This concern was particularly highlighted for the present time given the ongoing below ground infrastructure work at Queen Street and Main Street. Arcadis IBI responded that, in addition to addressing the City's financial deficit in parking operations, increasing parking rates increases parking turnover rates, which may increase the number of customers and benefit businesses. The absence of parking charges contributes to congestion, cruising for parking and increased car use.

A recurring comment was the need for significant improvement to parking enforcement in conjunction with the implementation of the other recommendations, such as the paid residential on-street parking program (see Attachments 2 and 3).

The Building Industry and Land Development Association (BILD) stated that the Parking Plan has addressed some of the challenges that the industry has been facing regarding parking standards and is generally supportive of the recommendations. However, BILD expressed concerns with the suggested guideline to equip a certain percentage of the parking spaces with EV charging stations, and the remainder of the parking spaces to be EV-ready. Staff note that the above-noted percentages are provided as initial guidelines to be further assessed as part of the Zoning By-Law Review.

#### Council Resolution CW252-2022 (RM44/2022)

In May 2022, Council directed staff to develop a plan for “twenty-four seven” enforcement, for consideration as part of the 2023 budget review.

Enforcement & By-Law Services staff note that, in addition to the full-time staff to address all of the City's by-law enforcement issues, four staff are dedicated to parking related issues from 9 pm to 6 am. As such, 24-7 enforcement is already operational, but needs enhancement. In 2022, four more staff were approved for the Enforcement and By-Laws Division.

The Parking Plan found that improvements and support to existing parking enforcement needs to be addressed comprehensively, and has proposed programs, technological improvements and additional staffing as identified in the following section.



## **Current Situation:**

### Parking Policy Framework

#### *Intensification Areas*

Key policies proposed for Intensification Areas include removing parking minimums, setting parking maximums for select land uses and encouraging private development of public parking within key strategic areas and Major Transit Station Areas. Public/private partnership may also be considered for this purpose.

#### *Rest of the City*

Key policies proposed for the rest of the City include setting reduced parking minimums as the City continues to improve transit and active transportation, and setting parking maximums for select land uses.

The above-noted parking policy recommendations have no budget implications.

Staff recommend that the relevant recommendations of the Parking Plan be implemented through the Brampton Plan, the Comprehensive ZBL Review, and amendments to the Traffic By-Law 93-93 and other By-Laws, as appropriate. As work on the Parking Plan and the Brampton Plan progressed in tandem, the policy recommendations of the Parking Plan have already been incorporated into the Draft Brampton Plan. Council adoption of the Draft Brampton Plan is expected before end of 2023. Revised timelines with respect to the Comprehensive Zoning By-Law (ZBL) Review indicate that the new ZBL would not be in place at least until Q4, 2024.

### Recommended Programs

Recommended programs include a paid residential on-street parking permit program where feasible, prioritizing curbside uses other than parking within Strategic Growth Areas, increasing electric vehicle (EV) charging station supply, implementing car share services, improving transit, establishing bike share and e-bike programs, the establishment of a Downtown parking benefits district, development of a points-based Transportation Demand Management (TDM) checklist, and parking price increases. Recommended technological improvements include converting Downtown on-street parking meters from pay-and-display into pay-by-plate and smart parking meters, and upgrading the payment technologies.

Capital and operating costs and revenue relating to these programs have been identified as appropriate in the Financial Implications section of this report. There are no plans as yet to install additional EV charging within City parking facilities and, as such, no budget has been identified yet for this program.

Feasibility studies would be with respect to paid on-street parking permit program, parking partnership implementation in strategic areas, establishing a parking benefits district in the Downtown, establishing TDM requirements for new developments, bike

share and e-bike programs, the proposed truck parking strategies, and curbside management study in strategic areas. A pilot program has been identified for the paid on-street parking permit program.

The paid residential on-street parking permit program will address parking constraints in specific areas of the City that will be selected on the basis of a strict set of criteria. Subsection 3 of the Provincial Bill 23 allows up to three units per lot in many existing residential areas, and Subsection 3.1 states that no official plan may contain any policy that has the effect of requiring more than one parking space to be provided and maintained in connection with a residential unit referred to in subsection 3. In light of these regulations, the recommendation to implement a paid residential on-street parking permit program is all the more relevant, particularly in areas where parking demand exceeds the required spaces provided within the lot.

### *Parking Enforcement*

Proposed actions regarding enforcement include, but are not limited to, prioritizing complaints related to safety and traffic impacts, improving the complaints registration system, tracking and creating heat-maps of parking complaints and violations, increasing parking fine rates, and expanding the adoption of license plate recognition technologies for efficient enforcement. Additional enforcement staff, and the adoption of new technologies will be required for improved enforcement. The above recommendations that have budget implications have been identified in the Financial Implications section of this report.

Staff will bring forward requests for the above-noted programs as part of future capital and operational budget submissions.

### *Parking Pricing*

Within the Downtown, Arcadis IBI recommended parking price increases as follows:

Pricing Scenario	Parking Price (\$)		
	Per Hour	Per Day	Monthly Permit
A	2.50	11.25	100.00
B	3.00	13.50	120.00

The pre-pandemic rates in Downtown were free for the first hour, \$2.00 per hour thereafter, \$9.00 per day, and \$44.00 per month. Based on the above, staff are recommending removal of the free hour of parking and an increase to \$3.00 per hour, \$13.50 per day and \$120.00 per month, as these rates would closer align the cost of parking with the cost of using transit in Brampton. The adult transit fare is now \$4.50 per trip (\$3.40 per trip and \$141.25 per month with Presto). It is recommended that these increased rates come into effect beginning 2024. Council may wish to delay the elimination of the free hour of parking until June 2025 after the Downtown Queen Street and Main Street infrastructure construction is completed.

Arcadis IBI recommended to establish additional sources of funding, including leasing spaces in under-utilized parking facilities, parking partnerships and Community Benefits Charges (CBC). Based on a Downtown parking survey undertaken by the City in October 2022, approximately 900 parking spaces were available in the municipal off-street parking system that could be leased through parking agreements to support major office development in the Downtown and provide parking for uses identified as part of the Centre for Innovation (CFI) Concept Plan, which does not include parking. The off-street parking system is expected to remain under-utilized over the long term to 2040.

There is potential for additional annual revenue from shared parking of under-utilized parking spaces in the Downtown municipal parking garage from approximately \$800K to \$1.1M, less some costs (approximately 10% - 20% of annual revenue), associated with tracking who should or should not be parking, ongoing administration for billing/setup, start-up for new parkers, addressing comments/complaints etc. The revenue is subject to meeting several conditions and assumptions and as a result, it has been excluded from the revenue in the final chart. This revenue will reduce the total cost to the City.

### *Truck Parking*

Key short- and medium-term truck parking strategies recommended include off-peak use of parking at large venues, shared use of commuter parking lots, truck parking permits in industrial and commercial areas, and implementation of truck parking availability systems. Based on the findings of the truck parking survey, truck parking demand was greatest on weekday evenings and nights when commuter parking lots would be least occupied. These recommendations require feasibility studies from a regulatory, engineering, financial and operational perspective, and pilot projects. As well, these initiatives will require a willingness and initiative on the part of the owners of these facilities to participate in such shared use.

Proposed long-term truck parking strategies include the construction of new truck parking facilities potentially within designated employment areas and facilitated through zoning by-law requirements and public/private partnerships. Other truck parking strategies may include amending the business licensing application for trucking companies to identify how trucking will be provided. This is a project of significant scale that will require additional background review and planning and it is included in the capital budget noted below.

### Consistency with Provincial and Upper Tier Plans and Policies

Policy 3.2.2 of the Growth Plan for the Greater Golden Horseshoe, 2020 (GGH) states that the transportation system within the GGH will be planned and managed to offer a balance of transportation choices that reduces reliance upon the automobile, and promotes transit and active transportation. Municipalities will develop and implement TDM policies that increases modal share of alternatives to the automobile and prioritize active transportation, transit and goods movement over single-occupant automobiles.

The Growth Plan requires Major Transit Station Areas (MTSAs) to be planned to provide for secure bicycle parking and reduced parking standards.

Policy 1.6.7.4 of the Provincial Policy Statement (2020) promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips, and support current and future transit and active transportation.

Action 4.8 of the Metrolinx 2041 Regional Transportation Master Plan (2018) seeks to coordinate the development of a region-wide policy on parking, and states that the land use planning process can help minimize parking demand by ensuring that residential and commercial sites support walking, cycling, car-sharing and transit use.

Policies in the Region of Peel Official Plan (April 2022) approved by the Province in November 2022 encourages local municipalities to adopt parking standards and policies within Strategic Growth Areas and MTSAs, which have existing or planned higher-order transit, to promote the use of active transportation and transit, adopt reduced parking standards and on-street parking to promote affordable housing and develop parking management strategies to make efficient use of parking resources.

Consistency with the above-noted plans and policies were addressed fully as part of the Parking Plan Phase 1 Report presented in May 2022.

### **Corporate Implications:**

#### Financial Implications:

Staff estimate that the costs and revenue as a result of the Brampton Parking Plan is \$1.9M of capital costs, \$200,000 of annual operating costs and \$700,000 of annual revenue, broken down as follows:

<b><u>Capital Costs</u></b>		
<b><u>Category</u></b>	<b><u>Estimated Costs*</u></b>	<b><u>Description</u></b>
Capital Costs (2024-2029)	\$1.9M	<ul style="list-style-type: none"><li>• Feasibility Studies and Pilot Programs</li><li>• Software and Hardware Costs</li><li>• Signage Costs</li><li>• Planner III (1 F/T Contract)</li></ul>
<b>Total Capital Costs</b>	<b>\$1.9M</b>	

<b><u>Annual Operating Costs</u></b>		
<b><u>Category</u></b>	<b><u>Estimated Costs/Revenue*</u></b>	<b><u>Description</u></b>
Annual Operating Costs <i>To be included in future operating budget submissions, when applicable</i>	\$200K	<ul style="list-style-type: none"> <li>• Annual Operating Costs of Hardware/Software</li> <li>• Merchant Processing Fees</li> <li>• Additional Staff: 2 PT Enforcement Officers (<i>inclusive of salary, benefits, WSIB and other staff costs</i>)</li> </ul>
Annual Revenue <i>To be included in future operating budget submissions, when applicable</i>	\$(700)K	Additional estimated annual average revenue from parking price increases, removal of 1 hour free parking and revenue from two additional enforcement staff.
<b>Net Revenue</b>	<b>\$(500)K</b>	

\*Exclusive of inflationary adjustments. The costs and revenue identified above are estimates based on the limited information available as of today.

Staff continue to evaluate the budgetary requirements of the Brampton Parking Plan and any adjustments to revenue and funding required will be incorporated in future operating and capital budget submissions, pending Council approval. Staff will work with the Sponsorship & Grants team to identify external funding opportunities to offset the financial burden to the City.

#### Other Implications:

There are no other corporate implications identified at this time.

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

The Parking Plan addresses several of the priorities of the City's 2023-2026 Strategic Plan including Enhancing Transit Services, Supporting Housing, Improving Safety, Enhancing Energy and Climate Resilience, Improving the Connectivity and Livability of Streets and Infrastructure, and Driving Public Engagement and Participation.

#### **Conclusion:**

The Parking Plan proposes a made in Brampton approach to managing city-wide parking based on extensive background research, public engagement, and best practices relating to policy, programs, and operations. Big moves include removing parking minimums and setting parking maximums, increasing parking fees toward a market rate, enhanced enforcement tools, and the recommended truck parking

strategies. The recommendations of the Parking Plan are consistent with Provincial plans and policies, the Region of Peel Official Plan, the 2040 Vision and the 2023-2026 Strategic Plan.

Implementing the 48 action items identified in the parking implementation plan will be key to achieving the City's broader objectives of prioritizing non-auto modes, sustainable development and building walkable communities as identified in the 2040 Vision. Arcadis IBI has recommended that the City focus on the 24 action items that are identified as short-term and high priority.

Staff are recommending that Council endorse the Parking Plan. The big policy moves will be implemented through the new Brampton Plan, the Comprehensive Zoning By-Law Review, and amendments to the Traffic By-Law 93-93 and other By-Laws as appropriate. The cost of the recommendations in the Parking Plan will be included in future capital and operational budget submissions.

Authored by:

Reviewed by:

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**Attachments:**

- Attachment 1 – Brampton Parking Plan – Final Report (Pending Council Endorsement)
- Attachment 2 – Supplementary Downtown Parking Implementation Strategy – Final Report (Pending Council Endorsement).
- Attachment 3 – Public and Stakeholder Engagement – Meetings and Sessions
- Attachment 4 – Public and Stakeholder Engagement – Written Comments

Final Report

Attachment 1

# Brampton Parking Plan – Final Report

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# Document Control Page

<b>CLIENT:</b>	City of Brampton
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## Attachments

Attachment 1 – This Final report is Attachment 1 to the City of Brampton staff Recommendation Report – Brampton Parking Plan (RM44/2022) dated October 25, 2023.

Attachment 2 – Public and Stakeholder Engagement – Meetings and Sessions

Attachment 3 – Public and Stakeholder Engagement – Written Comments

Attachment 4 – Supplementary Downtown Parking Implementation Strategy

## Executive Summary

The Brampton Parking Plan intends to implement the vision of the City and address the Brampton Plan, the Transportation Master Plan, and other relevant City Department objectives. It also helps to meet the needs of the significant population and employment growth, support more sustainable modes of transportation and a more electrified transport network, integrate land use and transportation policies, promote housing affordability, and propose strategies to manage parking resources, finances, and operations. The Brampton Parking Plan is divided into two phases:

**Phase One:** includes background document review, best practices review, analysis of parking operations in Downtown Brampton, parking policy framework, and public and stakeholder engagement – phase one.

**Phase Two:** includes financial review, parking management plan, parking implementation plan, and public and stakeholder engagement – phase two.

This report, “The Final Report”, intends to present a summary of the key findings and recommendations of all previous phases and tasks of Brampton Parking Plan. It also includes an implementation plan that lays out the recommended actions and activities with information related to their timing, priority, resources needed, performance metrics, and targets. This “Executive Summary” provides the main points and key takeaways for each task included in Brampton Parking Plan.

## Background Document Review

The background document review helped to understand Brampton’s parking context and align the Brampton Parking Plan with the broader strategic directions taken by the City and higher-tier government agencies. In general, provincial, regional, and municipal planning are all shifting towards supporting transit and active modes of transportation (walking and cycling), and the intensification of urban areas. When it comes to parking, the reviewed documents recommended several policies and directions such as managing parking demand by promoting modes of transport alternative to the private automobile, relaxing parking requirements within intensification areas, accommodating alternative types of vehicles (e.g., electric vehicles (EVs) and micromobility devices), converting surface public parking to structured facilities, and promoting housing affordability through reduced parking or shared-parking arrangements.

## Best Practices Review

The best practices review examines parking policies, strategies, and practices successfully implemented in municipalities that are generally representative of Brampton’s development pattern. The following are the key best practice review findings:

- **Parking Price:** Brampton’s parking price rates are lower than all other comparator municipalities, and this applies to both the transient parking and long-term (e.g., monthly) permits.
- **Parking Enforcement:** Graduated parking penalties provide an opportunity to target repeat offenders through increasing penalty costs, though it has limited adoption to date. Parking enforcement focused towards designated areas and special events has been applied in some jurisdictions. As for parking enforcement activities after-hours or overnight, parking departments or offices either continue to do both patrolling and complaint handling, only do patrolling, or divert citizens to report parking issues to alternative City’s divisions such as police departments or general public service divisions.

- **Parking Permit:** All comparator municipalities were determined to offer a variety of residential parking permits, which are currently unavailable in Brampton except in one limited area.
- **Parking Technology:** Several emerging parking technologies (e.g., smart parking meters, pay-by-plate technology, smartphone parking apps, parking occupancy technology, and electric vehicle charging stations) can be used to improve the parking system's efficiency and user friendliness.
- **Parking Minimum & Maximum Required Rates:** With regards to parking requirements for developments, most of the comparator municipalities have reduced or removed parking minimums and adopted parking maximums either in selected areas or citywide.
- **Truck Parking:** A wide range of strategies have been recommended across North America to mitigate the shortage in truck parking supply. These include sharing commuter parking lots, off-peak use of large venues, truck parking permits in industrial and commercial areas, truck parking availability systems, adding new ZBL truck parking requirements, amending the business licensing application for trucking companies, off-peak delivery, and the construction of new parking facilities through public private partnership, brownfield redevelopment, and initiatives that reduce the cost of construction (e.g., waiving requirements, economy-of-scale programs).
- **Parking Finance:** Most municipalities aim for a financially sustainable parking system where the collected parking revenues are sufficient to fund parking expenses.
- **Emerging Trends:** Other emerging trends identified in the best practice review include shared mobility, micromobility devices, connected and automated vehicles, parking partnerships, and future proofing new parking facilities where a parking facility could be converted to an alternative use in the future.

## Public and Stakeholder Engagement

Several public and stakeholder engagement activities were undertaken including online surveys, public engagement sessions, focus group meetings, and other activities. The key takeaways from these activities are outlined below by different subjects.

- **Transportation Demand Management:** The public and stakeholder were generally supportive of using modes of transport alternative to the private automobile. They also raised the need to continue expanding the transit, micromobility, and active transportation networks and that the transit frequency and quality-of-service need to be improved in some areas. These actions will increase the use of non-auto modes of travel, reducing the need to park.
- **Parking on Residential Streets:** Some neighbourhoods experience parking capacity constraints, especially in neighbourhoods with relatively high average number of persons per household. Attendees suggested that an on-street parking permit system be implemented in these neighbourhoods to increase parking availability. While some residents supported the on-street parking permit program, others have expressed some concerns regarding the program.
- **Parking Enforcement:** There is a need to make the parking enforcement more proactive and less complaint-based in respond to the increasing parking violations.
- **Truck Parking:** Truck drivers reported insufficient safe and secure truck parking supply.
- **Other Parking-Related Issues included the following:**
  - ✓ Businesses rely on downtown municipal parking because they lack on-site parking facilities,

- ✓ Parking facilities in Downtown Brampton are underutilized,
- ✓ There are parking capacity constraints at GO parking lot,
- ✓ Parking has a significant impact on house affordability, and
- ✓ Considering shared parking as a possible and promising parking strategy.

## Parking Supply and Demand in Downtown Brampton

### Existing Parking Conditions

Based on parking demand data in 2019, the Downtown parking system experienced peak parking demand at 10:00 AM on a weekday, where 58% of all parking spaces were occupied. The on-street system was 41% occupied, with some street segments more than 85% occupied but with adjacent street segments having capacity to accommodate the excess parking demand. The off-street parking lots were 60% occupied, with only the GO Transit parking lot operating above 85% occupancy.

### Parking Operation Forecast

A future parking assessment was conducted for 2040, which was based on the existing parking demand. Factors such as population growth, modal share targets, municipal supply changes, and impacts of the COVID-19 pandemic were considered to arrive at a future parking conditions scenario. Three scenarios were created – the 2040 base scenario, COVID-19 analysis, and the Nelson Square Garage Closure. The 2040 base scenario experienced a system wide utilization of 63% which was slightly higher compared to the existing conditions (which was to be expected). Like the existing conditions, some on-street segments are projected to operate above 85% utilization, but nearby facilities are anticipated to accommodate the excess demand. The COVID-19 scenario assumed a 20% reduction to the 2040 base demand to account for the possibility of increased remote working arrangement in the future. This scenario had a system wide utilization of 45%, with only one on-street segment that operated above effective capacity. In the Nelson Square Garage closure scenario, all parking demand from the Nelson Square Garage was allocated to nearby municipal garages due to the potential closure. All garages were still able to accommodate the parking demand while remaining below the 85% effective capacity threshold.

On-street parking supply may be impacted by future streetscaping projects. Due to the streetscaping and sidewalk widening work on Main St. and Queen St., it is anticipated that approximately 100 on-street parking spaces will no longer be available on Main St., from Wellington St to Nelson St W, and Queen St, from Mill St S. to Theatre Lane. The potential loss of on-street parking was not analyzed in detail as a separate scenario since the ultimate loss of parking is subject to change when all future transit and streetscaping projects are finalized.

The underutilization of the Downtown off-street parking system calls for a review of the possible strategies that can make this system more efficiently operated, given the expected growth in employment and population in Downtown Brampton. In addition, with the removal of the minimum parking requirements in Downtown Brampton, prospective developers may become interested in shared parking arrangements in the available parking facilities which may generate a considerable parking demand and change the parking demand/supply profile in the future. A Downtown Parking Implementation Strategy study was undertaken, supplementary to the Brampton Parking Plan, and intended to: 1) investigate strategies that can optimize off-street parking utilization in the Downtown area through shared-use/reservation parking agreements, 2) address existing and potential requests made by employment-related developers for shared off-site parking, and 3) identify potential parking supply opportunities in the Downtown area focusing on structured or below ground parking. This supplementary study, which also includes more recent parking surveys (carried out in October 2022), discusses several shared-parking implementation scenarios in the

short-to-medium and long terms, and also further discusses the future needs to expand the parking system and the associated challenges and implications.

## Parking Policy Framework

### The Vision Statement

The following vision statement tailored to Brampton's identified needs and opportunities was developed: *"To manage parking provision in a rapidly growing City through the adoption of forward thinking and innovative parking policies and strategies consistent with Brampton's planning objectives and priorities. Parking is envisioned to strike a just balance between affordability and accessibility, and support for sustainable forms of development and transportation."*

### Guiding Principles

Building upon the vision, the following ten guiding principles were developed:

- Align parking improvements with these guiding principles, and support Brampton's broader policies, objectives, and initiatives.
- Manage parking provision, including accessible parking, while prioritizing and promoting alternative modes of transportation such as transit, walking, cycling, and shared economy.
- Prepare to accommodate different types of vehicles such as micromobility vehicles and expand EV charging supply.
- Explore opportunities to consolidate surface parking facilities into structured parking to support redevelopment and intensification, and integrate structured parking facilities into the urban fabric to complement the surrounding area's character through the development approval process and public private partnerships.
- Balance curbside access between the many user groups (parking, transit, micromobility, cycling, pick-up/drop-off, etc.).
- Encourage innovative parking strategies that optimizes a facility's utilization and performance such as shared, off-site, and unbundled parking and improves housing affordability.
- Establish an on-street residential parking permit program for neighbourhoods experiencing off-street parking capacity constraints or are appropriate for gentle densification through missing middle typologies.
- Explore opportunities to increase truck parking supply and to improve truck parking wayfinding.
- Implement practices and strategies aimed at financially sustainable parking operations where revenues are sufficient to fund expenses.
- Strategically set parking prices at rates that are affordable, in-line with market value, and promote alternative modes of transportation and the distribution of parking to available nearby locations.

### Comprehensive Zoning By-law Review

Brampton Parking Plan recommended several updates or additions to the draft Zoning By-law (ZBL). These include adding a requirement for accessible parking spaces and electric vehicle charging stations, considering affordable housing units as a special land-use with reduced parking requirements, adding a reduced parking requirement for developments unbundling their parking spaces, and removing parking minimums and applying parking maximums for select land uses in Intensification Areas.

## Parking Policies

Recognizing that parking patterns vary throughout the City and that a uniform parking policy framework is therefore not appropriate, the City is divided into two types of policy areas, i.e., Intensification Areas (IAs) and Rest-of-the-City.

IAs are areas with existing or planned high population and employment densities and low personal vehicle mode share. In Brampton, Intensification Areas are proposed to include the following: areas already granted parking exemptions as per By-law 45-2021, the future and planned Major Transit Service Areas (MTSAs) as per the Region of Peel Official Plan, Urban and Town Centres and Primary and Secondary Boulevards as per the ongoing Brampton Plan study. It is to be noted that some of the planned MTSAs and intensification centres/corridors will achieve their high-density characteristics over time. However, the pre-zoning of these lands from now would better achieve the targeted sustainability and intensification goals.

IA policies include rescinding parking minimums, setting parking maximums for select land uses, consolidating surface parking into parking structures, prioritizing curbside uses other than parking, increasing EV charging station supply, implementing car share services, improving transit, cycling, and micromobility services, and supporting a hybrid telecommuting business model.

Changing the focus of parking regulations by removing parking minimums and converting them into parking maximums can be a very prominent and influential policy. The intention of this policy is to prevent the oversupply of parking, reduce auto-dependence, promote alternative modes of transportation, preserve the urban fabrics and the space for more useful land uses, increase the supply of affordable housing, achieve the targeted densities, and join a growing list of cities that have already adopted such a policy. This policy requires recognizing that the removal of parking minimums does not prevent developers from providing parking based on their assessment of parking demand, a well-resourced and strict parking enforcement is needed, public parking and shared parking partnerships will become more important, and the political will is essential to support the policy.

*The Rest of City* are all other areas not included in IAs. These areas typically have higher vehicle ownership and personal vehicle mode share and are typically lower density residential, commercial, and industrial areas. Recognizing the personal vehicles remain a primary mode of travel, parking demand should be met but balanced with improvements to alternative modes of transportation. Policies and strategies include setting tailored parking minimums as the City continues to improve alternative modes of transportation, setting parking maximums for select land-uses and zones, developing a point-based TDM checklist, improving public transit and micromobility, and developing a residential parking permit program and adopting it in selected strategic neighbourhoods and streets.

## Truck Parking Policies

The Region of Peel is well known to be a centre for logistics and trucking activities. However, truck parking has become a major challenge in the region and especially in Brampton which has 11,000 employers and 24,000 employees in “transportation and warehousing.” To maintain the trucking activities and their economic contributions, creative strategies are needed to increase the supply of truck parking and meet the demand.

Mitigating the truck parking supply shortage can rely upon either short-to-medium term strategies, aiming to better utilize existing parking facilities through parking partnerships and wayfinding technologies, or long-term strategies, aiming to increase truck parking through the construction of new parking facilities. Amending the ZBLs and business licensing applications for trucking

companies and developments to require parking identification can also be a short-term and on-going strategy. Truck parking strategies were discussed in greater detail in Phase 1 report. However, a recommendation is made herein to conduct a study to further assess the feasibility of these truck parking strategies from the engineering, financial, implementation, and regulatory perspectives.

## Financial Review

As of 2022, Brampton's municipal parking operations are expected to remain in an operational deficit until the year 2035. Based on historical data provided by the City of Brampton and projected by IBI Group, municipal parking operations are expected to begin generating positive revenue surpluses beginning in the year 2027, without any intervention. Several Pricing Scenarios were examined to determine future municipal parking operations. By 2040, all Scenarios, including the "No Change" Scenario are expected to achieve positive operational balances. This return to a positive operational balance is driven exclusively by anticipated population growth and the resultant increase in users of municipal parking operations.

IBI Group's alternative pricing scenario 2 (\$2.50 hourly rate & \$100.00 for monthly permit) and scenario 3 (\$3.00 hourly rate & \$120.00 for monthly permit) are the preferred scenarios, because they would closer align the cost of parking downtown with the cost of using transit in Brampton, which as of 2019 is \$3.10 per trip and \$128.00 for an adult monthly pass. Pricing Scenarios 2 and 3 also achieve similar surplus revenue balances by the plan horizon in 2040. IBI Group recommends that the City of Brampton implement the hourly and monthly parking price increases as soon as possible in order to achieve financial stability of parking operations. It is to be noted that the Downtown daily maximum rate, which presently stands at \$9.00, should also be increased proportionally to the hourly price increase rate.

### Cash-in-Lieu (CIL) of Parking

Based on the funding currently available to the parking program, which as of 2020 totalled \$43,225, the City reserves will not reach an amount sufficient to fund any parking infrastructure by the 2040 planning horizon. In addition, given the high cost of CIL of parking programs and the cost of land in downtown Brampton, a CIL program is unlikely to garner much attraction from developers. Moreover, the recently granted parking exemptions in the downtown area (e.g., By-laws 259-2020 and 45-2021) also mean that the CIL of parking has become redundant in the downtown area since no more contributions will be made. Therefore, the CIL of parking is no longer feasible or applicable in the downtown area.

## Parking Management Plan

The parking management plan intends to optimize parking operations in Brampton, better use existing parking facilities, enhance parking enforcement, work towards achieving a financially sustainable parking system, consider all curbside users and functions, leverage parking partnership arrangements, and manage parking demand.

### Downtown Parking Management

Several parking management schemes and strategies were discussed and recommended for Downtown Brampton. The most important schemes are those related to parking pricing and finance of the municipal parking system which require major changes to the existing practices. Recommended changes to parking price include:

- Removing the one-hour free parking at municipal garages.
- Increasing the hourly price rate of metered on-street parking.



- Increasing the cost of the monthly and annual parking permits.

As noted, the CIL of parking is no longer feasible in Downtown Brampton and alternative sources of fund need to be established which may include the Community Benefits Charges, increased parking prices, parking partnerships, and leasing the underutilized parking facilities.

### **Parking Enforcement**

There is an increasing demand for enhanced parking enforcement in Brampton due to the increasing use of multi-tenant houses and the resulting parking demand surge. In order to improve the practice and efficiency of parking enforcement in Brampton, handle the increasing number of parking offences, and move gradually into a more proactive enforcement approach, the City is recommended to consider several strategies and technologies. These include establishing priorities among service requests and complaints, improving the complaints registration system, building a system to track and map parking complaints and violations, adding more human resources in terms of enforcement officers and court clerks as needed, increasing the parking penalty rates mainly to target repeat offenders, special events, and strategic enforcement areas, expanding the adoption of License Plate Recognition (LPR) technology, using digital parking permit system, and collaborating with a third-party parking app provider.

### **Paid On-street Parking Permit Program**

Guidelines to implement the on-street paid parking permit program include the general phases that can be established to implement such a program and some key considerations that are required to be resolved in the residential parking permit program's development and implementation. However, Brampton is recommended to launch a detailed study to serve as "Phase One" of the implementation of the program. This Phase One study intends to further evaluate several aspects such as actual parking demand versus available supply, resources needed, program cost, public support, and the impact on existing parking considerations. This should further evaluate the on-street program feasibility and the best practices and prepare the City for a pilot permit program. Brampton Parking Plan Phase 1 report recommended considering the postal zones with the codes L7A, L6R, and L6X as candidates for the pilot program.

### **Curbside Decision Making Framework**

In order to address competing uses at the curbside and ensure efficient use of public space, a curbside decision-making framework was developed. This framework can aid decision makers in determining where, when, and whether it is appropriate to modify the design of a corridor to better serve a given area. The framework relies on establishing different typologies, users (or stakeholders), and functions of the curbside along with priorities.

### **Parking Partnerships**

Parking partnerships will become more important in strategic areas where parking requirements are reduced or rescinded in order to provide more off-site parking supply opportunities and optimize the use of parking facilities. Several types of parking partnerships were discussed, including granting a density bonus for developments adding public parking, entering into operation contracts with private owners and share the revenue, entering into finance contracts and be either a lessee or lessor, and building new parking facilities throughout the P3 projects. A combination of different types of agreements may be considered in the same area. The on-going initiatives to generate funding support for public parking, such as the Community Benefit Charges in the Downtown and other Major Transit Station Areas, can further promote the use of shared-parking schemes.

### **Transportation Demand Management**

TDM initiatives are effective tools to influence travel behaviour by improving and promoting modes of transportation alternative to single occupancy vehicles. Bicycle parking and infrastructure, carshare programs, shared parking, unbundled parking, dynamic pricing, and TDM in new development were discussed as these are considered among the best TDM practices and initiatives that impact parking demand. Requiring new developments to implement TDM measures is an emerging policy that can integrate and promote a wide set of TDM measures in one procedure.

## Parking Implementation Plan

A cohesive parking implementation plan was developed to consolidate all the recommendations made in all the study phases, tasks, and sections. This plan should pave the way forward for the next steps and actions, as well as organize their implementation. The implementation plan is divided into activities (or actions) that fall under the following ten themes:

- A. Downtown Parking Management and Finance.
- B. Parking Technologies and Enforcement.
- C. Paid On-Street Parking Program.
- D. Parking Partnerships and Governance.
- E. Transportation Demand Management (TDM).
- F. Truck Parking Management Strategies.
- G. ZBL and Traffic By-Law Updates.
- H. Parking and Affordable Housing.
- I. Electric Vehicle Charging Stations Supply.
- J. Miscellaneous Actions and Activities.

In total, 49 activities or actions were included in the implementation plan and these outline the study recommendations. Some of these activities may belong to other programs or initiatives, e.g., expanding the transit and cycling networks, the Community Benefit Charges, etc. However, such activities were also included as they can be influential and integral to the parking implementation plan. It is recommended that the City focuses more on the activities that have “high” impact and that can be implemented in the “Short-term.” The following exhibit summarizes the activities included in the implementation plans. For the timeline, activities are categorized as either short term (1-2 years), medium term (3-5 years), long term (6-10 years), or on-going. More detailed information about each activity can be found in Section 9 “Parking Implementation Plan”.

Executive Summary Exhibit 1: Recommended Activities as per the Implementation Plan

ACTIVITY ID	ACTIVITY DESCRIPTION	IMPACT (PRIORITY) LEVEL	TIMELINE
<b>A. Downtown Parking Management and Finance</b>			
A1	Remove the one-hour free parking at municipal garages.	High	Short
A2	Increase the hourly parking price rates of the metered on-street parking and the cost of the monthly and annual parking permits.	High	Short

ACTIVITY ID	ACTIVITY DESCRIPTION	IMPACT (PRIORITY) LEVEL	TIMELINE
A3	Continue to provide parking spaces in municipal parking garages dedicated for short-term (hourly or less than hourly) purposes.	High	Short and On-going
A4	Convert downtown on-street parking meters from pay-and-display into pay-by-plate and smart parking meters.	Medium	Medium
A5	Upgrade the payment technology at the municipal parking garages in the downtown area, use pay-by-plate machines and LPR cameras.	Medium	Medium
A6	Cancel the CIL of parking program in Brampton Downtown	Medium	Short
A7	Encourage and incentivize private development of public parking facilities within key strategic areas and Major Transit Station Areas. Public/private partnership may also be considered for this purpose.	High	Short
A8	Continue to carry out parking demand and supply surveys frequently.	High	On-going
A9	Consider establishing a Parking Benefits District (PBD) in the downtown area. Start with a feasibility study that can be followed by a pilot program.	Medium	Medium
<b>B. Parking Technologies and Enforcement</b>			
B1	Establish priorities among service requests and improve the complaints registration system.	High	Short
B2	Build a system to track and map parking complaints and violations.	High	Short to Medium
B3	Recruit more enforcement officers (full-time and part-time) and court clerks as needed.	High	Short
B4	Expand the adoption of the LPR technologies.	High	Short and On-going
B5	Establish and expand a pay-by-plate system.	Medium	Short and On-going
B6	Use digital license-plate-based parking permits.	Medium	Short
B7	Collaborate with a third-party parking app provider, and consider prioritizing and encouraging local startups and businesses working in parking technologies.	Medium	Short and On-going
B8	Increase the parking penalty rates and adopt graduated (progressive) parking penalties.	Medium	Short
<b>C. Paid On-Street Parking Program</b>			
C1	Phase one: conduct a detailed feasibility study.	High	Short
C2	Phase two: implement a pilot small-scale program.	High	Short to Medium
C3	Phase three: program expansion or adjustment.	High	Medium to Long

ACTIVITY ID	ACTIVITY DESCRIPTION	IMPACT (PRIORITY) LEVEL	TIMELINE
C4	Consider the introduction of paid short-term residential parking permits (i.e., for parking beyond the free 14 days of parking considerations).	Medium	Short
<b>D. Parking Partnerships and Governance</b>			
D1	Conduct studies to develop parking partnership implementation strategy in strategic areas such as Downtown Brampton and other key Major Transit Station Areas.	High	Short
D2	Execute the parking partnership agreements and monitor/administer the contracts.	High	Short and On-going
D3	Encourage the inclusion of public parking in new developments in the Intensification Areas.	Medium	Medium and On-going
<b>E. Transportation Demand Management (TDM)</b>			
E1	Continue to upgrade and expand the transit, cycling, and pedestrian networks, and provide sufficient and secure bike parking including e-bike if needed.	High	Short, Medium, Long, and On-going
E2	Implement transit-oriented TDM measures that can further promote transit and manage parking demand, including (1) ensuring transit service is frequent, regular, reliable, and accommodating the demand, (2) using transit fares that are more attractive than the cost of parking, and (3) reducing the transit trip duration by using dedicated lanes, signal priority, etc.	High	Short, Medium, Long, and On-going
E3	Establish TDM requirements for new developments.	High	Short
E4	Expand car share program.	Medium	Short and On-going
E5	Assess the e-scooter pilot program.	Medium	Short-Medium
E6	Assess the feasibility of bikeshare and e-bike programs.	Medium	Medium-Long
E7	Add a reduced parking (minimum) requirement for developments unbundling their parking spaces.	Medium	Short
<b>F. Truck Parking Management Strategies</b>			
F1	Explore opportunities and mechanisms to construct new truck parking facilities potentially within designated employment areas.	High	Medium-Long
F2	Explore shared parking opportunities to accommodate off-peak and overnight truck parking.	Medium	Short-Medium
F3	Develop truck parking availability system to provide truck drivers with updated information on truck parking locations and their utilization.	Medium	Short-Medium
F4	Conduct a study to further assess the feasibility of the truck parking supply strategies identified in Brampton	High	Short

ACTIVITY ID	ACTIVITY DESCRIPTION	IMPACT (PRIORITY) LEVEL	TIMELINE
	Parking Plan (Section 7 of Phase One report), including Activities F1 to F3.		
F5	Establish specific enforcement measures for truck parking.	High	Short and On-going
<b>G. ZBL and Traffic By-Law Updates</b>			
G1	Change the focus of parking regulations by removing parking minimums and converting them into parking maximums for select land uses in Intensification Areas.	High	Short
G2	Continue the work on updating the ZBL and parking requirements.	High	Short
G3	Update the traffic by-law to accommodate the paid on-street parking program (if implemented).	Medium	Short
<b>H. Parking and Affordable Housing</b>			
H1	Leverage the removal of parking minimums in Intensification Areas to increase the supply of affordable housing.	High	Short
H2	Grant parking requirement exemption or reduction on a case-by-case review basis using preset evaluation criteria (until Activity H4 is implemented).	Medium	Short
H3	Identify affordable housing as a type (or several types) of land-use and assign these land-uses specific parking requirements that are lower than other residential developments.	Medium	Short
<b>I. Electric Vehicle Charging Stations Supply</b>			
I1	Provide more on-street and off-street EV charging stations.	High	Short and On-going
I2	Update the ZBL to require a proportion of the parking spaces to be equipped with EV charging equipment, including residential and non-residential buildings and street-level dwellings with dedicated garages.	High	Short and On-going
I3	Establish design standards and guidelines for parking facilities so they can accommodate EVs.	Medium	Short to Medium
<b>J. Miscellaneous Actions and Activities</b>			
J1	Ensure sufficient number of accessible parking spaces are provided, including accessible spaces with EV charging stations.	High	Short and On-going
J2	Consider conducting a curbside management study in strategic areas.	Medium	Short to Medium
J3	Encourage future-proofing of new parking facilities.	Medium	Medium and Long
J4	Encourage the designation of some parking spaces for courtesy and limited mobility reasons.	Medium	Short and On-going



# 1 Introduction

The City of Brampton has experienced significant growth since the development of the last Downtown Parking Strategy in 2009, and its population is expected to grow continuously. Between 2016 and 2021, the City added approximately 87,400 people and 19,100 jobs. In 2021, the City's population and jobs were around 703,000 and 210,500 respectively. The City's growth is projected to reach 865,000 people and 273,400 jobs by 2031, and 929,000 people and 314,100 jobs by 2041. The private vehicle has remained the primary mode of transportation within the City and multi-generational households have resulted in an increase in the number of vehicles per home. This has placed significant demand on the City's limited supply of on-street parking in residential areas, Downtown, and in areas that are adjacent to major destinations.

In recent years, Brampton has shifted towards greater intensification along transportation corridors that have experienced significant increase in transit ridership. These corridors are also planned for major rapid transit investment. In May 2018, City Council endorsed the Brampton 2040 Vision. Vision #4 of the Brampton 2040 Vision states that in 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes contributing to civic sustainability and emphasizing walking, cycling, and transit. The 2040 Vision identifies the need for a comprehensive Downtown parking strategy. In December 2019, City Council directed staff to undertake a comprehensive citywide parking plan, i.e., the Brampton Parking Plan, to identify potential actions, programs, and strategies beyond the comprehensive zoning by-law (ZBL) to address citywide parking issues. The Brampton 2040 Vision and the 2018-2022 Term of Council Priorities (TOCPs) set the direction for the Brampton Parking Plan. Several of the priorities identified in the TOCPs, such as Creating Complete Communities, Equalizing All Forms of Transportation, and Streets for People are pertinent to Brampton Parking Plan.

The Brampton Parking Plan helps implement the Vision and address the Brampton Plan, the Transportation Master Plan, and other relevant City Department objectives. It will also help to meet the needs of the significant population and employment growth, support more sustainable modes of transportation and a more electrified transport network, integrate land use and transportation policies, promote housing affordability, and propose strategies to manage parking resources, finances, and operations. Brampton Parking Plan is divided into several tasks and two phases as outlined in Exhibit 1.1.

Exhibit 1.1: Brampton Parking Plan Phases and Tasks

Phase	Task	Objective
One	Background Document Review	Align the study with the broader strategic directions taken by the City and higher-tier government agencies.
	Best Practices Review	Identify parking policies, strategies, and practices successfully implemented in comparable municipalities
	Parking Supply and Demand in Downtown Brampton	Analyse parking demand and supply in Downtown Brampton quantitatively
	Parking Policy Framework	Identify parking policies and principles that can better guide the future of parking operations in Brampton
	Public and Stakeholder Engagement – Phase One	Consult the public and stakeholders to better understand parking issues, challenges, and opportunities.
Two	Financial Review	Assess the financial performance of Brampton's municipal parking system, mainly in the downtown area.
	Parking Management Plan	Establish management schemes and strategies to optimize and improve parking operations in Brampton.

Phase	Task	Objective
	Parking Implementation Plan	Synthesize the findings/recommendations of all the study tasks and phases into a cohesive implementation plan.
	Public and Stakeholder Engagement – Phase Two	Continue to consult the public and stakeholders and share the study results.

Brampton Parking Plan produced the following reports:

**Phase 1 Report:** reviews several background documents, emerging trends, and best practices, examines the existing and forecasted parking demand and supply in Downtown Brampton, identifies parking issues through several public and stakeholder consultation activities, and develops a policy framework that guides the evolution of parking provision and operations in Brampton and aligns the recommendations with the City's strategic direction.

**Phase 2 Reports:** includes 1) a financial review report that examines the financial performance of Brampton's parking system and 2) a parking management plan report that discusses several strategies and procedures to optimize parking operations in Brampton.

**Final Report (this report):** presents a summary of the key findings and recommendations of all previous phases and tasks of Brampton Parking Plan. It also includes an implementation plan that lays out the recommended actions and activities with information related to their timing, priority, resources needed, performance metrics, and targets.



## 2 Background Document Review

The background document review helped to establish the foundation of this study, understand Brampton's parking context, and align the Brampton Parking Plan with the broader strategic directions taken by the City and higher-tier government agencies. This review identified parking issues, policy constraints, and the City's growth, development, and ultimate goals. The main documents reviewed include but not limited to the following:

- Provincial and Regional Plans and Policies:
  - A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).
  - Provincial Policy Statement (PPS) (2020).
  - Metrolinx 2041 Regional Transportation Master Plan (RTP) (2018).
  - Draft Peel 2051 Municipal Comprehensive Review.
  - Region of Peel Goods Movement Strategic Plan 2017-2021.
- Brampton Planning Documents:
  - Brampton Official Plan (2006).
  - Brampton Plan – Transportation and Connectivity Discussion Paper (2022).
  - Living the Mosaic - Brampton 2040 Vision (2018).
  - Major Transit Station Areas Framework (2022 – ongoing).
  - Transportation Master Plan (TMP) Update (2015).
  - Term of Council Priorities (TOCP) (2018-2022).
  - Active Transportation Master Plan (ATMP) (2019).
  - City-wide Community Improvement Plan (2021).
- Downtown Brampton Plans and Policies:
  - Downtown Parking Strategy (2009).
  - Integrated Downtown Plan (IDP) (In-Progress).
  - Downtown Brampton Special Policy Area Comprehensive Flood Risk and Management Analysis (2014).
  - Main Street North Development Permit System.
- Brampton Secondary Plans for the following areas:
  - SPA 7 Downtown Brampton.
  - SPA 36 Queen Street Corridor.
  - SPA 37 Airport Road and Highway 7 Business Centre.
  - SPA 54 Kennedy Road South.
  - SPA 55 Hurontario Main Corridor.
  - SPAs 52/53 Heritage Heights Community.
- Brampton Zoning and Other By-laws
  - Comprehensive ZBL.
  - Comprehensive ZBL Review Technical Paper #9: Parking and Loading Standards Review.
  - Traffic and Parking By-law (By-law 93-93).
  - Modernizing City-wide Parking Standards (By-law 259-2020).
  - Zoning By-Law Amendment 45-2021 – amending parking standards in the Downtown, central Area and the Hurontario-Main Corridor.
  - Queen Street Community Planning Permit System – Report and Presentation.
  - Brampton Accessible Parking Manual (2014)
  - Draft Comprehensive ZBL Update (2020).
- Other Relevant Studies, Projects and Proposals
  - Queen Street Bus Rapid Transit Initial Business Case (2020).

- Urban Community Hub Design Concepts and Initiation of Pilots at Uptown Brampton and Queen Street East (2021).
- Light Rail Transit (LRT) Extension Study.
- A Shared Electric Kick Scooter (Micromobility) Pilot Program.

Through review of the background documents, it was noted that the City of Brampton has a strong policy framework to help guide the growth and development of the evolving City (Official Plan, Vision 2040, Transportation Master Plan, Term of Council Priorities, Housing Brampton, etc.). In addition to municipal plans, there are numerous Regional and Provincial Plans to help further guide Brampton development (Places to Grow, Provincial Policy Statement, Region of Peel 2051 MCR ROPA, Regional Transportation Master Plan, etc.). In general, provincial, regional and municipal planning are all shifting towards supporting transit and active modes of transportation (walking and cycling), and the intensification of urban areas. When it comes to parking, these policies translate to:

- Building transit-oriented complete communities and expanding the transit, cycling, and pedestrian networks. This should change the modal split in favour of reducing the share of the private auto and managing the demand of parking.
- Reducing (or rescinding) parking requirements around major transit station areas and potentially adopting maximum parking requirements.
- Paving the way forward to accommodate alternative types of vehicles (e.g., securing bicycle parking, expanding the EV network, and implementing micromobility pilot programs such as the e-scooter).
- Promoting affordable housing through parking-related actions, e.g., reducing parking requirements and leveraging shared-parking arrangements.
- Redeveloping surface parking and converting public parking to structured facilities.
- Minimizing on-street parking to support the development of active transportation networks.

### 3 Best Practices Review

The best practices review examines parking policies, strategies, and practices successfully implemented in municipalities that are generally representative of Brampton’s development pattern. The aim is to inform the present study by lessons learned in other jurisdictions, identify emerging trends that are changing the status quo of parking systems, determine how other municipalities are managing their parking systems, and establish benchmarks and identify areas where improvement can be made. Exhibit 3.1 illustrates the subjects included in the best practice review. The list of comparator municipalities was determined in collaboration with City staff and it included the following cities:

Buffalo	Columbus	Ottawa
Hartford	Austin	Calgary
San Francisco	San Antonio	Winnipeg
Seattle	New Orleans	Windsor
Cleveland	Edmonton	

Exhibit 3.1: Subjects Included in the Best Practice Review



Based on the review findings, the following conclusions are drawn:

- Brampton’s parking price rates, both inside and outside the Downtown, are significantly lower than all other comparator municipalities. This conclusion applies to the metered on-street parking, off-street parking garages, and the long-term parking permits.
- Most comparator municipalities use location based and time-based pricing, with the performance-based pricing model (dynamic pricing) gaining popularity.
- Graduated parking penalties, where the penalty increases by the number of violations received, has seen limited adoption to date but provide an opportunity to target repeat offenders if a small amount of offenders represent a disproportionately high amount of violations.

- A full-service of parking enforcement is typically provided during normal business hours and this includes patrolling and handling complaints. When it comes to after-hours, parking enforcement services differ across municipalities. Some municipalities, mainly those where parking enforcement falls under the jurisdiction of police divisions, maintain all services including patrolling and complaint handling. Other municipalities may continue parking enforcement through patrolling but stop handling the complaints by the regular parking enforcement office. Finally, some municipalities stop all parking enforcement activities overnight. However, most municipalities and cities that do not provide after-hours parking enforcement still give the citizens the option to report parking issues to the police departments or other City's divisions that provide general public services.
- Parking permits are commonly available for residential and visitor uses. All comparator municipalities were determined to offer residential parking permits (at varying prices, conditions and locations), which are currently unavailable in Brampton except at the Authorized Resident Parking Zone (ARPZ) near the Brampton Civic Hospital.
- Many of the comparator municipalities use parking technologies to improve the parking system's efficiency and user friendliness. Common technologies include smart parking meters, pay-by-plate technology, smartphone parking apps, parking occupancy technology, and electric vehicle charging stations.
- Some municipalities are requiring private developers to provide EV infrastructure as part of the development application process. The requirement can be such as a ratio of the total number of parking spaces is to be equipped with EV charging equipment. In addition, the remaining spaces may be designed in a manner that allows for future EV charging equipment.
- Removing parking minimums can be implemented in high density areas to increase parking system efficiency while providing flexibility to developers and land owners. Twelve out of the fourteen comparator municipalities have rescinded or relaxed parking minimums either citywide or in strategic areas of the city.
- Adopting parking maximums provide several benefits such as limiting the oversupply of parking, preserving the urban landscape, offering lands for other uses, reducing the reliance on private autos, and promoting the use of alternative and more sustainable modes of transport. Nine of the fourteen comparator municipalities have applied parking maximums either citywide or in strategic areas of the city.
- A lack of truck parking supply is a key issue, and a wide range of strategies have been recommended across North America. These include sharing parking lots and large venues during off-peak hours, developing truck parking availability system, improving zoning policies, and building new parking facilities through Public-Private Partnerships and brownfield development.
- Most municipalities aim for a financially sustainable parking system where the collected parking revenues are sufficient to fund parking expenses. All comparator municipalities, excluding Austin, have achieved financial sustainability for their parking system.
- Key emerging trends related to parking include micromobility devices, connected and automated vehicles, parking partnerships, and future proofing new parking facilities where a parking facility could be converted to an alternative use in the future.

## 4 Public and Stakeholder Engagement

### 4.1 Engagement Plan Objectives

An essential study task is the engagement of stakeholders and the general public to help shape the Brampton Parking Plan. The intention was to give the public and stakeholder the chance to express their concerns and opinions, which serves as a valuable source of information to better understand Brampton's parking challenges. Specifically, the public and stakeholder engagement aimed to:

- Provide the public and stakeholders with an overview of the on-going tasks and up-to-date key findings.
- Educate the public and stakeholders about on-going parking initiatives, evolving parking technologies, the cost of parking, and the role of parking requirements in a growing City.
- Understand the public and stakeholder perceptions on Brampton's parking issues and identify parking concerns and potential solutions.
- Reach as many stakeholders and members of the public as possible.
- Use the received feedback to inform the study objectives.

Throughout the study, several public engagement and consultation activities were undertaken as outlined in Exhibit 4.1. These included online surveys, public engagement sessions, focus group meetings, and others.

Exhibit 4.1: List of Public and Stakeholder Activities

No.	Activity	Date and Time	Targeted Outcome
1	Public parking survey (online questionnaire)	January 4 to 28, 2022	General data from the public regarding Brampton's parking issues (e.g., parking challenges, opportunities, modal shift).
2	Truck parking survey (online questionnaire)	January 4 to 28, 2022	General data from truck drivers about truck-specific parking issues and potential solutions.
3	Public Engagement Session #1	January 13, 2022 (6:00 to 8:00 PM)	General feedback from the public regarding Brampton's parking issues.
4	Ward 3 & 4 Town Hall	January 25, 2022 (7:00 to 8:30 PM)	General feedback from the Ward 3 & 4 residents regarding parking issues.
5	Truck Focus Group Meeting	January 31, 2022 (11:00 AM to 12:00 PM)	The perception of trucking stakeholders concerning truck-specific parking issues.
6	Institutional Focus Group Meeting	February 2, 2022 (11:00 AM to 12:00 PM)	The perception of institutional stakeholders concerning Brampton's parking issues.
7	Development Focus Group Meeting	February 2, 2022 (3:00 PM to 4:00 PM)	The perception of developers concerning parking requirements and challenges.

No.	Activity	Date and Time	Targeted Outcome
8	Public Engagement Session #2	June 13, 2022 (6:00 to 8:00 PM)	To share key takeaways from Phase 1 tasks and collect feedback related to Phase 1's findings and desired study outcomes.

## 4.2 Key Messages Heard

During the various public and stakeholder engagement activities, different messages, ideas, and opinions were heard. The main takeaways are summarized below by different subjects.

### *Transportation Demand Management*

- Public and stakeholders were generally supportive of using modes of transport alternative to the private automobile.
- Strong desire for improvements to alternative modes of transportation including transit, carsharing, and cycling.
- When considering incentives to promote alternative modes of transportation, the “improved transit service” solution received the highest ratings. Other incentives such as free transit passes, improved cycling infrastructure, and carsharing services received an average rating.
- The increased adoption of teleworking was also highly rated as a promising strategy to reduce parking demand and achieve external benefits, e.g., reduced congestion and emissions.
- Lack of safe and secure micromobility parking (bicycles, e-bikes, e-scooters, segways, etc.) especially in Downtown Brampton and parking requirements for EVs were noted.
- Concerns about inadequate transit service in new development subdivisions and recognition that improved transit results in increased ridership and reduced parking demand.

### *Truck Parking*

- Most surveyed truck drivers reported insufficient safe and secure truck parking for both short-term and long-term purposes.
- When assessing several truck parking solutions, the highly rated solutions by truck drivers were increasing the amount of off-street truck parking that shippers and receivers are required to provide and using a smartphone truck parking app that provides or offers a real-time truck parking information system.
- Truck traffic has increased in Brampton over the last decade and truck parking constraints have resulted in demand spilling into residential areas.
- The potential adverse impacts of truck parking on residential zones were mentioned, e.g., noise and congestion creation.
- Questions regarding how the Zoning Bylaw regulates truck parking in residential zones.
- Trucking companies should provide for their own long-term truck parking as part of their businesses.

### *Parking Enforcement*

- Concerns with respect to the amount of illegal on-street parking and support for increasing parking enforcement.
- The need for increased parking enforcement in some areas, such as the downtown.
- The need to make parking enforcement more proactive and less complaint-based in response to the increasing parking violations.

#### *Parking on Residential Streets*

- Many residents raised the challenges the City is facing regarding the multi-tenant dwellings, rooming houses, and the illegal occupancy of housing units, and how this results in large illegal on-street parking surge.
- Around one-fifth of the surveyed residents indicated having a difficulty finding parking at their place of residence, a higher proportion was observed for some particular zones.
- Some neighbourhoods experience parking capacity constraints, especially in neighbourhoods with relatively high average number of persons per household. Attendees suggested that an on-street parking permit system be implemented in these neighbourhoods to increase parking availability.
- Some residents expressed their concerns regarding the proposed on-street paid parking permit program. These concerns mainly include potential adverse safety impacts (conflicts with cyclists (e.g., dooring), speed limits, impacts on pedestrian movements, etc.), reducing the available sidewalk width, and blockage to the street traffic.
- On the other hand, some residents supported the on-street parking permit program since it provides parking supply for the legally added units and may reduce the number of penalties issued to illegal parkers. The program was also seen as a measure to welcome new students and offer them more high-quality housing options in the City.

#### *Other Parking-Related Issues*

- Businesses in the downtown area rely on municipal and public parking for their employees, customers, and deliveries. Only 24% of the respondents indicated having an on-site parking provision at their businesses or organizations.
- The vast majority of respondents indicated that their parking costs are not subsidized by their businesses or organizations.
- Parking planning should consider affordable and transitional housing, active transportation, and EV charging stations.
- Parking is underutilized in the City's Downtown parking facilities. As such, the City could raise funds by selling overnight parking permits and by providing carsharing services.
- The parking capacity constraints at the GO parking lot was also identified.
- Suggestion was made to adopt shared parking as a strategy.

The feedback and the key messages received from the public and stakeholders helped to better understand their perception regarding Brampton's parking issues and their reflection on the study findings. This also helped to guide the recommendations of this study so they can be more considerate of the public needs and concerns.

## 5 Parking Supply and Demand in Downtown Brampton

Downtown Brampton plays an essential role in the social, employment, and economic development of the City, and parking in the downtown is especially important. This section focuses on analyzing quantitatively the on-street and off-street parking operations in the Downtown area. Parking issues outside of the Downtown were identified and potential solutions assessed through the public engagement process.

### 5.1 Existing Parking Conditions

#### Existing Parking Inventory

The Brampton municipal parking supply consists of on-street and off-street parking in the downtown area. Paid off-street parking at lots and garages is in effect between 9:00 AM and 7:00 PM Monday to Friday. The first hour of parking is free, while each subsequent half hour of parking costs \$1.00 up to a daily maximum of \$9.00. Annual and monthly parking permits are available for \$308 and \$44, respectively. There is no charge for parking on evenings, weekends, and holidays.

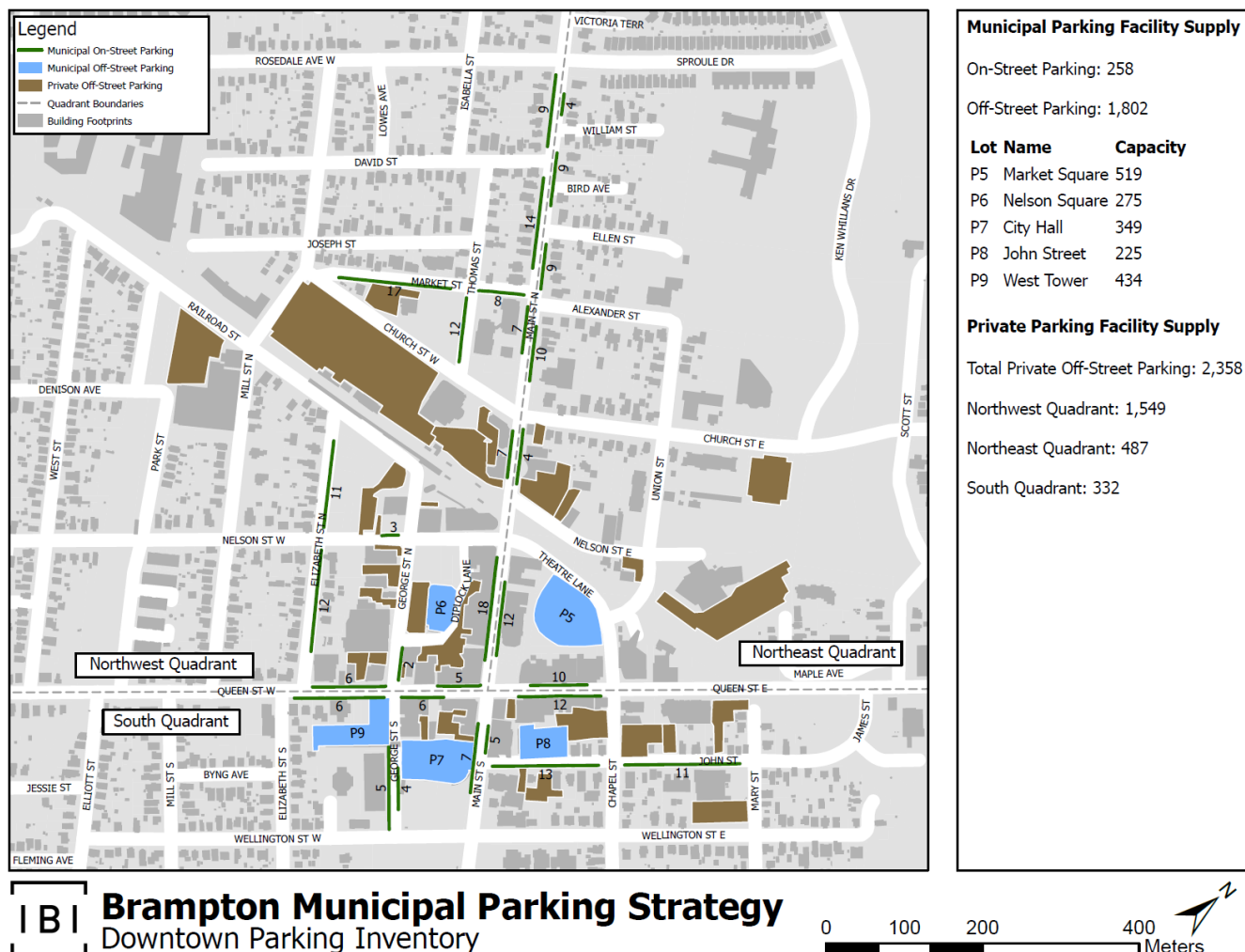
The on-street parking system includes metered parking opportunities which are in effect between 9:00 AM and 6:00 PM Monday to Saturday at a rate of \$2.00 per hour and a maximum duration of 90 minutes on most streets. A few streets permit on-street paid parking between 7:00 AM and 6:00 PM Monday to Friday at a rate of \$1.00 per hour or a flat rate of \$4.00. Market Street and Thomas Street, for example, offer all-day parking for \$4. This was meant to assist with the capacity issues at the GO Parking lot. A maximum parking duration of 3 hours is permitted during free parking periods.

As shown in Exhibit 5.1, Brampton's municipal parking supply consists of 4,518 parking spaces divided in the following manner:

- 258 municipally-owned on-street metered parking spaces.
- 1,802 municipally-owned off-street parking spaces.
- 2,358 privately-owned off-street parking spaces.



Exhibit 5.1: Brampton Downtown Parking Supply

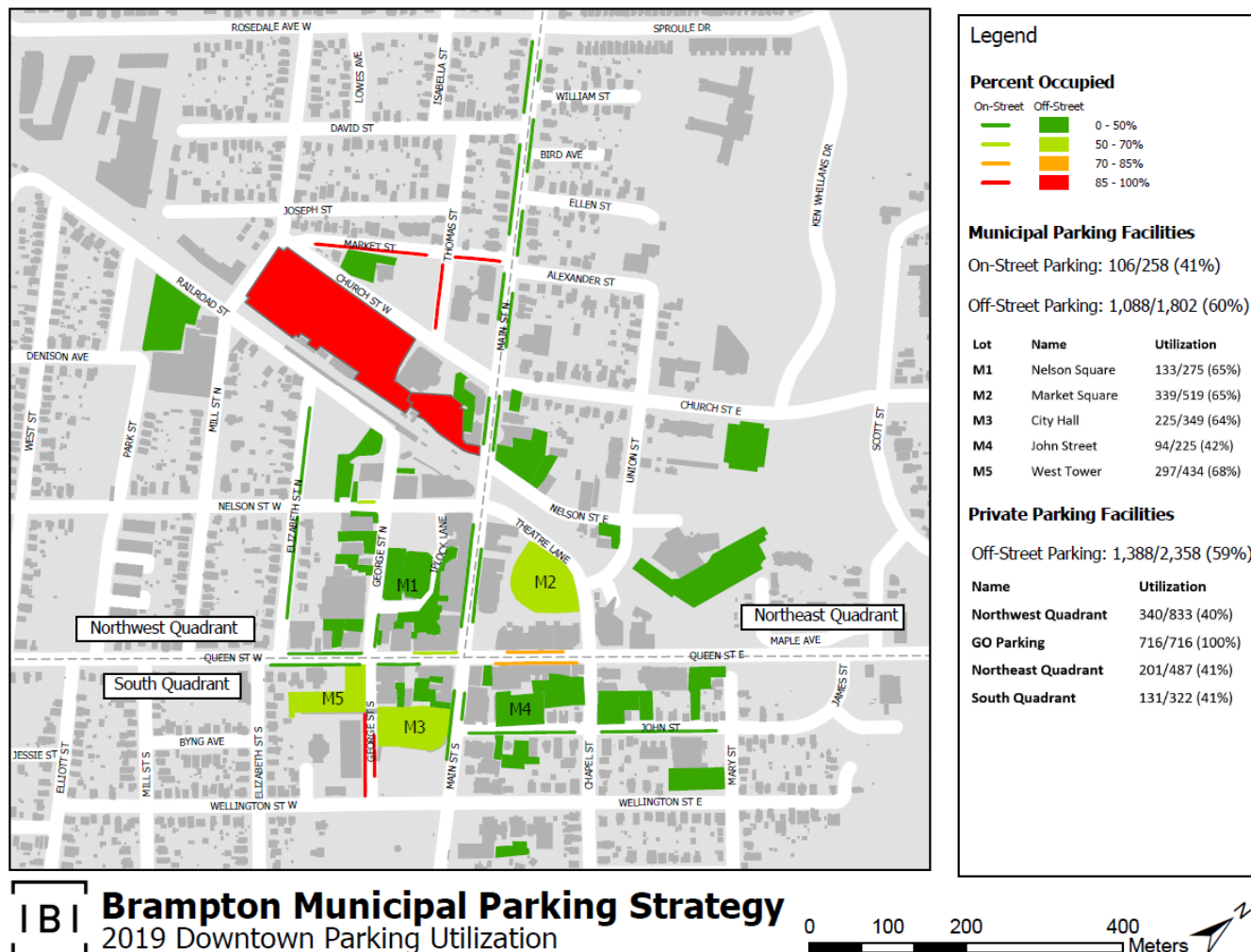


### Existing Parking Operations (Downtown Brampton)

The analysis of the existing conditions of the Downtown Brampton parking system was based on parking utilization surveys conducted by City staff in 2019. Exhibit 5.2 geographically displays the lot-by-lot and street-by-street parking utilization observed during the systemwide peak hour, which occurred at 10:00 AM. The following are the main takeaways from the analysis of the existing parking operations:

- The Downtown systemwide parking utilization is 58%, which is well below the 85-90% effective capacity threshold.
- The on-street parking system is observed to be 41% utilized; some individual segments however operate above 85% utilization.
- The municipal off-street parking lots and private off-street parking lots experienced very similar utilizations (60%) during the peak period. Only the GO Transit parking lot experienced more than 85% utilization.
- Overall, the Downtown Brampton parking system is underutilized with only a few individual parking facilities operating at capacity.

Exhibit 5.2: Brampton 2019 Downtown Parking Utilization (10:00 AM)



## 5.2 Future Parking Operations - Base Scenario

The Future Parking Assessment projects the 2040 future parking operations in Downtown Brampton. The results of the assessment will be used to inform general principles and policy recommendations to help guide Brampton in meeting long-term parking needs.

Downtown Brampton's 2040 future parking supply and demand was estimated based on the existing conditions demand with consideration for the following factors:

- Existing parking patterns.
- Parking demand growth due to population growth.
- Parking demand decreases due to reduced mode share of personal vehicles.
- Municipal parking supply losses and gains.

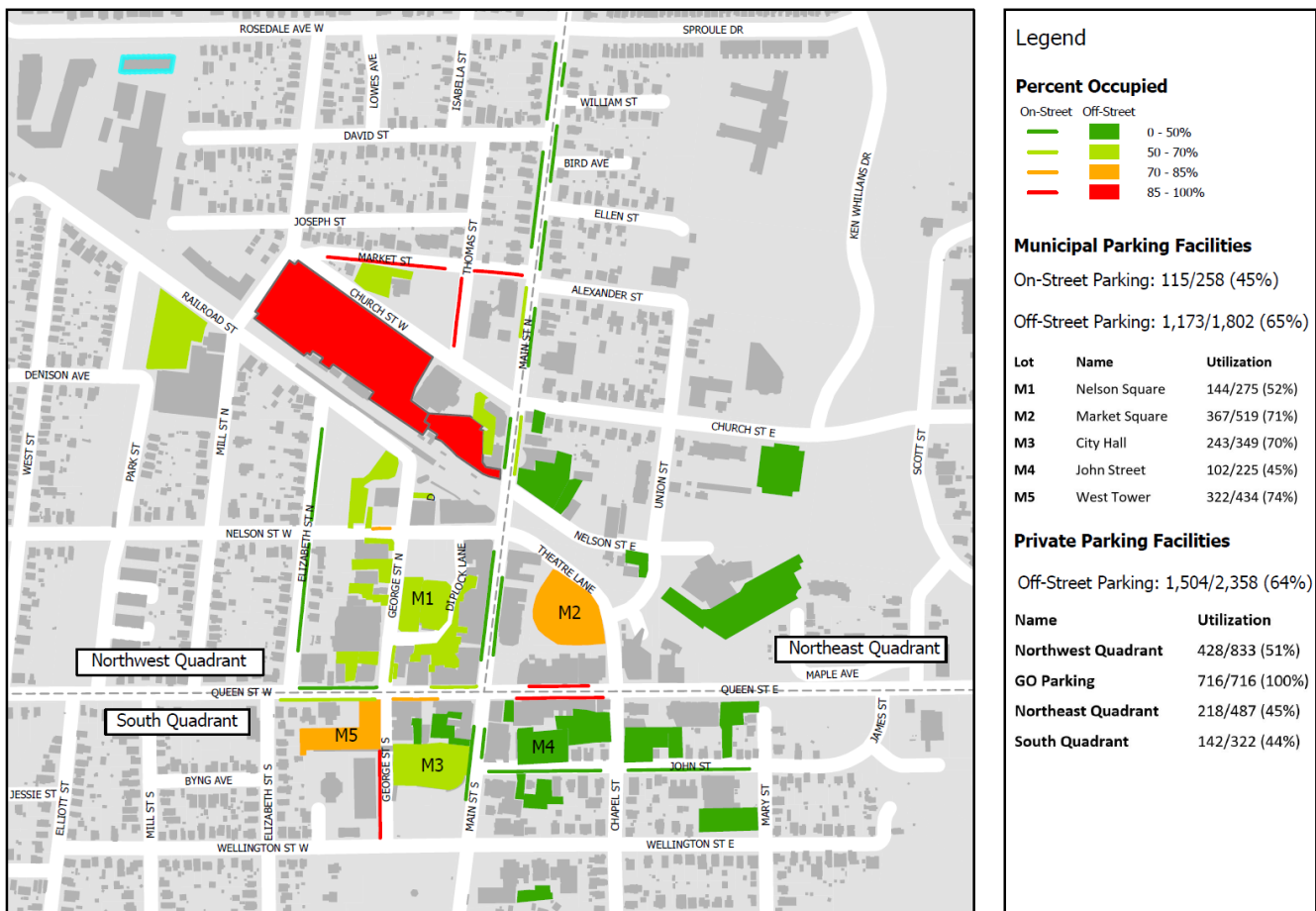
It should be noted that the future parking projections are estimated based on the best data available at the time of this study. Brampton is recommended to continue collecting new parking supply and demand data on a quarterly basis to evaluate the resulting parking demand. Between

the time of writing and the horizon year, many changes are anticipated to take place within Brampton that can significantly alter parking demand within Brampton. The findings and recommendations made as part of this study are intended to be updated by the City on an as needed basis to reflect the parking demand achieved.

Exhibit 5.3 shows the estimated parking demand and utilization for Downtown Brampton in the 2040 horizon year. Based on the information provided in this Exhibit, the following conclusions can be drawn:

- System-wide parking utilization is anticipated to be 63%, which is below the 85-90% effective capacity threshold.
- Municipal off-street parking is operating at 65% utilization and privately owned off-street facilities are operating at 64% utilization. The GO Transit parking lot is anticipated to continue operating at 100% capacity.
- On-street parking is anticipated to operate at 45% capacity, with 6 out of 29 on-street segments operating above the effective capacity threshold.
- Overall, the Downtown Brampton parking system appears to be operating below effective capacity.

Exhibit 5.3: Brampton 2040 Downtown Parking Utilization (Base Conditions)



### 5.3 Future Parking Operations - Other Scenarios

In addition to the base scenario, the future parking operations were further assessed to consider some possible scenarios as outlined below.

**2040 COVID-19 Scenario:** this was estimated by applying a 20% reduction to the 2040 Base Scenario demand to account for the possibility of increased remote working arrangements in the future. The resulting parking system was operating at 54% utilization, and the on-street and off-street systems were 36% and 56% occupied, respectively. There was only one on-street segment that operated above the effective capacity threshold.

**2040 Nelson Square Closure Scenario:** this was based on the 2040 Base Scenario but included the removal of the Nelson Square Garage. All of the forecasted demand from the Nelson Square Garage was reallocated to nearby municipal garages. The Downtown parking system was estimated to be 68% utilized, and off-street facilities increased to 69% utilized. The Market Square, City Hall, and West Tower Garages experienced increases in parking demand, but still operated below the effective capacity threshold.

On-street parking supply may be impacted by future streetscaping projects. Due to the streetscaping and sidewalk widening work on Main St. and Queen St., it is anticipated that approximately 100 on-street parking spaces will no longer be available on Main St., from Wellington St to Nelson St W, and Queen St, from Mill St S. to Theatre Lane. The parking supply loss forecasts are current as of March 2022 and are subject to change as project details are finalized. Therefore, the potential loss of on-street parking was not analyzed in detail as a separate scenario. However, it is recommended that the City continuously monitor impacts to Downtown Brampton's parking inventory to determine if it can meet the demands for Downtown visitors, employees, and residents.

The underutilization of the Downtown off-street parking system calls for a review of the possible strategies that can make this system more efficiently deployed especially with the expected growth in employment and population in Downtown Brampton. In addition, with the removal of the minimum parking requirements in Downtown Brampton, prospective developers may become interested in shared parking arrangements in the available parking facilities which may generate a considerable parking demand and change the parking demand/supply profile in the future. A Downtown Parking Implementation Strategy study was undertaken, supplementary to the Brampton Parking Plan, and intended to: 1) investigate strategies that can optimize off-street parking utilization in the Downtown area through shared-use/reservation parking agreements, 2) address existing and potential requests made by employment-related developers for shared off-site parking, and 3) identify potential parking supply opportunities in the Downtown area focusing on structured or below ground parking. This supplementary study, which also includes more recent parking surveys (carried out in October 2022), discusses several shared-parking implementation scenarios in the short-to-medium and long terms, and also further discusses the future needs to expand the parking system and the associated challenges and implications.

## 6 Parking Policy Framework

The parking policy framework will be the key tool that guides the evolution of parking operations throughout the City of Brampton to the 2040 horizon year. The framework is informed by the relevant Provincial, Regional, and Municipal level policies and plans (ex: 2040 Vision, Transportation Master Plan, Ontario Growth Plan, and 2018-2022 Term of Council Priorities), public and stakeholder feedback, analysis of background data, best practices review and SWOT analysis. The framework consists of the following components:

**Vision Statement:** An overarching statement intended to set an aspirational goal for citywide parking operations.

**Guiding Principles:** A set of principles or precepts, that when combined with the vision statement, help guide Citywide parking policy decision making.

**ZBL Review:** A review of Brampton's in-progress comprehensive ZBL update.

**Parking Policies:** A comprehensive set of parking policy recommendations tailored to Brampton's local planning, access, mobility, affordability and urban design objectives. The parking policies are divided into two sets of policy areas acknowledging that different parking policies are appropriate for existing and planned Intensification Areas (Downtown, Central Area, Hurontario-Main Corridor, MTSAs, Urban and Town Centres, and Urban Boulevards) that would be characterized by relatively high population and employment densities and low vehicle ownership, and the Rest of City where densities are lower and vehicle ownership is higher. It is to be noted that some of the planned MTSAs and intensification centres/corridors will achieve their high-density characteristics over time.

**Truck Parking Policies:** Policies and strategies tailored to Brampton's local context intended to increase the supply of truck parking opportunities.

### 6.1 Vision Statement

Based on the findings of Tasks 2 through 5 (Background Document review, Best Practices assessment, Parking Supply and Demand assessment, and Public and Stakeholder engagement findings), the following key overarching themes were identified:

- Prioritize alternative modes of transportation.
- Sustainable forms of development.
- Future parking needs.
- Innovative parking policies and strategies.
- Affordability.
- Accessibility.

Using these key themes, the following vision statement tailored to Brampton's identified needs and opportunities was developed:

*To manage parking provision in a rapidly growing City through the adoption of forward thinking and innovative parking policies and strategies consistent with Brampton's planning objectives and priorities. Parking is envisioned to strike a just balance between affordability and accessibility, and support for sustainable forms of development and transportation.*

## 6.2 Guiding Principles

Building upon the vision statement, a set of 10 guiding principles was developed to help guide Brampton's parking decisions. These guiding principles are also based upon the key themes identified through Tasks 2 through 5.

- Align parking improvements with these guiding principles, and support Brampton's broader policies, objectives, and initiatives.
- Manage parking provision, including accessible parking, while prioritizing and promoting alternative modes of transportation such as transit, walking, cycling, and shared economy.
- Prepare to accommodate different types of vehicles such as micromobility vehicles and expand the EV charging supply.
- Explore opportunities to consolidate surface parking facilities into structured parking to support redevelopment and intensification; and integrate structured parking facilities into the urban fabric to complement the surrounding area's character through the development approval process and public private partnerships.
- Balance curbside access between the many user groups (parking, transit, micromobility, cycling, pick-up/drop-off, etc.).
- Encourage innovative parking strategies that optimizes a facility's utilization and performance such as shared, off-site, and unbundled parking and improves housing affordability.
- Establish an on-street residential parking permit program for neighbourhoods experiencing on-site parking capacity constraints and to address barriers to strategic, gentle densification through missing middle housing typologies
- Explore opportunities to increase truck parking supply and to improve truck parking wayfinding.
- Implement practices and strategies aimed at financially sustainable parking operations where revenues are sufficient to fund expenses.
- Strategically set parking prices at rates that are affordable, in-line with market value, and promote alternative modes of transportation and the distribution of parking to available nearby locations.

## 6.3 Comprehensive Zoning By-Law (ZBL) Review

Brampton's Comprehensive Zoning By-Law (ZBL) Review that was undertaken by the firm WSP is currently on-hold until Council adoption of the City's new Official Plan – the Brampton Plan. The latest draft ZBL (June 2020) was reviewed in detail to inform the Parking Policy Framework development. The provided recommendations pertaining to the ZBL review will require further discussion and evaluation by the City and WSP prior to being implemented, should the City wish to proceed.

Based on the comparator municipality review, the draft ZBL residential parking requirements were determined to be relatively high. Reducing or rescinding residential parking requirements is feasible within Intensification Areas where population and employment densities are higher and vehicle ownership is lower. Additionally, increasing the requirements are also not considered appropriate since this would result in an oversupply of parking in all other neighbourhoods. The recommendation is to remove parking minimums and implement parking maximums for select land uses within Intensification Areas and to revisit and review the minimum and maximum parking requirements outside of the Intensification Areas based on parking demand surveys.

The draft ZBL was also compared with the comparator municipalities for some non-residential land uses. For office, medical office, restaurant, retail, recreation centre, and general manufacturing land uses, the draft ZBL's rates were higher than most of the other municipalities. It is recommended that these rates be revisited and reviewed against the actual parking demand surveys, since Brampton is moving towards promoting alternative modes of transport other than the private auto.

The draft ZBL allows developers to reduce parking requirements by adopting shared parking, providing dedicated carsharing spaces, and adding more bicycle parking spaces than required. These parking reductions are in-line with best practices to promote sustainable and affordable developments. To build upon these strategies, Brampton is recommended to develop a point-based TDM checklist to provide developers with greater flexibility for larger parking requirement reductions (ex: flexible working hours, unbundled parking, and nearby rapid transit).

Parking policies can support affordable housing by granting parking requirement reductions. In the short-term, Brampton is recommended to grant parking reductions or exemption based on a case-by-case review. This provides a flexible approach that can accommodate the wide variety of affordable housing types and locations. If more definitive types of affordable housing are established and more on-site parking demand data become available, affordable housing requirements can be added as a land use with specific ZBL parking requirements once the parking demand generation is better understood. It is to be noted that area-wide parking exemptions, granted to strategic and intensification areas, will benefit affordable housing units by default. As such, there is little opportunity for consideration of parking incentives as part of promoting affordable housing through Inclusionary Zoning.

Several parking provisions are recommended to be added to the draft ZBL, these include requirements for accessible parking spaces and electric vehicle charging stations. The accessible parking requirement can be still maintained in areas where parking minimums are rescinded, i.e., the number required can be a ratio of a hypothetical number of required parking spaces. In addition, a ratio of the total parking spaces can be required to be equipped with EV charging equipment.

## 6.4 Parking Policies and Strategies

This section develops parking policies and strategies that are in-line with the developed vision and guiding principles. Recognizing that parking patterns vary throughout the City and that a uniform parking policy framework is therefore not appropriate, the City is divided into different policy areas, i.e., Intensification Areas and Rest-of-the-City. Based on the review of Brampton and Peel policy documents, the WSP draft ZBL, and recent ZBL amendments, Brampton's policy areas were assigned a different set of parking policies and strategies as described below.

### Intensification Areas (IAs)

IAs are areas with existing or planned high population and employment densities and low personal vehicle mode share. The parking supply in these areas are minimized and alternative modes of transportation are incentivized and promoted. Several ongoing and future transit projects will enhance the quality-of-service of the transit lines serving these areas, e.g., new Züm, new LRT and new rapid transit, in addition to the existing BRT, transit lines and the GO stations. In Brampton, IAs are recommended to include the following four categories:

*First:* areas already granted parking exemptions as per By-law 45-2021.

*Second:* the future and planned Major Transit Service Areas (MTSAs) as per the Region of Peel Official Plan.

*Third:* Urban and Town Centres as per the ongoing Brampton Plan Study (official Plan Update).



*Fourth: Primary and Secondary Boulevards as per Brampton Plan.*

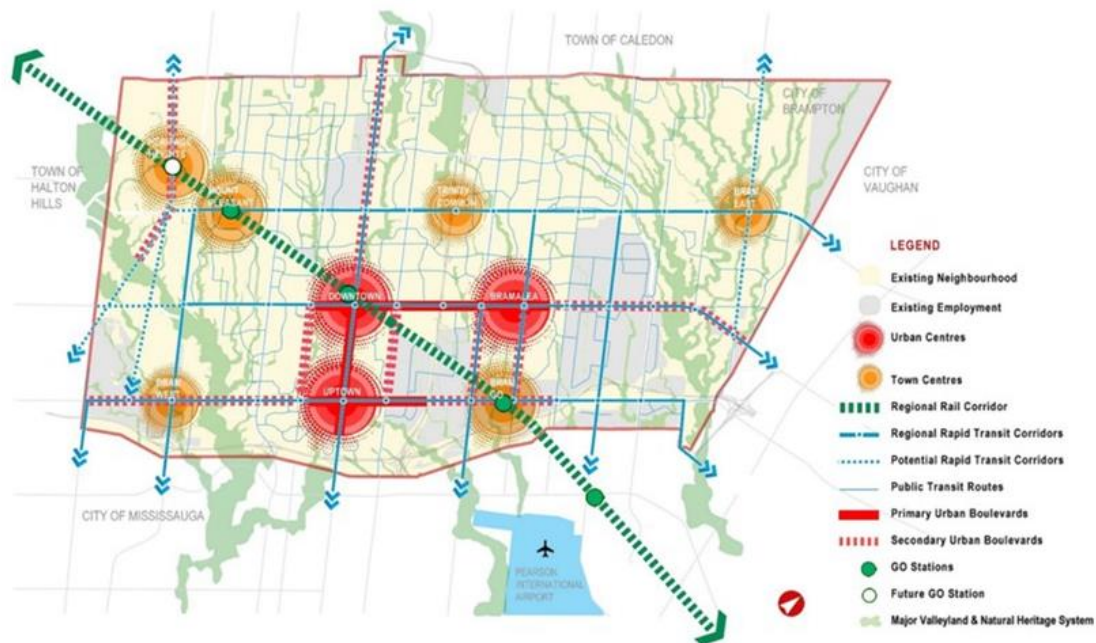
The first and second categories of IAs are illustrated geographically in Exhibit 6.1, whereas the third and fourth categories are illustrated in Exhibit 6.2. Some of the identified IAs in the two Exhibits might overlap, e.g., some MTSAs overlap with the Urban or Town Centres. Delineating the exact boundaries of the IAs is left for future zoning and planning efforts.

Exhibit 6.1: Proposed Intensification Areas: By-Law 45-2021 Areas and MTSA



Exhibit 6.2: Proposed Intensification Areas: Urban and Town Centres and Urban Boulevards





It is to be noted that some of the planned MTSA's and intensification centres/corridors will achieve their high-density characteristics over time. The ZBL review could consider the pre-zoning of these lands so that the targeted sustainability and intensification goals can be better achieved.

To promote sustainable modes of transportation and to increase the efficiency of parking facilities in IAs, Brampton is recommended to adopt the following policies and strategies:

**Minimize on-site parking through rescinding parking minimums and setting parking maximums for select land uses.** Changing the focus of parking regulations by removing parking minimums and converting them into parking maximums can be a very prominent and influential policy. The intention of this policy is to:

- Prevent the oversupply of parking: public and private parking are presently underutilized in Downtown Brampton, which is the only area where periodic parking surveys have been undertaken.
- Reduce the auto-dependence and promote alternative modes of transportation which are already being improved and expanded in Brampton.
- Preserve the urban fabric and the space for other land uses that can be more useful for the community.
- Increase the supply of affordable housing by reducing the total construction cost.
- Assist in achieving the targeted densities in intensification areas.
- Join a growing list of cities that have already rescinded their parking minimums and established parking maximums either citywide or in strategic areas.

This policy requires recognizing the following:

- The removal of parking minimums does not prevent developers from providing parking based on their assessment of parking demand and business needs.
- Well-resourced, strategic, and strict parking enforcement is needed in areas where parking minimums are rescinded to ensure the supply of parking is used optimally and as planned.

- Public parking will become more important and more shared-parking partnership agreements are needed to optimize the use of parking.
- The political will is needed to support such policy.

It is worth noting that Brampton has already rescinded/reduced parking minimums in the Downtown core, Hurontario corridor, and Queen Street corridor as part of the recent ZBL amendments. In addition, support for reducing or rescinding parking minimums and implementing parking maximums was expressed as part of the public engagement.

**Consolidate surface parking into parking structures integrated in the urban fabric. Design parking structures in a green and “future proofed” manner, i.e., parking structures constructed in a manner that facilitates conversion to an alternative use in the future.** With higher densities in the IAs, the efficient use of available space is a priority. Surface parking lots occupy a considerable amount of space that can be better utilized through redevelopment. Above and below ground public parking structures can be integrated with new developments in a visually appealing manner.

**Prepare to accommodate different types of vehicles.** Given the new modes of transportation such as e-bikes, e-scooters, and other micromobility vehicles, parking facilities should be prepared to accommodate a variety of vehicles.

**Prioritize alternative curbside uses over parking (transit access, bicycle lanes, ride hailing zones, patios, and passenger pick-up and drop-off).** The curbside is a limited and valuable resource that serves ever increasing demand from numerous user groups. Within IAs, prioritizing sustainable forms of transportation and allocating curbside space for non-parking users should be prioritized.

**Expand EV charging station supply.** Electric vehicles are more environmentally friendly when compared to traditional combustion engine vehicles by eliminating tailpipe emissions. Given Canada’s EV sales targets, EV mode share is anticipated to rapidly increase in the near future. To meet the demand, municipalities should begin installing EV charging stations in publicly accessible locations.

**Provide car share services in municipal parking facilities.** Providing car share services promotes lower vehicle ownership by providing users with convenient access to a vehicle when needed. This strategy is particularly effective in reducing vehicle ownership in 15-minute neighbourhoods where most daily trips can be completed by walking or cycling.

**Ensure sufficient accessible parking spaces are provided.** To ensure accessible parking spaces are still provided, some Cities that rescinded parking minimums are still requiring the provision of accessible parking spaces.

**Expand transit network and increase service frequency and reliability.** By improving transit service, Brampton residents are more likely to select transit over personal vehicles for certain trips, which can reduce vehicle ownership and manage parking demand.

**Implement shared micromobility services.** Similar to transit improvements, implementing shared micromobility services can help reduce personal vehicle ownership. Efforts are currently underway to proceed with the Brampton’s e-scooter pilot program and assess its impact. The success of this program may pave the way for the adoption of more micromobility and emerging modes of transport in the future (e.g., e-bike, bikeshare, etc.).

**Expand bicycle lane network to provide dedicated cycling right-of-way.** Providing dedicated bicycle lanes and a well-constructed network improves cyclist safety, which helps promote this mode of travel and reduce personal vehicle ownership.

**Support a hybrid telecommuting business model.** The telecommuting business model reduces parking demand by allowing employees to work from home. Not all professions can support a

telecommuting model (ex: health care and construction) and employees will likely travel to their place of business occasionally, but the COVID-19 pandemic has shown that many professions can support a telecommuting business model.

**Consider parking as a benefit from the upcoming Community Benefits Charges (CBCs) regime in Brampton.** CBC is a financial contribution that is required to be paid when a land is developed to help the City pay for the capital costs of facilities and services of high-density developments. For areas where parking minimums are rescinded or reduced, the City may need to build and operate municipal parking facilities, and since these facilities serve the public including the new developments, their cost can be considered in the CBC contributions.

**Consider activating the Citywide Community Improvement Plan (CIP) for Employment.** The City is currently in the process of completing the Citywide CIP, which has included the ability for Council to activate a future capital grant of up to \$25,000 per parking space for projects pursuing underground parking. To maximize the use of limited space, underground parking is considered most appropriate in Brampton's Intensification Areas. Note that the cost of such a program still needs to be considered by the CIP.

**Prohibit and enforce no trucking or warehousing in highly visible strategic areas and along primary urban boulevards.** This is in order to preserve the landscape architecture and the densification of these areas.

### Rest of City

The Rest of City policy area applies to all other areas not included in IAs. These areas have higher vehicle ownership and personal vehicle mode share and are typically lower density areas. Recognizing that personal vehicles remain a primary mode of travel, parking provision should be balanced with improvements to alternative modes of transportation. The City of Brampton Transportation Master Plan Update (TMPU) report promotes a strategy aiming to achieve the following modal split targets by 2041: 16% Brampton transit, 6% Active Transportation, 28% auto passenger, and 50% single-occupancy vehicles.

Brampton is recommended to adopt the following policies and strategies for the Rest of City:

**Meet on-site parking demand through parking minimums tailored to Brampton.** As Brampton continues to improve citywide access to alternative modes of transportation, citywide personal vehicle ownership and parking demand are anticipated to decrease. The ZBL parking requirements must therefore be updated periodically to accurately reflect parking demand generation rates without an oversupply of parking.

**Develop parking maximums tailored to Brampton.** Parking maximums are more needed in IAs. However, they can be still applied citywide and offer their benefits outside the IAs. A detailed ZBL update study is needed to set the parking maximum rates and select the land uses that are subject to or exempted from the maximums.

**Develop a formalized point-based TDM checklist that developers can use to reduce parking requirements.** To continue promoting alternative modes of transportation in an effort to reduce personal vehicle mode share and manage parking demand, Brampton is recommended to develop a formalized point based TDM checklist.

**Balance parking with public transit and micromobility improvements.** With parking demand met through tailored parking minimums, improvements to alternative modes of transportation can still be anticipated to reduce personal vehicle mode share. With less personal vehicles on the roads, parking demand can also be anticipated to be managed.

**Adopt residential parking permit program in neighborhoods with parking capacity constraints.** Some residential neighborhoods with a high persons per household rate do not have sufficient space on their driveway or within their garage to accommodate all of their personal

vehicles. To help alleviate the parking capacity constraints and the widening of driveways beyond the maximum size permitted by the Zoning By-law, Brampton is recommended to adopt an on-street residential parking permit program.

**Explore and promote opportunities to facilitate building more affordable housing units.**

Parking is a major barrier to affordable housing of all kinds and in all geographies. Section 6.3 provides recommendations to establish special parking requirement reductions for affordable housing units in the ZBL. In addition, opportunities for affordable housing may arise through partnership with not-for-profit groups, affordable housing on public lands, adaptive reuse of heritage sites, various supportive housing models, as well as through the upcoming missing middle (lodging houses/triplex/fourplex) model that the City is preparing.

## 6.5 Truck Parking Policies and Strategies

The Region of Peel is well known to be a centre for logistics and trucking activities. However, truck parking has become a major challenge in the region and especially in Brampton which has 11,000 employers and 24,000 employees in “transportation and warehousing.” To maintain the trucking activities and their economic contributions, creative strategies are needed to increase the supply of truck parking and meet the demand.

The best practices review identified several truck parking strategies that are being used in different jurisdictions to increase the supply of truck parking. These strategies were further evaluated and considered for adoption in Brampton.

*Short-term and medium-term strategies* aim to better utilize existing parking facilities. These include shared commuter parking lots, off-peak use of large venues, truck parking permits in industrial and commercial areas, and truck parking availability systems. The effectiveness of these strategies increases if implemented in parallel. For example, the utilization of shared parking facilities can be optimized if a truck parking availability system is also adopted. Additionally, this system could notify truck drivers when parking is permitted in the shared parking facilities.

*Long-term strategies* aim to increase truck parking opportunities through the construction of new parking facilities potentially within designated employment areas. These strategies include new ZBL truck parking requirements, brownfield redevelopment, and new truck parking through P3s.

As informed from the City of Surrey's experience, *additional initiatives* may include amending the business licensing application for trucking companies to require parking identification, reducing the cost of new truck parking facilities by waiving some requirements (e.g., to partially pave the facility instead of fully), and initiating a City's program to achieve economies of scale through P3s (e.g., the City manages the servicing process and share the cost).

Truck parking *strategies not considered appropriate* for adoption in Brampton include truck parking in weigh stations and truck parking in large rural residential lots.

Off-peak delivery can spread truck parking demand over more periods of the day, and this can reduce the pressure on the limited available truck parking while also reducing traffic congestion, travel time, and emissions. However, the wide adoption of off-peak delivery may face some challenges (e.g., conflicts with federal hours of service, labour rights of the drivers and their unions, etc.). It is worth noting that changes were made to the Municipal Act, 2001 and stated that from September 19, 2021, municipal governments will not be able to regulate noise related to the delivery of goods to retail businesses, restaurants, hotels, and goods distribution facilities.

Truck parking strategies were discussed in greater detail in Phase 1 report. However, a recommendation is made herein to conduct a study to further assess the feasibility of these truck parking strategies from the engineering, financial, implementation, and regulatory perspectives.

## 7 Financial Review

### 7.1 Current Parking Revenues and Expenses

The financial performance of Brampton's current parking system is examined in this section. IBI Group conducted an analysis of five years of financial data from the City of Brampton's municipal parking program from the years 2015-2019. This analysis does not include financial data collected between 2020 and 2021, as it may not offer an accurate reflection of the financial operations of the City's parking program due to the pandemic.

Our analysis determined that the City's parking operations are currently operating at a deficit and that based on the program's current revenue and expenditure trends, this deficit is expected to continue increasing until 2027, at which point positive net surpluses beginning in the year 2028 caused by expected population growth, are projected to result in a revenue surplus by the year 2035. To determine this, IBI Group developed a detailed financial model to forecast the projected balance of parking operations to the year 2040. IBI Group also investigated the effects of changing the rates for permit and hourly parking within downtown Brampton. These proposed pricing changes are intended to ensure the long-term financial stability of Brampton's parking program.

Exhibit 7.1 outlines the projected 2021 annual operational summary based on existing conditions. Note that the historical data presented in this section is provided by the City of Brampton.

Exhibit 7.1: 2021 Projected Annual Operations and Capital Summary

Category	Amount	%
<b>Expenses</b>		
Parking Garage Maintenance - Facilities, Operations & Maintenance	\$ 235,350	3%
Parking Operations - Road, Maintenance, Operations & Fleet - Labour	\$ 548,029	6%
Parking Operations - Road, Maintenance, Operations & Fleet - Other	\$ 68,417	1%
Parking Enforcement - Court Administration	\$ 389,000	4%
Parking Enforcement - By-law Services	\$ 6,671,526	75%
Approved Capital Expenditures	\$ 1,000,000	11%
<b>Total Expenses</b>	<b>\$ 8,912,322</b>	<b>100%</b>
<b>Revenues</b>		
Parking Lots	\$ 215,000	3%
Parking Monthly Permits	\$ 288,000	4%
Parking Meters (Hourly)	\$ 180,000	3%
Rentals- Auditorium/Theatre	\$ -	0%
Parking Enforcement	\$ 5,992,609	90%
<b>Total Revenues</b>	<b>\$ 6,675,609</b>	<b>100%</b>
<b>Net</b>	<b>\$ (2,236,713)</b>	

Based on Exhibit 7.1, the following is observed:

- The parking system is projected to generate \$6,675,609 in revenue and incur \$8,912,322 in expenditures in 2021.
- Parking operations are not projected to be financially sustainable until at least 2035 without pricing increases to the hourly and monthly parking rates.
- 74.8 per cent of the City's parking program's expenditures were recovered through revenue during the analysis period. It is desirable for parking operations to be 100 per cent funded through parking user fees.

- By-law Services related to parking enforcement accounts for 75 per cent of existing expenditures and penalties received through parking enforcement represent 90 per cent of revenues.

## 7.2 Parking Price Scenarios

IBI Group in discussion with the City, selected five parking price scenarios to examine for their long term financial effect on Brampton's municipal parking operations.

Parking Price Scenarios:

- Scenario 1: Status Quo no change to hourly or monthly parking rates.
- Scenario 2: Hourly Price \$2.50, Monthly Permit \$100.00.
- Scenario 2: Hourly Price \$3.00, Monthly Permit \$120.00.
- Scenario 3: Hourly Price \$3.50, Monthly Permit \$140.00.
- Scenario 5: Hourly Price \$4.00, Monthly Permit \$160.00.

The input and assumptions for this financial model have been developed based on industry best practice and research of comparator municipalities in collaboration with City of Brampton staff. Exhibit 7.2 provides an overview of the incremental implementation plan for each parking price Scenario.

Exhibit 7.2: Incremental Parking Price Optimization Scenarios

Parking Pricing Optimization						
Scenarios	2022	2023	2024	2025	2026	2027
<b>Scenario 1</b>	Status Quo	Status Quo	Status Quo	Status Quo	Status Quo	Status Quo
<b>Scenario 2</b>	Monthly Permit: <b>\$60.00</b> / Hourly Rate <b>\$2.50</b>	Monthly Permit: <b>\$80.00</b> / Hourly Rate: <b>\$2.50</b>	Monthly Permit: <b>\$100.00</b> / Hourly Rate: <b>\$2.50</b>			
<b>Scenario 3</b>	Monthly Permit: <b>\$60.00</b> / Hourly Rate <b>\$2.50</b>	Monthly Permit: <b>\$80.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$100.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$120.00</b> / Hourly Rate: <b>\$3.00</b>		
<b>Scenario 4</b>	Monthly Permit: <b>\$60.00</b> / Hourly Rate <b>\$2.50</b>	Monthly Permit: <b>\$80.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$100.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$120.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$140.00</b> / Hourly Rate: <b>\$3.50</b>	
<b>Scenario 5</b>	Monthly Permit: <b>\$60.00</b> / Hourly Rate <b>\$2.50</b>	Monthly Permit: <b>\$80.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$100.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$120.00</b> / Hourly Rate: <b>\$3.00</b>	Monthly Permit: <b>\$140.00</b> / Hourly Rate: <b>\$3.50</b>	Monthly Permit: <b>\$160.00</b> / Hourly Rate: <b>\$4.00</b>

In an effort to gradually increase parking prices, each of IBI Group's five Scenarios propose yearly, incremental price increases to better align the cost of parking with the cost of transit in Brampton.

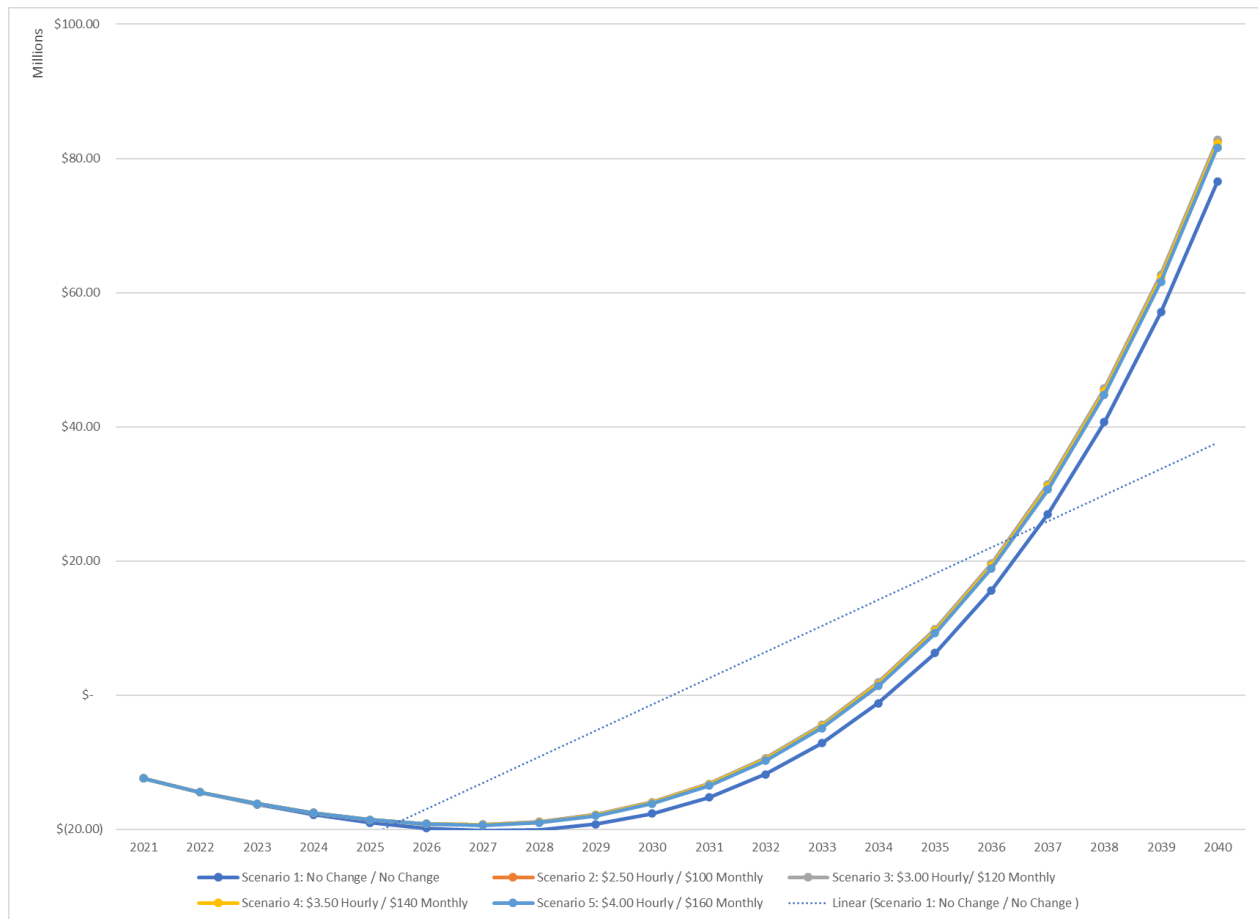
The parking price increases in each Scenario begins in 2022 with a \$0.50 increase to the hourly parking rate and a \$16.00 increase to the cost of a monthly parking permit. The following year the hourly rate increases proportionally by \$0.50 and the monthly rate increases by \$20.00. As a result, Scenario 2 would reach its final rate in 2024, Scenario 3 in 2025, Scenario 4 in 2026, and Scenario 5 in 2027. This incremental approach to pricing increases is intended to reduce the

financial strain on customers while aligning the cost of parking more closely with the cost of transit services in Brampton.

The findings of the financial model are presented in Exhibit 7.3, where the projected balance of all five alternative pricing scenarios is illustrated on an annual basis. All of the Scenarios are projected to achieve positive operational balances by 2035. However, Scenarios, 2, 3, 4, and 5 are projected to achieve positive balances by 2034, one year ahead of the “No change” Scenario 1.

It is to be noted that the Downtown daily maximum rate, which presently stands at \$9.00, should also be increased proportionally to the hourly price increase rate.

Exhibit 7.3 Annual Projected Surplus Balances based on Alternative Parking Price Scenarios



### 7.3 Alternative Parking Price Scenarios Key Findings

The alternative pricing Scenarios demonstrate that if the City takes no action, the parking program’s operational balance is anticipated to reach a deficit \$20,214,397 by the year 2027. If this route is pursued, the City would have to fund the program’s deficits from its other revenue sources such as property taxes. Barring an unexpected increase in operational and capital expenditures, with no intervention, driven by population growth, Brampton’s municipal parking operations are projected to return to a positive balance by the year 2035.

Our financial analysis, based on the data provided by the City, determined that Brampton’s parking operations are currently operating in a net deficit. This net deficit is expected to increase until the year 2028, at which point, population growth in Brampton (based on a net growth factor of 1.08) would result in more people living and parking downtown and gradually reduce the parking deficit to 2035. At which point, based on our analysis, the

October 25,  
 2023



City's parking program could reach a moderate net surplus. However, this return to a positive balance is entirely dependent on two factors; 1) downtown Brampton achieving an annual population growth factor of 1.08, and 2) the proportion of people parking and driving in Brampton continuing at current levels to 2035.

IBI Group recommends that the City of Brampton adopt the pricing increases of Scenario 2 (\$2.50 hourly parking and \$100.00 monthly permit) or Scenario 3 (\$3.00 hourly parking and \$120.00 monthly permit), as a future strategy to manage parking demand, achieve financial stability for the parking system, and support the development of future parking infrastructure.

The parking price increases included in Scenarios 2 and 3 are the preferred scenarios, because they would closer align the cost of parking downtown with the cost of using transit in Brampton, which as of 2019 is \$3.10 per trip and \$128.00 for an adult monthly pass. Pricing Scenarios 2 and 3 also achieve similar surplus revenue balances by the plan horizon in 2040.

## 7.4 Cash-in-Lieu of Parking Program Evaluation

IBI Group compared Brampton's Cash-in-Lieu (CIL) revenue generated to date against the costs of constructing a new parking facility to determine if the City could reasonably collect sufficient funds within the 2040 planning horizon to fund the construction of new parking infrastructure. Based on the funding currently available to the parking program, which as of 2020 totalled \$43,225, the City reserves will not reach an amount sufficient to fund any parking infrastructure by the 2040 planning horizon as illustrated in Exhibit 7.4.

Exhibit 7.4: Projection of Brampton's C-I-L Revenue to 2040 based on 2021 values

Year	Estimated Balance	# Surface Spaces*	# Freestanding Garage Spaces*	# Underground Spaces*
2021	\$ 43,244.67	10	2	1
2022	\$ 44,093.09	10	2	1
2023	\$ 44,958.15	11	2	1
2024	\$ 45,840.18	11	2	1
2025	\$ 46,739.52	11	2	1
2026	\$ 47,656.50	11	2	1
2027	\$ 48,591.47	11	2	1
2028	\$ 49,544.79	12	2	1
2029	\$ 50,516.81	12	2	1
2030	\$ 51,507.90	12	2	1
2031	\$ 52,518.43	12	2	1
2032	\$ 53,548.79	13	2	1
2033	\$ 54,599.36	13	2	1
2034	\$ 55,670.54	13	2	1
2035	\$ 56,762.74	13	2	1
2036	\$ 57,876.37	14	2	1
2037	\$ 59,011.85	14	3	1
2038	\$ 60,169.60	14	3	1
2039	\$ 61,350.06	15	3	1
<b>2040</b>	<b>\$ 62,553.69</b>	<b>15</b>	<b>3</b>	<b>2</b>

*\*Highest 2022 cost of construction is assumed. Does not include the cost of land.*

Based on the practices of comparator municipalities, such as Hamilton Ontario, IBI Group has devised an example CIL of parking program for Downtown Brampton shown below in Exhibit 7.5.



IBI's example CIL of parking calculation is intended for illustrative purposes only and uses the anticipated household growth in Downtown Brampton between 2021 and 2040 to derive an average charge per unit as part of a future CIL of parking program.

Of a projected 14,760 additional households in Downtown Brampton between 2021 and 2040, between 5 and 10 per cent could potentially opt for CIL of parking. However, it should be noted that a rate of 10 or even 5 per cent participation in a CIL of parking program is unlikely in the Brampton context of inexpensive and relatively accessible downtown parking.

IBI Group's example cash-in-lieu calculation produces a per unit charge of \$4,900 (\$ 2022) towards the construction of a surface lot, a \$24,900 per unit charge towards a free-standing garage, and a \$43,550 per unit charge towards the cost of underground parking infrastructure. This CIL of parking framework is projected to result in a revenue of between \$3.6 and \$64.45 million dollars towards a CIL of parking program.

The charge per unit amount is derived from the number of units contributing to the CIL of parking program, multiplied by the average cost of construction per space which is sourced from the Altus Construction Cost Guide (2022). Typically, for CIL of parking programs, the standard charge applied on a per unit basis, is half of the average cost of one parking space based on the type of parking structure. In this example, the charge per unit is based on the highest cost of construction. The full breakdown of how the CIL costs were derived for the CIL example is included below in Exhibit 7.5.

Exhibit 7.5: Breakdown of Example CIL Program Cost

<b>Surface parking lot</b>	<b>Low</b>	<b>High</b>
Price Per Square Foot	\$ 11.00	\$ 27.00
Construction Cost per parking space	\$ 3,575.00	\$ 8,775.00
Land Cost (10,000 sf) based on \$100/sf downtown average	\$	1,500,000
Parking Spaces to be Constructed	1,500	1,500
Cost of Surface Lot Construction	\$ 5,362,500.00	\$ 13,162,500.00
<b>Potential Charge Based on Different Participaton Levels</b>		
Estimated Brampton Centre Parking Demand Increase 2021 - 2040		14,756
P-I-L Contribing Units (5%)		738
Total Cost per Unit	\$ 4,575.00	\$ 9,775.00
Estimated Brampton Centre Parking Demand Increase 2021 - 2040		14,756
P-I-L Contribing Units (10%)		1,476
Total Cost per Unit	\$ 4,575.00	\$ 9,775.00
<b>Recommmed Charge per Unit</b>		<b>\$ 4,887.50</b>
<b>Freestanding Parking Garage (above grade) (\$2022)</b>	<b>Low</b>	<b>High</b>
Price Per Square Foot	\$ 110.00	\$ 150.00
Construction Cost per parking space	\$ 35,750.00	\$ 48,750.00
Land Cost (10,000 sf) based on \$150/sf	\$	1,500,000.00
Parking Spaces to be Constructed	1500	1500
Cost of above grade	\$53,625,000.00	\$ 73,125,000.00
<b>Potential Charge Based on Different Participaton Levels</b>		
Estimated Brampton Centre Parking Demand Increase 2021 - 2040		14,756
P-I-L Contribing Units (5%)		738
Total Cost per Unit	\$ 36,750.00	\$ 49,750.00
Estimated Brampton Centre Parking Demand Increase 2021 - 2040		14,756
P-I-L Contribing Units (10%)		1,476
Total Cost per Unit	\$ 36,750.00	\$ 49,750.00
<b>Recommmed Charge per Unit</b>		<b>\$ 24,875.00</b>
<b>Underground Parking Garages (below grade) (\$2022)</b>	<b>Low</b>	<b>High</b>
Price Per Square Foot	\$ 195.00	\$ 265.00
Construction Cost per parking space	\$ 63,375.00	\$ 86,125.00
Land Cost (10,000 sf) based on \$150/sf	\$	1,500,000.00
Parking Spaces to be Constructed	1500	1500
Cost of Surface below grade	\$95,062,500.00	\$ 129,187,500.00
<b>Potential Charge Based on Different Participaton Levels</b>		
Estimated Brampton Centre Parking Demand Increase 2021 - 2040		14,756
P-I-L Contribing Units (5%)		738
Total Cost per Unit	\$ 64,375.00	\$ 87,125.00
Estimated Brampton Centre Parking Demand Increase 2021 - 2040		14,756
P-I-L Contribing Units (10%)		1,476
Total Cost per Unit	\$ 64,375.00	\$ 87,125.00
<b>Recommmed Charge per Unit</b>		<b>\$ 43,562.50</b>

Given the high cost of CIL of parking programs and the cost of land in Downtown Brampton, a CIL program is unlikely to garner much attraction from developers. For example, the City of Hamilton has collected payments toward their program just twice since their CIL of parking policy was

adopted in 2015. In 2021 Council voted to suspend the policy entirely citing a lack of developer interest as the reason for suspending the policy.

Exhibit 7.6: Example of Cash or Payment-in-Lieu Program Required Charge Per Unit

Parking Structure Type	Estimated Growth Households in Brampton Centre* (2021-2040)	% Opting for Payment-in-Lieu	Units Contributing to Payment-in-Lieu	Average Cost Per Parking Space (land costs and construction)*	Estimated Charge Per Unit**	Total Collected***
Surface Lot	14,760	5%	740	\$ 7,200	\$ 4,900	\$ 3,630,000
	14,760	10%	1,480			\$ 7,250,000
Freestanding Garage	14,760	5%	740	\$ 43,300	\$ 24,900	\$ 32,040,000
	14,760	10%	1,480			\$ 36,850,000
Underground Parking	14,760	5%	740	75,800	\$ 43,550	\$ 32,230,000
	14,760	10%	1,480			\$ 64,450,000

\*Rounded. Reflects an average of the low and high construction cost range.

\*\*Based on an average of construction and land costs of a 10,000 sf site at \$150/sqft (approximately \$1.5 million).

Assumes the highest cost of construction. 50% of total construction and land costs.

\*\*\*Includes both the construction and land costs of an offsite parking lot.

## 7.5 Financial Conclusions and Recommendations

IBI Group developed a financial model that projects Brampton's financial operations to the year 2040. A parking price plan was then identified through five alternative pricing Scenarios, which is intended to help Brampton's parking operations achieve long term financial stability to the 2040 planning horizon and beyond.

As of 2022, Brampton's municipal parking operations are expected to remain in an operational deficit until the year 2027. Based on historical data provided by the City of Brampton and projected by IBI Group, municipal parking operations are expected to generate positive revenue surpluses beginning in the year 2027, without any intervention. IBI Group's pricing Scenarios 2 through 5 are projected to eliminate the cumulative operational deficit incurred by the parking program by the year 2035, if the pricing changes are implemented in 2022.

By the plan horizon year, 2040, all Scenarios, including the "No Change" Scenario are expected to achieve positive operational balances. This return to a positive operational balance is driven exclusively by anticipated population growth and the resultant increase in users of municipal parking operations. IBI Group's alternative pricing scenarios 2 and 3 are projected to achieve the highest revenue surpluses at the 2040 horizon year.

IBI Group recommends that the City of Brampton implement the recommended hourly and monthly parking price increases as soon as possible in order to achieve financial stability of parking operations. IBI Group recommends that the City of Brampton implement the pricing in either Scenario 2 or 3 or \$2.50 hourly/\$100.00 monthly and \$3.00 hourly/\$120.00 monthly, respectively.

## 8 Parking Management Plan

### 8.1 Downtown Parking Management

Parking is an important component of public policy in any city, but is especially important for downtown districts where different competing social, employment, commercial and touristic objectives need to be considered and maintained. Several parking management schemes and plans tailored for Downtown Brampton were recommended as outlined below. It is to be noted that some of these schemes may also be considered in the future for other Intensification Areas.

**Future Parking Supply.** As informed from Phase 1 of the Brampton Parking Plan, the Downtown Brampton parking system is anticipated to be 63% occupied by 2040, with the on-street and off-street systems occupied by 45% and 65%, respectively. However, monitoring and reassessing the parking demand and supply in the downtown area frequently and consistently is needed (e.g., every 2-3 years) to account for any unexpected changes in the future parking demand and supply profiles (e.g., closure of some garages, streetscaping, future developments).

**Parking Partnership.** Since downtown parking utilization is anticipated to be underutilized, Brampton is recommended to explore opportunities to lease a part of these facilities to other public and private developers. This can help to better utilize the existing parking facilities and generate revenue that can be used for other parking initiatives or to build new facilities in the future. Establishing parking partnership agreements should always consider the up-to-date parking utilization in the area and the recent or forthcoming changes in the parking demand or supply.

A Downtown Parking Implementation Strategy study was undertaken, supplementary to the Brampton Parking Plan, and intended to: 1) investigate strategies that can optimize off-street parking utilization in the Downtown area through shared-use/reservation parking agreements, 2) address existing and potential requests made by employment-related developers for shared off-site parking, and 3) identify potential parking supply opportunities in the Downtown area focusing on structured or below ground parking. This supplementary study, which also includes more recent parking surveys (carried out in October 2022), discusses several shared-parking implementation scenarios in the short-to-medium and long-terms, and also further discusses the future needs to expand the parking system and the financial challenges and implications. **Transient Parking Purposes.** Several on-street facilities are expected to operate above the 85-90% utilization threshold. In addition, on-street parking supply may be further impacted by future streetscaping, sidewalk widening, and bike lane projects. To support transient parking in the downtown area, parking garages should continue to serve short-stay parking and parking spaces should be reserved for this purpose.

**Parking Price Rate.** The best practice review revealed that parking price rates in Downtown Brampton are significantly lower as compared to the comparator municipalities. Increasing the parking price rates in Downtown Brampton is recommended for several reasons, such as the municipal parking system is currently operating at a deficit, the added revenue can be used to support other parking initiatives, and increasing parking price would encourage the use of alternative modes. Significant changes in parking price rates and policies are needed in Brampton Downtown, including:

- Removing the one-hour free complimentary parking offered at the municipal parking garages.
- Increasing the hourly price rate for on-street parking.
- Increasing the price of the monthly and annual parking permits in the downtown area.

- Parking price rate increase should be implemented gradually, but a higher (sharper) increase rate may be given to the parking permits as compared to the on-street transient parking.

**Financing the Parking System.** Existing data and the Financial Analysis revealed that the cash-in lieu (CIL) of parking is not generating sufficient funds to support the construction of a new municipal parking facility. The recently granted parking exemptions in the downtown area (e.g., By-laws 259-2020 and 45-2021) also mean that the CIL of Parking is no longer feasible or applicable in Downtown Brampton. Other sources of fund should be established, including the Community Benefits Charges, increased parking price rates, parking partnerships, and leasing the underutilized parking facilities.

**Downtown-Tailored TDM Measures.** Downtown areas have a special composition of parking users, i.e., they are mainly composed of employees (long-term stay), and visitors (short-term stay). Special TDM measures that are tailored for Downtown Brampton may include the following:

- Consider parking price rate, for both transient parking and long-term permits, as a way to manage parking demand.
- Set the monthly parking permit price rate such that it exceeds the cost of the monthly transit pass.
- Encourage employers to provide their employees with transit pass cost sharing as a measure to reduce their parking demand. This may also be in the form of a general subsidy for any transit-related expenses, i.e., including out-of-City transit trips. Such a subsidy may replace the employee parking subsidy that is presently used.
- Support parking for alternative modes of transport (e.g., parking for bicycle, e-bike, bikeshare, carshare, and micromobility).
- Require new developments to achieve a minimum score based on a TDM checklist. The development's permit may not be granted if a minimum score is not achieved and some incentives may be given to developers achieving high TDM scores (see Section 7.1.6 for more details).
- Consider revisiting the City's employee free parking program and using different policies such as: providing some on-site vehicles that can be available and ready for staff use for work purposes or reimbursing the employees for their parking fees if they demonstrated that the auto-trip was made for specific work purposes.

It is worth noting that the above TDM measures may also be applied in other Intensification Areas especially when they achieve their targeted densities. In such areas, the plan is to minimize parking supply, facilitate shared-parking, enhance transit services, and reach high density targets. These are appropriate conditions for the TDM measures to create significant changes in modal share.

## 8.2 Parking Enforcement

In Brampton, parking enforcement is administered by the Enforcement and By-law Services Division of the City. The City relies on full-time and part-time enforcement officers in addition to court clerks who assist in resolving the post-ticketing disputes. The City has recently started using the Automatic License Plate Reader (ALPR) technology, which allows an ALPR camera to be mounted on enforcement vehicles and automatically capture license plates. Only one ALPR vehicle is being used as a pilot program and the City is planning to assess the feasibility of adding additional equipped vehicles in the future. As for parking payment technologies in the downtown, most parking meters were switched to pay and display machines (solar powered, accept coins and credit card) and only few streets still use traditional coin-based parking meters.

Existing parking enforcement challenges include the following:

- Concerns with respect to the amount of illegal on-street parking and support for a more proactive parking enforcement were repeatedly heard at the public engagement sessions and activities.
- There is a growing demand for an enhanced parking enforcement in Brampton due to the increasing use of multi-tenant houses and the resulting parking demand surge.
- A large number of parking violations are recorded every year citywide. According to the City of Brampton, the City responded in 2021 to 41,406 parking service requests out of which 26,071 were for timed offences (i.e., vehicles parked longer than 3 hours or parked during the prohibited time of 2 am to 6 am).
- Significant human resources are being consumed to respond to parking violations and also for dispute resolution and post-ticketing litigation.
- Although the City has started using LPR technology, the adoption of this technology is still limited, and the City can further leverage this technology and use it more widely.

In order to improve the practice and efficiency of parking enforcement in Brampton, handle the increasing number of parking offences, and move gradually into a more proactive enforcement approach, the City is recommended to consider several strategies and technologies as outlined below.

**Establish priorities among service requests and complaints.** Establishing priorities, such as to respond first to offences related to safety and traffic blockage, is needed when the number of service request is very large. Prioritizing the requests can be done simply by training the staff responding to the requests and designating limited number of staff for the unurgent or low-priority requests.

**Improve the complaints registration system.** The complaints registration system is recommended to explicitly encourage the constituents to provide the license plate number of the suspect vehicles. This way, the enforcement team can assess the situation remotely and decide if the vehicle already has a “parking considerations” permit or a site visit is needed to report the violation.

**Build a system to track and map parking complaints and violations.** This system intends to record all parking complaints and violations in a systematic way with the possibility to create heat maps that illustrate parking complaints and violations by type, area, day, and time-of-day. A proactive enforcement patrolling would thereby focus on areas having high violation frequency and safety-related parking offences, and such patrolling would be scheduled ideally during the peak days and times as informed by the tracking system.

**Add more enforcement staff as needed.** In order to address the increasing number of parking violations, the City is recommended to add more resources in terms of full-time and part-time officers and as needed. This may also include court clerks.

**Increase the parking penalty rates.** In order to reduce the number of parking violations, the City should consider increasing the parking penalty rates and adopt graduated parking penalties which provide an opportunity to target repeat offenders. In addition, higher parking penalties may be considered in some strategic areas encountering high frequency of offenses or during special events where parking offences create traffic blockage and safety concerns (e.g., around the Canada Day celebration at Chinguacousy Park).

**Expand the adoption of LPR technologies.** This can involve two types of devices: hand-held LPR devices and ALPR vehicles. The use of ALPR vehicles is more efficient as compared to hand-held devices but their cost may require using a combination of the two types of devices.

**Establish a pay-by-plate system.** By implementing a pay-by-plate system, parking enforcement can leverage LPR technology to improve enforcement efficiency not only for the “parking considerations” but also for the paid parking.

**Use digital license-plate-based parking permits.** To increase enforcement efficiency and facilitate mobile LPR enforcement, Brampton is recommended to adopt electronic (digital) permits to facilitate mobile LPR enforcement.

**Consider collaborating with a third-party parking app provider.** Third party providers of parking apps may not only provide the pay-by-phone services (for hourly or digital monthly permits), but many can also offer a set of LPR services by partnering with enforcement agencies. The services typically include providing LPR technology (hand-held devices and cameras), integrating the LPR system with the mobile app and permitting system, and providing training to municipal enforcement officers.

**Establish specific enforcement measures for truck parking.** Enforcement of unauthorized truck parking is needed to regulate truck parking city-wide and especially in strategic areas. Officers enforcing truck parking may focus on intensification areas and residential zones.

**Consider adding enforcement resources if a paid residential parking permit program is implemented.** Efficient enforcement is key for the success of the suggested paid residential on-street parking permit program.

### 8.3 Paid On-Street Parking Permit Program

Residential parking constraints were commonly heard and reported in the public and stakeholder consultation activities and the online public parking survey. Brampton Parking Plan suggests developing a residential paid on-street parking permit program to unlock on-street parking for long-term parking purposes and alleviate the widening of driveways beyond the maximum size permitted by the Zoning By-law. The implementation of the program requires following some specific phases and also paying attention to several important considerations as described below.

**Program Implementation Phases:** the program may be carried out throughout several phases as outlined below:

*Phase One – Program Feasibility Assessment:* Evaluates actual parking operations, resources needed, program cost, and public support, conducts best practices review, and identifies potential areas for a pilot program.

*Phase Two – Implement a Pilot Small-Scale Program:* Examines how the program works in practice and identifies areas for improvement.

*Phase Three – Program Expansion or Adjustment:* Adjusts program regulations, policies, and boundaries based on findings from previous phases.

**Program Considerations and Policies:** the City should consider the following when developing the program:

- **Safety and Operation Impacts:** Concerns with potential adverse safety and operation impacts resulting from the program, such as conflicts with cyclists and pedestrians, impact on sidewalk width, adding friction to the street traffic, sight distance reduction at driveways and intersections, and any implications to waste collection. A case-by-case review of each application is recommended to evaluate these considerations. The program will require the evaluation of any changes that need to be made to the ZBLs and City’s Traffic By-law.
- **Awareness Campaign:** Clarifications should be given to the public regarding who can benefit from the program and how the adverse impacts will be considered and mitigated.

- **Program Support:** The implementation of such programs requires the support of the majority of homeowners affected by the residential permit program application, which can be evaluated through a survey of affected residents. In order to carry out a rigorous survey, a minimum response rate (i.e., percent of questionnaires returned) should be established along with the percentage of respondents who need to be in favour of the program.
- **Number of Permits Issued:** The number of permits issued per area is recommended to be determined based on the actual parking demand and supply of each subject area and should be continuously monitored for any updates required.
- **Impact on Existing Parking Considerations:** The utilization of the residential permit program may become high and create an impact on the existing parking considerations. The supply of the residential parking permits should be always managed so that at least a reasonable parking provision is reserved for visitors, short-term parking purposes, and deliveries. To manage the interaction between the long-term paid permits and the existing parking considerations, then the following situations can be considered:
  - *First:* if the friction between parking considerations and long-term parking permits remains light or moderate, then maintaining the 14-day parking consideration permit is deemed appropriate with the possibility to require anyone who wants additional days to pay an additional amount per day.
  - *Second:* if the demand of parking considerations is high and hindering the permit program, then stopping completely the complementary parking considerations and setting parking prices for short periods (e.g., 24-hour, 48-hour, or 7 days) may be considered to manage the demand in some areas.
- **Permit Cost:** Permit costs are recommended to be set at a point where the collected revenue offsets the cost of operating and maintaining the program. The cost should also be affordable, but at a rate that promotes reduced vehicle ownership and alternative modes of transportation (e.g., consider monthly transit pass costs). In addition, residents who already have access to on-site parking may be charged a higher permit cost.
- **Technology Requirements:** Brampton is recommended to adopt digital (electronic) permits to facilitate mobile LPR enforcement. Using the digital permit system and the license plates as proof of payment for parking permit also inhibit the illegal resale or transfer of permits as they are tied to specific license plates.
- **Winter Maintenance:** Based on a review of comparator municipality practices, winter snow clearing either requires vehicles to park on one side of the street, restricts on-street parking during heavy snow events, or is not addressed. Snow clearing or removal is a major process that requires significant resources (mechanical and human). The cost of this process is significant and should be considered in advance when planning the on-street parking program. The impact of on-street parking on winter maintenance is better to be explained during the public survey stage and public awareness campaign.

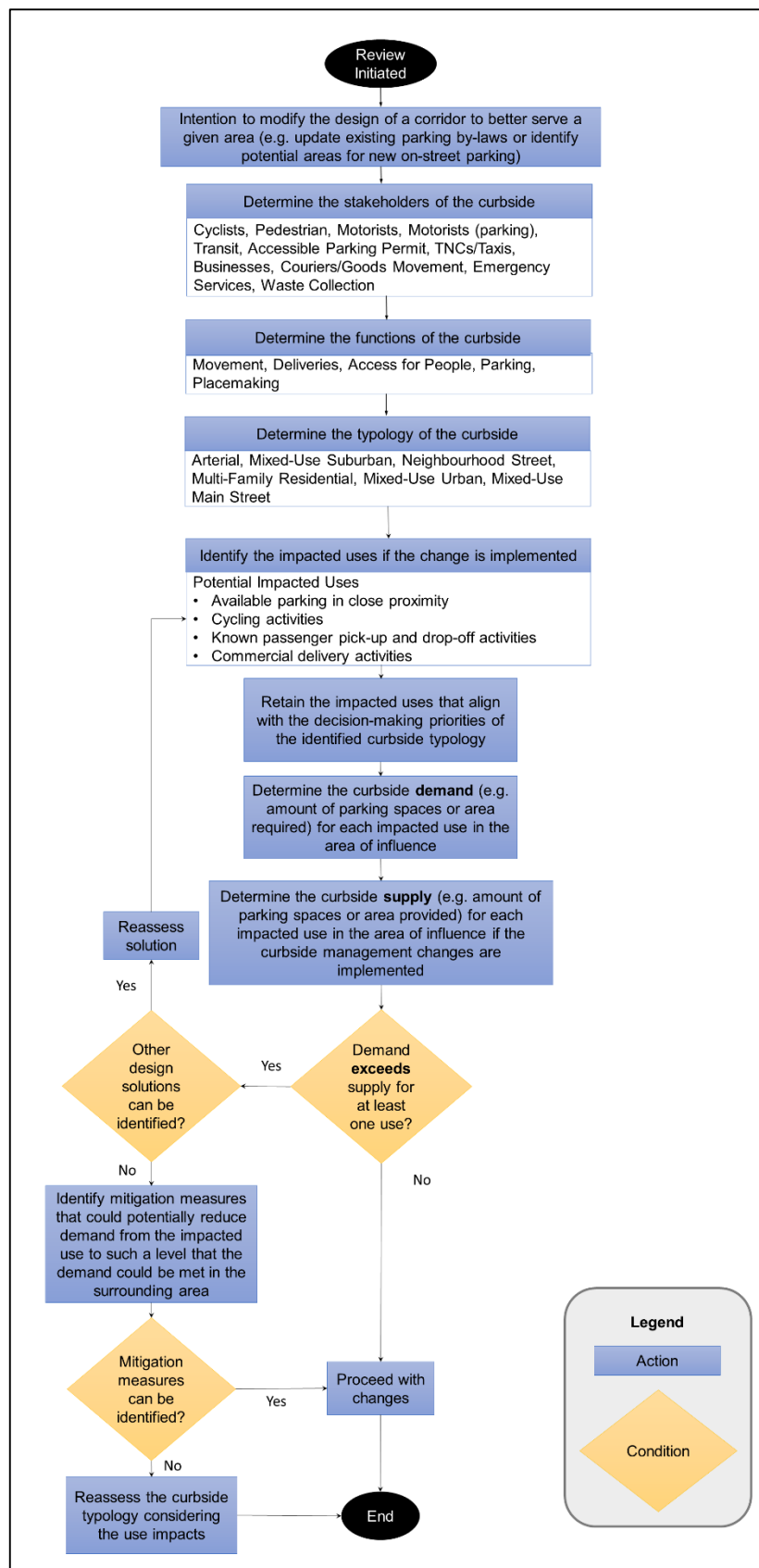
## 8.4 Curbside Decision Making Framework

The curbside is a scarce resource that serves ever increasing demands from various user groups, such as drivers, couriers and goods delivery vehicles, cyclists, taxis, waste collection, and transit operators. In order to address competing uses at the curbside and ensure efficient use of public space, a decision-making framework was developed. This framework will aid decision makers in determining where, when and whether it is appropriate to modify the design of a corridor to better serve a given area. The developed framework could be applied to update existing parking by-laws and identify potential areas for new on-street parking or other curbside uses, such as loading or transit access. The framework is shown as a flowchart in Exhibit 8.1.





Exhibit 8.1: Decision Making Framework Flowchart



This framework first establishes different curbside concepts including curbside stakeholder (Exhibit 8.2), curbside function (Exhibit 8.3), and curbside typology (Exhibit 8.4) to better identify the priorities among various curbside uses. This material is drawn from Best Practices (such as the Institute of Transportation Engineers Curbside Practitioner's Guide), and other North American cities or regions (such as Toronto, Seattle, Washington DC, and the Southern California Association of Governments). The curbside typologies also align well with directions of the City of Brampton Complete Streets Guide: each curbside typology corresponds to a subset of the Brampton Complete Street Typologies. The detailed descriptions of the curbside concepts including recognition to the Brampton Complete Streets Guide are shown in Task 8 Report. Common curbside uses in Brampton include:

- Available parking supply in close proximity.
- Cycling activities.
- Known passenger pick-up and drop-off activities.
- Commercial delivery activities.

Once the curbside priorities are identified, the framework relies on the demand-supply comparisons to further determine where, when and whether it is appropriate to modify the design of a corridor.

By determining the curbside priority through this typology concept, the City is recommended to better define the corridor's context, primary functions, and understand design considerations, while promoting consistency across the region. It is recommended that the City identifies the curbside typology according to the surrounding land uses, street functions, as well as road classifications and policy documents to reflect both current street designs and future design inspiration.

It is to be noted that the "access for people" function does not only consider pedestrians, cyclists, and taxis, but it also aims at providing unimpeded access to transit stops. As can be seen in Exhibit 8.4, the "access for people" function is well prioritized especially in the mixed-use urban and main streets and this should be in line with the transit system improvement plans in the City.

Exhibit 8.2: Curbside Stakeholder Profiles



Exhibit 8.3: Curbside Functions



Exhibit 8.4: Curbside Typologies with Function Priorities



## 8.5 Parking Partnerships

Brampton has begun moving towards reducing or rescinding parking requirements for new developments located inside intensification areas, e.g., By-laws 45-2021 and 259-2020 for Downtown Brampton. Brampton Parking Plan also recommended expanding this policy to other existing or planned intensification areas. Parking partnership becomes very important in these strategic areas to provide more off-site and shared parking supply opportunities, optimize the use of available parking facilities, and achieve the targeted densities. In addition, the concept of shared parking has been highlighted and promoted in Brampton's planning documents, secondary plans, and the draft zoning by-law update and was also heard in the public and stakeholder engagement activities. Parking partnerships may take several forms and arrangements. Exhibit 8.5 below discusses different types of parking partnerships and their applicability in Downtown Brampton.

Exhibit 8.5: Types of Parking Partnership Agreements

Parking Partnership Schemes	The Purpose and Benefit	Arrangements	Opportunities in Downtown Brampton
Including Public Parking in New Developments	Consider the new developments as opportunities to provide new public parking spaces.	<ul style="list-style-type: none"> <li>• The City may carry out the maintenance and operations of the public parking spaces, and the profit is then shared with the development owner.</li> <li>• The City may alternatively grant density bonus to the existing ZBL if the developer agrees to add on-site public parking.</li> </ul>	In new development applications and potential sites for future developments.
Partnering with Existing Parking Facility Owners	To optimize the use (utilization) of existing privately owned parking facilities and generate potential revenue to support the parking system.	<ul style="list-style-type: none"> <li>• The City takes over all parking management services, recovers its cost, and then the profit is shared 50/50 with the private parking owner.</li> <li>• The agreements are generally for short periods (e.g., 3 years) and can be renewed and updated frequently.</li> </ul>	The existing private parking facilities are underutilized in Downtown Brampton and forecasted to remain underutilized by 2040 (except the Brampton GO Station lot).
Leasing the Underutilized Municipal Parking Facilities	To optimize the use (utilization) of municipal parking facilities and generate potential revenue to support the parking system.	<ul style="list-style-type: none"> <li>• The agreement may be for long-term but determinate periods (e.g., 10-20 years).</li> <li>• The lease rate should be flexible and adjusted annually to match the prevailing parking prices.</li> <li>• The overall utilization of the facility is recommended not to exceed 85-90%.</li> </ul>	The municipal parking facilities in Downtown Brampton are presently underutilized and forecasted to remain underutilized by 2040.
Partnering with Public Sector Stakeholders	To open partnership opportunities with the public sector.	<ul style="list-style-type: none"> <li>• The City can be a lessor and offer sharing its parking facility with other public organizations.</li> <li>• The City can offer parking management services (needs a specialized parking department or authority).</li> <li>• The City can be a lessee and operate parking facilities of other public organizations.</li> </ul>	May require communicating with other public organizations who have presently or will have activities in the downtown area.

Public Private Partnership	To build new parking facilities while reducing the risk on the public sector side and benefitting from the private sector experience.	<ul style="list-style-type: none"> <li>• Different forms of agreement. Typically, the private entity completes construction and owns/operates the development for a predefined period, then the private parking facility's ownership transfers to the City.</li> <li>• Can be considered for all types of vehicles (i.e., conventional cars, trucks, micromobility devices).</li> </ul>	May require undertaking a request for proposal (RFP) to gauge the interest of the private sector.
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The following are the main remarks pertaining to parking partnership in Brampton:

- Parking partnerships are important in strategic areas where parking requirements are reduced or rescinded. Several types of parking partnerships and agreements exist in practice. While such agreements are more applicable to Downtown Brampton, they may also be considered for future intensification areas.
- A combination of different types of agreements may be implemented in the same area. For example, in Downtown Brampton, if the City's municipal parking facilities are underutilized and the City decided to lease some of the available parking spaces, the City can still in parallel seek to expand the parking supply through other types of agreements (e.g., partnering with existing private parking facility owners, adding public parking spaces to new developments through business agreements or density bonuses, using the Community Benefit Charges generated revenue to expand the parking system, etc.).
- The City should explore the ideal combination of partnerships that increases the revenue to the level that promotes the financial sustainability of the parking system while also serving the parking demand.
- The City should keep monitoring the frequent changes in parking demand and supply profiles and efficiently managing the parking system to accommodate future developments and the long-term growth in population and employment.
- The on-going initiatives to generate funding support for public parking, such as the Community Benefit Charges in the Downtown and other Major Transit Station Areas, can further promote the use of shared-parking schemes.

## 8.6 Transportation Demand Management

Transportation demand management (TDM) initiatives are used by municipalities and institutions to influence travel behaviour by improving and promoting modes of transportation alternative to single occupancy vehicles. This improves transportation system efficiency and helps manage parking demand by decreasing the volume of single occupancy vehicles on roads and in parking lots. These initiatives take many forms, including policies, programs, services, and products to influence why, when, where, and how people travel. The following are various TDM strategies that may impact parking operations.

**Bicycle Parking and Infrastructure.** Improvements are being planned to further promote the use of cycling in Brampton. From the infrastructure side, the City of Brampton's Active Transportation Master Plan (ATMP) (2019) and Transportation Master Plan (TMP) Update (2015) outline extensive recommended expansion plans of the existing cycling networks. The City of Brampton is recommended to continue improving the cycling network as per the ATMP. This is expected to change the transport mode split in favour of the active and sustainable transportation modes. Bicycle-supportive guidelines should also specify requirements for short-term (outdoor) and long-term (secured indoor) bicycle parking, wash basins, and showers.

**Micromobility Programs.** Micromobility is a range of small, lightweight devices operating at speeds typically below 25 km/h and is ideal for trips up to 10km. This commonly includes e-

scooters, bikeshare, and e-bikeshare. These services have experienced rapid growth and adoption in many North American cities over the last decade. A Shared Electric Kick Scooter (Micromobility) Pilot Program was approved by City Council in February 2022 to permit and regulate the use of personal electric kick scooters in the City of Brampton. Through the pilot program, the City will assess the uptake and impact of an electric kick scooter-share system in the City. It must be emphasized that some concerns and challenges were raised regarding the e-scooter programs which deserve attention. These mainly include safety and accessibility concerns (e.g., illegal sidewalk riding, conflicts with persons with disabilities, added obstructions to the sidewalk by the “lock-to” e-scooters), the difficulty to provide sufficient and efficient enforcement, and insurance and liability issues (coverage and type should include full indemnification and first and third party insurance that covers riders and pedestrians).

With the expected expansion of the cycling network in Brampton, the City may consider assessing the feasibility of establishing a bikeshare program. Such assessment however should consider the cost and also the potential overlap with other programs such as the e-scooter pilot program. With improved micromobility infrastructure, personal vehicle mode share can be expected to decrease resulting in decreases in parking demand as well. Public transit agencies can integrate scooter sharing, bikesharing, and carsharing into train stations and other mobility hubs.

**Transit Network Improvements.** Several ongoing and future transit projects will enhance the quality-of-service of the transit lines in Brampton and mainly in the Intensification Areas. Improving the transit network is a key step towards achieving the City’s sustainability modal split target, i.e., 50% of trips to be made using transit or other sustainable modes of transportation by 2041. Besides infrastructure expansion activities and adding more transit lines, transit-oriented TDM measures that can further promote transit and manage parking demand may include the following:

- Enhance the quality of service by increasing the service frequency and reduce the congestion onboard the vehicles.
- Use more tools to share information about the transit service, including nearby lines and stops, operation schedules, and any service change updates. For example, this information may be posted in visible place inside large developments.
- Use transit priority measures, e.g., transit signal priority, exclusive lane, etc.
- Use transit fare incentives, e.g., discounted transit fares programs, converting parking subsidies into transit fare subsidies for employees, etc.
- Require large developments to promote transit-oriented TDM measures, e.g., by posting transit information and purchasing a bulk of transit passes.

**Carshare Programs.** Carsharing is a system which enables members to borrow vehicles for short periods of time (i.e., hours rather than days). They fill a gap within the transportation network by helping individuals meet their daily needs when other transportation options are not practical options for their trip. There has been a trend in the increased use of carsharing as the number of carshare vehicles has steadily increased in Canada over the past decade. In recognizing the limited availability of carshare services in Brampton today, it is likely that as Brampton works towards improving alternative transportation options and citizens become more multi-modal, the demand for carshare services will emerge. It is also recognized that parking standards can play an important role in attracting carshare suppliers to an area by allowing parking reductions to developers. Based on Brampton’s draft ZBL, two parking spaces can be reduced for each dedicated car sharing space up to a maximum reduction of 10%.

**Shared Parking.** Shared parking involves the use of one parking facility by more than one land use, taking advantage of different parking demand patterns by time of day to reduce the total parking that would be required if facilities were not shared. Shared parking ensures that parking spaces are not designated for any particular user but operate as a pooled parking resource. The

biggest benefits are realized with mixed-use developments, where uses have different peak demand times. Brampton's draft ZBL includes a provision for shared parking with detailed calculations and these are applicable to any zone in the City.

**Unbundled Parking.** Unbundling parking means to sell or lease parking spaces separately from selling or leasing the units. This can lead to maximizing the utilization of the residential parking supply and promoting housing affordability. Brampton may start with a 5-10% parking requirement reduction for developers unbundling parking residential units. Should the strategy prove successful, a larger reduction may be considered in the future.

**Dynamic Parking Pricing.** Dynamic pricing intends to change parking prices according to the observed parking demand to maintain a desired utilization. Under this scheme, parking prices become performance-based or demand-responsive, i.e., if the utilization goes up, then the parking price increases, and vice versa. The main benefits of dynamic pricing are managing parking demand at high demand locations, increasing the parking turnover, optimizing capacity utilization, and reducing cruising and circling time to find parking spaces, and encouraging the use of alternative modes of transport. Brampton is recommended to consider applying the dynamic pricing strategy in intensification areas having considerable parking demand, e.g., Downtown Brampton. Different pricing rates may be considered for different streets, blocks, or garages and by different times of day. Parking price update should not necessarily be done continuously based on the real-time parking demand. A periodic pricing update, i.e., every several weeks or months, can still be useful to achieve the main program targets.

**TDM in New Development.** Requiring new developments to implement TDM measures is an emerging policy undertaken by many municipalities. The City of Brampton is recommended to consider requiring large scale office, institutional, and residential developments to prepare TDM plans that demonstrate how they will support reductions in single-occupant vehicle travel. A point-based TDM checklist can be established to assign a total score for each development and incentives such as reducing parking requirements or reducing the Community Benefit Charges can be granted accordingly. TDM Score programs can be especially beneficial when undertaking precinct-level plans for the Intensification Areas identified in Phase 1 report (as per Brampton Plan). The cumulative impact of development-level TDM plans can be significant and is needed in such high-density areas.



## 9 Parking Implementation Plan

The main objective of this task is to synthesize the findings of all previous tasks, Tasks 1 through 8, into a cohesive implementation plan. This plan should pave the way forward for the next steps and actions and organize their implementation. The best way to present the implementation plan is to use a matrix that outlines all the actions and activities as illustrated in Exhibit 9.1. The implementation plan is divided into activities (or actions) that fall under the following ten themes:

- A. Downtown Parking Management and Finance.
- B. Parking Technologies and Enforcement.
- C. Paid On-Street Parking Program.
- D. Parking Partnerships and Governance.
- E. Transportation Demand Management (TDM).
- F. Truck Parking Management Strategies.
- G. ZBL and Traffic By-Law Updates.
- H. Parking and Affordable Housing.
- I. EV Charging Stations Supply.
- J. Miscellaneous Actions and Activities.

To organize the presentation of the implementation plan, each action or activity is provided with the following information:

**A unique identifier (ID):** to make it easy to refer to each activity and also to explain the correlation between different activities. The identifier contains a letter and a number, the letter is used to refer to the activity theme.

**A description of the activity:** to provide a brief definition of the activity and its scope.

**The targeted issues:** to highlight the rationale behind the activity and its objectives.

**The impact (priority) level:** to refer to the priority and the impact associated with each activity.

**The timeline:** activities are categorized as either short term (1-2 years), medium term (3-5 years), long term (6-10 years), or also on-going.

**High-level cost estimate:** to give a general idea about the costs and resources needed. The actual cost may vary based on several factors (e.g., technology used, economies of scale, overlap between several actions, etc.). The provided cost estimate only reflects the implementation cost and does not consider the economic cost, e.g., opportunity cost, potential added or lost revenue, etc. Some of these implications are referred to within the “targeted issues.”

**Performance monitoring:** to define how each activity’s performance can be measured or monitored and what are the desired goals.

**Synergy or integration with other activities:** to highlight that some activities are synergistic or may rely on the implementation of other activities. This should illustrate how the activities are tied together in a holistic parking implementation plan.

In total, 48 activities or actions were included in the implementation plan and these outline the study recommendations. Some of these activities may belong to other programs or initiatives, e.g., expanding the transit and cycling networks, the Community Benefit Charges, etc. However, such initiatives and their relationship to parking were also included as they can be influential and integral to the implementation plan. It is recommended that the City focuses more on the activities that have “high” impact and that can be implemented in the “Short-term.”

Exhibit 9.1: Parking Implementation Plan

Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
<b>A. Downtown Parking Management and Finance</b>								
A1	Remove the one-hour free parking at municipal garages.	<ul style="list-style-type: none"> <li>• Manage parking demand and promote other modes of transport.</li> <li>• Optimize the use of available parking supply in intensification areas.</li> <li>• Generate revenue that can be used to reduce the parking system financial deficit and fund other parking initiatives.</li> </ul>	High	Short	<p>\$10,000 to \$14,000: around 140 staff-hours to coordinate and communicate the changes and update the website information. Also, adjusting the prices in the existing parking meters or machines is needed.</p> <p>\$3,000 to \$4,000: changes to signage at the garages, new signs with updated information are needed. Varies according to the number of signs that need replacement or addition.</p>	Update parking utilization and turnover data post implementation. The targets are optimized parking utilization with larger turnover, and increased use of active transportation and transit.	Activity A6	
A2	Increase the hourly parking price rates of the metered on-street parking and the cost of the monthly and annual parking permits.	<ul style="list-style-type: none"> <li>• Manage parking demand and promote other modes of transport.</li> <li>• Optimize the use of available parking supply in intensification areas.</li> <li>• Generate revenue that can be used to reduce the parking system financial deficit and fund other parking initiatives.</li> </ul>	High	Short	\$10,000 to \$14,000: around 140 staff-hours to coordinate and communicate the changes, update the website information, and adjust the meters and the pay-and-display machines. The cost can also be reduced if this activity is integrated with Activity A1.	Update parking utilization and turnover data post implementation. The targets are optimized parking utilization with larger turnover, and increased use of active transportation and transit	Activity A6	
A3	Continue to provide parking spaces in municipal parking garages dedicated for short-term (hourly or less than hourly) purposes.	<ul style="list-style-type: none"> <li>• Maintain an appropriate provision of transient parking in the downtown area.</li> <li>• Prepare for a potential reduction (loss) in the nearby on-street parking spaces caused by streetscaping, cycling, and transit projects.</li> </ul>	High	Short and On-going	Negligible cost. May require on-going parking demand & supply surveys to assess the required number of short-stay parking spaces. The Cost of such surveys can be integrated into Activity A8.	Update parking utilization data of the short-stay parking spaces. The utilization ratio should remain at or below 85-90%.	Activity A8	
A4	Convert downtown on-street parking meters from pay-and-display into pay-by-plate and smart parking meters.	<ul style="list-style-type: none"> <li>• Enhance the customer's convenience and exempt drivers from walking back to the vehicle to display the receipt.</li> <li>• Integrate the pay-by-plate machines into the LPR enforcement technology.</li> <li>• Pay-by-phone using parking app can also be used through a third-party provider to supplement the meters.</li> <li>• Leverage some features of the smart meters such as changing parking prices remotely, tracking historic parking utilization (occupancy) data, and sending alerts to various user groups.</li> </ul>	Medium	Medium	<p>&gt; Hardware costs: \$8,000 to \$11,000 per device.</p> <p>&gt; Annual operational costs: \$650 to \$1,000 per device.</p> <p>&gt; Parking app cost: \$0.20 to \$0.30 per transaction or \$20 to \$30 per user per year. These fees can be paid by the user or the City.</p>	<p>- Customer satisfaction.</p> <p>- Enforcement efficiency, e.g., number of screened plates per hour.</p>	Activities B4 and B5	
A5	Upgrade the payment technology at the municipal parking garages in the downtown area, use pay-by-plate machines and LPR cameras.	<ul style="list-style-type: none"> <li>• Provide a frictionless experience for permit holders (with the LPR cameras).</li> <li>• Enhance the customer's convenience for transient parking and exempt drivers from walking back to the vehicle to display the receipt (with the pay-by-plate machines).</li> <li>• Integrate the pay-by-plate machines into the LPR enforcement technology.</li> <li>• Pay-by-phone using parking app can also be used through a third-party provider to supplement the meters.</li> <li>• Leverage some features such as changing parking prices remotely, tracking historic parking utilization (occupancy) data, and sending alerts to various user groups.</li> </ul>	Medium	Medium	<p>&gt; For the cost of pay-by-plate machines, refer to Activity A4.</p> <p>&gt; For a parking garage, the fixed mounted LPR camera system costs around \$15,000 to \$20,000 per lane.</p> <p>&gt; The cost of backend software varies widely based on the provider and the number of parking garages, estimated at \$60,000 to \$100,000.</p> <p>&gt; Annual operation cost: 15-20% of the total hardware/software cost.</p>	<p>- Customer satisfaction.</p> <p>- Enforcement efficiency, e.g., number of screened plates per hour.</p>	Activities B4 and B5	Only the City Hall garage is currently using such an advanced system. The West Tower, Market Square, Nelson Square, and John Street garages need upgrade.
A6	Cancel the CIL of parking program in Brampton Downtown.	<ul style="list-style-type: none"> <li>• Minimum parking requirements were rescinded in the downtown area.</li> <li>• The program is no longer feasible or applicable.</li> </ul>	Medium	Short	Regulation change, no direct cost. The CIL of parking has not been able to generate significant fund (when it was available), the loss of cancelling the program is therefore low.	Substitute the CIL of parking with other sources to fund the parking system.	Activities A1, A2, and A7	

Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
A7	Encourage and incentivize private development of public parking facilities within key strategic areas and Major Transit Station Areas. Public/private partnership may also be considered for this purpose.	<ul style="list-style-type: none"> <li>Rescinding parking requirements requires the provision of publicly shared parking spaces.</li> <li>The cancellation of the CIL of parking requires alternative sources to fund the parking system and alternative means to expand the parking system supply.</li> </ul>	High	Short, Medium, Long, and On-going	Regulation changes are for the short term with no direct cost. May require further assessment as part of a broader CBC study. The cost of building or adding the parking facilities depends on the size/type of the parking supply needed/added. See the supplementary Downtown Parking Implementation Strategy for more information.	Evaluate the number of parking spaces that can be added as part of new developments, based on the CBCs, and any other funding resources.	Activity A6	
A8	Continue to carry out parking demand and supply surveys frequently.	<ul style="list-style-type: none"> <li>Update parking utilization data in Downtown Brampton.</li> <li>Identify any surplus or shortage in the available parking supply.</li> <li>Recommend adding parking supply (if overutilized) or leasing the existing facilities (if underutilized).</li> <li>Support all other downtown parking activities with updated information.</li> </ul>	High	On-going	\$20,000 to \$30,000 per survey. The estimated cost is for one survey covering the downtown area. This survey involves: on-street and off-street parking facilities in the downtown area, two days (a weekday and a weekend), and 10-12 hours per day. The cost can be lowered if parking utilization data in the parking garages are automated and made available. Surveys are recommended to capture different seasons and be updated every 1-3 years.	Parking utilization ratio is recommended to remain below 85-90%.	Activities A1 to A7	
A9	Consider establishing a Parking Benefits District (PBD) in the downtown area. Start with a feasibility study that can be followed by a pilot program.	<ul style="list-style-type: none"> <li>Use parking revenues to fund local public improvements, e.g., improving alternative modes of transport (walking, cycling, public transit), greenery, public art, landscaping, street furniture, and public safety and services.</li> <li>Centralize parking operations by creating a shared pool of public parking.</li> <li>Integrate parking information, marketing, signage, and wayfinding (on the ground and on the web).</li> </ul>	Medium	Medium	\$80,000 to \$100,000 to prepare a feasibility study, that addresses the public support, financial feasibility, resources needed, etc.	Analyze the added revenue, public improvements made, financial sustainability, and public support/perception.	Activities A1 to A8 and C1 to C3.	
<b>B. Parking Technologies and Enforcement</b>								
B1	Establish priorities among service requests and improve the complaints registration system.	<ul style="list-style-type: none"> <li>Optimize the use of resources and focus on offences related to safety and traffic blockage as compared to solely time-limit offences.</li> <li>Encourage constituents to provide details of the incident including the license plate number of the suspect vehicle. This enables officers to assess the situation remotely and decide if the vehicle is parking illegally or has a permit.</li> <li>Make the complaints registration system compatible with the mapping tools of Activity B2.</li> </ul>	High	Short	Limited cost if the priority is assigned through training or by limiting the number of staff assigned for urgent requests. Limited cost to update the complaints registration form. Integrating the complaints registration system with the mapping tools can be part of Activity B2.	Increased enforcement efficiency in terms of the number and type of offences handled by each officer.	Activities B2 and B3	
B2	Build a system to track and map parking complaints and violations.	<ul style="list-style-type: none"> <li>Record all parking complaints and violations in a systematic way.</li> <li>Create heat maps to illustrate and sort offences by type, area, day, and time-of-day.</li> <li>Focus enforcement patrolling on areas having high violation frequency and safety-related offences and during peak days and times as informed by the system.</li> </ul>	High	Short to Medium	The cost of software and training: \$15,000 to \$30,000 for the setting up and \$10,000 to \$15,000 as an annual recurrent cost.	The deployment of the produced maps	Activities B1 and B3	
B3	Recruit more enforcement officers (full-time and part-time) and court clerks as needed.	<ul style="list-style-type: none"> <li>Better handle the large number of parking violations.</li> <li>Make the enforcement more proactive.</li> </ul>	High	Short	Average annual salary estimates: > \$110,000 to \$120,000 per officer (full-time) > \$90,000 to \$95,000 per court clerk (full-time) > \$50,000 to \$60,000 per officer (part-time)	Measure the reduction in the number of received public complaints (for vehicles parked illegally), and the reduction in the monthly/annual parking violations.	Activities B1 and B2	

Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
B4	Expand the adoption of the LPR technologies.	<ul style="list-style-type: none"> <li>• Increase the enforcement efficiency.</li> </ul>	High	Short and On-going	<ul style="list-style-type: none"> <li>&gt; \$1,000 to \$4,500 per handheld LPR device.</li> <li>&gt; \$40,000 to \$60,000 per vehicle-mounted LPR device (does not include the procurement of the vehicle itself and the cost of hiring the driver/officer).</li> <li>&gt; Additional operational costs should be added if enforcement is done by a third-party.</li> </ul>	Measure enforcement efficiency in terms of the number of screened vehicles per hour.	Activities A4, A5, and B5	
B5	Establish and expand a pay-by-plate system.	<ul style="list-style-type: none"> <li>• Use the license plate as a proof of payment for both the transient parking and parking permits. All types of parking permits (paid on-street residential permits, monthly/annual permits in municipal garages) can be paid and registered based on the license plate.</li> <li>• Integrate the pay-by-plate system into the LPR enforcement technology.</li> <li>• Pay-by-phone using parking app can also be used through a third-party provider.</li> </ul>	Medium	Short and On-going	Refer to Activities A4 and A5 for the cost of pay-by-plate and pay-by-phone technologies.	<ul style="list-style-type: none"> <li>- For parking permits, establish a system to register all parking permits based on the license plate.</li> <li>- For transient parking, continue to increase the proportion of parking transactions that are paid based on the license plate.</li> </ul>	Activities A4, A5, and B4	
B6	Use digital license-plate-based parking permits.	<ul style="list-style-type: none"> <li>• Integrate the digital permit system with payment technologies and LPR enforcement.</li> </ul>	Medium	Short	The cost of backend software varies widely based on the provided services. The basic cost for the basic functions (software as a service) is estimated at: 15,000 to 25,000\$ per year + 5,000\$ for the residential permits module + 5,000\$ for the moderated permits + 3.0% merchant processing fees per transaction.	<ul style="list-style-type: none"> <li>- Customer satisfaction, and the ease of issuing and renewing the permits.</li> <li>- Enforcement efficiency, e.g., number of screened plates per hour.</li> </ul>	Activities B4, B5, and A5.	
B7	Collaborate with a third-party parking app provider, and consider prioritizing and encouraging local startups and businesses working in parking technologies.	<ul style="list-style-type: none"> <li>• Expand the services beyond the pay-by-phone to include integrating the LPR system with the mobile app and assisting in the ticket dispute resolution.</li> <li>• The third-party may also assist in providing the LPR devices and setting up the backend software.</li> </ul>	Medium	Short and On-going	The cost varies based on the provided bundle of services. The cost of the pay-by-phone service is provided in Activity A4.	<ul style="list-style-type: none"> <li>- Customer satisfaction, and the ease of issuing and renewing the permits.</li> <li>- Enforcement efficiency, e.g., number of screened plates per hour.</li> </ul>	Activities B4 to B6.	
B8	Increase the parking penalty rates and adopt graduated (progressive) parking penalties.	<ul style="list-style-type: none"> <li>• Manage the sharply increasing number of parking offences citywide.</li> <li>• Target repeat offenders.</li> <li>• Can also involve the consideration of applying area-based or event-based parking penalty rates where or when parking offences are too many (e.g., around Canada day celebration at Chinguacousy Park).</li> </ul>	Medium	Short	<p>Limited cost to update parking penalties and their rules and publicize these changes.</p> <p>Area-specific or event-specific parking penalty rates may require additional cost for signage and communication efforts.</p>	Measure the reduction in the number of parking offenses and the received public complaints (for vehicles parked illegally).		
<b>C. Paid On-Street Parking Program</b>								
C1	Phase one: conduct a detailed feasibility study.	<ul style="list-style-type: none"> <li>• Ensure that the paid on-street parking permit program is feasible based on the actual demand and supply, program cost, resources needed, and public support.</li> <li>• Conduct a 6- to 12-month study that includes best practice review, field surveys of parking demand and supply, review of the ZBL and traffic by-law, public consultation and surveys, detailed analysis of the program cost and resources, and a selection of some areas to pilot the program.</li> </ul>	High	Short	\$100,000 to \$160,000 to conduct the study.	Detailed evaluation of cost, safety, and public support implications in order to better inform the next steps.		

Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
C2	Phase two: implement a pilot small-scale program.	<ul style="list-style-type: none"> <li>Implement and monitor a 12-month pilot program in select few neighborhoods.</li> <li>Learn how the program is working in practice and identify areas for improvement.</li> </ul>	High	Short to Medium	> \$60,000 to \$80,000: one part-time officer to manage the program (with some supports from other departments and services). > \$30,000 to \$40,000: part-time enforcement officer. > \$10,000 to \$16,000: to carry out an awareness campaign (can also be integrated into phase one). > Add or update the road signs: \$100 to \$200 per sign.	Evaluation of the running cost, safety implications, and public support.	Activity C1	
C3	Phase three: program expansion or adjustment.	Adjust the program regulations, policies, and geographic boundaries.	High	Medium to Long	Based on the program changes, mainly those related to the program areas and boundaries.	Evaluation of the running cost, safety implications, and public support.	Activities C1 and C2	
C4	Consider the introduction of paid short-term residential parking permits (i.e., for parking beyond the free 14 days of parking considerations).	To serve parking needs of residents who only need few days beyond the complimentary 14 days and who do not need year-around or monthly permits. Can be introduced using daily and weekly rates.	Medium	Short	> Limited administration cost might be needed to integrate the paid permits into the system handling the complementary ones.	Evaluate the usage of this permit type and its cost, generated revenue, and enforcement needs. Monitor continuously the demand of all permit types and set restrictions, as needed, to resolve any demand conflict.	Activities C1 to C3	
<b>D. Parking Partnerships and Governance</b>								
D1	Conduct studies to develop parking partnership implementation strategy in strategic areas such as Downtown Brampton and other key Major Transit Station Areas.	<ul style="list-style-type: none"> <li>Establish practical and financially feasible parking partnership agreements.</li> <li>Optimize the utilization of the available off-street public and private parking facilities.</li> <li>Identify opportunities for new structured/below-ground parking facilities.</li> </ul>	High	Short	As a starting point, \$100,000 to \$120,000 to conduct a study focusing on Downtown Brampton and to prepare a delivery mechanism and an implementation strategy.	- Monitor the updated parking utilization in the parking facilities. - Generate revenue to support the parking financial system.		A Downtown Parking Implementation Strategy is being undertaken, supplementary to the Brampton Parking Plan.
D2	Execute the parking partnership agreements and monitor/administer the contracts.	<ul style="list-style-type: none"> <li>Execute the agreements and monitor and maintain the operational, financial, and legal aspects of the contracts.</li> <li>Search for new parking partnership opportunities.</li> </ul>	High	Short and On-going	> Varies based on the recommendations of Activity D1. > Cost should include services related to contract management, financial analysis, accounting, legal aspects, and management of the operation and maintenance activities if applicable.	Monitor the economic and operational benefits from the agreements, for example: parking utilization ratios, revenue collected and used to support the parking financial system.	Activities D1 and A8.	
D3	Encourage the inclusion of public parking in new developments in the Intensification Areas.	<ul style="list-style-type: none"> <li>Make public parking the primary type of parking in Intensification Areas.</li> <li>Promote the concept of shared-parking.</li> <li>Optimize parking utilization.</li> </ul>	Medium	Medium and On-going	> May require changes to the zoning by-laws, e.g., the City may grant density bonuses for developers adding on-site public parking. > Or, it may require entering into operations contract with the developers.	Monitor the added supply of public parking in Intensification Areas.	Activities G2 and D1	
<b>E. Transportation Demand Management (TDM)</b>								
E1	Continue to upgrade and expand the transit, cycling, and pedestrian networks, and provide sufficient and secure bike parking including e-bike if needed.	<ul style="list-style-type: none"> <li>Promote modes of transport alternative to the private auto.</li> <li>Continue the plans as set in the Brampton's Transportation Master Plan Update (2015) and Active Transportation Master Plan (2019).</li> <li>Achieve the City's targeted modal split in the peak travel periods by 2041, i.e., 16% Brampton Transit, 6% active transportation.</li> </ul>	High	Short, Medium, Long, and On-going	The cost of these projects should be provided elsewhere as part of these large infrastructure projects. This would likely also be covered under a TDM or other departmental budget.	Monitor the changes in the modal split, the use of private auto, and the resulting changes in parking demand.		The City's goal is to increase Brampton Transit ridership from 6% of peak hour trips to 16% of peak hour trips.
E2	Implement transit-oriented TDM measures that can further promote transit and manage parking demand, including (1) ensuring transit service is frequent, regular, reliable, and accommodating the demand, (2) using transit fares that are more attractive than the cost of parking, and (3) reducing the transit trip duration by	<ul style="list-style-type: none"> <li>Make transit trips more attractive as compared to auto trips.</li> <li>Improve the public perception towards public transportation and its quality of service.</li> </ul>	High	Short, Medium, Long, and On-going	The cost of these initiatives can be part of transit improvement projects.	- Monitor the quality-of-service measures offered by the transit system, e.g., frequency, reliability, spacing on board, trip duration, etc. - Monitor the changes in the modal split, the use of private auto, and the resulting changes in parking demand.	Activity E1	

Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
	using dedicated lanes, signal priority, etc.							
E3	Establish TDM requirements for new developments.	Require large developments to demonstrate how much they are TDM-supportive and how they will minimize the use of private automobile vehicles. Integrate TDM requirements into the development approval process and establish a pointed-based TDM checklist.	High	Short	> \$40,000 to \$50,000 for a study that includes best practice review, checklist formulation, procedural guidelines, and recommendations. > Can be a scope-of-work expansion for the ZBL update study.	- Implement the TDM requirements in new development applications. - Monitor the reduction in auto-dependence and parking demand.		
E4	Expand car share program.	<ul style="list-style-type: none"> <li>Promote and encourage the use of car sharing.</li> <li>Provide car share services in municipal parking facilities.</li> </ul>	Medium	Short and On-going	A third-party provider can operate the car sharing program. The City can undertake a Request of Proposal.	Monitor: - The growth in car share use. - Number of parking spaces reserved for car share, and the number of trips done daily per space.		
E5	Assess the e-scooter pilot program.	<ul style="list-style-type: none"> <li>Evaluate the impact of e-scooter pilot program on the modal split and future parking demand.</li> <li>Assess any resulting challenges or concerns and how these can be mitigated (e.g., safety, conflicts with pedestrians, insurance, liability, etc.).</li> <li>Use the study/assessment findings to inform other projects and other decisions.</li> </ul>	Medium	Short-Medium	A 6-month study that includes field surveys and questionnaires (\$50,000 to \$80,000).	- Monitor the popularity of the e-scooter and its impact on the modal split. - Use the study findings to inform other projects and other decisions.		
E6	Assess the feasibility of bikeshare and e-bike programs.	<ul style="list-style-type: none"> <li>Assess the cost and timeline of implementing a bikeshare program and the resulting impact on parking facilities.</li> </ul>	Medium	Medium-Long	\$100,000 to \$200,000 to prepare the study.	Use the study findings to inform other projects and other decisions.		The bikeshare program is better to be assessed assuming a significant progress is made in transit and cycling network expansion plans and intensification projects.
E7	Add a reduced parking (minimum) requirement for developments unbundling their parking spaces.	<ul style="list-style-type: none"> <li>Encourage the use of active and transit transportation systems and reduce the reliance on private auto.</li> <li>Reduce the cost of housing.</li> </ul>	Medium	Short	The cost can be integrated into Activity G2.	Monitor the changes in modal split and the reduction in housing cost.	Activity G2	
<b>F. Truck Parking Management Strategies</b>								
F1	Explore opportunities and mechanisms to construct new truck parking facilities potentially within designated employment areas.	<ul style="list-style-type: none"> <li>Assess several mechanisms to construct new truck parking facilities, including public private partnership, brownfield redevelopment, using sites along hydro corridors or 400-series and other major highways.</li> <li>Consider locations suitable for different truck parking purposes, e.g., long-term parking, rest areas inside and outside the City, and on-route parking.</li> </ul>	High	Medium-Long	The cost depends on each mechanism and the associated conditions, e.g., funding resources (public vs private), size of the parking facility, location, land ownership, etc. A separate activity, such as Activity F5, can better estimate the feasibility and the cost of this activity.	Monitor the added truck parking supply and its utilization.	Activities F3 and F4	
F2	Explore shared parking opportunities to accommodate off-peak and overnight truck parking.	<ul style="list-style-type: none"> <li>Many existing parking facilities are underutilized during off-peak periods, e.g., commercial plazas, park-and-ride and carpool lots, large sports venues, convention centers, etc.</li> <li>Truck drivers experience the most difficulty in finding available truck parking during weekday evenings and nights, these times are complementary with other parking lots.</li> </ul>	Medium	Short-Medium	The cost depends on each agreement and its conditions, e.g., number of parking spaces, days and times of sharing the facility, etc. A separate activity, such as Activity F5, can better estimate the feasibility and the cost of this activity.	Monitor the added truck parking supply and its utilization.	Activities F3 and F4	

Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
F3	Develop truck parking availability system to provide truck drivers with updated information on truck parking locations and their utilization.	<ul style="list-style-type: none"> <li>Consider the use of smartphone truck parking app and real-time truck parking information system.</li> <li>Help truck drivers avoid cruising and circling to search for truck parking.</li> <li>Integrate and update the system with any added truck parking supply or facility.</li> </ul>	Medium	Short-Medium	The standards and requirements of the truck parking app may be first developed. Expressions of interest to develop/offer the app can be then solicited.	Customer satisfaction, the ease of using the truck parking app, and the number of drivers using the app regularly.	Activities F1, F2, and F4	
F4	Conduct a study to further assess the feasibility of the truck parking supply strategies identified in Brampton Parking Plan (Section 7 of Phase One report), including Activities F1 to F3.	<ul style="list-style-type: none"> <li>Assess the feasibility of several truck parking strategies from the engineering, financial, implementation, and regulatory perspectives.</li> <li>Estimate the potential added parking supply by each strategy.</li> <li>Analyze truck parking demand by different segments/types of employers and drivers.</li> <li>Consult/engage the public and stakeholders.</li> </ul>	High	Short	A 12-month study. \$100,000 to \$200,000 to prepare the study, depending on the precise scope.	<ul style="list-style-type: none"> <li>Expand the truck parking supply.</li> <li>Other study findings and recommendations and their ability to address truck parking challenges.</li> </ul>	Activities F1 to F3	
F5	Establish specific enforcement measures for truck parking.	<ul style="list-style-type: none"> <li>Target illegal truck parking particularly in intensification areas and residential zones.</li> </ul>	High	Short and On-going	<ul style="list-style-type: none"> <li>Add one full-time officer or two part-time officers as a starting point.</li> <li>See B1 for the cost of recruiting enforcement officers.</li> </ul>	Monitor the number (and type) of truck parking violations per month or year.	Activity B3	
<b>G. ZBL and Traffic By-Law Updates</b>								
G1	Change the focus of parking regulations by removing parking minimums and converting them into parking maximums for select land uses in Intensification Areas.	<ul style="list-style-type: none"> <li>Prevent the oversupply of parking and preserve the urban fabrics and the space for more useful uses.</li> <li>Reduce auto-dependence and promote other modes of transport.</li> <li>Increase the supply of affordable housing.</li> <li>Achieve the targeted densities.</li> </ul>	High	Short	Can be part of Activity G2.	Monitor parking demand, supply, and utilization in the areas where the policy is implemented.	Activity G2 and H1	
G2	Continue the work on updating the ZBL and parking requirements.	<ul style="list-style-type: none"> <li>Remove parking minimums and establish parking maximums for select land uses in Intensification Areas.</li> <li>Further delineate the boundaries of the Intensification Areas based on the updated City's plans.</li> <li>Address parking requirements for affordable housing units.</li> <li>Consider the other ZBL recommended updates/improvements as per the Brampton Parking Plan.</li> </ul>	High	Short	<ul style="list-style-type: none"> <li>Continue the ongoing ZBL update study. A scope-of-work expansion to that study might be needed (based on the TORs).</li> <li>Some (limited) resources are needed by the City to organize, publish, and implement the ZBL amendments.</li> </ul>	Prepare and publish the final ZBL amendments.	Activities C1, D3, E3, E7, H1 to H3, I2, and J1.	
G3	Update the traffic by-law to accommodate the paid on-street parking program (if implemented).	Assess the required changes or additions that need to be incorporated in the traffic by-law to accommodate the on-street parking permit program.	Medium	Short	<ul style="list-style-type: none"> <li>Can be integrated into Activity C1.</li> <li>Some (limited) resources are needed by the City to organize, publish, and implement the traffic by-law amendments.</li> </ul>	Prepare and publish the final traffic by-law amendments.	Activity C1	
<b>H. Parking and Affordable Housing</b>								
H1	Leverage the removal of parking minimums in Intensification Areas to increase the supply of affordable housing.	Reduce the cost of building construction and promote housing affordability in Intensification Areas.	High	Short	Included in Activity G2.	Evaluate the impact on affordable housing prices.	Activities G1 and G2	
H2	Grant parking requirement exemption or reduction on a case-by-case review basis using preset evaluation criteria (until Activity H4 is implemented).	Promote housing affordability in the Rest-of-the-City (outside Intensification Areas).	Medium	Short	Included in Activity G2.	Evaluate the impact on affordable housing prices.	Activity G2	
H3	Identify affordable housing as a type (or several types) of land-use and assign these land-uses specific parking requirements that are lower than other residential developments.	Promote housing affordability in the Rest-of-the-City (outside Intensification Areas).	Medium	Short	Included in Activity G2.	Evaluate the impact on affordable housing prices.	Activity G2	
<b>I. Electric Vehicle Charging Stations Supply</b>								

Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
I1	Provide more on-street and off-street EV charging stations.	<ul style="list-style-type: none"> <li>• Increase the supply of EV charging stations citywide.</li> <li>• Encourage drivers to switch to EVs.</li> <li>• Promote a more electrified transport network.</li> </ul>	High	Short and On-going	Cost estimates of new EV charging stations: > \$6,000 - \$9,000 per single-port Level 2 charger; > \$8,000 - \$14,000 per dual-port Level 2 charger; and > \$20,000 - \$100,000 per Level 3 charger, depending on existing electrical distribution system.	Evaluate the increase in the supply of EV charging stations.		
I2	<p>Update the ZBL to require a proportion of the parking spaces to be equipped with EV charging equipment, including residential and non-residential buildings and street-level dwellings with dedicated garages. A combined ZBL-based and incentive-based approach can be considered as well.</p> <p>The following can be considered as initial guidelines, they can be further assessed for incorporation into the ZBL:</p> <ul style="list-style-type: none"> <li>• 20% of the required parking supply for apartment residential and mixed use buildings should accommodate electric vehicle parking by having charging stations installed</li> <li>• All other required parking spaces within multi-unit residential and mixed use buildings should be designed to accommodate electric vehicle supply equipment in the future.</li> <li>• At least 10% of indoor or outdoor parking stalls for non-residential uses should also be installed with electric charging station receptacles and an additional 20% should be designed to accommodate electric vehicle supply equipment in the future.</li> <li>• One space to be EV-ready for ground-level dwelling units that have dedicated garages.</li> <li>• A certain number of parking spaces with EV charging facilities should be designed to accommodate the larger accessible van parking. This intends to ensure that accessible parking requirements are also applied and integrated into the EV parking supply.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that new developments are supportive of and can accommodate EVs.</li> </ul>	High	Short and On-going	Included in Activity G2.	Evaluate the increase in the supply of EV charging stations.	Activity G2	
I3	Establish design standards and guidelines for parking facilities so they can accommodate EVs.	<ul style="list-style-type: none"> <li>• Ensure that parking facilities adhere to uniform and well-established EV design standards.</li> </ul>	Medium	Short to Medium	Can be part of other zoning and planning studies.	Apply the design guidelines in parking facilities.		
<b>J. Miscellaneous Actions and Activities</b>								
J1	Ensure sufficient number of accessible parking spaces are provided, including accessible spaces with EV charging stations.	<ul style="list-style-type: none"> <li>• Serve all segments of parking users.</li> <li>• Include a provision for accessible parking requirements in the updated ZBL.</li> <li>• Ensure that accessible parking requirements are also applied and integrated into the EV parking supply.</li> </ul>	High	Short and On-going	Included in Activity G2.	Apply accessible parking requirements in practice.	Activity G2	



Activity ID	Activity Description	Targeted Issues	Impact (Priority) Level	Timeline	High-level Cost Estimate	Performance Metrics and Monitoring	Synergy or integration with other Activities?	Comments
J2	Consider conducting a curbside management study in strategic areas.	<ul style="list-style-type: none"><li>• Prioritize the curbside functions in select strategic streets or areas.</li><li>• Identify curbside operational challenges.</li><li>• Optimize the use of the curbside space.</li></ul>	Medium	Short to Medium	The study cost depends on the scale of the targeted area. Typically in the \$200,000 to \$300,000 range.	Monitor the services offered to different curb users.		
J3	Encourage future-proofing of new parking facilities.	To convert part or the entire parking facility to an alternative land-use if parking demand decreases in the future.	Medium	Medium and Long	Parking structures need to be designed to higher standards which increases the construction cost.	Assess if such structures were utilized to offer alternative land-uses.		
J4	Encourage the designation of some parking spaces for courtesy and limited mobility reasons.	<ul style="list-style-type: none"><li>• Assign some parking spaces that are located near doors and entry ways for courtesy purposes, e.g., to serve senior citizens, pregnant women, and people with temporary injuries.</li><li>• Target large parking lots and garages where walking distance can be long.</li></ul>	Medium	Short and On-going	Minor cost for additional signage and wayfinding elements.	Customer satisfaction, the increase and consistency of the adoption of this initiative.		

## Attachment 2

Final Report

# Brampton Parking Plan – Supplementary Downtown Parking Implementation Strategy

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# Document Control Page

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Appendix A – Draft Shared Parking Agreement Template

Appendix B – Financial Analysis of Parking Structure Construction

# 1 Introduction

Through the development of the Brampton Parking Plan, the existing public and private parking in the Downtown area was noted to be underutilized. A 2019 analysis scenario indicated that the Downtown systemwide parking utilization is 58%, which is well below the 85-90% effective capacity threshold. The future 2040 projection analysis also indicated little to no parking supply issues, with a system wide utilization of 63%, which is below the noted effective capacity. The City of Brampton has recently received requests from private developers to share some of the anticipated underutilized parking spaces for use in development that are expected to bring significant employment to the Downtown. The City recognized the potential opportunity for introducing a shared parking arrangement and wished to expand on the original Scope of Work for the Brampton Parking Plan to include a Supplementary Downtown Parking Implementation Strategy.

Parking partnerships are very important in strategic areas to provide additional off-site parking supply opportunities, to optimize the use of available parking facilities, and to achieve the targeted densities. In addition, the concept of shared parking has been highlighted and promoted in Brampton's planning documents, secondary plans, and the draft zoning by-law (ZBL) update and was also heard in the public and stakeholder engagement program.

This study, the "Downtown Parking Implementation Strategy," is intended to investigate strategies that can optimize off-street parking utilization in the Downtown area through shared-use/reservation parking agreements. In addition, the study aims to:

- Identify the relevant parties in parking partnerships and their roles.
- Identify the type and the structure of parking partnership agreements.
- Identify potential parking supply opportunities in Downtown core area.
- Prepare a delivery mechanism for the shared parking strategy.

This report is the final report of the study and it consolidates and documents all the study phases and tasks, including the background information review, the best practices review, clarifying the existing parking request, investigating the available parking supply surplus, an assessment of the site opportunities in Downtown Brampton which can be used to expand the off-street parking system, and preparing a shared parking implementation strategy in Downtown Brampton. This report is divided into the following sections:

**Introduction:** summarizes the purpose and the structure of this report.

**Background Information Review:** to review relevant Downtown development projects and gain an understanding of the anticipated impacts of these developments on municipal and private parking operations.

**Best Practices Review:** to gain an understanding of the procedures and regulations that have been successfully implemented by other comparable municipalities in coordinating and managing shared-use / reservation of public and private parking facilities in downtown areas.

**Parking Utilization Surveys:** to measure and evaluate the existing parking utilizations at all public and private parking facilities in the Downtown area. This should be based on recent parking surveys that are expected to capture not only the existing parking demand trends but also the resulting impact of the hybrid work environment.

**Off-site Parking Opportunities:** to explore the potential sites and opportunities to expand the off-site parking system in the future. This includes policy review, analysis of the existing site plans

and development applications, and assessing the viability of several sites to build new parking facilities and expand the off-street parking supply.

**Shared Parking Implementation Scenarios:** to highlight the context of the Downtown parking system and assess three implementation scenarios for the concept of shared parking, including short-term, long-term with normal growth, and long-term with expansive growth. Recommendations and actions as part of the implementation strategy are also consolidated.

**Considerations for Shared Parking Implementation:** explores other shared parking considerations, including the city role, available partnership options, guidelines to set or update parking price rate, the performance monitoring plan, the need for third-party providers, and a draft agreement template.

**Summary Findings and Conclusions:** to provide a summary of the main conclusions and recommendations coming out of this strategy.

## 2 Background Information Review

The background information review intends to gain an understanding of the relevant Downtown development projects and their anticipated impacts on municipal and private parking operations. These projects include the Integrated Downtown Plan, Centre for Innovation, Downtown Transit Hub, LRT Extension, the Queen Street BRT, and others. The review also included the other reports or deliverables produced as part of the Brampton Parking Plan and a brief description of the existing parking requests submitted or expressed by private developers.

### 2.1 Brampton Parking Plan Reports

#### Phase 1 Report

Phase 1 report of the Brampton Parking Plan carried out a quantitative analysis of the on-street and off-street parking operations in the Downtown area. This involved existing conditions represented by 2019 scenario and future conditions forecasted for a 2040 scenario. The 2019 scenario revealed that the Downtown system-wide parking utilization is 58%, and utilization was forecasted to only increase to 63% by 2040. The resulting parking utilization, in both 2019 and 2040 scenarios, is well below the 85-90% effective capacity threshold and it indicates an underutilized parking system. Based on the assessment of future conditions (2040 – base condition), presented in Section 5.1.4 in Phase 1 report, an additional 850 vehicles are expected to be accommodated in Downtown Brampton's off-street facilities before utilization reaches 85%, assuming the Nelson Square Garage is not closed (i.e., around 350 vehicles in municipality-owned off-street parking and 500 vehicles in private (non-municipal) off-street parking).

The 2040 future scenario relied upon existing parking demand patterns, future population growth, and parking demand decrease due to reduced mode share of personal vehicles. Based on Brampton's Transportation Master Plan (TMP) Update (2015), the plan aims to extensively improve the transit system and active transportation networks and to achieve the following modal split targets by 2041: 16% Brampton transit, 6% active Transportation, 28% auto passenger, 50% single-occupancy vehicles (SOV). Through interpolation, the SOV mode share is anticipated to decrease by approximately 1.15% annually, and an annual parking demand decrease of 1.15% represents a total decrease of 21.5% between 2019 and 2040. This means that the 2040 scenario considers improving the transit and active transportation networks extensively as planned in Brampton's Transportation Master Plan.

In addition to the "base" 2040 future scenario, the future parking operations were further assessed to consider other possible scenarios as outlined below:

*2040 COVID-19 Scenario:* this was estimated by applying a 20% reduction to the 2040 Base Scenario demand to account for the possibility of increased remote working arrangements in the future. The resulting parking system was operating at 54% utilization.

*2040 Nelson Square Closure Scenario:* this was based on the 2040 Base Scenario but assumed the removal of the Nelson Square Garage. All of the forecasted demand from the Nelson Square Garage was reallocated to nearby municipal garages. The Downtown parking system was estimated to be 68% utilized.

On-street parking supply may be impacted by future streetscaping projects. Due to the streetscaping and sidewalk widening work on Main St. and Queen St., it is anticipated that approximately 100 on-street parking spaces will no longer be available on Main St., from Wellington St to Nelson St W, and Queen St, from Mill St S. to Theatre Lane. The parking supply loss forecasts are current as of March 2022 and are subject to change as project details are finalized. Therefore, the potential loss of on-street parking was not analyzed in detail as a separate scenario.



On-street parking supply will also be impacted by future transit projects. As part of the LRT Extension EA, both the surface and underground options indicate that there will be no on-street parking spaces provided along the extended LRT route. More information on this project can be found in Section 2.2.

Based on the analysis findings noted above, there does not appear to be major supply concerns associated with the future parking demand analysis in Downtown Brampton. It is worth noting also that the hybrid work arrangement impact on parking, which is to be better understood using the parking surveys of the present study, may sharpen the underutilization of the parking system. The underutilization of the Downtown off-street parking system calls for a review of the possible strategies that can make this system more efficiently deployed, especially in light of recent requests for parking as part of development proposals that are expected to bring significant employment to the Downtown (see Section 2.3).

## **Phase 2 Reports**

Phase 2 of Brampton Parking Plan produced two main reports, i.e., a Financial Analysis Memorandum and a Parking Management Plan report. The two documents provided many findings and recommendations relevant to the Downtown Parking Implementation Strategy. Below is a summary of these findings organized by each document.

### **Financial Analysis Memorandum**

This memorandum examined the financial performance of Brampton's existing parking system. IBI's financial analysis, based on the data provided by the City, determined that Brampton's parking operations are currently operating in a net deficit. This net deficit is expected to increase until the year 2028, at which point, population growth in Brampton (based on a net growth factor of 1.08) would result in more people living and parking downtown and gradually reduce the parking operations deficit to 2035. At this point, the City's parking program could reach a moderate net surplus. However, this return to a positive balance is entirely dependent on two factors; 1) downtown Brampton achieving a growth factor of 1.08, and 2) the proportion of people parking and driving in Brampton continuing at current levels to 2035.

Several Pricing Scenarios were examined to determine future municipal parking operations. By 2040, all Scenarios, including the "No Change" Scenario are expected to achieve positive operational balances. This return to a positive operational balance is driven exclusively by anticipated population growth and the resultant increase in users of municipal parking operations. IBI Group's alternative pricing scenario 2 (\$2.50 hourly rate & \$100.00 for monthly permit) and scenario 3 (\$3.00 hourly rate & \$120.00 for monthly permit) are the preferred scenarios, because they would closer align the cost of parking Downtown with the cost of using transit in Brampton, which as of 2019 is \$3.10 per trip and \$128.00 for an adult monthly pass. The memorandum recommends that the City of Brampton implement the hourly and monthly parking price increases as soon as possible in order to achieve financial stability of parking operations.

Based on the funding currently available to the parking program, which as of 2020 totalled \$43,225, the City reserves will not reach an amount sufficient to fund any parking infrastructure by the 2040 planning horizon. In addition, given the high cost of CIL of parking programs and the cost of land in Downtown Brampton, a CIL program is unlikely to garner much attraction from developers. Moreover, the recently granted parking exemptions in the Downtown area (e.g., By-laws 259-2020 and 45-2021) also mean that the CIL of parking has become redundant in the Downtown area since no more contributions will be made. Therefore, the CIL of parking is no longer feasible or applicable in the Downtown area.

The above findings are very relevant to the present study. The fact that the parking system in Downtown Brampton is running at a deficit means that other resources to generate revenues are needed and these may include, for example, leasing some of the underutilized parking facilities in Downtown Brampton. In addition, the recommended increase in parking price rates should

increase the interests of parking facility owners to engage in parking agreements. Moreover, the removal of the CIL of parking means that public parking supply needs to be provided and funded through alternative policies and strategies. This also calls for considering different types or arrangements of shared parking agreements.

### **Parking Management Plan Report**

The Parking Management Plan report intends to lay out several strategies and procedures to optimize parking operations in Brampton. Chapter 2 of the report, “Downtown Parking Management,” provided the following recommendations that are relevant to the present study:

- Explore opportunities to lease a part of the underutilized facilities to other public and private developers as a way to generate revenue that can be used for other parking initiatives or to expand the public parking supply in the future.
- Reserve some parking spaces for short-term parking purposes on the nearby surface parking lots and also on the ground and first-level floors of parking garages.
- Increase the parking price rates in Downtown Brampton for both, the transient or on-street parking and also for the long-term parking permits.
- Stop the one-hour free complimentary parking offered at the municipal parking garages.
- Stop the CIL of parking program and explore other resources of funding, e.g., Community Benefit Charges (CBCs), leasing the underutilized parking facility, and increasing the parking price rates.

In addition, Chapter 6 “Parking Partnerships,” discussed several types of parking partnership arrangements and outlined the following remarks:

- Parking partnership is very important in strategic areas where parking requirements are reduced or rescinded in order to provide more off-site parking supply opportunities, optimize the use of available parking facilities, promote the concept of shared parking, and achieve the targeted densities.
- Several types of parking partnerships and agreements exist in practice. For example, the City can grant a density bonus for developments adding public parking, enter into operation contracts with private owners and share the revenue, enter into finance contracts and be either a lessee or lessor, and build new parking facilities through the P3 projects.
- A combination of different types of agreements may be implemented in the same area.

## **2.2 Background Documents and Plans**

### **The Integrated Downtown Plan (In-Progress)**

The Integrated Downtown Plan (IDP) coordinates the active initiatives and infrastructure projects in the City’s Downtown area and provides guidance on future growth and strategic investment till the year 2051. The guiding principles of the IDP align with the Brampton 2040 Vision and the 2018-2022 Term of Council Priorities. It aims to help integrate local employment opportunities, services and programs for residents, and ongoing infrastructure projects in order to upgrade from a historic urban city centre to a vital district that drives economic growth, embraces cultural heritage, and promotes innovation.

The IDP considers the forecasted future growth and the associated impact on Brampton’s Downtown area. Transportation and Connectivity is one of the eight key components of the IDP, which promotes active forms of transportation and integrates multiple transportation systems.

## **Brampton's Innovation District**

Brampton's Innovation District in the Downtown will be the hub for innovation and technology. It is expected to have strong partnerships with various post-secondary institutions and technology companies and provide resources and spaces for local and foreign talent development.

### **Centre for Innovation**

The Centre for Innovation (CFI) will become an integral part of the future Brampton Innovation District. It will offer a new central library and flexible space for post-secondary institutions and office uses, which is expected to create hundreds of new jobs and attract skilled talents. This will drastically increase parking demand in Downtown Brampton. The CFI will be located in the centre of historic Downtown Brampton and is close to Canada's Innovation Corridor, which is a GO Train line that connects Toronto and Waterloo with Brampton. Although the users of Centre for Innovation will heavily rely on public transit for travel due to its close access to transit, parking challenge at the CFI is still foreseeable due to the large number of trips being generated and lack of new parking facilities, i.e., it is to be noted that parking is not being provided as part of the CFI development. Therefore, the CFI is expected to generate a considerable off-site parking demand.

### **Partnership between City of Brampton and Post-Secondary Institutes**

There is opportunity for post-secondary institutes to be located in the CFI, and this is likely to create parking demand.

### **Riverwalk**

The City has completed the Downtown Brampton Flood Protection Environmental Assessment and Urban Design Master Plan as part of the Riverwalk Project to make Downtown Brampton a healthy, sustainable, and resilient space through long-term flood management integrated with open space realm along the Etobicoke Creek Valley. This master plan generates solutions to the flood risk in the area, which opens up opportunities for urban growth and development. The Riverwalk is anticipated to improve public health, provide high quality spaces for various events, unlock economic benefits, and attract residents and visitors to Downtown Brampton. As a result, it can be expected that public parking demand will increase as these events take place. The Riverwalk construction is expected to start in 2025 and be completed in 2028. The Federal Government committed \$38.8M towards the Riverwalk flood mitigation.

### **Active Transportation Master Plan (ATMP)**

The Active Transportation Master Plan provides guidance on developing active transportation network plans, policies, and programs in support of Brampton's 2040 Vision "Living the Mosaic". The ATMP focuses on developing implementation strategies for various modes of alternative transportation, such as cycling and walking, to build a safe and convenient cycling and pedestrian network. It provides recommendations on location and type of bike parking facilities and mechanisms for delivering bike parking at public and private properties. As more and better active transportation infrastructure is provided, personal vehicle usage can be anticipated to decrease, resulting in lower parking demand for the entire City, including Downtown Brampton.

### **Downtown Transit Hub**

The Downtown Transit Hub is a component of Brampton GO Mobility Hub. The preliminary study area for the transit hub consists of lands owned by Metrolinx and the City within the vicinity of the existing GO Station. The design and objectives of the Downtown Transit Hub are in line with key Provincial, Regional, and City policies, including the Metrolinx 2041 Regional Transportation Plan, MTSA vision, City's Official Plan, and Brampton 2040 Vision. It aims to provide adequate infrastructure to serve and integrate various modes of transportation with increased capacity and quality of the transit system. It improves connectivity with surrounding development and

accessibility to transit vehicles. The new Downtown Transit Hub can potentially double the number of bus bays, meaning increased transit ridership and reduced personal vehicle mode share can be expected.

### **LRT Extension EA**

The LRT Extension EA is an ongoing study and is expected to be completed in late 2024. It analyses three different alternatives for the extension of Hurontario LRT route from Brampton Gateway Terminal to Brampton GO station in Downtown Brampton. These options include Main Street-George Street one-way loop, tunneling options, and two-way surface route. The options are evaluated based on their potential to best address Brampton's current and future needs. The preferred options were presented to Council at the June 23, 2021, Committee of Council Meeting. The outcome of the discussion was that one surface option and one tunnel option will be advanced to the 30% preliminary design to further compare. Both options support improvements on various streetscaping components such as wider sidewalks, narrowed roadway, and bike paths. Both the surface and underground options indicate that there will be no on-street parking spaces provided along the extended LRT route. With improved public transit services, personal vehicle mode share can be expected to decrease resulting in decreases in parking demand as well.

### **The Queen Street BRT**

The Queen Street BRT aims to connect Brampton with York Region through a bus rapid transit along the Queen Street-Highway 7 corridor between Helen Street and Mississauga Road. It is anticipated that the road geometry of Queen Street within Downtown Brampton, from McMurchy Avenue and Kennedy Road), may be altered depending on the selected BRT planning scenario. The potential change in streetscape along Queen Street can result in loss of on-street parking spaces in Downtown Brampton. On the other hand, with improved public transit services, personal vehicle mode share can be expected to decrease, which will potentially decrease parking demand.

### **Hurontario LRT**

Hurontario LRT runs along the Hurontario corridor between Port Credit GO Station in Mississauga and Brampton Gateway Terminal at Steeles Avenue in Brampton. Among the 19 transit stops along the LRT route, 3 of them are within City of Brampton jurisdiction, which are at Ray Lawson, County Court, and Brampton Gateway Terminal. This new transit system integrates the regional transportation network with the Greater Toronto and Hamilton Area (GTHA) and connects Brampton with the major transit systems including GO Transit, Mississauga Transit, and Brampton Transit. The HuLRT is anticipated to improve public transit services along the region's busiest street, which will consequently result in lower personal vehicle usage and reduced parking demand.

### **A Shared Electric Kick Scooter (Micromobility) Pilot Program**

The pilot program initiated by the Government of Ontario allows municipalities to enact a by-law to permit and regulate the use of personal e-scooters. Through this program, City of Brampton launched a pilot to assess the performance and operation of an e-scooter share-system in the City as an approach to improving City of Brampton's micro-mobility. The Council Meeting took place in February 2022 provided an overview of the commercial e-scooter pilot framework, which outlines the key operational objectives. The e-scooters will be permitted to operate on roads with a posted speed limit of 50km/hr or less, bicycle lanes and multi-use paths and not be permitted on sidewalks. Up to 750 e-scooters will be available throughout the City as part of the pilot program. E-scooter parking areas will be identified, and proper parking procedures will be developed. The improvement on alternative transportation modes and micro-mobility infrastructure within the City would generally decrease the usage of personal vehicles and consequently parking needs. An assessment of the pilot program will determine its success.

### **Downtown Development Applications**

A list of site plans and development applications in Downtown area was reviewed. The plans and applications address a wide range of land uses, including residential, commercial, office, medical, etc. Several plans and applications refer to building new high-rise buildings or converting existing low-rise residential buildings into high-rise residential buildings or condominiums. This is expected to increase the density in the area and also open opportunities to explore incentives to add public parking within such large developments. Opportunities for adding public parking and entering into parking partnership will be investigated in detail at a later stage of this project.

## 2.3 Off-Site Parking Needs and Requests

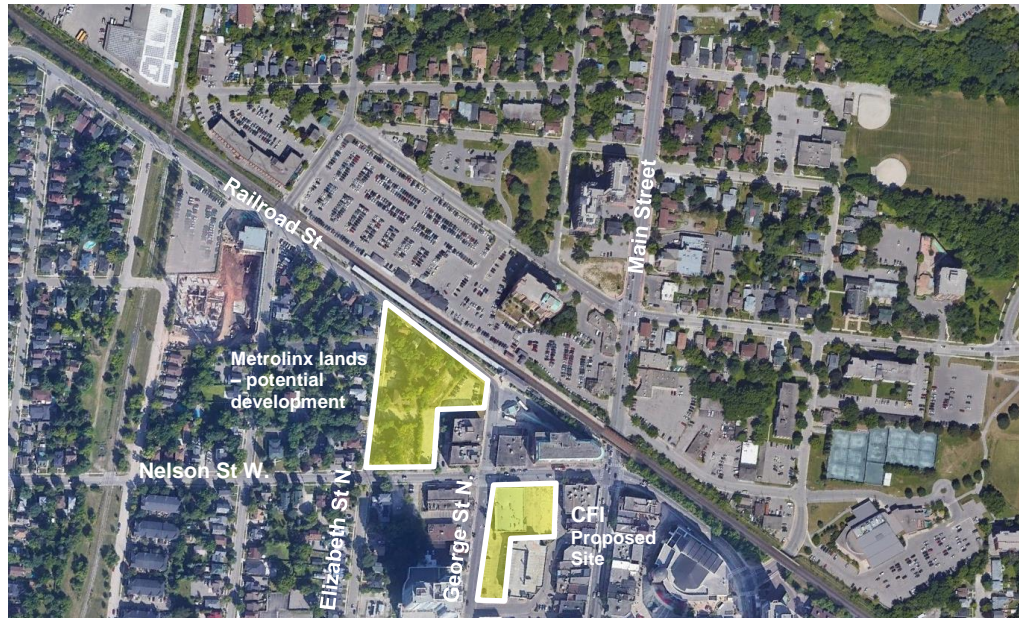
Downtown Brampton is anticipating more intensification and significant transit system improvements. Developers are expected to be interested in locating their projects in such a vibrant area that is served by various land uses and connected by different transit systems. These developments will bring economic growth to the Downtown and may include, for example, employment centers, office uses, and post-secondary institutions.

The City of Brampton has recently received requests from private developers to share some of the anticipated underutilized parking spaces for use in developments that are expected to bring significant employment to the Downtown. These projects are still in the planning phase and, as such, are tentative. As well, their features (site location, land uses, built-up area, etc.) are subject to change. No reference is made therefore to any of these projects. However, having a well-established procedure to enter into shared parking partnerships will facilitate the accommodation of their parking needs as they arise.

For the purpose of this study and in order to establish a baseline for a potential off-site parking demand in the short run, the following assumptions are made based on the internal and external stakeholder consultation efforts that were done in the early phase of the study, including a questionnaire that was distributed to prospective developers:

- A potential site to accommodate a prospective development (or developments) is the site bounded by Railroad St, Elizabeth St N, Nelson St W, and George St N. This site, illustrated in Exhibit 1, is presently owned by Metrolinx. Land uses assumed are employment uses and may include major offices and post-secondary institutions.
- Given the limited site area and the uncertainty about future parking demand, the developers are expected to consider the provision of off-site parking spaces through parking partnership. An off-site parking demand around 500+ parking spaces is anticipated in the short run resulting from such development (or developments) on this potential site.

Exhibit 1: Potential Development Sites in Downtown Brampton



Source of the image is Google Earth, taken on Jan 25, 2023.

In addition, the CFI is anticipated to also generate a considerable off-site parking demand in the short-to-medium run. Section 6.2.1 includes detailed calculations aiming at estimating the off-site parking demand of the CFI.

The discussion of the implementation scenarios in Sections 6.2 through 6.4 provides more information and assumptions related to the off-site parking demand and its timeline.

## 2.4 Summary Findings

Below is a summary of the background document review which highlights the key takeaways and findings:

- The analysis of parking operations in Downtown Brampton, as carried out in Brampton Parking Plan, indicated that there does not appear to be major supply concerns associated with the future parking demand in Downtown Brampton. The 2019 scenario revealed that the Downtown system-wide parking utilization is 58%, and this utilization was forecasted to only increase to 63% by 2040.
- The underutilization of the Downtown off-street parking system calls for a review of the possible strategies that can make this system more efficiently deployed especially with the expected growth in employment and population in Downtown Brampton.
- The removal of significant on-street parking on Main Street and Queen Street and its impact on off-street parking facilities needs to be considered.
- The lessons learned from the financial analysis conducted in Brampton Parking Plan also support the scope of the present study. The fact that the parking system in Downtown Brampton is running at a deficit means that other resources to generate revenues are needed and these may include, for example, leasing some of the underutilized parking facilities in Downtown Brampton. In addition, the recommended increase in parking price rates should increase the interests of parking facility owners to engage in parking agreements. Moreover, the removal of the CIL of parking means that public parking supply need to be provided and funded through alternative policies and strategies.

- The future growth in employment and business activities have been emphasized in many plans and projects (e.g., IDP, CFI). These stress the need to rely more upon the concept of public and shared parking given the value of land in Downtown Brampton and space constraints.
- Parking is not being provided as a part of some new key developments in Downtown Brampton (e.g., CFI). Consequently, the concept of shared parking and parking partnership is becoming more important and needed to serve such developments.
- Several initiatives and activities are making Downtown Brampton a more vibrant place offering various social activities (e.g., Activate Downtown Brampton, Riverwalk, etc.). These activities are expected to attract citizens, visitors, and tourists and this will emphasize the need for more publicly accessible parking facilities. That is, to support such activities, parking in Downtown Brampton should be more oriented to the shared and public off-site parking concept as compared to the development-specific on-site parking.
- More emphasis is made on active transportation and the transit system in Downtown Brampton's plans and projects. Extensive improvements to the transit system and active transportation network are underway (e.g., Downtown Transit Hub, LRT Extension, Queen Street BRT, Brampton's TMP and ATMP, etc.). Modal split targets by 2041 are set as: 16% Brampton transit, 6% active Transportation, 28% auto passenger, and 50% single-occupancy vehicles (SOV).
- A pilot program of shared electric kick scooter has been approved by Brampton's Council. If successful, e-scooters and other micromobility devices could potentially reduce auto-dependence and the resulting parking demand.
- The site plans and development applications in Downtown Brampton address a wide variety of land-uses, including residential, commercial, office, medical and other land uses.
- Several plans and applications refer to building new high-rise buildings or converting existing low-rise residential buildings into high-rise residential buildings or condominiums. This is expected to increase the density in the area and also open opportunities to explore incentives to add public parking within such large developments.
- Downtown Brampton is anticipating more intensification and significant transit system improvements, and developers are expected to be interested in locating their projects in such a vibrant area. The City of Brampton has recently received requests from private developers to share some of the anticipated underutilized parking spaces for use in developments that are expected to bring significant employment to the Downtown. These projects are still in the planning phase and the project's features are subject to change. However, having a well-established procedure to enter into shared parking partnerships will facilitate the accommodation of their parking needs as they arise.
- A potential site to accommodate a prospective development (or developments) is the site bounded by Railroad St, Elizabeth St N, Nelson St W, and George St N. Off-site parking demand around 500+ parking spaces is anticipated in the short run resulting from such development (or developments). In addition, the CFI is anticipated to also generate a considerable off-site parking demand in the short-to-medium run.

## 3 Best Practices Review

In this section, the best practices of parking partnership, shared parking, and the required agreements and arrangements are reviewed. This section is divided into the following subsections:

**Case Studies:** to unfold some practices and lessons learned from some jurisdictions and municipalities that have extensive experience in applying the concepts of parking partnership and shared parking agreements. Three municipalities were selected, i.e., Toronto, ON, Oak Park, IL, and Sacramento, CL. These municipalities have a progressive parking management system with a strong emphasis on parking partnership and shared-use agreements.

**Parking Partnership Arrangements and Structures:** to highlight and define the different types of parking agreements. Different parking agreements exist based on the engaged parties, the purpose of the agreement being management, lease, or both, and the intended use of the facility (i.e., to serve the public or to serve a specific developer or party).

**Parking Agreement Terms and Considerations:** to discuss the content of the parking agreements and the important items and subjects that should be considered when establishing and drafting the agreements.

### 3.1 Case Studies

The case studies presented herein include three municipalities, i.e., Toronto, ON, Oak Park, IL, and Sacramento, CL. These municipalities were selected because they have a progressive parking management system with a strong emphasis on parking partnership and shared-use agreements. For each case study, the discussion also highlights the main characteristics of the municipality (e.g., population, area, transit system, parking governance, etc.) to understand the context surrounding the parking system.

#### Toronto, ON

##### Main Features:

- Population is 2.93 million (2017)
- City's area is 630.2 km<sup>2</sup>
- Has a busy transit system that consists of a subway system, three heavy-rail rapid transit lines in addition to a large network of buses and streetcars.
- Toronto Parking Authority (TPA) is owned by the City of Toronto and it manages and operates municipal on-street and off-street parking facilities.
- Toronto is a neighbouring city to Brampton.

Toronto is a special and important case study when it comes to shared parking agreements. This is because the concept of shared parking has been applied citywide at a very large scale and mainly administered by Toronto Parking Authority (TPA). As of April 2022, TPA operates 309 off-street parking facilities that include over 40,000 spaces. Around half of this large parking inventory, i.e., 143 facilities and over 23,000 spaces, is managed and operated by TPA through parking management agreements (PMAs). These PMAs include agreements with private land/property owners and also agreements with other City's Divisions or ABCCs (Agencies, Boards, Commissions, and Corporations). In 2021, parking agreements with third party (private) facility owner included a total of 1,608 spaces at 23 facilities. In most of these agreements, TPA provides full operational services, including maintenance, revenue collection, payment equipment, pay-by-phone app, enforcement, signage, and capital improvements. However, agreements with limited services can also be arranged based on the requirements of the contracting party.



Based on reviewing some of the available information related to PMAs with third parties (privately owned lands and facilities), the following remarks are made:

- The agreements are usually made for 3-5 years.
- The number of parking spaces included in the agreement can be small (e.g., 20-30) or large (200+).
- Some of the parking facilities might be closed in the future (e.g., lot being redeveloped by the owner, the site is expropriated for other infrastructure projects, etc.).

It should be noted that TPA is aiming to expand its adoption of the parking management agreements because these agreements provided lower risk plans and appeared to outperform financially the traditional inventory expansion plans that depend on owning and operating the facility.

### **Oak Park, IL**

#### **Main Features:**

- Population is 52,102 (2020)
- Village's area is 12.17 km<sup>2</sup>
- The Village is connected with Chicago through light rail transit.
- Bus transit services are available within Oak Park.
- The Village is considered as bicycle-friendly community.
- Parking is managed by the Village's Parking and Mobility Services Division.
- The Village has a popular and advanced parking management program that relies heavily on shared parking.

The Parking and Mobility Services Division manages all public parking of the Village of Oak Park including more than 100 off-street lots and four garages. Three garages are available 24-hour to the public whereas one garage, a high school parking garage, is only available when faculty is not in attendance. In total, the Village manages around 8,000 parking spaces that include 1,000 privately owned spaces.

The Village administers shared parking agreements for around 30 different parking lots. By reviewing a sample of the parking agreements and available resources, the following remarks are made:

- Most of the agreements are made with the intent to increase the supply of public parking, i.e., the contracted parking spaces are used by the general public.
- The maintenance, snowplowing, signage, payment machines, revenue collection, and enforcement are the responsibility of the Village which subtracts the cost of operations/maintenance and split the remaining revenue 50/50 with the facility owners.
- Different types of the lessors (parking facility owners) are partnering with the municipality, including, for example, banks, churches, schools, etc.
- The agreement duration varies widely, and some example agreements have durations of 2, 3, 10, and 15 years.
- The agreements are usually flexible, i.e., either party may terminate without cause usually by providing a 90-day advance notice.
- The Village also looks actively for deals to jointly operate public parking spaces.

## Sacramento, CA

### Main Features:

- Population is 503,482 (2020)
- City's area is 258.41 km<sup>2</sup>, i.e., comparable to Brampton.
- It has a busy transit system that consists of light rail trains (three lines) and buses.
- Cycling is a popular and growing mode of transport.
- Parking operations and revenues are administered by the City of Sacramento Parking Services Division.
- The City has intensively used shared parking agreements with private lot owners.

The City's parking division offers diverse parking management solutions, and it has a webpage with contact details for prospective clients interested in these parking services and agreements. The City provides different models of parking management services, the key ones are defined below.

*Parking Payment and Marketing Services:* the City markets and offers the parking spaces of the partnering facility on the City Website. The City collects and manages all fees for the bookings made through its website. In return, the City receives a proportion of the total parking fees (15%), a fixed monthly marketing/management fee, and credit card transaction fee per transaction completed through the website. Owners of the partnering parking lots can adjust the number of available parking spaces on the website as long as this does not impact the already reserved spaces. Owners are responsible to train their employees how to access their account on the City's website and make adjustments.

*Enforcement Only Services:* the City enforces the parking lots which allows the City to generate additional source of revenue using its already established enforcement staff and parking citations. Under such services, the City does not provide operational or maintenance services. The City retains all revenues generated from the citations issued at the respective parking facility. In addition, a fixed management fee may also be paid to the City on monthly basis. Parking enforcement agreements can be flexible, i.e., for short duration with flexible termination clauses.

*Full Management Services:* the City provides all needed services, including maintenance, insurance, revenue collection, enforcement, and improvements. The City first attempts to offset the cost of the provided services. Then, the profit is shared with lot owner usually evenly 50/50.

By reviewing several parking agreements, the following remarks are also made:

- Some agreements intend to offer the parking spaces 24/7 to the public. However, the City also entered into agreements with private parking facility owners to provide parking solely during evening and weekend times, i.e., to serve visitors and activities related to the entertainment venues, shopping, and restaurants. The days and times of the intended use of the facility are clearly stated in the agreements.
- A standard agreement template is used, but the actual terms may vary from one agreement to the other.
- In many cases, the City takes the liability because it is self-insured.
- The agreements usually include flexible exit clauses, i.e., any party can exit without cause with an advance notice, e.g., 30-day or 60-day notice.
- The agreements are made for short-to-moderate durations, e.g., 5-year, 2-year with 2-year extension possibility, etc.

The City is also willing to share the cost of parking in exchange for providing public parking in new developments. The City tries to be active in exploring these opportunities in the early stages of projects.

**Key highlights from the case studies:**

Some of the key highlights that can be drawn from the case studies include the following:

- Cities are realizing that shared parking agreements often financially outperform the traditional inventory expansion plans that depend on owning and operating the facility.
- Different types of agreements are in use today. The most popular type is the parking management agreement with full services included. Other agreements include enforcement only, marketing and payment services, and customized (limited) management services.
- The City may establish a standard parking agreement template that can be further customized by each case. Consequently, shared parking agreements within the same jurisdiction do have general similarity regarding the terms included, but they can also include significantly different items based on each case and the parties involved, e.g., different agreement durations, exit clauses, services included, etc.
- The municipality and its parking office or division play a major role in participating in parking agreements and also in advocating for these agreements by reaching out to prospective parties and building a website that can be a marketing tool for the whole shared parking district.

### 3.2 Types of Parking Partnership Arrangements

Different types of parking agreements exist in practice based on the engaged parties, the purpose of the agreement being management, lease, or both, and the intended use of the facility, i.e., to serve the public or to serve a specific developer or party. The following is a discussion of these types.

**Parking Lease Agreement for Exclusive Use**

Under this scheme, the entire parking facility or part of the facility is leased to a specific development (or developer) which will be granted the exclusive right to use the leased parking spaces.

*The City is the Lessor*

Under this type of agreements, the City or the municipality leases the underutilized municipally-owned parking facility to other private or public parties. The lease may only include a proportion of the available parking spaces or the entire facility. Usually, if the City is already undertaking the operation and maintenance activities, it will continue to do so especially if the lease is for a proportion of the facility.

*Private Lessor*

The private owner of the parking facility leases the entire (or part of the) facility to other private or public parties. Usually, large private lots are better candidates for this type of agreements to achieve significant investment outcomes and offset the administration efforts. However, leasing a small or limited number of spaces is also possible. If the private owner is leasing the facility to the private sector, then the City may play the role of being an intermediary facilitator, i.e., advocate for the shared parking, suggest an agreement template, expedite needed applications, etc. In a broader role, the City may also provide supplementary services, e.g., enforcement, maintenance, snow plowing, etc. According to the agreement, either the lessor or lessee will pay the City in return for the provided services.

### **Parking Lease Agreement for Public Use**

In many cities or downtown areas, there could be many private parking lots where the parking demand is significantly lower than the available capacity. Instead of building costly large public parking facilities, public parking can be provided through parking partnership agreements intended to share the underutilized privately-owned parking spaces. Under this scheme, an arrangement is made between the City and the owner of the parking property to use the entire facility or part of the facility as a public parking. This type of agreement targets mainly the privately-owned parking facilities. The City may carry out the maintenance and operations of the public parking spaces, and the profit is then shared with the parking facility owner. A case-by-case agreement can also be formulated, and the services provided by each party should be considered when sharing the revenue.

### **Parking Management Agreements**

This type of agreement does not intend to lease any parking spaces, but the owner of the parking facility assigns several parking management and operation services to another party. The owner pays the contracting party either a fixed monthly payment, a proportion of the revenue, or a hybrid method (fixed payment in addition to revenue sharing). Revenue sharing seems to be the most common type of compensation under this type of agreement. Parking management agreements can be further categorized into:

*Full Management Services:* the parking management provider carries out all (or most of) the services related to the management and operation of the parking facility, including maintenance, revenue collection, payment equipment, enforcement, signage, capital improvements, etc. This type of agreement better suits owners who seek full delegation of the management works and where a specialized parking management provider exists (e.g., municipal parking services division or authority). The provider is usually compensated for all the management expenses and the net revenue is then shared with the owner.

*Agreements for Specific Services:* the provider assists the owner of the facility with one or few services. These agreements help owners who seek particular supplementary services which are better to be provided by a specialized party, e.g., enforcement, pay-by-phone app, pay-by-web, etc. These supplementary services are usually technical or require special resources, and they are therefore better to be assigned to another party to maintain an efficient economy of scale. As learned from the City of Sacramento case study, the “enforcement” provider can retain the revenue generated by the parking citations. If “payment technology services” are provided, then the compensation can include a proportion of the revenue in addition to the cost of the credit card transactions. In all cases, a fixed management service fee can also apply.

### **Agreements to Add Public Parking in Future Developments**

Under this model, the City encourages private developer to include public parking in their future development throughout different methods as outlined below.

- The City may educate the developers on the business opportunities arising from providing public parking in the development. The City may carry out the maintenance and operations of the public parking spaces, and the profit is then shared with the development owner. This arrangement leverages the already established City’s resources that are used for parking operations and maintenance elsewhere in the municipal parking system. The developer provides the spaces, the City provides expertise and facilitates the licensing, and the profit is then shared 50/50.
- In another arrangement, as recommended in the City of London Parking Strategy Study, the City grants density bonuses to the existing ZBLs (ex: extra dwelling units, or increased building heights) if the developer agrees to add on-site public parking.

In order to promote this concept of shared parking, the following recommendations are made:

- Including public parking in new developments should start as early as possible and ideally during the planning phases of the new developments.

- The City may educate the developers on the business opportunities arising from providing public parking in the development.
- The City may reach out to the private developer and provide them with incentives to include public parking in their projects.

#### **The Role of the City or Municipality**

The City has a vital role to promote the concept of shared parking agreement in dense areas. The City can participate directly and indirectly. As a direct participator, the City can be a lessor, lessee, or provide parking management services for the private facilities offering public parking. The City can also, as discussed above, promote several methods to add public parking in new developments and buildings (e.g., density bonus, business awareness, etc). Even if the City is not a contracting party in a parking agreement, it can still assist by carrying out the following activities and actions:

- Reach out to private parking owners and developers of new buildings and advocate for shared parking. Businesses may show little interest if this policy is not actively encouraged by municipalities.
- Act as a facilitator, address concerns of the contracting parties, and expedite and prioritize the processing of related applications.
- Establish a draft standard agreement template to encourage participation and make the agreement terms flexible enough to adjust to each case.
- Create Downtown-wide (or district-wide) shared parking system. This can help highlight the facilities that have parking supply surplus and raise awareness of the possible shared parking agreements among private developers.
- Report annually based on metrics that highlight the status of the shared parking system, including available demand and supply, future expansion, etc.
- Identify some (paid) services that can be required by the contracting parties, e.g., enforcement, maintenance, lighting, signage, insurance, etc. This can be efficient if the City is already providing these services at the municipal parking facilities.

### **3.3 Parking Agreement Terms and Considerations**

This section explains the items and subjects that should be considered when preparing the shared parking agreements. The discussion also provides some insights and best practices on how such considerations were addressed in specific agreements or conditions. Parking agreement terms and considerations vary widely based on each case and the needs of the contracting parties, and these differences can be even noticed in the same City or jurisdiction. However, the section should help prospective parties interested in parking partnership agreements to understand the basic components of these agreements.

The discussed items are categorized into basic and supplementary. Basic items are the most important and common ones, they should be considered and included in all agreements. Supplementary items are less important, but they are still needed for some specific agreements and can also be useful to establish a comprehensive agreement that addresses all issues.

#### **First: Basic Items**

##### **Agreement Duration**

This identifies the duration of the agreement and whether it is renewed automatically. Shared parking agreements are usually arranged for long durations. However, differences in the durations can still be noticed, i.e., some agreements can be for 1-3 years whereas others can last for several decades, e.g., 10-40 years. Long-term durations are also needed for build, operate, transfer

contracts such as the PPP models. As mentioned in the case studies review, different agreement durations can still be noticed for similar types of agreements within the same jurisdiction, i.e., this can be something more relevant to the needs and preferences of the contracting parties.

### **Number of Leased Spaces and Use of the Facility**

This should clarify the number of leased parking spaces, and if the use is limited to specific days and times of day. Some lease agreements may be seasonal and therefore should include the dates that define when the agreement is in place and if the same dates carry over recurrently to the next years.

Some agreements include a layout that demonstrates the leased parking spaces (highlighted and specified in an agreement). This can be important if the leased spaces constitute only a proportion of the facility.

Arranging for shared parking agreements consume coordination time and resources. Therefore, the number of leased parking spaces need to be large enough to make the agreement feasible for the engaged parties. However, based on the best practices review conducted herein, leasing a small number of parking spaces in the range of 20-30 spaces was also noticed in some cases, and based on the needs of the contracting parties.

In addition, the term “use of the facility” should address and clarify the following:

- If the leased parking spaces are to be used by the general public.
- If the leased parking spaces are to be used only by a specific party or organization.
- If the use of parking spaces is different by daytime, nighttime, or overnight.
- If there are a limited number of parking permits to be issued by type, e.g., a maximum of “X” overnight parking permits.
- Parking spaces reserved for the owner’s use, if any.

### **The Rent Charging Rate**

This is to specify the price rates of the leased parking spaces which is usually specified as a monthly price rate per parking space. Prices are typically valid for one year and can be adjusted annually, this adjustment should be well stated and defined. For example, the statement may indicate that adjustment should not exceed the prevailing parking rental rate charged by the City throughout the City’s municipal parking system. Payment due date, i.e., the recurring payment date every month, should be stated. Penalties for past due amounts may also be specified. In some cases, the lease cost can be a percentage of the revenue.

### **Maintenance**

This is to specify the parties responsible for all aspects of maintenance of the facility, including cleaning, pavement repair, striping, lighting maintenance, snow and ice plowing, etc. Maintenance may be assigned fully to a particular party, be shared 50/50, or could follow a hybrid approach whereby some maintenance items are shared and some are not. Some agreements may include detailed exhibits or schedules that outline the maintenance responsibility. The following are further guidelines that can be followed when establishing the maintenance and operation responsibilities:

- When leasing an existing facility, it is generally recommended to retain the existing provider of a particular service to benefit from their experience.
- Economy-of-scale and speciality factors should also be considered, i.e., to assign a particular service to one provider in an area-wide sharing system.
- If the parking agreement is limited to leasing a proportion of the facility, then it makes sense to assign maintenance services to the same provider responsible of the full facility.

- Maintenance activities that have long-term nature, e.g., pavement or asphalt repair, are more likely to be assigned to the owner or lessor especially if the contract duration is not long enough to amortize the expenses.
- For long-term contracts, a term that specifies the frequency of some types of services may be included in the agreement (e.g., asphalt replacement and striping should be done every “X” years).
- Some maintenance activities may merit detailed language. For example, snow removal provision may state how quickly the snow must be cleared from the facility (i.e., within a specified number of hours from the accumulation of a specified snow thickness) and where the plowed snow should be stored.

### **Utilities**

This term is to specify who is responsible to pay for the electricity, water sewage, etc. Usually, the lessee pays for these charges. If the leased parking area is a proportion of the whole facility, then the lessee may be made responsible to reimburse the lessor for a percentage of the total utility costs, i.e., the percentage is consistent with the proportion of the leased area. In full management contracts, it is either the owner’s responsibility or it will be considered among the operating expenses and deducted from the collected revenue if paid by the operator.

### **Enforcement**

Some agreements include a provision that explains enforcement allowances and restrictions, right to towing, who does the enforcement, who has the right to retain the parking violation revenues, who should compensate the enforcement operator, etc. Enforcement resources may not be needed if the facility has strict entry and exit control and is also supported with adequate technology that can keep the records of the vehicles when entering/exiting the facility, e.g., through LPR technology. If the permit structure is complex, e.g., the permits are only granted for specific times of day and days of the week, and the facility cannot keep records of the license plates of the vehicles entering and exiting the facility, then enforcement is needed. In addition, ungated facilities evidently need enforcement.

The lessee may be made responsible to ensure that their parkers are complying with the parking rules, mainly those related to parking location and time. This means that the lessee may need to patrol the area (by their personnel or through third-party) and issue formal notices of violation. A more stringent agreement may include terms requiring the use of an insured towing company, i.e., to remove violating vehicles within a specified number of hours.

### **Signage**

An item is usually provided to specify signage restrictions if any, and who is responsible for adding signs if needed (directional, wayfinding, safety, etc.). Different types of signs may be assigned to different parties, e.g., some branding or marketing signs may only be provided by the branding party. In addition, the lessee is usually responsible to provide signs that define the boundaries of the leased parking area, highlight the days and times of permissible use, specify the penalties for parking violations, and identify who is responsible for enforcement. On the other hand, standard traffic signs such as traffic flow, pedestrian movement, speed limit, and parking access are usually the responsibility of the owner.

### **Exit or Termination Clause**

The exit or termination clause is an important item for shared parking agreements. It describes the restrictions and conditions, if any, to exit the agreement and the advance notice if applicable. Some agreements may state clearly the reasons that justify the termination, e.g., ownership transfer, changing or limiting the access to the facility, etc. Early termination without cause clauses are also included sometimes. The following are further remarks and some of the best practices regarding the termination clause:

- The advance notice varies, i.e., 30 days, 90 days, 180 days, and one full year notices were observed. Typically, longer contract durations require longer advanced notice.
- Agreements with shorter durations, e.g., 3-year term (or less), usually have no exit clause or a strict one. On the other hand, long-term agreements should have exit clause that specifies the conditions to terminate the agreement and the advance notice.
- Agreements for only operation and management services are usually given more flexible exit clauses whereas the lease agreements may be given more stringent and restrictive exit clauses.
- The termination clause is usually the same for both the lessee and the lessor. However, different terms and conditions can be assigned to the different parties in some cases, e.g., the lessor may need to provide a longer notice period as compared to the lessee.
- Exit clauses may include termination fee to be paid by the terminating party. This fee can vary by the time of termination, i.e., the sooner the termination is made the larger the fee is.
- Agreements may also include some additional termination requirements, e.g., removing unnecessary signs, repairing abuse-caused damages, etc.
- In some cases, language is provided to address the unamortized capital expenses incurred by the lessee.

#### **Fees Collection and Accounting**

This is to specify who should handle the fees collection and revenue management. This should also include the revenues collected from parking enforcement and the issued tickets.

#### **Insurance**

The insurance term should detail the insurance requirements. This may include several insurance coverages: worker's compensation insurance and employer's liability, commercial general liability insurance, garage liability insurance, garage keeper's liability insurance to insure the parked vehicles (automobile liability), property insurance, limits per occurrence and annual aggregate limit, liability waiver clauses, and when the insurance certificates must be issued and delivered to the lessor (first time and for renewals). The party that carries and maintains the insurance differs by each case, it could be the owner or the lessee. The cities are usually self-insured municipal corporations and may take advantage of this when they enter into such agreements.

#### **Taxes**

This should specify who is responsible to pay the property taxes. Usually, the owner pays for the property tax and the lessee pays taxes related to the operations and income of the parking system. Some sale taxes related to parking fees can be passed to the parkers.

#### **Cooperation**

A cooperation term is provided to state that the parties will collaborate during the contract period to the best of their ability and that they agree to meet occasionally to discuss any needed adjustments to the agreement. The frequency of such meetings may also be specified.

#### **Indemnification**

The indemnity term is usually a standard item and provided in addition to the insurance term. This can be however very technical and requires legal counsel regarding its language.

#### **Second: Supplementary Items**

*Improvements:* usually the owner adds a term to prohibit any change made to the facility without their approval. If some improvements are already known to be needed during the lifetime of the



contract, then these should be specified clearly along with their expected costs and the party responsible for them. A table or exhibit may be needed if there are too many improvement items. Amortization schedule and conditions may need to be established.

*Communication and notice delivery rules:* to set out the acceptable methods of communication, e.g., by writing, email, registered or certified mail, etc.

*Security:* to specify the need for security system (surveillance) and identify who should maintain and operate the system.

*Issuance and management of the permits:* to specify who is responsible for the permit issuance and administration.

*Default Clause:* to define a default event occurrence and the consequences and/or remedies.

*Supplemental Covenants:* to provide additional terms, rights, and responsibilities.

*Snowplowing:* who will do the snowplowing, how, and when.

Other terms may also speak of branding, subletting, restrictions of some types or weights of vehicles.

## 4 Parking Utilization Surveys

### 4.1 Parking Survey Information

Manual parking surveys were carried out in October 2022 by City staff and they included public and private off-street parking facilities and on-street parking stretches in Downtown Brampton. The surveyed facilities are similar to the ones that were surveyed in Brampton Parking Plan study based on 2019 data and highlighted in Phase 1 report (See Exhibit 4.4 in the Phase 1 report). Each parking facility was surveyed on at least one weekday (i.e., October 26<sup>th</sup> or 27<sup>th</sup>) and at different times (e.g., morning, noon, and/or afternoon). Exhibit 2 summarizes the parking survey date and time by different parking types and facilities.

The purpose of the 2022 parking surveys is twofold. First, the surveys will provide an up-to-date parking utilization data as the City is recovering gradually from COVID-19 pandemic impacts. Second, the surveys will be used to assess the parking utilization in the hybrid work environment which was recently adopted by the City and many other employers. By identifying the impact of COVID-19 pandemic and the hybrid work model, a refined future parking demand forecast scenario can also be prepared and the parking supply surplus can be reassessed. It is anticipated that the hybrid work model will decrease the utilization of the parking system and increase the system-wide parking supply surplus. Having more recent parking data and assessing the impact of the hybrid work model should better inform any recommendation or decision regarding the shared parking strategies in the Downtown area.

Exhibit 2: Manual Parking Survey Date and Time by Facility

Parking Facility/Type	Date and Time the 2022 Surveys Were Available
Market SQ	Thursday, Oct 27: at 8:33 AM and 12:34 PM
City Hall	Thursday, Oct 27: at 8:40 AM and 12:42 PM
West Tower	Thursday, Oct 27: at 8:49 AM and 12:49 PM
Nelson SQ	Thursday, Oct 27: at 8:55 AM and 12:49 PM Thursday, Oct 26: 8:00 AM to 6:00 PM
John St	Thursday, Oct 27 at 9:04 AM and 12:55 PM
On-Street Parking	Wednesday, Oct 26: 9:00 AM, 12:00 PM, and 3:00 PM
All Private Off-Street Facilities	Wednesday, Oct 26: 10:00 AM and 12:00 PM

### 4.2 Methodology for Estimating Parking Supply

Analysis of the 2022 parking survey data will address the following criteria and assumptions:

- Two analyses were conducted as follows:
- First: analysis of the existing parking utilization using the 2022 parking data. This analysis also attempts to compare the 2022 data (post-Covid) with the 2019 data (pre-Covid) and draw conclusions regarding the impact of Covid-19 pandemic and the hybrid work model in place today.
- Second: estimation of the 2040 future parking utilization. This analysis will consider the following three basic scenarios: 1) 2040 base model: assumes no teleworking and relies

on 2019 parking data as the baseline, 2) 2040 hybrid work model: assumes the existing hybrid work model patterns will remain in place and relies on 2022 parking data as the baseline, and 3) 2040 limited hybrid work model: assumes 50% of the existing hybrid work model patterns will remain in place. The third scenario aims to reflect a contingency regarding the continuation of the existing hybrid work model, i.e., more work activities may return to office in the future. In addition, the impact of closing the Nelson Square parking garage on parking supply surplus will also be assessed.

- The assumptions regarding the population growth rate and the modal split were taken as per the Brampton Parking Plan Phase 1 report and following the same approach. That is, a population growth rate of 1.38 and a modal split reduction factor of 0.79 are assumed between 2019 and 2040 (over 21 years). When indexing the 2040 future parking demand forecast to the 2022 parking data, prorated ratios were calculated (over 18 years) and this resulted in a Net Growth Factor of 1.07.
- As shown in Exhibit 2 above, the survey times differ across the surveyed facilities. However, the Brampton Parking Plan Phase 1 Report indicates that the highest parking demand is historically noticed midday between 10:00 am to 4:00 pm and it only fluctuates moderately over this period (see Exhibit 4.3 in the Phase 1 report). Therefore, the period 12:00 to 3:00 PM will be adopted for further analysis in this report because it coincides with the historical area-wide peak-period and all facilities had at least one 2022 parking survey available during this period. The period 12:00 to 3:00 PM will be referred to as the “midday period” in the subsequent sections.
- The calculation of parking supply surplus will be based on the effective capacity of the facilities, i.e., capacity will be taken as 85% of the total number of available parking spaces.

### 4.3 Analysis of Existing Parking Utilization

Exhibit 3 shows the midday parking utilization ratios for different parking facilities and types in Downtown Brampton and Exhibit 4 summarizes the resulting parking supply surplus. The two exhibits provide the parking data for the 2022- and 2019-year baselines and compares the two. The following remarks can be drawn from Exhibit 3 and Exhibit 4:

- As compared to 2019 (pre-Covid), the area-wide parking utilization dropped substantially in 2022 (post-Covid). Relative to 2019 conditions, the area-wide parking utilization (and demand) dropped by 34.8%.
- A sharper parking utilization drop is noticed in the municipal off-street parking garages (48.9%) as compared to the private off-street parking facilities (24.7%).
- The data in Exhibit 3 indicates that the underutilization in the parking system which was observed initially in 2019 survey data has expanded and magnified as a result of the hybrid work arrangements. Based on 2019 data and assuming the effective capacity of 85% of the available supply, the surplus in parking supply was around 480 and 641 parking spaces in the municipal and private off-street parking systems, respectively; this surplus has increased in 2022 to 994 and 979 spaces, respectively.

Exhibit 3: Downtown Brampton Midday Parking Utilization: 2022 vs 2019 Data

Parking Facility/Type	Parking Utilization		2022 vs 2019	
	2019	2022	Difference*	Difference Relative to 2019**
Market SQ Garage	68%	22.7%	-45.3%	<b>-66.6%</b>
City Hall Garage	56.7%	27.8%	-28.9%	<b>-51.0%</b>
West Tower Garage	61.8%	39.2%	-22.6%	<b>-36.6%</b>
Nelson SQ Garage	49.8%	34.2%	-15.6%	<b>-31.4%</b>
John ST	42.7%	26.2%	-16.4%	<b>-38.5%</b>
Municipal Off-Street Parking (All Garages)	58.4%	29.9%	-28.5%	<b>-48.9%</b>
Private Off-Street Parking (All Facilities)	57.8%	43.5%	-14.3%	<b>-24.7%</b>
Municipal On-Street	49.6%	35.5%	-14.1%	<b>-28.4%</b>
Area-Wide Parking System	57.6%	37.5%	-20.0%	<b>-34.8%</b>

(\*) Difference = 2022 utilization – 2019 utilization

(\*\*) Difference Relative to 2019 = Difference ÷ 2019 utilization

Exhibit 4: Downtown Brampton Midday Parking Supply Surplus: 2022 and 2019 Data

Type of Parking	Parking Surplus (# of parking spaces)	
	2019 DATA (No teleworking)	2022 DATA (Hybrid work model)
Municipal Off-Street Parking System	480	994
Private Off-Street Parking System	641	978
Area-Wide Off-Street Parking System	1,121	1,972

## 4.4 Analysis of 2040 Future Parking Utilization

Exhibit 5 provides the forecasted 2040 parking utilization ratios for the three previously defined future scenarios, i.e., the base model, the hybrid work model, and the limited hybrid model. For each scenario, the impact of closing the Nelson SQ parking garage was also included. Exhibit 6 summarizes the resulting parking supply surplus for each scenario. The following remarks can be drawn from Exhibit 5 and Exhibit 6:

- The off-street parking system is expected to remain underutilized in 2040 and this applies to the three future scenarios. The area-wide off-street parking utilization ratio ranged between 40.3% (for the hybrid work model and assuming no facility closure) and 66.7% (for the base model and assuming the closure of the Nelson SQ parking garage).
- The parking system underutilization is significantly larger for the hybrid work model scenarios (scenarios two and three) and if the Nelson SQ parking garage remains open.
- The area-wide off-street parking supply surplus ranged between 1864 and 712 parking spaces across the different scenarios. The supply surplus in the municipal off-street system ranged between 162 and 956 spaces whereas the surplus in the private off-street system ranged between 550 and 908 spaces, across the different scenarios.
- If the hybrid work model is considered, either fully (scenario two) or partially (scenario three), the supply surplus in the municipal off-street system ranged between 440 and 956 spaces whereas the surplus in the private off-street system ranged between 729 and 908 spaces, across the different scenarios.

Exhibit 5: Downtown Brampton Midday Parking Utilization: 2040 Forecasts

Type of Parking	<u>Scenario One</u> 2040 Base Model (No teleworking)		<u>Scenario Two</u> 2040 Hybrid Work Model		<u>Scenario Three</u> 2040 Limited Hybrid Work Model	
	No Closure	Nelson SQ Closure	No Closure	Nelson SQ Closure	No Closure	Nelson SQ Closure
Municipal Off-Street Parking System	63.0%	74.4%	32.0%	37.7%	47.6%	56.2%
Private Off-Street Parking System	61.8%	61.8%	46.6%	46.6%	54.2%	54.2%
Area-Wide Off-Street Parking System	62.3%	66.7%	40.3%	43.1%	51.3%	55.0%

Exhibit 6: Downtown Brampton Midday Parking Supply Surplus: 2040 Forecasts

Type of Parking	Parking Surplus (# of parking spaces)					
	<u>Scenario One</u> 2040 Base Model (No teleworking)		<u>Scenario Two</u> 2040 Hybrid Work Model		<u>Scenario Three</u> 2040 Limited Hybrid Work Model	
	No Closure	Nelson SQ Closure	No Closure	Nelson SQ Closure	No Closure	Nelson SQ Closure
Municipal Off-Street Parking System	396	162	956	722	674	440
Private Off-Street Parking System	550	550	908	908	729	729
Area-Wide Off-Street Parking System	946	712	1,864	1,630	1,403	1,169

## 4.5 Parking Utilization Survey Discussion

The previous sections analyzed the parking system utilization in Downtown Brampton for both the existing and future conditions. However, in order to identify the parking supply that can be used for shared parking agreements, the following remarks should be considered.

Most of the private parking facilities are small in size (<25 parking spaces), and these are deemed inappropriate for shared parking agreements because they do not provide sufficient economy-of-scale for such type of agreements. Drafting, developing, and managing shared parking agreements consume time and efforts and only parking facilities with significant size should be considered. In addition, the owners of these facilities should show interest in parking partnerships. Moreover, some private lots serve specific purposes (e.g., the GO Station parking lots) and may not be used easily for shared or public parking purposes. This means that only a limited proportion of the private off-street parking system can be used for shared parking agreements and the focus should be placed on the municipal parking facilities.

The municipal off-street parking facilities have a large parking surplus. However, estimating this parking surplus is challenged with some uncertainty. The popularity of the hybrid work model in place today may change in the future. In addition, the Nelson SQ parking garage may be closed. Moreover, additional streetscaping projects may require redistributing some of the on-street parking demand to the off-street facilities. It is also to be noted that the analysis performed herein was based on one day of data to derive a high-level estimate of parking utilization, parking demand may still fluctuate from day-to-day.

These remarks indicate that an upper limit estimate of the parking supply surplus should be avoided as this does not address any contingency and may result in an overestimation. However, adopting a lower limit estimate may also prove to be too conservative and result in poor utilization of the available facilities. A middle estimate is deemed more feasible for planning purposes. The existing parking supply surplus in the municipal off-street facilities is estimated to be around 990 parking spaces. As for the 2040 future conditions, the third scenario which assumes a narrower hybrid work arrangement in place appears to be reasonably conservative. This corresponds to a parking supply surplus estimate of around 670 parking spaces assuming the Nelson Parking SQ remains open.

Based on scanning the private parking facilities and the stakeholder engagement activities carried out in the early phases of this study, only few private parking facilities were found to have appropriate size and also have owners interested in parking partnerships. The parking supply surplus of these facilities, which can be considered for parking partnerships, is estimated at around 130 parking spaces. This is just a rough estimate as the actual parking supply offered will be governed by the acceptance of the owners, the actual parking demand on-site, rental rate offered, and agreement duration and terms.

## 5 Off-Site Parking Opportunities

In order to accommodate potential parking demand increase in the future, desktop review was conducted in this section to assess the available site opportunities that can be leveraged to expand the Downtown parking system.

**First: Policy Review:** to gain an understanding of the existing and forthcoming policies in Downtown Brampton and how these can impact the process of developing new parking facilities.

**Second: Review of Site Plans and Development Applications:** to identify the major developments coming to the Downtown area, their land use and parking supply, and if there are already plans to develop new parking facilities in the area.

**Third: Site Scan:** to use air-photos and available documents to search for potential sites that can be used to develop new parking facilities in the future.

It must be emphasized that this section intends to provide high-level assessment and recommendations based on available data and documents. Site development is usually a lengthy process that may require further assessment of several detailed policies and standards; and therefore, the findings and recommendations of this section are intended to support future plans and developing any site would still require a more detailed feasibility and regulatory assessment.

### 5.1 Policy Review

This section provides a summary of land use planning policies which would impact the development of parking structures within Downtown Brampton. The reviewed policies include the Official Plan, the Secondary Plan, and the Draft New Official Plan.

#### Official Plan

The Brampton Official Plan is a long-term planning document to guide development in the city. The in-force Official Plan was originally approved in 2006, with the most recent consolidation including changes and amendments up to September 2020.

Section 4.11 of the Official Plan includes policies related to urban design. Relevant to the present project, Subsection 4.11.3.8 includes urban design policies specifically related to parking. These include the following policies:

*“Parking areas shall be organized into small units separated by landscaping and pedestrian facilities to provide safe, attractive pedestrian environments and visual enhancement. Large unarticulated parking areas shall not be permitted;*

*Sustainable stormwater practices such as permeable pavement and bioretention should be integrated into parking areas to the greatest extent feasible;*

*Convenient surface parking shall be provided for commercial areas without affecting the character of major streetscapes. Parking areas should be located wherever possible at the rear or side of the blocks and connected to the streetscape through pedestrian links or covered ways; [...]*”

As indicated above, the City intends for parking facilities to have minimal visual impact on the character of the Downtown area. The Official Plan recommends parking be located at the rear sides of blocks and be well connected with the active transportation network.

#### Secondary Plan

Secondary Plans form part of Official Plans and provide additional details for land use development. Brampton Downtown Brampton Secondary Plan, also known as the Secondary Plan Area 7 (referred to herein as “SP7”) envisions the Downtown Brampton area as mixed-used area

with intensification and requires improvements to remain sympathetic to the character of the Downtown area.

Section 6 of SP7 includes policies related to the transportation network. As further discussed below, these policies support a system where buildings share parking structures as opposed to each having its own parking amenities.

Subsection 6.2 includes policies related to the road network. Policy 6.2.1. notes that where large size blocks are being redeveloped, a condition of development indicates that landowners shall consider entering into agreements to determine, among other things, shared parking arrangements. Shared parking arrangements would therefore help support the road network goals of SP7. Policy 6.2.1. notes the following (emphasis added):

*“Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approvals stage. As a condition of development approval, **landowners shall enter into agreements which among other matters shall determine ultimate access and shared parking arrangements.**”*

Subsection 6.4 includes policies related to traffic and access management which overall aim to reduce the number of driveway accesses to Queen Street. Policy 6.4.3 prohibits the addition of new driveway site access from Queen Street except under specific exceptions as quoted below:

*“6.4.3. No new driveway site accesses to Queen Street shall be permitted in the Downtown Brampton Secondary Plan, with a few exceptions.*

This means that the development of parking facilities along Queen Street should carefully consider the availability of appropriate access and egress schemes which may include relying upon the side streets.

Subsection 6.6. includes policies related to parking. Policy 6.6.1 and 6.6.2 both note that the City shall encourage less stringent parking standards and may establish reduced parking standards through a ZBL. As discussed elsewhere in Brampton Parking Plan reports, ZBL 045-2021 removed parking minimum requirements in the entire Downtown area with few exceptions. As per Policy 6.6.4, lands may be temporarily used for parking prior to redevelopment as quoted below:

*“6.6.4. Lands may be used on a temporary basis for parking, prior to redevelopment, in accordance with the use and density provisions of this Plan. The design of temporary parking areas shall be in accordance with the urban form policies referenced in Section 8.0 of this Plan.”*

This policy provides opportunities to use vacant sites as temporary parking facilities until they are fully developed. In summary, SP7 encourages the use of shared parking arrangements in Downtown Brampton to preserve the land for other purposes and it also allows using the sites being redeveloped as temporary parking facilities.

### **Special Policy Area Number 3**

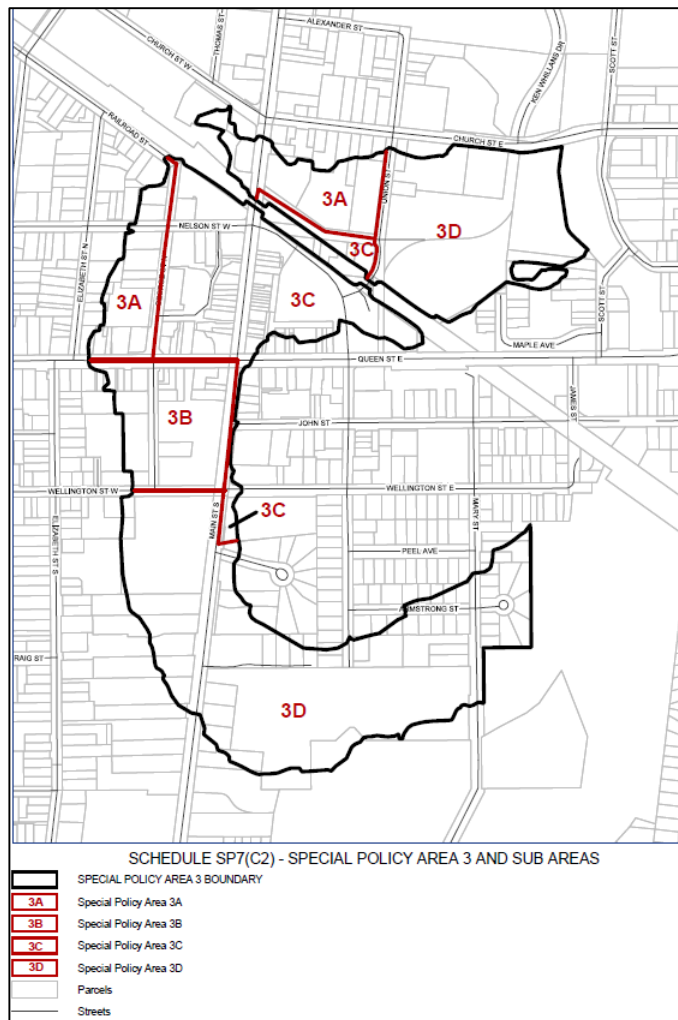
The SP7 includes site specific policies for Special Policy Areas. As shown in Schedule SP7(C2) (Exhibit 7), much of the Downtown area falls within Special Policy Area Number 3. The Special Policy Area is broken down into four sub-policy areas. Special Policy Area Number 3 was determined by the Toronto and Region Conservation Authority (TRCA) as being subject to flooding in a major storm event. The susceptibility of these lands to flooding require that floodplain management measures be added to proposed development within the area. Particularly relevant to parking structures is policy 5.6.3.2(xiii) which notes:

*“Underground parking is generally discouraged. Where an underground parking garage is proposed, it shall be floodproofed to the Regulatory Flood elevation. Where it is technically impractical to floodproof to the Regulatory Flood level, the entrance and all openings, including those associated with ventilation, shall be floodproofed to the highest level technically feasible and*



*practical. The minimum floodproofing shall be the 1:350 year storm event, as determined by the Toronto and Region Conservation Authority.”*

Exhibit 7: Downtown Brampton Secondary Plan – Special Policy Area Number 3



Source: Schedule SP7 (C2) of the Downtown Brampton Secondary Plan

### Draft New Official Plan

The City of Brampton is currently undertaking a study to update the Official Plan. The second and most recent draft of the updated Official Plan was released in December 2022. It has a strong focus on departing from Brampton's traditional suburban auto-centric community design and moving towards a people-first complete-street design.

The Draft Official Plan Schedule 1 depicts the entire Downtown area as an 'Urban Centre.' As such, Urban Centre policies apply to the municipal properties being reviewed. The following policy must therefore be considered in the implementation of new parking facilities:

*"Policy 2.2.3.4 The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 1:*

*d. New parking facilities within centres will be integrated within buildings and structures. Parking may also be facilitated on street. Where the land use of an existing mall site is transitioning, surface parking may be permitted on a case-by-case basis”.*

*“2.2.3.24 Where new development includes structured parking as an accessory use within Centres, such parking will be located mainly underground or, if within the principal building, not along the frontage of any public street.”*

While these policies are not yet in force, they highlight the City’s goals of reducing surface parking and mitigating the impact of parking on the public realm and character of the Downtown area.

### **Policy Review Key Takeaways**

Below are the summary remarks and key takeaways from the policy review:

- A parking facility in the Downtown area must balance policy direction to avoid surface parking as much as possible and mitigate the impacts of parking structures on the public realm.
- The City’s intends for the Downtown parking facilities to have minimal visual impact on the character of the area. The Official Plan recommends parking be located at the rear or sides of blocks.
- The Secondary Plan of the Downtown area (SP7) encourages the use of shared parking arrangements in Downtown Brampton to preserve the land for other purposes and it also allows using the sites being redeveloped as temporary parking facilities.
- The City’s draft new Official Plan requires new parking facilities within centres to be integrated into the buildings or the structures and it also encourages locating the structured parking underground.
- Special Policy Area No.3 delineates several sub areas in Downtown Brampton as susceptible to flooding and requires that any underground parking facility to be carefully floodproofed.

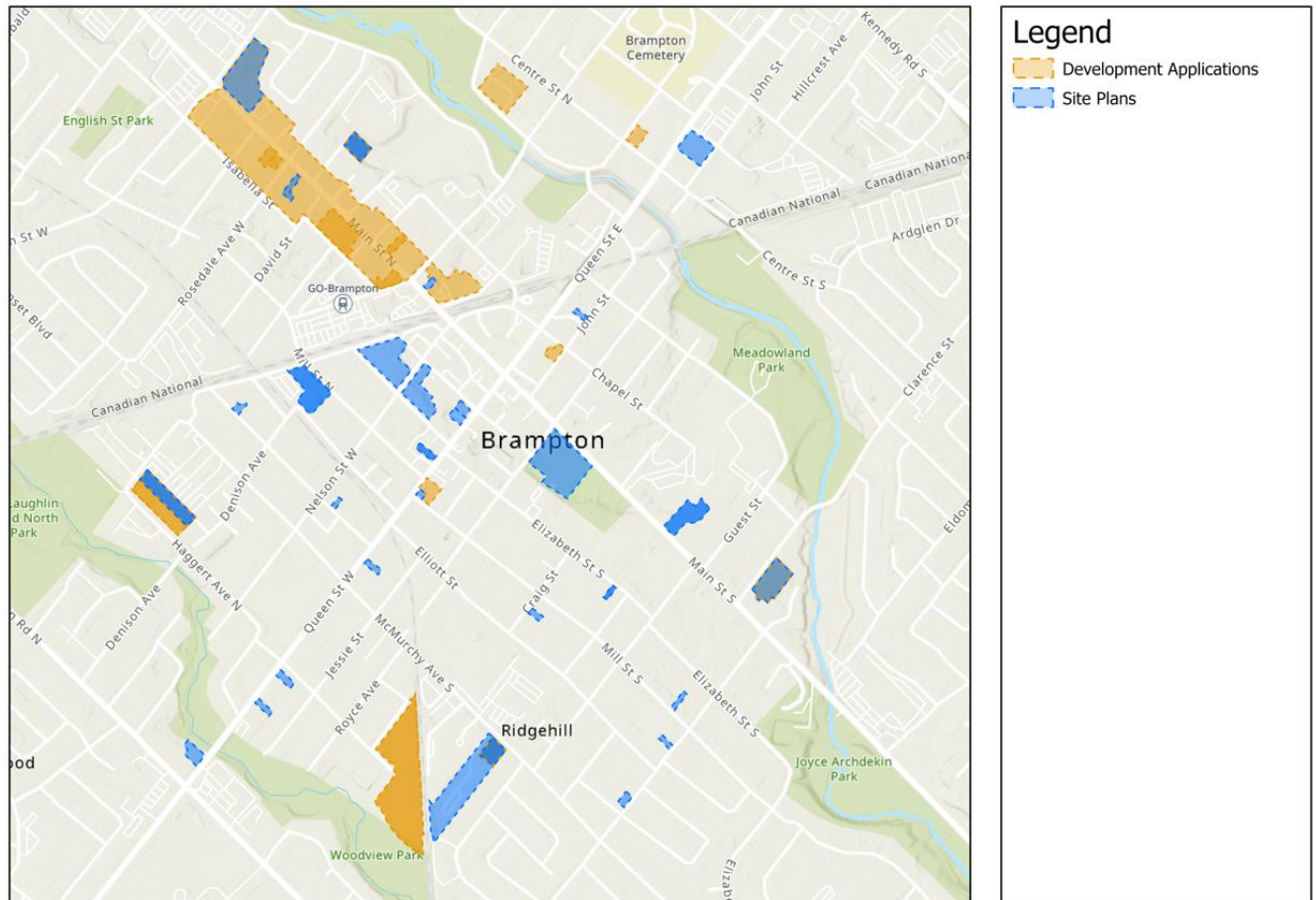
It is to be noted that the Special Policy Area designation and policies are expected to be removed through the review process, once flood protection construction is completed in 2028 as part of the Riverwalk project. In that case, the above-noted requirement for flood-proofing underground parking may not be required.

## **5.2 Review of Site Plans and Development Applications**

In total, 55 site plans and development applications were reviewed in the Downtown area. The locations of these plans and applications are highlighted in Exhibit 8. The review focused on the size of the intended developments, their parking needs and supply, and their location. Exhibit 9 summarizes the major or large developments observed among the reviewed files and provides a brief description of each, including the parking supply. Exhibit 10 demonstrates the location of these developments. All these major developments were mainly residential (some comprise

limited mixed-use or retail areas). Other developments, i.e., not shown in Exhibit 9, were minor in nature and size and do not have significant impact on parking supply and demand, (e.g., developments with a few residential units, garage detachment, improving a building façade, etc.).

Exhibit 8: Downtown Brampton Existing Development Applications and Site Plans



ARCADIS  
 IBI GROUP

## Brampton Downtown Parking Implementation Strategy

### Development Applications & Site Plans

0 0.2 0.4 0.8  
 Kilometers



Note: the data were shared by the City between September 2022 and May 2023.

Exhibit 9: Major Residential Development Applications

No.	Application or File No. <sup>1</sup>	Date Received	Building Type	Number of Units	ZBL Required Parking <sup>2</sup> (spaces)	Parking Supplied or Proposed (Spaces)
1	SP17-036.000	2017-05-15	25-storey mixed-use buildings	168 units + 524 m2 retail and 3,058 m2 office space	256 (168 residential + 26 commercial + 62 office)	278 (186 residential + 92 commercial).  92 bike racks.

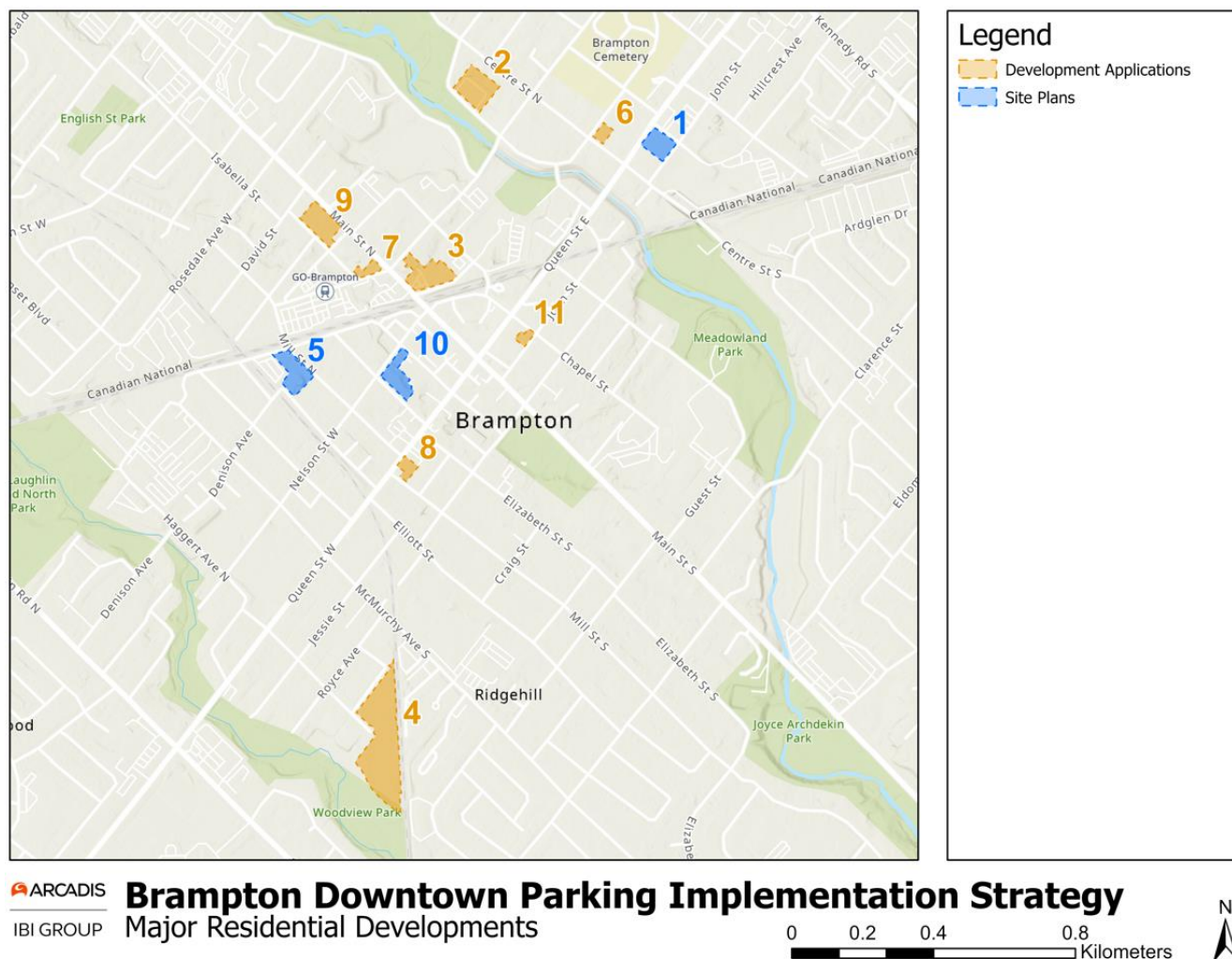
No.	Application or File No. <sup>1</sup>	Date Received	Building Type	Number of Units	ZBL Required Parking <sup>2</sup> (spaces)	Parking Supplied or Proposed (Spaces)
						Based on approved site statistics drawing dated Nov 19, 2019.
2	C01E06.054	2017-06-02	17-storey residential building	358 units	392 (339 residential + 53 for visitors)	467
3	C01E06.056	2018-01-12	Three residential towers	590 units + 5,205 m <sup>2</sup> retail + 6 townhouse units	666 (565 residential + 89 for visitors + 12 TWHs).  Property is within area exempt from commercial parking requirement, as per staff recommendation report.	645 (554 residential + 91 visitors & commercial). Based on Traffic Impact & Parking Study, Cole Engineering Group Ltd., Jan 2018.
4	C01W05.044	2018-02-20	13-storey residential building & stacked townhouse blocks	402 units (250 apartments + 152 townhouses)	498 (300 for apartments + 198 for townhouses)	497. Based on TIS, Stantec, dated Aug 18, 2020.
5	SPA-2020-0087	2020-07-03	25- and 27-storey mixed-use buildings	365 units	543 (435 residential + 76 visitor + 32 non-residential)	517 (408 residential + 77 visitor + 32 non-residential) -as per site plan dated June 29, 2020.
6	OZS-2020-0025	2020-09-14	9-storey residential building	82 units	131 (110 residential + 21 visitors)	Option 1 - 96 (84 residential + 12 visitors)  Option 2 - 58 (41 residential + 17 visitors).  Based on Parking Study, Burnside, August 12, 2020.
7	OZS-2021-0003	2021-01-14	30-storey mixed-use building	361 units + 298 m <sup>2</sup> retail at grade	72 for visitors, as per by-law 45-2021.	195 (136 residential + 54 visitor). 244 bicycle racks. Based on TIS and Parking Study Memo from BA Group, Dec 8, 2021.
8	OZS-2021-0009	2021-03-11	11-storey mixed-use building	82 units + 584 m <sup>2</sup> retail space	16 for visitors, as per by-law 45-2021.	50. Based on site plan dated Jan 25, 2021

No.	Application or File No. <sup>1</sup>	Date Received	Building Type	Number of Units	ZBL Required Parking <sup>2</sup> (spaces)	Parking Supplied or Proposed (Spaces)
9	OZS-2022-0011	2022-02-11	Two 48-storey mixed-use buildings	1,149 units + 1,638 m <sup>2</sup> retail space	230 for visitors, as per by-law 45-2021.	466 (351 residential + 115 visitor). Based on City staff Supplementary Report dated Aug 2022.
10	SPA-2022-0122	2022-06-22	37- and 42-storey mixed-use buildings	971 rental units + 146 hotel units + 799 m <sup>2</sup> retail space	194 for visitors as per by-law 45-2021.  Bicycle racks 680 (0.7/unit).	654 (457 residential + 197 visitor). Bicycle racks 680. Based on site plan and zoning info. Drawing dated Sept 1, 2022.
11	OZS-2022-0035	2022-07-13	39-storey mixed-use building	285 apartment units + 77 student housing units + 100 m <sup>2</sup> retail space	73 for visitors as per by-law 45-2021.	82 spaces. Parking is not provided for student housing as Algoma University is within 100 meters of the property. Proposes that parking generated by visitors and the commercial use can use municipal parking available in the vicinity. Based on Addendum Letter to TIS dated May 1, 2023.

Notes: (1) the application number and date are as per the data received in May 2023 and may change according to the application stage, (2) the applicable ZBL differs based on the availability and applicability of recent ZBL amendments, (3) some of the listed applications/files are still under review and have not been approved yet.



Exhibit 10: Major Development Applications in Downtown Brampton



### Key Takeaways from Site Plans and Development Applications Review

The key takeaways from reviewing the site plans and development applications are:

- Several major and large residential developments are coming to Downtown Brampton. The site plans and development applications include eleven of such developments (Exhibit 9). The number of dwelling units for each development ranges between 82 and 1149, and some include mixed-use or retail areas.
- Some of the developments precede By-law 45-2021 (March 2021) which rescinded the parking minimums. Parking spaces are provided in these buildings or developments at a rate that is approximately equal to the number of units (i.e., the average supply is approximately 1.20 space/unit, including the visitor parking). This indicates that the parking estimation was mainly governed by satisfying the minimum parking requirements as stated in the previous ZBLs. However, it is to be noted that the developers did not apply for the cash-in-lieu of parking and were interested instead to provide adequate parking supply on-site. This may also suggest that future developers may still consider providing appropriate parking supply on-site even if no parking minimum requirements exist.

- Some of the development applications (or site plans) are recent and may benefit from By-law 45-2021 which relaxed parking requirements (i.e., developments No. 7 to 11 in Exhibit 9). All these developments are primarily residential, but a retail or commercial space is also included. The parking supply of the developments, which combines parking for both residents and visitors, ranges between 0.28 to 0.67 space per unit (with an aggregated/weighted average of 0.51 space/unit). It is to be noted that most of these development applications are still under review at the time this report was prepared.
- The parking spaces of these eleven developments are expected to be already bundled (or sold) with the dwelling units, and it may be complicated to unbundle them at this time and convert some of them into public parking. However, the City may approach the developers to further confirm this and see if there is still an opportunity to convert a limited number of the parking spaces into public parking. Offering public parking will assist the developers to invest in their parking supply and generate revenue.
- Rogers Communications requested for two Minister's Zoning Orders (MZOs) for major improvement to Rogers' Brampton campus. The two MZOs are for the Metrolinx-owned lands, located on the block bound by Railroad Street, Elizabeth Street North, Nelson Street West, and George Street North, and Rogers Communications-owned lands, located at 8200 Dixie Road. Other large mixed-use, commercial, or office developments were not noticed among the reviewed applications in Downtown Brampton. Only few and small mixed-use areas were added to some residential buildings. This indicates that the only major parking demand generator among the reviewed applications is Rogers Communications.
- There is only one development application that aims at developing a parking lot on 164&166 Main Street North. However, the area on the subject lot is very small leaving a very low potential to add significant public parking supply. The area of the lot as it appears on the map does not allow for a structured parking facility.

In summary, the reviewed development applications do not seem to create a major change in the parking demand and supply of the Downtown public parking system, except for Rogers' MZO. Applications to build new large public parking facilities were missing. The large residential developments provide their own parking on-site. Although some large residential developments are providing less than one parking space per unit on average, the demand for parking is anticipated to decrease with the forthcoming intensification in the area and the improvements to the transit and active transportation systems. It is to be noted also that the municipal garages presently do not offer overnight parking permits to residents. Offering such permits may be considered in the future if overnight residential parking demand reaches a significant level.

## 5.3 Air-Photo Site Scan

This section reviews the potential sites for developing future parking facilities and considering both the municipally-owned and the privately-owned sites. The review focuses on the vacant sites, but it also considers improving or repurposing some of the existing facilities (e.g., converting a surface parking lot into structured parking, opening a limited-access parking facility to the public, etc.). Exhibit 11 highlights the sites that were shortlisted and reviewed, the sites were provided with ID numbers so they can be referred to subsequently. Each of these sites is discussed individually in the following sections. The discussion provides general information, such as the site ownership, current use, Secondary Plan land use, ZBL designation, and if the site is located within the Secondary Plan special policy area No. 3. The ZBL information was retrieved from the City's *PlanningViewer* web tools<sup>1</sup>. In addition, the feasibility of using the site as future or temporary parking facility is discussed. At the end of this section, a summary table (Exhibit 21) summarizes the main attributes and key remarks for all the analyzed sites.

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<sup>1</sup> <https://maps1.brampton.ca/PlanningViewer/>  
August 22, 2023



Exhibit 11: Shortlisted Sites for the Off-Site Parking Opportunity Review



Source of the image is Google Earth, taken on Jan 25, 2023.



### 5.3.1 Site 1

**Address:** 82 - 100 Railroad St

**Ownership:** mixed (neighbourhood public and private plots)

**Current Use:** vacant and storage

**Secondary Plan Land Use:** residential - medium/high density

**Within Secondary Plan Special Policy Area Number 3:** no

**Zoning By-law:** industrial: (M1)

**Description:**

The site is composed of several plots which are municipally and privately owned. It is possible that the current owner of the private lands is interested in selling the property or leasing it to the City and this should enlarge the total site area and achieve an economy of scale when developing a parking facility on site. The land use designation and ZBL permit parking on the site, and floodproofing mitigation measures are not required. The site has a 600 m walking distance from the potential development on Metrolinx site and 1070 m from the Main St and Queen St. intersection. Approximately 225 to 245 parking spaces can be accommodated on this site at the surface level. Using this site temporarily as a surface parking lot can be considered until future plans decide on the best use of the site.

It is to be noted also that the Secondary Plan identifies a grade separated crossing of the CNR tracks of the future extension of McMurchy Ave., subject to further investigation. Investing in a parking facility in Site 1 may impact the extension of McMurchy Ave.

**Feasibility for Parking Purposes:** high

**Key Remarks:**

Consider using the site temporarily as a surface parking lot which can be converted in the future into structured parking or mixed-use development. The facility can mainly serve the northern and western areas in Downtown Brampton and long walking distances may be encountered by the users if they are destining the other sides of the area.

Exhibit 12: Site 1 Street Image (Source: Google Street View, taken on Jan 16, 2023)



### 5.3.2 Site 2

**Address:** 2 Maple Avenue

**Ownership:** municipal

**Current Use:** surface parking (Rosalea Parking Lot)

**Secondary Plan Land Use:** residential - medium/high density

**Within Secondary Plan Special Policy Area Number 3:** no

**Zoning By-law:** open space (OS)

#### **Description:**

The existing surface parking lot (Exhibit 13) does not seem to be highly utilized and it is not clear which facilities it serves. However, the signs indicate that parking is only allowed by permits between 7:00 AM to 7:00 PM from Monday to Friday, and parking is free after hours and on weekends. The pavement marking and stripes are not in a good condition and need improvement. The lot is relatively small and irregular in shape and so a multi-level parking structure is likely unfeasible although the site is not located within the Secondary Plan Special Policy Area Number 3. The ZBL does not permit a parking lot, but allows for parking as accessory to other recreational open space uses, such as the Rosalea Park. Therefore, developing a public parking facility on this site may require a ZBL amendment. The lot area is around 1950 sq m and may accommodate 55-65 parking spaces. The site is 350 m walking from Main St and Queen St. intersection and 750 m from the potential development on Metrolinx site. The site access and egress schemes need to rely on the side streets not only because of the policy limiting the access points on Queen St but also because Queen St is at a different (lower) level.

It is to be noted also that a BRT line, namely the Queen St Hwy 7 BRT project, is planned to pass along the Queen St and nearby the site. The project is still at the conceptual design phase, and it is unclear if the BRT alignment will require land expropriation and impact the site size. However, the project documents indicate that the BRT alignment design will be considerate of the tight right-of-way availability in the Downtown area and a narrowed section may be considered there. The design concepts considered so far and shown on the project website do not involve encroachment to the site. In addition, the Kitchener Go Rail Expansion project is foreseeing the addition of a third rail track to the Brampton GO station. The alignment of this additional track may pass nearby the site area. There is already an existing buffer between the site and the existing rail tracks, and the impact of a third track appears to be moderate, if any.

**Feasibility for Parking Purpose:** high

#### **Key Remarks:**

Consider converting the parking area into public parking facility if a ZBL amendment can be granted. This may provide moderate parking supply within walkable distance from the Downtown core area.

Exhibit 13: Site 2 Street Image (Source: Google Street View, taken on Jan 16, 2023)



### 5.3.3 Site 3

**Address:** 59 Church St E

**Ownership:** municipal

**Current Use:** surface parking (for the Rosalea Park)

**Secondary Plan Land Use:** institutional

**Within Secondary Plan Special Policy Area Number 3:** yes

**Zoning By-law:** institutional 1 (I1)

**Description:** The existing surface parking lot is serving the Rosalea Park. The I1 zone does not permit a parking structure in isolation, but allows for parking as accessory to other permitted uses including a park which is located on the site. Therefore, developing a public parking facility on this site requires a ZBL amendment. If the site is repurposed, additional parking may be included through the addition of new levels. The parking lot is within the Secondary Plan Special Policy Area Number 3, so mitigation would need to occur if underground parking were to be constructed. Structure height is limited by the ZBL which notes the maximum height is 3 storeys. The site is located within around 650 m walking distance from both the potential development on Metrolinx site and Main St and Queen St. intersection.

It is to be noted that the Ken Whillans Drive Extension project includes a proposed roadway alignment that may impact the Rosalea Park parking lot area. The proposed alignment however passes just to the east of the parking surface area and the impact on the lot area, if any, appears to be slim.

**Feasibility for Parking Purpose:** average

#### **Key Remarks:**

Consider converting the parking area into public parking facility if a ZBL amendment can be granted and if the northern side of the Downtown area is further developed and intensified.

Exhibit 14: Rosalea Park Parking Facility (Source: Google Street View, taken on Jan 16, 2023)



#### 5.3.4 Site 4

**Address:** 24 Alexander St.

**Ownership:** municipal

**Current Use:** surface parking (for the participants of the school's programs)

**Secondary Plan Land Use:** public open space (valley land)

**Within Secondary Plan Special Policy Area Number 3:** no

**Zoning By-law:** institutional 1 (I1)

**Description:** The existing surface parking lot is serving the Central Public School and the cultural and recreational programs offered by the school. Around 94 parking spaces are presently available on the lot. The I1 zone does not permit a parking structure in isolation, but allows for parking as accessory to other permitted uses. Therefore, developing a public parking facility on this site requires a ZBL amendment. The site is located within around 560 m walking distance from the potential development on Metrolinx site and 630 m from the Main St and Queen St. intersection. The site is listed (but not designated) as a heritage property.

**Feasibility for Parking Purpose:** average

**Key Remarks:**

Consider converting the parking area into public parking facility if a ZBL amendment can be granted and if the northern side of the Downtown area is further developed and intensified.

Exhibit 15: Central Public School Parking Facility (Source: Google Street View, taken on Feb 3, 2023)



### 5.3.5 Site 5

**Address:** southeast corner of Railroad St and Park St Intersection

**Ownership:** private (Metrolinx)

**Current Use:** GO Station parking lot

**Secondary Plan Land Use:** residential (medium-high rise)

**Within Secondary Plan Special Policy Area Number 3:** no

**Zoning By-law:** residential R4B

**Description:** The existing surface parking lot provides additional parking to the GO Station. The site is being considered for inclusion in the City's Downtown Transit Hub which is still in the planning stage. If the location is not used eventually for the Transit Hub project, the existing parking lot could be considered as a potential expansion to the off-site parking system and can be used for shared parking purposes.

The parking demand levels at Metrolinx parking lots were at capacity before the Covid-19 pandemic. However, the 2022 survey results show that these lots are presently 70% to 80% utilized, indicating that Metrolinx may be willing to lease out or sell a proportion of the unutilized parking facilities. Walking distance from the site to Main St and Queen St intersection and the potential development on Metrolinx site is around 720 m and 270 m, respectively.

**Feasibility for Parking Purpose:** high

**Key Remarks:**

Consider purchasing the land and converting the private parking area into public parking facility if the site is not used for the Downtown Transit Hub and assuming the other GO Station parking lots are able to serve the station's demand.

Exhibit 16: Site 5 street image (Source: Google Street View, taken on Feb 3, 2023)





### 5.3.6 Site 6

**Address:** 99 Rosedale Avenue

**Ownership:** private

**Current Use:** industrial / commercial one-storey buildings, associated parking, and vacant land

**Secondary Plan Land Use:** industrial

**Within Secondary Plan Special Policy Area Number 3:** no

**Zoning By-law:** industrial 1 (M1)

**Description:**

The 1.6-hectare triangular site currently contains a one-storey commercial/industrial complex on the north eastern portion of the lot (Exhibit 17). However, there is a large empty space on the property. The property is zoned as industrial, so residential or mixed-use development would require amendments to the Official Plan and ZBL. However, it is possible that the current or future industrial owners may be interested in partnering with the City to lease out a portion of the site, or sever the lot and sell the vacant land to the City. Because of the railway, reaching the Main St and Queen St intersection from the site requires to walk around 1.5 kilometres.

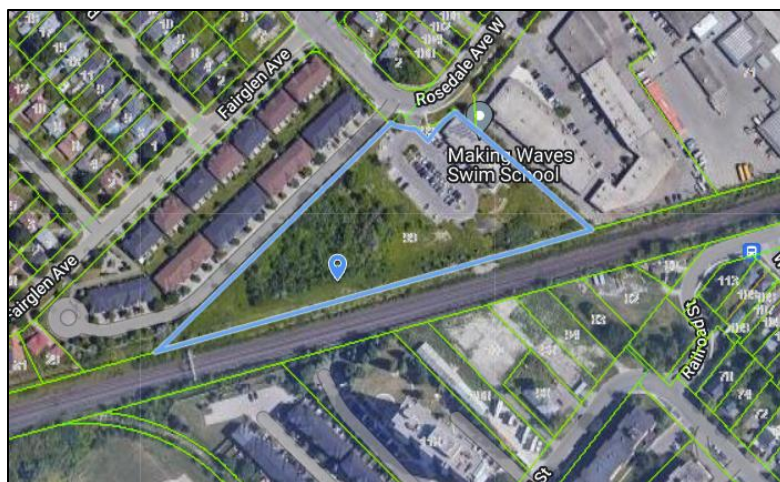
Note that this site could be of interest for potential future rail grade separation, and parking could still be considered on the remaining parcel.

**Feasibility for Parking Purpose:** low

**Key Remarks:**

Consider developing a parking facility on the site (or on a proportion of the site) if the area to the north of the railway is further developed. The site imposes long and convoluted walking distance to reach the southern side of the Downtown area.

Exhibit 17: Site 5 Satellite Image (Source: Google Earth View, taken on Jan 16, 2023)



### 5.3.7 Site 7

**Address:** 50 centre Street (Centennial Park)

**Ownership:** municipal

**Current Use:** public park and associated surface parking

**Official Plan Land Use:** neighbourhood/open space

**Within Secondary Plan Special Policy Area Number 3:** no

**Zoning By-law:** open space (OS)

**Description:**

This is a public park with associated parking. The ZBL does not permit a parking lot, but allows for parking as accessory to other recreational open space uses, such as the park. Therefore, converting the existing parking lot into public parking with or without expansion would require a ZBL amendment. In addition, the site location is faraway from the Downtown centre, it requires following a convoluted route and walking around 1,000 m to reach the Main St and Queen St intersection. An additional 360 m of walking would be required to reach the potential development on Metrolinx site. The lot area is around 5,600 sq m and can accommodate 160-185 parking spaces.

**Feasibility for Parking Purpose:** low

**Key Remarks:**

Converting the site area into public parking facility requires ZBL amendment and the site is not within close proximity to the Downtown core area.

Exhibit 18: Centennial Parking Parking Lot (*Source: Google Street View, taken on Jan 25, 2023*)





### 5.3.8 Site 8

**Address:** 89-101 Queen St E (McLoughlin Parkette)

**Ownership:** municipal

**Current Use:** public parkette

**Secondary Plan Land Use:** public open space (parkette)

**Within Secondary Plan Special Policy Area Number 3:** no

**Zoning By-law:** open space (OS)

**Description:**

This is a public parkette and its removal and replacement with parking is not recommended in order to maintain the green space and public realm in the area. The ZBL does not permit a parking lot, but it allows for parking as accessory to other recreational open space uses, such as the Parkette. The site has an area of around 4,400 sq m and can accommodate 125 to 145 parking spaces. Walking distance from the site to Main St and Queen St intersection and the potential development on Metrolinx site is 425 m and 800 m, respectively.

**Feasibility for Parking Purpose:** low

**Key Remarks:**

Converting the site area into public parking facility requires a ZBL amendment and may receive opposition as it adversely impacts the green land and the public realm.

Exhibit 19: McLoughlin Parkette (Source: Google Street View, taken on Jan 25, 2023)



### 5.3.9 Site 9

**Address:** 8 Elizabeth St N

**Ownership:** private

**Current Use:** electrical infrastructure

**Secondary Plan Land Use:** central area mixed use

**Within Secondary Plan Special Policy Area Number 3:** yes

**Zoning By-law:** residential extended one zone (R2B (1))

**Description:**

The site has two properties (Exhibit 20) that are owned by Alectra Utilities and were previously owned by Brampton Hydro Networks. Combined, the two plots have a total area of around 1100 sq m. The properties appear to contain electrical infrastructure. There is a limited space to provide additional parking on the site and the site safety requirements would still need to be also assessed. The ZBL does not permit a public parking facility, and a ZBL amendment would be needed. The site area is also small and not promising to build a multi-storey parking garage.

**Feasibility for Parking Purpose:** low

**Key Remarks:**

Converting the site area into public parking facility requires ZBL amendment and safety assessment. The site does not have a good potential to be converted into multi-storey parking garage.

Exhibit 20: Site 9 images (Source: Geowarehouse and Google Street View, taken on Jan 25, 2023)



Exhibit 21 provides a summary of the analyzed sites and their main attributes.

Exhibit 21: Site Scan Summary for Future Off-Street Parking Opportunities

Site ID	Land Ownership	Lot Area (sq.m)	Estimated Surface Parking Supply (spaces)	Walking Distance to Main st & Queen st intersection (m)	Overall Feasibility	Remarks
Site 1	Mixed	7,850	225 to 245	1,070	High	<p>The site can be used temporarily as surface parking and may be converted into structured parking in the future.</p> <p>Require purchasing private lots and adding them to the publicly owned area.</p> <p>The facility can mainly serve the northern and western sites in Downtown Brampton</p>
Site 2	Municipal	1,950	55-65	350	High	<p>Consider converting the parking area into public parking facility if a ZBL amendment can be granted.</p> <p>The lot size and shape do not allow for structured parking.</p>
Site 3	Municipal	3,700	106	650	Average	<p>Consider converting the parking area into public parking facility if a ZBL amendment can be granted.</p> <p>Structured parking can be considered.</p>
Site 4	Municipal	3,150	94	630	Average	<p>Consider converting the parking area into public parking facility if a ZBL amendment can be granted.</p>
Site 5	Private	4,400	153	720	High	<p>Consider purchasing the land and converting the private parking area into public parking facility if the site is not used for the Downtown Transit Hub and assuming the other GO Station parking lots are able to serve the station's demand.</p>
Site 6	Private	16k	Max. 500 to 560	1,500	Low	<p>Consider developing parking facility on the site (or on a proportion of the site) if the area to the north of the railway is further developed and intensified.</p> <p>The site imposes long and convoluted walking distance to reach the southern side of the Downtown area.</p> <p>Should include greenery area to avoid building excessively large parking lots (this may reduce the parking supply).</p>
Site 7	Municipal	5,600	160-185	1,000	Low	<p>Converting the site area into public parking facility requires ZBL amendment and the site is not within close proximity to the Downtown core area.</p>

Site ID	Land Ownership	Lot Area (sq.m)	Estimated Surface Parking Supply (spaces)	Walking Distance to Main st & Queen st intersection (m)	Overall Feasibility	Remarks
						The site requires following a convoluted route and passing around 1000 m to reach the Main St and Queen St intersection.
<b>Site 8</b>	Municipal	4,400	125-145	425	Low	Converting the site area into public parking facility requires a ZBL amendment and may receive opposition as it adversely impacts the green land and the public realm.
<b>Site 9</b>	Private	1,100	Not clear	290	Low	Converting the site area into public parking facility requires ZBL amendment and safety assessment because it contains electrical infrastructure.  The site does not have a good potential to be converted into multi-storey parking garage.

**Note:** the provided areas, parking supply, and walking distance are approximate estimates.

### Site Scan Key Takeaways

Based on reviewing the potential off-street parking opportunities in Downtown Brampton, below are the main findings:

- Vacant lands in the Downtown area are very rare. Most of the lands are already developed or under development. This means that building new stand-alone parking facilities in the future may be restricted by land availability. The public parking system expansion may alternatively rely on repurposing some of the existing lands, opening limited-access parking facilities to the public, and converting surface parking lots into multi-storey parking garages. These alternative mechanisms may still be challenged by the need to amend ZBLs and purchasing lands.
- Sites 1 to 5 analyzed herein appear to be the more feasible sites for off-street parking system expansion although some need a ZBL amendment and some need further engineering assessment.
- More intensification is planned for the Downtown area at the time parking minimum requirements have been rescinded and shared parking arrangements are encouraged. This means that the Downtown off-street parking system will play a major role in the future to accommodate the whole area parking needs. The above noted restrictions to build new parking facilities indicate that the existing parking system is expected to be more utilized and more needed in the future.

## 6 Shared Parking Implementation Scenarios

This section provides a discussion of different implementation scenarios under which different parking demand and supply profiles are to be assessed. Because parking demand and supply profiles may continuously change as a result of changing density rates, travel behaviour, economic growth, and other factors, the implementation scenarios were established such that they reflect different time horizons as follows:

**Scenario One:** short-term scenario based on the existing parking demand and supply conditions

**Scenario Two:** long-term scenario assuming normal operational growth

**Scenario Three:** long-term scenario assuming expansive operational growth

The main features describing the background conditions of the downtown parking system are summarized first based on findings from previous tasks. Then, a discussion of each scenario is provided. Scenario One is discussed in more details because of two reasons. First, more data are presently available to describe the existing and the short-term conditions as compared to the far future. Second, the recommendations resulting from Scenario One are to be considered or implemented in the short-term, and naturally should be more of a priority. An efficient implementation of parking partnership in the short-term should help better accommodate the future needs.

### Important Note

It is to be noted that the analysis herein is made based on the available information and several assumptions have been made. The intention is to formulate “approximate” or “likely” but not “accurate” or “definitive” scenarios, so an assessment to the shared parking system can be made and lessons can be learned. The operations of the parking system are subject to frequent changes and uncertainty resulting from, for example, teleworking behaviour, maturity of the transit system improvements, modal split changes, economic growth, land use changes, future parking demand requests, etc. The City should continue to monitor the off-site parking requests, site plans, development applications, and changes in the parking demand and supply profiles in the area, and take any considerable changes into account when assessing the shared parking system needs.

### 6.1 Context of the Downtown Parking System

A summary of the key features describing the downtown parking system is provided herein. This summary intends to identify the context and the background conditions of the parking system that will guide preparing the shared parking strategies and tactics. The key features of the parking system described in the preceding sections of this report are summarized below.

#### *Utilization of the Parking System*

The analysis of parking operations in Downtown Brampton indicated that the parking system is presently underutilized. This underutilization was observed for both the pre-COVID and post-COVID conditions. However, parking demand dropped by 34.8% between the 2019 (pre-COVID) and 2022 (post-COVID) surveys, which means that the underutilization has magnified as a result of the hybrid work arrangements.

Based on the recent 2022 parking surveys, the observed parking utilization ratio was around 37.5%, 43.5%, and 29.9% for the area-wide parking system, the private off-street parking, and the municipal off-street parking, respectively. This substantial underutilization of the Downtown off-street parking system calls for applying parking partnership strategies that can make this system more efficiently deployed while benefitting from the expected growth in employment and population.

**Takeaway:** a large parking supply surplus is available and ready for parking partnership arrangements.

#### *Context of the Private Parking Facilities*

The total supply of the private off-street parking system in Downtown Brampton is large and estimated at around 2,360 parking spaces. Based on the 2022 parking surveys, the observed private system utilization area-wide was equal to 43.5% and this means that around 1,333 parking spaces were vacant at the time of the survey. However, only a limited proportion of this large supply surplus can be used for shared parking agreements because of two main reasons. First, most of the private parking facilities are small in size (<25 parking spaces), and these are deemed inappropriate for shared parking agreements because they do not provide sufficient economy-of-scale for such type of agreements. Second, some private lots serve specific purposes (e.g., the GO Station parking lots) and may not be used easily for shared or public parking purposes.

**Takeaway:** only a limited proportion of the private parking supply surplus can be used for shared parking purposes and the reliance should be placed on the municipal parking system.

#### *Anticipated Growth in Employment and Businesses*

Brampton is the fastest growing big city in Canada. The City's growth is projected to reach 985,000 people and 355,000 jobs by 2051, and Downtown Brampton is projected to reach 30,000 people and 15,000 jobs by 2051. As informed by the previous tasks of this study, there are several large residential, mixed-use, and commercial developments coming or planning to come to the downtown area. Some of the developers have already expressed their needs to secure off-site parking supply through parking partnership arrangements. Examples of such developers or developments include employment centers, office uses, and post-secondary institutions.

**Takeaway:** the demand for parking partnership already exists and is expected to grow.

#### *New Parking Regulations and Official Plans*

By-law 45-2021 has rescinded the minimum parking requirements in the downtown, central area, and Hurontario-main corridor. Developers are not obliged to provide a predefined on-site parking supply any more in these areas. Although the developers are still expected to assess their parking needs based on the market conditions, many will aim to optimize the use of their lands and explore off-site parking partnership opportunities. The Secondary Plan of the downtown area (SP7) encourages the use of shared parking arrangements in Downtown Brampton to preserve the land for other purposes. The City's draft new Official Plan requires new parking facilities within centres to be integrated into the buildings or the structures.

**Takeaway:** the recent Zoning By-law (ZBL 45-2021) will increase the interest in parking partnership and the official plans of the City have already promoted parking partnership and the efficient use of land.

#### *Opportunities to Expand the Parking System in the Future*

Building new stand-alone parking facilities in the future may be restricted by land availability. The public parking system expansion may alternatively rely on repurposing some of the existing lands, opening limited-access parking facilities to the public, converting surface parking lots into multi-storey parking garages, and integrating public parking into new mixed-use or residential developments.

**Takeaway:** expanding the parking system in the future is possible but may be challenged by land availability and the need for some ZBL amendments, the existing parking system is expected to be more utilized and more needed in the future.

All the above highlights and takeaways reveal that the existing conditions are very promising and appropriate to apply the concept of parking partnership in Downtown Brampton. This is well

reflected by the parking supply availability, employment and population growth, and the new laws and plans.

## 6.2 Scenario One: Short-Term Conditions

Scenario One is established to represent the existing conditions of the parking system and the near future (2-8 years). The analysis of this scenario will rely on the available parking demand and supply data, including the 2022 parking surveys. An off-site parking demand of 500+ parking spaces will be assumed to be generated from the potential development on Metrolinx site (Exhibit 1). In addition, parking supply request anticipated as part of well-defined future development plans (e.g., CFI) is considered.

### 6.2.1 Off-Site Parking Demand Profile

From the parking demand side, there are presently many planned developments that already requested or are expected to request off-site parking supply arrangements. These are outlined below. It is to be noted that the Downtown shared parking system is primarily intended in this study to address parking demand requests from proposed developments that bring significant employment to the area. That is, parking needs of residential developments are not considered as part of the analysis.

#### Centre for Innovation (CFI)

The CFI is planned to be a landmark building comprising a new library, an innovation zone, and office space, and the proposed CFI site is on the land delimited by Railroad St, George St N, and Nelson St W. The CFI is still being designed, but parking has not been provided as part of the CFI development and securing off-site parking supply is needed to serve the CFI's employees, users, and visitors. No parking demand calculations were available for the CFI at the time this report was prepared. Because of the importance and the size of the CFI, a parking demand generation exercise for the CFI was deemed necessary and prepared for the purpose of the present study. This analysis is intended to be a high-level estimate to gauge the anticipated level of the parking demand generated by CFI, an exact parking demand estimate is subject to further details and is considered beyond the scope of this study. In addition, this demand generation is rather "technical" or "theoretical" and not "regulatory" since the new ZBL 45-2021 has rescinded the minimum parking requirements. A report prepared by Brampton Committee of Council, dated 2019-04-12, will be used to retrieve the CFI land uses and their areas. The total gross floor area of the CFI is estimated to be 320,000 sq ft. The breakdown of this area by the different land uses and the parking demand generated by each are summarized in Exhibit 22. The total parking demand is estimated roughly at 727 parking spaces. However, estimating the CFI parking demand should also consider that:

The two main land uses generating the parking demand are the "library" and "office space". According to ZBL 270-2004, they have different peaking times and parking demand and demand reduction is possible if a shared parking facility is used for the mixed-use development. Applying the concept of shared parking, as per the ZBL 270-2004 peaking percentages (Exhibit 23), would reduce the total CFI parking demand to 524 spaces as shown in Exhibit 24 (a 27.9% reduction). By using the concept of shared parking, the percentages provided in Exhibit 23 can be applied to the required parking supply for each land use. The total number of parking spaces required for each of the four peaking periods is then calculated. The period with the maximum number of parking spaces is then selected to determine the required parking supply. The calculations of the shared parking formulas are summarized in Exhibit 24.

- Exhibit 24 The shared parking-based reduction (27.9%) appears large if compared with what the ITE Parking Generation Manual peaking percentages would suggest. In addition, the actual use of the library space is still unclear and the space may be used or repurposed

for other purposes, e.g., to serve or support academic institutes. Therefore, a 15 to 20% reduction sounds more plausible.

- Parking demand reduction due to the recent trends in applying the hybrid work arrangement is very likely to be significant. Establishing an accurate estimation of such reduction is not possible due to the uncertainty about future work and travel behaviours. However, a 10 to 20% reduction due to teleworking is assumed.
- The significant transit improvements in the area, which include high-order transit, are expected to be implemented in the long-run. In addition, the parking rates retrieved from the ZBL 270-2004 are designated to the central area of the City, and so, they should be considerate of the downtown area connectivity to the transit system. Therefore, no significant modal split changes are to be assumed in the short-run.

Considering all the above points and for the purpose of having a rough estimate of the short-term parking demand of the CFI, a blanket parking demand reduction of 30% was assumed. This adjusts the total parking demand from 727 spaces to 509 spaces (~500 spaces). Because the assumed parking reduction is near the lower limit (conservative), this parking demand estimate may also consider additional (limited) parking demand if generated by the Transit Hub. However, if planning the Transit Hub resulted in a very large parking demand, then this may impact the present analysis, and this can be however considered as part of the continuous monitoring of the parking demand and supply in the area.

As per the City's Transportation Master Plan Update, the high-order transit improvements (i.e., light rail and rapid transit) are planned for the long-run. However, some moderate transit improvements may become available in the short-to-medium runs (e.g., additional bus lines and increased frequency of services). In addition, the CFI may not become fully operational in the short-term. Because of these additional reasons, the CFI parking demand will be further reduced by 20% for Scenario One and this will adjust the estimated parking demand to 400 spaces.

Exhibit 22: CFI Area Breakdown and Parking Generation

Land Use	Assumed Area <sup>(1)</sup>		Assumed Land-use Class (for parking generation)	Assumed Generation Rates (ZBL 270-2004)	Number of Parking Spaces Required
	ft <sup>2</sup>	m <sup>2</sup>			
Library	105,000 (NFA)	9,754.8	Library	1 space per 44 m <sup>2</sup> of GFA <sup>(2)</sup>	290
Innovation Zone	10,000 (NFA)	929	Office	1 space per 44 m <sup>2</sup> of gross commercial floor area <sup>(2)</sup>	28 <sup>(3)</sup>
Admin/Support Services	5,000 (NFA)	464.5	Office	1 space per 44 m <sup>2</sup> of gross commercial floor area <sup>(2)</sup>	14 <sup>(3)</sup>
Retail	1,000 (NFA)	93	Retail	first 150 m <sup>2</sup> of gross commercial area exempted from min req. <sup>(2)</sup>	0
Event Space	9,000 (NFA)	836	Community Club	0.57 space per 8 m <sup>2</sup> <sup>(4)</sup>	78
Transit Hub	10,000 to 15,000 (NFA)	930 to 1,395	No matching class is available	The exact parking demand is not available and subject to the final architectural design. <sup>(5)</sup>	
Additional Office Area	150,000 (GFA) <sup>(6)</sup>	13,935.5	Office	1 space per 44 m <sup>2</sup> of gross commercial floor area <sup>(2)</sup>	317 <sup>(3)</sup>
<b>Total</b>	<b>320,000 (GFA) <sup>(7)</sup></b>	<b>29,729 (GFA) <sup>(7)</sup></b>			<b>727</b>



**Notes:** (1) NFA: net floor area, GFA: gross floor area, the areas provided are as per the Brampton Committee of Council report dated 2019-04-12, the ratio between NFA to GFA is assumed to be 0.76, (2) parking requirements as per the ZBL 270-2004, (3) for simplicity, the gross commercial floor area was assumed equal to the GFA, (4) the ZBL 270-2004 requirement for “community club” was adapted to reflect the downtown location and it was reduced from 1.0 to 0.57, (5) no parking supply is assumed for the transit hub and the layby pick-up and drop-off activities are assumed to be integrated with the architectural space design, (6) the additional office floor area was given, in the City’s report, as 150,000 ft<sup>2</sup> without clear specification of this area being GFA or NFA, but it was assumed as GFA since this adds the numbers more accurately to the total GFA given in the report, and (7) the total GFA assumes 150,000 ft<sup>2</sup> GFA for the additional floor area plus 170,000 ft<sup>2</sup> GFA for the remaining land uses.

Exhibit 23: Percent of parking demand by peak period (ZBL 270-2004)

Land Use	Morning	Noon	Afternoon	Evening
Office	100	N/A	95	15
Retail/Commercial	80	N/A	100	50
Restaurant	20	N/A	60	100
Residential	80	N/A	80	100
Library	30	N/A	30	100
Theatre/Cinema	0	N/A	0	100

By using the concept of shared parking, the percentages provided in Exhibit 23 can be applied to the required parking supply for each land use. The total number of parking spaces required for each of the four peaking periods is then calculated. The period with the maximum number of parking spaces is then selected to determine the required parking supply. The calculations of the shared parking formulas are summarized in Exhibit 24.

Exhibit 24: Shared parking calculations for the CFI (based on Exhibit 23)

Land Use	Total Parking Required	Morning	Noon	Afternoon	Evening
Office	359	359	N/A	341	54
Library	290	87	N/A	87	290
Event Space/ Community Club <sup>(1)</sup>	78	78	N/A	78	78
<b>Total</b>	<b>727</b>	<b>524</b>	<b>N/A</b>	<b>506</b>	<b>422</b>
Maximum period		√	×	×	×

**Notes:** (1) no reduction was made to the parking demand of the event space as some events may take place during different times of day.

### Potential Development on Metrolinx Land

As discussed in Section 2.3, a potential site to accommodate a prospective development (or developments) is the site bounded by Railroad St, Elizabeth St N, Nelson St W, and George St N. This site, illustrated in Exhibit 1, is presently owned by Metrolinx. Off-site parking demand around 500+ parking spaces is estimated in the short term to result from such development (or developments). These assumptions are made based on the internal and external stakeholder consultation efforts that were done in the early phase of the study, including a questionnaire that was distributed to prospective developers.

### Mixed-use Development Applications

As mentioned in Section 5.2, there are several mixed-use (mainly residential) development applications in Downtown Brampton that are either underway or still being reviewed. Some developments provide parking supply using relatively low parking generation rates and attempt to benefit from the parking requirement relaxation in By-law 45-2021. The developments include a limited proportion for retail and commercial uses which may generate some transient parking needs at the nearby municipal garages. In addition, if the municipal garages are opened in the future for overnight parking purposes or permits, a demand for such permits may be generated. The off-site parking demand of these mixed-use developments is still expected to be moderate because: 1) most of these developments still provide a significant amount of parking spaces for their residents and visitors although at a rate less than one space per unit, and 2) the Downtown area is planned for intensification and aggressive improvements to the transit and active transportation systems. The off-site parking demand of these developments will only be discussed qualitatively in the present study and will not be included in the quantitative analysis. As stated above, the off-site parking demand in this study is mainly formed by developments that generate significant employment activities.

### **Other Possible Developments**

With the expected growth in employment and population and the planned intensification to the area, other programs and prospective developers are likely to be interested in locating their developments in the downtown area. For example, Algoma University, currently located in Downtown Brampton, has some plans to expand into other buildings in the area. In addition, the Heritage Theatre Block will be redeveloped and revitalized in the future for non-residential land uses which may add significant parking demand.

### **Parking Demand Profile Summary**

There are several major developments coming to Downtown Brampton. Considering only the two main and largest developments, i.e., the CFI and the potential development on Metrolinx site, the approximate demand for off-site parking supply through parking partnership is expected to be around 900 parking spaces. As mentioned earlier, more developments may also request off-site parking supply, and the total demand is likely to increase beyond what is required by the CFI and the potential development on Metrolinx site.

It is worth noting that the CFI and the potential development on Metrolinx site are expected to generate a very high demand pressure on the Nelson Square parking garage since this garage is conveniently located within a very short walking distance from these developments. Other municipal garages can still be considered for shared parking purposes, but additional walking distance will be needed. This is discussed further in Section 6.2.3.

## **6.2.2 Parking Supply Profile**

The total parking supply in Downtown Brampton is around 4,332 parking spaces comprising 2,361, 1,802, and 169 spaces in the off-street private, off-street public, and on-street parking facilities, respectively. Based on the October 2022 parking surveys, Exhibit 25 summarizes the parking supply, utilization, and the surplus observed at each facility during the peak midday period. It should be noted that only one-day parking survey was done at most of the surveyed facilities. Although parking demand level is subject to fluctuation across different days and seasons, the analysis here is deemed to be done at the high-level and for planning purposes only.

Exhibit 25 provides two types of parking surpluses, i.e., theoretical and practically usable for shared parking purposes. The theoretical parking surplus may not be fully used or utilized for several reasons as explained below:

- The effective capacity at parking facilities is usually taken as 85-90% of the full theoretical capacity. This ensures keeping the cruising time needed to find vacant spaces at a

reasonable level. Therefore, 15% of the available parking capacity will be kept unused when estimating the practical surplus.

- The on-street parking supply is usually kept for the general public use and is not commonly used in shared parking agreements that address parking needs of specific developments. In addition, the on-street parking supply can be impacted by future streetscaping projects. Therefore, the on-street parking supply will be deemed unusable for parking partnership.
- As mentioned elsewhere in this report, the private off-street parking facilities can be used for shared parking as long as these facilities are large enough and their owners are interested in parking partnership. Only a few private parking facilities met these two conditions and their parking supply surplus is estimated at around 131 parking spaces.

Exhibit 25: Downtown Parking System: 2022 Midday Parking Survey Data

Parking Facility/Type	2022 Surveys		Supply Surplus (# of spaces)	
	Parking Supply (# of spaces)	Utilization (%)	Theoretical Surplus	Practical Surplus (for shared parking)
Market SQ Garage	519	22.7%	401	323
City Hall Garage	349	27.8%	252	200
West Tower Garage	434	39.2%	264	199
Nelson SQ Garage	275	34.2%	181	140
John ST	225	26.2%	166	132
Municipal Off-Street Parking	1,802	29.9%	1,264	994
Private Off-Street Parking	2,361	43.5%	1,333	131
Municipal On-Street	169	35.5%	109	-
<b>Area-Wide Parking System</b>	<b>4,332</b>	<b>37.5%</b>	<b>2,706</b>	<b>1,125</b>

### Parking Supply Profile Summary

As can be informed from Exhibit 25, the area-wide practical parking supply surplus is estimated to be around 1,125 parking spaces including a municipal off-street parking system contribution of 994 spaces (88.3%). On the facility-level, the largest parking supply surplus was observed at the Market SQ Garage with a practical surplus of 323 parking spaces, the City Hall and West Tower garages come next with around 200 spaces at each facility.

Although the parking supply surplus of the private off-street parking system is theoretically large (1,331 spaces), the practically usable proportion for parking partnership purposes is very small (131 spaces). In addition, facility owners are likely to only lease a proportion of this surplus to keep their own parking operations within a comfortable or conservative level.

In addition, to account for an effective capacity threshold at the 85% level, it is highly recommended that the estimate of the municipal off-street parking system supply surplus be considerate of the future transient parking needs. The Downtown on-street parking supply may be impacted by future streetscaping projects. Due to the streetscaping and sidewalk widening work on Main St. and Queen St., it is anticipated that approximately 100 on-street parking spaces will no longer be available on Main St., from Wellington St to Nelson St W, and Queen St, from Mill St S. to Theatre Lane. Although the 2022 parking surveys indicated only a utilization of 35% in the municipal on-street parking system, replacing all (or most of) the 100 spaces within the municipal garages is recommended. This recommendation is made conservatively to secure a sustainable replacement of the lost on-street parking spaces, continue to support the businesses in the area and all transient parking needs, and to account for additional loss in the on-street parking due to other future transit and streetscaping projects. This would reduce the estimated area-wide practical parking supply surplus to 1,025 spaces (894 municipal + 131 private).

### 6.2.3 Off-site Parking Demand Distribution

As mentioned earlier, the demand for off-site parking in the area is estimated at around 900 parking spaces whereas the total available and usable parking supply surplus is assessed to be around 1,025 spaces. This means that the available supply may barely serve the demand and some additional demand, if required by new or additional developments, may not be served. It is also to be noted that the existing off-site parking demand is generated mainly by two major developments, i.e., CFI and the potential development on Metrolinx site. If any of the two developments withdrew its plan or changed its land use or area, then the parking demand profile will significantly change. Some mixed-use developments are still under review and the size of their expected off-site parking demand is not comparable to the CFI and the potential development on Metrolinx site. Therefore, these developments are only considered and included qualitatively (and not quantitatively) in the present analysis.

Research by Mary S. Smith, Thomas A. Butcher, and the Victoria Transport Policy Institute<sup>2</sup> associates different walking distances by different levels of service (Exhibit 26) and suggests some walking distance targets by different land uses (Exhibit 27). LOS D is considered herein as the minimally acceptable LOS with LOS C or higher as the desired targets. Based on these criteria, an attempt was made to analyze the resulting level-of-service (LOS) associated with different off-site parking demand distribution plans or options, i.e., using the different off-street parking facilities available in the Downtown Brampton.

Exhibit 26: Walking distance by level-of-service

Walking Environment	LOS A	LOS B	LOS C	LOS D
Climate Controlled	300 m	730 m	1,150 m	1,580 m
Outdoor/covered	150 m	300 m	450 m	600 m
Outdoor/uncovered	120 m	240 m	360 m	480 m
Through Surface Lot	100 m	210 m	320 m	420 m
Inside Parking facility	90 m	180 m	270 m	360 m

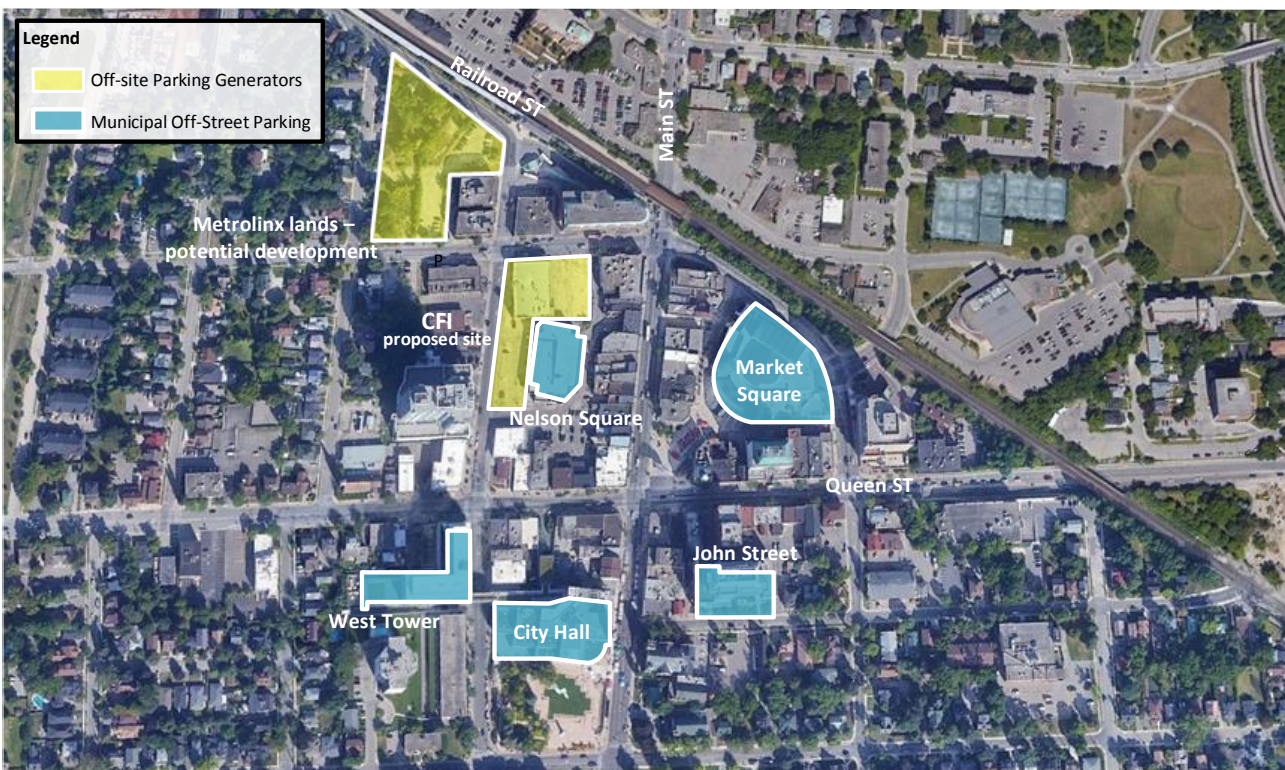
<sup>2</sup> [https://www.vtpi.org/tdm/tdm73.htm#\\_Toc18599176](https://www.vtpi.org/tdm/tdm73.htm#_Toc18599176)  
 August 22, 2023

Exhibit 27: Walking Distance Targets

Adjacent	Minimal (LOS A or B)	Median (LOS B or C)	Long (LOS C or D)
People with disabilities	Grocery stores	General retail	Airport parking
Deliveries and loading	Residents	Restaurant	Major sport/cultural event
Emergency services	Medical clinics	Employees	Overflow parking
Convenience store	Professional services	Entertainment center	

Exhibit 28 shows the area of Downtown Brampton and highlights both the developments that are expected to require off-site parking supply and the municipal off-street parking facilities that can accommodate this demand. Exhibit 29 shows the walking distance needed and the resulting LOS when the off-site parking demand of each development is distributed to the different available parking facilities.

Exhibit 28: Potential parking demand generators and available municipal off-street parking facilities



Note: the shown locations of the CFI and the potential development are proposed sites and subject to changes.



Exhibit 29: Approximate walking distance and level-of-service (LOS) between different parking demand generators and off-site facilities

Development	Parking Facility				
	Nelson Square	Market Square	City Hall	John Street	West Tower
Potential Development on Metrolinx Site	240m (LOS B)	300m (LOS C)	360m (LOS C)	550m (-)	320m (LOS C)
CFI	50m (LOS A)	210m (LOS B)	240m (LOS B)	400m (LOS D)	190m (LOS B)

Note: (-) means the walking distance surpassed the LOS D threshold and is considered not acceptable.

Based on the spatial attributes shown in Exhibit 28 and Exhibit 29, the largest proportion of the off-site parking demand, which is generated by the CFI and the potential development on Metrolinx site, is concentrated at the corner south to Railroad St and west to Main St N. Considering the CFI and the potential development on Metrolinx site, the Nelson Square Garage is the most feasible facility to serve the existing off-site parking demand, as it offers the shortest walking distance and the highest quality of service (LOS A or B). The Market Square, City Hall, and West Tower garages come next and also offer reasonable walking distance (LOS B or C). Finally, the John Street Garage might be only minimally acceptable by some users of the CFI (LOS D).

The total practical parking supply surplus at the four most feasible garages with LOS C or higher (i.e., Nelson Square, Market Square, City Hall, and West Tower) was estimated to be 862 parking spaces (See Exhibit 25) which is less than the total requested supply of 900 spaces. If the John St Garage is added, then the supply increases to 994 spaces. However, compensating the lost on-street parking spaces (around 100 spaces due to streetscaping projects) inside the municipal garages would reduce the available supply to 894 spaces which is very close to the requested demand. This analysis overall shows that the existing parking supply surplus may barely accommodate the estimated off-site parking demand generated by the CFI and the potential development on Metrolinx site. Using some private facilities can add a limited additional supply (e.g., 80-100 spaces) to bridge this deficiency. However, extra off-site parking demand requests from other developments are expected to magnify the supply deficiency.

Adding more parking supply from the existing facilities, i.e., beyond the practically usable surplus, would require relaxing the 85% capacity threshold to a higher level, and this can only add limited supply at the time it also creates congestion, prolongs the cruising time inside the facility, and does not well account for the day-to-day demand fluctuation.

#### 6.2.4 Scenario One Summary

The analysis of the short-term off-site parking demand and supply conditions reveals that: 1) a large off-site parking demand around 900 spaces may be generated, assuming the CFI and the potential development on Metrolinx site and their areas and land uses, and 2) the available parking supply surplus may barely serve that demand and a proportion of this demand may have to be served with a relatively low level-of-service (i.e., a walking distance that exceeds 360 m) and using some private parking facilities. Additional off-site parking demand is also likely to be generated if other developments or redevelopment activities took place in the area. Moreover, the existing parking utilization rate may increase as more workers may return to work in-office and the post-pandemic recovery continues. All these possibilities may create a deficiency in the available parking supply to serve the off-site parking demand.

## 6.3 Scenario Two: Long-Term Conditions with Normal Growth

Scenario Two is established to represent the parking system conditions in the long-term future (by 2040) and assuming normal operational growth. The normal operations growth herein assumes the following: 1) the off-site parking demand already requested in the short-run (Scenario One) will carry on, 2) the background parking demand will only grow as per the population growth, 3) no new large or development-specific off-site parking demand request is assumed beyond the normal growth, and 4) modal split will change as per the City's Transportation Master Plan due to significant changes in the transit system. In addition, the Nelson SQ parking facility is assumed to remain open.

### 6.3.1 Off-Site Parking Demand and Supply Profile

Based on the definition of Scenario Two, no additional off-site parking demand requests are assumed beyond the ones assumed in Scenario One. Therefore, the off-site demand of 900 parking spaces, which was estimated in Scenario One, carries on. However, the planned improvements to the transit system are expected to reduce the demand for parking. The previous reports and sections, as part of the Brampton Parking Plan and the Downtown Parking Implementation Strategy, estimated around 18% reduction in parking demand between 2022 and 2040 due to modal split changes. This was based on the City's Transportation Master Plan. However, discussion with City's staff indicated that the CFI is intended to be directly connected with high-order transit and that students, who are not expected to be auto-dependent, will be the primary users of some of the development facilities. Therefore, the CFI development is prone to a larger parking reduction and a reduction of 50% was suggested. Based on this discussion, the off-site parking demand of the potential development on Metrolinx site will be reduced by 18% (from 500 to 410 spaces) whereas the CFI parking demand will be reduced by 50% (from 500 to 250 spaces). This would consequently reduce the total off-site parking demand to around 660 spaces.

However, the supply of the off-site parking can change due to future population growth and changes in modal split and work behaviour. Section 4.4 elaborated on estimating the 2040 parking supply surplus. The estimate assumes a 1.326 population growth between 2022 and 2040 and a 0.82 reduction in parking demand between 2022 and 2040 due to modal split changes. Exhibit 30 summarizes this estimate for two cases: 1) a wide implementation of the hybrid work arrangements, i.e., similar to the post-pandemic conditions and as per the 2022 parking surveys, and 2) a limited implementation of the hybrid work arrangements, i.e., this approximately maintains half of the parking demand reduction observed post the pandemic in the 2022 parking surveys, i.e., approximately a 17% reduction as compared to the pre-pandemic demand level. Based on this analysis, the practically usable public parking supply surplus ranges between 574 and 856 parking spaces. This range assumes that 100 spaces are used to compensate the lost 100 on-street spaces and cannot be used for shared parking. Similar to Scenario One, a limited number of spaces can also be added to the supply surplus from some private facilities.

It is worth noting that there should be an overlap between the off-site parking demand requested by the CFI and the potential development on Metrolinx site, from one side, and the parking demand increase due to population growth, from the other side. The population growth-induced parking demand increase in the municipal parking lots is expected to be only 38 spaces considering the presently wide implementation of the hybrid work arrangements and the anticipated modal split changes, i.e., the size of this demand increase does not appear to be significant. To keep the analysis simple and conservative, the two parking demands (i.e., development-generated and population-growth-generated) will be aggregated and the possible overlap will be neglected and only discussed qualitatively in the absence of accurate data and in light of the complexity of this overlap and the relatively insignificant demand generated by the population growth.

Exhibit 30: Off-street Municipal Parking supply surplus – 2040 forecasts

Parking Facility/Type	2040 Hybrid Work Model		2040 Limited Hybrid Work Model	
	Theoretical Surplus	Practical Surplus (for shared parking)	Theoretical Surplus	Practical Surplus (for shared parking)
Market SQ Garage	393	315	265	187
City Hall Garage	245	193	190	138
West Tower Garage	252	187	198	133
Nelson SQ Garage	174	133	150	109
John ST	162	128	141	107
<b>Municipal Off-Street Parking (All Garages) - unadjusted</b>	<b>1,226</b>	<b>956</b>	<b>944</b>	<b>674</b>
<b>Municipal Off-Street Parking (All Garages) - adjusted to compensate the 100 lost on-street parking spaces</b>	<b>1,126</b>	<b>856</b>	<b>844</b>	<b>574</b>

The extensive improvements planned for the transit system and the anticipated modal split changes should reduce auto-dependence and reduce the pressure on the parking system. However, the uncertainty regarding how teleworking may look like in the future adds more challenge to estimate the parking supply surplus accurately. The continuation of applying the hybrid work model widely, as presently is the case, is anticipated to create a practical surplus of 856 spaces which should be sufficient to serve the assumed off-site parking demand (i.e., 660 spaces). The more conservative estimate, which assumes a limited implementation of teleworking, is anticipated to create a practical surplus of 574 spaces which is less than the off-site demand and results in a deficiency of around 86 spaces (~100 spaces). This deficiency may also increase if we assumed that the parking demand of the CFI and the potential development on Metrolinx site would also increase in light of the limited teleworking. Some private parking facilities may bridge a proportion of this deficiency. However, relaxing the 85% effective capacity threshold to a higher level, such as the 95% or 100% level, is warranted to fully serve the demand.

### 6.3.2 Scenario Two Summary

The analysis of the anticipated off-site parking demand and supply profiles for the 2040 horizon year and assuming normal background growth (i.e., Scenario Two) reveals the following:

- Off-site parking demand generated by the CFI and the potential development on Metrolinx site is anticipated to drop to around 660 spaces due to the planned transit system improvements and the resulting modal split changes.
- Estimating the future parking supply surplus is challenged with considerable uncertainty, especially when it comes to anticipating the work behaviour and the prevalence of teleworking.
- A wide implementation of the hybrid work model can result in a parking supply surplus sufficient to serve the assumed off-site parking demand. On the other hand, a limited implementation of such work model can result in a deficiency of around 100 spaces. Increasing the utilization of the municipal parking system to 95-100% may bridge this gap,



but this will create congestion and does not account for the day-to-day or seasonal parking demand fluctuation.

## 6.4 Scenario Three: Long-Term Conditions with Expansive Growth

Scenario Three is established to represent the future conditions of the parking system in the long-term future (20 years) and assuming expansive operational growth. The expansive operations growth herein assumes the following: 1) the off-site parking demand already requested in the short-run (Scenario One) will carry on, 2) the background parking demand will continue to grow as per the population growth, 3) additional large or considerable development-specific off-site parking demand requests are anticipated beyond the normal growth and these requests are for employment-related activities, and 4) modal split will change as per the City's Transportation Master Plan due to significant changes in the transit system. The Nelson SQ parking facility is also assumed to remain open.

### 6.4.1 Off-Site Parking Demand and Supply Profile

The analysis of Scenario Two reveals that the off-site parking demand generated by the CFI and the potential development on Metrolinx site is anticipated to drop by 2040 to around 660 spaces in light of the anticipated transit system improvements and the modal split changes. Scenario Three assumes that more large employment-related developments might be established in the downtown area and that these can increase the off-site parking demand substantially beyond 660 spaces. Although site availability is limited in the downtown area, repurposing and redeveloping some of the existing lands or buildings is still possible. A considerable increase in the off-site parking demand can be generated by one single large development, i.e., similar to the CFI and the potential development on Metrolinx site, or by the accumulation of several parking demand requests made by several small, medium, and large developments. Estimating the size of the potential off-site parking demand increase due to such potential developments is hard and challenged with uncertainty because this relies heavily on the economic conditions, policy changes, site availability, and development application approvals, etc. However, as learned from the parking generation estimates done for the CFI and the potential development on Metrolinx site, one large development may add a demand of several hundreds of spaces. Scenario Three intends to reflect expansive growth, i.e., it should assume an additional off-site parking demand in the range of several hundreds of parking spaces, e.g., 300 to 600 spaces. This can increase the total off-site parking demand area-wide from 660 to around 950 – 1,250 parking spaces.

The parking supply surplus that can be used for shared parking was already discussed in Scenario Two and estimated to be 574 (limited teleworking) to 856 parking spaces (wide teleworking). When comparing this surplus to the estimated off-site parking demand, Scenario Three retrieves a large deficiency that can range from 94 to 676 parking spaces. The deficiency of 676 spaces represents a worst-case scenario with a very large off-site parking demand (1,250 spaces) and the lowest parking supply surplus (574 spaces). On the other hand, the deficiency of 94 spaces represents a moderate but also significant increase in the off-site parking demand requests and a parking supply surplus that assumes wide implementation of teleworking. It is to be emphasized again that some assumptions had to be made to analyze the shared parking scenarios, the actual parking demand and supply profiles may be different based on the changing conditions.

### 6.4.2 Scenario Three Summary

The analysis of the anticipated off-site parking demand and supply profiles for the 2040 horizon year and assuming expansive growth (i.e., Scenario Three) reveals the following:

- The expansive growth in the downtown area may bring several small, medium, and large employment-related developments to the area, and these developments may accumulate a large off-site parking demand. An additional off-site parking demand in the range of

several hundreds of parking spaces (e.g., 300 to 600 spaces) was assumed. By adding this to the total demand generated by the CFI and the potential development on Metrolinx site, the total off-site parking demand area-wide may reach 950 to 1,250 spaces.

- Forecasting the future parking supply surplus is challenged with considerable uncertainty, and it is estimated however to be between 574 and 856 spaces. This results in a large deficiency that can range from around 100 to 670 parking spaces (with an average of around 400 spaces). Such deficiency can only be accommodated by expanding the shared parking system.

## 6.5 Shared Parking Implementation Strategies

Assessing the off-site parking demand and supply profiles in the short-term and far future is challenged with several sources of uncertainty. These include: the work behavior and the prevalence of teleworking, the progress of the planned transit system improvements and the resulting modal split changes, and the off-site parking demand requests which rely on the economic conditions, policy changes, site availability, development application approvals, etc. However, despite this uncertainty, several scenarios were prepared to assess the shared parking system under different potential parking demand and supply combinations and different time horizons.

The analysis of the three defined scenarios, i.e., short-term, long-term normal, and long-term expansive, can be summarized in the following points:

- The analysis of the existing parking conditions in Downtown Brampton and considering the two very likely and large off-site parking demand requests, i.e., by CFI and the potential development on Metrolinx site, shows that the existing parking supply surplus overall may barely accommodate the estimated off-site parking demand. Parking supply deficiency is likely if extra off-site parking demand requests are made, if more parking spaces were reserved for transient purposes, and if more return to in-office and less teleworking are observed.
- An easy future scenario would assume: a limited increase in parking demand due to normal population growth, significant reduction in parking demand due to modal split changes, and no new off-site parking demand requests beyond the requests made by the CFI and the potential development on Metrolinx site. This results in a healthy parking system utilization that is less than the 85% level. However, a limited implementation of teleworking would increase the parking demand resulting in a supply deficiency of around 100 spaces.
- A challenging future scenario would assume a significant increase in off-site parking demand due to expansive growth in the area, i.e., in the range of additional 300 to 600 spaces. This may generate a parking supply deficiency that ranges from around 100 (wide teleworking) to 670 spaces (limited teleworking). This is a rough estimate in the absence of accurate data.

It appears that most of the potential scenarios or cases result in a parking supply that is barely sufficient to serve the demand or even in a parking supply deficiency, i.e., assuming the off-site demands created by the CFI and the potential development on Metrolinx site are confirmed and that they will continue in the future. Note that all scenarios assumed that the Nelson Square garage remains open. Considering this context and the uncertainty surrounding it, the following are the recommendations made to outline the parking partnership implementation strategy. In the beginning, some recommendations and strategies tailored for the short-term are provided. These are followed by recommendations made for both the short- and long-terms.

### *Recommendations and Strategies for the Short-Term*

**Confirm the existing off-site parking demand requests.** There is still some uncertainty regarding the actual off-street parking demand that can be requested by the prospective developers or developments. The CFI final design has not finished yet and other prospective developers are still working on securing sites for their developments. As mentioned above, the CFI and the potential development on Metrolinx site are presently the main parking demand generators and any change to their plans may significantly change the parking demand profile, including cancellation of the development, changes to the gross floor areas or the land uses, etc. Confirming the parking demand from these large parking demand generators is needed.

**Establish priority guidelines to serve these requests.** As discussed earlier, the existing parking supply surplus may not be able to serve the entire parking demand with high LOS, e.g., parking demand may compete to utilize the Nelson Square which provides the highest level of service for the anticipated developments. A deficiency in the available parking supply to serve the full demand is also possible. This requires establishing some priorities to serve the anticipated parking demand (e.g., public developments over private, first come first served, etc.). These priorities are better to be established by the City which is more able to envision the City's overarching policies and the area-wide growth and public needs.

**Consider a phase-wise approach and the gradual accumulation of the developments' parking demand.** If parking demand from the large generators is confirmed, then understanding the timeline of this demand is needed. These large developments may not operate at full capacity during the first few years of operation. A phase-wise approach in establishing the parking demand and the supply needed to serve that demand can lead to a better utilization of the parking facilities. This can also help in prioritizing the parking demand requests and understanding if, when, and by how much the parking system needs to be expanded.

*Recommendations and Strategies for both the Short- and Long-Term*

**Assess the need to expand the parking system on an ongoing basis.** The need to expand the parking system is better to be assessed frequently. The City should continue to monitor the off-site parking requests, site plans, development applications, and changes in the parking demand and supply profiles in the area, and take any considerable changes into account when assessing the shared parking system needs.

However, if off-site parking demand is confirmed (from the CFI and the potential development on Metrolinx site or other developments) and exceeds, for example, 900 spaces, then expanding the parking system is needed. Based on all the assumptions made, adding a medium size parking facility in the area (with a capacity of around 100 to 200 spaces) is recommended in the short-to-medium run to support office and other employment generating uses. Alternatively, two smaller facilities, with the size of 100 spaces each, can also be considered. Selecting the location of this facility (or these facilities) should be carefully tailored to serve the off-site parking demand generators. The continuous review of the site plans and development applications should assist in locating the facilities. Given the short-term nature of this parking demand and its size, the facilities can be surface lots or a combination of several parking arrangements (e.g., including shared public spaces in new developments). If parking demand stabilizes and increases in the future, considering also the anticipated modal splits, building a parking structure may become more feasible but this is still subject to financial feasibility constraints. See Section 6.6 and Appendix B for more information.

The site opportunity scan, done as part of the present study, evaluated the feasibility of using several sites to expand the parking system. In order to particularly serve the CFI and the potential development on Metrolinx site, purchasing or repurposing Site 5 can add a supply of 153 spaces with LOS B (Metrolinx site) and D (CFI). Purchasing Site 1 and using it as a surface parking can add a supply of 225 to 245 spaces, but this is offered at a walking distance that slightly surpassed the LOS D threshold from the potential development on Metrolinx site.

The conservative future scenario assumes expansive growth (additional off-site parking demand of 300 to 600 spaces). This would require adding a large parking supply in the long-run (400 spaces, on average, and inclusive of any spaces added in the short-to-medium runs). This large supply can be added through one large facility or a combination of several medium facilities. The continuous and frequent monitoring of parking demand and supply profiles, off-site parking requests, teleworking patterns, site plans, developments applications, etc., should better confirm the need for such large expansion in the parking system.

**Future-proof any new parking facility.** This ensures the possibility to convert part or the entire parking facility to an alternative land-use if parking demand decreases in the future. This can be particularly important for the multi-level and large parking facilities.

**Continue to monitor the parking demand and supply profiles.** Because the success of the shared parking arrangements is contingent upon having an accurate estimation of the parking demand and supply, the City should continue to monitor the parking operations through frequent field parking occupancy surveys. The surveys should be done at least once every year and ideally quarterly in order to capture the seasonality of parking demand. However, monitoring the parking system should go beyond the typical surveys and include other measures as explained in the following recommendations.

**Reserve parking spaces for transient parking needs.** The proportion of transient parking in the municipal garages should be examined and updated frequently in order to refine the parking supply surplus that can be leased and shared. This should account for: 1) the existing transient users of the facilities, 2) the potential increase in transient parking demand due to streetscaping projects and losing on-street parking, and 3) any projected business growth in the area that may increase the demand for transient parking. Identifying the total number of transient parking users inside the garages requires carrying out field surveys that can specifically sort out the short-stay or transient parking users. Based on these surveys, a specific number of parking spaces for transient use should be reserved.

**Carry out surveys to retrieve data regarding the teleworking and hybrid work arrangements used by the major employers in the area.** Such surveys can be done once every one to three years and should seek the trends at the time of the survey and any future anticipated patterns or changes. The hybrid work model has become a major determinant of the actual parking demand and should be carefully considered. By monitoring the hybrid work trends in the area continuously, the uncertainty about the future parking demand can be better managed.

**Meet frequently with the major off-site parking demand generators, e.g., the CFI and the potential developers on Metrolinx site, to understand and update their parking needs.** These updates should be done on annual basis or according to the terms stated in the shared parking agreement.

**Consider supporting the private parking facilities by providing parking management services.** This can be done by providing full management services or specific services (e.g., enforcement only). The City participation in these management agreements can encourage the private parking facility owners to enter into parking partnership.

**Continue to assess the feasibility of using the private parking facilities.** Based on the 2022 surveys, the parking lots serving the GO Station have an overall capacity of around 1,155 parking spaces with a peak-period utilization of 60.7%, this leaves a theoretical surplus of around 454 spaces and a practical surplus of around 281 spaces. Communication with Metrolinx during the onset of this study revealed that they are not interested presently in parking partnership. However, given the significant parking supply surplus at the GO Station lots, it is recommended that the parking demand and supply be monitored frequently at these lots, and if the supply surplus continues to exist, then approaching Metrolinx for parking partnership options, including leasing or purchasing some of the available lots, should be considered. Parking utilization in the parking facilities serving the GO station may drop in the future and the facilities may become more prone

to shared parking. However, this cannot be guaranteed and the complex interaction between the other transit improvements and population growth will capture the future parking utilization in those lots.

In addition to the above strategies, which are more driven by parking operations and the demand-supply aspects, more actions and recommendations are discussed in the next section, “Considerations for Shared Parking Implementation.” The final section, “Conclusions and Recommendations,” consolidates all the recommended strategies and actions in one place.

## 6.6 Financial Analysis of Parking Structure Construction

Appendix B provides a high-level cost estimate for the construction of a freestanding above-ground parking structure located within Downtown Brampton. This parking structure is assumed to accommodate 550 municipal parking spaces, as an example to inform the present study. The key findings from this financial analysis are summarized below:

- The construction of a free-standing 550-space parking structure represents a significant expense to the City of Brampton’s municipal parking program with a high-level cost estimate of \$33.2-48.6mn, considering the land and the hard construction costs.
- A sharp parking price increase in conjunction with high utilization of the facility are needed to cover the cost of the structure. For example, a monthly parking permit price of \$355 in the first operation year (subject to inflation thereafter) is needed so the assumed facility can achieve a breakeven point after 21 years.
- The cost of purchasing private land on which to construct a parking structure is significant, and it is not recommended that the City acquire private land for the construction of a municipal parking structure. The best practice review indicated that some cities are considering shared parking arrangements or agreements as more financially feasible compared to the traditional inventory expansion plans. A high-level analysis also shows that Community Benefit Charges (CBCs) seem to only add moderate contribution to fund a large parking facility. This means that exploring more innovative funding or partnership options is needed to fund the construction of the future parking facilities.

## 7 Considerations for Shared Parking Implementation

The previous section (Section 6) discusses three scenarios of shared parking implementation in Downtown Brampton and consolidates several recommendations and actions as part of the implementation strategy. The discussion in the previous section focused on parking demand, supply, and operations aspects. This section explores other shared parking considerations and management aspects, including the city role, available partnership options, guidelines to set or update parking price rate, the performance monitoring plan, the need for third-party providers, and a draft agreement template.

### 7.1 City Role and Available Partnership Options

The City has a vital role to promote the concept of shared parking agreement in dense areas. The City can participate directly and indirectly. As a direct participator, the City can be a contracting party and follow one of the following parking partnership options:

**Offering parking facility leasing agreements:** This is the most promising and important type of parking partnerships whereby the City can lease one or more of its municipal parking facilities, in part or in whole. As informed by the analyzed scenarios in Section 6, there is presently a potential to lease around 900 parking spaces in the municipal parking system for the short-to-medium run (i.e., the five garages combined). This can return a large revenue to the City annually which can be used to fund other parking programs, expand the parking system, and improve the downtown area under a Parking Benefits District (PBD) scheme. Assuming the use of a \$100 monthly parking rental rate (i.e., as per scenario 2 of the parking pricing scenarios defined in Brampton Parking Plan reports), leasing 900 spaces would return an annual revenue of \$1,080,000, for example. This can still be increased by applying year-over-year inflation. Additional fees can also be applied to cover or offset the management services (e.g., administration efforts, contract management, additional enforcement needs, etc.).

**Providing full parking management services:** The City carries out all (or most) the services related to the management and operation of the parking facility, including maintenance, revenue collection, payment equipment, enforcement, signage, capital improvements, etc. The City can be compensated for all the management expenses and the net revenue is then shared with the owner. The potential of this type of parking partnership is moderate in the area because only few private parking facilities are considered feasible for parking partnership. However, such partnership with the City can encourage the private owners to invest in their parking supply surplus and result in increasing the off-site parking supply. In addition, this type of partnership can encourage private developers to invest in building a privately-owned public parking facility.

**Providing specific services:** The City can provide limited or specific services to non-municipal parking facility, e.g., enforcement, pay-by-web, etc. The City can be compensated by a fixed service fee, a proportion of the revenue, or a hybrid approach. Enforcement services, in particular, were frequently cited by the private parking facility owners as needed to engage in parking partnership. The City already has parking enforcement resources that can be used to enforce the use of the private parking facilities. In general, the City participation and support in providing these services will encourage the private parking facility owners to enter into parking partnership agreements.

**Promoting the addition of public parking in new developments:** The City may educate the developers on the business opportunities arising from providing public parking in the development. In addition, the City may grant density bonuses to the existing ZBLs (ex: extra dwelling units, or increased building heights) if the developer agrees to add on-site public parking.

Even if the City is not a contracting party in a parking agreement, it can still assist by carrying out the following activities and actions:

- Reach out to private parking owners and developers of new buildings and advocate for shared parking. Businesses may show little interest if this policy is not actively encouraged by municipalities.
- Act as a facilitator, address concerns of the contracting parties, and expedite and prioritize the processing of related applications.
- Prepare a draft standard agreement template to encourage participation and make the agreement terms flexible enough to adjust to each case.
- Create a downtown-wide (or district-wide) shared parking system. This can help highlight where the off-site parking supply surplus exists and can be a key step to attract developers to participate in shared parking.
- Provide annual reporting metrics that highlight the status of the shared parking system, including available demand and supply, future expansion, financial aspects, etc.
- Provide some (paid) services that can be required by the contracting parties, e.g., enforcement, maintenance, lighting, signage, insurance, etc. This can be efficient if the City is already providing these services at the municipal parking facilities.

## 7.2 Parking Pricing Guidelines

Establishing a large and efficient shared parking system requires setting appropriate and fair parking price rates. Several factors should be considered when pricing the off-site parking as explained below.

**Inflation:** Parking price rate normally goes up and adjusted according to the inflation increase rate.

**Market competition:** The competition is low presently because parking utilization is at a low level and the market is dominated by the municipal off-street parking system. If off-site parking demand becomes high, then higher price rates can be considered.

**Parking demand management:** A higher parking price rate can play a major role in managing parking demand and supporting TDM initiatives, public transit, and active transportation.

**Parking lot location:** Parking lots located away from the core area may be given lower price rates to reach a healthier distribution of the parking demand area-wide. In contrast, parking garages located in the center of the downtown may be assigned higher rates. For example, the analysis of the off-site parking requests and the municipal parking facilities revealed that the Nelson Square Garage may be exposed to a large parking demand pressure due to its proximity to the CFI and the potential development on Metrolinx site. A uniquely high parking price rate can be therefore assigned to the Nelson Square Garage.

Parking price rate is recommended to be updated annually in order to reflect inflation and adapt well to the frequent changes in the parking demand and supply profiles. Shared parking agreements are usually established for long durations, i.e., more than a year. However, a clause is usually included to explain how the parking price may increase over the course of the agreement. Examples include “as per inflation rate” or “as per the prevailing parking price rate in the market or area, which is based on demand and supply profiles.” A parking price increase defined based on inflation can be more definitive and less flexible whereas using a criterion such as the “prevailing parking price rate” can be more flexible and adaptive to market changes. Establishing a prevailing parking price rate in the market is feasible in Downtown Brampton because the off-site public parking supply is predominantly provided by the City through the off-street parking municipal system.

In all cases, occasional and early consultation with the lessee is needed to avoid disagreement and sudden or drastic changes in the price. This can be especially important for the large off-site parking demand generators such as the CFI and the potential development on Metrolinx site.

## 7.3 Performance Monitoring Plan

Establishing an efficient shared parking system requires continuous monitoring of the financial and operational health of the system while also keeping a strong vision to the future.

**Contract management:** The City should well manage all the binding shared parking agreements including both those that have determinate finish date and those that are expected to be renewed continuously. This would include the following:

- Monitoring the contract performance and in particular paying on time.
- Negotiation with the other party for better contract terms, e.g., when proposing a parking price increase rate.
- Arranging for regular check-ins and meetings so the contracting parties can coordinate and cooperate to perform the contract or agreement and resolve any challenge or dispute.
- Ensuring that the existing and the future parking supply surplus is sufficient to fulfil the terms of the agreements with the lessees.

**Financial system management:** Establishing the shared parking system would generate a large revenue from the leased facilities but would also create a considerable cost. The cost can come from several operating, capital, and management expenses, including but not limited to: (1) maintenance and operation of the facilities (e.g., utilities, signage, insurance, snowplowing, revenue collection, capital improvements, etc.), (2) enforcement activities which are very important to ensure that the designated parking spaces are used appropriately, and (3) other system-based management activities (staff, planning, reporting, contract management, surveys, marketing, etc.). Monitoring the financial system should frequently update the on-going expenses and revenues by using a professional accounting system. An annual assessment of the financial system health is needed to assess the sustainability of the system and any resulting surplus or deficit. The surplus can be used to improve or expand the parking system whereas any deficit would warrant revising the efficiency of the system and the financial policies. Monitoring the shared parking system financially can be an integral part of the entire Downtown parking system.

**Parking surveys:** As mentioned earlier among the other shared parking implementation strategies, frequent parking surveys are needed to capture the changes in the area-wide parking demand and supply profiles. An ideal utilization rate would be around the 85% level which provides a good investment in the system and at the same time avoids overcrowding the facilities. If parking utilization rate starts surpassing 85%, then interventions are needed such as revising the parking pricing policies and assessing the available options to expand the parking supply or redistribute parking demand. On the other hand, if the utilization drops significantly below 85%, then searching for prospective users or partners is needed.

**Shared parking demand and supply updates:** An annual update is needed to confirm the number of parking spaces that should be supplied through leasing agreements considering all existing and upcoming agreements. The total off-site parking supply should be broken down by each facility and projected to the future. Any anticipated parking supply deficit should be detected early and would require finding alternative supply options.

**Reporting:** An annual report is needed to summarize all the above items and activities. The report should highlight the findings and recommend the main actions needed in the short- and long-terms



## 7.4 The Need for Third-Party Providers

If the concepts of parking partnership are applied widely, then third-party providers may support the parking system by providing a wide variety of services. Below are some examples of such services.

**Payment and digital technologies:** The move towards digital permits that can be integrated with LPR technologies is recommended and can be better accommodated through a specialized third-party provider. The digital permits would allow tracking parking activities and sessions, especially if the leasing agreement specifies days of the week and times of day for the use of the facility. Brampton Parking Plan report also included a recommendation to use an LPR cameras at the municipal garages. If the shared parking facility is open to the public, then payment technologies (e.g., pay-by-phone, pay-by-web, pay-by-plate, etc.) can be provided by a third-party.

**Enforcement and towing:** Enforcement and towing activities are typically done by the municipality staff. However, for some areas where the demand for parking enforcement is large, some cities are using non-municipal enforcement staff to help in carrying out the enforcement activities.

**Miscellaneous services:** Different services can be provided through third parties (e.g., snowplowing, security, maintenance, etc.) on as needed basis.

When a third-party is engaged, then the shared parking partners should agree on the provider and who is responsible to pay the cost of the services provided. This should be well clarified in the agreement terms and clauses.

## 7.5 Draft Agreement Template

Section 3.3 explains the items and subjects that should be considered when preparing the shared parking agreements. The discussion also provided some insights and best practices on how the agreement terms or items can be tailored for specific conditions. Parking partnership agreement terms can vary widely based on each case and the needs of the contracting parties. However, establishing a draft agreement can provide several benefits in a shared parking system, including: 1) encouraging the private developers and also the private parking facility owners to enter into such agreements by showing a sample of the agreement, 2) reducing the agreement preparation efforts to only those needed to customize the agreement template based on each case, and 3) informing the prospective partners of the key or essential items that must be included in the agreement. Appendix A includes a shared parking leasing agreement template that can be used as a starting draft.

## 8 Summary Findings and Conclusions

Through the development of the Brampton Parking Plan, the existing public and private parking in the Downtown area was noted to be underutilized. Parking surveys in 2019 indicated that the area-wide parking utilization is 57.6%. More recent surveys in 2022 revealed that the utilization has even dropped to 37.5%. Both surveys show very clearly that the parking system in Downtown Brampton is underutilized and a better investment in the parking system merits further investigation. The City of Brampton has recently received requests from private developers proposing employment generating uses, to share some of the available parking facilities. In addition, some future development plans (e.g., the Center for Innovation (CFI)) are not including on-site parking and are expected to generate considerable off-site parking demand. The City recognized the potential opportunity for introducing the concepts of shared parking or parking partnership and wished to expand on the original Scope of Work for the Brampton Parking Plan to include a Supplementary Downtown Parking Implementation Strategy.

This study, the “Downtown Parking Implementation Strategy,” is intended to investigate strategies that can optimize off-street parking utilization in the Downtown area through shared-use/reservation parking agreements. In addition, the study aims to identify the involved parties in parking partnerships and their roles, the type and the structure of parking partnership agreements, and the potential parking supply opportunities in Downtown core area. Three implementation scenarios were developed as follows: short-term, long-term with normal growth, and long-term with expansive growth.

This report is the final report of the study and it consolidates and documents all the study phases and tasks, including the background information review, the best practices review, clarifying the existing parking request, investigating the available parking supply surplus, an assessment of the site opportunities in Downtown Brampton which can be used to expand the off-street parking system, and preparing a shared parking implementation strategy in Downtown Brampton. This “Executive Summary” provides the main findings and key takeaways for each task included in the study.

### 8.1 Background Document Review

The underutilization of the Downtown off-street parking system, the fact that the parking system in Downtown Brampton is running at a deficit, the removal of the cash-in-lieu of parking, rescinding the parking minimum requirements, the planned intensification and the future growth in employment and population, all are reasons that support the scope of this study, which aims to promote shared parking arrangements in the Downtown area, enhance the utilization of the existing off-street parking system, and generate revenue that can be used to fund future parking initiatives and improve the Downtown area.

Downtown Brampton is anticipating more intensification and significant transit system improvements, and developers are expected to be interested in locating their projects in such a vibrant area. The City of Brampton has recently received requests from private developers proposing employment generating uses, to share some of the anticipated underutilized parking spaces for their development proposals. These projects are still in the planning phase and the project’s features are subject to change. However, having a well-established procedure to enter into shared parking partnerships will facilitate the accommodation of their parking needs once needed.

A potential site to accommodate a prospective development (or developments) is the site bounded by Railroad St, Elizabeth St N, Nelson St W, and George St N. Off-site parking demand around 500+ parking spaces is anticipated in the short run resulting from such development (or developments). In addition, the CFI is anticipated to also generate a considerable off-site parking demand in the short-to-medium term.

## 8.2 Best Practices Review

With more intensification planned to urban centres and the growing list of cities that rescinded the parking minimum requirements, shared parking agreements are expected to become more popular and more needed in North America. Cities are realizing that shared parking agreements often financially outperform the traditional inventory expansion plans that depend on owning and operating the facility.

Different types of shared parking agreements are in use today. Off-site parking supply can be provided through parking lease agreements, for either public or private use and where the lessor can be either the municipality or a private owner. Efficient use of the facility and revenue generation can be also made through parking management agreements, which may include full management services or specific ones (e.g., enforcement, payment technology, pay-by-web, snow plowing, etc.). Moreover, public parking can be added in future developments through revenue sharing and parking management agreements.

## 8.3 Parking Utilization Surveys

As compared to 2019 (pre-Covid), the area-wide parking utilization dropped substantially in 2022 (post-Covid). Relative to 2019 conditions, the area-wide parking utilization (and demand) dropped by 34.8%. Based on 2022 data and assuming the effective capacity of 85% of the available supply, the surplus in parking supply was around 994 and 979 parking spaces in the municipal and private off-street parking systems, respectively. Only a small proportion of the private parking surplus can be used in parking partnerships because most of the facilities are small in size and some owners did not show interest in such arrangements.

The off-street parking system is expected to remain underutilized in 2040 assuming normal population growth and no major off-site parking request or demand is made. The supply surplus in the municipal off-street system alone is estimated to range ranged between 675 and 950 spaces in 2040. This range reflects various levels of applying teleworking in the area and it assumes significant improvements to the transit system and that the Nelson Square garage remains open.

## 8.4 Off-Site Parking Opportunities

Recent policies and plans in Downtown Brampton are more directed towards the City aesthetic and preserving the lands for mixed-use and high-density developments. This translates to discouraging surface parking and encouraging integrating the parking facility into the building structure. Underground parking is more preferable in urban centres; however, Special Policy Area No.3 delineates several sub areas in Downtown Brampton as susceptible to flooding and requires that any underground parking facility to be carefully floodproofed.

The reviewed siteplans and development applications, which were mostly received between 2017 and 2022, do not seem to create a major change in the parking demand and supply of the Downtown public parking system, except for Rogers' MZO. Applications to build new large public parking facilities were missing. The large residential developments provide their own parking on-site. Although some large residential developments are providing less than one parking space per unit on average, the demand for parking is anticipated to decrease with the forthcoming intensification in the area and the improvements to the transit and active transportation systems.

Vacant lands in the Downtown area are very rare. Most of the lands are already developed or under development. This means that building new stand-alone parking facilities in the future may be restricted by land availability. The public parking system expansion may alternatively rely on repurposing some of the existing lands, opening limited-access parking facilities to the public, converting surface parking lots into multi-storey parking garages, and integrating public parking into new mixed-use or residential developments. These alternative mechanisms may still be challenged by the need to purchasing lands, amending ZBLs, and negotiating with developers and

owners. This also means that the existing parking system is expected to be more utilized and more needed in the future.

As detailed in Appendix B “Financial Analysis of Parking Structure Construction,” the cost of purchasing private land on which to construct a parking structure is significant and would push out a positive revenue return and impact the City’s ability to accrue surplus revenue in a Reserve Fund to finance necessary capital expenditures and technology upgrades for the City’s existing parking facilities. It is not recommended that the City acquire private land for the construction of a municipal parking structure.

## 8.5 Context of the Downtown Parking Systems

The key features that describe the context of the downtown parking system and that also can guide the implementation of parking partnership in the area are summarized below:

- A large parking supply surplus is available and ready for parking partnership arrangements. The existing area-wide practical or effective parking supply surplus is estimated to be around 1,025 parking spaces including a municipal off-street parking system contribution of 894 spaces (87.2%).
- Only a limited proportion of the private parking supply surplus can be used for shared parking purposes and the reliance should be placed on the municipal parking system.
- The demand for parking partnership already exists and is expected to grow.
- The recent Zoning By-law (ZBL 45-2021), which has rescinded the minimum parking requirements in the downtown, central area, and Hurontario-main corridor, will increase the interest in parking partnership.
- The official plans of the City (Secondary Plan (SP7) and the draft Official Plan) have already promoted parking partnership and the efficient use of land.
- Expanding the parking system in the future is possible but may be challenged by land availability and the need for some ZBL amendments. The existing parking system is expected to be more utilized and more needed in the future as off-site parking demand is expected to grow.
- All in all, the existing conditions are very promising and appropriate to apply the concept of parking partnership in Downtown Brampton. This is well reflected by the parking supply availability, employment and population growth, and the new laws and plans.

## 8.6 Shared Parking Implementation Scenarios

Because parking demand and supply profiles may considerably change in the future, as a result of changing density rates, travel behaviour, etc., the implementation scenarios were established such that they reflect different time horizons as follows:

### **Scenario One:** short-term scenario

The analysis of this scenario relies on the available parking demand and supply data, including the 2022 parking surveys. An off-site parking demand of 500+ parking spaces will be assumed to be generated from the potential development on Metrolinx site (Exhibit 1). In addition, parking supply requests anticipated as part of well-defined future development proposals that generate employment (e.g., CFI) are considered.

The analysis of the short-term off-site parking demand and supply conditions reveals that: 1) a large off-site parking demand around 900 spaces may be generated, assuming the CFI and the potential development on Metrolinx site and their areas and land uses (both assumed to be office or employment-related), and 2) the available parking supply surplus may barely serve that demand

and a proportion of this demand may have to be served with a relatively low level-of-service (i.e., a walking distance that exceeds 360 m) and using some private parking facilities. Parking supply deficiency is likely if extra off-site parking demand requests are made or if more return to in-office and less teleworking are observed.

#### **Scenario Two:** long-term scenario assuming normal operational growth

This scenario assumes the following: 1) the off-site parking demand already requested in the short-run (Scenario One) will carry on, 2) the background parking demand will only grow as per the population growth, 3) no large or development-specific off-site parking demand request is assumed beyond the normal growth, and 4) modal split will change as per the City's Transportation Master Plan due to significant changes in the transit system. The Nelson SQ parking facility is also assumed to remain open.

Off-site parking demand generated by the CFI and the potential development on Metrolinx site is anticipated to drop to around 660 spaces due to the planned transit system improvements and the resulting modal split changes. Estimating the future parking supply surplus is challenged with considerable uncertainty, especially when it comes to anticipating the work behaviour and the prevalence of teleworking. A wide implementation of the hybrid work model can result in a parking supply surplus sufficient to serve the assumed off-site parking demand. On the other hand, a limited implementation of such work model can result in a deficiency of around 100 spaces.

#### **Scenario Three:** long-term scenario assuming expansive operational growth

As compared to Scenario Two, this scenario assumes that additional development-specific off-site parking demand requests are anticipated beyond the normal growth. The expansive growth in the downtown area may bring several small, medium, and large developments that generate employment, and these developments may accumulate a large off-site parking demand. An additional off-site parking demand in the range of several hundreds of parking spaces (e.g., 300 to 600 spaces) was assumed. By adding this to the total demand generated by the CFI and the potential development on Metrolinx site, the total off-site parking demand area-wide may reach 950 to 1,250 spaces.

Forecasting the future parking supply surplus is challenged with considerable uncertainty, and it is estimated to be between 575 and 850 spaces. This results in a large deficiency that can range from around 100 to 670 parking spaces (with an average of around 400 spaces). Such deficiency can only be accommodated by expanding the public and private shared parking system.

## **8.7 Shared Parking Implementation Strategies and Actions**

The following are the recommendations made to outline the parking partnership implementation strategy. In the beginning, some recommendations and strategies tailored for the short-term are provided. These are followed by recommendations for both the short- and long-terms.

#### *Recommendations and Strategies for the Short-Term*

**Confirm the existing off-site parking demand requests.** The CFI and the potential development on Metrolinx site are presently the main off-site parking demand generators and any change to their plans may significantly change the parking demand profile, including cancellation of the development, changes to the gross floor areas or the land uses, etc.

**Establish priority guidelines to serve these requests.** This includes designating the use of some garages, fully or partially, to some developers proposing employment generation within the Downtown. These priorities are better to be established by the City which is more able to envision the City's overarching policies and the area-wide growth and public needs.

**Consider a phase-wise approach and the gradual accumulation of the developments' parking demand.** A phase-wise approach in establishing the parking demand and the supply needed to serve that demand can lead to a better utilization of the parking facilities.

*Recommendations and Strategies for both the Short- and Long-Terms*

**Assess the need to expand the parking system on an ongoing basis.** The City should continue to monitor the off-site parking requests, site plans, development applications, and changes in the parking demand and supply profiles in the area, and take any considerable changes into account when assessing the shared parking system needs.

**Future-proof any new parking facility.** This ensures the possibility to convert part or the entire parking facility to an alternative land-use if parking demand decreases in the future.

**Continue to monitor the parking demand and supply profiles.** The City should continue to monitor the parking operations through frequent field parking occupancy surveys, at least once every year and ideally quarterly.

**Reserve parking spaces for transient parking needs.** The proportion of transient parking in the municipal garages should be examined and updated frequently in order to refine the parking supply surplus that can be leased and shared.

**Carry out surveys to retrieve data regarding the teleworking and hybrid work arrangements used by the major employers in the area.** By monitoring the hybrid work trends in the area continuously, the uncertainty about the future parking demand can be better managed.

**Meet frequently with the major off-site parking demand generators, e.g., the CFI and the potential developers on Metrolinx site, to understand and update their parking needs.** These updates should be ideally done on annual basis.

**Consider supporting the private parking facilities by providing parking management services.** The City participation in these management agreements can encourage the private parking facility owners to enter into parking partnership.

**Continue to assess the feasibility of using the private parking facilities.** Parking utilization in some private parking facilities may drop in the future and more spaces may be available in these facilities for shared parking.

*Other Management Recommendations*

**Advocate for parking partnership arrangements and concepts.** The City can act as the champion of the shared parking program and do several activities to promote this concept, including: 1) reaching out to prospective developers and private parking owners, 2) acting as a facilitator to address concerns of the contracting parties, 3) preparing a draft shared parking template, and 4) working towards creating a district-wide shared parking system.

**Consider the various parking partnership options.** This study focused more on facility leasing agreements which appear to be the most promising type of parking partnerships in Downtown Brampton given the parking supply surplus and the potential off-site parking requests. However, other options include promoting the addition of public parking in new developments (through revenue sharing or density bonuses) and providing “full” or “specific” parking management services.

**Update the parking price rates area-wide and at the facility-level, if needed.** The rental rate included in the facility leasing agreements should be updated frequently considering inflation, market status, and parking demand management needs. Assigning specific rates to some parking facilities can be considered to better distribute the demand area-wide.

**Implement a rigorous performance monitoring plan.** An efficient performance monitoring plan would include activities related to contract management, financial system management, parking surveys, shared parking demand and supply updates, and annual reporting.

**Consider the need for third-party providers.** Third-party providers may support the shared parking system by providing a wide variety of specialty services, including: payment and digital technologies, enforcement, towing, maintenance, snowplowing, security, etc.

## 8.8 The Need for Parking System Expansion

The need to expand the parking system should be assessed on an ongoing basis and updated based on the off-site parking requests, site plans, development applications, and changes in the parking demand and supply profiles in the area. However, if off-site parking demand is confirmed (from the CFI and other developments that bring economic growth to the area) and exceeds, for example, 900 spaces, then expanding the parking system is needed. Based on this size of off-site parking demand and other assumptions made elsewhere in the study, adding a medium size parking supply in the area (with around 100 to 200 spaces in total) is recommended in the short-to-medium run. Given the short-term nature of this parking demand and its size, the facilities can be surface lots or a combination of several parking arrangements (e.g., including shared public spaces in new developments).

A future scenario that assumes limited or normal growth would result in an overall reduction in off-site parking demand due to the anticipated transit system improvements and the resulting modal split changes. However, a moderate parking supply deficiency in the range of around 100 spaces may result if the use of teleworking becomes limited. This is also better to be accommodated by surface lots and/or other shared parking arrangements, if needed.

A conservative future scenario would assume expansive growth with additional off-site parking demand of 300 to 600 spaces. This would require adding a large parking supply in the long-run with a capacity of 400 spaces, on average, and inclusive of any spaces added in the short-to-medium runs. Because of the contingency and uncertainty surrounding the future parking demand estimates, future-proofing any new large parking facility is recommended.

A financial analysis of building a free-standing 550-space parking structure in Downtown Brampton (see Appendix B), for example, reveals that such a structure represents a significant expense to the City of Brampton with a high-level cost estimate of \$33.2-48.6mn, considering the land and the hard construction costs. A sharp parking price increase in conjunction with high utilization of the facility are needed to cover the cost of the structure. For example, a monthly parking permit price of \$355 in the first operation year (subject to inflation thereafter) is needed so the facility can achieve a breakeven point after 21 years.

The cost of purchasing private land on which to construct a parking structure is significant, and it is not recommended that the City acquire private land for the construction of a municipal parking structure. The best practice review indicated that some cities are considering shared parking arrangements or agreements as more financially feasible compared to the traditional inventory expansion plans. A high-level analysis also shows that Community Benefit Charges (CBCs) seem to only add moderate contribution to fund a large parking facility. This means that exploring more innovative funding or partnership options is needed to fund the construction of the future parking facilities.

The continuous and frequent monitoring of parking demand and supply profiles, off-site parking requests, teleworking patterns, etc., should better confirm the need and the size of the parking system expansion. The key first step in this regard is to confirm the off-site parking demand requested by the CFI and other prospective large developments in the area, and this requires following up continuously with the developers in the near term.

## Appendix A:

# Draft Shared Parking Agreement Template



## Shared Parking Agreement

This Shared Parking Agreement “Agreement” is entered into and effective \_\_\_\_\_, 20\_\_\_\_, between \_\_\_\_\_, whose address is \_\_\_\_\_, hereinafter called lessor and \_\_\_\_\_, whose address is \_\_\_\_\_, hereinafter called lessee.

### Agreement Terms

#### 1. Use of the Facility

This section should clarify the number and the location of leased parking spaces, and if the use is limited to specific days and times of day. A layout that demonstrates the leased parking spaces may be added in an attachment or appendix.

##### SAMPLE LANGUAGE

The lessor agrees to provide the lessee with the right to use of \_\_\_\_\_ parking spaces on the property located at \_\_\_\_\_ and as shown on Exhibit A to this Agreement. The parking spaces shall be provided commencing with the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, and ending at 11:59 PM on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Lessee shall have exclusive use of the facilities and the use shall only be between the hours of \_\_\_\_\_ and \_\_\_\_\_ Monday through Friday and between the hours of \_\_\_\_\_ and \_\_\_\_\_ on Saturdays and Sundays.

#### 2. Monthly Charge

This section specifies the rental rate and the annual adjustment criterion during the agreement duration. If the subject parking garage has a special (higher) rate as compared to the other garages in the parking system, then this should be also stated.

##### SAMPLE LANGUAGE

The monthly charge for the leased parking spaces shall be as \$\_\_\_\_\_ per month per space. This rate will remain effective for one year after the execution of this Agreement. The rate may be adjusted annually and shall not exceed the prevailing permit parking space rental rate charged by the City throughout the City municipal parking system. The lessee agrees to submit the rental charge to the lessor by the \_\_\_\_\_ day of each month.

#### 3. Maintenance

This section should specify the parties responsible for all aspects of maintenance of the facility, including cleaning, pavement repair, striping, lighting maintenance, snow and ice plowing, etc. Maintenance may be assigned fully to a particular party, be shared 50/50, or could follow a hybrid approach whereby some maintenance items are shared and some are not. Some agreements may include detailed exhibits or schedules that outline the maintenance responsibility, including the maintenance frequency and who pays the fees.

##### SAMPLE LANGUAGE 1

The lessor shall maintain lot and landscaping at or above the current conditions provide and shall provide, as reasonably necessary asphalt repair work and. Lessee and lessor agree to share lighting, cleaning, striping, and seal coating, at a 50%/50% split and according to mutually accepted maintenance contracts with outside vendors.

#### SAMPLE LANGUAGE 2

The lessee and lessor agree to adhere to the agreed schedule of tasks as presented in Exhibit X.

#### SAMPLE LANGUAGE 3

The lessor will be responsible, at its sole expense, for all maintenance work, including cleaning, lighting, ice and snow removal, painting, striping, repaving, and repairs, and any and all other related maintenance costs.

### 4. Utilities

This section is to specify who is responsible to pay for the electricity, water sewage, etc.

#### SAMPLE LANGUAGE

The Lessee shall pay for all utility expenses associated with the facility, including electricity, water, and sewage.

### 5. Enforcement

This section explains enforcement responsibilities and allowances, e.g., right to towing, who does the enforcement, who has the right to retain the parking violation revenues, who should compensate the enforcement operator, etc.

SAMPLE LANGUAGE 1 (when the lessor is a private owner and only a proportion of the facility is leased)

The lessee will, at their own expenses, undertake the following enforcement actions: 1) issue to the registered vehicles a permit sticker or hangtag to confirm the eligibility of the vehicles to park, 2) assign personnel to periodically patrol the subject facility to ensure compliance with the posted parking restrictions, and 3) retain the services of a bonded, insured towing company to remove violating vehicles from the property within 24 hours of issue of a violation notice.

SAMPLE LANGUAGE 2 (when the lessor is the municipality/City)

The City at its own expenses will add the LOT/Facility to its regular patrol coverage and retain all revenue from citations issued to vehicles parked in the Lot.

### 6. Signage

An item is usually provided to specify signage restrictions if any, and who is responsible for adding signs if needed (directional, wayfinding, safety, etc.). Different types of signs may be assigned to different parties.

#### SAMPLE LANGUAGE

Lessee may provide signage for the purpose of designating usage allowance after obtaining a written approval of lessor. The lessor is responsible to maintain the standard traffic signs (e.g., directional, wayfinding, and safety).

### 7. Tax

This section should specify the party responsible to pay the property taxes. Usually, the owner pays for the property tax and the lessee pays taxes related to the operations and income of the parking system.

#### SAMPLE LANGUAGE

The lessor is responsible for the payment of all property taxes assessed against the facility. The lessee shall pay taxes payable in respect of operations of the parking facility.

## **8. Insurance**

This section details the insurance requirements and may include several insurance coverages, e.g., worker's compensation insurance and employer's liability, commercial general liability insurance, garage liability insurance, garage keeper's liability insurance to insure the parked vehicles (automobile liability), property insurance, limits per occurrence and annual aggregate limit, liability waiver clauses, and when the insurance certificates must be issued and delivered to the lessor (first time and for renewals). This can be a very technical section and legal consultation is needed to provide an appropriate language according to each agreement.

### **SAMPLE LANGUAGE 1**

Lessor and lessee agree to maintain liability insurance for the facility as is standard for their own business usage and at their own expenses.

### **SAMPLE LANGUAGE 2**

Lessee shall carry and maintain at their sole cost, the following insurance coverages:

- a) worker's compensation insurance: a description of the limits, scope, and standards
- b) garage liability insurance: a description of the limits, scope, and standards
- c) garage keeper's legal liability insurance: a description of the limits, scope, and standards
- d) other insurance types as applicable.

The lessee shall deliver satisfactory certificates of insurance to lessor and renewal policies shall be obtained, and certificates delivered to lessor, at least 30 days prior expiration.

## **9. Indemnification**

This section explains how each party agrees to indemnify and save harmless each other party. This can be a very technical section and legal or specialty consultation is needed to provide adequate language according to each case or agreement.

## **10. Exit or Termination Clause**

This section describes the restrictions and conditions, if any, to exit the agreement and the advance notice needed if applicable. The exit clause may include termination fee to be paid by the terminating party, and different terms and conditions can be assigned to the different parties, i.e., the lessor may not be allowed to terminate without cause or may be required to provide a longer advance notice period.

### **SAMPLE LANGUAGE**

Either party may terminate this Agreement without cause by providing the other party with written notice at least ninety (90) days prior to the date of its intention to terminate the Agreement.

## **11. Cooperation**

This item emphasizes the need to cooperate during the Agreement time and can specify the frequency of the needed meetings.

### **SAMPLE LANGUAGE**

Lessor and Lessee agree to cooperate and work together in good faith to effectuate the purpose of this Agreement and work out any problems that may arise. The parties agree to meet on occasion (or every X months/years) to discuss any arising issues or subjects related to this Agreement.

## **12. Communication and Notice Delivery Rules**

This section sets out the acceptable methods of communication, e.g., by writing, email, registered or certified mail, etc.

### **SAMPLE LANGUAGE**

All notices or communications under this Agreement shall be by registered or certified mail, return receipt requested. Notices to Lessor shall be mailed to the attention of: name/address. Notices to Lessee shall be mailed to the attention of: name/address. Notice as provided for in this section shall be deemed received if sent by electronic mail if it is acknowledged by the intended recipient by return electronic mail.

## **13. Improvements**

If some improvements are already known to be needed during the lifetime of the contract, then these should be specified clearly along with their expected costs and the party responsible for them. A table or exhibit may be needed if there are too many improvement items. Amortization schedule and conditions may need to be established.

### **SAMPLE LANGUAGE**

Lessee, at its sole cost and expense, shall make certain improvements to the facility as necessary. Lessee shall submit plans and specifications for any improvement to the facility to Lessor for Lessor's approval. Lessor shall not unreasonably withhold its approval.

## **14. Security**

This section specifies the need for security system (e.g., surveillance) and identify who should maintain and operate the system.

## **15. Supplemental Covenants**

This section should contain any additional covenants, rights, and responsibilities.

-Attach appendices as needed-

## Appendix B:

# Financial Analysis of Parking Structure Construction

# Memorandum

<b>TO/ATTENTION</b>	Malik Majeed, Policy Planner City of Brampton	<b>DATE</b>	August 02, 2023
<b>From</b>	Arcadis IBI Group	<b>Project No</b>	134185 Brampton Parking Plan
<b>Subject</b>	<b>Draft #2, - Downtown Parking Implementation Strategy - Financial Analysis for the Construction of a 550-Space, Freestanding Parking Structure</b>		

## Background

Arcadis IBI Group was tasked by the City of Brampton to determine the estimated costs associated with the construction of a freestanding above-ground parking structure located a short distance from Downtown Brampton. This parking structure would accommodate an additional 550 municipal parking spaces. This memo provides a high-level cost analysis of an above-ground parking facility.

It is estimated that the cost to construct a below-grade parking facility could be as much as 93% higher than the cost to construct an above-grade structure. Furthermore, the size and number of levels of a below-grade parking structure will be entirely dependent upon the size and use of the above-grade structure to which it is attached, which makes completing a high-level financial analysis that considers the land area required to construct such a parking facility impractical. For this reason, Arcadis IBI Group's financial analysis contemplates the construction of an above-grade facility only. However, this analysis should also inform a plan to construct a below-grade structure knowing the overall or approximate difference in cost.

## Cost of Construction Methodology

To determine the cost of construction, Arcadis IBI Group used Altus Group's 2023 Canadian Construction Cost Guide to generate a high-level estimate of the costs associated with constructing an above-ground, freestanding parking structure. The Altus Construction Cost Guide is designed to be used as a tool for initial budgeting purposes or to provide a high-level estimate of construction costs. Altus' Cost Guide provided the per square foot private sector building costs in the Greater Toronto Area.

## Building Area Methodology

Arcadis IBI Group determined the total building area required for a 550-space parking structure based on the average parking efficiency (square feet per parking space) of a long-span parking structure, sourced from the International Parking Institute. The parking efficiency is the total estimated built space for a parking structure, on a per parking spot basis. This estimate includes both the parking area and the non parking area of the structure. This produced a parking efficiency of 325 square feet per parking space and a total Gross Floor Area (GFA) of **178,750** square feet based on a 550-space structure.

The Altus Cost Guide provides the estimated construction cost per square foot as a range from low-to-high building costs. The cost per square foot to construct a freestanding parking garage in the GTA is between \$140 and \$210 per square foot. Arcadis IBI Group multiplied these per square foot rates by our estimated total GFA to obtain an estimated construction cost for the parking structure of between **\$25 million and \$37.5 million** (\$2023). Based on a scan of parking projects completed in the GTA over the past five years, this appears to be a reasonable estimate of both parking efficiency and the cost of construction.

#### High-Level Estimate of Costs (based on 550 parking spaces)

GTA			
		Low	High
Freestanding Parking Garage (above grade)			
Construction Cost per sq.ft.	\$	140.00	\$ 210.00
Estimated high-level construction cost (total)	\$	25,025,000	\$ 37,537,500
Land Costs per sq.ft.	\$	230.00	\$ 310.00
Estimated high-level land costs (based on 5-storey structure)	\$	8,200,000	\$ 11,100,000
Estimated Total Cost - Construction and Land	\$	33,200,000	\$ 48,600,000

source: 2023 Altus Group Canadian Cost Guide - Private Sector / Commercial

It is important to note that this high-level construction cost estimate includes only the hard construction costs and does not include any of the soft costs related to development, including legal fees, site servicing outside of the property, soil and environmental testing, architectural and engineering fees, special design consultants, surveying, special equipment and furnishings, insurance and bond costs, and planning fees. Additionally, the unit costs provided by Altus Group exclude HST.

## Land Acquisition

Arcadis IBI Group reviewed the nine sites identified in “Section 5.3: Air-Photo Site Scan” of the Final Report of the Supplementary Downtown Parking Implementation Strategy as potential sites for a free-standing parking structure. Five of the identified sites are municipally owned and four of the sites are privately-owned and represent an additional expense if they were to be acquired by the City of Brampton. Based on data provided by the City of Brampton, the average cost of land within the identified area for a downtown parking structure is approximately **\$10 million to \$13.5 million per acre or between \$230 to \$310 per square foot**. The estimated land area required for a five-storey, downtown parking structure containing 550 parking spaces is approximately 35,750 square feet. The cost to purchase 35,750 square feet of land in Downtown Brampton is estimated to be between \$8.2 and \$11.1 million in 2023. Note that this is a high-level estimate and it only intends to inform the analysis. An exact estimate of the land area required to build a 550-space parking structure is subject to engineering studies that better decide the number of floors, circulation needs, and the ideal shape of the structure based on the site boundaries, etc.

It is also important to note that the land costs in Downtown Brampton are highly variable and dependent upon the prevailing zoning and land-use permissions. The privately-owned sites identified in Section 5.3 of the Downtown Parking Implementation Strategy Final Report all have land use planning permissions that include residential uses, making those lands highly desirable for investment and redevelopment. Parking likely does not represent the highest value investment option for the identified privately owned sites. It is not recommended that the City acquire private land for the construction of a municipal parking structure.

## Estimated Impact of Debt Repayment Schedule on Parking Program Finances

Using the highest cost estimate for construction and land (\$ \$48.6 million), Arcadis IBI Group created a debt repayment schedule based on an assumed 20-year amortization schedule at a

7.7% interest (representing the 2023 prime interest rate of 6.7% plus 1.0%). This results in annual debt payments of **\$4.8 million** totalling \$100.1 million between 2024 and 2044. It should be noted that this estimated debt repayment schedule is intended for illustrative purposes only to show the impact of debt repayment related to the construction of a parking structure on the City's parking system. Based on Arcadis IBI Group's estimates, without additional parking price increases, the impact of debt repayment related to the construction of a parking structure would significantly impact the ability of the municipal parking program to remain financially self-sustaining.

## Revenue Estimate

To determine an estimate of the revenue that could result from the construction of a 550-space parking structure, the analysis relied on the following assumptions:

- Parking price scenario 2, as identified in Brampton Parking Plan Final Report, will be assumed for permit parking and transient (hourly) parking (i.e., a municipal permit rate of \$100/month and transient parking at \$2.50/hour). The rate is subject to inflation.
- The parking facility will be divided into 110 spaces (20%) to serve transient users and 440 spaces (80%) to serve permit users. This assumption considers a downtown area that is employment-focused with some commercial activities as well.
- Each transient parking space is occupied, on average, eight hours every day.
- Parking spaces for permit users have an overall utilization of 85%, i.e., only 85% of the 440 spaces are used on average over the analysis period. However, permits for the used spaces can be also oversold by 30%.
- These criteria assume that the facility is heavily or considerably utilized over the analysis period.
- A system-wide annual operation expenditure of \$1,400 per parking stall is assumed. This is based on the actual observed system-wide expenditures per parking stall between 2015 and 2021, derived from the financial data provided by the City of Brampton.

Based on these assumptions, the annual operating costs of a 550-space parking structure would be approximately **\$770,000 per year** in the first year of operation and increase thereafter with the rate of inflation to over \$1 million per year in 2040. In addition, a 550-space parking structure will result in an **annual gross revenue of \$1.2 million** in its first year of operation. When the annual debt repayment for the construction of the parking structure is factored in, the result is a **net revenue deficit of \$4.3million** in the first year of operation. The table, included below, depicts a high-level projected cashflow for the parking structure between 2024 to 2044.

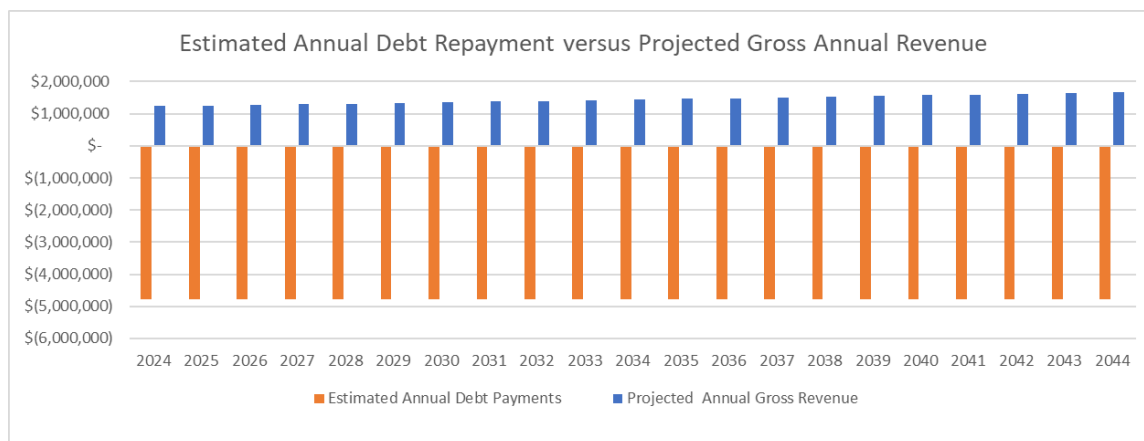


Projected Cashflow for 550-Space Parking Structure 2024 to 2044

Year	Estimated Annual Debt Payment	Projected Annual Gross Revenue	Projected Annual Expenditure	Projected Annual Net Revenue	Annual Net Revenue minus Annual Debt Payment
2024	\$ (4,769,798)	\$ 1,236,400.00	\$ 770,000.00	\$ 466,400	\$ (4,303,398)
2025	\$ (4,769,798)	\$ 1,255,152.07	\$ 781,678.33	\$ 473,474	\$ (4,296,324)
2026	\$ (4,769,798)	\$ 1,274,188.54	\$ 793,533.79	\$ 480,655	\$ (4,289,143)
2027	\$ (4,769,798)	\$ 1,293,513.73	\$ 805,569.05	\$ 487,945	\$ (4,281,853)
2028	\$ (4,769,798)	\$ 1,313,132.02	\$ 817,786.85	\$ 495,345	\$ (4,274,452)
2029	\$ (4,769,798)	\$ 1,333,047.86	\$ 830,189.95	\$ 502,858	\$ (4,266,940)
2030	\$ (4,769,798)	\$ 1,353,265.75	\$ 842,781.16	\$ 510,485	\$ (4,259,313)
2031	\$ (4,769,798)	\$ 1,373,790.28	\$ 855,563.34	\$ 518,227	\$ (4,251,571)
2032	\$ (4,769,798)	\$ 1,394,626.10	\$ 868,539.39	\$ 526,087	\$ (4,243,711)
2033	\$ (4,769,798)	\$ 1,415,777.93	\$ 881,712.23	\$ 534,066	\$ (4,235,732)
2034	\$ (4,769,798)	\$ 1,437,250.56	\$ 895,084.87	\$ 542,166	\$ (4,227,632)
2035	\$ (4,769,798)	\$ 1,459,048.86	\$ 908,660.32	\$ 550,389	\$ (4,219,409)
2036	\$ (4,769,798)	\$ 1,481,177.77	\$ 922,441.67	\$ 558,736	\$ (4,211,062)
2037	\$ (4,769,798)	\$ 1,503,642.30	\$ 936,432.04	\$ 567,210	\$ (4,202,587)
2038	\$ (4,769,798)	\$ 1,526,447.54	\$ 950,634.59	\$ 575,813	\$ (4,193,985)
2039	\$ (4,769,798)	\$ 1,549,598.66	\$ 965,052.55	\$ 584,546	\$ (4,185,252)
2040	\$ (4,769,798)	\$ 1,573,100.91	\$ 979,689.18	\$ 593,412	\$ (4,176,386)
2041	\$ (4,769,798)	\$ 1,596,959.61	\$ 994,547.80	\$ 602,412	\$ (4,167,386)
2042	\$ (4,769,798)	\$ 1,621,180.16	\$ 1,009,631.77	\$ 611,548	\$ (4,158,249)
2043	\$ (4,769,798)	\$ 1,645,768.06	\$ 1,024,944.52	\$ 620,824	\$ (4,148,974)
2044	\$ (4,769,798)	\$ 1,670,728.88	\$ 1,040,489.51	\$ 630,239	\$ (4,139,558)
TOTAL	\$ (100,165,750)	\$ 30,307,797.61	\$ 18,874,962.93	\$ 11,432,835	\$ (88,732,915)

Note: Annual Net Revenue = Annual Gross Revenue – Annual Expenditure

Based on Arcadis IBI Group's estimates, the parking structure could represent **\$11.4 million in additional revenue** for the Municipal Parking Program between 2024 and 2044. However, when factoring in the total debt repayment for the construction of the parking structure over the assumed 20-year amortization period, the parking structure represents a **revenue deficit of \$88 million** between 2024 and 2044. As shown in the chart below, the year-over-year revenue increases, but solely based on inflation-based adjustments to the price of parking, while annual debt payments remain constant over the amortization period.



## Option to Lease or Acquire Parking Spaces in Private Developments

The options to lease or to share parking spaces in an existing or proposed development are introduced and explored in Section 7 of the Downtown Parking Implementation Strategy Final Report. The Toronto Parking Authority (TPA) leases and purchases parking space within private developments as a common practice in Toronto. This allows the TPA to derive revenue from the parking spaces without taking on additional risk and debt as the constructor and owner of the parking structure. The TPA has typically introduced requests to lease or acquire parking spaces from private developments through the rezoning application process.

In 2019, 22-25 underground parking spaces located at 400-420 King Street West were purchased by the TPA from the Developer at the agreed upon rate of \$75,000 per space, which is in total equivalent to between \$1.9 and \$2.16 million in 2023's dollar value (indexed with the rate of the Consumer Price index). The parking garage and parking spaces were not required to be built to TPA standards, but the agreement did provide for TPA ownership of a service elevator, ground level lobby, and a stairwell providing direct street access to the public parking garage. Access to the shared areas of the parking garage were granted to the TPA under registered Easements. Any cost sharing and maintenance/repair obligations in respect of the shared areas of the building were set out in a Reciprocal Agreement between the City and Developer.

Parking spaces can be also leased directly from the developer or the owner of the facility. The rate at which TPA leases space directly from private developers is usually confidential and not publicly available. A draft agreement template for a shared parking leasing agreement has been included as Appendix A to the Downtown Parking Implementation Strategy Final Report.

## Conclusion and Recommendations

This memo provides a high-level cost analysis of a free-standing parking structure in Downtown Brampton. Some assumptions regarding the cost, revenue, parking utilization, and other items were made to set up this analysis.

The construction of a free-standing 550-space parking structure represents a significant expense to the City of Brampton's municipal parking program. According to Arcadis IBI Group' estimates, a parking structure financed by the City, is not projected to return a positive revenue until after the debt repayment period has ended (based on a municipal permit rate of \$100/month and transient parking at \$2.50/hour). It should also be noted that this is based on a utilization rate of around 85%. Currently, Brampton's parking system's overall utilization rate is around 58%.

Based on a hypothetical utilization rate of 85%, which the City has not achieved thus far, the monthly permit price required for the parking structure to be financially self-sufficient in the first year of operation is \$450/ month. This amounts to a 923% increase from the current monthly permit rate of \$44.00, or 350% increase from the recommend parking price scenario in Brampton Parking Plan (i.e., Scenario 2 with \$100 monthly parking permit). Alternatively, a rate of \$355/ month, or a 255% increase from the recommended parking price scenario, would allow the facility to achieve a breakeven point by 2044, in the final year of the parking structure's estimated 20-year debt repayment period.

The cost of purchasing private land on which to construct a parking structure is significant and would push out a positive revenue return and impact the City's ability to accrue surplus revenue in a Reserve Fund to finance necessary capital expenditures and technology upgrades for the City's existing parking facilities. It is not recommended that the City acquire private land for the construction of a municipal parking structure.

Based on the above findings, Arcadis IBI Group recommends that the City of Brampton investigate the feasibility and options available for shared parking agreements within private parking facilities (or with private developers) in Downtown Brampton. An assortment of partnership options are outlined in Section 8.5 of Brampton Parking Plan Final Report and Section 7.1 of the Downtown Parking Implementation Strategy Final Report.

After exploring the sharing or partnership options, if building a new public parking facility is still deemed needed based on the parking supply and demand profiles in the area, then: 1) additional supportive funding resources should be assessed and explored given the high construction cost, 2) the price of transient and monthly permit parking is expected to be set up at a very high rate to offset the cost of construction, and 3) adding the facility (or facilities) as part of a mixed-use development may be considered to better invest in the available land.

A high-level cost estimate, done by the City only for the purpose of informing the present analysis, showed that the Community Benefit Charges (CBCs) may yield approximately \$2.55 million and \$1.65 million for parking from existing and future residential development applications, respectively. This was based on several assumptions, including assuming a 25% of the CBCs is dedicated to parking as a beneficiary, for example. The CBCs seem to only add moderate contribution to fund a large parking facility. This means that exploring more innovative funding or partnership options is needed to fund the construction of the future parking facilities.

# Attachment 3

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## Public and Stakeholder Engagement – Meetings and Sessions

# 1 Public Engagement Session#1

## 1.1 Introduction

### 1.1.1 Purpose of Public Engagement Session #1

On January 13, 2021, the Brampton Parking Plan Public Engagement Session #1 was held between 6:00pm and 8:00pm. The session's objective was to introduce the public to the study, provide an overview of key findings to date, and collect feedback related to existing parking issues and desired study outcomes. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Indigenous land acknowledgement; introductions, and welcome statements from City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project timeline, project objectives, best practice research findings, and the existing conditions assessment findings.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The public survey and other engagement activities were publicized, along with the Parking Plan web link to provide opportunity for further public input. All public input will be considered in the preparation of the draft parking policy framework in the first quarter of 2022.

**All engagement materials will be available at the [Brampton Parking Plan Website](#).**

### 1.1.2 Meeting Overview

The public engagement session #1 was hosted on WebEx with approximately 70 attendees. Comments were received throughout the event and sent through email to the City. Interactive polls were completed during the presentation to engage attendees and gain an understanding of the participant views and opinions.

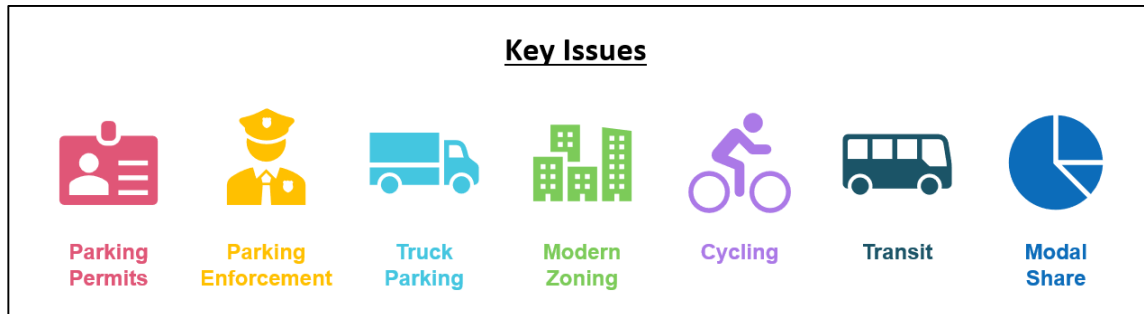
### 1.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- City of Brampton Media Release;
- Social Media Platforms (Facebook, Twitter, Instagram, and LinkedIn);
- Public notice in the online and print edition of the Brampton Guardian dated December 30, 2021;
- Public notice in ethnic media (Canadian Punjabi Post) from December 27 to 31;
- Radio advertisement on Des Perdis Radio AM 530 (Punjabi, Hindi) from December 27 to 31;
- Presentations at several public-facing (virtual) events; and
- Email blast outreach to more than 1,000 individuals and groups on the Brampton Plan contact list.

## 1.2 Key Messages Heard

All feedback received has been categorized into the following seven themes.



### 1.2.1 The Need for Parking Permits

Residents indicated some neighbourhoods experience off-street and/or driveway parking capacity constraints, especially in neighbourhoods where the average number of persons per house is relatively high. Residents suggested that an on-street parking permit system be implemented in certain neighbourhoods to increase parking availability. Residents also noted that on-street parking could potentially serve as a traffic calming measure.

### 1.2.2 Improving Parking Enforcement

Residents expressed frustration at the amount of illegal on-street and lawn parking. They also expressed frustration that some residents prefer on-street parking instead of parking on designated driveways, which can lead to driveway access difficulties. Residents suggested that improved parking enforcement is appropriate, and that parking tickets be displayed on vehicle windshields as a visual deterrent. Residents highlighted that increased enforcement would result in increased citation revenue.

Attendees also noted that personal vehicles and delivery vehicles often park in bicycle lanes which impedes cyclist flow and creates a safety hazard. Increased parking restriction enforcement was suggested.

### 1.2.3 A Growing Need for Truck Parking

Residents and businesses noted that truck traffic has increased in Brampton over the last decade due to its role as a good movement hub and its proximity to Toronto Pearson International Airport. Residents expressed concern that truck parking constraints often results in truck parking demand spilling into residential areas, especially for smaller trucks.

Attendees suggested that safe and secure truck parking locations compliant with zoning bylaws be formalized for both local and transient trucks.

### 1.2.4 Updating Zoning-By-Laws

IBI staff highlighted the implications of minimum parking requirements in zoning bylaws on the City's parking supply and the transportation landscape throughout the presentation.

Several residents expressed their support for removing minimum parking requirements or adopting maximum parking requirements in urban areas such as intensification corridors or near Major Transit Station Areas (MTSAs) where reliance on personal vehicles are relatively low. The impact of parking requirements on providing affordable housing, and the need for EV charging stations were also noted.

### **1.2.5 Micromobility Parking**

Attendees raised concerns around a lack of safe and secure micromobility parking (bicycles, e-bikes, electric scooters, segways, etc.), especially in Downtown Brampton. City staff indicated that micromobility parking considerations will be included in the Brampton Plan.

### **1.2.6 Improved Public Transit Services**

Throughout the engagement session, residents expressed concerns about transit service being insufficient to meet transit demand, especially in newer neighbourhoods. Residents indicated the desire to switch to transit from personal vehicles as their mode of travel if transit service as well as the availability of transit passes were improved.

Additionally, concerns were raised about the Brampton GO's parking lot capacity. Strategies to manage GO parking lot demand will be considered, such as improving transit connections between neighbourhoods and the GO Station as well as shared parking with nearby parking facilities.

### **1.2.7 Modal Share**

Attendees often asked about the transportation plans in a post-COVID-19 future. Parking demand is anticipated to rebound post-COVID, but given that the rebound's exact magnitude is unknown, flexible solutions are required. A sensitivity assessment will be completed that will assess how well Brampton's Downtown parking system can accommodate various levels of parking demand (high and low scenarios).

Residents were also supportive of intensification plans (ex: Shoppers World) and transit improvements (ex: Hurontario LRT) as strategies to reduce personal vehicle mode share. Residents also expressed support for walkable communities.

## **1.3 Questions and Responses**

### **1.3.1 Interactive Questions**

**Poll #1:** What is your relationship to the City (select all that apply)?

**Responses:**

- 22 Residents;
- 20 City employees;
- 6 Government/agency representatives;
- 3 Developers;
- 1 Business owner;
- 1 Non-profit organization representative;
- 5 Other; and
- 18 No response.

**Poll #2:** What are the most important parking issues in Brampton (select top 3)?

**Responses:**

- 24 Unauthorized On-Street Parking;
- 18 Residential Parking Availability;
- 16 Parking Requirements for Development;
- 12 Truck Parking;
- 11 Customer Parking Availability in Downtown Brampton;
- 8 Employee Parking Availability in Downtown Brampton;
- 6 Cost of Municipal Parking;
- 5 Other; and
- 26 No Response.

**Poll #3:** Preferred areas for further investigation (select top 2)?

**Responses:**

- 19 Parking Minimums/Maximums;
- 17 Parking Technology;
- 12 Parking Enforcement;
- 12 Truck Parking;
- 8 Parking Permits;
- 6 Parking Pricing;
- 3 Parking Rates; and
- 33 No Response.



### 1.3.2 Open Discussion

The following four open discussion questions were provided to stimulate the discussion. The feedback received have been included in the engagement summary.

1. Do you have difficulty finding parking at your place of residence? If so, in which neighbourhood?
2. Would you support a residential on-street parking program?
3. What are truck parking challenges and opportunities?
4. Which areas of Brampton struggle the most with parking? How so?

**Response to Open Discussion Q1:** Parking is very underutilized in my neighborhood, but there's no visitor parking, as there are laws that prohibit the condo from purchasing excess private parking spaces to make visitor parking. Parking and housing crises have fed into each other so there is small unit demand being met with basement apartments. Older parts of Brampton have good transit so the demand can be offloaded, but in newer suburbs there is overcrowded transit and people drive instead. City needs to improve transit service hours; 65,000 a year was standard, and this council will have added less than 100,000 over their four-year term. People don't want to have cars but there is no alternative; if we added alternatives people would transition away from vehicles. Carsharing is also needed.

**Response to Open Discussion Q1:** Lots of illegal basement apartments causes an overflow of on-street parking. I am in favour of parking permits for individual residential vehicles.

**The following are questions from attendees and the responses that were provided:**

**Question:** What cities in North America were considered for the peer study?

**Answer:** Calgary, Edmonton, Ottawa, Windsor, Winnipeg, Austin, Buffalo, Cleveland, Columbus, San Antonio, San Francisco, Seattle

**Question:** The GO parking lot in the Downtown is often overflowing, are there any recommendations aimed at improving GO lot operations?

**Answer:** This issue was observed during the existing supply and demand analysis (the GO lot operated near capacity). We don't have the recommendations yet, but two potential options include shared parking with nearby parking facilities and TDM strategies to promote alternative methods of transportation between homes and the GO Station.

**Question:** For new builds in low rise developments, is there the need to provide on-site parking?

**Answer:** Yes, on-site parking is governed by the applicable zoning by-law parking requirements, which Brampton is currently in the process of updating through the Comprehensive Zoning By-law Review.

**Comment:** I have some concerns regarding the best practices review – the comparator municipalities are larger than Brampton.

**Answer:** The comparator municipalities were confirmed with Brampton staff and were selected as model cities for Brampton. Note that significant population growth is projected in Brampton, indicating that the larger municipalities may be appropriate comparators in the near future.

**Question:** Has there been a recommendation to reduce parking requirements for affordable housing or shelter units?

**Answer:** Brampton is currently in the process of updating through the Comprehensive Zoning By-law Review and we will be reviewing residential parking requirements as part of this study, including affordable housing.

**Question:** Has there been a recommendation to incorporate EV charging into the parking requirements?

**Answer:** Requiring EV charging stations is a best practice and will be considered for Brampton.

**Question:** Based on your research, what are the complaints and concerns raised about truck parking specific to Brampton? Residential locations, commercial locations, dimensions, noise?

**Answer:** A major challenge includes truck parking on local streets and potentially obstructing live lanes. Trucks are also parking in non-permitted areas, which might stem from a lack of dedicated facilities. These are preliminary concerns; a truck parking survey is currently in-progress where we're hoping to further identify issues in Brampton.

**Question:** What does a post-COVID world look like for transit and parking? Is the team considering this as part of the analysis?

**Answer:** Yes, COVID-19 impacts are being considered. While the exact impacts are unknown, we anticipate parking demand to rebound post-COVID. Given the unknown nature, flexible solutions are required. We are also conducting a sensitivity analysis to evaluate parking operations under different scenarios.

**Question:** Is there any parking research regarding the high-rise buildings at the Shoppers World location? Has there been research done regarding the parking for this development as this location is at capacity?

**Answer:** The Hurontario LRT is planned to serve Shoppers World which will help to alleviate some parking demand. This is also a transformational project and the City is taking advantage of corridors that are planned for higher density with robust transit. The City is also trying to adopt 20-minute communities to help manage parking demand.

**Question:** Can we include green roofs, green houses, or even green energy such as solar panels? It would be great to have more sustainable urban structures.

**Answer:** We are developing guiding principles as part of this study, and yes sustainability aspects will be included.

**Question:** Is IBI using parking enforcement ticketing data as part of the analysis?

**Answer:** We've been in touch with the enforcement team at Brampton and will be gleaning insights.

**Question:** Can the Parking Plan touch upon accessibility and active transportation connections from private parking lots particularly?

**Answer:** Accessibility is always high priority. Municipalities are moving towards adopting zoning by-law parking requirements that are in line with the Accessibility for Ontarians with Disabilities Act.

**Answer:** The City has an Active Transportation Master Plan, and it includes provisions for cycling and pedestrian infrastructure. It also includes cycling parking supply requirements, and we've been reviewing the situation in Brampton with an eye towards parking connectivity. We've also been working with community advocacy groups. Active transportation is certainly a priority.

**Answer:** The Comprehensive Zoning By-law Update will include bicycle parking requirements in addition to vehicles.

**Comment:** Developer applications are using the numbers for entirely car-oriented purposes, with >95% auto mode share. However, we have a lot of transit trips but very few walking trips. These are not properly accounted for. There's a large application for Queen/Gore Rd which was using the wrong framework and didn't account for 150 transit trips per hour in the peak direction,

**Question:** Will electric scooter lanes and parking be considered?

**Answer:** Electric scooters (as well as other forms of micromobility) are typically served in bicycle lanes. Additionally, the previously noted Active Transportation Master Plan and Comprehensive Zoning By-law Update consider active transportation modes.

## 2 Focus Groups and Ward 3 & 4 Town Hall Summary

### 2.1 Introduction

#### 2.1.1 Purpose of Engagement Activities

After the Brampton Parking Plan Public Engagement Session #1, a series of additional engagement meetings were held to introduce the study, provide an overview of key findings to date, and collect feedback related to existing parking issues and desired study outcomes. These events include the following:

- Ward 3 & 4 Town Hall held on January 25, 2022, between 7:00 PM and 8:30 PM;
- Truck Focus Group Meeting held on January 31, 2022, between 11:00 AM and 12:00 PM;
- Institutional Focus Group Meeting held on February 2, 2022, between 11:00 AM and 12:00 PM; and
- Development Focus Group Meeting held on February 2, 2022, between 3:00 PM and 4:00 PM.

The engagement sessions were divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Introductions and welcome statements from City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project timeline, project objectives, best practice research findings, and the existing conditions assessment findings.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The public survey and other engagement activities were publicized, along with the Parking Plan web link to provide opportunity for further public input. All public input will be considered in the preparation of the draft parking policy framework in the first quarter of 2022.

#### 2.1.2 Meeting Overview

All the engagement activities were hosted on WebEx with approximately 10-20 attendees. Comments and questions were received throughout the event.

#### 2.1.3 Outreach

The Focus Group Sessions were promoted through the following outlets:

- City of Brampton Webpage;
- Downtown Brampton Business Improvement Area Member News - e-bulletin; and
- Email blast outreach to more than 200 stakeholders and groups including the development industry, Downtown Brampton Business Improvement Area, Brampton Board of Trade, Council Advisory Committees with respect to Housing, Transit, Cycling, and Age-Friendly Brampton, Taxi companies, Secondary educational institutions, Ontario Trucking Association, and other trucking stakeholders.

The Wards 3 and 4 Town Hall was promoted through social media and mailing lists.

## **2.2 Key Messages Heard**

The following sections provide an overview of the key findings for each event.

### **2.2.1 Ward 3 & 4 Town Hall**

Attendees stated that current parking policies are confusing and asked when the study recommendations will be implemented. IBI staff indicated that current parking policies are available online. The Brampton Parking Plan is anticipated to be completed in the 3<sup>rd</sup> quarter of 2022. The City will consider the recommendations and determine if, and when, the recommendations will be implemented. The public and stakeholders will be consulted at three more public engagement sessions throughout 2022 to collect feedback as key components of the study are developed.

Attendees expressed strong desire for improvements to alternative modes of transportation including transit, carsharing, and cycling.

There is concern regarding parking shortage at private restaurants and public parks. IBI staff noted that parking operations at individual developments are not assessed as part of this study and that these are governed by the Zoning By-Law. This study will review the draft Comprehensive Zoning By-Law that has been prepared as part of the current Zoning By-Law Review in order to address the citywide parking policy framework. The study includes a quantitative assessment of Downtown parking operations as well as qualitatively identifying parking constraints in residential neighbourhoods in other areas of the City through public engagement activities.

Attendees raised concerns over the appropriateness of parking prices. IBI staff noted that parking pricing was assessed as part of the best practices review and will be considered in the upcoming Financial Assessment. While recommendations have not yet been developed, the best practices review concluded that City of Brampton parking prices are lower than similar municipalities.

Attendees questioned why the Zoning Bylaw parking minimums were removed ahead of this study's recommendations. IBI stated that this was likely done through the City's Comprehensive Zoning Bylaw Update which is a separate study. City staff has clarified that the removal of parking minimums within the Downtown, Central Area and the Hurontario-Main Street Corridor was on the basis that these areas of the City provide opportunities for intensive, transit supportive development and have convenient access to existing or planned higher order transit. Additionally, parking minimum removal is an emerging best practice that is being adopted by municipalities in their Downtowns and Intensification Areas. The strategy is intended to provide flexibility to developers and to promote alternative modes of transportation in areas where personal vehicle mode share is known to be lower than rest of the city.

### **2.2.2 Truck Focus Group Meeting**

Participants expressed concerns regarding small courier delivery trucks within high rise residential areas. There is conflict between delivery trucks and bike lane users at curbside. IBI staff noted the comment and acknowledged that curbside management is an important aspect and will include as a recommendation in the study report. IBI staff will also look into City of Toronto bike lane design and permit parking for delivery trucks at "No Parking" zones as part of best practice research.

Participants stated that trucking companies should provide for their own long-term truck parking as part of running a trucking business.

### **2.2.3 Institutional Focus Group Meeting**

Attendees expressed concerns about inadequate transit service in areas with new sub-developments and identified the connection between improved transit resulting in increased ridership and reduced parking demand. In particular, the need to increase early morning and evening transit service to handle shift work was identified. Attendees also noted that these residential areas are known to experience parking capacity constraints. Bramalea City Centre and environs was a specific area that was identified in this regard.

Attendees stated the importance of demographic data for the parking analysis as Brampton has relatively large household sizes and significant rooming houses occupied by international students resulting in overcrowding. This represents latent demand for transit that is not being met.

With respect to Downtown, attendees stated that parking is under-utilized in the City's parking facilities, and that the City could raise funds by renting spaces to Downtown residents for overnight parking, and providing for carsharing. The parking capacity constraints at the GO parking lot was also raised. IBI staff stated that these issues will be addressed as part of the study.

Attendees asked if the study will be looking at parking for deeply affordable and transitional housing. The study will review Housing Brampton and Brampton's housing strategy, and explore opportunities from a parking perspective that will support affordable housing.

In response to a question on how the study will address the Active Transportation Master Plan (ATMP), IBI staff stated that the parking policy recommendations will be consistent with the ATMP and that bicycle parking requirements are being addressed as part of the Comprehensive Zoning By-law review.

IBI staff also responded to a question on electrical vehicle (ev) charging stations, and stated that this issue will be addressed in the context of parking.

### **2.2.4 Development Focus Group Meeting**

Participants raised questions related to visitor parking requirements for residential developments and suggested shared parking as a strategy. IBI staff confirmed that that these items will be reviewed as part of the study.

A question was also asked about how areas are determined for the removal of parking minimums. IBI staff explained that the removal of parking minimums is most appropriate in intensification areas and along major transit corridors, and that factors considered include vehicle ownership rates and personal vehicle mode share. City of Brampton staff asked that developers provide their thoughts on the impact on parking minimum removal. Attendees noted that parking requirements do impact development, and that the number of parking spaces provided at development is based on City requirements and market demand.

## 3 Public Engagement Session#2

### 3.1 Introduction

#### 3.1.1 Purpose of Public Engagement Session#2

On June 13, 2022, the second Brampton Parking Plan Public Engagement Session was held between 6:00pm and 8:00pm. The objective of this session was to present the proposed parking policies and framework, share key takeaways from Phase 1 tasks and collect feedback related to Phase 1's findings and desired study outcomes. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgements:** Indigenous land acknowledgement, introduction, and welcome statements from GLPi, City and IBI staff.
- **Part 2 – Presentation:** A presentation that outlined the project background and key takeaways from Phase 1 tasks, including: background documents review, best practices review, existing and future downtown parking conditions, public and stakeholder engagement, and parking policy framework.
- **Part 3 – Open Discussion:** A question and answer period where attendees could provide comments and ask questions.
- **Part 4 – Next Steps:** The next phase of this study (Phase 2) will consist of the financial assessment, parking management plan, public and stakeholder engagement session #3 and the Brampton Parking Plan Report.

**All engagement materials will be available at the [Brampton Parking Plan Website](#).**

#### 3.1.2 Meeting Overview

The public engagement session #2 was hosted on WebEx with approximately 42 attendees. Questions/comments were received throughout the event and sent via email to the City. Interactive polls were also completed during the presentation to engage attendees and gain an understanding of the participant views and opinions.

#### 3.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- Social Media Platforms (Facebook, Twitter, etc.);
- Public notice in the online and print edition of the Brampton Guardian dated June 9, 2022; and
- An email blast outreach to over 1,000 individuals and stakeholders on the Brampton Parking Plan contact list was sent on June 2, 2022.

### 3.2 Key Messages Heard

Section 3 “Questions and Open Discussion” provides more details about the feedback received from the public including answers to polling questions, general remarks, and raised questions. However, this section summarizes the key messages heard from public as outline below:

### **On-street Parking Permits**

- Some residents expressed their concerns regarding the proposed on-street paid parking permit program. These concerns mainly include potential adverse safety impacts (conflicts with cyclists (e.g., dooring), speed limits, impacts on pedestrian movements, etc.), reducing the available sidewalk width, and blockage to the street traffic.
- On the other hand, some residents supported the on-street parking permit program since it provides parking supply for the legally added units and may reduce the number of fines issued to illegal parkers. The program was also seen as a measure to welcome new students and offer them high quality housing options in the City.
- Some other raised issues include questions about how the parking permits would be priced and if the fees can vary based on some factors, and if the support or approval of the current residents is required to implement the permit program.

### **Illegal Parking and Multi-tenant Dwellings**

- Many residents raised the challenges the City is facing regarding the multi-tenant dwellings, rooming houses, and the illegal occupancy of housing units, and how this results in large illegal on-street parking surge.
- Concerns were raised regarding if the suggested on-street parking permit program will involve and benefit the illegal occupants as well.

### **Truck Parking**

- The potential adverse impacts of truck parking on residential zones were mentioned, e.g., noise and congestion creation.
- A question was raised about how the Zoning Bylaw (ZBL) regulates truck parking in residential zones.

### **Other Raised Parking Issues**

- The need for increased parking enforcement in some areas, such as the downtown area.
- The need to incorporate bicycle parking requirements in the ZBL.

### **Insights from the Polling Questions**

- The majority of the attendees showed support to modes of travel alternative to the private automobile.
- The majority of the attendees found the vision statement and the guiding principles appropriately shape Brampton's future growth and parking management.
- Most attendees supported the vision to reduce transit fares and increase parking prices at the same time. The remaining attendees were more in favor to reduce transit fares as opposed to increase parking prices.
- Reducing minimum parking requirements in intensification areas was given more support as compared to totally rescinding or removing parking requirements. It appears that residents were more in favor to a gradual and conservative relaxation of the parking requirements.
- In respect to support reducing parking requirements as a measure to promote housing affordability, attendees were almost evenly split, some agreed and some did not. Those who agreed had a slightly larger proportion.



## 3.3 Questions and Open Discussion

### 3.3.1 Polling Questions

Five polling questions were integrated into the presentation slides and were explained to the audience. Below is a summary of these questions and the answers received.

#### Poll#1

Multiple-choice poll

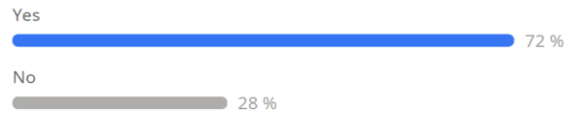
Are you considering alternatives to the private automobile as a mode of travel? 020



#### Poll#2

Multiple-choice poll

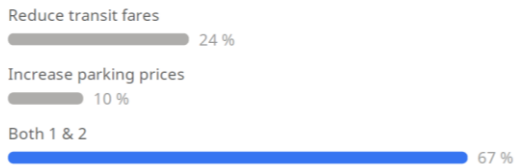
Do you find the vision statement and the guiding principles will appropriately shape Brampton's future growth and parking management? 018



#### Poll#3

Multiple-choice poll

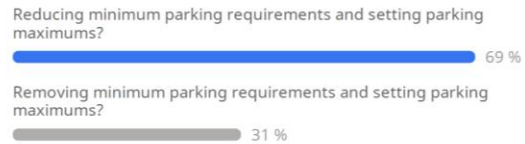
In your view, which of the following should be implemented? 021



#### Poll#4

Multiple-choice poll

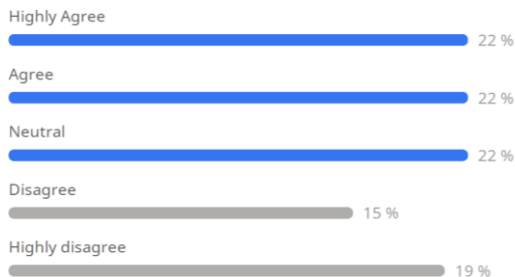
Considering that developers may provide the parking they want within intensification areas, do you support? 026



#### Poll#5

Multiple-choice poll

Do you agree on reducing parking requirements outside of Intensification Areas as a measure to promote housing affordability? 027



**Note:** the number next to each question refers to the total number of responses.

### 3.3.2 Open Discussion

#### First: Prepared Interactive Questions

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The following four open discussion questions were provided to stimulate the discussion.

5. What other guiding principles could be included in the Brampton Parking plan?
6. How can the proposed policies, tactics and strategies be refined?
7. Where off-street residential parking is insufficient, are there solutions other than implementing a residential on-street permit parking program?
8. What can be done to reduce parking demand in the future (other than improving transit and cycling networks)?

**Response to Open Discussion Q1:** ensuring an equitable and overall quality of life, for all residents of Brampton, new and old. A challenge that may arise from the private public partnerships, is that a lot of the private colleges in Peel Region are providing an opportunity for a lot of international students to come in, but they don't have a zoning bylaw to have any residential space for students. It is a great opportunity for a lot of primary owners in Brampton to have a secondary unit or a living quarter for students that maintains a dignity, quality of life and safety. A solution can include having a parking permit as part of their tuition package and certain homes being selected to meet the criteria.

**Response to Open Discussion Q4:** Add more bike racks and bike valets in existing parking spaces and garages.

#### Second: Questions and Comments from Attendees

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**Comment:** Thank you for an excellent open house and discussion. Unfortunately, I have to leave for another meeting. I look forward to reviewing the slides and notes.

**Comment:** Agree with the commenter below (note: "above", in this report), I appreciate the civility of this discussion, the sharing of citizens ideas and viewpoints, and the professionalism of the team!

**Question:** Will issued annual residential on-street parking permits of vehicles increase the incidence of cyclists being doored? If so, how will this issue be addressed? Will the City lower vehicle speed limits on streets where parking permits are being proposed?

**Answer:** The challenge with dooring is that it is often under reported and does not appear in collision data, hence there is a lack of data available. Taking the lane is a viable option on streets with on-street parking. The safety of all road users will be considered in implementation, the program goal is not limited to meet the parking demand.

**Question:** Why doesn't the City offer annual on-street parking permits? Some residents have legal 2<sup>nd</sup> units in their homes but parking space for only one car resulting in tickets/fines. Why not reduce back yard/lot ratios to add space to the driveway in order to fit at least two cars?

**Answer:** The City's Parking Plan is recommending the implementation of a residential paid parking permit program and Phase 1 report is suggesting three areas to pilot the program and the program can then be expanded in a phased approach, similar to Vancouver and Toronto. However, based on the assessment of several considerations, the City can determine the most suitable areas to pilot the program.

Studying the lot ratios is not specifically a part of this study (Brampton Parking Plan). However this concern has been previously raised to councillors and is being discussed. This comment has been taken into consideration.

**Comment:** Concerned that 30% answered no to the question (Poll Question #1), given that issues regarding climate change is on the minds of many.

**Question:** Will this slide deck be made available online?

**Answer:** Yes, the presentation will be available on the [Brampton Parking Plan Website](#).

**Question:** Are we going to address multi-use homes, rooming houses and the impact on family neighbourhoods and parking?

**Answer:** The residential paid on-street parking permit program will only offer parking to residents who use or occupy their housing legally. A maximum number of parking permits per household can also be considered. The City's planning and zoning department and policy discussions will also address these concerns.

**Comment:** Thank you so much for the opportunity. It was a great plan that was presented, but a big challenge that Brampton is facing is rooming houses and the additional traffic that comes along with that.

**Comment:** I am also concerned about the multi-use and rooming houses that have too many cars which cannot be accommodated on existing driveways.

**Question:** Will bicycle parking requirements be added for all land uses? They are currently missing for residential uses from the zoning by-law.

**Answer:** This Parking Plan is a comprehensive parking strategy, which will cover all modes of transportation and different vehicles. The new draft ZBL includes new bicycle parking requirements for several land use categories and for both mixed-use zones and residential zones.

**Comment:** Concerned that we will have trucks parked in every vacant lot. All the shopping mall parking lots will be full of trucks. The resulting noise and gridlock problems can be unbearable.

**Answer:** There are several conditions that should be met before permitting truck parking on a parking lot, these include, for example, noise and geometric constraints. Truck parking near residential units should not be allowed to avoid noise interruption. The geometric dimensions and features of the parking lot should be adequate to allow trucks to enter, circulate, maneuver, and exit the parking lot safely. Timing constraints at shared facilities will also be reviewed (e.g. trucks may only park during off peak hours to avoid interrupting the parking demand of the development during its working hours). Truck parking locations should be evaluated on a case-by-case basis, and an engineering feasibility study should be completed to determine these locations.

**Question:** Please address the recent reports that trailers will be permitted to park on front lawns.

**Answer:** Some cities, that have truck parking challenges, allow truck in residential lots provided many rigid conditions are met, e.g., the residential lot area should be large enough, and the owner of the house and the truck should be the same, etc. Such rigid conditions are usually met in rural low-density areas. The draft ZBL addresses parking of trailer, recreational, and commercial vehicles in residential zones. The provision puts some restrictions in terms of the permissible size of the vehicle and may only allow for temporary parking durations based on the size and type of the vehicle and the parking location (in the garage, driveway, rear yard, etc.).

**Question:** Thank you, I do appreciate this open house and the opportunity to speak. Thank you to the staff and the consultants for all their hard work. I'm wondering if someone could provide specific comment on potential amendments to parking rates for employment areas.

**Answer:** The study looked at both residential and non-residential land uses. The recommendation is that if the development is within an intensification area, then parking requirements are either reduced or totally rescinded. Alternatively, if the development is outside the intensification areas, the recommendation is to maintain the parking requirement but to update it based on the actual demand which can change in the future, i.e., according to the mode split changes and the increase

use of transit, walking, cycling, and micro-mobility. In phase 2 of the study, the potential of several transportation demand management (TDM) measures will be assessed, and such measures should give new developments the chance to demonstrate how they are leveraging TDM strategies to reduce their parking demand.

**Comment:** Before offering paid parking for a resident, please confirm if the house has an illegal apartment or has been turned into a rooming house.

**Comment:** Allow commercial uses such as convenience or small grocery stores within residential zones to promote active transportation and reduce the need for parking.

**Comment:** Regarding parking on residential streets. Perhaps residents should start using their covered garages for car use instead of storage units.

**Comment:** From the Downtown Brampton BIA we have heard that we need to increase enforcement in the downtown as we hear that many people are parking in no-parking areas.

**Answer:** Enforcement will be further discussed in Phase 2 of the study. Recommendations may include recruiting additional resources/officers. However, technological recommendations such as the wide adoption of license plate recognition can also be leveraged to make the enforcement more efficient.

**Question:** Would residential parking permits be fixed price or would they be variable priced based on various factors (location, household income, household size, income, etc).

**Answer:** Residential on-street parking permit programs initially aim to use a general fixed cost. Cities usually set the pricing rate as a way to manage the demand and optimize the capacity, but also to promote other alternative modes of transportation and offset the cost of the program. However, if some specific factors found to warrant fees variations, then these will have to be further explored and discussed with the City.

**Question:** In terms of your guiding principles, will you have a conflict between the goal of active transportation and people wanting to use cars. The concern I have is we have streets in Brampton with no sidewalks. Are you going to allow street parking on streets with no sidewalks?

**Answer:** Various considerations will be looked into, including safety and sidewalk widths, when assessing the feasibility of on-street parking. There should be a set of guidelines that assist to identify where to implement on-street parking and where not to. An assessment on a case-by-case basis is also needed. The widths of the street, the traveled way, and the sidewalk are all important geometric features that must be considered when assessing the feasibility of on-street parking.

The following are some questions that were given by some attendees, but the time limits did not allow addressing or answering them during the meeting. A post-meeting answer or remark is added next to each.

**Question:** Why don't you start \$1 or \$2 parking on streets and near walkways instead of fining people everyday seeing their car parked on streets?

**Post-meeting answer:** One of the benefits of implementing paid residential parking permits is to manage the parking demand and regulate the parking in a clearer manner in congested areas. This could lead to a more efficient parking enforcement and potentially may reduce the number of violations.

**Question:** If houses/driveways are limited to a certain number of vehicles, why should we allow others to park on the road blocking the roadway?

**Post-meeting answer:** On-street parking permits are intended to serve the high parking demand generated by residents who use their housing legally. The location of on-street parking spaces

should be decided such that they do not block existing driveways and do not impede the street traffic.

**Question:** Has the current condition of the existing parking facilities been taken into consideration for studies? Have the current repair strategies been informed by your findings?

**Post-meeting answer:** parking demand and supply were only analyzed quantitatively for the parking facilities located in Brampton Downtown. Some qualitative attributes were also considered from the online surveys and the public engagement activities for other areas.

**Question:** Regarding on street residential parking permits, would current residents have a say or input into the final decision?

**Post-meeting answer:** on-street parking permit programs typically require the support of the majority of homeowners affected by the permit program. A survey is usually carried out to evaluate the residents' support.

## 4 Public Engagement Session#3

### 4.1 Introduction

#### 4.1.1 Purpose of Public Engagement Session #3

On December 15, 2022, the third Brampton Parking Plan Public Engagement Session was held between 6:00pm and 8:00pm. The objective of this session was to present the Draft Brampton Parking Plan, including a brief overview of the Phase 1 Policy Directions, key findings from Phase 2, and the Parking Implementation Plan. The engagement session was divided into four parts:

- **Part 1 – Introductions and Acknowledgments:** Indigenous land acknowledgment, introduction, and welcome statements from GLPi, City and IBI staff.
- **Part 2 – Presentation:** A presentation that provided a brief overview of the Phase 1 policy directions, and Phase 2 key findings. The focus of the presentation was on Phase 2, including the financial assessment, downtown parking management, parking enforcement, paid on-street parking permit program, parking partnerships, and Transportation Demand Management (TDM) initiatives. A brief overview of the Parking Implementation Plan was also presented.
- **Part 3 – Open Discussion:** A question and answer period for attendees to provide comments and ask questions.
- **Part 4 – Next Steps:** The Final Parking Plan, including further refinements, will be presented for Council endorsement in early 2023.

All engagement materials will be available at the [Brampton Parking Plan Website](#).

#### 4.1.2 Meeting Overview

Public engagement session #3 was hosted on WebEx with approximately 25 attendees. Questions/comments were received throughout the event and sent via email to the City. Interactive discussion questions were also posed to the attendees at the end of the presentation for engagement and to gain an understanding of the views and opinions of the participants.

#### 4.1.3 Outreach

The meeting was promoted through the following outlets:

- City of Brampton Webpage;
- Social Media Platforms (Facebook, Twitter, etc.);
- An email outreach to over 1,000 individuals and stakeholders on the Brampton Parking Plan contact list was sent on December 3, 2022.

### 4.2 Key Messages Heard

Section 2 summarizes the key messages heard from the public as outlined below. Section 3 “Open Discussion and Questions” provides more details about the feedback received from the public.

### **On-Street Parking Permit Program**

- Concerns were expressed regarding overcrowding the streets with parking and abusing the program, e.g., by non-registered/illegal Additional Residential Units (ARUs), multi-tenant rooming house occupants etc.
- Questions were raised regarding the selection of the candidate streets or zones for participation in the program. Narrow streets that do not have sidewalks and areas surrounding major hospitals were highlighted as inappropriate areas to implement the on-street parking program.
- Extensive and proactive parking enforcement is needed to implement the program and obtain public support.
- Suggestion was made to make the one-side parking policy year-round rather than only during the winter season.

### **Parking Enforcement**

- More enforcement activities are needed especially if the on-street parking permit program is implemented. Enforcing the on-street parking program should be a priority. Enforcement activities should also consider non-parking related matters, such as the unregistered/illegal ARUs and the illegal widening of driveways.
- Increased parking penalty rates are needed for violations related to blocking the cycling network, e.g., blocking the bike lane.

### **Parking Policies**

- The provision of adequate bicycle parking supply in new developments must be ensured. There is also a need to provide different types of bicycle parking, e.g., short-term and long-term.
- Attention must be given to provide parking spaces for electric bikes similar to the electric vehicle charging stations.
- Rescinding parking minimums in intensification areas should be done carefully so the policy does not result in a parking supply shortage.
- Rescinding parking minimums and setting parking maximums should consider the characteristics particular to some land-uses which might need exemption from these policies.
- Parking requirements in the rural areas should be different than those in the urban centers.

### **Other Subjects**

- Truck parking facilities should not be located near residential areas.
- The City should benefit from emerging technologies and use them to improve the parking system.

## **4.3 Open Discussion and Questions**

### **4.3.1 Open Discussion**

The following five prepared interactive questions were provided to stimulate the discussion.

9. Do you have other suggestions to improve parking enforcement activities in Brampton?

10. What other aspects should be considered as part of a residential paid on-street parking program?
11. What is your opinion on implementing a Parking Benefits District within downtown? Is it feasible anywhere else in the City?
12. What other parking management strategies and tactics could be considered in Brampton?
13. Do the recommendations adequately address short-term and long-term truck parking needs in Brampton? What other truck parking opportunities would you suggest?

**Participant comment regarding Q1:** Brampton is currently facing challenges when it comes to addressing all parking violations and offences. How does the City plan to enforce a new paid on-street parking permit program?

**Project Team response:** The study highlighted that the City receives a large number of complaints and service requests related to parking offences. City staff prioritize complaints and give more priority to safety-related incidents; however, the large volume of complaints makes it difficult to address them all and respond promptly. The study outlined several recommendations and strategies to enhance the enforcement activities in Brampton. In addition, the study highlighted that the implementation of the on-street parking permit program would require additional enforcement resources and staff to enforce the program. The success of the on-street permit program is conditional upon having efficient enforcement. With a parking enforcement team dedicated to monitor the program, the enforcement efficiency can be significantly improved.

All the study recommendations pertaining to parking enforcement should help the City to move towards a more proactive enforcement. Among these recommendations are the use of license plate recognition (LPR) technology and the analysis of parking violation data by time and location.

**Feedback regarding Q2:** Participants asked about the locations where the on-street parking permit program would be implemented. Participants also asked whether streets without sidewalks would have parking permitted on both sides. It was noted that parking on both sides of the street could make it dangerous for residents to walk. There was also a suggestion to consider neighbourhoods around major hospitals as a high-traffic priority zone.

**Project Team response:** The study only provided a high-level recommendation with respect to implementing on-street parking and, as such, did not identify specific locations. The study provides guidelines for implementation, such as carrying out a detailed feasibility study in the future to further understand the demand versus supply, reviewing best practices, assessing public support, identifying potential streets/zones for a pilot project, and identifying the required resources.

There are usually two approaches to select the program streets or zones. One approach starts with a petition submitted by the residents to the City. The City then conducts a technical review to confirm the eligibility of the street/zone and survey the homeowners to confirm that the majority support the program. In the other approach, the City initiates the process and conducts a technical review to determine which streets or zones are most in need of the program.

Not every street will be eligible for the on-street parking permit program. A list of rigorous traffic and safety requirements should be assessed as part of a technical review for any street or zone before determining eligibility. If a street is not wide enough to accommodate the on-street parking safely and efficiently, then it will not be accepted. The technical review should consider the availability of sidewalks and the street width to ensure that cyclists and pedestrians can keep moving safely.



**Participant comment regarding Q4:** Was there any consideration to provide electric charging stations for e-bikes? It was noted that these stations could be linked with electric vehicles charging stations.

**Project Team response:** In the Brampton Parking Plan, the e-bike parking was highlighted in several recommendations and activities. However, specific requirements were not quantified.

The City is expected to commence a zoning bylaw review which may specify charging station requirements related to parking of electric vehicles and electric bicycles.

Many cities have incorporated charging station requirements for electric vehicles into their zoning bylaw, and it is expected that municipalities who have not, will do so in the near future. Relatively speaking, zoning bylaws have not advanced in terms of providing parking requirements for electric bicycles as compared to electric vehicles. However, in cities such as Toronto, there is an initiative to convert some electric vehicle parking spaces to accommodate electric bicycles.

#### **4.3.2 Questions and Comments from Attendees**

**Question:** Regarding the on-street parking with permits - how does the City stop abuse of the program by unregistered/illegal multi-tenant rooming house renters / landlords? Introducing the on-street parking program may result in overcrowding the street with multi-tenant parking.

**Answer:** The on-street parking permit is a popular parking program and has been applied in several Canadian and North American cities. This program should be regulated and well managed, and only legal residents should be allowed to apply. For example, illegal multi-tenant housing occupants are not eligible to apply. An official application must be submitted and reviewed rigorously by the City to ensure the applicant resides legally in the City. There could be a cap on the number of permits issued to a municipal address as well. A dedicated parking enforcement staff should be responsible for monitoring the on-street parking program and to target illegal users. These measures would help to manage the program and ensure the street does not become overcrowded.

**Question:** Will the presentation slides be made available to the public on the City's website.

**Answer:** Yes, the presentation will be available on the [Brampton Parking Plan Website](#).

**Question:** Would recommendations for increased parking penalty rates be applied across the board? E.g. the penalty for parking in a bike lane in Brampton is among the lowest.

**Answer:** The study did not assess parking penalty rates for all types of parking offences, as this was beyond the scope of this study. The general recommendation was however to look at increasing these penalties where needed, e.g., for repeat offenders and for special areas and events where parking offenses have been very problematic to the traffic. It is agreed that some types of parking offenses may be given higher penalty rates. Blocking the cyclist and pedestrian network is an example of parking violations that should be assigned a stronger deterrence.

**Question:** The non-registered/illegal ARUs (Additional Residential Units) and multi-tenant or multi-unit rooming houses are presently not well enforced/monitored. How will on-street parking permits be monitored and enforced?

**Answer:** The current parking enforcement team is working hard but the City is receiving a large number of complaints which makes it difficult to proactively enforce parking. The study provided several recommendations to enhance parking enforcement for the whole City and for all types of parking offences. These recommendations were included in the Phase 2 report. The study highlighted that additional resources are needed to enforce the on-street parking permit program. The size of the enforcement team should grow progressively if more and more streets are added to this program.

**Question:** How do you reconcile the implementation of a prioritized enforcement program with the residential paid on-street parking program? Is it a priority to pay?

**Answer:** The priority protocols usually focus on safety and traffic flow related criteria. The same criteria can also be applied when enforcing the on-street parking. However, we need a dedicated enforcement team to monitor the on-street parking program. This team should be also available in the evening and early morning hours to enforce the overnight parking program. By establishing a dedicated enforcement team, enforcing the paid on-street parking permit program will be given special attention and priority.

**Question:** How will you ensure that more bicycle parking is made available? What will bicycle parking look like?

**Answer:** Bicycle parking requirements have been proposed to be added to the City zoning bylaw and this should require new developments to provide on-site bicycle parking. The zoning bylaw (ZBL) will encourage developers to provide even more bicycle parking supply through incentives. For example, if a developer provided additional bicycle parking in excess of the ZBL requirements, they can be exempted from some of the required vehicle parking spaces.

There are two main types of bicycle parking: outdoor bicycle parking and indoor (secured) bicycle parking. One of the recommendations of this study is to expand the zoning bylaw requirements so that it can accommodate these two different types of bicycle parking. Outdoor bicycle parking is mainly used for short stays. However, indoor bicycle parking is needed for long term stays, i.e., the cyclists can have a safe and secure place to store their bicycle.

**Question:** Why is the 'one-side' street parking initiative restricted to winter? Will it alleviate problems to have this initiative year-round?

**Answer:** One-side street parking is more needed in the winter because this facilitates the snow removal activities. Of course, there are other benefits if the one-side street parking is adopted year-round, e.g., facilitating the movement of maintenance and emergency vehicles.

**Question:** Additional Residential Units are not allowed in flood plains. But, these are not currently well managed and enforced. So how will parking be managed?

**Answer:** These developments are not permitted within flood plains, and this is enforced by the City. The City has grown to a stage that requires significant increase in enforcement activities.

**Question:** Will all types of land uses in intensification areas have their parking minimums removed? Or will it just be for residential developments?

**Answer:** The recommendation is to rescind minimum parking requirements for most land uses in these intensification areas. Exceptions may be made for some land uses. For example, the existing ZBL for downtown Brampton requires some visitor parking spaces to be provided for some types of land uses like the residential.

**Comment:** The current penalty for parking or standing in a bike lane is \$35.00

**Question:** Should the City of Brampton review parking applications to determine whether an illegal driveway has been constructed by the applicant beforehand?

**Answer:** This study focuses on the on-street parking program. However, to be eligible for the program, applicants should not have illegal parking on-site. The regulations and enforcement activities relevant to the driveway widening are beyond the study scope.

**Question:** We/DBBIA had a discussion regarding the reduction in parking minimums & how this could affect the overall parking availability in the downtown?

**Answer:** By removing the parking minimum requirements, we are communicating to the developers that they are not obliged to provide a certain number of parking spaces. Rescinding

the parking minimums only relaxes the requirement but we are not telling the developers that they cannot provide any parking. We expect that the developers will continue to provide parking supply because they want to maintain a high quality of service. Developers would still assess their parking needs and build parking supply accordingly. However, some developers may seek alternative parking supply options, e.g., by relying on off-site shared-parking agreements or by following a hybrid model, i.e., to provide some on-site parking and also seek additional parking supply through the parking partnership arrangements.

The relaxation of parking requirements is also reflective of transit ridership which has significantly grown and is expected to continue to grow, especially along rapid transit corridors. The aim is to limit the oversupply of parking.

Provided in the meeting chat: Over 200 cities have removed parking restrictions, including San Jose just this week. Map of North America: <https://parkingreform.org/resources/mandates-map/>

**Participant Comment:** I think removing the 1 hour free parking will impact downtown merchants and deter people from visiting their businesses.

**Question:** What more could be done to address the issue of truck parking and in particular to get trucks out of residential neighborhoods?

**Answer:** The study provided several strategies aiming at increasing the truck parking supply. For example, large parking lots can be utilized during off-peak hours since these large parking facilities are empty and poorly utilized during this time. In addition, establishing a truck parking information system is recommended to assist truck drivers in identifying where parking spaces are available. Moreover, long term recommendations included the construction of new truck parking facilities through City initiated programs and public private partnerships.

When choosing the location of truck parking facilities, an adequate buffer must be provided between the facility and residential areas. That way, noise, emissions, and disturbance can be avoided.

**Question:** Why would a bicycle parking incentive for developers incorporate a tradeoff between bicycles and vehicles?

**Answer:** Many zoning bylaws offer an option to developers to reduce their vehicle parking spaces by including additional bicycle parking spaces. Providing bicycle parking spaces is less costly for developers compared to conventional vehicle parking spaces. More bicycle parking would reduce the total cost of the development, reduce auto-dependence, and encourage the use of alternative modes of transport.

**Question:** Can you expand on DT Curb MGMT - loading zones, 30 min. meters, pick-up/ drop off zones, parking accommodations for people with mobility challenges & software?

**Answer:** The study developed a decision-making framework to optimize the use of the curbside. The framework looks at several curbside functions, such as parking, pickup and drop off activities, transit use, and social activities such as patios and restaurants. The framework can be used by the City to assess the best use of the curbside as part of a city-wide curb management strategy.

**Question:** What further process will be followed to determine what uses in the rest of the city may be subject to maximum parking?

**Answer:** This study recommended that parking maximums should be considered in the context of each land use and its associated parking needs. A future zoning bylaw update study should better inform which land uses should have parking maximums and which can be given more flexibility. For example, some manufacturing and warehouse facilities may have different parking needs according to their activities and it may not be practical to assign them a maximum parking requirement. We need to look at the specific nature of each land use and decide whether it is appropriate to assign a parking maximum or not.

**Comment:** Developers are driven first by cost, not adequacy. Many best practices in minimizing parking requirements are for developed urban centers not suburban centers.

**Question:** Can you provide comment on studies for parking adequacy between urban and suburban centres please?

**Answer:** Typically transit and non-auto mode shares are more prevalent in urban centers which is why these centres are chosen for the removal of parking minimums. In suburban centers, there are often many unused spaces, so enforcing parking maximums will mitigate the excess suburban parking supply.

**Question:** What evidence shows more cycling in a suburban center leads to less vehicle ownership? (Not less vehicle traffic).

**Answer:** The Region carries out a Transportation Tomorrow survey every five years and receives hundreds of responses. The responses provide information about place of residence, commuting patterns, vehicle ownership, bicycle ownership, and origins and destinations. Past results have shown a correlation between cycling and reduced vehicle ownership. Brampton's parking bylaws have not been updated for almost 30 years when the transportation network was much more focused on private vehicles. Brampton has been rapidly moving to transit and active transportation modes. This policy is based on best practices and takes direction from the Brampton 2040 Vision. The strategic areas, where parking requirements can be relaxed, are mainly the major transit station areas. Significant transit improvements in terms of subways, BRT and conventional bus lines and their coverage, reliability, and frequency of service are the main contributors to reduced parking demand, rather than the cycling network. The active transportation network, in terms of cycling and pedestrian facilities, can further reduce auto dependence.

The zoning bylaws may reduce conventional vehicle parking space requirements if the developer provides additional bicycle parking but up to a certain level.

**Question:** What are some of the more innovative electronic or digital approaches being used for parking for everything from finding spots, the parking payment and so forth, and which might make the most sense for Brampton?

**Answer:** Apps and the digital-first strategy are becoming much more prevalent. Other cities have been utilizing QR codes, wayfinding strategies, digital payments, real-time availability, and smart meters to provide information to customers so they can have a better experience using the parking facilities. This study did not go into the details but there is a wide range of technologies that could be used to improve the parking system (e.g., cameras and sensors) which are becoming popular across North America.

## 5 Minutes of Meeting with Downtown Brampton BIA

### Minutes

<b>To/Attention</b>	Notes to File	<b>Date</b>	November 15, 2023
<b>From</b>	Arcadis IBI Group	<b>Project No</b>	134185
<b>Subject</b>	Parking Study Update with Downtown Brampton BIA Teleconference January 17, 2023		
<b>Present</b>	Peter Richards, Arcadis IBI Group Amjad Dehman, Arcadis IBI Group Janice Zhang, Arcadis IBI Group Malik Majeed, City of Brampton Paul Aldunate, City of Brampton Harry Persaud, City of Brampton Henrik Zbogor, City of Brampton Jeffrey Humble, City of Brampton Shahid Mahmood, City of Brampton Victoria Miele, City of Brampton (Aide to Councillor Paul Vicente)		
	Kevin Draper, Brampton Board of Trade Carrie Percival, Downtown Brampton BIA Suzy Godefroy, Downtown Brampton BIA Rick Evans, Downtown Brampton BIA Grettel Comas, Downtown Brampton BIA Emma O'Malley, Downtown Brampton BIA Peeyush Gupta, Downtown Brampton BIA Irene (only first name provided)		

#### Item Discussed

#### Action By

### Introduction

M. Majeed welcomed everyone to the meeting and introduced the Brampton Parking Plan and the past public engagement activities.

Information

## Open Discussion

**Question:** What were the participation rates at the public engagement activities, given the outreach events were all virtual?

**Answer:** City staff responded that the events being virtual had no negative impact on participation rate. The public is arguably more engaged, as videos of public engagement sessions are available online and comments from the public are received constantly. Arcadis IBI noted that the participation rates at all events were high, with 40 to 80 participants per session. Online surveys had over 500 responses. Arcadis IBI considers all comments received through public engagement sessions and survey responses and addresses them in the report.

Information

### Post Meeting Note:

The following are further remarks and figures regarding the public engagement activities:

- Extensive outreach - via webpage, media release, social media, Brampton Guardian, ethnic media, radio and an email blast to more than 1,000 individuals and groups and online survey;
- Survey garnered approx. 700 respondents;
- Public Engagement #1 – approx. 60 participants (excl. of City & Arcadis IBI staff);
- Public Engagement #2 – approx. 50 participants (excl. of City & Arcadis IBI staff);
- Public Engagement #3 – approx. 30 participants (excl. of City & Arcadis IBI staff);

**Comment:** Removing one-hour free parking and increasing parking rates will discourage people from coming to downtown and will have major impacts on the local businesses. Public transportation is not convenient enough to replace auto vehicle, which is the major transportation means for most visitors to Downtown Brampton. The recommendations made in this plan should take into consideration the various challenges that the local businesses are facing, including construction and COVID-19.

**Response:** Arcadis IBI noted that these recommendations on removing free parking and increasing parking rates are incentivizing tools that are meant to increase parking turnover rates, which may increase the number of customers that can be served and may have economic benefits to local businesses. These recommendations provided in the plan are made based on industry best practices and experience from similar studies (such as Byward Market in Ottawa). In addition, Brampton Parking Plan is an overarching plan aiming to achieve various objectives, including reducing auto-dependence, encouraging alternative means of transportation, and improving environmental sustainability.

Information

**Comment:** Downtown Brampton BIA does not support increasing hourly parking price rates of the metered on-street parking and the cost of the monthly and annual parking permits.

**Response:** Arcadis IBI noted that the City's parking financial system is currently running at a deficit, while most comparable municipalities have higher parking rates compared to Brampton and are mostly achieving financial sustainability. The parking rate increase recommendation can increase parking revenue in Brampton which can be used for parking maintenance and infrastructure improvement in the City. In addition, in a parking benefit district model, the parking revenues can be used to improve the area (e.g., funding other public services). The recommendations of the parking plan are carried out in phases. Council will take all the challenges into consideration before they endorse the plan and decide on the timeline of the actions.

Information

**Question:** The study is done during COVID-19, how accurate is it in reflecting the current parking operations?

**Answer:** Arcadis IBI noted that the parking supply and demand analysis was performed based on parking counts collected in 2019, which was prior to COVID-19 impacts. The existing downtown systemwide parking utilization in 2019 scenario was 58% and was forecasted to only increase to 63% by 2040. Analysis of quarterly Downtown parking surveys undertaken by the City from 2009 to 2019 revealed historical under-utilization of parking.

Information

**Comment:** Downtown Brampton BIA recommends maintaining coin operated machines for on-street parking spaces as a means to provide accessible payment options for different users.

**Response:** Arcadis IBI noted that providing coin parking meters is not a best practice as it induces higher cost in labour efforts required for collecting, sorting, and handling cash. To make parking more accessible for customers, a possible alternative is to have merchant validation for parking spaces, or a very small number of machines to accept cash and coins.

Information

**Question:** What will be the future parking needs? What is the basis for removing Cash in-Lieu of parking?

**Answer:** Arcadis IBI noted that cash in-lieu traditionally is supposed to allow for developers to make Cash in-Lieu payments to provide fewer parking spaces than by-law requirements. Municipalities can then use the collect Cash in-Lieu of parking to build new parking facilities where parking demand is high. To date, the City had only generated approximately \$40,000 towards their Cash in Lieu of parking fund. By reviewing the history of several site plans and development applications, the developers of several major residential buildings did not opt to use the CIL of parking and preferred to provide sufficient parking supply on-site. With parking minimum removal in downtown, there will no longer be any incentive to developers to make cash in-lieu payments to the City, making the Cash in-Lieu program irrelevant. Also, even with the parking minimum removal, most developers are expected to assess their parking needs and accommodate these carefully to ensure the marketability of their development and the successful running of their business.

Information

**Question:** How will the feedback from public play a role in this plan?

**Answer:** Comments and feedback from public will be considered in the recommendations being presented to Council.

Information

## Next Steps

Next Steps include:

- Suzy Godefroy from Downtown Brampton BIA will collect comments and feedback from BIA and share with City no later than January 30, 2023.
- The Final Parking Plan, including any further refinements, will be presented for Council endorsement in early 2023.

Arcadis IBI /  
DBBIA



# Attachment 4

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## Public and Stakeholder Engagement – Record of Emails and Comments

## Record 1

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**From:** Donna L

**Sent:** 2022/05/25 8:49 AM

**To:** Majeed, Malik

**Subject:** [EXTERNAL]Re: Brampton Parking Plan - Information Report to Committee of Council

Thank you so much for this heads up.

Just reading the report that was submitted to Council by IBI Group 19, it appears that there will be a recommendation that the City create permits for local residents to park on the street long term. If that is the recommendation, it is absolutely unacceptable for the following reasons (among others): noise, garbage pickup, safety (visibility of people pulling out of driveways and children crossing street), and indirectly the encouragement of more illegal occupation of housing as more parking is available.

We, as many others I am sure, are dead set opposed to increased on-street parking in our neighbourhood.

I look forward to the second virtual public engagement session.

Best regards,

Donna Laevens-Van West

## Record 2

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**From:** kelly hepburn

**Sent:** 2022/01/18 8:26 AM

**To:** Majeed, Malik

**Subject:** Re: Brampton Parking Plan - External-1

Good morning

Is there minutes or a report that will come out of the parking meeting. I am still very concerned about the limited enforcement power the city has for trailers and people parking on their front lawns. As well as the removal of lawns for parking.

I have two recreational vehicles that are parked in my neighborhood and your enforcement people say all they can do is request the vehicles to move but have no enforcement.

Who can enforce the by laws that are put in place?

Thank you

Kelly Hepburn

## Record 3

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**From:** Susan Colbert Wright

**Sent:** 2022/05/26 10:59 PM

**To:** Majeed, Malik

**Subject:** [EXTERNAL]RE: Brampton Parking Plan - Information Report to Committee of Council

NO NO NO !!!

Why even bother having regulations about driveway widening?

WE LIVE IN A RESIDENTIAL AREA. Commercial/Business vehicle parking must be restricted to restricted to Commercial/Business zoned areas.

We already have a problem with street parking with illegal rooming houses and non-registered multi-units.

## Record 4

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**From:** Powell, Sarah

**Sent:** 2022/07/12 2:27 PM

**To:** Majeed, Malik

**Subject:** [EXTERNAL]FW: Brampton Parking Plan- Peel Public Health Comments

Hi Malik,

Thank you for circulating the Brampton Parking Plan presentation for our review and comment on this project.

Efficient parking considerations are an important way to promote the use of healthy travelling habits and through limiting vehicle parking spots, promoting car pool spots, and supporting active transportation infrastructure and bicycle parking, we can discourage private automobile usage.

The guiding principles for the Brampton Parking Plan are well supported by both the City Official Plan and our Healthy Development Assessment (HDA). Specifically, our Efficient Parking Health indicator promotes creating a healthy built form by offering car share parking and preferential treatment to car pool spots, eliminating surface parking and even minimizing environmental impacts, through tree planting, porous surfaces, and pedestrian connectivity. These are all well aligned with the vision for the Brampton Parking Plan.

Slide 22: We are therefore supportive of both reducing parking minimums and removing parking minimums. While automobile parking can be an important amenity to residents, it can have a negative effect on density, proximity and the aesthetic of the public realm. Requiring less parking from all developments can encourage a health promoting built form, which supports pedestrians and cyclists.

Slide 24: We also support the consideration for reducing transit fares and/ or increasing parking prices to promote less private vehicle usage.

Slide 32: Other considerations for reducing parking demand in the future could consider:

- Provide reduced automobile parking ratios for buildings and other facilities within 400m of a higher order transit stop and apartments and condominiums offering car share spaces.
- Providing unbundled parking for multi family dwellings within 400m of a higher order transit station.
- For multi storey dwellings units, institutional and employment uses, parking is located away from the street, to the rear or side or is located underground.

We look forward to continued contribution through the next stages of this project.

Thank you,

Sarah

Sarah Powell MCIP, RPP (she/her)

Health Planning Facilitator- Built Environment

Chronic Disease and Injury Prevention

Region of Peel- Public Health

## Record 5

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**From:** ELIZABETH GREEN

**Sent:** 2022/06/12 9:39 AM

**To:** Majeed, Malik

**Subject:** Re: [EXTERNAL]Re: Brampton Parking Plan - Public and Stakeholder Engagement #2

Thank you.

I will be watching tomorrow.

As a long term resident of Brampton (I also work for a large employer within the city of Brampton), I am concerned about my property value, safety and the direction the city is going.

The city is doing nothing with regards to illegal multi tenant dwellings, basement apartments and rooming houses. Many houses on our street are now occupied by young men (fyi houses are 1400 Sq feet). House beside me is rumoured to have 8 unrelated people living in the house. Exterior of the house is unkept, grass not cut, snow not shovelled, garbage piling up (yes we called in the city with regard to the garbage... so they moved it to the back yard). Every time there is a change in tenants, the old tenants garbage gets left behind (but that is another story).

The city isn't protecting the property and standards that currently exist. Allowing for extending parking in the front is just going to increase the issue of (what I call) "Trucking Houses".

How are MY interests being protected by the city.

Elizabeth Green

Ural Circle, Brampton, Ontario

## Record 6

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**From:** Donna Laevens-Van West

**Sent:** 2022/06/15 2:54 PM

**To:** Majeed, Malik; Cadete, Nelson; Bowman, Jeff - Councillor

**Subject:** [EXTERNAL]2nd Public Stakeholder engagement session to obtain feedback on the findings and proposed parking policies (Meeting Convened on Monday June 13, 2022 June 13)

Dear Messrs. Majeed, Cadete and Bowman:

Further our comments provided at the ZOOM meeting convened on Monday June 13, 2022, the application of the concept of "Woonerf" (or home zones) might well be considered (in fact should be considered) for those streets in Brampton where residents may be permitted (in the future) to park their motorized vehicles throughout the year, pursuant to permit and other requirements (such as safety high on the priority list) as were identified and discussed at the ZOOM meeting this past Monday.

Our concerns expressed at Monday's ZOOM meeting were hopefully entered on the record. But IBI staff and City of Brampton staff should (we would suggest) seriously consider the spirit and intent and application of the "Woonerf" (a "living street") for those city streets in Brampton where residents will be permitted to park their vehicles on the street throughout the year (a recommendation that we believe will flow from the IBI study, or so it would appear from our take at Monday's ZOOM meeting). However, all things said and done, active transportation in the broad measure should be a first consideration for City of Brampton decision makers (politicians and staff) in the application of the City's proposed city-wide parking policy shift currently under review by IBI (for example [quote] "Under Article 44 of the Dutch traffic code, motorised traffic in a woonerf or "recreation area" is restricted to walking pace").

You may wish to review the attached link for insight into the "Woonerf" concept (Mr. Majeed, having studied urban planning in The Netherlands, I am sure you are well aware of its on-the-ground application and resultant benefits).

And thanks for giving us the opportunity to provide further comments.

Sincerely,

John J. Van West

Donna Laevens-Van West

## Record 7

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**From:** Lakeman, Brian

**Sent:** 2022/07/14 5:22 PM

**To:** Majeed, Malik

**Cc:** Zbogar, Henrik

**Subject:** RE: Brampton Parking Plan - Task 8 - Draft Parking Management Plan

Malik,

Thank you for the opportunity to review the Draft Parking Management Plan. I accept the basic premises, direction and conclusions of the report. The report aligns well with the principles and direction that underlie the update of the City's Transportation Management Plan (and I see merit in passing along the report to the consultant team working on the TMP to inform their work). That said, I do have a number of comments/suggestions for improvement for your consideration, with a focus on the Curbside Management and TDM sections of the report.

#### Curbside Management

- This section feels somewhat out of place in a report dedicated to parking management. The information in the section is important, but may be a better fit in another section of the overall Parking Plan.
- This section of the report does a good job of identifying (and differentiating) curbside stakeholders and functions. That said, I would like to see a sentence or paragraph that explicitly acknowledges/speaks to competing uses for limited curbside space (i.e. no one section of curbside can accommodate all uses equally / uses must be prioritized).
- This section should explicitly recognize/build on the City's Complete Streets Guide. Curbside
- space/management is addressed in a number of sections of the Guide, with it being the focus of Section 4.4.5 (Curbside Space).
- Direction in this report (or the broader Parking Study) regarding curbside management must align with direction in the Guide. As an example, I see merit in aligning the curbside typologies enumerated in Exhibit 5.4 with those outlined in the Complete Streets Guide (Figure 2.5).
- I see an opportunity to distinguish, and perhaps separate, placemaking from the other curbside functions. Every street can benefit from improved placemaking/design and this can be done along with (i.e. not have to compete with) other curbside functions.
- It is encouraging to see Access for People score highly in most of the curbside typologies – this aligns well with the shift in the transportation sector to plan for the movement of people, not vehicles.
- City staff need to determine how the curbside decision making framework fits into our planning and implementation processes.

#### TDM

- I see merit in having a sub-section that speaks explicitly to transit (comparable to the sub-section on active transportation). Transit-oriented TDM measures are, to my mind, key to fostering modal shift away from private vehicles. Potential transit-oriented TDM measures include: enhanced service, providing information/education campaigns, transit fare incentives, and transit priority measures. This would complement the mention of the bulk purchase of transit passes as part of a TDM package that could be asked of large developments.
- I support consideration of requiring large developments demonstrate how they will help minimize vehicle travel (particularly single-occupant vehicle trips) and parking demand in the form of TDM plans and using a checklist to score plans. This reminds me of, and could possibly be analogous to, the City's Sustainability Assessment Tool. I also see such TDM plans being of use when undertaking precinct-level plans for the intensification areas identified in Brampton Plan (i.e. areas such as Urban Centres or Town Centres where the cumulative impact of development-level TDM plans will need to be addressed).

- The downtown-tailored TDM measures provided in Section 2.1.7 of the report look good. These could, to my mind, also be applied in other focus/intensification areas (particularly in the Uptown area as it builds out). It is in such areas, and along the corridors between them that will be served by rapid transit, that we stand the best chance of using TDM to effect significant changes in modal share.

Brian Lakeman, RPP, MCIP

Transportation Policy Planner

City of Brampton | Planning, Building and Economic Development Department

## Record 8

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**From:** Gariscsak, Anne

**Sent:** Monday, April 4, 2022 11:58 AM

**To:** Majeed, Malik

**Cc:** Jamal, Naheeda; Lewkowicz, Paul; Wahab, Farad; Buonpensiero, Tara

**Subject:** [EXTERNAL]FW: Brampton Parking Plan Phase I - Planning and HDO Comments

Hello Malik,

Thank you for circulating the draft Phase 1 Brampton Parking Plan to Peel Region for review and comment.

Peel Region Policy and Housing Development Office (HDO) have reviewed the Draft Parking Plan and offer the following comments.

Page 7 There is an opportunity to draw linkages to the Peel Region Housing and Homelessness Plan (PHHP). Perhaps around maximizing planning tools and incentives to support affordable housing.

Page 8 Housing Brampton- Housing Strategy and Action Plan 2021, "Relevant Action Items include identifying parking innovations through this Parking Plan and committing Brampton specific incentives for rental housing such as reduced parking rates for affordable units. "Peel Region Housing Policy and HDO staff are very supportive of these efforts to further incentivize the building of rental housing and affordable housing.

Page 12 Zoning By Law Amendment 45-2021 "rescinded the minimum parking requirements in the City's planned intensification areas". HDO staff are very supportive of this initiative and have benefitted with having no minimum required tenant parking for our proposed Chelsea Gardens affordable housing infill development. HDO encourages the City to consider expanding this initiative to other appropriate areas, particularly in MTSAs.

Page 14 Best Practices Review Assumption that comparisons around parking prices are in American dollars for American jurisdictions? Makes more of an apples-to-apples comparison. Perhaps however if other jurisdictions can be reviewed particularly Toronto and Mississauga, for their efforts to reduce parking minimums in affordable housing developments.

Page 42 Public Sessions and Focus Groups, "Attendees expressed their support for removing minimum parking requirements or adopting maximum parking requirements in intensification

corridors or near MTSA. The impact of parking requirements on providing affordable housing was also noted. "Peel Region Housing Policy and HDO staff support this perspective.

Page 43 Institutional focus Groups," Attendees noted that parking planning should consider affordable housing and transitional housing, active transportation and EV charging stations." Region of Peel Housing and HDO staff support this and also support efforts to improve access to active transportation (e.g. bike lanes and bike racks) as well.

Page 47 Comparator Municipality Parking Requirements Comparison, HDO staff suggest Apartment Dwelling unit review be divided by tenure: Rental and Condominium as these would generate different parking needs. As well a category for affordable housing unit would also be a valuable comparator.

Page 51 Affordable Housing Requirements; Affordable housing is low cost housing that is intended to be affordable with low (add "and or moderate") income . As municipal and regional initiatives support moderate income households as well.

Page 52 "Setting high parking requirements reduces affordability by increasing developer costs, which often get passed on to the owner or renter. According to Victoria Transport Policy Institute, each parking space is estimated to increase the unit's cost by 12.5%. Parking policies can support affordable housing by reducing the parking required." Region staff has heard this from the development industry and in response we speak to local municipal efforts to reduce parking requirements for affordable housing to make it less costly to build this type of housing. Also these reduced minimums help make IZ and other initiatives more feasible in markets that are not as strong.

Page 52 "The draft ZBL does not provide special parking provisions for affordable housing. Granting reductions or exemptions to ZBL parking requirements for affordable housing is an emerging trend." HDO staff strongly encourage special and reduced parking or exemptions for affordable housing, such as City of Mississauga is currently introducing.

Page 52 Separate affordable housing parking minimums: In this approach, the ZBL identified affordable housing as a type of land use and defines parking requirement that are lower than other residential developments. Examples include: Seattle (no minimum parking is required), Winnipeg (one space per five dwelling units), and Austin (only requires accessible parking spaces). Region of Peel Housing Policy and HDO supports this approach as it provides for greater certainty for those building affordable housing, particularly from cost and feasibility perspective. It is a more streamlined process. This approach also better supports the Region's efforts to speak to local municipal efforts lower parking minimums as an offset to reduce the cost of affordable housing.

Page 52 "Brampton is recommended to start with the second approach where parking exemptions are granted on a case-by-case basis. This is because affordable housing developments may vary widely depending on the resident composition, the type of dwelling (high-rise, low-rise, townhouses, converted dwelling), and the location and its proximity to central areas, high-density streets, and transit routes, and stations. Therefore, setting a citywide parking requirement for affordable housing may not be a feasible option and a flexible approach seems to be more appropriate in the short to medium-term." This approach could lead to an inconsistent approach in the same community or similar community. This is not the ideal approach. A single land use could have some nuances such as location, residential composition, and housing types which could be addressed within a more consistent approach.

Brampton should review parking requirements in other jurisdictions in the GTA. Perhaps review Mississauga's precinct approach where there is one land use type for affordable housing (and we would be happy to share ideas on what this could include) with varying parking minimums by parking precinct. Would the City of Brampton be open to creating a standard reduced parking minimum for Downtown Brampton, Queen Street Corridor and other compact/intensifying areas such as Heritage Heights, Mount Pleasant, Uptown Steeles and Mississauga/Steeles? And then doing case-by-case in other areas? The Region would be happy to provide suggestions on how



other types of uses such as transitional, supportive or other shared housing arrangements could be addressed in this ZBL.

Page 52” In the long-term, if more definitive types and areas of affordable housing are established and more on-site parking demand data becomes available, then designated affordable housing land uses can be added to the ZBL with specific parking requirements.” Peel Housing Policy and HDO staff appreciate this but would rather this occur in the near future, not longer term or case by case.

Page 65 8.4.2 Comprehensive Zoning Bylaw Review “ The draft ZBL allows developers to reduce parking requirements by adopting shared parking, providing dedicated car sharing spaces, and adding more bicycle parking spaces than required. These parking reductions are in-line with best practices to promote sustainable and affordable developments “ Peel Housing Policy and HDO staff appreciate these efforts.

Page 65 “Parking policies can support affordable housing by granting parking requirement reductions. In the short-term, Brampton is recommended to grant parking reductions or exemption based on a case-by-case review. This provides a flexible approach that can accommodate the wide variety of affording housing types and locations. To further support affordable housing, Brampton is developing an Inclusionary Zoning program. In the long-term, affordable housing requirements can be added as a land use with specific ZBL parking requirements once the parking demand generation is better understood. “Peel Housing Policy staff and HDO staff hope that a case-by-case approach is only for the near future and can transition to designating affordable housing as a separate land use type.

Thank you again for allowing Regional staff the opportunity to offer comments for the subject draft report, should you have any questions or should you wish to discuss the above noted comments further, please do not hesitate to contact me.

Anne Gariscsak, MCIP RPP CPT

Intermediate Planner

Housing Development Office

Regional Municipality of Peel

## Record 9

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**From:** Sylvia Menezes Roberts

**Sent:** 2022/06/30 12:50 PM

**To:** Majeed, Malik

**Subject:** Re: [EXTERNAL]Re: Brampton Parking Plan - Public and Stakeholder Engagement #2

Hi Planner Majeed,

I am listening to the video, early on you have a survey on whether people think transit fares should be lowered, parking rates raised, or both, this fails to consider that part of the reason many people in Brampton do not use transit is that the provision of transit is inadequate in their area. I have talked to many people for whom switching to transit would add 60-120 minutes to their commute per day, and as such, even if transit were free, they wouldn't consider it.

The question for reducing or removing parking seems a pointless question to ask because the public hasn't actually read the data on this, so you are asking people to basically make multi billion dollar decisions based on feelings, this is absurd. If multi billion sounds hyperbolic, at current construction prices of \$75k a spot, \$2 billion is only 27k parking spaces, compared to our need to add housing for ten times that many people.

The City needs to look at ending the overnight parking ban downtown, to allow residential to use the spaces, setting up a parking benefits district where half the proceeds go to the Downtown BIA, ending the annual parking pass, and jacking up the monthly parking pass as the parking report from 10 years ago said to at least 50% higher than the transit pass rate.

Sincerely,

Sylvia

## Record 10

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**From:** Sylvia Menezes Roberts

**Sent:** 2022/08/04 1:39 PM

**To:** Majeed, Malik

**Cc:** Lukasik, Laura; Stahl, Kelly

**Subject:** [EXTERNAL]Parking Study Downtown & a Parking Benefits District

Dear Planner Majeed,

This is to follow up with what I mentioned at the IDP charrette. I believe establishing a parking benefits district downtown would be beneficial for the Downtown and the City of Brampton. As you may recall from the 2010 Brampton Parking study, it specifically recommended that the cost of parking at minimum exceed that of the cost of a monthly bus pass, which at present is \$128, over \$80 more than the monthly transit pass. In order to stop the City hemorrhaging money subsidizing parking downtown, revenue would need to exceed \$250 per spot per month in the structured parking, which means increases of \$200 per month are needed. With pre-pandemic operation seeing public off street utilization of ~1000 cars per day, assuming only half return, for ~500 per day, and staff continue to get a 50% reduction on rates, a \$40/month general increase still nets \$120k a year. This should be reinvested into the downtown, and can provide sustainable funding for basic maintenance, where the downtown is sorely lacking. After five years of such increases, the City is netting \$500k+ per year, which again, as the money is raised in the downtown, should be spent on the downtown, this is enough for significant programming upgrades to downtown, in addition to vastly improved general maintenance.

As an additional measure, since even pre-pandemic there was abundant public parking capacity, overnight parking should be permitted. The current situation means developers must significantly overbuild parking in each proposal, because new residents cannot secure nearby off site overnight parking, this change could potentially reduce cost per unit by as much as 10%, without decreasing unit desirability, strongly encouraging development downtown, improving downtown vitality. While the people regularly refer to the lack of a grocery store downtown, the reality, is there are two within a 15 minute walk, and a third within a 20 minute walk, or each can be easily accessed by transit, being located at major transit stops, if you wished to improve convenience for people living downtown, make sure to have several car share vehicles in each garage.

With the overnight parking change, the increase in parking rates, and the inevitable and necessary elimination of the subsidized employee parking, the City has the potential to easily raise a million per year off of parking revenue within the next decade, allowing the funding of enormous maintenance and operations improvements per year.

Sincerely,  
Sylvia

## Record 11

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**To:** Patrick Brown

(Mayor of Brampton)

**Date:** 06 August 2022

**Subject:** Prominent issues faced by the truckers

We the members of CTWA (Canadian Truckers Welfare Association) want to get to your notice some of the prominent problems faced by the trucker community nowadays. The issues are described as follows:

1. Expensive Single Owner Parking:

It has been noticed that the parking spot costs for single-owner CMV operators are prominently high and despite the high cost, the security of the trucks is still not promised and is rather compromised quite often.

As the CMV parking yards are not regulated by the city government therefore they don't follow any industry standards in terms of security which leads to incidents like vehicle theft.

Guidelines need to be established which make it mandatory to have the basic services like security, surveillance, and proper lighting in every CMV parking yard at a reasonable cost. This will provide confidence to the drivers regarding the safety of their trucks and ease this vehicle theft stress from their minds.

We also noticed that there are a lot of empty land spaces within Brampton city which is regulated by the provincial and city government. We appeal that these empty spaces should be utilized as parking spaces for truckers, especially for single-owner operators who are the most affected by this issue. This will not only solve the issue for truckers, but the city government could also generate revenue by providing this parking facility: in this way both sides benefit from it.

2. Insufficient restroom facilities:

The fast-food chains like "MC Donald", "KFC", "Tim Hortons", etc. are a part of almost every trucker's journey, and we propose that Brampton city should align with these brands to make some support policies that shall benefit the truckers.

Currently, there is no location within the city where a trucker could take a stop and use the restroom for some time and the only resort is to go to the truck stop that is located outside the city. However, Mississauga city has provided facilities where truckers could park near these fast-food chain restaurants to use restrooms for some time.

We would like you to implement the following suggestions within the city of Brampton to solve the stated issue:

2A) Provide a minimum of 15-30 minutes of standing/parking time to all commercial motor vehicles (CMV) near these fast-food restaurants.

2B) Provision of a 3rd/separate lane for CMV

CTWA President  
(Satnam Singh)

## Record 12

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**From:** kelly hepburn

**Sent:** 2022/12/03 3:29 PM

**To:** Majeed, Malik

**Subject:** [EXTERNAL]Re: Draft Brampton Parking Plan - Public & Stakeholder Engagement Session #3

Good afternoon

Let's be clear it is not the multigenerational homes that are adversely effected it is the student rooming house s that have 15 to 20 people living in 2400 square foot single family dwellings.

Landlords are making a fortune off these homes and do not maintain them.

They are parking 6 cars in a four car driveway paving over lawns and now you are going to let them park on

the street. The neighborhoods will be nothing but cars. What is your vision of Brampton.?

Rooming houses, closed schools because there are no children living in the neighborhood and cars parked night and day on the streets which are already impossible to drive around.

I have a 140 feet of curb that will now be blocked by cars. That will be my view.

I have two rooming houses across from me that I have been able to keep semi maintained by limiting them to 6 cars. Now there will be no limit to how many people you can cram into a home.

Is anyone checking on the safety of these homes or do all you care about is collecting money for parking permits.??!

It's impossible to keep my lawn clean because if the debris and junk flying around the neighborhood from the overflowing garbage and recycling bins that cannot hold the garbage generated by 20 people. Not to mention the high number of Uber eats drivers flying down the street to drop off food to students who don't have use of kitchens.

Your plan is very short sighted and make it impossible for single families to live in Brampton while you cater to the international students and greedy landlords.

Extremely disappointed in the direction Brampton is going. You will not be able to undo what you are creating and you will have nothing but rooming houses with no one that cares about their property.

## Record 13

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**From:** kelly hepburn

**Sent:** 2023/01/10 9:55 AM

**To:** Majeed, Malik

**Subject:** [EXTERNAL]Re: Draft Brampton Parking Plan

Hi.

Is the Brampton council planning on approving street permit parking in neighbourhoods.

I am very concerned that you are allowing our property values to drop and for single family homes to be surrounded by rooming houses. Parking lot driveways and streets that you cannot manoeuvre down.

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**From:** Majeed, Malik

**Sent:** 2023/01/10 12:53 PM

**To:**

**Cc:** Mahmood, Shahid <Shahid.Mahmood@brampton.ca>; Humble, Jeffrey  
<Jeffrey.Humble@brampton.ca>

**Subject:** RE: [EXTERNAL]Re: Draft Brampton Parking Plan

Hello Kelly

Thank you for this email and the attached email dated December 3 2022.

I understand your concern regarding over-crowded student rooming within single family dwellings and their impact on the quality of life, particularly in low density neighbourhoods. Student housing needs to be addressed through the City's housing strategy – [Housing Brampton](#). Housing Brampton aims to address off campus student housing as affordable housing for singles, through various Action Items, including the introduction of a new rental typology- Single Room Occupancy, and initiatives such as Additional Residential Units.

As well, the Province's Bill 23, the More Homes Built Faster Act, 2022 seeks to accelerate implementation of an updated additional residential unit framework by allowing up to three units per lot in many existing residential areas. The Bill also prohibits municipalities from applying minimum unit sizes or requiring more than one parking space in connection with these units.

The Draft Brampton Parking Plan is recommending implementation of paid on-street parking permits subject to several considerations such as:

- Requiring the support of the majority of homeowners in the area, which would be assessed through a survey of the homeowners;
- A case-by-case review of each application to evaluate potential adverse safety and operation impacts resulting from the program, such as conflicts with cyclists and pedestrians, impact on sidewalk width, adding friction to the street traffic, sight distance reduction at driveways and intersections, and any implications to waste collection;

- Awareness campaign clarifying who can benefit from the program and how the adverse impacts will be considered and mitigated. It will not apply to overcrowded rooming houses;
- Permit costs are recommended to be set such that the collected revenue offsets the cost of operating and maintaining the program;
- Adopting digital (electronic) permits to facilitate mobile License Plate Recognition enforcement. Using the digital permit system and the license plates as proof of payment will inhibit the illegal resale or transfer of permits as they are tied to specific license plates.

Municipalities that have implemented on-street permit parking program, address winter snow clearing by requiring vehicles to park on one side of the street, or restrict on-street parking during heavy snow events.

The Plan recommends a phased implementation of the program:

*Phase One – Program Feasibility Assessment:* Evaluates actual parking operations, resources needed, program cost, and public support, conducts best practices review, and identifies potential areas for a pilot program.

*Phase Two – Implement a Pilot Small-Scale Program:* Examines how the program works in practice and identifies areas for improvement.

*Phase Three – Program Expansion or Adjustment:* Adjusts program regulations, policies, and boundaries based on findings from previous phases.

A recommendation report on the Parking Plan will be presented to Council in the first quarter of 2023.

I have no information on whether Council will endorse all or parts of the Parking Plan.

Hope this helps

Regards

Malik Majeed, M.Sc. MCIP RPP  
Policy Planner, City Planning and Design  
Planning, Building and Economic Development

**City of Brampton** | 2 Wellington Street W | Brampton ON L6Y 4R2

## Record 14

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**From:** Rick Evans

**Sent:** 2022/12/15

**To:** Majeed, Malik

**Subject:** [EXTERNAL]Re: Draft Brampton Parking Plan - Public & Stakeholder Engagement Session #3  
Malik,

I find these virtual public meetings on parking very inadequate, particularly when the chats are restricted to few characters. It is difficult to have an effective dialogue.

Given the importance of parking in the small area which defines the Downtown boundaries for the BIA, I suggest it much more effective that staff arrange a specific presentation to engage our membership and hear their concerns for this unique area. The DT business and landlord's voices will be lost in a broad engagement which discusses the overall parking framework for application throughout Brampton. The impact to residents in the surrounding neighbourhoods can not be underestimated. The concerns for any part of Brampton are no less important, but the new policy has unique implications for our area given the mix of uses ranging from commercial & hi-rise residential to cultural facilities, event hosting and street-level retail. It is further complicated by the number of new proposed hi-rise developments in and around DT. Such development, long needed DT is a good problem but one which begs dialogue with DT stakeholders over the proposals for developer incentives trading vehicle and bicycle parking and reductions in the number of spots required per units.

As Chair of the DBBIA's Development committee, I am particularly concerned with the implementation of a new parking strategy without the completion of the IDP or even a preliminary design for the forthcoming DT Revitalization. Given concerns over these essential projects, I have taken the liberty of copying Mr Kallideen. I would look forward to having a specific forum for the Downtown.

Thank you,

Rick

Richard Evans

Committee Chair, DBBIA

## Record 15

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**From:** Brampton Business Executive Suites

**Sent:** 2023/01/13 4:46 PM

**To:** Godefroy, Suzy

**Cc:** Majeed, Malik; Percival, Carrie

**Subject:** [EXTERNAL]Draft Brampton Parking Plan

Hi Suzy, further to our conversation of Dec 16, 2022 I would like to summarize our concerns regarding the parking plan.

Parking is our biggest challenge.

Everyone complains about having to pay. Yes it eases the pain when you tell them it is free for one hour and that evenings and weekends are free. To see the prices increase or to eliminate the free hour is something we are strongly against. No one wants to pay for parking even if it is very much cheaper than Toronto!

We are not Toronto or for that matter comparable to any other municipality. We are in Brampton and the clientele is very different. We cannot have the same expectations of Bramptonians as we would for Torontonians or any other municipality. The mindset is different for whatever reason. It is a hard lesson we learnt when we first opened our doors in 2004.

Secondly, as you may have heard in the news lately, Canada has a higher percentage of seniors. This is reflected in our clients and their clients. More people are coming with walkers, oxygen tanks, walking sticks, or are otherwise disabled. These people do not like to pay for parking on their limited incomes or walk additional distances when the parking lot and/ or garage next to us is closed so the city can make revenue on filming. These seniors firstly do not like change of parking venue and secondly do not like being told to walk an additional distance from underground City Hall or Rose Theatre even if it is free!

There is also complaints of urine smell in the stairwells, people sleeping in the stairwells, and crime. Can we fix these issues first!

We are not going to bring in the frustrations due to all the never ending construction and all the losses since March 2020.

What is the City thinking? Are they oblivious to what is going on? Do they really want business in the downtown? These are questions that comes to one's mind.

We need to increase the free parking from one hour to minimum 2 hours. Most of our counsellors/ therapists and other practitioners take one hour appointments which in effect is 2 hours of parking time for their clients.

I have to say that we have been proud to say that parking is free (since 2020). People love it.

Sorry for ranting but the draft parking plan is not welcomed at all.

Sincerely

Amrit



# Record 16

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January 27, 2023

**Mr. Malik Majeed, M.Sc. MCIP RPP**  
**Policy Planner, City Planning and Design**  
Planning, Building and Economic Development  
City of Brampton  
2 Wellington Street West  
Brampton ON  
L6Y 4R2

*Sent via email to [malik.majeed@brampton.ca](mailto:malik.majeed@brampton.ca)*

**RE: City of Brampton Draft Parking Plan Report**

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The Building Industry and Land Development Association (BILD) is in receipt of the Staff Report entitled *Information Report – Brampton Parking Plan Draft Report* found on the Committee of Council meeting Agenda dated November 23, 2022. BILD also acknowledges the public consultation session that was held on December 15, 2022. We are submitting this information in advance of the release of the final Brampton Parking Plan that is anticipated to be presented for Council endorsement in early 2023, and in time for your commenting deadline of January 30<sup>th</sup>.

BILD recognizes the importance of this document in implementing up-to-date best practices regarding parking minimums, maximums and other requirements. BILD and its members would like to thank the City and its consulting team for addressing some of the challenges that the industry has been facing surrounding parking standards. This document is another step in the right direction and we are therefore supportive of the work that is proposed to be implemented through the new Brampton Parking Plan once it is finalized.

The reason for this submission is to identify BILD's concern with the proposed requirement for Electric Vehicle (EV) charging stations. To be specific, Section I. of Exhibit 9.1 (Parking Implementation Plan) within the draft Brampton Parking Plan proposes that as a default and to be implemented through the City-wide Zoning By-law, 20 percent of the required parking spaces for apartment residential or mixed-use buildings are to be equipped with EV charging stations, while the remainder of those required parking spaces are to be EV-ready. Additionally, for non-residential uses, the draft policy requires that 10 percent of parking spaces be equipped with EV charging stations and another 20 percent be EV-ready.

BILD members have indicated that this requirement will have a large financial impact to residential as well as commercial, industrial and institutional development projects. Additionally, BILD is especially concerned with the rigidity of this proposed policy requirement given the current context of the housing affordability crisis across the province. The draft Brampton Parking Plan indicates that best practices are drawn from large cities such as Toronto, Seattle and Washington, DC. Housing markets and development standards vary greatly across the province and even within municipalities themselves.

Additionally, through past discussions with City staff regarding the related Sustainability Metrics Program update (known as the Sustainable New Communities Program), BILD members have communicated that the cost to outfit a low-rise development with EV-ready spaces is significantly greater than that for a mid- or high-rise development. Requiring EV charging stations or EV-readiness as a default, and without consideration for the specific



context and scale of a market or project, will exacerbate the current challenges surrounding the rising cost of community development.

Accordingly, we are recommending that the proposed requirement instead be a policy-based approach that includes incentives for the developer to provide the recommended 20 percent EV-ready spaces rather than broadly implementing a strict requirement through future zoning by-laws. The use of incentives will actively address the aforementioned project and market contexts and offset the significant financial impact to development.

It is BILD's opinion that the EV-charging policies identified in this submission warrant further review and targeted consultation with our members prior to finalization of the new Brampton Parking Plan. For above-code requirements such as these, the industry would like to see a true partnership with the City to help ensure the success of the implementation of new policy.

Thank you for the opportunity to submit these comments. As your community building partner, we trust that you will take them into careful consideration as you finalize this work.

Kind regards,

**Sophie Lin**  
Planner, Policy & Advocacy

CC: Allan Parsons, City of Brampton  
Gavin Bailey, BILD Peel Chapter Chair  
Victoria Mortelliti, Senior Manager, BILD  
Members of the BILD Peel Chapter

\*\*\*

*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,500 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.*

# Record 17

大成 DENTONS

Andrea Paterson  
Land Use Planner

andrea.paterson@dentons.com  
D +1 416 863 4770

Dentons Canada LLP  
77 King Street West, Suite 400  
Toronto-Dominion Centre  
Toronto, ON, Canada M5K 0A1

dentons.com

January 27, 2023

[malik.majeed@brampton.ca](mailto:malik.majeed@brampton.ca)

Malik Majeed, Policy Planner  
Planning, Building and Growth Management Department  
City of Brampton  
2 Wellington Street West  
Brampton ON L6Y 4R2

Dear Mr. Majeed

Re: Brampton Parking Plan Draft Report

Thank you for your email inviting comments on the Draft Brampton Parking Plan. We have been monitoring the parking review process on behalf of a few of our clients, and note that there is some ambiguity regarding the establishment of maximum parking caps for lands located within Intensification Areas ("IAs"). Through our phone call, you were able to clarify that setting parking maximums in IAs will only be "for select land uses", and not for all uses within IAs. We maintain that this approach is appropriate since certain non-residential land uses, particularly those outside of Downtown Brampton, continue to require the provision of appropriate levels of vehicular parking.

We have participated in two Open Houses related to this review, and note that staff have advised that maximum parking caps were not appropriate for certain non-residential uses, using warehousing and manufacturing as examples. We are in agreement with this position and believe that no maximum parking cap should be placed on such uses, regardless if they are located within an IA or outside of an IA.

Please feel free to contact the undersigned, should you have any questions.

Yours truly,

Dentons Canada LLP

DocuSigned by:  
  
91A616951E3C406...  
Andrea Paterson  
Land Use Planner

AP/amn

Zaanouni Law Firm & Associates ► LuatViet ► Fernanda Lopes & Associados ► Guevara & Gutierrez ► Paz Horowitz Abogados ► Sirote ► Adepetun Caxton-Martins Agbor & Segun ► Davis Brown ► East African Law Chambers ► For more information on the firms that have come together to form Dentons, go to [dentons.com/legacyfirms](https://www.dentons.com/legacyfirms)

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# Record 18

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January 30, 2023

Mayor Patrick Brown and Members of Council  
City of Brampton  
2 Wellington Street West  
Brampton, ON, L6Y 4R2  
Via email: [peterfay@brampton.ca](mailto:peterfay@brampton.ca) & [parkingstrategy@brampton.ca](mailto:parkingstrategy@brampton.ca)

Dear Mayor Brown and Members of Council,

On behalf of the Downtown Brampton BIA (DBBIA) board of directors and our 300 + downtown businesses and 140 landlords, we are writing to City of Brampton Council to provide feedback on the Draft Parking Plan for the City of Brampton.

Downtown Brampton BIA board of directors and staff attended the most recent public information virtual session on Thursday December 15, 2023 as well as a meeting that was specifically set up by city staff for the Downtown Brampton BIA on January 17, 2023.

At this time, we the DBBIA have been in discussions with a number of business owners and operators about the following recommendations specifically to the Downtown Brampton area:

Highlights from the Draft Brampton Parking Plan for Downtown Brampton include the following recommendations and we have provided the DBBIA's feedback in red:

- Remove the one-hour free parking at municipal garages - DBBIA does not support this
- Increase the hourly parking price rates of the metered on street parking and the cost of the monthly and annual parking permits - DBBIA does not support this
- Continue to provide parking spaces in municipal parking garages dedicated for short-term (hourly or less than hourly) purposes. DBBIA supports
- Convert downtown on-street parking meters from pay-and display into pay-by-plate and smart parking meters - DBBIA supports
- Upgrade the payment technology at the municipal parking garages in the downtown area, use pay-by-plate machines and LPR cameras. DBBIA supports – but would recommend coin operated machine option with new technology
- Cancel the CIL of parking program in Brampton Downtown - DBBIA needs more details on this and the strategy on how to build new parking infrastructure in the next 5/10/15/20 years without a Cash in Lieu program for new development in the downtown
- Add public parking within key strategic areas and Major Transit Station Areas as part of the Community Benefit Charges. DBBIA supports

As the Downtown Brampton BIA, a business organization, representing hundreds of tax payers and property owners, we are very passionate about the parking strategy, infrastructure, maintenance, ease of use for all, and safety factors in the parking garages and spaces in the downtown core.

While we commend the City of Brampton for the work they have done on the new Parking Plan for the City of Brampton, the DBBIA is focussed on business recovery from Covid 19, as well as barriers to entry for downtown for everyday shopping, dining and professional business in downtown, specifically related to the road work and safety concerns.

We recommend that you look at postponing increasing parking rates, fees and eliminating the first hour free, until a later date, and/or after the completion of the Region of Peel Sanitary and Sewer replacement as well as the downtown streetscaping.

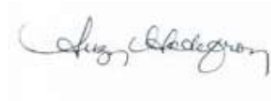
Best regards,

*Carrie Percival*

Carrie Percival  
Chair  
Downtown Brampton BIA

*Rick Evans*

Rick Evans  
Development & Safety Chair  
Downtown Brampton BIA



Suzy Godefroy  
Executive Director  
Downtown Brampton BIA

Cc.

- Steve Ganesh, Commissioner of Planning, City of Brampton
- Harry Persaud, Director, Downtown Revitalization, Public Works & Engineering
- Malik Majeed, Planner III, Policy, Planning, Building & Growth Management
- Anna Chrzaniecki, Downtown Coordinator, Economic Development

## Record 19

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**From:** Susan Colbert Wright  
**Sent:** 2023/01/30 11:20 PM  
**To:** Majeed, Malik <Malik.Majeed@brampton.ca>; Parkingstrategy <Parkingstrategy@brampton.ca>  
**Cc:** Power, Rod (Councillor) <Rod.Power@brampton.ca>  
**Subject:** [EXTERNAL]Brampton Parking Plan - Questions

*Below are my questions regarding the Brampton Parking Plan. I look forward to your responses. Thank you*

*Sincerely  
Susan Colbert Wright*

Cavendish Crescent and the surrounding residential areas are within the area designated for Special Parking Provisions. Why? What are "Special Parking Provisions"?

Under what circumstances are multi-tenant dwellings, rooming houses, additional units legal?

How will ineligibility (no parking permits for occupants of illegal multi-tenant dwelling, rooming houses, additional units) be determined? How will it be known if the house is illegal (if it is not registered or never had a proper building permit) and therefore ineligible for a parking permit? How will it be known if residents use or occupy the housing legally?

If the driveway does not accommodate parking for all the residents, why should a parking permit be issued?

Cavendish Crescent and the surrounding residential area have an increasing number of houses with illegally added units and illegal parkers. Parking enforcement has typically been non-existent. Recent examples are: 1) a car parked for more than 2 weeks on a street with no sidewalks, it was more than a foot away from the curb and located near to a curve on the street. More than 3 residents submitted 311 requests (some received no response) before a ticket was finally issued. 2) 2 cars were parked on the same street where one partially blocked a driveway and also the garbage disposal bins located there)

Cavendish Crescent and the surrounding residential area are located in a floodplain area. [Why are additional units permitted?](#) Why would any paid-on street parking be allowed?

Does the City of Brampton envision that particular areas (i.e. Cavendish Crescent et al) to ultimately be a neighbourhood of multi-tenant dwellings, rooming houses, and houses with additional units?

**From:** Majeed, Malik  
**Sent:** 2023/02/03 2:06 PM  
**To:** Susan Colbert Wright  
**Cc:** Power, Rod (Councillor) <Rod.Power@brampton.ca>  
**Subject:** RE: [EXTERNAL]Brampton Parking Plan - Questions

Hello Susan

Following is a response to the questions in your email below:

The Brampton Parking Plan is a high-level citywide study that addresses broader policy directions. The [Draft Parking Plan](#) does not identify specific streets for the implementation of its recommendations. Please let me know the document that designates Cavendish Crescent and the surrounding residential areas for Special Parking Provisions and I'll take a look.

Lodging Houses (also referred to as rooming, boarding, or multi-tenant houses) are required to be licensed by the City in order to be legal. The lodging house licence is renewed on an annual basis requiring inspections from fire and property standards.

The Draft Parking Plan is recommending implementation of paid on-street parking permits subject to several considerations such as:

- Requiring the support of the majority of homeowners in the area, which would be assessed through a survey of the homeowners;
- A case-by-case review of each application to evaluate potential adverse safety and operation impacts resulting from the program, such as conflicts with cyclists and pedestrians, impact on sidewalk width, adding friction to the street traffic, sight distance reduction at driveways and intersections, and any implications to waste collection;
- Awareness campaign clarifying who can benefit from the program and how the adverse impacts will be considered and mitigated. It will not apply to illegal Lodging Houses;
- Permit costs are recommended to be set such that the collected revenue offsets the cost of operating and maintaining the program;
- Adopting digital (electronic) permits to facilitate mobile License Plate Recognition enforcement. Using the digital permit system and the license plates as proof of payment will inhibit the illegal resale or transfer of permits as they are tied to specific license plates.

As well, the Province's [Bill 23](#), the More Homes Built Faster Act, 2022 allows up to three units per lot in many existing residential areas (Please refer to the section titled Restrictions for Residential Units). The Bill also prohibits municipalities from applying minimum unit sizes, and requires only one additional parking space, if two additional residential units are proposed. The City is in the process of updating policies to comply with Bill 23. Given this context, implementation of a paid on-street residential parking permit program would be an important consideration.

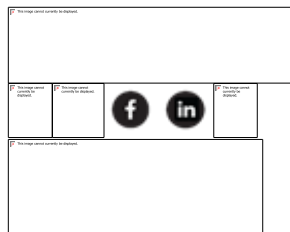
The [Bramalea Secondary Plan](#) designates nearly all of the land fronting Cavendish Crescent as Residential and a small portion as Recreational Open Space. The lands designated Natural Heritage System (floodplain etc.) are to the east and west of the lands designated Residential.

I have passed on your concern about existing parking enforcement to staff in Enforcement and By-Law Services.

The Parking Plan includes several recommendations to enhance parking enforcement (Section 8.2 of the Report).

Sincerely

Malik Majeed, M.Sc. MCIP RPP  
Policy Planner, City Planning and Design  
Planning, Building and Economic Development  
**City of Brampton** | 2 Wellington Street W | Brampton ON L6Y 4R2





## Record 20

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**From:** Maryam Zaman-Mawji  
**Sent:** 2023/01/09 10:39 PM  
**To:** Keenan, Dennis (Councillor) <[Dennis.Keenan@brampton.ca](mailto:Dennis.Keenan@brampton.ca)>  
**Subject:** [EXTERNAL]Addressing residential issues in city of Brampton

Dear Mr. Keenan.

Congratulations on being elected our councilor for ward 3 and 4. As citizens of Brampton for over 25 years, we have experienced some recent unwelcomed changes/questionable decision making regarding our local infrastructure. Our concerns are as follows:

-Charolais Boulevard, which runs east/west from Hurontario to James Potter Rd., has been reduced from a 4 lane street to 2 lanes to accommodate a bicycle lane. When we called the city for an explanation, the rationale for the lane reduction was to channel traffic to an already congested Steeles Avenue. While my wife and I advocate for greener alternatives of transportation, and live an active lifestyle, it is clear that the research done on the local demographic, or lack thereof, did not adequately warrant such a change. If I were to initiate a petition voting to restore Charolais Blvd. to 4 lanes, the support would be overwhelmingly in our favor. The increased traffic congestion on Charolais translates to more vehicles idling and thus greater pollution for starters. Not to mention, if I were asked to count how many cyclists I've seen utilizing the bike lanes since their inception, I'd still have fingers left on my one hand to count! This is a prime example of an extremely poor decision that was made, more importantly, how was this conclusion made? I am genuinely curious to know how many residents voted for these bicycle lanes. As I am sure all parents and residents in our neighborhood can attest to, it now takes twice the amount of time to get our children to school, and this is unacceptable.

-With the housing market in a volatile state, and a large percentage of the population unable to purchase a home, why hasn't anything been done to address the parking crisis renters are facing? Recently, we did our due diligence and legalized our basement to meet the municipality's current guidelines - a project that cost us nearly one hundred thousand dollars. In spite of these rigorous codes and inspections that we complied to, why are there such strict guidelines still in effect for parking on our residential streets. A 14 calendar day allowance is comical when a tenant signs a year long lease! We're on the verge of a recession, the cost of living has risen sharply, and the last thing a tenant needs are parking fines when struggling to make ends meet! Again poor decisions making by city leaders as the parking issue should have been sorted before issuing all these permits to build second unit. Other municipalities, North York for instance, have relaxed parking restrictions to compensate and accommodate their expanding population. In addition, Brampton residents pay some of the highest taxes relative to other municipalities, overnight street parking in residential areas should be made legal and free!

Please take our concerns, on behalf of our neighbourhood, into consideration and address them accordingly with your staff. We look forward to your reply, thank you for listening.



Sincerely,

Zafir and Maryam Mawji

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**From:** Iqbal, Heba <[Heba.Iqbal@brampton.ca](mailto:Heba.Iqbal@brampton.ca)>  
**Sent:** Tuesday, January 10, 2023 1:45:31 PM  
**To:** Maryam Zaman-Mawji  
**Cc:** Keenan, Dennis (Councillor) <[Dennis.Keenan@brampton.ca](mailto:Dennis.Keenan@brampton.ca)>; Miele, Victoria <[Victoria.Miele@brampton.ca](mailto:Victoria.Miele@brampton.ca)>  
**Subject:** RE: [EXTERNAL]Addressing residential issues in city of Brampton

Good afternoon Zafir and Maryam,

Thank you for your email.

Councillor Keenan has received feedback from residents regarding the implementation of bike lanes on Charolais Blvd and based on an initial brief discussion with staff, was advised that the reduction of the lanes was based on historical traffic count information by Traffic Services count program. That being said, at the request of Councillor Keenan, staff are looking at the feasibility of obtaining post reconfiguration data and opportunities for a targeted study to evaluate the implementation of the lanes. We'd be happy to connect you directly with staff to learn more about the implementation of the bike lanes.

The City is currently in the process of creating the Brampton Parking Plan. Although the public engagements have been completed, we would be happy to share your comments below with the team that is leading this plan. Please let us know if you would be okay with us doing so. A link to a website that has more details regarding the plan is below:

<https://www.brampton.ca/EN/Business/planning-development/municipal-parking-strategy/Pages/Welcome.aspx>

Best,

Heba Iqbal  
Executive Assistant  
Regional Councillor Dennis Keenan, Wards 3 & 4



**From:** Maryam Zaman-Mawji  
**Sent:** 2023/02/16 10:22 AM  
**To:** Iqbal, Heba <[Heba.Iqbal@brampton.ca](mailto:Heba.Iqbal@brampton.ca)>  
**Cc:** Keenan, Dennis (Councillor) <[Dennis.Keenan@brampton.ca](mailto:Dennis.Keenan@brampton.ca)>; Miele, Victoria <[Victoria.Miele@brampton.ca](mailto:Victoria.Miele@brampton.ca)>  
**Subject:** Re: [EXTERNAL]Addressing residential issues in city of Brampton

Hello Iqbal,

Yes please share this.

Another thing to consider is for homes that are already legalized with second unit should NOT be getting tickets until they city has a solution.

Also, I'd like an update on where the planning stages are currently.

Thank you.  
Maryam

**From:** Iqbal, Heba <[Heba.Iqbal@brampton.ca](mailto:Heba.Iqbal@brampton.ca)>  
**Sent:** 2023/02/16 3:19 PM  
**To:** Majeed, Malik <[Malik.Majeed@brampton.ca](mailto:Malik.Majeed@brampton.ca)>  
**Cc:** Keenan, Dennis (Councillor) <[Dennis.Keenan@brampton.ca](mailto:Dennis.Keenan@brampton.ca)>; Miele, Victoria <[Victoria.Miele@brampton.ca](mailto:Victoria.Miele@brampton.ca)>; Ghumman, Kanwar <[Kanwar.Ghumman@brampton.ca](mailto:Kanwar.Ghumman@brampton.ca)>  
**Subject:** FW: [EXTERNAL]Addressing residential issues in city of Brampton

Good afternoon Malik,

Please see below a correspondence from a resident, I've highlighted the sections related to parking in general/the parking plan.

Is there an update we can provide the resident regarding the Parking Plan and would you be able to advise if some of the concerns noted by the resident were taken into consideration?

Best,

Heba Iqbal  
Executive Assistant  
Regional Councillor Dennis Keenan, Wards 3 & 4



**From:** Majeed, Malik <[Malik.Majeed@brampton.ca](mailto:Malik.Majeed@brampton.ca)>  
**Sent:** 2023/02/16 3:54 PM  
**To:** Iqbal, Heba <[Heba.Iqbal@brampton.ca](mailto:Heba.Iqbal@brampton.ca)>  
**Cc:** Keenan, Dennis (Councillor) <[Dennis.Keenan@brampton.ca](mailto:Dennis.Keenan@brampton.ca)>; Miele, Victoria <[Victoria.Miele@brampton.ca](mailto:Victoria.Miele@brampton.ca)>; Ghumman, Kanwar <[Kanwar.Ghumman@brampton.ca](mailto:Kanwar.Ghumman@brampton.ca)>  
**Subject:** RE: [EXTERNAL]Addressing residential issues in city of Brampton

Good afternoon, Heba

As an update, staff expect to present the Draft Brampton Parking Plan for Council endorsement by the end of March 2023.

The Draft Parking Plan is recommending implementation of paid on-street parking permits to address residential parking constraints, subject to several considerations such as:

- Requiring the support of the majority of homeowners in the area, which would be assessed through a survey of the homeowners;
- A case-by-case review of each application to evaluate potential adverse safety and operation impacts resulting from the program, such as conflicts with cyclists and pedestrians, impact on sidewalk width, adding friction to the street traffic, sight

distance reduction at driveways and intersections, and any implications to waste collection;

- Awareness campaign clarifying who can benefit from the program and how the adverse impacts will be considered and mitigated. It will not apply to illegal Lodging Houses;
- Permit costs are recommended to be set such that the collected revenue offsets the cost of operating and maintaining the program;
- Adopting digital (electronic) permits to facilitate mobile License Plate Recognition enforcement. Using the digital permit system and the license plates as proof of payment will inhibit the illegal resale or transfer of permits as they are tied to specific license plates.

Regards

Malik Majeed, M.Sc. MCIP RPP  
Policy Planner, City Planning and Design  
Planning, Building and Growth Management  
**City of Brampton** | 2 Wellington Street W | Brampton ON L6Y 4R2



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To amend User Fee By-law 380-2003, as amended, to update various user fees and charges

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

AND WHEREAS Council, at its November 22, 2023 meeting, approved Resolution \_\_\_\_\_ to amend By-law 380-2003, in regard to various user fees and charges;

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

1. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule A — Community Services Fees/Charges, with the Schedule set out in Appendix B1 to this By-law.
2. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule B — Corporate Support Services Fees/Charges, with the Schedule set out in Appendix B2 to this By-law.
3. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule C — Fire and Emergency Services Fees/Charges, with the Schedule set out in Appendix B3 to this By-law.
4. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule D — Legislative Services Fees/Charges, with the Schedule set out in Appendix B4 to this By-law.
5. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule E — Public Works and Engineering Fees/Charges, with the Schedule set out in Appendix B5 to this By-law.
6. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule F — Planning Building and Growth Management, with the Schedule set out in Appendix B6 to this By-Law.
7. That By-law 380-2003, as amended, is hereby further amended by replacing Schedule H — Office of the CAO Fees/Charges, with the Schedule set out in Appendix B7 to this By-Law.

ENACTED and PASSED this 22nd day of November, 2023.

Approved as to  
form.  
  
2023/11/03  
  
S. Akhtar

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

Approved as to  
content.  
  
2023/11/03  
  
Nash Damer  
Treasurer

\_\_\_\_\_  
Peter Fay, City Clerk

(file reference, if applicable, or delete)

**General:**

The presented user fees do not include H.S.T. however, if taxes are applicable, it has been identified and will be charged at the time of purchase. Programs specifically tailored for individuals fourteen (14) years of age and under or Inclusive Programs are tax exempt.

**Resident:** If the customer or the customer's landlord is paying property taxes in the City of Brampton, the customer is considered a Brampton resident (proof of residency will be required at the time of purchase).

**Non-Resident:** If the customer or the customer's landlord is not paying property taxes to the City of Brampton, the customer is considered non-resident.

The CAO, Commissioner of Community Services or the Director of Recreation, as applicable, may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Recreation fee in accordance with the general criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

**Registered Programs:**

Unless otherwise presented, the base program length can be increased/decreased by multiplying or dividing the applicable fee

**Non-Residents:** When not presented, will be calculated as a surcharge of 30% per person, per program, per session and will be added to the registration fee for all individuals. Non-residents do not qualify for special discounts. Full Year programs will be limited to a maximum of a \$100 surcharge per person, per program, per session.

**BOED programs:** For BOED programs delivered to schools outside of the City Brampton, the surcharge will be 25%.

**Family Discount:** When not presented, families that register three (3) or more children (seventeen (17) years of age and under) from the same family, at the same time, in the same session, may be eligible to receive a 10% discount off of the program fee (some restrictions may apply). This discount is only eligible to residents.

Prior to the program start date, customers can withdraw and receive a refund of 100% of the program fee. After the program start, up to the start of the third class, the program fee is pro-rated. After the start of the third class, no refund will be issued. For summer and March break camps, customers must withdraw 5 calendar days prior to the start of camp in order to receive a refund of 100% of the camp fee. Within the 5 calendar days prior to the start of camp, a \$50 admin fee will be charged. After the camp start date no refund will be issued. Due to the variety of programming options available to customers, some programs cannot adhere to these guidelines.

**First Aid, Certifications & Leadership Programs:**

**Aquatic Staff Recertification Discount (100%):** Only for current Aquatics staff with a scheduled shift to recertify for Swim – LSS Bronze/SFA/NL (Recert), Swim – LSS National Lifeguard Waterfront Upgrade

**Aquatic Staff Certification Discount (20%):** Only for current Aquatics staff with a scheduled shift to certify for the first time for Swim – LSS Sport Coach/AST/AMT, Swim - LSS AM/CPR C/Safeguard/Examiner, Swim - LSS Swim/Lifesaving/EFA Instructor, Swim - LSS National Lifeguard, Swim – LSS Swim or Lifesaving Instructor, Swim – Advanced Leadership

**Aquatic Volunteer Discount (20%):** Only for current Aquatics volunteers with a scheduled shift to certify for the first time and who have completed 20 hours of volunteer service for Swim - LSS Bronze Cross/SFA/CPR-C, Swim - LSS Bronze/SFA/NL (Recert), Swim - LSS AM/CPR C/Safeguard/Examiner, Swim - LSS Swim/Lifesaving/EFA Instructor, Swim - LSS National Lifeguard, Swim – LSS Swim or Lifesaving Instructor

**City of Brampton Staff Discount (100%):** Only for current City of Brampton staff with a scheduled shift to certify for Swim - LSS AM/CPR C/Safeguard/Examiner

**Memberships:**

A non-resident surcharge of 30% per person, per membership will be added to the fee for all individuals with the following exceptions:

- Tennis memberships which will receive a surcharge of 100% per person
- Cardiac Alumni and Osler Cardiac Rehab memberships are not subject to a non-resident surcharge

An Annual Fitness or Neighbourhood Membership is required to qualify for Personal Training Member fees.

Without a membership, a 25% non-member surcharge applies and non-members are not eligible for 3 session and 5 session packages. Note that Personal Training fees are exempt from a non-resident surcharge.

City of Brampton employees are entitled to the following discounts to annual Fitness, Racquet, Swimming and Skating, and Family Swimming and Skating memberships:

Fire Staff: 100%, non-taxable benefit

Members of Council: 100%, taxable benefit

Community Services – Full-Time, Permanent Employees: 100%, Taxable Benefit

All Departments (Other than Community Services) – Full-Time, Permanent Employees: 50%

All Departments – Part-Time or Contract Employees: 50%

All Departments – Spouse/Dependant of Full-Time, Permanent Employees: 50%

All other staff: 50% off

A 20% corporate discount is available on to eligible participants based on the Corporate Discount SOP for Annual Fitness Memberships only. This discount applies to the rate the participant would otherwise qualify for based on age and residency.

**Flower City Senior Centre Events**

When not presented, the non-resident fee will be calculated with a surcharge of 30% per person, per event and will be added to the registration fee for all individuals. Non-residents do not qualify for special discounts.

**Rentals:**

Standardized client types have been established for pricing purposes.

- Resident rates have been established as the *base rate* for all rental fees
- Affiliated Group/Board of Education rate is incrementally lower than the Resident rate
- Non-Resident/For-Profit (Commercial) rates are incrementally higher than the Resident rate
- In circumstances where the Affiliated Group/Board of Education or Non-Resident/For-Profit rates are not presented, the Resident rate will apply

In circumstances where the client does not match an appropriate client category (i.e. Resident; Non-Resident; Affiliated Youth/BoED) the highest rate will be charged.

Non-Profit groups will be charged Resident or Non-Resident rates, based on their residency and/or the residency of the people they serve.

All rentals require that a minimum 20% non-refundable deposit be paid at the time of booking in order to hold the space. The remainder of the fee is due thirty (30) days prior to the rental date unless otherwise specified on the Rental Agreement. The Permit holder must notify the designated department representative two weeks in advance of any cancellation. Failure to do so will result in forfeit of the full amount paid to the City. Refunds requested in accordance with this clause will be made up to 80% of the contracted price.

Requests for internal bookings from Divisions within Community Services will not be charged any of the applicable rental and extra fees, providing they meet program requirements detailed in the Corporate Internal Booking SOP. In addition, rental and extra fees are waived for internal bookings by Human Resources for City of Brampton employees, Public/Town Hall meetings hosted by the Mayor and/or members of City Council, and meetings on matters of public interest for all City Departments.

Requests for bookings by Affiliated Seniors and Board of Education/Joint Use Agreement Partners may not be charged, following terms identified in relevant policies or agreements.

Last minute is defined as within 48 hours of the start time of an event, unless otherwise noted.

**Room Categories:** Rentable space categorized based on the maximum number of guests per room.

**Aquatic Facility Categories:** Rentable space categorized based on the maximum capacity of the pool tank.

**Gymnasium Categories:** Rentable space categorized based on the available amenities.

In order to rent any facility or space all Rental Agreement Holders must have liability insurance coverage that sufficiently meets established City requirements. The Liability Insurance Program provides individuals or groups with a straightforward and affordable avenue to obtain the required liability insurance coverage. Rates are established by an approved designated vendor and the associated fee applied to the Rental Agreement.

For resale items including food, beverages, and retail goods, the sales pricing is determined using the cost to purchase an item plus the cost of goods sold percentage, established in accordance with the divisional standard operating procedure.

**Prime Time Arena Ice/Floor, Field Indoor, Field Artificial Turf/Dome is defined as:**

Monday to Friday 4:00pm to 12:00am (midnight)

Saturday & Sunday 6:00am to 11:00pm

All 1 hour ice rentals and programs are inclusive of ice maintenance.

Curling bonspiels rates are applicable to annual/seasonal curling tournaments, consisting of multiple games over the weekend. The inter-club rate is applicable to half day scheduled play with pre-schedule clubs/teams for competitive play, but not tournament play. To be eligible for this rate, groups must provide their inter-club schedule in September in advance of the upcoming season.

Where a charge for staff is applicable, if the date falls on a statutory holiday, the fee will be calculated at 1.5 times the fee.

**Prime Time for Golf Rounds is defined as:**

Monday to Friday Open to 10:00am (Adult) or Open to 7:30am (Senior); 3:00pm to Close

Weekends, Holidays Open to 12:00pm

### **Complimentary Passes**

Complimentary passes will be provided to clients for customer service issues in place of a refund after a drop-in program has started, and are to be provided for the matching service purchased. Note that Complimentary Passes are only valid for 6 months year from the date of issue, except for seasonal locations which are valid for 1 year from the date of issue.

Single Visit Complimentary Passes valid for 6 Months: Aquafit, Child Care, Drop-In Sports, Fitness, Racquetball/Squash, Seniors (55+), Shinny, Swimming/Skating

Seasonal Complimentary Passes valid for 1 year: Peel Village (1 Round), Rain Check - Peel Village (1 Round), Ski Hill Lift (1 Day), Tennis (1 visit), Tubing Rides (6 rides)



**Advertising Fees:**

The Sponsorship Manager may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Advertising fee in accordance with the established criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

**Definitions:****Age Categories:**

- Child (10 years and under)
- Youth (10 to 13 years)
- Teen (14 to 17 years)
- Adult (18 to 54 years)
- Student (18 to 54 years (with a valid Student ID))
- 55<sup>+</sup> (55 years or older)
- 70<sup>+</sup> (70 years or older)
- 90<sup>+</sup> (90 years or older)

**Family:** One or two adult guardians over the age of 18 and up to 3 dependents, defined as 18 years of age or under or full-time students under the age of 25, qualifies for a Family pass. Multiple families cannot be combined on any pass/membership purchase.

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
<b>55+ Exclusive</b>					
55+ Specific - Paint Nite	Per Event	Yes	\$ 51.69	\$ 53.24	Sep/03/24
55+ Specific - Special Event A	Per Event	Yes	\$ 10.83	\$ 11.16	Sep/03/24
55+ Specific - Special Event B	Per Event	Yes	\$ 13.65	\$ 14.06	Sep/03/24
55+ Specific - Special Event C	Per Event	Yes	\$ 16.54	\$ 17.03	Sep/03/24
55+ Specific - Special Event D	Per Event	Yes	\$ 25.21	\$ 25.96	Sep/03/24
55+ Specific - Staff Led A	60 Minutes	Yes	\$ 2.38	\$ 2.46	Sep/03/24
55+ Specific - Staff Led B	60 Minutes	Yes	\$ 3.21	\$ 3.31	Sep/03/24
55+ Specific - Staff Led C	60 Minutes	Yes	\$ 3.80	\$ 3.91	Sep/03/24
55+ Specific - Staff Led D	60 Minutes	Yes	\$ 4.18	\$ 4.31	Sep/03/24
55+ Specific - Staff Led E	60 Minutes	Yes	\$ 4.88	\$ 5.03	Sep/03/24
55+ Specific - Staff Led F	60 Minutes	Yes	\$ 5.22	\$ 5.38	Sep/03/24
55+ Specific - Staff Led G	60 Minutes	Yes	\$ 5.61	\$ 5.78	Sep/03/24
55+ Specific - Staff Led H	60 Minutes	Yes	\$ 8.41	\$ 8.67	Sep/03/24
55+ Specific - Volunteer Led	60 Minutes	Yes	\$ 1.13	\$ 1.16	Sep/03/24
55+ - Golf Tournament Member	Flat Rate	Yes	\$ 48.46	\$ 49.91	Mar/01/24
55+ - Golf Tournament Non-Member	Flat Rate	Yes	\$ 53.84	\$ 55.46	Mar/01/24
<b>Arts Drama &amp; Music</b>					
Art - Pottery 55+	90 Minutes	Yes	\$ 19.06	\$ 19.70	Sep/03/24
Art - Pottery Adult	90 Minutes	Yes	\$ 25.41	\$ 26.17	Sep/03/24
Art - Pottery Child/Youth	90 Minutes	No	\$ 18.82	\$ 19.38	Sep/03/24
Art - Pottery Teen	90 Minutes	Yes	\$ 18.82	\$ 19.38	Sep/03/24
Music - 55+	60 Minutes	Yes	\$ 11.71	\$ 12.06	Sep/03/24
Music - Adult	60 Minutes	Yes	\$ 15.62	\$ 16.08	Sep/03/24
Music - Child/Youth	60 Minutes	No	\$ 11.57	\$ 11.90	Sep/03/24
Music - Teen	60 Minutes	Yes	\$ 11.57	\$ 11.90	Sep/03/24
<b>Board of Education</b>					
BOED Per Person - Dance Class A	60 Minutes	No	\$ 2.50	\$ 2.50	Current
BOED Per Person - Dance Class B	60 Minutes	No	\$ 3.00	\$ 3.00	Current
BOED Per Person - Fitness & Health Class	60 Minutes	No	\$ 3.00	\$ 3.00	Current
BOED Per Person - Fit Kids & Water Safety	60 Minutes	No	\$ -	\$ -	Current
BOED Per Person - Outdoor Education	60 Minutes	No	\$ 5.00	\$ 5.00	Current
BOED Per Person - Play Day	180 Minutes	No	\$ 86.60	\$ 86.60	Current
BOED Per Person - Play Day	300 Minutes	No	\$ 128.95	\$ 128.95	Current
BOED Per Person - Skate Lesson	60 Minutes	No	\$ 6.00	\$ 6.00	Current
BOED Per Person - Ski/Snowboard Lesson	120 Minutes	No	\$ 23.00	\$ 23.00	Current
BOED Per Person - Ski/Snowboard Lesson	240 Minutes	No	\$ 25.00	\$ 25.00	Current
BOED Per Person - Ski or Snowboard + Tubing	180 Minutes	No	\$ 35.00	\$ 35.00	Current
BOED Per Person - Sports A	60 Minutes	No	\$ 4.50	\$ 4.50	Current
BOED Per Person - Sports B	60 Minutes	No	\$ 6.25	\$ 6.25	Current
BOED Per Person - Swim to Survive/Plus	60 Minutes	No	No Charge	No Charge	Current
BOED Per Person - Swim Aquaft	60 Minutes	No	\$ 6.00	\$ 6.00	Current
BOED Per Person - Swim Lesson	60 Minutes	No	\$ 6.00	\$ 6.00	Current
BOED Per Person - Tubing	120 Minutes	No	\$ 14.00	\$ 14.00	Current
BOED Per Person - Tubing	180 Minutes	No	\$ 18.00	\$ 18.00	Current
BOED Per Person - Team Building, Self-Esteem, Wellness	60 Minutes	No	\$ 3.00	\$ 3.00	Current
BOED Per Person - Outdoor Park Programs	60 Minutes	No	\$ 4.00	\$ 4.00	Current
BOED Per Person - Outdoor Park Programs Add-On: Mini Golf	60 Minutes	No	\$ 2.00	\$ 2.00	Current
BOED - Skate Ice Rental	50 Minutes	No	\$ 115.00	\$ 115.00	Current
BOED Per Person - SHSM-ICE	6 hours	Yes	\$ 25.00	\$ 50.00	Sep/03/24
BOED Per Person - SHSM-ICE with Lunch	6 hours	Yes	\$ 35.00	\$ 60.00	Sep/03/24
<b>Camps</b>					
Camps - Before and After Care	1 Day	No	\$ 10.51	\$ 10.82	Mar/01/24
Camps - Bussing	1 Day	No	\$ 10.51	\$ 10.82	Mar/01/24
Camps - Bussing for Integration	1 Day	No	\$ 10.51	\$ 10.82	Mar/01/24
Camps - Level A	1 Day	No	\$ 29.42	\$ 30.30	Mar/01/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Camps - Level B	1 Day	No	\$ 33.62	\$ 34.63	Mar/01/24
Camps - Level C	1 Day	No	\$ 36.77	\$ 37.88	Mar/01/24
Camps - Level D	1 Day	No	\$ 42.03	\$ 43.30	Mar/01/24
Camps - Level E	1 Day	No	\$ 47.28	\$ 48.70	Mar/01/24
Camps - Level F	1 Day	No	\$ 54.63	\$ 56.27	Mar/01/24
Camps - Level G	1 Day	No	\$ 89.30	\$ 91.98	Mar/01/24
Camps - Ski & Snowboard	1 Day	No	\$ 65.14	\$ 67.09	Mar/01/24
<b>Dance</b>					
Dance - Audition Fee	60 Minutes	No	\$ 10.77	\$ 11.09	Sep/03/24
Dance - Competition 55+	60 Minutes	Yes	\$ 10.59	DELETE	Sep/03/24
Dance - Competition Adult	60 Minutes	Yes	\$ 14.12	DELETE	Sep/03/24
Dance - Competition Child/Youth	60 Minutes	No	\$ 10.46	DELETE	Sep/03/24
Dance - Competition Solo Duet Trio	30 Minutes	Yes	\$ 25.94	DELETE	Sep/03/24
Dance - Competition Teen	60 Minutes	Yes	\$ 11.58	DELETE	Sep/03/24
Dance - Non-Recital 55+	60 Minutes	Yes	\$ 9.40	\$ 9.60	Sep/03/24
Dance - Non-Recital Adult	60 Minutes	Yes	\$ 12.53	\$ 12.90	Sep/03/24
Dance - Non-Recital Child/Youth	45 Minutes	No	\$ 9.28	\$ 9.60	Sep/03/24
Dance - Non-Recital Teen	60 Minutes	Yes	\$ 9.28	\$ 9.60	Sep/03/24
Dance - Private	30 Minutes	No	\$ 26.58	\$ 27.38	Sep/03/24
Dance - Recital 55+	60 Minutes	Yes	\$ 9.50	\$ 9.78	Sep/03/24
Dance - Recital Adult	60 Minutes	Yes	\$ 12.67	\$ 13.05	Sep/03/24
Dance - Recital Child/Youth	60 Minutes	No	\$ 9.38	\$ 9.60	Sep/03/24
Dance - Recital Teen	60 Minutes	Yes	\$ 9.38	\$ 9.60	Sep/03/24
<b>Environmental &amp; Outdoor</b>					
Outdoor - Child/Youth	90 Minutes	No	\$ 11.05	\$ 11.37	Sep/03/24
Outdoor - 55+	90 Minutes	Yes	\$ 11.04	\$ 11.37	Sep/03/24
Outdoor - Teen	90 Minutes	Yes	\$ 11.04	\$ 11.37	Sep/03/24
Outdoor - Adult	90 Minutes	Yes	\$ 13.81	\$ 14.22	Sep/03/24
Outdoor - Watercrafts 55+	60 Minutes	Yes	\$ 16.93	\$ 17.44	Sep/03/24
Outdoor - Watercrafts Adult	60 Minutes	Yes	\$ 22.57	\$ 23.25	Sep/03/24
Outdoor - Watercrafts Child/Youth	60 Minutes	No	\$ 16.72	\$ 17.22	Sep/03/24
Outdoor - Watercrafts Teen	60 Minutes	Yes	\$ 16.07	\$ 16.55	Sep/03/24
Outdoor - Watercrafts Private Lesson	60 Minutes	No	\$ 49.56	\$ 51.05	Sep/03/24
Outdoor - Watercrafts Small Group	60 Minutes	No	\$ 41.80	\$ 43.06	Sep/03/24
<b>First Aid, Certifications &amp; Leadership</b>					
HIGH FIVE - PHCD	Flat Rate	Yes	\$ 76.19	\$ 83.00	Sep/03/24
HIGH FIVE - Quest 2	Flat Rate	Yes	\$ 113.31	\$ 117.00	Sep/03/24
Leadership - Effective Babysitting	Flat Rate	No	\$ 102.21	\$ 105.00	Sep/03/24
Leadership - Home Alone	Flat Rate	No	\$ 50.76	\$ 55.00	Sep/03/24
Leadership - Instructor in Training	Flat Rate	Yes	\$ 53.84	\$ 55.00	Sep/03/24
Leadership - Rec Leaders	60 Minutes	Yes	\$ 3.24	\$ 3.31	Sep/03/24
Leadership - Workshop	60 Minutes	Yes	\$ 5.62	\$ 5.78	Sep/03/24
Swim - AST Instructor	Flat Rate	Yes	\$ 117.38	DELETE	Sep/03/24
Swim - Aquatic Wet Screening	Per Class	No	No Charge	No Charge	Current
Swim - Day NLS/SFA/CPR Recert	Flat Rate	Yes	\$ 114.17	DELETE	Sep/03/24
Swim - LSS Assistant Instructor	Flat Rate	Yes	\$ 110.92	DELETE	Sep/03/24
Swim - LSS First Aid Instructor	Flat Rate	Yes	\$ 175.53	DELETE	Sep/03/24
Swim - LSS SFA/CPR C Recert	Flat Rate	Yes	\$ 64.32	DELETE	Sep/03/24
Swim - National Lifeguard Instructor	Flat Rate	Yes	\$ 148.61	DELETE	Sep/03/24
Swim - National Lifeguard Recert	Flat Rate	Yes	\$ 58.69	DELETE	Sep/03/24
Swim - Safeguard	Flat Rate	Yes	\$ 34.46	DELETE	Sep/03/24
Swim - LSS Bronze/SFA/NL (Recert)	Flat Rate	Yes	\$ 62.19	\$ 65.00	Sep/03/24
Swim - LSS Bronze Cross/SFA/CPR-C	Flat Rate	Yes	\$ 191.69	\$ 200.00	Sep/03/24
Swim - LSS Bronze Med/Cross/SFA/CPR-C	Flat Rate	Yes	\$ 226.15	\$ 235.00	Sep/03/24
Swim - LSS Bronze Med/EFA	Flat Rate	No	\$ 134.04	\$ 142.00	Sep/03/24
Swim - LSS Bronze Star	Flat Rate	No	\$ 102.30	\$ 105.00	Sep/03/24
Swim - LSS Sport Coach/AST/AMT	Flat Rate	Yes	\$ 102.30	\$ 105.00	Sep/03/24
Swim - LSS AM/CPR C/Safeguard/Examiner	Flat Rate	Yes	\$ 48.46	\$ 53.15	Sep/03/24
Swim - LSS SFA/CPR-C	Flat Rate	Yes	\$ 80.11	\$ 85.00	Sep/03/24
Swim - LSS Swim/Lifesaving/EFA Instructor	Flat Rate	Yes	\$ 243.38	\$ 260.00	Sep/03/24
Swim - LSS Advanced Leadership	Flat Rate	Yes	\$ 164.76	\$ 170.00	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Swim - LSS National Lifeguard	Flat Rate	Yes	\$ 209.99	\$ 215.00	Sep/03/24
Swim - LSS National Lifeguard Waterfront Upgrade	Flat Rate	Yes	\$ 119.73	\$ 125.00	Sep/03/24
Swim - LSS Swim or Lifesaving Instructor	Flat Rate	Yes	NEW	\$ 130.00	Sep/03/24
<b>Fitness &amp; Health</b>					
Fitness - Cardiac Rehab Open House	Per Class	Yes	No Charge	No Charge	Current
Fitness - Group Fitness Enhanced 55+	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
Fitness - Group Fitness Enhanced Adult	60 Minutes	Yes	\$ 11.91	\$ 12.26	Sep/03/24
Fitness - Group Fitness Enhanced Child/Youth	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
Fitness - Group Fitness Enhanced Teen	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
Fitness - Group Fitness Regular 55+	60 Minutes	Yes	\$ 6.00	\$ 6.18	Sep/03/24
Fitness - Group Fitness Regular Adult	60 Minutes	Yes	\$ 7.99	\$ 8.23	Sep/03/24
Fitness - Group Fitness Regular Child/Youth	60 Minutes	No	\$ 6.00	\$ 6.18	Sep/03/24
Fitness - Group Fitness Regular Teen	60 Minutes	Yes	\$ 6.00	\$ 6.18	Sep/03/24
Fitness - Workshop Adult	60 Minutes	Yes	\$ 28.44	\$ 29.29	Sep/03/24
<b>General Interest</b>					
General - After School	120 Minutes	No	\$ 5.25	\$ 5.38	Sep/03/24
General - Holiday Workshops	120 Minutes	No	\$ 20.49	\$ 21.10	Sep/03/24
General - Interest 55+	60 Minutes	Yes	\$ 8.93	\$ 9.20	Sep/03/24
General - Interest Adult	60 Minutes	Yes	\$ 11.56	\$ 11.90	Sep/03/24
General - Interest Child/Youth	60 Minutes	No	\$ 8.25	\$ 8.49	Sep/03/24
General - Interest Teen	60 Minutes	Yes	\$ 8.93	\$ 9.38	Sep/03/24
General - Preschool - Full Year	120 Minutes	No	\$ 14.71	\$ 15.15	Sep/03/24
General - Preschool - Full Year Special	150 Minutes	No	\$ 18.39	\$ 18.94	Sep/03/24
General - STEM Engineering	60 Minutes	No	\$ 10.77	\$ 11.09	Sep/03/24
General - STEM Robotics	60 Minutes	No	\$ 16.15	\$ 16.64	Sep/03/24
General - Video Dance - Child/Youth	Flat Rate	No	\$ 10.77	\$ 11.09	Sep/03/24
Ontario After School Grant	Per Class	No	No Charge	No Charge	Current
<b>Inclusive Programs</b>					
ADAPT	Per Day	No	\$ 46.84	\$ 48.25	Sep/03/24
Out & About - 14+	Flat Rate	No	\$ 38.50	\$ 39.65	Sep/03/24
Swim & Explore Child/Youth	180 Minutes	No	\$ 6.52	\$ 6.72	Sep/03/24
Swim & Explore Teen	180 Minutes	No	\$ 7.38	\$ 7.61	Sep/03/24
Swim & Social	240 Minutes	No	\$ 9.28	\$ 9.56	Sep/03/24
<b>Skating</b>					
Skating - Learn To 55+	60 Minutes	Yes	\$ 8.21	\$ 8.62	Sep/03/24
Skating - Learn To Adult	60 Minutes	Yes	\$ 10.95	\$ 11.50	Sep/03/24
Skating - Learn To Child/Youth	30 Minutes	No	\$ 8.12	\$ 8.52	Sep/03/24
Skating - Learn To Family	45 Minutes	Yes	\$ 36.52	\$ 40.40	Sep/03/24
Skating - Learn To Teen	30 Minutes	Yes	\$ 8.12	\$ 8.52	Sep/03/24
Skating - Powerskating 55+	60 Minutes	Yes	\$ 11.31	\$ 11.90	Sep/03/24
Skating - Powerskating Adult	60 Minutes	Yes	\$ 15.07	\$ 15.82	Sep/03/24
Skating - Powerskating Child/Youth	60 Minutes	No	\$ 11.17	\$ 11.72	Sep/03/24
Skating - Powerskating Teen	60 Minutes	Yes	\$ 11.17	\$ 11.72	Sep/03/24
Skating - Private	30 Minutes	No	\$ 28.25	\$ 29.66	Sep/03/24
Skating - Small Group	30 Minutes	No	\$ 20.96	\$ 22.01	Sep/03/24
<b>Sports</b>					
Golf League Fee	Flat Rate	Yes	\$ 64.61	\$ 66.55	Mar/01/24
Golf Lessons 55+	Per Class	Yes	\$ 18.79	\$ 19.38	Mar/01/24
Golf Lessons Adult	Per Class	Yes	\$ 25.01	\$ 25.76	Mar/01/24
Golf Lessons Youth	Per Class	No	\$ 18.82	\$ 19.38	Mar/01/24
Golf Lessons Teen	Per Class	Yes	\$ 21.26	\$ 21.90	Mar/01/24
Gymnastics - Child/Youth	60 Minutes	No	\$ 18.22	\$ 18.77	Sep/03/24
Gymnastics - Child/Youth	90 Minutes	No	\$ 21.91	\$ 22.57	Sep/03/24
Gymnastics - Child/Youth	120 Minutes	No	\$ 30.35	\$ 31.26	Sep/03/24
Gymnastics - Private	60 Minutes	No	\$ 72.87	\$ 75.06	Sep/03/24
Gymnastics - Teen	90 Minutes	Yes	\$ 29.61	\$ 30.50	Sep/03/24
Ninja and Rock Climbing - Child/Youth	60 Minutes	No	\$ 10.18	\$ 10.49	Sep/03/24
Ninja and Rock Climbing - Teen	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Ninja and Rock Climbing - Adult	60 Minutes	Yes	\$ 14.54	\$ 14.98	Sep/03/24
Ninja and Rock Climbing - A55	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Rock Climbing - Child/Youth	60 Minutes	No	\$ 10.18	\$ 10.49	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Rock Climbing - Teen	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Rock Climbing - Adult	60 Minutes	Yes	\$ 14.54	\$ 14.98	Sep/03/24
Rock Climbing - A55	60 Minutes	Yes	\$ 11.63	\$ 11.98	Sep/03/24
Skateboard - Child/Youth	90 Minutes	No	\$ 19.13	\$ 19.70	Sep/03/24
Ski/Snowboard - Learn To 55+	120 Minutes	Yes	\$ 20.67	\$ 21.30	Sep/03/24
Ski/Snowboard - Learn To Adult	120 Minutes	Yes	\$ 27.56	\$ 28.38	Sep/03/24
Ski/Snowboard - Learn To Child	120 Minutes	No	\$ 20.41	\$ 21.10	Sep/03/24
Ski/Snowboard - Learn To Teen	120 Minutes	Yes	\$ 20.41	\$ 21.10	Sep/03/24
Ski/Snowboard - Private	120 Minutes	No	\$ 77.75	\$ 80.08	Sep/03/24
Ski/Snowboard - Small Group	120 Minutes	No	\$ 48.60	\$ 50.00	Sep/03/24
Sports - 55+	60 Minutes	Yes	\$ 8.48	\$ 8.90	Sep/03/24
Sports - Adult	60 Minutes	No	\$ 10.77	\$ 11.31	Sep/03/24
Sports - Child/Youth	60 Minutes	No	\$ 7.35	\$ 7.72	Sep/03/24
Sports - Teen	60 Minutes	Yes	\$ 8.54	\$ 8.90	Sep/03/24
Tennis - Clinic 55+	60 Minutes	Yes	\$ 4.82	\$ 5.00	Sep/03/24
Tennis - Clinic Adult	60 Minutes	Yes	\$ 6.40	\$ 6.59	Sep/03/24
Tennis - Indoor 55+	60 Minutes	Yes	\$ 13.44	\$ 13.85	Sep/03/24
Tennis - Indoor Adult	60 Minutes	Yes	\$ 17.92	\$ 18.46	Sep/03/24
Tennis - Indoor Parent & Child	60 Minutes	No	\$ 70.50	\$ 72.62	Sep/03/24
Tennis - Indoor Teen	60 Minutes	Yes	\$ 13.27	\$ 13.67	Sep/03/24
Tennis - Indoor Youth	60 Minutes	No	\$ 13.27	\$ 13.67	Sep/03/24
Tennis - Outdoor 55+	60 Minutes	Yes	\$ 10.18	\$ 10.49	Mar/01/24
Tennis - Outdoor Adult	60 Minutes	Yes	\$ 13.57	\$ 13.98	Mar/01/24
Tennis - Outdoor Teen	60 Minutes	Yes	\$ 10.05	\$ 10.35	Mar/01/24
Tennis - Outdoor Youth	60 Minutes	No	\$ 10.05	\$ 10.35	Mar/01/24
Tennis - Lessons Private	60 Minutes	Yes	\$ 51.91	\$ 53.46	Sep/03/24
Tennis - Lessons Semi-Private (2:1)	60 Minutes	Yes	\$ 29.78	\$ 30.67	Sep/03/24
Tennis - Lessons Semi-Private (3:1)	60 Minutes	Yes	\$ 20.69	\$ 21.30	Sep/03/24
Tennis - Skills and Drills C/Y Plus Tournament	Flat Rate	No	\$ 78.30	\$ 80.65	Sep/03/24
Tennis - Tournament	Flat Rate	Yes	\$ 28.32	\$ 29.17	Sep/03/24
<b>Sport Leagues</b>					
Ball Hockey - League Team	Per Game	Yes	\$ 120.00	\$ 91.00	Sep/03/24
Ball Hockey - League Individual	Per Game	Yes	\$ 15.95	\$ 13.05	Sep/03/24
Ball Hockey Goalie - League Individual	Per Game	Yes	\$ 8.04	\$ 6.07	Sep/03/24
Basketball - League Team 18+	Per Game	Yes	\$ 153.75	\$ 129.36	Sep/03/24
Basketball - League Individual 18+	Per Game	Yes	\$ 17.05	\$ 15.14	Sep/03/24
Disc Golf - League Individual	Per Game	Yes	\$ 8.71	\$ 6.07	Sep/03/24
Dodgeball - League Team	Per Game	Yes	\$ 76.88	\$ 50.19	Sep/03/24
Dodgeball - League Individual	Per Game	Yes	\$ 10.23	\$ 7.64	Sep/03/24
Flag Football - League Team	Per Game	Yes	\$ 112.75	\$ 81.33	Sep/03/24
Flag Football - League Individual	Per Game	Yes	\$ 12.49	\$ 9.96	Sep/03/24
Spikeball - League Team	Per Game	Yes	\$ 19.48	\$ 11.36	Sep/03/24
Spikeball - League Individual	Per Game	Yes	\$ 9.74	\$ 7.13	Sep/03/24
Volleyball - League Team	Per Game	Yes	\$ 92.25	\$ 60.22	Sep/03/24
Volleyball - League Individual	Per Game	Yes	\$ 10.23	\$ 7.64	Sep/03/24
Tennis - League All Inclusive 18+	Per Season	Yes	\$ 372.84	\$ 384.02	Sep/03/24
Tennis - League All Inclusive 55+	Per Season	Yes	\$ 279.64	\$ 288.03	Sep/03/24
Tennis - League All Inclusive Sub 18+	Per Season	Yes	\$ 56.01	\$ 57.69	Sep/03/24
Tennis - League All Inclusive Sub 55+	Per Season	Yes	\$ 42.01	\$ 43.30	Sep/03/24
Tennis - League Excluding Court Fees 55+	Per Season	Yes	\$ 97.46	\$ 100.38	Sep/03/24
Tennis - League Excluding Court Fees Sub 55+	Per Season	Yes	\$ 15.31	\$ 15.77	Sep/03/24
Tennis - League Excluding Court Fees 18+	Per Season	Yes	\$ 129.95	\$ 133.85	Sep/03/24
Tennis - League Excluding Court Fees Sub 18+	Per Season	Yes	\$ 20.40	\$ 21.07	Sep/03/24
Tennis - League Self Organized 18+	Per Season	Yes	\$ 27.30	\$ 28.11	Sep/03/24
Tennis - League Self Organized 55+	Per Season	Yes	\$ 20.45	\$ 21.07	Sep/03/24
Touch Rugby - League Team	Per Game	Yes	\$ 95.02	\$ 60.22	Sep/03/24
Touch Rugby - League Individual	Per Game	Yes	\$ 10.54	\$ 7.64	Sep/03/24
Ultimate Frisbee - League Team 18+	Per Game	Yes	\$ 92.25	\$ 66.02	Sep/03/24
Ultimate Frisbee - League Individual 18+	Per Game	Yes	\$ 12.27	\$ 9.74	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
<b>Swimming</b>					
Swim - Aqua Therapy 55+	60 Minutes	Yes	\$ 6.66	\$ 6.99	Sep/03/24
Swim - Aqua Therapy Adult	60 Minutes	Yes	\$ 8.88	\$ 9.33	Sep/03/24
Swim - Aqua Therapy Child/Youth	60 Minutes	No	\$ 5.78	\$ 6.07	Sep/03/24
Swim - Aqua Therapy Teen	60 Minutes	Yes	\$ 5.78	\$ 6.07	Sep/03/24
Swim - Learn To 55+	60 Minutes	Yes	\$ 8.66	\$ 9.09	Sep/03/24
Swim - Learn To Adult	60 Minutes	Yes	\$ 11.54	\$ 12.06	Sep/03/24
Swim - Little Splash Child/Youth	30 Minutes	No	\$ 9.10	\$ 9.56	Sep/03/24
Swim - Splash Level 1-4 Child/Youth	30 Minutes	No	\$ 9.10	\$ 9.56	Sep/03/24
Swim - Splash Level 5-6 Child/Youth	45 Minutes	No	\$ 8.55	\$ 8.98	Sep/03/24
Swim - Splash Level 7-9 Child/Youth	60 Minutes	No	\$ 8.55	\$ 8.98	Sep/03/24
Swim - Learn To Family	45 Minutes	Yes	\$ 38.47	\$ 40.40	Sep/03/24
Swim - Learn To Teen	60 Minutes	Yes	\$ 8.55	\$ 8.98	Sep/03/24
Swim - Private	30 Minutes	No	\$ 27.58	\$ 28.96	Sep/03/24
Swim - Small Group	30 Minutes	No	\$ 20.96	\$ 22.01	Sep/03/24
Swim - Specialized	60 Minutes	No	\$ 9.31	\$ 9.78	Sep/03/24
<b>Integrated Support Worker Extra Fees</b>					
Camp 1:1 Worker	Half Day	No	\$ 43.08	\$ 44.37	Sep/03/24
Camp 1:1 Worker	Full Day	No	\$ 86.15	\$ 88.74	Sep/03/24
Integrated Support Worker (2:1 or 3:1)	Per Class	No	No Charge	No Charge	Current
<b>Program Extra Fees</b>					
Camps - Lunch Program	1 Day	No	\$ 5.25	\$ 5.38	Mar/01/24
Camps - Lunch Program Extra Slice	1 Day	No	\$ 2.63	\$ 2.71	Mar/01/24
Holiday - Additional Parent	Per Program	Yes	\$ 4.20	\$ 4.31	Sep/03/24
Dance - Costume Child (6 to 10 years)	Per Purchase	Yes	\$ 97.38	\$ 100.30	Sep/03/24
Dance - Costume Primary (4 to 6 years)	Per Purchase	Yes	\$ 87.13	\$ 89.74	Sep/03/24
Dance - Costume Youth (10 to 17 years)	Per Purchase	Yes	\$ 117.88	\$ 121.41	Sep/03/24
Dance - Recital Pictures	Per Program	Yes	\$ 16.32	\$ 16.81	Sep/03/24
Ski Rental	Per Class	Yes	\$ 17.71	\$ 18.23	Sep/03/24
Ski Rental Camp	Per Day	Yes	\$ 23.61	\$ 24.32	Sep/03/24
Snowboard Rental	Per Class	Yes	\$ 21.64	\$ 22.30	Sep/03/24
Snowboard Rental Camp	Per Day	Yes	\$ 28.53	\$ 29.38	Sep/03/24



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
<b>55+ Specific</b>					
55+ Specific - Drop-In Staff Led A	Per Visit	Yes	\$ 2.17	\$ 2.21	Sep/03/24
55+ Specific - Drop-In Staff Led B	Per Visit	Yes	\$ 3.99	\$ 4.11	Sep/03/24
55+ Specific - Drop-In Staff Led C	Per Visit	Yes	\$ 4.31	\$ 4.44	Sep/03/24
55+ Specific - Drop-In Staff Led D	Per Visit	Yes	\$ 4.99	\$ 5.14	Sep/03/24
55+ Specific - Drop-In Staff Led E	Per Visit	Yes	\$ 5.44	\$ 5.62	Sep/03/24
55+ Specific - Drop-In Volunteer Led	Per Visit	Yes	\$ 1.09	\$ 1.12	Sep/03/24
Flower City Senior - Membership Annual 55+	1 Year	Yes	\$ 19.51	\$ 20.10	Jan/01/24
Flower City Senior - Membership Annual 90+	1 Year	Yes	\$ -	\$ -	Current
Brampton Lawnbowling Club - Membership Seasonal	Season	Yes	\$ 612.39	\$ 630.76	Jan/01/24
55+ Golf Tournament - Member	Per Day	Yes	\$ 41.73	\$ 42.98	Jan/01/24
55+ Golf Tournament - Non-Member	Per Day	Yes	\$ 47.17	\$ 48.59	Jan/01/24
<b>Arena</b>					
Figure Skating - Drop-In Child/Youth	60 min	Yes	\$ 4.65	\$ 4.87	Sep/03/24
Figure Skating - Drop-In Teen	60 min	Yes	\$ 4.65	\$ 4.87	Sep/03/24
Figure Skating - Drop-In Adult	60 min	Yes	\$ 5.80	\$ 6.09	Sep/03/24
Figure Skating - Drop-In A55+	60 min	Yes	\$ 4.65	\$ 4.87	Sep/03/24
Shinny - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 49.41	\$ 52.02	Jan/01/24
Shinny - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.86	\$ 79.47	Jan/01/24
Shinny - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 2.00	Sep/03/24
Shinny - Drop-In Non-Prime Time 55+	Per Visit	Yes	\$ 3.58	\$ 3.76	Sep/03/24
Shinny - Drop-In Non-Prime Time Adult	Per Visit	Yes	\$ 4.78	\$ 5.02	Sep/03/24
Skate/Shinny - Drop-In Parent	Per Visit	Yes	\$ 2.49	\$ 2.74	Sep/03/24
Shinny - Drop-In Prime Time 55+	Per Visit	Yes	\$ 5.49	\$ 5.78	Sep/03/24
Shinny - Drop-In Prime Time Adult	Per Visit	Yes	\$ 8.54	\$ 8.83	Sep/03/24
Shinny - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.21	Sep/03/24
Skate - Drop-In 55+	Per Visit	Yes	\$ 2.13	DELETE	Sep/03/24
Skate - Drop-In 70+	Per Visit	No	\$ -	DELETE	Sep/03/24
Skate - Drop-In Adult	Per Visit	Yes	\$ 2.66	DELETE	Sep/03/24
Skate - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	DELETE	Sep/03/24
Skate - Drop-In Parent	Per Visit	Yes	\$ 2.49	DELETE	Sep/03/24
Skate - Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 7.79	DELETE	Sep/03/24
Skate - Drop-In Small Group Extra Person	Per Visit	Yes	\$ 1.46	DELETE	Sep/03/24
Skate - Drop-In Teen	Per Visit	Yes	\$ 2.12	DELETE	Sep/03/24
<b>Chinguacousy Park</b>					
Mini Golf - Drop-In All Ages	Per Visit	Yes	\$ 2.66	\$ 2.74	Mar/01/24
Petting Zoo - Drop-In All Ages	Per Visit	Yes	\$ 2.21	\$ 2.21	Current
Pony Rides - Drop-In All Ages	Per Visit	Yes	\$ 4.20	\$ 4.20	Current
Ski/Snowboard - Lift Fee (under 4 years old)	Per Visit	Yes	\$ -	\$ -	Current
Ski/Snowboard - Drop-In 1 HR Lift Fee	Per Visit	Yes	\$ 14.00	\$ 14.38	Sep/03/24
Ski/Snowboard - Drop-In 2 HR Lift Fee	Per Visit	Yes	\$ 16.51	\$ 16.99	Sep/03/24
Ski/Snowboard - Drop-In 3 HR Lift Fee	Per Visit	Yes	\$ 19.00	\$ 19.56	Sep/03/24
Ski/Snowboard - Drop-In All Day Lift Fee	Per Visit	Yes	\$ 24.99	\$ 25.66	Sep/03/24
Ski/Snowboard - Membership 55+	Season	Yes	\$ 131.86	\$ 135.82	Sep/03/24
Ski/Snowboard - Membership Adult	Season	Yes	\$ 197.97	\$ 203.91	Sep/03/24
Ski/Snowboard - Membership Child/Youth	Season	Yes	\$ 119.77	\$ 123.36	Sep/03/24
Ski/Snowboard - Membership Family	Season	Yes	\$ 454.24	\$ 467.87	Sep/03/24
Ski/Snowboard - Membership Student	Season	Yes	\$ 119.77	\$ 123.36	Sep/03/24
Ski/Snowboard - Membership Teen	Season	Yes	\$ 119.77	\$ 123.36	Sep/03/24
Ski Rental Package (1 hour)	1 hour	Yes	\$ 16.37	\$ 16.86	Sep/03/24
Ski Rental Package (2 hours)	2 hours	Yes	\$ 19.00	\$ 19.56	Sep/03/24
Ski Rental Package (3 hours)	3 hours	Yes	\$ 21.96	\$ 22.61	Sep/03/24
Ski Rental Package (All day)	Per Day	Yes	\$ 28.62	\$ 29.47	Sep/03/24
Ski Pole Rental (1 hour)	1 hour	Yes	\$ 4.08	\$ 4.20	Sep/03/24
Ski Pole Rental (2 hours)	2 hours	Yes	\$ 5.35	\$ 5.53	Sep/03/24
Ski Pole Rental (All day)	Per Day	Yes	\$ 9.43	\$ 9.69	Sep/03/24
Snowboard Package (1 hour)	1 hour	Yes	\$ 23.31	\$ 24.03	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Snowboard Package (2 hours)	2 hours	Yes	\$ 26.03	\$ 26.81	Sep/03/24
Snowboard Package (3 hours)	3 hours	Yes	\$ 28.94	\$ 29.82	Sep/03/24
Snowboard Package (All day)	Per Day	Yes	\$ 34.60	\$ 35.66	Sep/03/24
Snowboard Boots Only (1 hour)	1 hour	Yes	\$ 10.79	\$ 11.11	Sep/03/24
Snowboard Boots Only (2 hours)	2 hours	Yes	\$ 12.16	\$ 12.52	Sep/03/24
Snowboard Boots Only (3 hours)	3 hours	Yes	\$ 13.47	\$ 13.85	Sep/03/24
Snowboard Boots Only (All day)	Per Day	Yes	\$ 16.20	\$ 16.68	Sep/03/24
Tube - Drop-In 6 Rides	Per Visit	Yes	\$ 13.52	\$ 13.94	Sep/03/24
Tube - Drop-In 12 Rides	Per Visit	Yes	\$ 20.50	\$ 21.15	Sep/03/24
Tube - Drop-In 18 Rides	Per Visit	Yes	\$ 27.03	\$ 27.88	Sep/03/24
Tube - Drop-In Family Night	Per Visit	Yes	\$ 8.89	\$ 9.16	Sep/03/24
Tube - Drop-In Sport Team Night	Per Visit	Yes	\$ 8.89	\$ 9.16	Sep/03/24
<b>Curling</b>					
Curling - Drop-In 55+	Per Visit	Yes	\$ 4.77	\$ 4.87	Sep/03/24
Curling - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Curling - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Curling - Drop-In Teen	Per Visit	Yes	\$ 2.13	\$ 2.21	Sep/03/24
Curling - Drop-In Try-it	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
<b>Fitness Centre Memberships &amp; Drop-In (Valid at all Fitness and Neighbourhood Centres)</b>					
Fitness Centre - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Fitness Centre - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 77.13	\$ 79.47	Jan/01/24
Fitness Centre - Drop-In 10 Punches Student	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Fitness Centre - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Fitness Centre - Drop-In 55+	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Fitness Centre - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Fitness Centre - Drop-In Student	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Fitness Centre - Drop-In Teen	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Fitness Centre - Drop-In Youth	Per Visit	Yes	\$ 6.00	\$ 6.60	Sep/03/24
Fitness Centre - Membership Annual 55+	1 Year	Yes	\$ 260.18	\$ 273.19	Jan/01/24
Fitness Centre - Membership Annual 70+	1 Year	Yes	\$ 200.71	\$ 210.75	Jan/01/24
Fitness Centre - Membership Annual Adult	1 Year	Yes	\$ 401.42	\$ 421.46	Jan/01/24
Fitness Centre - Membership Annual Student	1 Year	Yes	\$ 320.58	\$ 336.59	Jan/01/24
Fitness Centre - Membership Annual Teen	1 Year	Yes	\$ 272.57	\$ 299.82	Jan/01/24
Fitness Centre - Membership 1 Month 55+	1 Month	Yes	\$ 32.52	\$ 34.15	Jan/01/24
Fitness Centre - Membership 1 Month 70+	1 Month	Yes	\$ 25.08	\$ 26.33	Jan/01/24
Fitness Centre - Membership 1 Month Adult	1 Month	Yes	\$ 50.18	\$ 52.69	Jan/01/24
Fitness Centre - Membership 1 Month Student	1 Month	Yes	\$ 39.95	\$ 41.95	Jan/01/24
Fitness Centre - Membership 1 Month Teen	1 Month	Yes	\$ 34.07	\$ 37.48	Jan/01/24
Cardiac Alumni - Membership Annual 55+	1 Year	Yes	\$ 210.62	\$ 216.94	Jan/01/24
Cardiac Alumni - Membership Annual 70+	1 Year	Yes	\$ 162.48	\$ 167.35	Jan/01/24
Cardiac Alumni - Membership Annual Adult	1 Year	Yes	\$ 324.96	\$ 334.71	Jan/01/24
Fitness Centre - Summer Membership Student	141 Days	Yes	\$ 120.40	\$ 124.01	Jan/01/24
<b>Fitness Neighbourhood Centre Memberships &amp; Drop-In</b>					
Fitness Neighbourhood Centre - Membership Annual 55+	1 Year	Yes	\$ 165.88	\$ 165.88	Current
Fitness Neighbourhood Centre - Membership Annual Adult	1 Year	Yes	\$ 255.18	\$ 255.18	Current
Fitness Neighbourhood Centre - Membership Annual Student	1 Year	Yes	\$ 204.14	\$ 204.14	Current
Fitness Neighbourhood Centre - Membership Annual Teen	1 Year	Yes	\$ 165.88	\$ 165.88	Current
Cardiac Alumni Member Fee - 55+	1 Year	Yes	\$ 36.77	\$ 37.87	Jan/01/24
Cardiac Alumni Member Fee - Adult	1 Year	Yes	\$ 36.77	\$ 37.87	Jan/01/24
Fitness - Osler Cardiac Rehab - Membership 3 Month	3 Months	Yes	\$ 88.44	\$ 91.09	Jan/01/24
<b>Fitness Personal Training</b>					
Personal Training - Member (3)	3 Sessions	Yes	\$ 135.66	\$ 152.00	Jan/01/24
Personal Training - Member (5)	5 Sessions	Yes	\$ 225.79	\$ 253.00	Jan/01/24
Personal Training - Member (10)	10 Sessions	Yes	\$ 426.50	\$ 478.00	Jan/01/24
Personal Training - Member (15)	15 Sessions	Yes	\$ 599.34	\$ 672.00	Jan/01/24



2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Personal Training - Member Semi-Private (2:1) (3)	3 Sessions	Yes	NEW	\$ 114.00	Jan/01/24
Personal Training - Member Semi-Private (2:1) (5)	5 Sessions	Yes	NEW	\$ 190.00	Jan/01/24
Personal Training - Member Semi-Private (2:1) (10)	10 Sessions	Yes	NEW	\$ 357.00	Jan/01/24
Personal Training - Member Semi-Private (2:1) (15)	15 Sessions	Yes	NEW	\$ 502.00	Jan/01/24
<b>Fitness Walking Track</b>					
Fitness - Drop-In Walking Track 55+	Per Visit	Yes	\$ 1.46	\$ 1.50	Sep/03/24
Fitness - Drop-In Walking Track Adult	Per Visit	Yes	\$ 2.13	\$ 2.21	Sep/03/24
Fitness - Drop-In Walking Track Child/Youth	Per Visit	Yes	\$ 1.24	\$ 1.30	Sep/03/24
Fitness - Drop-In Walking Track Student	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Fitness - Drop-In Walking Track Teen	Per Visit	Yes	\$ 1.49	\$ 1.50	Sep/03/24
Fitness - Membership Walking Track 55+	Annual	Yes	\$ 58.06	\$ 59.80	Jan/01/24
Fitness - Membership Walking Track 70+	Annual	Yes	\$ -	\$ -	Current
Fitness - Membership Walking Track Adult	Annual	Yes	\$ 77.55	\$ 79.88	Jan/01/24
<b>General Interest</b>					
Dance - Drop-In Advanced	Per Visit	Yes	\$ 4.62	\$ 4.76	Sep/03/24
Homeschool - Drop-In	Per Visit	Yes	\$ 4.62	\$ 4.76	Sep/03/24
National Youth Week - Drop-In	Per Visit	Yes	\$ -	\$ -	Current
General - Drop-In Adult	Per Visit	Yes	\$ 2.70	\$ 2.74	Sep/03/24
General - Drop-In Teen	Per Visit	Yes	\$ 2.17	\$ 2.21	Sep/03/24
General - Drop-In 55+	Per Visit	Yes	\$ 2.17	\$ 2.21	Sep/03/24
General - Drop-In Preschool	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
General - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
<b>Golf</b>					
18 Holes 60+	Round	Yes	\$ 38.05	\$ 39.96	Mar/01/24
18 holes Adult (18-59 Years)	Round	Yes	\$ 46.02	\$ 48.32	Mar/01/24
18 Holes Junior (<17 Years)	Round	Yes	\$ 38.05	\$ 39.96	Mar/01/24
Anytime Junior (<17 Years)	Round	Yes	\$ 20.35	\$ 21.37	Mar/01/24
Back 9 60+	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Back 9 Adult (18-59 Years)	Round	Yes	\$ 20.35	\$ 21.37	Mar/01/24
Back 9 Junior (<17 Years)	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Non-Prime Time 60+	Round	Yes	\$ 20.35	\$ 21.37	Mar/01/24
Non-Prime Time Adult (18-59 Years)	Round	Yes	\$ 23.01	\$ 24.16	Mar/01/24
Peel Village Golf 10 Punches	10 Visits	Yes	\$ 238.95	\$ 250.90	Mar/01/24
Prime Time Adult (18-59 Years)	Round	Yes	\$ 26.55	\$ 27.88	Mar/01/24
Prime Time 60+	Round	Yes	\$ 26.55	\$ 27.88	Mar/01/24
Shoulder Season/Special Rate/Aeration 60+	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Shoulder Season/Special Rate/Aeration Adult (18-59 Years)	Round	Yes	\$ 24.78	\$ 26.02	Mar/01/24
Shoulder Season/Special Rate/Aeration Junior (<17 Years)	Round	Yes	\$ 18.58	\$ 19.51	Mar/01/24
Shoulder Season/Special Rate/Aeration Non-Prime Time Adult (18-59 Years)	Round	Yes	\$ 21.24	\$ 22.30	Mar/01/24
Staff Play	Round	Yes	\$ -	\$ -	Current
Tournament Package A	Per Visit	Yes	\$ 75.00	\$ 77.50	Mar/01/24
<b>Inclusive Programs</b>					
Inclusive Programs - Drop-In Dance	Per Visit	Yes	\$ 9.29	\$ 9.57	Sep/03/24
Inclusive Programs - Drop-In Special Event Dinner	Per Visit	Yes	\$ 9.29	\$ 9.57	Sep/03/24
Inclusive Programs - Drop-In Out and About Regular	Per Visit	Yes	\$ 4.64	\$ 4.76	Sep/03/24
Inclusive Programs - Drop-In Out and About Special Event	Per Visit	Yes	\$ 9.29	\$ 9.57	Sep/03/24
Inclusive Programs - Drop-In P.A.H.A.	Per Visit	Yes	\$ 1.02	\$ 1.05	Sep/03/24
Inclusive Programs - Drop-In Special Event Dinner and Dance	Per Visit	Yes	\$ 18.58	\$ 19.14	Sep/03/24
<b>Indoor Sports</b>					
Ninja and Rock Climbing - Drop-In Adult	Per Visit		\$ 18.14	\$ 18.68	Sep/03/24
Ninja and Rock Climbing - Drop-In 55+	Per Visit		\$ 14.51	\$ 14.95	Sep/03/24
Ninja and Rock Climbing - Drop-In Child/Youth	Per Visit		\$ 12.70	\$ 13.08	Sep/03/24
Ninja and Rock Climbing - Drop-In Teen	Per Visit		\$ 14.51	\$ 14.95	Sep/03/24
Rock Climbing - Drop-In Adult	Per Visit	Yes	\$ 7.92	\$ 8.16	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Rock Climbing - Drop-In 55+	Per Visit	Yes	\$ 6.35	\$ 6.54	Sep/03/24
Rock Climbing - Drop-In Child/Youth	Per Visit	Yes	\$ 5.61	\$ 5.78	Sep/03/24
Rock Climbing - Drop-In Teen	Per Visit	Yes	\$ 6.35	\$ 6.54	Sep/03/24
Sports - Gymnasium Drop-In Adult	Per Visit	Yes	\$ 4.77	\$ 4.87	Sep/03/24
Sports - Gymnasium Drop-In 55+	Per Visit	Yes	\$ 3.57	\$ 3.68	Sep/03/24
Sports - Gymnasium Drop-In Child/Youth	Per Visit	Yes	\$ 2.04	\$ 2.14	Sep/03/24
Sports - Gymnasium Drop-In Teen	Per Visit	Yes	\$ 2.29	\$ 2.39	Sep/03/24
Sports - Gymnasium Drop-In Parent	Per Visit	Yes	\$ 2.66	\$ 2.74	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Adult	Per Visit	Yes	\$ 6.68	\$ 6.88	Sep/03/24
Sports - Indoor Soccer BSC Drop-in 55+	Per Visit	Yes	\$ 5.01	\$ 5.14	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Child/Youth	Per Visit	Yes	\$ 4.13	\$ 4.34	Sep/03/24
Sports - Indoor Soccer BSC Drop-in Teen	Per Visit	Yes	\$ 4.66	\$ 4.87	Sep/03/24
<b>Racquetball, Squash &amp; Tennis</b>					
CBRA - Membership Annual 55+	1 Year	Yes	\$ 131.29	\$ 135.22	Jan/01/24
CBRA - Membership Annual Adult	1 Year	Yes	\$ 201.95	\$ 208.01	Jan/01/24
CBRA - Membership Annual Child/Youth	1 Year	Yes	\$ 116.18	\$ 119.66	Jan/01/24
CBRA - Membership Annual Student	1 Year	Yes	\$ 161.54	\$ 166.39	Jan/01/24
Racquetball/Squash - Drop-In 55+	Per Visit	Yes	\$ 5.48	\$ 5.62	Sep/03/24
Racquetball/Squash - Drop-In Adult	Per Visit	Yes	\$ 8.49	\$ 8.74	Sep/03/24
Racquetball/Squash - Drop-In BOED	Per Visit	Yes	\$ 11.33	\$ 11.64	Sep/03/24
Racquetball/Squash - Drop-In Child/Youth	Per Visit	Yes	\$ 5.48	\$ 5.62	Sep/03/24
Racquetball/Squash - Drop-In Family	Per Visit	Yes	\$ 12.73	\$ 13.12	Sep/03/24
Racquetball/Squash - Drop-In Sat Night Special	Per Visit	Yes	\$ 2.86	\$ 2.94	Sep/03/24
Racquetball/Squash - Drop-In Student	Per Visit	Yes	\$ 6.77	\$ 6.97	Sep/03/24
Racquetball/Squash - Drop-In Teen	Per Visit	Yes	\$ 6.77	\$ 6.97	Sep/03/24
Racquetball/Squash - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 49.36	\$ 50.58	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.40	\$ 78.66	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 49.36	\$ 50.58	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Student	10 Visits	Yes	\$ 60.89	\$ 62.73	Jan/01/24
Racquetball/Squash - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 60.89	\$ 62.73	Jan/01/24
Racquetball/Squash - Membership Annual 55+	1 Year	Yes	\$ 153.01	\$ 157.60	Jan/01/24
Racquetball/Squash - Membership Annual Adult	1 Year	Yes	\$ 235.41	\$ 242.48	Jan/01/24
Racquetball/Squash - Membership Annual Child/Youth	1 Year	Yes	\$ 135.40	\$ 139.47	Jan/01/24
Racquetball/Squash - Membership Annual Student	1 Year	Yes	\$ 188.32	\$ 193.97	Jan/01/24
Racquetball/Squash - Membership Annual Teen	1 Year	Yes	\$ 188.32	\$ 193.97	Jan/01/24
Tennis - Drop-In Court Fee Non-Prime (per court)	Per Hour	Yes	\$ 14.16	DELETE	Sep/03/24
Tennis - Membership 3 Month 55+	3 Months	Yes	\$ 94.44	\$ 99.31	Sep/03/24
Tennis - Membership 3 Month Adult	3 Months	Yes	\$ 134.91	\$ 141.87	Sep/03/24
Tennis - Membership 3 Month Child/Youth	3 Months	Yes	\$ 94.44	\$ 99.31	Sep/03/24
Tennis - Membership 3 Month Student	3 Months	Yes	\$ 107.94	\$ 113.49	Sep/03/24
Tennis - Membership 3 Month Teen	3 Months	Yes	\$ 107.94	\$ 113.49	Sep/03/24
Tennis - Membership 6 Month 55+	6 Months	Yes	\$ 157.63	\$ 165.52	Sep/03/24
Tennis - Membership 6 Month Adult	6 Months	Yes	\$ 225.19	\$ 236.45	Sep/03/24
Tennis - Membership 6 Month Child/Youth	6 Months	Yes	\$ 157.63	\$ 165.51	Sep/03/24
Tennis - Membership 6 Month Student	6 Months	Yes	\$ 180.14	\$ 189.15	Sep/03/24
Tennis - Membership 6 Month Teen	6 Months	Yes	\$ 180.14	\$ 189.15	Sep/03/24
Tennis - Drop-In Court Fee (per court)	Per Hour	Yes	\$ 14.16	\$ 14.87	Sep/03/24
Tennis - Drop-In Non-Member Fee (Resident)	Per Visit	Yes	\$ 12.25	\$ 12.86	Sep/03/24
Tennis - Drop-In Non-Member Fee (Non-Resident)	Per Visit	Yes	\$ 17.70	\$ 19.29	Sep/03/24
<b>Special Events</b>					
Brampton Tough Run (18+)	Per Event	Yes	\$ 22.12	\$ 22.12	Current
Brampton Tough Run (14-17)	Per Event	Yes	\$ 16.59	\$ 16.59	Current
<b>Swimming</b>					
Aquafit - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 61.70	\$ 63.54	Jan/01/24
Aquafit - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 77.13	\$ 79.47	Jan/01/24
Aquafit - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 61.74	\$ 63.54	Jan/01/24
Aquafit - Drop-In 55+	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Aquafit - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Aquafit - Drop-In Teen	Per Visit	Yes	\$ 6.86	\$ 7.06	Sep/03/24
Sauna - Drop-In 14+	Per Visit	Yes	\$ 2.05	\$ 2.14	Sep/03/24
Swim - Assessment	Per Visit	No	\$ -	\$ -	Current
Swim/Skate - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 19.17	\$ 19.89	Jan/01/24
Swim/Skate - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 23.94	\$ 24.66	Jan/01/24
Swim/Skate - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 17.10	\$ 17.64	Jan/01/24
Swim/Skate - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 19.08	\$ 19.89	Jan/01/24
Swim/Skate - Drop-In 55+	Per Visit	Yes	\$ 2.13	\$ 2.21	Sep/03/24
Swim/Skate - Drop-In 70+	Per Visit	No	\$ -	\$ -	Current
Swim/Skate - Drop-In Adult	Per Visit	Yes	\$ 2.66	\$ 2.74	Sep/03/24
Swim/Skate - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Swim/Skate - Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 7.79	\$ 8.02	Sep/03/24
Swim/Skate - Drop-In Small Group Extra Person	Per Visit	Yes	\$ 1.46	\$ 1.50	Sep/03/24
Swim/Skate - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.21	Sep/03/24
Swim/Skate - Membership Annual 55+	1 Year	Yes	\$ 77.21	\$ 79.53	Jan/01/24
Swim/Skate - Membership Annual 70+	1 Year	No	\$ -	\$ -	Current
Swim/Skate - Membership Annual Adult	1 Year	Yes	\$ 96.51	\$ 99.41	Jan/01/24
Swim/Skate - Membership Annual Child/Youth	1 Year	Yes	\$ 67.56	\$ 69.58	Jan/01/24
Swim/Skate - Membership Annual Family	1 Year	Yes	\$ 281.17	\$ 289.61	Jan/01/24
Swim/Skate - Membership Annual Teen	1 Year	Yes	\$ 77.21	\$ 79.53	Jan/01/24
Swim - Membership Season Individual - Camp Naivelt	Season	Yes	\$ 21.73	\$ 22.38	Jan/01/24
Swim - Membership Season Family - Camp Naivelt	Season	Yes	\$ 80.87	\$ 83.30	Jan/01/24
Water Sports - Drop-In 10 Punches 55+	10 Visits	Yes	\$ 55.73	\$ 57.42	Jan/01/24
Water Sports - Drop-In 10 Punches Adult	10 Visits	Yes	\$ 76.37	\$ 79.47	Jan/01/24
Water Sports - Drop-In 10 Punches Child/Youth	10 Visits	Yes	\$ 17.16	\$ 17.64	Jan/01/24
Water Sports - Drop-In 10 Punches Teen	10 Visits	Yes	\$ 19.29	\$ 19.62	Jan/01/24
Water Sports - Drop-In 55+	Per Visit	Yes	\$ 6.19	\$ 6.38	Sep/03/24
Water Sports - Drop-In Adult	Per Visit	Yes	\$ 8.57	\$ 8.83	Sep/03/24
Water Sports - Drop-In Child/Youth	Per Visit	Yes	\$ 1.90	\$ 1.96	Sep/03/24
Water Sports - Drop-In Teen	Per Visit	Yes	\$ 2.12	\$ 2.18	Sep/03/24
<b>Swimming - Professor's Lake</b>					
Swim - Professor's Lake Drop-In 55+	Per Visit	Yes	\$ 3.32	\$ 3.41	Mar/01/24
Swim - Professor's Lake Drop-In 70+	Per Visit	Yes	\$ -	\$ -	Current
Swim - Professor's Lake Drop-In Adult	Per Visit	Yes	\$ 4.20	\$ 4.34	Mar/01/24
Swim - Professor's Lake Drop-In Child/Youth	Per Visit	Yes	\$ 2.88	\$ 3.01	Mar/01/24
Swim - Professor's Lake Drop-In Small Group (Maximum 4 People)	Per Visit	Yes	\$ 11.28	\$ 11.64	Mar/01/24
Swim - Professor's Lake Drop-In Teen	Per Visit	Yes	\$ 3.32	\$ 3.41	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm 55+	Per Visit	Yes	\$ 2.30	\$ 2.39	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm 70+	Per Visit	Yes	\$ -	\$ -	Current
Swim - Professor's Lake Drop-In After 5 pm Adult	Per Visit	Yes	\$ 2.74	\$ 2.83	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Child/Youth	Per Visit	Yes	\$ 2.04	\$ 2.08	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Group of 4	Per Visit	Yes	\$ 6.81	\$ 6.97	Mar/01/24
Swim - Professor's Lake Drop-In After 5 pm Teen	Per Visit	Yes	\$ 2.30	\$ 2.39	Mar/01/24
Swim - Professor's Lake Boat Permit	1 Day	Yes	\$ 5.44	\$ 5.62	Mar/01/24
Swim - Professor's Lake Boat Permit (Season)	Season	Yes	\$ 112.47	\$ 115.84	Mar/01/24
Swim - Professor's Lake Wibit Drop-In All Ages (2 Hour)	2 Hours	Yes	\$ 25.00	\$ 25.75	Mar/01/24
Swim - Professor's Lake Wibit Drop-In All Ages (1 Hour)	1 Hour	Yes	\$ 15.00	\$ 15.44	Mar/01/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
<b>Aquatics</b>									
Aquatics - Category A Full Pool	60 Minutes	Yes	\$ 80.00	\$ 82.40	\$ 108.00	\$ 113.40	\$ 52.00	\$ 53.56	Sep/03/24
Aquatics - Category B Full Pool	60 Minutes	Yes	\$ 96.00	\$ 98.88	\$ 129.60	\$ 136.08	\$ 62.40	\$ 64.27	Sep/03/24
Aquatics - Category B Half Pool	60 Minutes	Yes	\$ 48.00	\$ 49.44	\$ 64.80	\$ 68.04	\$ 31.20	\$ 32.14	Sep/03/24
Aquatics - Category C Full Pool	60 Minutes	Yes	\$ 112.00	\$ 115.36	\$ 151.20	\$ 158.75	\$ 72.80	\$ 74.98	Sep/03/24
Aquatics - Category C Half Pool	60 Minutes	Yes	\$ 56.01	\$ 57.69	\$ 75.60	\$ 79.25	\$ 36.41	\$ 37.50	Sep/03/24
Aquatics - Category D Full Pool	60 Minutes	Yes	\$ 160.00	\$ 164.80	\$ 216.00	\$ 226.80	\$ 104.00	\$ 107.12	Sep/03/24
Aquatics - Category D Half Day Swim Meet inc 4LG+1DS - Displacing Program Fee	5 Hours	Yes					\$ 4,517.58	\$ 4,653.11	Sep/03/24
Aquatics - Category D Half Day Swim Meet inc 4LG+1DS	5 Hours	Yes	\$ 6,950.13	\$ 7,158.63	\$ 9,382.67	\$ 9,851.80	\$ 1,365.71	\$ 1,406.68	Sep/03/24
Aquatics - Category D Swim Meet Set Up/Take Down Fee	Per Booking	Yes	\$ 2,424.52	\$ 2,497.26	\$ 3,273.10	\$ 3,436.76	\$ 315.19	\$ 324.65	Sep/03/24
Aquatics - SNAPSO	Per Booking	Yes	\$ 27.84	\$ 28.68					Sep/03/24
Aquatics - Professor's Lake Beach + Water	60 Minutes	Yes	\$ 117.17	\$ 120.69	\$ 158.17	\$ 166.08			Mar/01/24
Aquatics - Professor's Lake Beach Only	60 Minutes	Yes	\$ 117.17	\$ 120.69	\$ 158.17	\$ 166.08			Mar/01/24
Aquatics - Professor's Lake Boat House (Boats Extra Charge)	60 Minutes	Yes	\$ 88.91	\$ 91.58	\$ 88.91	\$ 93.36			Mar/01/24
Aquatics - Professor's Lake Open Water	60 Minutes	Yes	\$ 117.17	\$ 120.69	\$ 158.17	\$ 166.08			Mar/01/24
<b>Arena</b>									
Arena Floor	60 Minutes	Yes	\$ 62.19	\$ 64.06	\$ 93.83	\$ 103.65	\$ 48.79	\$ 50.25	Sep/03/24
Arena Floor - Outdoor Pavillion	60 Minutes	Yes	\$ 40.43	\$ 41.68	\$ 50.52	\$ 55.57	\$ 26.28	\$ 27.07	Sep/03/24
Arena Floor - Special Event (4-8HRS)	60 Minutes	Yes	\$ 240.11	\$ 247.54	\$ 300.14	\$ 330.15	\$ 156.07	\$ 160.75	Sep/03/24
Arena Floor - Special Event (8+HRS)	8 Hours +	Yes	\$ 1,664.95	\$ 1,714.90	\$ 2,692.23	\$ 2,961.45	\$ 1,082.22	\$ 1,114.69	Sep/03/24
Arena Ice - Special Event (8+HRS) - Outdoor Pavillion	8 Hours +	Yes	\$ 2,081.18	\$ 2,143.62	\$ 3,365.29	\$ 3,701.82	\$ 1,352.76	\$ 1,393.34	Sep/03/24
Arena Ice - Non-Prime	60 Minutes	Yes	\$ 178.11	\$ 183.45	\$ 195.92	\$ 215.51	\$ 115.77	\$ 119.24	Sep/03/24
Arena Ice - Non-Prime - Outdoor Pavillion	60 Minutes	Yes	\$ 115.77	\$ 119.24	\$ 144.71	\$ 158.75	\$ 75.25	\$ 77.51	Sep/03/24
Arena Ice - Non-Prime 48 Hour in Advance	60 Minutes	Yes	\$ 78.80	\$ 81.16					Sep/03/24
Arena Ice - Prime Time	60 Minutes	Yes	\$ 261.22	\$ 269.06	\$ 326.53	\$ 359.18	\$ 169.79	\$ 174.90	Sep/03/24
Arena Ice - Prime - Outdoor Pavillion	60 Minutes	Yes	\$ 169.79	\$ 174.88	\$ 212.25	\$ 233.48	\$ 110.37	\$ 113.68	Sep/03/24
Arena Ice - Prime 48 Hour in Advance	60 Minutes	Yes	\$ 123.61	\$ 127.32					Sep/03/24
Arena Ice - Non-Prime Figure Skating Transition	60 Minutes	Yes					\$ 115.77	DELETE	Sep/03/24
<b>Courts &amp; Gymnasiums</b>									
Gymnasium - Category A Per Court	60 Minutes	Yes	\$ 39.58	\$ 40.77	\$ 47.11	\$ 51.82	\$ 24.50	\$ 25.24	Sep/03/24
Gymnasium - Category A Per Double Court	60 Minutes	Yes	\$ 75.38	\$ 77.64	\$ 94.23	\$ 103.65	\$ 49.00	\$ 50.47	Sep/03/24
Gymnasium - Category B Per Court	60 Minutes	Yes	\$ 26.92	\$ 27.73	\$ 33.65	\$ 37.02	\$ 23.91	\$ 24.63	Sep/03/24
Gymnasium - BSC Per Court	60 Minutes	Yes	\$ 75.38	\$ 77.64	\$ 94.23	\$ 103.65	\$ 37.69	\$ 38.82	Sep/03/24
Gymnasium - Category A Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 23.74	\$ 24.45					Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
Gymnasium - Category A Per Double Court - 48 Hour in Advance	60 Minutes	Yes	\$ 45.23	\$ 46.59					Sep/03/24
Gymnasium - Category B Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 16.16	\$ 16.64					Sep/03/24
Gymnasium - BSC Per Court - 48 Hour in Advance	60 Minutes	Yes	\$ 45.23	\$ 46.59					Sep/03/24
Gymnasium - FCSC - Affiliated Senior Group	60 Minutes	Yes	\$ 19.65	\$ 20.24					Sep/03/24
Gymnasium - FCSC - Resident	60 Minutes	Yes	\$ 30.22	\$ 31.13					Sep/03/24
Gymnasium - FCSC - NR/Commercial	60 Minutes	Yes	\$ 37.77	\$ 38.90					Sep/03/24
Gymnasium Meeting/Social - FCSC - Affiliated Senior Group	60 Minutes	Yes	\$ 39.28	\$ 40.77					Sep/03/24
Indoor - Bocce Single Court	60 Minutes	Yes	\$ 9.48	\$ 9.76	\$ 11.84	\$ 13.02			Sep/03/24
Outdoor - Basketball Single Court	60 Minutes	Yes	\$ 39.58	\$ 40.77	\$ 49.47	\$ 54.50	\$ 25.72	\$ 26.49	Jan/01/24
Outdoor - Beach Volleyball Court 1 Court	60 Minutes	Yes	\$ 23.70	\$ 24.45	\$ 32.00	\$ 35.20	\$ 15.41	\$ 15.87	Jan/01/24
Outdoor - Beach Volleyball Court Tournament (6 Courts)	Per Day	Yes	\$ 944.74	\$ 973.08	\$ 1,275.40	\$ 1,402.94	\$ 614.08	\$ 632.50	Jan/01/24
Outdoor - Volleyball Brampton Adult Volleyball League Per Court	60 Minutes	Yes	\$ 22.38	\$ 23.05					Jan/01/24
Outdoor - Lawnbowling - Brampton Lawn Bowling Club	60 Minutes	Yes	\$ 51.28	\$ 52.82					Jan/01/24
Outdoor - Lawnbowling - Brampton Lawn Bowling Club	1 Month	Yes	\$ 612.40	\$ 630.77					Jan/01/24
Outdoor - Multi Sport Court	60 Minutes	Yes	\$ 33.32	\$ 34.32	\$ 49.98	\$ 54.50	\$ 11.75	\$ 12.10	Jan/01/24
Indoor - Tennis Per Court	60 Minutes	Yes					\$ 14.39	\$ 14.82	Sep/03/24
Chinguacousy Park Tennis Club Per Court	Per Day	Yes	\$ 5.25	\$ 5.41					Jan/01/24
Indoor - Squash/Racquet Per Court - Tournament	60 Minutes	Yes	\$ 23.06	\$ 23.75					Sep/03/24
Indoor - Squash/Racquet Per Court	60 Minutes	Yes	\$ 25.63	\$ 26.40			\$ 14.39	\$ 14.82	Sep/03/24
<b>Curling</b>									
Curling - Bonspiel All Day (all sheets)	8 Hours	Yes	\$ 1,009.19	\$ 1,039.47					Sep/03/24
Curling - Bonspiel ½ Day (all sheets)	4 Hours	Yes	\$ 507.05	\$ 522.26					Sep/03/24
Curling - Inter Club Event ½ day (all sheets)	4 Hours	Yes	\$ 507.05	\$ 522.26					Sep/03/24
Curling - Club Adult Per Sheet	60 Minutes	Yes	\$ 45.48	\$ 46.84					Sep/03/24
Curling - Floor Special Event	60 Minutes	Yes	\$ 118.39	\$ 121.94					Sep/03/24
Curling - Non-Prime Per Sheet	60 Minutes	Yes	\$ 45.48	\$ 46.84			\$ 32.49	\$ 33.46	Sep/03/24
Curling - Prime Per Sheet	60 Minutes	Yes	\$ 55.52	\$ 57.19					Sep/03/24
Curling - Seniors Non-Prime Per Sheet	60 Minutes	Yes	\$ 33.76	\$ 34.77					Sep/03/24
Curling - Youth Per Sheet	60 Minutes	Yes	\$ 21.51	\$ 22.16					Sep/03/24
<b>Fields, Diamonds &amp; Artificial Turf</b>									
Field Artificial Turf - Tournament (4-6 hours)	Flat Rate	Yes	\$ 277.53	\$ 285.86	\$ 416.28	\$ 437.09	\$ 180.39	\$ 185.80	Jan/01/24
Field Artificial Turf - Tournament (6-9 hours)	Flat Rate	Yes	\$ 416.28	\$ 428.77	\$ 624.41	\$ 655.63	\$ 270.58	\$ 278.70	Jan/01/24
Field Artificial Turf - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 556.25	\$ 572.94	\$ 834.37	\$ 876.09	\$ 361.56	\$ 372.41	Jan/01/24
Field Artificial Turf - Dome 1/4 Field Non-Prime	60 Minutes	Yes	\$ 161.53	\$ 166.38	\$ 201.92	\$ 212.02	\$ 121.15	\$ 124.78	Sep/03/24
Field Artificial Turf - Dome 1/4 Field Prime	60 Minutes	Yes	\$ 215.38	\$ 221.84	\$ 269.22	\$ 282.68	\$ 157.53	\$ 162.26	Sep/03/24
Field Artificial Turf	60 Minutes	Yes	\$ 97.88	\$ 100.82	\$ 147.18	\$ 154.54	\$ 66.80	\$ 68.80	Sep/03/24
Field Indoor - Non-Prime	60 Minutes	Yes	\$ 161.53	\$ 166.38	\$ 201.92	\$ 212.02	\$ 107.27	\$ 110.49	Sep/03/24



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Field Indoor - Prime	60 Minutes	Yes	\$ 215.38	\$ 221.84	\$ 269.22	\$ 282.68	\$ 157.53	\$ 162.26	Sep/03/24
Field Indoor - Non-Prime - Last Minute Rate	60 Minutes	Yes	\$ 96.92	\$ 99.83					Sep/03/24
Field Indoor - Prime - Last Minute Rate	60 Minutes	Yes	\$ 129.23	\$ 133.11					Sep/03/24
Field Indoor - Tournament	60 Minutes	Yes	\$ 194.30	\$ 200.13	\$ 194.30	\$ 204.02	\$ 194.30	\$ 200.13	Sep/03/24
Field Major	60 Minutes	Yes	\$ 31.74	\$ 32.69	\$ 47.43	\$ 49.80	\$ 11.19	\$ 11.53	Jan/01/24
Field Major - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 202.92	\$ 209.01	\$ 304.07	\$ 319.27	\$ 70.99	\$ 73.12	Jan/01/24
Field Major - Tournament (6-9 hours)	Flat Rate	Yes	\$ 148.26	\$ 152.71	\$ 221.76	\$ 233.00	\$ 52.46	\$ 54.03	Jan/01/24
Field Major - Tournament (4-6 hours)	Flat Rate	Yes	\$ 101.14	\$ 104.17	\$ 151.41	\$ 158.75	\$ 36.13	\$ 37.21	Jan/01/24
Field Major - Cricket	60 Minutes	Yes	NEW	\$ 35.96	NEW	\$ 53.94	NEW	\$ 23.37	Jan/01/24
Field Major - Cricket Tournament (Over 9 hours)	Flat Rate	Yes	NEW	\$ 220.00	NEW	\$ 330.00	NEW	\$ 143.00	Jan/01/24
Field Major - Cricket Tournament (6-9 hours)	Flat Rate	Yes	NEW	\$ 168.00	NEW	\$ 252.00	NEW	\$ 109.20	Jan/01/24
Field Major - Cricket Tournament (4-6 hours)	Flat Rate	Yes	NEW	\$ 132.00	NEW	\$ 198.00	NEW	\$ 85.80	Jan/01/24
Field Minor	60 Minutes	Yes	\$ 8.93	\$ 9.20	\$ 13.32	\$ 13.99			Jan/01/24
Field Minor - Tournament (4-6 hours)	Flat rate	Yes	\$ 27.64	\$ 28.47	\$ 41.46	\$ 43.53			Jan/01/24
Field Minor - Tournament (6-9 hours)	Flat Rate	Yes	\$ 40.47	\$ 41.68	\$ 60.70	\$ 63.74			Jan/01/24
Field Minor - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 55.38	\$ 57.04	\$ 83.06	\$ 87.21			Jan/01/24
Field School - Tournament (6-9 hours)	Flat Rate	Yes	\$ 27.16	\$ 27.97	\$ 40.68	\$ 42.71			Jan/01/24
Field School - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 37.16	\$ 38.27	\$ 55.68	\$ 58.46			Jan/01/24
Field School - Tournament (4-6 hours)	Flat Rate	Yes	\$ 18.55	\$ 19.11	\$ 27.79	\$ 29.18			Jan/01/24
Field School	60 Minutes	Yes	\$ 5.97	\$ 6.15	\$ 8.93	\$ 9.38			Jan/01/24
Field Stadium	60 Minutes	Yes	\$ 50.58	\$ 52.10	\$ 75.39	\$ 79.25	\$ 21.87	\$ 22.53	Jan/01/24
Field Stadium - Tournament (6-9 hours)	Flat Rate	Yes	\$ 221.14	\$ 227.77	\$ 331.71	\$ 348.30	\$ 95.19	\$ 98.05	Jan/01/24
Field Stadium - Tournament (Over 9 hours)	Flat Rate	Yes	\$ 299.03	\$ 308.00	\$ 446.05	\$ 468.35	\$ 128.17	\$ 132.02	Jan/01/24
Field Stadium - Tournament (4-6 hours)	Flat Rate	Yes	\$ 150.15	\$ 154.65	\$ 223.02	\$ 233.00	\$ 64.06	\$ 65.98	Jan/01/24
Sports Field – Major Special Event With Displacement	Per Day				\$ 3,675.00	\$ 3,858.75			Jan/01/24
Sports Field – Major Special Event - Set Up/Tear Down	Per Day				\$ 1,000.00	\$ 1,050.00			Jan/01/24
<b>Track</b>									
Track - Level A Track + Amenities (Half day)	½ Day	Yes	\$ 107.39	\$ 110.61	\$ 161.08	\$ 165.91	\$ 69.80	\$ 71.89	Sep/03/24
Track - Level A Track+ Amenities (Full day)	Per Day	Yes	\$ 286.37	\$ 294.96	\$ 429.55	\$ 442.44	\$ 186.14	\$ 191.72	Sep/03/24
Track - Level A Track Practice	60 Minutes	Yes	\$ 28.63	\$ 29.49	\$ 42.95	\$ 44.24	\$ 18.61	\$ 19.17	Sep/03/24
Track - Level B Track + Amenities (Half day)	½ Day	Yes	\$ 53.25	\$ 54.85	\$ 79.87	\$ 82.27	\$ 27.49	\$ 28.31	Sep/03/24
Track - Level B Track + Amenities (Full day)	Per Day	Yes	\$ 142.00	\$ 146.26	\$ 213.00	\$ 219.39	\$ 73.29	\$ 75.49	Sep/03/24
Track - Level B Tracks	60 Minutes	Yes	\$ 14.20	\$ 14.63	\$ 21.30	\$ 21.94	\$ 7.33	\$ 7.55	Sep/03/24
<b>Multipurpose Rooms</b>									
Room Category 1 - 1-40 People	60 Minutes	Yes	\$ 10.25	\$ 10.76	\$ 12.81	DELETE	\$ 6.66	\$ 6.99	Sep/03/24
Room Category 1 - 41-70 People	60 Minutes	Yes	\$ 20.50	\$ 21.53	\$ 25.63	DELETE	\$ 13.33	\$ 14.00	Sep/03/24
Room Category 1 - 71-99 People	60 Minutes	Yes	\$ 25.63	\$ 26.91	\$ 32.03	DELETE	\$ 16.66	\$ 17.49	Sep/03/24
Room Category 1 - 100-149 People	60 Minutes	Yes	\$ 35.88	\$ 37.67	\$ 44.84	DELETE	\$ 23.32	\$ 24.49	Sep/03/24
Room Category 1 - 150-200 People	60 Minutes	Yes	\$ 51.25	\$ 53.81	\$ 64.06	DELETE	\$ 33.31	\$ 34.98	Sep/03/24
Room Category 1 - 201-250 People	60 Minutes	Yes	\$ 71.75	\$ 75.34	\$ 89.69	DELETE	\$ 46.64	\$ 48.97	Sep/03/24
Room Category 1 - 251-400 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	\$ 96.09	DELETE	\$ 49.97	\$ 52.47	Sep/03/24
Room Category 1 - 401-450 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	\$ 96.09	DELETE	\$ 49.97	\$ 52.47	Sep/03/24
Room Category 2 - 1-40 People	60 Minutes	Yes	\$ 20.50	\$ 21.53	\$ 25.63	\$ 28.19	\$ 13.33	\$ 14.00	Sep/03/24

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Room Category 2 - 41-70 People	60 Minutes	Yes	\$ 41.00	\$ 43.05	\$ 51.25	\$ 56.38	\$ 26.65	\$ 27.98	Sep/03/24
Room Category 2 - 71-99 People	60 Minutes	Yes	\$ 51.25	\$ 53.81	\$ 64.06	\$ 70.47	\$ 33.31	\$ 34.98	Sep/03/24
Room Category 2 - 100-149 People	60 Minutes	Yes	\$ 76.88	\$ 80.72	\$ 96.09	\$ 105.70	\$ 49.97	\$ 52.47	Sep/03/24
Room Category 2 - 150-200 People	60 Minutes	Yes	\$ 102.50	\$ 107.63	\$ 128.13	\$ 140.94	\$ 66.63	\$ 69.96	Sep/03/24
Room Category 2 - 201-250 People	60 Minutes	Yes	\$ 143.50	\$ 150.68	\$ 179.38	\$ 197.32	\$ 93.28	\$ 97.94	Sep/03/24
Room Category 2 - 251-400 People	60 Minutes	Yes	\$ 235.75	\$ 247.54	\$ 294.69	\$ 324.16	\$ 153.24	\$ 160.90	Sep/03/24
Room Category 2 - 401-450 People	60 Minutes	Yes	\$ 256.25	\$ 269.06	\$ 320.31	\$ 352.34	\$ 166.56	\$ 174.90	Sep/03/24
Multipurpose Rooms - Cat 1 - 1-40 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 5.97	\$ 6.27					Sep/03/24
Multipurpose Rooms - Cat 1 - 100-149 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 14.47	\$ 15.19					Sep/03/24
Multipurpose Rooms - Cat 2 - 1-40 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 8.95	\$ 9.40					Sep/03/24
Multipurpose Rooms - Cat 2 - 100-149 people - FCSC, Knightsbridge - Affiliated Senior Group	60 Minutes	Yes	\$ 21.70	\$ 22.79					Sep/03/24
Youth Hub - Creative Space	60 Minutes	Yes	\$ 40.00	\$ 42.00	\$ 80.00	\$ 84.00	\$ 26.00	\$ 27.30	Sep/03/24
Youth Hub - Meeting Room	60 Minutes	Yes	\$ 15.00	\$ 15.75	\$ 30.00	\$ 31.50	\$ 9.75	\$ 10.24	Sep/03/24
<b>Specialty Spaces</b>									
Indoor - Chapel/Tropical Gardens	60 Minutes	Yes	\$ 79.21	\$ 83.17	\$ 99.02	\$ 103.65			Jan/01/24
Indoor - Industrial Kitchen	60 Minutes	Yes	\$ 93.92	\$ 98.85					Jan/01/24
Indoor - Trade Show Table Purchase	Day	Yes	\$ 76.83	\$ 80.67	\$ 153.66	\$ 161.34			Jan/01/24
Ninja, Parkour and Rock Wall and Lounge (1-10 People)	120 Minutes	Yes	\$ 300.00	\$ 309.00	\$ 375.00	\$ 386.25	\$ 195.00	\$ 200.85	Jan/01/24
Outdoor - Pavillion Deck	60 Minutes	Yes	\$ 169.96	\$ 178.46	\$ 212.46	\$ 223.08			Jan/01/24
Outdoor - Pavillion Deck Event	Per Day	Yes	\$ 542.68	\$ 569.82	\$ 678.36	\$ 712.28			Jan/01/24
Outdoor - Ching Park Area 1 (0-200 People)	Per Booking	Yes	\$ 542.69	\$ 569.82	\$ 678.36	\$ 712.28			Jan/01/24
Outdoor - Ching Park Area 2 (0-150 People)	Per Booking	Yes	\$ 406.23	\$ 425.00	\$ 507.79	\$ 531.25			Jan/01/24
Outdoor - Ching Park Area 3 (0-500 People)	Per Booking	Yes	\$ 812.44	\$ 853.06	\$ 1,015.56	\$ 1,066.34			Jan/01/24
Outdoor - Ching Park Ampitheatre	Per Day	Yes	\$ 1,664.95	\$ 1,714.90	\$ 2,757.89	\$ 2,895.78			Jan/01/24
Outdoor - Ching Park Open Space	60 Minutes	Yes	\$ 33.51	\$ 35.19	\$ 41.89	\$ 43.99			Jan/01/24
Outdoor - Open Space Major Special Event	Per Day	Yes	\$ 1,789.63	\$ 1,879.11	\$ 2,237.03	\$ 2,348.88			Jan/01/24
Outdoor - Open Space Major Special Event with Displacement (Ching Park)	Per Day	Yes	\$ 3,144.76	\$ 3,302.00	\$ 3,930.95	\$ 4,127.50			Jan/01/24
Outdoor - Open Space Minor Special Event	Per Day	Yes	\$ 542.69	\$ 569.82	\$ 678.36	\$ 712.28			Jan/01/24
Outdoor - Ching Park Skateboard Park	Per Day	Yes	\$ 513.36	\$ 539.03					Jan/01/24
Outdoor - Ching Park - Canada Day Parking	Per Day	Yes	\$ 17.70	\$ 17.70					Current
Outdoor - Eldorado Area 1&2 (0-50 People)	Per Booking	Yes	\$ 94.14	\$ 98.85	\$ 117.68	\$ 123.56			Jan/01/24
Outdoor - Eldorado Area 3 (0-150 People)	Per Booking	Yes	\$ 404.25	\$ 425.00	\$ 505.32	\$ 531.25			Jan/01/24
Outdoor - Eldorado Area 4 (0-300 People)	Per Booking	Yes	\$ 735.39	\$ 772.16	\$ 919.24	\$ 965.20			Jan/01/24
Outdoor - Eldorado Area 5 (0-175 People)	Per Booking	Yes	\$ 489.02	\$ 513.47	\$ 611.28	\$ 641.84			Jan/01/24
Outdoor - Park Picnic Area	60 Minutes	Yes	\$ 31.03	\$ 32.58	\$ 38.79	\$ 40.73			Jan/01/24
Outdoor - Gazebo	60 Minutes	Yes	\$ 169.96	\$ 178.46	\$ 212.46	\$ 223.08			Jan/01/24
Outdoor - Parking Lot Event	60 Minutes	Yes	\$ 35.82	\$ 37.67	\$ 50.74	\$ 53.28			Jan/01/24
Outdoor - Parking Permit 1 Space	Monthly	Yes	\$ 60.40	\$ 63.42	\$ 75.50	\$ 79.25			Jan/01/24

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Outdoor - Parking Permit 1 Space	2 Weeks	Yes	\$ 30.19	\$ 31.70	\$ 50.74	\$ 53.28			Jan/01/24
Outdoor - Photo Permit (60 min)	60 Minutes	Yes	\$ 73.78	\$ 77.64	\$ 46.11	\$ 48.42			Jan/01/24
Film Productions - Film Shoot days	Per Day	Yes			\$ 4,633.26	\$ 4,864.92			Jan/01/24
Film Productions - Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Day	Yes			\$ 2,316.63	\$ 2,432.46			Jan/01/24
Film Production - Minor Outdoor Productions (no staging or setup)	Per Day	Yes	\$ 386.11	\$ 405.41	\$ 463.33	\$ 486.49			Jan/01/24
Special Event (4-8HRS)	60 Minutes	Yes	\$ 240.11	\$ 247.54	\$ 307.46	\$ 322.83			Jan/01/24
Special Event (8+HRS)	8 Hours +	Yes	\$ 1,664.95	\$ 1,714.90	\$ 2,757.89	\$ 2,895.78			Jan/01/24
<b>Extra Fees</b>									
Facility - 25lb. Ice	Per Booking	Yes	\$ 8.58	\$ 9.01					Jan/01/24
Facility - Coffee - 30 Cup Urn W Coffee	Per Booking	Yes	\$ 30.90	\$ 32.45					Jan/01/24
Facility - Coffee - 50 Cup Urn W Coffee	Per Booking	Yes	\$ 48.88	\$ 51.32					Jan/01/24
Facility - Coffee - 75 Cup Urn W Coffee	Per Booking	Yes	\$ 69.79	\$ 73.28					Jan/01/24
Facility - Coffee - 100 Cup Urn W Coffee	Per Booking	Yes	\$ 90.74	\$ 95.28					Jan/01/24
Facility - Electricity Charge	Per Booking	Yes	\$ 13.41	\$ 14.08					Jan/01/24
Facility - Fireplace	Per Booking	Yes	\$ 21.39	\$ 22.46					Jan/01/24
Facility - Nets & Standards Per Court	Per Booking	Yes	\$ 23.81	\$ 25.00					Jan/01/24
Facility - Podium	Per Booking	Yes	\$ 49.48	\$ 51.95					Jan/01/24
Facility - Projector	Per Booking	Yes	\$ 26.80	\$ 28.14					Jan/01/24
Facility - Scissor Lift Rental (Carabram)	Per Booking	Yes	\$ 125.70	\$ 131.99					Jan/01/24
Facility - Sporting Equipment	60 Minutes	Yes	\$ 29.69	\$ 31.17					Jan/01/24
Facility - Teaching Kitchen	60 Minutes	Yes	\$ 22.30	\$ 23.42	\$ 25.08	\$ 26.33			Jan/01/24
Field Artificial Turf - Field Hockey Water Charges	Per Booking	Yes	\$ 39.61	\$ 41.59					Jan/01/24
Ninja, Parkour and Rock Wall and Lounge (Per Additional Person)	120 Minutes	Yes	\$ 25.00	\$ 25.75					Jan/01/24
Outdoor - Beach Volleyball Nets and Lines	Per Booking	Yes	\$ 22.23	\$ 23.34	\$ 26.48	\$ 27.80	\$ 8.61	\$ 9.04	Jan/01/24
Outdoor - Ching Park Greenhouse Tour	Per Person	Yes	\$ 2.61	\$ 2.74					Jan/01/24
Outdoor - Ching Park Party Pkg. Farm/Barn Tour Per Person	Per Person	Yes	\$ 4.93	\$ 5.18					Jan/01/24
Outdoor - Ching Park Party Pkg. Food Per Person	Per Person	Yes	\$ 7.69	\$ 8.07					Jan/01/24
Outdoor - Ching Park Party Pkg. Garden Party Per Person	Per Person	Yes	\$ 7.58	\$ 7.96					Jan/01/24
Outdoor - Ching Park Party Pkg. Mini Golf Per Person	Per Person	Yes	\$ 3.71	\$ 3.90					Jan/01/24
Outdoor - Ching Park Party Pkg. Tubing Per Person	Per Person	Yes	\$ 11.83	\$ 12.42					Jan/01/24
Outdoor - Ching Park People Mover	Per Booking	Yes	\$ 126.77	\$ 133.11					Jan/01/24
Outdoor - Ching Park Volleyball Court Lights	60 Minutes	Yes	\$ 14.61	\$ 15.34	\$ 20.26	\$ 21.27	\$ 5.52	\$ 5.80	Jan/01/24
Outdoor - Ching Park Tennis Club Lights Per Court	Per Day	Yes	\$ 5.52	\$ 5.69					Jan/01/24
Outdoor - Education Program (Per Person)	Per Person	No	\$ 11.58	\$ 11.93					Jan/01/24
Party Package Pizza	Per Booking	Yes	\$ 7.27	\$ 7.45	\$ 7.27	\$ 7.45	\$ 7.27	\$ 7.45	Jan/01/24



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Party Package Extra Pizza	Per Booking	Yes	\$ 12.92	\$ 13.50	\$ 12.92	\$ 13.50	\$ 12.92	\$ 13.50	Jan/01/24
Party Package Hot Dog	Per Booking	Yes	\$ 7.17	\$ 7.45	\$ 7.17	\$ 7.45	\$ 7.17	\$ 7.45	Jan/01/24
Tradeshow Vendor (FCSC)	Per Booking	Yes	\$ 71.47	\$ 73.61	\$ 142.95	\$ 146.52	\$ 71.47	\$ 73.61	Jan/01/24
Food Vendor - Special Event	Per Event	Yes			\$ 100.00	\$ 100.00			Current
Memorial Dedicated Space - B105	Per Day	Yes	\$ 1.72	\$ 1.81					Jan/01/24
Memorial Dedicated Space - B109	Per Day	Yes	\$ 10.59	\$ 11.12					Jan/01/24
Memorial Dedicated Space - B113	Per Day	Yes	\$ 2.44	\$ 2.56					Jan/01/24
Memorial Dedicated Space - B102	Per Day	Yes	\$ 6.97	\$ 7.32					Jan/01/24
<b>Extra Staff Fees</b>									
Aquatics - Staff	60 Minutes	Yes	\$ 23.73	\$ 25.80					Jan/01/24
Aquatics - Water Slide inc 2LG	60 Minutes	Yes	\$ 54.82	\$ 55.52					Jan/01/24
Facility - FT Operations Staff	60 Minutes	Yes	\$ 44.28	\$ 45.16					Jan/01/24
Facility - PT Operations Staff	60 Minutes	Yes	\$ 25.52	\$ 27.76					Jan/01/24
Facility - Bartender	60 Minutes	Yes	NEW	\$ 25.80					Jan/01/24
Program – Community Outreach Instructor	60 Minutes	Yes	\$ 23.73	\$ 25.80					Jan/01/24
Program - Curling & Tennis Instructor	60 Minutes	Yes	\$ 25.52	\$ 27.76					Jan/01/24
Program - Dance Instructor Non-Recital	60 Minutes	Yes	\$ 21.32	\$ 23.19					Jan/01/24
Program - Fitness Instructor	60 Minutes	Yes	\$ 38.93	\$ 39.17					Jan/01/24
Program - Fitness Wellness Instructor	60 Minutes	Yes	\$ 55.64	\$ 55.64					Current
Program - Lifeguard/Instructor/Deck Supervisor	60 Minutes	Yes	\$ 28.27	\$ 30.74					Jan/01/24
Program - Skate Instructor	60 Minutes	Yes	\$ 23.73	\$ 25.80					Jan/01/24
Program - Skate Guard	60 Minutes	Yes	NEW	\$ 23.19					Jan/01/24
Program - Special Interest	60 Minutes	Yes	\$ 25.52	\$ 27.76					Jan/01/24
Program - Sports Instructor	60 Minutes	Yes	\$ 21.32	\$ 23.19					Jan/01/24
Program - Waterfront Lifeguard	60 Minutes	Yes	\$ 25.10	\$ 31.03					Jan/01/24
Program - Waterfront Supervisor	60 Minutes	Yes	\$ 29.64	\$ 32.12					Jan/01/24

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<b>Administration &amp; Additional Items</b>					
Admin Fee - Program Late Fee	15 Minutes	Yes	\$ 8.85	\$ 8.85	Current
Admin Fee - Camp Program Withdrawal	Per Person, Per Barcode	Yes	\$ 44.25	\$ 44.25	Current
Admin Fee - Declined Payments (Cheque)	Transaction	Yes	\$ 35.00	\$ 35.00	Current
Admin Fee - Declined/Disputed Payments (Credit Card)	Transaction	Yes	\$ 8.85	\$ 35.00	Jan/01/24
Admin Fee - Membership Freeze Fee	Transaction	Yes	\$ 8.85	\$ 8.85	Current
Admin Fee - Membership Replacement Card and Key Tag	Transaction	Yes	\$ 5.50	\$ 5.50	Current
Admin Fee - Membership Withdrawal	Per Person, Per Barcode	Yes	\$ 8.85	\$ 8.85	Current
Admin Fee - Senior Events	Per Person, Per Barcode	Yes	\$ 5.00	\$ 5.00	Current
Admin Fee - Senior Events Non-Members	Per Person, Per Barcode	Yes	\$ 5.00	\$ 5.00	Current
Lock	Per Purchase	Yes	\$ 9.96	\$ 9.96	Current
Pointsettia	Per Unit	Yes	\$ 2.65	\$ 2.65	Current
Poinsettia with Foil Hat	Per Unit	Yes	\$ 6.86	\$ 6.86	Current
Region of Peel Garbage Tags	Per Tag	Yes	\$ 13.27	\$ 13.27	Current
<b>Advertising A55+ Guide</b>					
¼ Page Advertisement Placement	Per Ad	Yes	\$ 289.58	\$ 289.58	Current
½ Page Advertisement Placement	Per Ad	Yes	\$ 579.16	\$ 579.16	Current
Full Page	Per Ad	Yes	\$ 1,158.31	\$ 1,158.31	Current
Inside Back Cover	Per Ad	Yes	\$ 1,737.47	\$ 1,737.47	Current
Outside Back Cover	Per Ad	Yes	\$ 2,027.05	\$ 2,027.05	Current
Inside Front Cover	Per Ad	Yes	\$ 2,316.63	\$ 2,316.63	Current
¼ Page Advertisement Placement - Non-Profit	Per Ad	Yes	\$ 144.79	\$ 144.79	Current
½ Page Advertisement Placement - Non-Profit	Per Ad	Yes	\$ 289.58	\$ 289.58	Current
Full Page - Non-Profit	Per Ad	Yes	\$ 579.16	\$ 579.16	Current
Inside Back Cover - Non-Profit	Per Ad	Yes	\$ 868.74	\$ 868.74	Current
Outside Back Cover - Non-Profit	Per Ad	Yes	\$ 1,013.52	\$ 1,013.52	Current
Inside Front Cover - Non-Profit	Per Ad	Yes	\$ 1,158.31	\$ 1,158.31	Current
<b>Digital Screens</b>					
Ad - 3 Months	3 Months	Yes	\$ 1,035.00	\$ 1,035.00	Current
Ad - 6 Months	6 Months	Yes	\$ 1,869.00	\$ 1,869.00	Current
Ad - 12 Months	12 Months	Yes	\$ 3,525.00	\$ 3,525.00	Current
<b>Rink Boards</b>					
First Rink Board	12 Months	Yes	\$ 1,250.00	\$ 1,250.00	Current
Additional Rink Board	12 Months	Yes	\$ 1,000.00	\$ 1,000.00	Current
Rink Board Set Up (includes production, installation, maintenance)	Per Board	Yes	\$ 335.00	\$ 335.00	Current
<b>Equipment Rentals</b>					
Aquatics - Starting Blocks	Per Booking	Yes	\$ 26.28	\$ 27.07	Jan/01/24
Canoe Rental	30 Minutes	Yes	\$ 7.08	\$ 7.79	Jan/01/24
Corcl (Round Boat) Rental	30 Minutes	Yes	\$ 4.42	\$ 4.42	Current
Kayak Rental	30 Minutes	Yes	\$ 8.85	\$ 9.07	Jan/01/24
Paddleboat Rental	30 Minutes	Yes	\$ 8.85	\$ 9.07	Jan/01/24
Raft (includes 1 Lifeguard)	60 minutes	Yes	\$ 22.23	\$ 22.92	Jan/01/24
Peel Village Golf Power Cart Per Person	Session	Yes	\$ 10.62	\$ 11.15	Jan/01/24
Peel Village Pull Carts	Session	Yes	\$ 4.20	\$ 4.42	Jan/01/24
Peel Village Rental Clubs	Session	Yes	\$ 10.62	\$ 10.93	Jan/01/24
Stand-Up Paddle Board	30 Minutes	Yes	\$ 10.62	\$ 10.93	Jan/01/24
Tennis - Ball Machine Rental	Session	Yes	\$ 12.83	\$ 13.23	Sep/03/24
Tennis/Curling Seasonal Locker Rental	Per Season	Yes	\$ 23.24	\$ 23.94	Jan/01/24
Storage Fee Space - Outdoor	1 Month	Yes	\$ 262.66	\$ 270.54	Jan/01/24
<b>Salon Services (Flower City Seniors Centre)</b>					
½ Arm Hair Removal	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
½ Leg Hair Removal	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
½ Pedicure	Per Treatment	Yes	\$ 12.33	\$ 12.33	Current

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Bang Trim	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Bikini Hair Removal	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
Blow Dry Only	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
Chin Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Curling Iron	Per Treatment	Yes	\$ 11.85	\$ 11.85	Current
Deep Condition	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Eyebrows Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Eyelash Tinting	Per Treatment	Yes	\$ 10.43	\$ 10.43	Current
Facials	Per Treatment	Yes	\$ 30.35	\$ 30.35	Current
Foot Care	Per Treatment	Yes	\$ 36.04	\$ 36.04	Current
Full Arm Hair Removal	Per Treatment	Yes	\$ 23.71	\$ 23.71	Current
Full Leg Hair Removal	Per Treatment	Yes	\$ 23.71	\$ 23.71	Current
Hair Colour	Per Treatment	Yes	\$ 36.04	\$ 36.04	Current
Hair Cut	Per Treatment	Yes	\$ 14.70	\$ 14.70	Current
Haircut/Blow Dry	Per Treatment	Yes	\$ 21.81	\$ 21.81	Current
High Lights Long Hair	Per Treatment	Yes	\$ 45.52	\$ 45.52	Current
High Lights Short Hair	Per Treatment	Yes	\$ 36.04	\$ 36.04	Current
Manicure	Per Treatment	Yes	\$ 19.44	\$ 19.44	Current
Manicure French	Per Treatment	Yes	\$ 21.81	\$ 21.81	Current
Manicure Polish Change	Per Treatment	Yes	\$ 9.95	\$ 9.95	Current
Nail Clipping	Per Treatment	Yes	\$ 8.85	\$ 8.85	Current
Paraffin	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Part High Lights (½ Head)	Per Treatment	Yes	\$ 14.70	\$ 14.70	Current
Pedicure	Per Treatment	Yes	\$ 24.65	\$ 24.65	Current
Perm With Cut and Set Long Hair	Per Treatment	Yes	\$ 9.95	\$ 9.95	Current
Perm With Cut and Set Short Hair	Per Treatment	Yes	\$ 58.80	\$ 58.80	Current
Shellac Manicure	Per Treatment	Yes	\$ 24.65	\$ 24.65	Current
Shellac Polish Remove	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Threading Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Tinting	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Underarms Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Up-Do Half Up	Per Treatment	Yes	\$ 29.40	\$ 29.40	Current
Up-Do Long Hair	Per Treatment	Yes	\$ 35.09	\$ 35.09	Current
Up-Do Short Hair	Per Treatment	Yes	\$ 24.65	\$ 24.65	Current
Upper Lip Hair Removal	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Wash & Cut	Per Treatment	Yes	\$ 17.54	\$ 17.54	Current
Wash Only	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
Wash/Cut/Set	Per Treatment	Yes	\$ 33.19	\$ 33.19	Current
Wash/Set or Dry	Per Treatment	Yes	\$ 20.86	\$ 20.86	Current
Waxing	Per Treatment	Yes	\$ 5.22	\$ 5.22	Current
<b>Ski/Snowboard Services</b>					
Full Tune Base Repair (Staff)	Service	Yes	\$ 28.44	\$ 29.29	Sep/03/24
Full Tune Hand Wax	Service	Yes	\$ 38.50	\$ 39.65	Sep/03/24
Full Tune With Minor Base Repair	Service	Yes	\$ 44.47	\$ 45.80	Sep/03/24
Hot Wax (Staff)	Service	Yes	\$ 10.65	\$ 10.97	Sep/03/24
Hot Wax Jr & Sr	Service	Yes	\$ 12.17	\$ 12.54	Sep/03/24
Quick Sharpen	Service	Yes	\$ 11.28	\$ 11.64	Sep/03/24
Quick Sharpen (Staff)	Service	Yes	\$ 6.29	\$ 6.48	Sep/03/24
Quick Wax	Service	Yes	\$ 11.73	\$ 12.08	Sep/03/24
Quick Wax (Staff)	Service	Yes	\$ 6.29	\$ 6.48	Sep/03/24
Ski Full Tune Base Repair (Staff)	Service	Yes	\$ 25.43	\$ 26.19	Sep/03/24
Ski Full Tune Hand Wax	Service	Yes	\$ 38.50	\$ 39.65	Sep/03/24
Ski Full Tune Minor Base Repair	Service	Yes	\$ 44.47	\$ 45.80	Sep/03/24
Ski Full Tune SharpEdgeLube (Staff)	Service	Yes	\$ 22.42	\$ 23.10	Sep/03/24
Ski Gum Stone	Service	Yes	\$ 12.61	\$ 13.01	Sep/03/24
Ski Hardstone	Service	Yes	\$ 9.96	\$ 10.31	Sep/03/24
Ski Hot Wax (Jr & Sr)	Service	Yes	\$ 12.17	\$ 12.52	Sep/03/24
Ski Hot Wax (Staff)	Service	Yes	\$ 9.30	\$ 9.60	Sep/03/24
Ski Quick Sharpen	Service	Yes	\$ 9.96	\$ 10.26	Sep/03/24

2024 Fee Title	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Effective Date
Ski Quick Sharpen (Staff)	Service	Yes	\$ 4.92	\$ 5.07	Sep/03/24
Ski Quick Wax	Service	Yes	\$ 9.96	\$ 10.31	Sep/03/24
Ski Quick Wax (Staff)	Service	Yes	\$ 4.92	\$ 5.07	Sep/03/24
Ski/Snow Binding Adjust	Service	Yes	\$ 8.63	\$ 8.89	Sep/03/24
Ski/Snow Binding Install	Service	Yes	\$ 28.54	\$ 29.38	Sep/03/24
Ski/Snow Binding Remount	Service	Yes	\$ 28.54	\$ 29.38	Sep/03/24
Wax & Cork	Service	Yes	\$ 16.37	\$ 16.86	Sep/03/24

**General:**

The presented user fees do not include H.S.T., however if taxes are applicable, it has been identified and will be charged at the time of purchase. User Fee Fact Sheets specify how fees are applied, and are available in the rentals or booking section of each venue website.

The CAO, Commissioner of Community Services or the Director, Cultural Services, as applicable, may approve a new fee, waive a fee, approve promotional pricing, and or discounts on any Performing Arts fee in accordance with the general criteria for any such waiver or reduction or variation. New fees will be submitted for approval by Council in the following year's user fee report.

The Agreement Holder must comply with all applicable laws, by-laws, policies, guidelines, procedures and other conditions or requirements that may apply to the use of the Venue and the Event, including but not limited to the Rental Agreement Terms & Conditions:

[https://tickets.brampton.ca/content/Files/Marketing/PA\\_RentalAgreement\\_TermsConditions.pdf](https://tickets.brampton.ca/content/Files/Marketing/PA_RentalAgreement_TermsConditions.pdf)

Food & Beverage pricing at the theatre bars operated by the City of Brampton is based on the Standard Operating Procedure

All hourly fees will be booked in one (1) hour increments, subject to applicable minimum requirement, but may be reduced to half (0.5) hour increments, rounded up, at the reconciliation stage, based on event actuals.

Student Filming and Photography must be booked no more than one (1) month prior to event date and must be booked for a minimum of one (1) hour. Hourly rates for photos and student filming include one (1) staff.

**Rental Categories**

Standardized rental client types have been established for pricing purposes. Rates are non-transferrable.

**Commercial:** rates apply to organizations, promoters, groups or individuals that do not fall into other categories. Commercial usage may also be defined as citizens renting a venue for personal use.

**Dance:** rates are incrementally lower than Commercial rates, and apply to dance schools that are registered businesses renting Performing Arts venues for the purposes of presenting dance recitals (including Arangetram), competitions or showcases.

**Not-for-Profit:** rates are incrementally lower than both Commercial and Dance rates, and apply to government agencies, schools, churches and registered not-for-profit and charitable organizations.

**Artists & Arts Organizations:** rates are available at LBP, Cyril Clark and Garden Square only; they are not available at The Rose. Rates are incrementally lower than all other rates, and are for exclusive use by Brampton-based artists and arts organizations. The address of the organization or individual named on the rental agreement must be in Brampton. Proof of address will be required.

**LBP Artists & Arts Organization Load-In Hourly rate:**

- 8 hour minimum is applicable
- is not available Friday-Sunday or on Statutory Holidays, as declared by the City of Brampton
- is applied for load-in only days, no show or rehearsal will take place

**Student Filming** rate is for use by agreement holders that are currently enrolled in a recognized educational program. Proof of enrollment will be required.

**Payment Schedule:**

A deposit based on the total estimated fees of the rental as listed on the Agreement is required for all rentals. Failure to make the deposit payment as required will result in the cancellation of the Agreement.

Agreement Holders who have rented a Venue less than three (3) times are required to:

- make a fifty percent (50%) deposit
- make the full balance payment

Agreement Holders who have rented a Performing Arts venue three (3) or more times with all payments previously made on time, and no outstanding balance or claims against the City, may be permitted to:

- make a twenty percent (20%) deposit
- make a reduced balance payment in the amount of the difference between ticket sales revenue held by the City at the time the balance payment is owed, and the balance amount owed

- The City will establish the minimum staff required in each department for an event
- The cost of staff, as deemed necessary by the City, shall be borne by the Agreement Holder, including but not limited to all staff required to supervise the venue until such time as all areas are vacated by the Agreement Holder, their officers, agents, employees, volunteers, participants, vendors and patrons

- The City reserves the right to increase or decrease the deposit or balance payment amount, as deemed reasonable and appropriate, and approved by the Commissioner, Community Services or the Executive Artistic Director

- The City may collect amounts due under the rental agreement or any part thereof from the sale of tickets or subscriptions at the City of Brampton Box Office

- Any monies owed by the City to the Agreement Holder from box office sales will be paid by cheque or direct deposit following acknowledgment of the reconciliation by the Agreement Holder

- Payments are subject to the City's cheque processing schedules
- After thirty (30) calendar days following issuance of the Reconciliation, unpaid rental agreements will proceed to collections, at which time an administration fee will be applied, and interest will accrue at the rate of 1.5% per month on the unpaid balance

- The following payment schedule applies:
  - Deposit is required within fourteen (14) calendar days of receipt of rental agreement
  - Balance payment is required a minimum of thirty (30) calendar days prior to event
  - Reconciliation of amount owing or owed will generally be sent within fourteen (14) calendar days following event
  - If applicable, final amount owing is required a minimum of thirty (30) calendar days after reconciliation is issued
- Agreement Holders who owe funds to the City will not be considered for any future rental requests until their account has been paid in full

**Insurance Requirements:**

The Agreement Holder shall obtain Commercial General Liability insurance, at their own expense, with an inclusive limit of not less than \$5 million per occurrence, against all claims for personal injury, bodily injury including sickness and death, and property damage. The City reserves the right to request such higher limits of insurance or other types of insurance policies appropriate to this Agreement as the City may reasonably require, such as additional vendor insurance. The Agreement Holder shall provide the City with proof of insurance coverage on a form provided by the City a minimum of fourteen (14) calendar days prior to rental start. This insurance will be carried for the entire rental period and will list "The Corporation of the City of Brampton" as an additional insured on the policy. Such policy shall be with a rated insurer licensed in Ontario that meets the City's requirements.

**Administration Fees and Additional Services:**

In circumstances where an Agreement Holder must complete a scheduled financial transaction and does not have sufficient funds available, an 'Admin Fee – Declined Payments' of \$35.00 is charged to the Agreement Holder in addition to the outstanding balance.

The Agreement Holder is responsible for all required payments to SOCAN and Re:Sound through Entandem for music licensing. The City of Brampton will collect fees on the rental agreement from the rental client, and will submit those fees, on behalf of the Agreement Holder, to the applicable organization.

Third Party Invoices (including Piano Tuning) will be included in the rental agreement as per each invoice for The City reserves the right to require security, police, first aid, and/or fire department presence at any event, at the expense of the rental client. The City will notify the Agreement Holder if such presence is required, prior to the use of the venue.

Merchandise Commission for Artists 15% (sold by artist) is not charged to Curator Series artists only; no commission is collected for Curators Series artists when sold by the local artist or their team

The rental fees for the LBP studio do not include a staff member.

For use of haze or fog at LBP, additional charges for the cost of security for fire watch will be charged back to rental clients as the fire monitoring system will require bypass.

# SCHEDULE A - CULTURAL SERVICES

Facility Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Cyril Clark Theatre</b>					
Cyril Clark - Artists & Arts Organizations Hourly	Per Hour	Yes	\$ 43.77	\$ 43.77	Current
Cyril Clark - Organization N-Profit Hourly	Per Hour	Yes	\$ 62.65	\$ 64.53	Jan/01/24
Cyril Clark - Commercial Hour	Per Hour	Yes	\$ 90.32	\$ 93.03	Jan/01/24
Cyril Clark - Photography/ Student Filming	Per Hour	Yes	\$ 50.00	\$ 50.00	Current
<b>Garden Square</b>					
Garden Square Pop-Up/ Set-Up/ Take Down Artists & Arts Organizations	Per Hour	Yes	\$ 29.47	\$ 29.47	Current
Garden Square Pop-Up/ Set-Up/ Take Down N-Profit Org	Per Hour	Yes	\$ 86.29	\$ 88.88	Jan/01/24
Garden Square Pop-Up/ Set-Up/ Take Down Commercial	Per Hour	Yes	\$ 107.86	\$ 111.09	Jan/01/24
Garden Square Major Event Artists & Arts Organizations	Per Hour	Yes	\$ 177.64	\$ 177.64	Current
Garden Square Major Event N-Profit Org	Per Hour	Yes	\$ 243.56	\$ 250.86	Jan/01/24
Garden Square Major Event Commercial	Per Hour	Yes	\$ 364.16	\$ 375.08	Jan/01/24
Vivian Lane - Artists & Arts Organizations	Per Hour	Yes	\$ 7.79	\$ 7.79	Current
Vivian Lane - Commercial	Per Hour	Yes	\$ 18.67	\$ 19.23	Jan/01/24
Vivian Lane - N-Profit Org	Per Hour	Yes	\$ 12.43	\$ 12.81	Jan/01/24
<b>Lester B. Pearson Theatre</b>					
LBP - Commercial Hourly	Per Hour	Yes	\$ 238.82	\$ 245.98	Jan/01/24
LBP - Artists & Arts Organizations Hourly	Per Hour	Yes	\$ 117.14	\$ 117.14	Current
LBP - Artists & Arts Organizations Load-In Hourly	Per Hour	Yes	\$ 72.48	\$ 72.48	Current
LBP - Dance School Hourly	Per Hour	Yes	\$ 204.46	\$ 210.60	Jan/01/24
LBP - Organization N-Profit Hour	Per Hour	Yes	\$ 167.61	\$ 172.63	Jan/01/24
LBP - Photography/ Student Filming	Per Hour	Yes	\$ 50.00	\$ 50.00	Current
LBP - Studio Commercial Hourly	Per Hour	Yes	NEW	\$ 30.00	Jan/01/24
LBP - Studio Artists & Arts Organizations Hourly	Per Hour	Yes	NEW	\$ 15.00	Jan/01/24
LBP - Studio N-Profit Hourly	Per Hour	Yes	NEW	\$ 20.00	Jan/01/24
<b>Rose Theatre</b>					
Rose - Commercial Hourly	Per Hour	Yes	\$ 373.28	\$ 384.47	Jan/01/24
Rose - Dance School Hourly	Per Hour	Yes	\$ 343.54	\$ 353.85	Jan/01/24
Rose - Lounge (Hourly)	Per Hour	Yes	\$ 60.28	\$ 62.09	Jan/01/24
Rose - Lounge (Day)	Per Day	Yes	\$ 295.49	\$ 304.35	Jan/01/24
Rose - N-Profit Organization Hourly	Per Hour	Yes	\$ 249.64	\$ 257.13	Jan/01/24
Rose - Photography/ Student Filming	Per Hour	Yes	\$ 50.00	\$ 50.00	Current
Rose - Studio Commerical Hourly	Per Hour	Yes	\$ 156.11	\$ 160.80	Jan/01/24
Rose - Studio Dance School Hourly	Per Hour	Yes	\$ 124.81	\$ 128.56	Jan/01/24
Rose - Studio N-Profit Organization Hourly	Per Hour	Yes	\$ 93.66	\$ 96.47	Jan/01/24
<b>Snelgrove Community Centre - Arts &amp; Culture Priority Space</b>					
Auditorium Artists & Arts Org Hourly	Per Hour	Yes	NEW	\$ 25.00	Jan/01/24
Auditorium Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 50.00	Jan/01/24
Auditorium Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 100.00	Jan/01/24
Auditorium Non-Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 62.50	Jan/01/24
Auditorium Non-Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 125.00	Jan/01/24
Room 2 Artists & Arts Org Hourly	Per Hour	Yes	NEW	\$ 15.00	Jan/01/24
Room 2 Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 20.00	Jan/01/24
Room 2 Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 40.00	Jan/01/24
Room 2 Non-Resident Meeting Hourly	Per Hour	Yes	NEW	\$ 25.00	Jan/01/24
Room 2 Non-Resident Social w/ Kitchennette Hourly	Per Hour	Yes	NEW	\$ 50.00	Jan/01/24



# SCHEDULE A - CULTURAL SERVICES

Extra Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Theatre</b>					
Admin Fee - Declined Payments Transaction	Per Invoice	Yes	\$ 35.00	\$ 35.00	Current
Theatre - CIF \$2.00 per Ticket	Per Ticket	Yes	\$ 2.00	\$ 2.00	Current
Theatre - CIF Co-Presenter \$1.50 per Ticket	Per Ticket	Yes	\$ 1.50	\$ 1.50	Current
Theatre - Membership Fee per Membership	Per Member	Yes	\$ 10.00	\$ 10.00	Current
Theatre - Ticketing Fee per Ticket	Per Ticket	Yes	\$ 1.50	\$ 2.00	Jan/01/24
Theatre - Ticket Reprinting Fee	Per Ticket	Yes	\$ 1.50	\$ 1.50	Current
Theatre - Ticket Exchange Fee per Ticket	Per Ticket	Yes	\$ 5.00	\$ 5.00	Current
Theatre - Ticket Mail Delivery Fee per Transaction	Per Invoice	Yes	\$ 3.47	\$ 3.47	Current
Theatre - Merchandise Commission for Artists 20% (sold by City Staff)	Per Invoice	No			Current
Theatre - Merchandise Commission for Artists 15% (sold by Artist)	Per Invoice	No			Current

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Theatre</b>					
Theatre - Entandem Music Licensing	Per Invoice	Yes			Current
Theatre - CIF Co-Production \$1.50 per Ticket	Per Ticket	Yes	\$ 1.50	\$ 1.50	Current
Theatre - CIF \$2.00 per Ticket	Per Ticket	Yes	\$ 2.00	\$ 2.00	Current
<b>Cyril Clark Library Lecture Hall Theatre</b>					
Cyril - 4x6 Riser (Indoor) per Day	Per Day	Yes	\$ 8.62	\$ 8.62	Current
Cyril - 4x6 Riser (Indoor) per Week	Per Week	Yes	\$ 25.85	\$ 25.85	Current
Cyril - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
Cyril - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
Cyril - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
Cyril - Additional Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Cyril - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Jan/01/24
Cyril - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Jan/01/24
Cyril - Audio Monitors per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Cyril - Audio Monitors per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Cyril - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Jan/01/24
Cyril - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Jan/01/24
Cyril - Entandem Music Licensing	Per Invoice	Yes			Current
Cyril - Box Office Set-up	Per Invoice	Yes	\$ 50.00	\$ 50.00	Current
Cyril - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.71	Jan/01/24
Cyril - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Cyril - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Jan/01/24
Cyril - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Jan/01/24
Cyril - FOH Usher	Per Hour	Yes	\$ 20.11	\$ 20.71	Jan/01/24
Cyril - FOH Usher (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Cyril - Merchandise Commission for Artists 15% (sold by artist)	Per Invoice	No			Current
Cyril - Photocopy per Page	Per Page	Yes	\$ 0.50	\$ 0.50	Current
Cyril - Piano Per Day	Per Day	Yes	\$ 53.84	\$ 53.84	Current
Cyril - Piano Per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
Cyril - Piano Tuning	Per Invoice	Yes			Current
Cyril - Speakers Additional per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Cyril - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Cyril - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Cyril - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Cyril - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
Cyril - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
Cyril - Ticket Commission 5%	Per Invoice	Yes			Current
Cyril - Video Projector Per Day	Per Day	Yes	\$ 55.19	\$ 55.19	Current
Cyril - Video Projector Per Week	Per Week	Yes	\$ 165.58	\$ 165.58	Current
Cyril - Video Screen 15x20 Per Day	Per Day	Yes	\$ 107.69	\$ 107.69	Current
Cyril - Video Screen 15x20 Per Week	Per Week	Yes	\$ 323.08	\$ 323.08	Current
Cyril - Wireless Microphones Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Cyril - Wireless Microphones Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Garden Square</b>					
Garden SQ - Moving Head Light PKG per Day	Per Day	Yes	\$ 323.10	\$ 323.10	Current
Garden SQ - Moving Head Light PKG per Week	Per Week	Yes	\$ 775.43	\$ 775.43	Current
Garden SQ - Digital Content per HR	Per Hour	Yes	\$ 48.95	\$ 50.42	Jan/01/24
Garden SQ - Digital Content Flat	Flat	Yes	\$ 337.20	\$ 347.31	Jan/01/24
Garden Square - 10x10 Tent	Per Day	Yes	\$ 79.99	\$ 79.99	Current
Garden SQ - Folding Chair (1)	Per Day	Yes	\$ 3.65	\$ 3.65	Current
Garden SQ - Folding Table (1)	Per Day	Yes	\$ 14.03	\$ 14.03	Current
Garden SQ - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
Garden SQ - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
Garden SQ - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
Garden SQ - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Jan/01/24
Garden SQ - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Jan/01/24
Garden SQ - Audio Monitors Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Garden SQ - Audio Monitors Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Garden SQ - Entandem Music Licensing	Per Invoice	Yes			Current
Garden SQ- Event Lead	Per Hour	Yes	\$ 24.66	\$ 25.40	Jan/01/24
Garden SQ- Event Lead (Stat)	Per Hour	Yes	\$ 36.97	\$ 38.08	Jan/01/24
Garden SQ- Event Support	Per Hour	Yes	\$ 21.39	\$ 22.03	Jan/01/24
Garden SQ- Event Support (Stat)	Per Hour	Yes	\$ 32.08	\$ 33.04	Jan/01/24
Garden SQ - Event Parking Attendant	Per Hour	Yes	\$ 18.10	\$ 20.71	Jan/01/24
Garden SQ - Event Parking Attendant (Stat)	Per Hour	Yes	\$ 27.16	\$ 31.07	Jan/01/24
Garden SQ - Fog Machine per Day	Per Day	Yes	\$ 27.60	\$ 27.60	Current
Garden SQ - Fog Machine per Week	Per Week	Yes	\$ 82.79	\$ 82.79	Current
Garden SQ - Hazer Machine per Day	Per Day	Yes	\$ 53.85	\$ 53.85	Current
Garden SQ - Hazer Machine per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
Garden SQ - LED PKG Per Day	Per Day	Yes	\$ 64.62	\$ 64.62	Current
Garden SQ - LED PKG Per Week	Per Week	Yes	\$ 193.86	\$ 193.86	Current
Garden SQ - Maintenance Fee	Flat	Yes	\$ 313.65	\$ 323.06	Jan/01/24
Garden SQ - Photocopy per Page	Per Page	Yes	\$ 0.50	\$ 0.50	Current
Garden Square- SL250 Stageline Community	Flat	Yes	\$ 2,401.44	\$ 2,641.58	Jan/01/24
Garden Square- SL250 Stageline Commercial	Flat	Yes	\$ 4,802.88	\$ 5,283.16	Jan/01/24
Garden Square- SL75 Stageline Community	Flat	Yes	\$ 1,866.22	\$ 2,052.84	Jan/01/24
Garden Square- SL75 Stageline Commercial	Flat	Yes	\$ 3,732.44	\$ 4,105.68	Jan/01/24
Garden SQ - Speakers Additional per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Garden SQ - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Garden SQ - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Garden SQ - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
Garden SQ - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
Garden SQ - Wireless Microphones per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Garden SQ - Wireless Microphones per Wk	Per Week	Yes	\$ 35.00	\$ 35.00	Current

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Lester B. Pearson Theatre</b>					
LBP - 4x6 Riser (Indoor) Per Day	Per Day	Yes	\$ 8.62	\$ 8.62	Current
LBP - 4x6 Riser (Indoor) Per Week	Per Week	Yes	\$ 25.85	\$ 25.85	Current
LBP - 4x8 Riser (Indoor) Per Day	Per Day	Yes	\$ 10.77	\$ 10.77	Current
LBP - 4x8 Riser (Indoor) Per Week	Per Week	Yes	\$ 32.31	\$ 32.31	Current
LBP - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
LBP - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
LBP - Add Facility Staff (Stat)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
LBP - Artist Liaison	Per Hour	Yes	\$ 23.02	\$ 23.71	Jan/01/24
LBP - Artist Liaison (Stat)	Per Hour	Yes	\$ 34.53	\$ 35.57	Jan/01/24
LBP - Audio Monitors Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Audio Monitors Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
LBP - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Jan/01/24
LBP - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Jan/01/24
LBP - Box Office Set-up	Per Invoice	Yes	\$ 75.00	\$ 75.00	Current
LBP - Catering Fee per person	Per person	Yes	\$ 0.50	\$ 0.50	Current
LBP - Catering Flat Fee (minimum)	Flat	Yes	\$ 100.00	\$ 100.00	Current
LBP - Entandem Music Licensing	Per Invoice	Yes			Current
LBP - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
LBP - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
LBP - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Jan/01/24
LBP - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Jan/01/24
LBP - FOH Usher	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
LBP - FOH Usher (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
LBP - Fog Machine Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Fog Machine Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
LBP - Hazer Machine Per Day	Per Day	Yes	\$ 30.00	\$ 30.00	Current
LBP - Hazer Machine Per Week	Per Week	Yes	\$ 55.00	\$ 55.00	Current
LBP - Follow Spot Rental Per Day	Per Day	Yes	\$ 50.00	\$ 50.00	Current
LBP - Follow Spot Rental Per Week	Per Week	Yes	\$ 150.00	\$ 150.00	Current
LBP - Merchandise Commission for Artists 15% (sold by artist)	Per Invoice	No			Current
LBP - Photocopy per Page	Per Page	Yes	\$ 0.50	\$ 0.50	Current
LBP - Piano Per Day	Per Day	Yes	\$ 53.84	\$ 53.84	Current
LBP - Piano Per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
LBP - Piano Tuning	Per Invoice	Yes			Current
LBP - Speakers Additional Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
LBP - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 52.13	Jan/01/24
LBP - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
LBP - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
LBP - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
LBP - Ticket Commission 5%	Per Invoice	Yes			Current
LBP - Large Portable Video Screen Per Day	Per Day	Yes	\$ 107.69	\$ 107.69	Current
LBP - Large Portable Video Screen Per Week	Per Week	Yes	\$ 323.08	\$ 323.08	Current
LBP - Medium Portable Video Screen Per Day	Per Day	Yes	\$ 77.27	\$ 77.27	Current
LBP - Medium Portable Video Screen Per Week	Per Week	Yes	\$ 231.81	\$ 231.81	Current
LBP - Video Projector Per Day	Per Day	Yes	\$ 55.19	\$ 55.19	Current
LBP - Video Projector Per Week	Per Week	Yes	\$ 165.58	\$ 165.58	Current
LBP - Wireless Microphones Per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
LBP - Wireless Microphones Per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Rose Theatre</b>					
Rose - 4x6 Riser (Indoor) Per Day	Per Day	Yes	\$ 8.62	\$ 8.62	Current
Rose - 4x6 Riser (Indoor) Per Week	Per Week	Yes	\$ 25.85	\$ 25.85	Current
Rose - 4x8 Riser (Indoor) Per Day	Per Day	Yes	\$ 10.77	\$ 10.77	Current
Rose - 4x8 Riser (Indoor) Per Week	Per Week	Yes	\$ 32.31	\$ 32.31	Current
Rose - Add Facility Staff	Per Hour	Yes	\$ 34.18	\$ 36.24	Jan/01/24
Rose - Add Facility Staff (Overtime)	Per Hour	Yes	\$ 51.25	\$ 54.36	Jan/01/24
Rose - Add Facility Staff (Stat Holiday)	Per Hour	Yes	\$ 68.34	\$ 72.48	Jan/01/24
Rose - Add Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Rose - Artist Liaison	Per Hour	Yes	\$ 23.46	\$ 24.17	Jan/01/24
Rose - Artist Liaison (Stat)	Per Hour	Yes	\$ 35.09	\$ 36.14	Jan/01/24
Rose - Audio Monitors per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Rose - Audio Monitors per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Rose - Bar Corkage per Bottle	Per Bottle	Yes	\$ 5.00	\$ 5.00	Current
Rose - Box Office Representative	Per Hour	Yes	\$ 23.93	\$ 24.65	Jan/01/24
Rose - Box Office Representative (Stat)	Per Hour	Yes	\$ 35.79	\$ 36.86	Jan/01/24
Rose - Catering Fee per person	Per person	Yes	\$ 0.50	\$ 0.50	Current
Rose - Catering Flat Fee	Flat	Yes	\$ 100.00	\$ 100.00	Current
Rose - Dance Floor Black Per Day	Per Day	Yes	\$ 175.71	\$ 180.98	Jan/01/24
Rose - Dance Floor Black Per Week	Per Week	Yes	\$ 527.14	\$ 542.95	Jan/01/24
Rose - Entandem Music Licensing	Per Invoice	Yes			Current
Rose - Event Parking Attendant	Per Hour	Yes	\$ 18.56	\$ 20.71	Jan/01/24
Rose - Event Parking Attendant (Stat)	Per Hour	Yes	\$ 27.84	\$ 31.07	Jan/01/24
Rose - Fog Machine per Day	Per Day	Yes	\$ 27.60	\$ 27.60	Current
Rose - Fog Machine per Week	Per Week	Yes	\$ 82.79	\$ 82.79	Current
Rose - FOH Captain	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
Rose - FOH Captain (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Rose - FOH Manager	Per Hour	Yes	\$ 26.81	\$ 27.61	Jan/01/24
Rose - FOH Manager (Stat)	Per Hour	Yes	\$ 40.21	\$ 41.42	Jan/01/24
Rose - FOH Ushers	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
Rose - FOH Ushers (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Rose - Follow Spot Per Day	Per Day	Yes	\$ 94.56	\$ 94.56	Current
Rose - Follow Spot Per Week	Per Week	Yes	\$ 283.68	\$ 283.68	Current
Rose - Food & Bev Server	Per Hour	Yes	\$ 20.11	\$ 20.72	Jan/01/24
Rose - Food & Bev Server (Stat)	Per Hour	Yes	\$ 30.16	\$ 31.06	Jan/01/24
Rose - Hazer Machine per Day	Per Day	Yes	\$ 53.85	\$ 53.85	Current
Rose - Hazer Machine per Week	Per Week	Yes	\$ 161.54	\$ 161.54	Current
Rose - Commercial Maintenance Fee	Flat	Yes	\$ 168.88	\$ 173.95	Jan/01/24
Rose - Dance School Maintanace Fee	Flat	Yes	\$ 155.40	\$ 160.07	Jan/01/24
Rose - Non Profit Org. Maintenance	Flat	Yes	\$ 113.15	\$ 116.55	Jan/01/24
Rose - Lobby Maintenance (Receptions)	Flat	Yes	\$ 346.21	\$ 356.59	Jan/01/24
Rose - Lobby Set/Clean-Up Commercial	Flat	Yes	\$ 168.88	\$ 173.95	Jan/01/24
Rose - Lobby Set/Clean-Up Dance	Flat	Yes	\$ 155.39	\$ 160.05	Jan/01/24
Rose - Lobby Set/Clean-Up Non-Profit	Flat	Yes	\$ 113.15	\$ 116.55	Jan/01/24
Rose - Main Video Projector Per Day	Per Day	Yes	\$ 110.39	\$ 110.39	Current
Rose - Main Video Projector Per Week	Per Week	Yes	\$ 331.16	\$ 331.16	Current
Rose - Orchestra Shell Rental	Per Booking	Yes	\$ 480.29	\$ 494.70	Jan/01/24
Rose - Piano Tuning	Per Invoice	Yes			Current
Rose - Speakers Additional per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Rose - Speakers Additional per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current
Rose - Staff Stage Hand	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Rose - Studio Piano Rental Per Day	Per Day	Yes	\$ 107.70	\$ 107.70	Current
Rose - Studio Piano Rental Per Week	Per Week	Yes	\$ 323.09	\$ 323.09	Current
Rose - Studio Set/Clean-Up	Per Hour	Yes	\$ 109.84	\$ 113.14	Jan/01/24

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Rose - Technical Staff	Per Hour	Yes	\$ 34.34	\$ 41.70	Jan/01/24
Rose - Technical Staff (Overtime)	Per Hour	Yes	\$ 51.51	\$ 62.55	Jan/01/24
Rose - Technical Staff (Stat)	Per Hour	Yes	\$ 68.68	\$ 83.40	Jan/01/24
Rose - Theatre Main Piano Per Day	Per Day	Yes	\$ 161.54	\$ 161.54	Current
Rose - Theatre Main Piano Per Week	Per Week	Yes	\$ 484.62	\$ 484.62	Current
Rose - Ticket Commission 5%	Per Invoice	Yes			Current
Rose - Video Projector Per Day	Per Day	Yes	\$ 55.19	\$ 55.19	Current
Rose - Video Projector per Week	Per Week	Yes	\$ 165.57	\$ 165.57	Current
Rose - Large Portable Video Screen per Day	Per Day	Yes	\$ 107.69	\$ 107.69	Current
Rose - Large Portable Video Screen per Week	Per Week	Yes	\$ 323.08	\$ 323.08	Current
Rose - Main Space Box Office Set-up	Per Invoice	Yes	\$ 150.00	\$ 150.00	Current
Rose - Medium Portable Video Screen per Day	Per Day	Yes	\$ 77.27	\$ 77.27	Current
Rose - Medium Portable Video Screen per Week	Per Week	Yes	\$ 231.81	\$ 231.81	Current
Rose - Studio Box Office Set-up	Per Invoice	Yes	\$ 100.00	\$ 100.00	Current
Rose - Wireless Microphones per Day	Per Day	Yes	\$ 20.00	\$ 20.00	Current
Rose - Wireless Microphones per Week	Per Week	Yes	\$ 35.00	\$ 35.00	Current



# SCHEDULE A - PARKS AND FORESTRY FEES

Extra Rental Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Parks Extra Rental Fees</b>					
Bar Unit	Each	Yes	\$ 38.77	\$ 39.93	Jan/01/24
BarBQ - Portable (Large)	Each	Yes	\$ 282.92	\$ 291.41	Jan/01/24
Barricade Fencing per piece	Each	Yes	\$ 14.00	\$ 14.42	Jan/01/24
Barricades (1) Wooden	Each	Yes	\$ 6.03	\$ 6.21	Jan/01/24
Bleachers - Fold & Go	Each	Yes	\$ 1,109.50	\$ 1,142.79	Jan/01/24
Bleachers (aluminum / Cap. 50)	Each	Yes	\$ 354.98	\$ 365.63	Jan/01/24
Bleachers (Cap 40)	Each	Yes	\$ 354.95	\$ 365.60	Jan/01/24
Bleachers (Large)	Each	Yes	\$ 1,109.50	\$ 1,142.79	Jan/01/24
Bleachers (Small)	Each	Yes	\$ 554.75	\$ 571.39	Jan/01/24
Clean Up Fee	Each	Yes	\$ 239.31	\$ 246.49	Jan/01/24
Computerized Scoreboard 0-6 HRS	Each	Yes	\$ 23.21	\$ 23.91	Jan/01/24
Computerized Scoreboard 6-9 HRS	Each	Yes	\$ 36.83	\$ 37.94	Jan/01/24
Computerized Scoreboard - 9 HRS+	Each	Yes	\$ 45.30	\$ 46.66	Jan/01/24
Conc. Multi Game/Event (+251)	Each	Yes	\$ 297.23	\$ 306.15	Jan/01/24
Conc. Multi Game/Event (U250)	Each	Yes	\$ 118.89	\$ 122.45	Jan/01/24
Conc. Single Game/Event (251+)	Each	Yes	\$ 118.89	\$ 122.45	Jan/01/24
Conc. Single Game/Event (U250)	Each	Yes	\$ 29.72	\$ 30.62	Jan/01/24
Cushioned Straight Back Chairs	Each	Yes	\$ 5.31	\$ 5.47	Jan/01/24
Delivery/Pick Up Equipment	Each	Yes	\$ 313.30	\$ 322.70	Jan/01/24
Fencing (Modular) per piece	Each	Yes	\$ 14.00	\$ 14.42	Jan/01/24
Fencing Delivery/Pick-Up (100)	Each	Yes	\$ 272.87	\$ 281.05	Jan/01/24
Fencing 6" high 10' sections	Each	Yes	\$ 21.65	\$ 22.30	Jan/01/24
Field Hockey Water Charges	Each	Yes	\$ 34.58	\$ 35.62	Jan/01/24
Fire Extinguisher (10lb)	Each	Yes	\$ 16.97	\$ 17.48	Jan/01/24
Fire Extinguisher (5lb)	Each	Yes	\$ 16.65	\$ 17.15	Jan/01/24
Fire Pits (delivery & pick-up) wood is extra	Each	Yes	\$ 33.94	\$ 34.96	Jan/01/24
Folding Chairs(1)	Each	Yes	\$ 3.80	\$ 3.91	Jan/01/24
Folding Tables(1)	Each	Yes	\$ 14.89	\$ 15.34	Jan/01/24
Garbage Receptacles (1)	Each	Yes	\$ 9.30	\$ 9.58	Jan/01/24
Generator - small 2000watt - internal use only	Each	Yes	\$ 56.58	\$ 58.28	Jan/01/24
Generator - small 4000watt - internal use only	Each	Yes	\$ 84.88	\$ 87.42	Jan/01/24
Jute Mat	Each	Yes	\$ 902.03	\$ 929.09	Jan/01/24
Lights - Affiliated Youth	Each	Yes	\$ 14.98	\$ 15.43	Jan/01/24
Lights - Non Res/For Profit	Each	Yes	\$ 36.83	\$ 37.94	Jan/01/24
Lights - N-Res Discount	Each	Yes	\$ 30.46	\$ 31.37	Jan/01/24
Lights - Res	Each	Yes	\$ 24.46	\$ 25.19	Jan/01/24
Lights - Res/Comm Adult Disc	Each	Yes	\$ 20.12	\$ 20.72	Jan/01/24
Lining - 10 Yard Affiliated Youth	Each	Yes	\$ 101.19	\$ 104.22	Jan/01/24
Lining - 10 Yard Full Service	Each	Yes	\$ 140.68	\$ 144.90	Jan/01/24
Lining - 10 Yard Non Res/For Profit	Each	Yes	\$ 209.58	\$ 215.87	Jan/01/24
Lining - 5 Yard	Each	Yes	\$ 211.89	\$ 218.25	Jan/01/24
Lining - 5 Yard Affiliated Youth	Each	Yes	\$ 157.55	\$ 162.27	Jan/01/24
Lining - 5 Yard Non Res/For Profit	Each	Yes	\$ 317.68	\$ 327.21	Jan/01/24
Lining - Affiliated Youth	Each	Yes	\$ 8.69	\$ 8.95	Jan/01/24
Lining - Non Res	Each	Yes	\$ 20.31	\$ 20.92	Jan/01/24
Lining - N-Res Disc	Each	Yes	\$ 16.76	\$ 17.26	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Extra Rental Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Lining - Res/Comm Adult	Each	Yes	\$ 13.48	\$ 13.88	Jan/01/24
Lining - Res/Comm Adult Disc	Each	Yes	\$ 11.10	\$ 11.43	Jan/01/24
Lining - Shot Put/Discus	Each	Yes	\$ 10.31	\$ 10.62	Jan/01/24
Modular Fencing per piece	Each	Yes	\$ 14.00	\$ 14.42	Jan/01/24
Parks Staff - Additional Staff/Students (Per hour)	Each	Yes	\$ 14.70	\$ 15.14	Jan/01/24
Parks Staff - Event Staff (Per hour)	Each	Yes	\$ 38.47	\$ 39.62	Jan/01/24
Parks Staff - Event Staff (Weekends) (Per hour)	Each	Yes	\$ 57.72	\$ 59.45	Jan/01/24
Parks Staff - Parking Staff (Per hour)	Each	Yes	\$ 14.44	\$ 14.88	Jan/01/24
Picnic Tables (1)	Each	Yes	\$ 24.69	\$ 25.44	Jan/01/24
Plywood per 4X8 sheet	Each	Yes	\$ 5.64	\$ 5.81	Jan/01/24
Port-o-let Fencing & Screening	Each	Yes	\$ 21.65	\$ 22.30	Jan/01/24
Portable Hand Sanitizer Station	Each	Yes	\$ 127.50	\$ 131.33	Jan/01/24
Portable Toilet	Each	Yes	\$ 102.00	\$ 105.06	Jan/01/24
Portable Toilet Accessible	Each	Yes	\$ 153.00	\$ 157.59	Jan/01/24
Portable Toilet Cleaning	Each	Yes	\$ 30.60	\$ 31.52	Jan/01/24
Portable Vanity Trailer	Each	Yes	\$ 1,623.65	\$ 1,672.36	Jan/01/24
Portable Wash Sink	Each	Yes	\$ 1,028.31	\$ 1,059.16	Jan/01/24
Portable Wash Station	Each	Yes	\$ 153.00	\$ 157.59	Jan/01/24
Propane (20L)	Each	Yes	\$ 28.27	\$ 29.12	Jan/01/24
Rubber Mats - per mat	Each	Yes	\$ 11.30	\$ 11.64	Jan/01/24
Soil Vac	Each	Yes	\$ 212.24	\$ 218.61	Jan/01/24
Sport Field - Dressing Rooms	Each	Yes	\$ 7.85	\$ 8.09	Jan/01/24
Stage Railings (per foot)	Each	Yes	\$ 5.41	\$ 5.57	Jan/01/24
Staging - Per Metal Piece 4 X 9	Each	Yes	\$ 38.80	\$ 39.96	Jan/01/24
Stake Outs - Large Area	Each	Yes	\$ 961.92	\$ 990.78	Jan/01/24
Stake Outs - Small Area	Each	Yes	\$ 509.24	\$ 524.52	Jan/01/24
Tent 10 X 11	Each	Yes	\$ 84.89	\$ 87.43	Jan/01/24
Tent 20 X 11	Each	Yes	\$ 96.18	\$ 99.06	Jan/01/24
Tent 30 X 30 - for internal use only	Each	Yes	\$ 1,018.47	\$ 1,049.03	Jan/01/24
Water Barrels	Each	Yes	\$ 26.53	\$ 27.33	Jan/01/24
Parks - Tree Permit for Inspection	Each	No	\$ 51.00	\$ 52.53	Jan/01/24



# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Opening and Closing Grave - Standard Depth</b>					
Adult	Each	No	\$ 1,021.02	\$ 1,051.65	Jan/01/24
Child (Container over 40" but under 60")	Each	No	\$ 482.49	\$ 496.97	Jan/01/24
Infant (Container not exceeding 40")	Each	No	\$ 218.10	\$ 224.65	Jan/01/24
Cremated Remains	Each	No	\$ 372.83	\$ 384.01	Jan/01/24
Entombment of Cremated Remains	Each	No	\$ 310.69	\$ 320.01	Jan/01/24
Scattering of Cremated Remains	Each	No	\$ 294.85	\$ 303.70	Jan/01/24
<b>Opening and Closing of Grave - Double Depth</b>					
Adult	Each	No	\$ 1,229.38	\$ 1,266.26	Jan/01/24
Child (Container over 40" but under 60")	Each	No	\$ 538.54	\$ 554.69	Jan/01/24
Infant (Container not exceeding 40")	Each	No	\$ 243.69	\$ 251.00	Jan/01/24
<b>Extra Charges for work performed at certain times</b>					
<b>On Saturdays - 7:30 am to 12:00 pm and weekdays after 4:00 pm</b>					
Minimum charge (for 3 hours)	Each	No	\$ 477.62	\$ 491.95	Jan/01/24
Additional Hours	Each	No	\$ 160.83	\$ 165.65	Jan/01/24
Cremated Remains/Infant Minimum Charge (for 3 hours)	Each	No	\$ 377.70	\$ 389.03	Jan/01/24
Additional Hours	Each	No	\$ 127.94	\$ 131.78	Jan/01/24
<b>On Sundays, City Holidays and Saturday after 12:00 pm</b>					
Minimum charge (for 3 hours)	Each	No	\$ 648.19	\$ 667.63	Jan/01/24
Additional Hours	Each	No	\$ 218.10	\$ 224.65	Jan/01/24
Cremated Remains/Infant Minimum Charge (for 3 hours)	Each	No	\$ 497.11	\$ 512.03	Jan/01/24
Additional Hours	Each	No	\$ 166.93	\$ 171.93	Jan/01/24
<b>Extra Charges</b>					
<b>Service charge for outer container more than 34" wide, or more than 28" deep (to be allocated to the Care and Maintenance Fund)</b>					
Extra Charge for Vault	Each	No	\$ 92.60	\$ 95.38	Jan/01/24
Plastic or Concrete Cremation Vault	Each	No	\$ 24.37	\$ 25.10	Jan/01/24
Additional Interment in Existing Cremation Vault	Each	No	\$ 41.42	\$ 42.67	Jan/01/24
Lowering Device	Each	No	\$ 183.99	\$ 189.50	Jan/01/24
Set up Light Weight Burial Vault	Each	No	\$ 216.87	\$ 223.38	Jan/01/24
<b>Charges for travel time for interments and follow-up maintenance outside of Brampton Cemetery</b>					
Adult and Child Grave	Each	No	\$ 442.28	\$ 455.55	Jan/01/24
Infant and Cremated Remains	Each	No	\$ 145.00	\$ 149.35	Jan/01/24
<b>Administration Fee</b>					
<b>Charge for second interment in the same grave at the same time</b>					
Second Traditional Burial	Each	No	\$ 56.05	\$ 57.73	Jan/01/24
Second Cremation or Entombment	Each	No	\$ 42.65	\$ 43.93	Jan/01/24
<b>Disinterment Charges</b>					
<b>Lowering remains to extra deep to place second body on top</b>					
Adult	Each	No	\$ 3,164.20	\$ 3,259.13	Jan/01/24
Child	Each	No	\$ 1,920.21	\$ 1,977.82	Jan/01/24
Infant	Each	No	\$ 1,161.14	\$ 1,195.98	Jan/01/24
<b>Removal of remains and re-burials in another location in the same cemetery - (from Standard grave to standard depth grave)</b>					
Adult	Each	No	\$ 3,753.90	\$ 3,866.52	Jan/01/24
Child	Each	No	\$ 2,258.92	\$ 2,326.69	Jan/01/24
Infant	Each	No	\$ 1,010.06	\$ 1,040.36	Jan/01/24
Cremated Remains	Each	No	\$ 525.13	\$ 540.89	Jan/01/24
Disentombment of Cremated Remains	Each	No	\$ 259.53	\$ 267.31	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Removal of remains only, for re-burial in another cemetery</b>					
Adult	Each	No	\$ 2,929.04	\$ 3,016.91	Jan/01/24
Child	Each	No	\$ 1,766.69	\$ 1,819.69	Jan/01/24
Infant	Each	No	\$ 788.31	\$ 811.96	Jan/01/24
Cremated Remains	Each	No	\$ 397.19	\$ 409.11	Jan/01/24
Disentombment of Cremated Remains	Each	No	\$ 283.89	\$ 292.41	Jan/01/24
<b>Extra Charges</b>					
Disinterment of Extra Deep Interment	Each	No	\$ 337.51	\$ 347.63	Jan/01/24
<b>Disinterment with wooden outer container or Disinterment of wooden casket without container</b>					
Extra Charge	Each	No	\$ 695.71	\$ 716.58	Jan/01/24
Disinterment of a Cremation Vault	Each	No	\$ 63.35	\$ 65.25	Jan/01/24
<b>Monument Foundations</b>					
<b>All foundations are 5 feet deep. Installation charges are based on the number of square feet or surface area of the foundation at ground level</b>					
Up to 10 sq. ft. surface--per sq. ft.	Each	No	\$ 227.84	\$ 234.68	Jan/01/24
Minimum Charge	Each	No	\$ 581.18	\$ 598.62	Jan/01/24
Over 10 sq. ft. surface--per sq. ft.	Each	No	\$ 192.51	\$ 198.28	Jan/01/24
Removal of old foundation	Each	No	\$ 347.25	\$ 357.66	Jan/01/24
Extra charge for installation of foundation outside of Brampton Cemetery	Each	No	\$ 307.04	\$ 316.25	Jan/01/24
<b>Flat Markers and Corner Posts</b>					
<b>Flat markers-Installation included:</b>					
Laurentian pink granite--20" x 12" x 4"	Each	No	\$ 510.52	\$ 525.84	Jan/01/24
Barre grey granite--20" x 12" x 4"	Each	No	\$ 510.52	\$ 525.84	Jan/01/24
<b>Lettering on Markers - Sand Sunk ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
<b>Lettering on Markers - Raised Lettering ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
Each additional letter	Each	No	\$ 10.97	\$ 16.57	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 421.57	\$ 543.83	Jan/01/24
<b>Installation of Markers (not purchased at Brampton Cemetery)</b>					
Size - that are at least 173 square inches	Each	No	\$ 97.47	\$ 100.40	Jan/01/24
over 10" x 16" to 12" x 20"	Each	No	\$ 179.11	\$ 184.49	Jan/01/24
over 12" x 20"	Each	No	\$ 286.33	\$ 294.92	Jan/01/24
Installation of Bronze markers into a 4" concrete base	Each	No	\$ 46.29	\$ 47.68	Jan/01/24
<b>Installation of Corner Posts</b>					
One corner post	Each	No	\$ 37.77	\$ 38.90	Jan/01/24
Set of 4 corner posts	Each	No	\$ 126.72	\$ 130.52	Jan/01/24
Installation of a vase unit	Each	No	\$ 90.17	\$ 92.87	Jan/01/24
<b>Inscription for Columbarium Lettering Sand Sunk ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Jan/01/24
Extra Charges for installation of markers or corner posts outside of Brampton Cemetery	Each	No	\$ 103.57	\$ 106.16	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Inscription of Shared Monument - Sand Sunk ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 248.56	\$ 320.64	Jan/01/24
Each additional letter	Each	No	\$ 8.54	\$ 12.89	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
Family name 3" - 3.75" Letters	Each	No	\$ 421.57	\$ 543.83	Jan/01/24
Family name 4" - 4.75" Letters	Each	No	\$ 547.07	\$ 705.73	Jan/01/24
<b>Lettering on Markers - Raised Lettering ONLY</b>					
Less than 2: letters Minimum Charge--up to 29 letters	Each	No	\$ 324.10	\$ 418.09	Jan/01/24
Each additional letter	Each	No	\$ 10.97	\$ 16.57	Jan/01/24
Family name 2" - 2.75" Letters	Each	No	\$ 421.57	\$ 543.83	Jan/01/24
Family name 3" - 3.75" Letters	Each	No	\$ 549.51	\$ 708.87	Jan/01/24
Family name 4" - 4.75" Letters	Each	No	\$ 711.55	\$ 917.90	Jan/01/24
<b>Care and Maintenance Fund</b>					
Extra charges at the time of installation to be deposited into the Care and Maintenance Fund as per section 38 (1) and 38 (3) of the Revised Cemeteries Act					
<b>Upright Monuments</b>					
Size less the 4' in length and height including the base	Each	No	\$ 200.00	\$ 200.00	Current
More than 4' in either length or height	Each	No	\$ 400.00	\$ 400.00	Current
<b>Flat Markers</b>					
That are at least 173 sq. inches	Each	No	\$ 100.00	\$ 100.00	Current
<b>Transfer of Interment Rights</b>					
Charge for transfer or interment rights of lots (Rights Holder ONLY)	Each	No	\$ 153.52	\$ 158.13	Jan/01/24
*Charge for Transfer of Interment Rights (*Non Interment Rights Holder)	Each	No	\$ 230.28	\$ 237.19	Jan/01/24
Replacement Certificate	Each	No	\$ 127.94	\$ 131.78	Jan/01/24
<b>Extra Ground Maintenance on Request</b>					
Planting 2 shrubs	Each	No	\$ 70.67	\$ 72.79	Jan/01/24
Installation of flowerbed per sq. yd. or less	Each	No	\$ 135.24	\$ 139.30	Jan/01/24
Planting of flowerbed	Each	No	\$ 70.67	\$ 72.79	Jan/01/24
Flowerbed maintenance per sq. yd. or less / season	Each	No	\$ 115.75	\$ 119.22	Jan/01/24
Cleaning of monument	Each	No	\$ 179.11	\$ 184.49	Jan/01/24
Cleaning of flat marker	Each	No	\$ 70.67	\$ 72.79	Jan/01/24
Removal of shrubs	Each	No	\$ 81.64	\$ 84.09	Jan/01/24
Trimming of shrubs	Each	No	\$ 35.34	\$ 36.40	Jan/01/24
Sodding of abandoned flowerbed	Each	No	\$ 43.86	\$ 45.18	Jan/01/24
<b>Plant material and planting of flowerbed</b>					
Up to 30" L	Each	No	\$ 107.23	\$ 110.44	Jan/01/24
over 30" to 48" L	Each	No	\$ 127.94	\$ 131.78	Jan/01/24
over 48" in length	Each	No	\$ 140.13	\$ 144.33	Jan/01/24
<b>Memorial Benches</b>					
The price for the bench includes cost of bench, 3" x 9" bronze plaque (max. 4 lines of inscription), installation of foundation and maintenance, (\$100.00 deposited into the Care and Maintenance fund). Customer may choose to dedicate an existing bench or arrange to have a new bench installed.	Each	No	\$ 2,079.82	\$ 2,142.21	Jan/01/24
<b>Memorial Trees</b>					
The price for the tree includes cost of tree, 8" x 10" bronze plaque (max. 4 lines of inscription), mounted in a concrete base. Customers may choose to dedicate an existing tree or arrange to have a new tree planted.	Each	No	\$ 1,219.63	\$ 1,256.22	Jan/01/24

# SCHEDULE A - PARKS AND FORESTRY FEES

Cemetery Fees

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Sale of Plots</b>					
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 1,967.72	\$ 2,026.75	Jan/01/24
Veteran's (Single) Grave 3'6" x 8'0"	Each	No	\$ 1,967.72	\$ 2,026.75	Jan/01/24
Single Grave with Foundation 3'6" x 10'	Each	No	\$ 2,730.45	\$ 2,812.37	Jan/01/24
Two Grave Adult Plot - 7' x 10' or 7' x 11'	Each	No	\$ 3,936.66	\$ 4,054.76	Jan/01/24
Two Grave Shared Monument Plot 8' x 9'9"	Each	No	\$ 8,587.31	\$ 8,844.93	Jan/01/24
Four Grave Adult Plot - 14'0" x 10'0" or 14'0" x 11'0"	Each	No	\$ 7,872.10	\$ 8,108.27	Jan/01/24
One Infant Lot - 2' x 3'6"	Each	No	\$ 260.73	\$ 268.56	Jan/01/24
4 - Grave Cremation Plot - 3'6" x 3'6"	Each	No	\$ 1,431.63	\$ 1,474.58	Jan/01/24
2 Grave Cremation Plot 3'6" x 2' or 2' x 2'	Each	No	\$ 913.80	\$ 941.22	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-1 Existing Columbarium	Each	No	\$ 2,286.95	\$ 2,355.56	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-2 New Columbarium	Each	No	\$ 2,786.49	\$ 2,870.08	Jan/01/24
One Cremation Grave 1'0" x 1'0"	Each	No	\$ 448.37	\$ 461.82	Jan/01/24
4 Grave Cremation Plot with Foundation 2'6" x 3'9"	Each	No	\$ 2,193.13	\$ 2,258.92	Jan/01/24
<b>Care and Maintenance Fund</b>					
<b>The above prices for lost include the cost of the Care and Maintenance Fund</b>					
<b>The City will take the following allocation to the Care and Maintenance Fund for the initial sales:</b>					
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 984.48	\$ 1,014.01	Jan/01/24
Veteran's (Single) Grave 3'6" x 8'0"	Each	No	\$ 984.48	\$ 1,014.01	Jan/01/24
Single Grave with Foundation 3'6" x 10'	Each	No	\$ 984.48	\$ 1,014.01	Jan/01/24
Two Grave Adult Plot - 7' x 10' or 7' x 11'	Each	No	\$ 1,967.72	\$ 2,026.75	Jan/01/24
Two Grave Shared Monument Plot 8' x 9'9"	Each	No	\$ 2,501.39	\$ 2,576.43	Jan/01/24
Four Grave Adult Plot - 14'0" x 10'0" or 14'0" x 11'0"	Each	No	\$ 3,936.66	\$ 4,054.76	Jan/01/24
One Infant Lot - 2' x 3'6"	Each	No	\$ 130.37	\$ 134.28	Jan/01/24
4 - Grave Cremation Plot - 3'6" x 3'6"	Each	No	\$ 716.42	\$ 737.92	Jan/01/24
2 Grave Cremation Plot 3'6" x 2' or 2' x 2'	Each	No	\$ 456.91	\$ 470.61	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-1 Existing Columbarium	Each	No	\$ 344.81	\$ 355.16	Jan/01/24
2 - Space Cremation Niche - 13" L x 10" D x 8" H CO-2 New Columbarium	Each	No	\$ 417.92	\$ 430.46	Jan/01/24
One Cremation Grave 1'0" x 1'0"	Each	No	\$ 224.19	\$ 230.92	Jan/01/24
4 Grave Cremation Plot with Foundation 2'6" x 3'9"	Each	No	\$ 761.95	\$ 784.81	Jan/01/24
<b>Care and Maintenance Fund</b>					
<b>Charges for the Care and Maintenance fund on Lots sold before 1955</b>					
One (Single) Grave Adult Lot - 3'6" x 8'0" or 3'6" x 11'0"	Each	No	\$ 787.08	\$ 810.70	Jan/01/24
One Infant Lot	Each	No	\$ 104.78	\$ 107.92	Jan/01/24
<b>Scattering Grounds</b>					
Scattering Grounds (No Scattering Rights)	Each	No	\$ 31.68	\$ 32.63	Jan/01/24
<b>Parks Memorial Rates and Fees</b>					
Parks Memorial Bench (Plaque Included)	Each	No	\$ 1,741.41	\$ 1,793.66	Jan/01/24
Parks Memorial Tree (Plaque Included)	Each	No	\$ 1,021.21	\$ 1,051.84	Jan/01/24
Parks Memorial Tree (No Plaque)	Each	No	\$ 358.75	\$ 369.51	Jan/01/24

# SCHEDULE B - FINANCE FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Property Tax</b>					
Tax Certificates	Each	No	\$ 70.00	\$ 70.00	Current
Tax Statements, Tax Bill reprints and other similar requests not specifically provided for in this by-law.	Each	No	\$ 20.00	\$ 25.00	Jan/01/24
Miscellaneous Tax Confirmations (per year, available from 1998 only) <b>(By-law 51-2004)</b>	Each	No	\$ 20.00	\$ 30.00	Jan/01/24
Land/Property Ownership Changes <b>(By-law 27-2006)</b>	Each	No	\$ 45.00	\$ 45.00	Current
Returned Cheques Non-Sufficient Funds (includes Pre-Authorized Payments and declined/disputed credit card transactions) <b>(By-law 200-2005)</b>	Each	Yes	\$ 35.00	\$ 40.00	Jan/01/24
Retrieval & Return of Post-dated Cheques (Lockbox) - Per Cheque <b>(By-law 27-2006)</b>	Each	Yes	\$ 20.00	\$ 20.00	Current
Capping/Clawback Calculation Summary (per year requested) <b>(By-law 27-2006)</b>	Each	No	\$ 10.00	\$ 10.00	Current
Peel Regional Police – Grow House Invoicing – Administration Fee per Invoice <b>(By-law 140-2008)</b>	Each	No	\$ 500.00	\$ 500.00	Current
W.S.I.B. Collection Accounts – Administration Fee <b>(By-law 27-2006)</b>	Each	No	5% of total amount added to taxes	5% of total amount added to taxes	Current
Miscellaneous items added to taxes for collection <b>(By-law 176-2009)</b>	Each	No	\$ 50.00	\$ 50.00	Current
Overdue Tax Notification Fee <b>(By-laws 78-2007, 237-2009, 373-2012)</b>	Each	Yes	\$ 9.00	\$ 9.00	Current
Mortgage Holders and Property Managers Account Maintenance Fee per account <b>(By-law 365-2009)</b>	Each	Yes	\$ 11.00	\$ 11.00	Current
Taxable Property Account Fee	Each	No	\$ 45.00	\$ 45.00	Current
Tax Appeal applications under Municipal Act, 2001	Each	No	\$ 15.00	\$ 30.00	Jan/01/24
Process Refunds from Tax Account	Each	No	\$ 25.00	\$ 35.00	Jan/01/24
Tax Account Payment Transfers	Each	No	\$ 25.00	\$ 35.00	Jan/01/24
<b>Corporate Collections</b>					
Overdue General Accounts Receivable Penalty, % per month <b>(By-law 140-2008)</b>	Each	No	1.5% of principal outstanding amount	1.5% of principal outstanding amount	Current
Land Title Searches - per search fee <b>(By-law 2-2007)</b>	Each	Yes	\$ 130.00	\$ 155.00	Jan/01/24
Corporate Search Recovery Charge	Each	Yes	\$ 20.00	\$ 40.00	Jan/01/24
Collection Agency Recovery Charge <b>(By-law 2-2007)</b>	Each	No	Actual Cost	Actual Cost	Current
Defaulted Provincial Offences Fine and Administrative Penalties Collection Administration Fee - Per Fine or Penalty	Each	No	\$ 20.00	\$ 20.00	Current
Defaulted Provincial Offences Fine and Administrative Penalties added to the tax roll - Per Fine or Penalty	Each	No	\$50.00	\$50.00	Current
Convenience fee for Parking tickets and Penalty Notices paid by telephone - Per Ticket or Per Fine Fee <b>(By-laws 140-2008, 176-2009)</b>	Each	Yes	\$ 2.50	\$ 2.50	Current
Convenience fee for Parking tickets, Penalty Notices and Provincial Offences Act fines paid on-line - Per Ticket or Per Fine Fee <b>(By-law 176-2009)</b>	Each	Yes	\$ 1.50	\$ 1.50	Current
Final Notice Before Tax Sale - Per Notice Fee	Each	Yes	\$ 20.00	\$ 25.00	Jan/01/24
Bailiff Action Fee - Per Notice Fee	Each	Yes	\$ 20.00	\$ 50.00	Jan/01/24
Notice of Pending Tax Sale Proceedings - Per Notice Fee	Each	Yes	\$ 20.00	\$ 30.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Tax Arrears Certificate <b>(By-law 126-2016)</b>	Each	No	\$ 1,250.00	\$ 1,425.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Extension Agreement <b>(By-law 126-2016)</b>	Each	No	\$ 750.00	\$ 900.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Final Notice <b>(By-law 126-2016)</b>	Each	No	\$ 500.00	\$ 600.00	Jan/01/24
Scale of Cost - Sale of Land for Tax Arrears - Tax Sale of Property (Plus actual incurred advertising costs) <b>(By-law 126-2016)</b>	Each	No	\$ 3,000.00	\$ 3,600.00	Jan/01/24
Tax Sale Tender Package Application (Due upon pick-up)	Each	Yes	NEW	\$ 30.00	Jan/01/24

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

## SCHEDULE B - CORPORATE SUPPORT SERVICES

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Document</b>					
Photocopy (per page) (By-law 2-2007)	Each	Yes	\$ 0.50	\$ 0.50	Current
Document Search (per 15 minutes) (By-law 2-2007)	Each	No	\$ 7.50	\$ 7.50	Current
Preparation of Mailing labels (per label) (By-law 2-2007)	Each	No	\$ 1.00	\$ 1.00	Current
<b>Compliance Requests (By-law 175-2007)</b>					
Legal matters	Each	No	\$ 75.00	\$ 75.00	Current
Site Plan Matters (Planning, Design and Development)	Each	No	\$ 75.00	\$ 75.00	Current
Building and Zoning Matters (By-law 387-2006, as amended)	Each	No	\$ 239.06	\$ 239.06	Current
Financial Matters (Finance)	Each	No	\$ 200.00	\$ 200.00	Current
Lands within a registered plan of subdivision	Each	No	\$ 50.00	\$ 50.00	Current
Lands not within a registered plan of subdivision	Each	No	\$ 100.00	\$ 100.00	Current
Tile Drainage Matters (Engineering – Works and Transportation)	Each	No	\$ 50.00	\$ 50.00	Current

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

**SCHEDULE B - STRATEGIC COMMUNICATIONS, CULTURE AND EVENTS**

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Tourism</b>					
<b>EVENTS</b>					
Artisan Vendor - A	Each	Yes	\$ 250.00	\$ 250.00	Current
Artisan Vendor - B	Each	Yes	\$ 500.00	\$ 500.00	Current
Artisan Vendor - C	Each	Yes	\$ 750.00	\$ 750.00	Current
Artisan Vendor - D	Each	Yes	\$ 1,000.00	\$ 1,000.00	Current
Food Vendor - Booth - A	Each	Yes	\$ 150.00	\$ 150.00	Current
Food Vendor - Booth - B	Each	Yes	\$ 300.00	\$ 300.00	Current
Food Vendor - Booth - C	Each	Yes	\$ 450.00	\$ 450.00	Current
Food Vendor - Booth - D	Each	Yes	\$ 600.00	\$ 600.00	Current
Food Vendor - Booth - E	Each	Yes	\$ 750.00	\$ 750.00	Current
Food Vendor - Booth - F	Each	Yes	\$ 900.00	\$ 900.00	Current
Food Vendor - Truck - A	Each	Yes	\$ 150.00	\$ 150.00	Current
Food Vendor - Truck - B	Each	Yes	\$ 300.00	\$ 300.00	Current
Food Vendor - Truck - C	Each	Yes	\$ 450.00	\$ 450.00	Current
Food Vendor - Truck - D	Each	Yes	\$ 600.00	\$ 600.00	Current
Food Vendor - Truck - E	Each	Yes	\$ 750.00	\$ 750.00	Current
Food Vendor - Truck - F	Each	Yes	\$ 900.00	\$ 900.00	Current
Retail Vendor - A	Each	Yes	\$ 150.00	\$ 150.00	Current
Retail Vendor - B	Each	Yes	\$ 300.00	\$ 300.00	Current
Retail Vendor - C	Each	Yes	\$ 450.00	\$ 450.00	Current
Retail Vendor - D	Each	Yes	\$ 600.00	\$ 600.00	Current
Retail Vendor - E	Each	Yes	\$ 750.00	\$ 750.00	Current
Retail Vendor - F	Each	Yes	\$ 900.00	\$ 900.00	Current
<b>BRAMPTON FARMERS' MARKET</b>					
BFM - Artist	Each	Yes	\$ 250.00	\$ 250.00	Current
BFM - Vendor A (10'x10')	Each	Yes	\$ 475.00	\$ 475.00	Current
BFM - Vendor B (10'x20')	Each	Yes	\$ 950.00	\$ 950.00	Current
BFM - Vendor C (10'x30')	Each	Yes	\$ 1,425.00	\$ 1,425.00	Current
BFM - Vendor D (10'x40')	Each	Yes	\$ 1,900.00	\$ 1,900.00	Current
BFM - Vendor E (10'x50')	Each	Yes	\$ 2,375.00	\$ 2,375.00	Current
BFM - Vendor Insurance	Each	Yes	\$ 45.00	\$ 45.00	Current
<b>CARABRAM TICKETS</b>					
Carabram (Adult - Presale)	Each	No	\$ 10.00	\$ 10.00	Current
Carabram (Adult - Onsite)	Each	No	\$ 12.00	\$ 12.00	Current
Carabram (Child Under 12)	Each	No	\$ -	\$ -	Current
Carabram (Online Sales)	Each	No	\$ -	\$ -	Current



**General:**

Fees may have rounding treatments.  
HST may be added to the fees listed in this Schedule.

**Abbreviation – Meaning**

AGCO - Alcohol & Gaming Commission of Ontario  
MVC - Motor Vehicle Collision  
MVF - Motor Vehicle Fire  
NFPA - National Fire Protection Association  
RSMP - Risk and Safety Management Plan  
USWG - US Water Gallons

**Detailed descriptions for Fire & Emergency Services user fees are as follows:**

**Motor Vehicle Collision (MVC) - King's Highway & ETR/407 Highway**

- If Fire and Emergency Services attends at the scene of a motor vehicle collision or motor vehicle fire, on any property designated as a King's Highway or ETR/407 and provides firefighting or other emergency services, the Corporation shall charge the fee stipulated in this fee schedule to any one or more of the following: the driver, the owner and the insurance company, the Ministry of Transportation, the ETR/407, in order to recover full payment of the stipulated fee. Motor Vehicle Collision user fee rates are based on the remuneration rate for fire response service as approved by the Ministry of Transportation, which shall be adjusted annually effective January 1st of each year based on the most recent remuneration rate approved by the Ministry of Transportation.

**Motor Vehicle Collision (MVC) - Non-Resident, Brampton City Streets**

- If Fire and Emergency Services attends at the scene of a motor vehicle collision or motor vehicle fire, on any property under the jurisdiction of the City of Brampton and provides firefighting or other emergency services, the Corporation shall charge the fee stipulated in this fee schedule to any one or more of the following: the driver, the owner and the insurance company, the Ministry of Transportation, the ETR/407, in order to recover full payment of the stipulated fee. Motor Vehicle Collision user fee rates are based on the remuneration rate for fire response service as approved by the Ministry of Transportation, which shall be adjusted annually effective January 1st of each year based on the most recent remuneration rate approved by the Ministry of Transportation.
- In the case of a multiple vehicle collision, where those drivers involved consist of a Brampton resident and a non-resident, the fee billed to the non-resident shall be pro-rated.
- Example:
  - (1) Two vehicle collision, one resident and one non-resident: billing shall be only 50% of the total cost recovery fees demanded of a non-resident; or,
  - (2) Three vehicle collision, one resident and two non-residents: cost recovery fees shall be divided (as per this example) by three and one third shall be demanded of each of the two non-resident drivers.

**Hazardous Materials Response**

- If Fire and Emergency Services responds to an incident or emergency and a hazardous material response is provided, the Corporation shall charge the fee stipulated in the fee schedule to any one or more of the following: the property owner, the vehicle owner and the insurance company, in order to recover full payment of the stipulated fees.



- In the event an emergency involves hazardous materials and at the scene or property, damages or contaminations of equipment occurs, the expenses incurred by Fire and Emergency Services for cleaning and decontamination or replacement of equipment, as applicable, and shall be recovered as a fee as stipulated in this schedule.
- In the event an emergency involves hazardous materials and at the scene or property, the use of consumable materials, other than water and medical supplies, are used to suppress or extinguish a fire, preserve property, prevent a fire from spreading or otherwise control and eliminate an emergency, the expenses incurred by Fire and Emergency Services for using consumable materials shall be recovered as a fee as stipulated in this schedule.

**False Alarms**

- For the purpose of this Schedule, a False Alarm means the activation of a fire alarm or emergency system which occurs without just cause, including where there is no fire, carbon monoxide or other emergency situation.
- Fire and Emergency Services shall charge a property owner the False Alarm Fee stipulated in this Schedule if upon attending a property in response to the activation of a fire alarm or emergency system it is determined that it was a False Alarm.
- Where a False Alarm is triggered as a result of work being conducted on a fire alarm or emergency system and Fire and Emergency Services attend at the property in response to the False Alarm, the property owner shall be charged the False Alarm Fee stipulated in this Schedule, unless the property owner notified the Joint Fire Communication Centre in advance that the work was being conducted.
- The False Alarm Fee will not be charged for the first occurrence of a False Alarm at a property, but will be charged for each subsequent False Alarm occurrence within the same calendar year.

**Natural Gas Incident Response**

- If Fire and Emergency Services attends at a property in response to a natural gas leak and upon conducting an investigation, fire personnel determine that the due diligence was not exercised (example: locates of utility lines not completed before digging commenced), the property owner shall be charged the fee as stipulated within this Schedule.

**Non-Emergency Elevator Incident Response**

- If Fire and Emergency Services attends to a property in response to a stalled elevator and determines that the confined individual(s) do not have urgent medical needs and is not in immediate danger as a result of the elevator being inoperative, the property owner shall be charged the fee stipulated with this Schedule.

**Unauthorized Open-Air Burn Response**

- For the purpose of this schedule, unauthorized open-air burns are open-air burns that occur without a permit from Brampton Fire and Emergency Services.
- The first occurrence of a response to an unauthorized open-air burn at a property will not be charged but will be charged for each subsequent occurrence within the same calendar year.

**Reports and Searches**

- For all fire related file searches and fire report requests, the requester shall be charged the fee as stipulated in this schedule.

**Permits, Applications and Reviews**

- For all fire related permit requests, designated fire route applications and Propane Facility License application and reviews, the requestor shall be charged the fee as stipulated in this schedule.
- Firework permit requirements are identified within Fireworks By-law 163-2016

**Fireworks Retailer Course**

- Is a course provided by Fire and Emergency Services, which provides guidance regarding safe practices for fireworks retailers. The Fireworks Retailer Course is current to the year of issue.
- Contact Fire Prevention for course schedule and availability.

**Fire Inspections**

- For the provision of requested fire related inspection services, the requester shall be charged the fee as stipulated in this schedule.
- Fees such as "Per Occupant", "Per Tenant", "Per Additional Floor" and "Over 10,000 square feet" are billed in addition to the identified base inspection fee, where applicable.
- Re-inspection fees will be charged on Fire Safety Inspection Orders where a subsequent re-inspection is required as a result of the owner not suitably addressing all fire safety hazards identified in the Fire Safety Inspection Order.

**Rentals**

- For the provision of requested rentals of the specified fire equipment or facilities, the requester shall be charged the fee as stipulated in this schedule.
- All rentals are subject to availability as well as pre-approval by Fire and Emergency Services. Usage restrictions and limitations apply. Liability waivers are required.
- For the rental of fire trucks: (1) One hour shall be added to all vehicle rentals, in addition to the duration requested, to allow for set-up and travel. All vehicle rentals require a minimum three hour rental.
- Burn Building (Live Fire) Rental: A mandatory requirement for the rental of this facility is to have a qualified NFPA 1403 instructor present for the full duration of the rental. One may be provided by the renter, subject to approval by Brampton Fire and Emergency Services.

**Fire Apparatus Standby**

- For the provision of a standby crew and fire apparatus, other than an emergency response, for a private company, community group, developer, industry or provincial government. Standby location must be within Brampton's jurisdiction.
- All fire apparatus standby requests are subject to availability as well as pre-approval by Fire and Emergency Services.
- (1) One hour shall be added to all standby requests, in addition to the duration requested, to allow for set-up and travel. All standbys require a minimum three hour charge.

**Miscellaneous**

- For the provision of other general services and products such as key boxes, smoke alarms, carbon monoxide detectors, printed copies of safety plans and/or other general items listed within this section, the requester shall be charged the fee as stipulated in this schedule.
- If Fire and Emergency Services responds to a fire or other emergency at a property and determines that it is necessary to rent special equipment or use consumable materials to board-up and barricade a property, the expenses incurred by Fire and Emergency Services shall be recovered as a fee under this By-law.

**Addition to Tax Roll**

- If a property owner who is charged a fee under this by-law fails to pay the fee within ninety (90) days of the invoice date, the Corporation may add the fee, including interest and administration fees to the tax roll for any real property in the City of Brampton, registered in the name of the owner and collect the fee, including interest, in like manner as municipal taxes.

**SCHEDULE C - FIRE AND EMERGENCY SERVICES FEES**

Notes

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>Motor Vehicle Collision (MVC)- King's Highway and 407/ETR Highway</b>					
Highway Service Fee	Per Truck Dispatched - 1st Hour	No	\$ 543.03	\$ 543.03	Current
Highway Service Fee	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 271.52	\$ 271.52	Current
<b>Motor Vehicle Collision (MVC)- Non-Resident on Brampton City Streets</b>					
Non-resident Motor Vehicle Collision (MVC)/Motor Vehicle Fire (MVF) Fee	Per Truck Dispatched - 1st Hour	No	\$ 543.03	\$ 543.03	Current
Non-resident Motor Vehicle Collision (MVC)/Motor Vehicle Fire (MVF) Fee	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 271.52	\$ 271.52	Current
<b>Hazardous Material Response</b>					
Hazardous Material Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Jan/01/24
Hazardous Material Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Jan/01/24
Hazardous Material Response - Consumables, Damages or Contamination to equipment	At Cost	No	To be billed at cost	To be billed at cost	Current
<b>Natural Gas Incident Response</b>					
Natural Gas Incident Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Jan/01/24
Natural Gas Incident Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Jan/01/24
<b>Non-Emergency Elevator Rescue Response</b>					
Non-Emergency Elevator Rescue Response	Per Truck Dispatched - 1st Hour	No	\$ 515.00	\$ 532.00	Jan/01/24
Non-Emergency Elevator Rescue Response	Per Truck Dispatched - for each additional one-half hour or part thereof	No	\$ 257.50	\$ 266.00	Jan/01/24
<b>Unauthorized Open-Air Burn Response</b>					
Response to Unauthorized Open-Air Burns – 2nd or subsequent occurrences in any calendar year	Per Alarm / Occurrence	No	NEW	\$ 543.03	Jan/01/24
<b>Reports and Searches</b>					
Fire Report	Per Address, Per Report	No	\$ 144.00	\$ 149.00	Jan/01/24
File Search	Per Address, Per Unit	No	\$ 144.00	\$ 149.00	Jan/01/24
<b>Permits</b>					
Permit - Consumer Fireworks (For a non-designated occasion under Fireworks by-law 147-2006)	Per Permit	No	\$ 260.00	\$ 269.00	Jan/01/24
Permit - Display Fireworks (including consumer fireworks being used in a display) or Pyrotechnic Special Effects Permit (applies any day)	Per Permit	No	\$ 260.00	\$ 269.00	Jan/01/24
Permit - Open Air Burning - Single (1) Day Clearance	Per Address	No	\$ 30.00	\$ 31.00	Jan/01/24
Permit - Open Air Burning - Seven (7) Day Clearance	Per Address	No	\$ 106.00	\$ 109.00	Jan/01/24
Permit - Open Air Burning - Twenty-eight (28) Day Clearance	Per Address	No	\$ 187.00	\$ 193.00	Jan/01/24
<b>Applications and Reviews</b>					
RSMP Reviews - 5000 USWG or less (Existing, where changes have occurred)	Per Address	No	\$ 300.00	\$ 300.00	Current
RSMP Reviews - 5000 USWG or less (New or change of ownership)	Per Address	No	\$ 600.00	\$ 600.00	Current
RSMP Reviews - Greater than 5000 USWG (Existing, where changes have occurred)	Per Address	No	\$ 1,500.00	\$ 1,500.00	Current
RSMP Reviews - Greater than 5000 USWG (New or change of Ownership)	Per Address	No	\$ 3,000.00	\$ 3,000.00	Current
Alternative Solution Proposal Review	Per Address	No	\$ 340.00	\$ 351.00	Jan/01/24
Fire Route Application	Per Application	No	\$ 260.00	\$ 269.00	Jan/01/24
Fire Safety Plan Review (Where legislation does not require this)	Per Plan	Yes	\$ 192.00	\$ 198.00	Jan/01/24
<b>Fire Inspection - Group Homes</b>					
Base Inspection	Per Inspection	No	\$ 227.00	\$ 234.00	Jan/01/24
Per Occupant	Per Occupant	No	\$ 10.00	\$ 10.00	Current
Over 10,000 square feet	Per Inspection	No	\$ 30.00	\$ 30.00	Current
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Industrial/Commercial/Office/Multi-Occupancy Complex</b>					
Base Inspection	Per Inspection	No	\$ 275.00	\$ 284.00	Jan/01/24
Per Tenant or Occupant	Per Tenant or Occupant	No	\$ 139.00	\$ 144.00	Jan/01/24
Over 10,000 square feet	Per Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Residential/Apartment/Condominium Building</b>					
Base Inspection	Per Inspection	No	\$ 227.00	\$ 234.00	Jan/01/24
Per Additional Floor	Per Additional Floor	No	\$ 57.00	\$ 59.00	Jan/01/24

**SCHEDULE C - FIRE AND EMERGENCY SERVICES FEES**

Notes

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Two Unit Dwellings</b>					
Base Inspection	Per Address	No	\$ 227.00	\$ 234.00	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - Tents</b>					
Tent/Marquee Inspection (Equal to or greater than 100 square feet)	Per Tent	No	\$ 227.00	\$ 234.00	Jan/01/24
Additional Tents under 10,000 square feet	Per Tent	No	\$ 50.00	\$ 50.00	Current
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Inspection - General</b>					
Residential Mortgage or Change of Ownership Inspection	Per Address	No	\$ 227.00	\$ 234.00	Jan/01/24
Alcohol and Gaming Commission of Ontario (A.G.C.O) Inspection	Per Address	No	\$ 227.00	\$ 234.00	Jan/01/24
Occupant Load Calculation	Per Address or Per Occupancy	Yes	\$ 582.00	\$ 601.00	Jan/01/24
Re-Inspection for Non-Compliance	Per Re-Inspection	No	\$ 139.00	\$ 144.00	Jan/01/24
<b>Fire Alarms</b>					
False Alarms - 2nd or subsequent alarms in any calendar year	Per Alarm / Occurrence	No	\$ 1,030.00	\$ 1,400.00	Jan/01/24
<b>Rentals &amp; Standby Requests</b>					
Burn Building (Live Fire) Rental with Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	Full day (8 Hours)	Yes	\$ 1,769.00	\$ 1,827.00	Jan/01/24
Burn Building (Live Fire) Rental without Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	Full Day (8 Hours)	Yes	\$ 1,103.00	\$ 1,139.00	Jan/01/24
Burn Building (Live Fire) Rental with Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	One-Half day (4 Hours)	Yes	\$ 884.00	\$ 913.00	Jan/01/24
Burn Building (Live Fire) Rental without Certified (NFPA 1403) Instructor supplied by Brampton Fire and Emergency Services	One-Half day (4 Hours)	Yes	\$ 552.00	\$ 570.00	Jan/01/24
Fire Trucks - For use in film productions	Per Truck, Per Hour	Yes	\$ 515.00	\$ 532.00	Jan/01/24
Small Vehicle/Van/Utility Vehicle -For use in film productions	Per Vehicle, Per Hour	Yes	\$ 257.00	\$ 265.00	Jan/01/24
Fire Station - For use in film productions	Per Facility, Per Hour	Yes	\$ 552.00	\$ 570.00	Jan/01/24
Fire Apparatus Standby Request	Per Truck, Per Hour	Yes	\$ 515.00	\$ 532.00	Jan/01/24
<b>Training</b>					
Fireworks Retailer Course	Per Person, Per Session	No	\$ 108.00	\$ 112.00	Jan/01/24
Fire Extinguisher Training	Per Session	Yes	\$ 611.00	\$ 631.00	Jan/01/24
<b>Miscellaneous</b>					
Key Boxes	Per Key Box	Yes	\$ 131.00	\$ 135.00	Jan/01/24
Printed Copies of Fire Safety Plans	Per Plan	Yes	\$ 15.00	\$ 15.00	Current
Smoke Alarm (with 10 year battery)	Per Unit	Yes	\$ 25.00	\$ 25.00	Current
Carbon Monoxide Alarm	Per Unit	Yes	\$ 25.00	\$ 25.00	Current
Boarding and Barricading - Labour	Per Truck, Per Hour	Yes	\$ 552.00	\$ 570.00	Jan/01/24
Boarding and Barricading - Materials	Material Costs	Yes	To be billed at cost	To be billed at cost	Current

## SCHEDULE D - ANIMAL SERVICES

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Adoption Fees</b>				
Dog Adoption	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Cat Adoption	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Small Animal Adoption	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Bird Adoption - Small	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Bird Adoption - Medium	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
Bird Adoption - Large	Yes	\$0 - \$200.00	\$0 - \$200.00	Current
<b>Adoption In (Surrender for Adoption)</b>				
Dogs	Yes	\$65.00	\$65.00	Current
Cats	Yes	\$40.00	\$40.00	Current
Small Animals	Yes	\$24.00	\$24.00	Current
Group/Litter (more than 2)	Yes	\$15.00/animal	\$15.00/animal	Current
<b>Euthanasia Only</b>				
Dogs	Yes	\$100.00	\$100.00	Current
Cats	Yes	\$100.00	\$100.00	Current
Small Animals	Yes	\$30.00	\$30.00	Current
Pet Memorial Product	Yes	\$0 - \$250.00	\$0 - \$250.00	Current
<b>Communal Cremation Only</b>				
Small Dogs 1-20 LBS	Yes	\$28.00	\$28.00	Current
Medium Dogs 21-50 LBS	Yes	\$32.00	\$32.00	Current
Large Dogs 51-70 LBS	Yes	\$43.00	\$43.00	Current
X-Large Dogs 71-90 LBS	Yes	\$60.70	\$60.70	Current
XX-Large Dogs 90 > LBS	Yes	\$75.00	\$75.00	Current
Cats	Yes	\$28.00	\$28.00	Current
Small Animals	Yes	\$28.00	\$28.00	Current
<b>Private Cremation</b>				
0 - 45 LBS	Yes	\$105.00	\$130.00	Jan/01/24
46 - 90 LBS	Yes	\$125.00	\$150.00	Jan/01/24
91+ LBS	Yes	\$150.00	\$170.00	Jan/01/24
<b>Boarding/Quarantine</b>				
Dogs per Day	Yes	\$25.00	\$25.00	Current
Cats per Day	Yes	\$20.00	\$20.00	Current
Small Animals per Day	Yes	\$10.99	\$10.99	Current
Emergency Boarding per Day	Yes	NEW	\$0 - \$50	Jan/01/24
<b>Impound</b>				
1st Impound	No	\$30.00	\$30.00	Current
2nd Impound	No	\$60.00	\$60.00	Current
3rd Impound	No	\$100.00	\$100.00	Current
4th Impound	No	\$130.00	\$130.00	Current
<b>Misc Items</b>				
Cat Travel Box	Yes	\$7.25	\$7.25	Current
Emergency/After-Hours Pet Pick-Up	Yes	\$50.00	\$50.00	Current
Microchip clinic Fee	Yes	\$0 - \$30.00	\$0 - \$30.00	Current
City Trap Rental	Yes	\$15.00	\$15.00	Current
Education Session/Shelter Tour - 1 to 50 people	No	NEW	\$0.00 - \$150.00	Jan/01/24
Education Session/Shelter Tour - 51 to 150 people	No	NEW	\$150.00	Jan/01/24
Education Session/Shelter Tour - 151 to 250 people	No	NEW	\$250.00	Jan/01/24
Education Session/Shelter Tour - More than 250 people	No	NEW	\$300.00	Jan/01/24
<b>Licensing/Kennels</b>				
License Cat One Year - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$13.00	\$13.00	Current
License Cat One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$6.00	\$6.00	Current
License Cat One Year - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$40.00	\$40.00	Current

## SCHEDULE D - ANIMAL SERVICES

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
License Cat One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$20.00	\$20.00	Current
License Dog One Year - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$25.00	\$25.00	Current
License Dog One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$15.00	\$15.00	Current
License Dog One Year - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$60.00	\$60.00	Current
License Dog One Year - Senior Rate for Above (Bylaw 141-2023)	No	\$40.00	\$40.00	Current
License Cat Two Years - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$20.00	\$20.00	Current
License Cat Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$10.00	\$10.00	Current
License Cat Two Years - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$60.00	\$60.00	Current
License Cat Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$30.00	\$30.00	Current
License Dog Two Years - If Sterilized/Microchipped (Bylaw 141-2023)	No	\$40.00	\$40.00	Current
License Dog Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$20.00	\$20.00	Current
License Dog Two Years - If NOT Sterilized and Microchipped (Bylaw 141-2023)	No	\$90.00	\$90.00	Current
License Dog Two Years - Senior Rate for Above (Bylaw 141-2023)	No	\$60.00	\$60.00	Current
License Designated Dog - One Year	No	\$150.00	\$150.00	Current
Kennel License	No	\$100.00	\$100.00	Current
Replacement License - All types	No	\$5.00	\$5.00	Current
<b>Inspections &amp; Appeals</b>				
Kennel Inspection	No	\$150.00	\$150.00	Current
Initial License Inspection – hens, pigeons, rabbits	No	\$150.00	\$150.00	Current
Renewal License Inspection - hens, pigeons, rabbits	No	\$100.00	\$100.00	Current
Pet Shop Inspection	No	\$150.00	\$150.00	Current
Appeal	Yes	\$200.00	\$200.00	Current
<b>Wildlife Pick Up/Removal</b>				
Pick up of wildlife DOA from private property	Yes	\$50.00	\$50.00	Current
Removal of food source	Yes	\$100.00	\$100.00	Current
Wildlife removal from private property*	Yes	\$50 - \$150.00	\$50 - \$150.00	Current

\* Service is limited to removal of live animals from garbage/recycling bins, private traps, chimneys and within homes without staff leaving the ground (i.e. no use of ladders)

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

## SCHEDULE D - ENFORCEMENT

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Boulevard maintenance by City-engaged contractor (Section 5 of By-law 121-90) (By-law 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Weed Cutting by City-engaged contractor (Section 5 of By-law 121-90) (By-law 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Refuse pickup by City-engaged contractor (Section 12 of Refuse By-law 381-2005) (By-law 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Repair, demolition or towing by City-engaged contractor (Section 15.4 of the Building Code Act and By-law 165-22) (By-Laws 346-2004, 399-2004, 401-2007)	Each	No	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	As payable in the invoice from the contractor PLUS a City of Brampton Administrative fee of \$250.00, or 15% of the invoice, whichever is greater	Current
Inspection for Licensing or Registration - No Show	Each	No	\$ 25.00	\$ 25.00	Current
Minimum Maintenance Inspection due to Complaint	Each	No	\$ 100.00	\$ 100.00	Current
Police Attendance at Grow Houses (By-law 361-2004) and Region of Peel Health Services Investigations regarding Grow Houses (By-law 365-2009)	Each	No	As payable in the invoice from Peel Regional Police and Peel Region Health Services, PLUS a City of Brampton administrative fee of \$500.00	As payable in the invoice from Peel Regional Police and Peel Region Health Services, PLUS a City of Brampton administrative fee of \$500.00	Current
Group Homes	Each	No	\$ 144.00	\$ 144.00	Current
Lodging Homes	Each	No	\$ 144.00	\$ 144.00	Current
Training - Private Property	Each	Yes	\$ 59.00	\$ 59.00	Current
Consideration Parking Permit - Commercial or Multi-Unit	Each	No	\$150.00 every (30) days or part thereof	\$150.00 every (30) days or part thereof	Current
Sign Retrieval Fee - Illegal Sign	Each	No	\$ 50.00	\$ 50.00	Current
Removal of Illegal Sign (per Sign)	Each	No	\$ 25.00	\$ 25.00	Current
Pool Enclosure Compliance Letter (includes inspection)	Each	No	\$ 100.00	\$ 100.00	Current
PTC Inspection Fee	Each	No	\$ 75.00	\$ 75.00	Current
Contravention Administration Costs for Driveway Paving Contractors (By-law 106-2021)	Each	No	\$ 700.00	\$ 700.00	Current
Private Property Parking Enforcement Technology Fee (Bylaw 106-2021)	Each	Yes	\$ 890.00	\$ 890.00	Current

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply



## SCHEDULE D - LEGAL

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Development Agreements</b>					
Subdivision Agreements with 1 M-Plan (preparation & registration)	Each	Yes	\$ 7,150.00	\$ 7,150.00	Current
Subdivision Agreements - Subsequent M-Plans	Each	Yes	\$ 1,100.00	\$ 1,100.00	Current
Rezoning Agreements (preparation & registration)	Each	Yes	\$ 550.00	\$ 550.00	Current
Site Plan Agreements (preparation & registration) - base agreement	Each	Yes	\$ 2,200.00	\$ 2,200.00	Current
Site Plan Agreements (preparation & registration) - per unit	Each	Yes	\$ 38.50	\$ 38.50	Current
Amending Site Plan Agreements (preparation & registration)	Each	Yes	\$ 1,100.00	\$ 1,100.00	Current
Pre-servicing letter	Each	Yes	\$ 220.00	\$ 220.00	Current
Condominium Agreements	Each	Yes	\$ 3,850.00	\$ 3,850.00	Current
Other Agreements, including but not limited to Encroachment Agreements (eg: Crane Swing, Shoring and Tie Back), Development Charge Deferral, DC Credit/Refund, Municipal Works, Development Agreements (preparation/review & registration)	Each	Yes	\$820-\$10,000 depending on time and complexity	\$820-\$10,000 depending on time and complexity	Current
Agreements requested as a condition of C of A approval including but not limited to Consent Agreements, Development Agreements, Municipal Works Agreements (preparation & registration)	Each	Yes	\$ 2,200.00	\$ 2,200.00	Current
<b>Other Matters</b>					
Inhibiting Orders (preparation & registration)	Each	Yes	\$ 550.00	\$ 550.00	Current
Deleting of Inhibiting Orders (preparation & registration)	Each	Yes	\$ 330.00	\$ 330.00	Current
Documents to satisfy development application conditions (including but not limited to pre-servicing, subdivision compliance, site plan compliance, C of A compliance) (preparation/review & registration)	Each	Yes	\$250.00 per document to a maximum of \$3,000.	\$250.00 per document to a maximum of \$3,000.	Current
Release of Agreements from Title (review, preparation & registration)	Each	Yes	\$ 275.00	\$ 275.00	Current
Road Establishing By-laws (preparation & registration)	Each	Yes	\$ 495.00	\$ 495.00	Current
Part Lot Control By-Laws (review & registration)	Each	Yes	\$ 550.00	\$ 550.00	Current
Other By-laws (including but not limited to Heritage, Deeming)	Each	Yes	\$ 550.00	\$ 550.00	Current
Property Standards Order (review, preparation & registration)	Each	Yes	\$ 186.45	\$ 186.45	Current
Property Standards Order (review, preparation & registration of removal)	Each	Yes	\$ 186.45	\$ 186.45	Current
Security Reduction Requests (Site Plan, Subdivision)	Each	Yes	\$ 220.00	\$ 220.00	Current
Response to enquiry requiring legal review (including but not limited to Consents for s.118, letter response to law firm enquiries)	Each	Yes	\$ 220.00	\$ 220.00	Current
Miscellaneous Agreements (Range \$350 to \$3,000) \$350.00 per hour of lawyer's time, plus \$120 per legal assistant's time, to a maximum of \$3,000, not including disbursements, all sums escalating in accordance with the CPI from the effective date of By-law 341-2006	Each	Yes	\$350 to \$3,000 including legal assistance time at \$120 per agreement	\$350 to \$3,000 including legal assistance time at \$120 per agreement	Current
Condominium Review	Each	Yes	\$ 1,100.00	\$ 1,100.00	Current
Façade & Building Improvement Agreements (Community Improvement Plan)	Each	Yes	\$ 220.00	\$ 220.00	Current

Note: Amounts spent as disbursements in connection with the items in this Schedule are payable in addition to any applicable Fees/Charges.

# SCHEDULE D - CITY CLERK'S OFFICE

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Assessment Roll Copy</b>					
Assessment Roll Copy	Per Page	No	\$ 1.00	\$ 1.00	Current
<b>Liquor Licenses</b>					
Municipal Information Form/Letter for AGCO	Per License	No	\$ 75.00	\$ 75.00	Current
Temporary Outdoor Patio Expansion Permit (with/without liquor license)	Per License	No	NEW	\$ 100.00	Jan/01/24
Special Occasion Permit (SOP) - Events Requiring Council Resolution (Municipally Significant)	Per License	No	\$ 100.00	\$ 100.00	Current
<b>Marriage Licenses</b>					
Marriage Licenses	Per License	No	\$ 165.00	\$ 165.00	Current
<b>Burial Permits</b>					
Burial Permits – Death Registration (1)	Per Permit	No	\$ 55.00	\$ 55.00	Current
<b>Document Commissioning</b>					
Document provided (By-law 365-2009)	Up to 3 Documents	No	\$ 35.00	\$ 35.00	Current
No document provided	Per Document	No	\$ 50.00	\$ 50.00	Current
<b>Document Certification</b>					
City document	Per Document	No	-	-	Current
Non-City Document + \$5/page over 3 pages (By-law 365-2009)	Up to 3 Documents	No	\$ 35.00	\$ 35.00	Current
<b>Municipal Election</b>					
Voters' List Copies (paper or electronic)	Per Copy	No	\$ 25.00	\$ 25.00	Current
Ward Map Copies (paper only)	Per Copy	No	\$ 6.00	\$ 6.00	Current
<b>Appeal of Decision of License Issuer</b>					
Appeal of decision of License Issuer (to refuse, revoke, suspend, etc. business license) (By-laws 46-2008, 365-2009)	Per Appeal	No	\$ 200.00	\$ 200.00	Current
<b>Appeal of Order to Comply with Property Standards By-Law</b>					
Appeal of Order to Comply with Property Standards By-law (By-law 165-2022)	Per Appeal	No	\$ 200.00	\$ 200.00	Current
<b>Pigeon Owner's Licence</b>					
Pigeon Owner's Licence (By-laws 78-2009, 340-2012)	Per License	No	\$ 50.00	\$ 50.00	Current
<b>Hens and Rabbits Owner's Licence</b>					
Hens and Rabbits Owner's Licence (By-law 340-2012)	Per License	No	\$ 50.00	\$ 50.00	Current
<b>Appeal of decision of Clerk (to refuse, revoke, suspend, etc.) lottery Licence</b>					
Appeal of decision of Clerk (to refuse, revoke, suspend, etc.) lottery Licence (By-law 121-2012)	Per Appeal	No	\$ 125.00	\$ 125.00	Current
<b>Civil Marriage Ceremonies</b>					
Administrative fee (cancellations, date changes)	Per Ceremony	Yes	\$ 50.00	\$ 50.00	Current
Simple Civil Marriage Ceremonies	Per Ceremony	Yes	\$ 250.00	\$ 250.00	Current
Witness Fee (Simple Ceremonies Only)	Per Witness	No	\$ 30.00	\$ 30.00	Current

Note: Where differences appear between the rates in the User Fees By-law and the referenced By-law, the rates in the referenced By-Law shall apply

## SCHEDULE E - CAPITAL WORKS FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>CAPITAL WORKS DIVISION</b>					
Street Index	Each	No	\$ 18.00	\$ 18.00	Current
Plan & Profile – White Print or PDF (Full Size)	Each	No	\$ 10.00	\$ 10.00	Current
Environment Study Report (PDF only)	Each	Yes	\$ 100.00	\$ 100.00	Current

## SCHEDULE E - ROAD MAINTENANCE, OPERATIONS AND FLEET FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>Roads</b>					
Road Occupancy & Access Permits Administration Fee (By-law 342-2006)	Each	No	\$ 450.00	\$ 450.00	Current
Permit Processing Fee (monthly)	Each	No	\$ 1,000.00	\$ 1,000.00	Current
Fill Permits: Residential	Each	No	\$ 50.00	\$ 50.00	Current
Fill Permits: Other Property (Industrial)	Each	No	\$ 125.00	\$ 125.00	Current
Curb Cut Permit	Each	No	\$ 50.00	\$ 50.00	Current
Property Compliance Requests	Each	Yes	\$ 66.37	\$ 66.37	Current
Property Environmental Info Request	Each	Yes	\$ 66.37	\$ 66.37	Current
<b>Traffic (By-law 29-2013 - effective May 1, 2013)</b>					
<b>Downtown Lots (City Hall, Nelson Square, Market Square, John Street, West Tower)</b>					
Monthly	Each	Yes	\$ 38.94	\$ 38.94	Current
\$ per 1/2 hour	Each	Yes	\$ 0.88	\$ 0.88	Current
Daily flat rate (maximum)	Each	Yes	\$ 7.96	\$ 7.96	Current
Annual rate	Each	Yes	\$ 272.57	\$ 272.57	Current
Annual Specialty	Each	Yes	\$ 817.70	\$ 817.70	Current
Transponder (Monthly or Annual Permit) (By-law 182-2010)	Each	Yes	\$ 17.70	\$ 17.70	Current
<b>Outdoor Surface Lots (20 George Street North - Pay and Display Parking) (By-law 131-2018)</b>					
\$ per 1/2 hour	Each	Yes	\$ 0.88	\$ 0.88	Current
<b>Parking Meters</b>					
\$ per 1/2 hour (minimum)	Each	Yes	\$ 0.44	\$ 0.44	Current
\$ per 1/2 hour (maximum)	Each	Yes	\$ 0.88	\$ 0.88	Current
<b>Parking Meters (Market Street, Thomas Street)</b>					
Daily Flat Rate (maximum)	Each	Yes	\$ 3.54	\$ 3.54	Current
<b>Traffic Information</b>					
Turning movement counts (per sheet) - count total	Each	Yes	\$ 50.00	\$ 50.00	Current
Collision information (per location) - list generated from software	Each	Yes	\$ 10.00	\$ 10.00	Current
Collision information (per location) - collision diagram	Each	Yes	\$ 50.00	\$ 50.00	Current
Traffic signal timing (per indication/phase/time period)	Each	Yes	\$ 50.00	\$ 50.00	Current
<b>Public Utility Coordination Submissions</b>					
<b>Application (By-law 132-2007)</b>					
One street	Each	No	\$ 460.00	\$ 460.00	Current
Each additional street	Each	No	\$ 460.00	\$ 460.00	Current
Street in excess of 300m - 0.50m, after 300m mark	Each	No	\$ 0.50	\$ 0.50	Current
Re-submission of Application (By-law 132-2007)	Each	No	\$ 460.00	\$ 460.00	Current

## SCHEDULE E - ROAD MAINTENANCE, OPERATIONS AND FLEET FEES

Goods and/or Services	Fee Unit	Tax Applicable	Current Fee	Fee Applicable as of Effective Date	Effective Date
<b>Publication Distribution Boxes (By-law 281-2012)</b>					
Permit Fee - per Publication Distribution Box per annum	Each	No	\$ 50.00	\$ 50.00	Current
Removal and Storage - per Publication Distribution Box per annum	Each	No	\$ 50.00	\$ 50.00	Current
<b>Driveway Permit By-law (By-Law 107-2019)</b>					
Application for Driveway Permit	Each	No	\$ 50.00	\$ 50.00	Current

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
<b>Alderlea</b>									
Alderlea Community Groups - Mon-Thur per 8 hours between 8 am - 5:00pm	Per Booking	Yes	\$ 339.22	\$ 356.18					Jan/01/24
Alderlea Community Groups - Weekend	Per Booking	Yes	\$ 678.44	\$ 712.36					Jan/01/24
Alderlea - Photo Shoot Inside - 2 hr minimum	60 Minutes	Yes	\$ 172.30	\$ 180.92					Jan/01/24
Alderlea - Photo Shoot on Grounds - 2 hr minimum	60 Minutes	Yes	\$ 86.15	\$ 90.46					Jan/01/24
Alderlea Film Productions - Film Shoot days- per 12 hours from 7:30am to 7:30pm rate + expenses	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
Alderlea Film Productions - Set up/dismantle plus additional expenses (ie janitorial, security) per 7 hrs day from 7:30am to 4pm	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
Alderlea Social Bookings - Mon-Thur	Per Booking	Yes	\$ 1,356.88	\$ 1,424.73					Jan/01/24
Alderlea Social Bookings - January - April Fridays	Per Booking	Yes	\$ 1,922.25	\$ 2,018.36					Jan/01/24
Alderlea Social Bookings - January - April Weekend	Per Booking	Yes	\$ 2,148.40	\$ 2,255.82					Jan/01/24
Alderlea Social Bookings - June - Sept Weekend	Per Booking	Yes	\$ 3,052.98	\$ 3,205.63					Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Friday	Per Booking	Yes	\$ 2,035.32	\$ 2,137.09					Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Weekend	Per Booking	Yes	\$ 2,600.69	\$ 2,730.73					Jan/01/24
Alderlea Social Bookings - Weekday Conference	Per Booking	Yes	\$ 791.51	\$ 831.09					Jan/01/24
Alderlea Social Bookings - Weekend Conference	Per Booking	Yes	\$ 6,784.41	\$ 7,123.63					Jan/01/24
Alderlea Social Bookings - Mon-Thur - up to 6 hours	Per Booking	Yes	\$ 542.75	\$ 569.89					Jan/01/24
Alderlea Social Bookings - January - April Fridays - up to 6 hours	Per Booking	Yes	\$ 768.90	\$ 807.34					Jan/01/24
Alderlea Social Bookings - January - April Sundays - up to 6 hours	Per Booking	Yes	\$ 859.36	\$ 902.33					Jan/01/24
Alderlea Social Bookings - June - Sept Sunday - up to 6 hours	Per Booking	Yes	\$ 1,221.19	\$ 1,282.25					Jan/01/24
Alderlea Social Bookings - May-December Friday - up to 6 hours	Per Booking	Yes	\$ 814.13	\$ 854.84					Jan/01/24
Alderlea Social Bookings - May, Oct, Nov, Dec Sunday - up to 6 hours	Per Booking	Yes	\$ 1,040.28	\$ 1,092.29					Jan/01/24
<b>City Hall</b>									
City Hall - Atrium Rate	60 Minutes	Yes			\$ 97.81	\$ 107.59	\$ 75.29	\$ 79.05	Jan/01/24
City Hall - Atrium Rate - Meetings Category 2	60 Minutes	Yes			NEW	\$ 204.42	NEW	\$ 150.20	Jan/01/24
City Hall - Committee Room Rate	60 Minutes	Yes	\$ 57.20	\$ 60.06			\$ 45.12	\$ 47.38	Jan/01/24
City Hall - Council Chambers Rate	60 Minutes	Yes	\$ 120.54	\$ 126.56			\$ 97.81	\$ 102.70	Jan/01/24
City Hall - Ken Whillans Sq Event	60 Minutes	Yes	\$ 28.73	\$ 30.17	\$ 36.16	\$ 39.78			Jan/01/24
City Hall - Ken Whillans Sq Photos (1/2HR)	30 Minutes	Yes	\$ 34.32	\$ 36.03	\$ 44.01	\$ 48.41			Jan/01/24
City Hall - Ken Whillans Sq Photos (1HR)	60 Minutes	Yes	\$ 68.60	\$ 72.03	\$ 87.84	\$ 96.62			Jan/01/24
City Hall (Campus) Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
City Hall (Campus) Film Productions - Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
City Hall - Room Size "A" 1 to 40 People - Meetings Category 1	60 Minutes	Yes	\$ 18.64	\$ 19.57	\$ 23.41	\$ 23.99	\$ 6.13	\$ 6.44	Jan/01/24
West Tower - Conservatory Photos (1/2HR)	30 Minutes	Yes	\$ 34.32	\$ 36.04	\$ 44.01	\$ 45.11			Jan/01/24
West Tower - Conservatory Photos (1HR)	60 Minutes	Yes	\$ 68.60	\$ 72.03	\$ 87.84	\$ 90.04			Jan/01/24
West Tower - Daily Times Square Photos (1/2HR)	30 Minutes	Yes	NEW	36.04	NEW	\$ 45.11			Jan/01/24
West Tower - Daily Times Square Photos (1HR)	60 Minutes	Yes	NEW	\$ 72.03	NEW	\$ 90.04			Jan/01/24
West Tower - Daily Times Sq Event	60 Minutes	Yes	\$ 28.73	\$ 30.17	\$ 36.16	\$ 37.07			Jan/01/24
West Tower - Room Size "A" 1 to 40 People Meetings	60 Minutes	Yes	\$ 18.64	\$ 19.57	\$ 23.41	\$ 24.00	\$ 6.13	\$ 6.44	Jan/01/24
West Tower - Room Size "B" 41 to 70 People - Meetings	60 Minutes	Yes	\$ 34.61	\$ 36.34	\$ 42.99	\$ 44.06	\$ 11.06	\$ 11.61	Jan/01/24
West Tower - Room Size "C" 71 to 99 people	60 Minutes	Yes	\$ 43.65	\$ 45.83	\$ 56.57	\$ 57.99	\$ 14.88	\$ 15.63	Jan/01/24
West Tower - Room Size "D" 100 to 149 people	60 Minutes	Yes	\$ 35.84	\$ 37.63	\$ 44.29	\$ 45.39	\$ 23.11	\$ 24.27	Jan/01/24
West Tower - Room Size "D" 100 to 149 people - Meetings Category 2	60 Minutes	Yes	\$ 67.27	\$ 70.63	\$ 84.19	\$ 86.29	\$ 44.29	\$ 46.50	Jan/01/24
West Tower Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
West Tower Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
<b>Other Locations</b>									
FCCC 1&2 Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/ Commercial	Fee Applicable as of Effective Date Non-Resident/ Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
FCCC 1&2 Film Productions Set up/dismantle plus additional expenses (ie janitorial, security)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
POA Courthouse Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
POA Courthouse Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
Williams Pkwy (Campus) Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
Williams Pkwy (Campus) Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
Additional FOM Properties- Film Productions - Film Shoot days	Per Booking	Yes	\$ 4,522.94	\$ 4,749.09					Jan/01/24
Additional FOM properties-Film Productions Set up/dismantle plus additional expenses (eg. janitorial, security, etc)	Per Booking	Yes	\$ 2,261.47	\$ 2,374.54					Jan/01/24
<b>Facilities Extra Fees</b>									
City Hall Attendant - Holiday Rate	60 Minutes	Yes	\$ 60.96	\$ 60.96					Current
City Hall Caretaker - Holiday Rate	60 Minutes	Yes	\$ 56.24	\$ 56.24					Current
City Hall Operator - Holiday Rate	60 Minutes	Yes	\$ 66.62	\$ 66.62					Current
City Hall Staff - Attendant	60 Minutes	Yes	\$ 30.48	\$ 30.48					Current
City Hall Staff - Caretaker	60 Minutes	Yes	\$ 28.12	\$ 28.12					Current
City Hall Staff - Operator	60 Minutes	Yes	\$ 33.31	\$ 33.31					Current
City Hall Coordinator	60 Minutes	Yes	\$ 52.53	\$ 52.53					Current
City Hall Staff - Wknd Attendant	60 Minutes	Yes	\$ 45.72	\$ 45.72					Current
City Hall Staff - Wknd Caretaker	60 Minutes	Yes	\$ 42.18	\$ 42.18					Current
City Hall Staff - Wknd Operator	60 Minutes	Yes	\$ 49.97	\$ 49.97					Current
City Hall Tablecloths	Per Booking	Yes	\$ 10.44	\$ 10.96					Jan/01/24
Damage Deposit	Per Booking	No	\$ 323.07	\$ 339.22					Jan/01/24
Facility Clean Up Fee	Per Booking	No	\$ 269.22	\$ 282.68					Jan/01/24
Facility Rental Overtime Fee	60 Minutes	No	\$ 376.91	\$ 395.76					Jan/01/24
Facility Technician	60 Minutes	Yes	\$ 35.31	\$ 37.08					Jan/01/24
Facility Technician (Weekend)	60 Minutes	Yes	\$ 40.90	\$ 42.95					Jan/01/24
Facility Technician - Holiday Rate	60 Minutes	Yes	\$ 71.13	\$ 74.68					Jan/01/24
Facility Support Associate	60 Minutes	Yes	\$ 35.31	\$ 37.08					Jan/01/24
Facility Support Associate (Weekend)	60 Minutes	Yes	\$ 40.90	\$ 42.95					Jan/01/24
Facility Support Associate - Holiday Rate	60 Minutes	Yes	\$ 71.13	\$ 74.68					Jan/01/24
Film Liaison (rate per hour)	60 Minutes	Yes	\$ 55.16	\$ 55.16					Current
Security - Ad-hoc Guard	60 Minutes	Yes	\$ 26.20	\$ 26.20					Current
Security - Ad-hoc Guard with vehicle	60 Minutes	Yes	\$ 38.78	\$ 38.78					Current
Security - Ad-hoc Guard (Holiday Rate)	60 Minutes	Yes	\$ 65.51	\$ 65.51					Current
Security - Ad-hoc Guard with vehicle (Holiday Rate)	60 Minutes	Yes	\$ 96.95	\$ 96.95					Current
Security - Event Guard	60 Minutes	Yes	\$ 28.29	\$ 28.29					Current
Security - Event Guard with vehicle	60 Minutes	Yes	\$ 31.44	\$ 31.44					Current
Security - Event Guard (Holiday Rate)	60 Minutes	Yes	\$ 70.74	\$ 70.74					Current
Security - Event Guard with vehicle (Holiday Rate)	60 Minutes	Yes	\$ 78.59	\$ 78.59					Current
Security - Event Supervisor	60 Minutes	Yes	\$ 31.44	\$ 31.44					Current
Security - Event Supervisor with vehicle	60 Minutes	Yes	\$ 41.92	\$ 41.92					Current
Security - Event Supervisor (Holiday Rate)	60 Minutes	Yes	\$ 78.59	\$ 78.59					Current
Security - Event Supervisor with vehicle (Holiday Rate)	60 Minutes	Yes	\$ 104.81	\$ 104.81					Current
Security Team Lead	60 Minutes	Yes	\$ 42.12	\$ 42.12					Current
Security - Team Lead (Holiday Rate)	60 Minutes	Yes	\$ 102.18	\$ 102.18					Current
West Tower - P.A. System	Per Booking	Yes	\$ 45.29	\$ 47.56					Jan/01/24
West Tower - Podium	Per Booking	Yes	\$ 42.59	\$ 44.72					Jan/01/24
West Tower - Projector	Per Booking	Yes	\$ 25.57	\$ 26.85					Jan/01/24

**SCHEDULE E - FACILITIES, OPERATIONS MAINTENANCE**

Goods and/or Services	Fee Unit	Tax Applicable	Current Resident	Fee Applicable as of Effective Date Resident	Current Non-Resident/Commercial	Fee Applicable as of Effective Date Non-Resident/Commercial	Current Affiliated Youth / BoED	Fee Applicable as of Effective Date Affiliated Youth / BoED	Effective Date
West Tower - Screen/Whiteboard (formerly Flip Chart)	Per Booking	Yes	\$ 7.64	\$ 8.02					Jan/01/24
West Tower - Stage	Per Booking	Yes	\$ 42.59	\$ 44.72					Jan/01/24
West Tower - TV	Per Booking	Yes	\$ 24.30	\$ 25.52					Jan/01/24
<b>Electric Vehicle Charging Stations - City Owned</b>									
\$ per hour (to a maximum of 3 hours)	Each	No	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	Current
\$ per hour (after 3 hours)	Each	No	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	Current



## SCHEDULE F - PLANNING, BUILDING AND GROWTH MANAGEMENT

Goods and/or Services	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
Administration fee for the review and inspection of street lighting services that are provided by the City for new subdivision developments	Yes	Based on 15% of the invoiced cost by the City consultant to provide the service	Based on 15% of the invoiced cost by the City consultant to provide the service	Current
Zoning By-law 2004 (270-2004) Compact Disc (By-law 271-2004)	Yes	\$ 57.50	\$ 57.50	Current
Soil Preservation Application	No	\$ 500.00	\$ 500.00	Current
Additional per hectare (By-Law 27-2006)	No	\$ 25.00	\$ 25.00	Current
Woodlot conservation Permit Fee* (By-law 39-2006)	No	\$ 250.00	\$ 250.00	Current
*Where the OWNER/APPLICANT is a bona fide farmer as demonstrated by providing a "Farm Business Registration Number" on the application, as defined in the Farm Registration and Farm Organization Funding Act, 1993, so 1993, C.21	No	\$ 25.00	\$ 25.00	Current
Tree Conservation Permit Fee (By-law 39-2006)	No	\$ 50.00	\$ 50.00	Current
Administrative Fee related to the Noise Review for a site plan or subdivision application when a consultant is used. (By-law 104-2006)	Yes	10% of the cost of the review as invoiced by the City consultant	10% of the cost of the review as invoiced by the City consultant	Current
Administrative Fee related to each additional engineering development submission above a maximum of 3 for any one plan or subdivision. (By-law 338- 2006)	No	\$ 2,000.00	\$ 2,000.00	Current
<b>Brampton Official Plan 2006</b>				
Colour Print Copy	Yes	\$ 178.25	\$ 178.25	Current
Compact Disc (CD) (By-law 389-2006)	No	\$ 20.00	\$ 20.00	Current
Architectural Control Review Fee (for development not subject to site plan control) (By-laws 177-2008, 110-2010)	No	\$100 per unit	\$100 per unit	Current
Architectural Review of Custom Homes (By-law 183-2014) Replacement residential dwellings located within areas identified as "Mature Neighbourhoods – Properties Subject to Site Plan Control" in By-law 96-86 are not subject to the \$200 per unit fee required for Architectural Review of Custom Homes (By-law 283-2014)	No	\$500 per unit	\$500 per unit	Current
Geographical Information Custom Services (By-law 183-2014)	Yes	\$90 per hour, 3 hour minimum charge.	\$90 per hour, 3 hour minimum charge.	Current
Standard (Colour or Black and White) Map (up to 11" x 17" size) (Official Plan, Secondary Plan, Block Plan maps etc.) (By-law 183-2014)	Yes	\$5.00	\$5.00	Current
Standard Colour Map – size: 24" x 36" (Arch D) (By-law 183-2014)	Yes	\$20.00	\$20.00	Current
Standard Colour Map – size: 36" x 48" (Arch E) (By-law 183-2014)	Yes	\$30.00	\$30.00	Current
Black and White Map – Printing or Copying – size: 24" x 36" (Arch D) (By-law 183-2014)	Yes	\$10.00	\$10.00	Current
Enroachment Application	Yes	\$ 282.50	\$ 282.50	Current
<b>ENVIRONMENT &amp; DEVELOPMENT ENGINEERING</b>				
Top Soil Removal Permit Fee (Subdivisions)	No	\$ 500.00	\$ 1,800.00	Jan/01/24
Top Soil Removal Permit Fee (Site Plans)	No	\$ 125.00	\$ 750.00	Jan/01/24

SCHEDULE G - ECONOMIC DEVELOPMENT

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
BEC					
BEC - Seminars \$10	Each	Yes	\$ 10.00	\$ 10.00	Current
BEC - Seminars \$20	Each	Yes	\$ 20.00	\$ 20.00	Current
BEC - Seminars \$25	Each	Yes	\$ 25.00	\$ 25.00	Current

## SCHEDULE G - REALTY SERVICES

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Encroachment Fees</b>					
Encroachment (Residential - Minor, Intermediate, Major) - Application	Application	Yes	\$700.00	\$700.00	Current
Encroachments (Development Related - i.e. Tie Back, Shoring) - Application	Application	Yes	\$1,000.00	\$1,000.00	Current
Encroachment (Development Related - i.e. Tie Back, Shoring) - Preparation of Agreement	Per Agreement	Yes	\$3,250.00	\$3,250.00	Current
<b>Administration Fee</b>					
Admin Fee - Declined Payments	Per Transaction	Yes	\$35.00	\$35.00	Current
Letter Confirmation in the Capacity of Landlord, Tenant or Property Owner	Per Municipal Address	Yes	\$100.00	\$100.00	Current
<b>Valuations</b>					
Review of Appraisal Reports	Application	Yes	\$3,250.00	\$3,250.00	Current
<b>Requests</b>					
Request for Property Rights (Temporary Occupancy Agreements, Disposition, Lease, Licence)	Application	Yes	\$4,250.00	\$4,250.00	Current
Telecommunication requests, public information session not required	Application	Yes	\$4,275.00	\$4,275.00	Current
Telecommunication requests, public information session required	Application	Yes	\$5,725.00	\$5,725.00	Current

## SCHEDULE G - INSURANCE

Goods and/or Services	Fee Unit	Tax Applicable	Current	Fee Applicable as of Effective Date	Effective Date
<b>Insurance</b>					
Administrative Service Charge (overhead) on all invoice recoveries from 3rd parties above actual cost of damage (e.g. damages within road allowance caused by third party) <b>(By-law 200-2005)</b>	Each	Yes	10% of Invoice	10% of Invoice	Current



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To regulate the keeping of Animals in the City of Brampton, including provisions for animal identification, and prohibit wildlife feeding, and to repeal By-laws 261-93, 250-2005 and 238-2011

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WHEREAS section 11(3)(9) of the *Municipal Act, 2001*, S.O. 2001, C.25 as amended, authorizes a municipality to pass by-laws regarding animals;

AND WHEREAS section 103(1) of the *Municipal Act, 2001* provides that a municipality may pass by-laws regarding the regulation or prohibition of an animal being at large or trespassing; and Section 103(1)(a) provides for the municipality to impound any animals at large or trespassing in contravention of the by-law; and Section 103(1)(b) provides for the sale of those impounded animals;

AND WHEREAS section 105(1) of the *Municipal Act, 2001* provides that if a municipality requires the muzzling of a Dog under any circumstances, the council of the municipality shall, upon the request of the owner of the Dog, hold a hearing to determine whether or not to exempt the owner in whole or in part from the requirement;

AND WHEREAS section 105(2) of the *Municipal Act, 2001* provides that an exemption may be granted subject to such conditions as the council considers appropriate;

AND WHEREAS section 23(1) of the *Municipal Act, 2001* permits a municipality to delegate certain legislative and quasi-judicial powers where the council of the municipality is of the opinion that the power being delegated is of a minor nature;

AND WHEREAS section 391(1) of the *Municipal Act, 2001* provides that a municipality may impose fees and charges on persons for services or activities provided or done by or on behalf of it;

AND WHEREAS Council is desirous to ensure that animals are kept and treated in a humane manner and that the owners of animals provide an adequate level of care to them;

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

## **PART I – TITLE, INTERPRETATION AND SEVERABILITY**

1. This By-law may be referred to as the “Animal Services By-law”.

2. Wherever a word is used in this By-law with its first letter capitalized, the term is being used as it is defined in Part II of this By-law. Where any word appears in ordinary case, the commonly applied English language meaning is intended.
3. Wherever a word defined in this By-law is used in the form of a noun, verb, adverb or adjective, it shall be interpreted as having a corresponding defined meaning even if it is in ordinary case.
4. All words importing the singular shall include the plural, and words imparting the masculine gender shall include the feminine, and the converse of the foregoing also applies unless the context of the By-law requires otherwise.
5. If a court of competent jurisdiction declares any provision or part of a provision of this By-law to be invalid or to be of no force and effect, it is the intention of Council in enacting this By-law that the remainder of this By-law shall continue in force and be applied and enforced in accordance with its terms to the fullest extent possible according to law.

## **PART II – DEFINITIONS**

6. For the purposes of this By-law:

“Act” means *the Municipal Act, 2001*, S.O. 2001, c. 25 as amended;

“Affiliated Re-homing Program,” means any external application approved by the Manager of Animal Services to assist the community in finding a new home for their pet;

“Animal” means all species of fauna, excluding humans, fish and aquatic invertebrates”;

“Animals for Research Act”, means *Animals for Research Act*, R.S.O. 1990, c. A.22 as amended or any successor to this act;

“Animal Control Officer” means a person or class of person designated by by-law of the City of Brampton, and “Animal Services Officer” shall have a corresponding meaning;

“At Large” means where an Animal is found in a place other than the Property of the Owner of the Animal and not under the control of the Owner of the Animal or an authorized representative, except where the Owner of the Property permits the Animal to be on that Property;

“Business Licensing By-law” means By-law 184-2023 as amended or its successor;

“Cat” means a feline of the species *Felis Catus*;

“City” means The Corporation of the City of Brampton;

“Commissioner” means the Commissioner of Legislative Services or designate;

“Council” means the Council of The Corporation of The City of Brampton;

“Colony caretaker” means a person who harbours or provides regular care for a Feral Cat or Feral Cats;

“Custody” means temporary or permanent possession of an Animal, with “Custodian” having a corresponding meaning;

“Dog” means a canine of the species *Canis Familiaris*;

“Dwelling Unit” means a unit as defined in the City’s Property Standards By-law as amended, or any successor by-law.

“Emergency Boarding” means the temporary keeping of an Animal as a result of an eviction, incarceration, medical or fire emergency, or any other situation that the Manager deems appropriate for the health or safety of an Animal;

“Extreme Weather” means a cold warning, heat warning or other weather warning alert issued by Environment Canada for weather in the City of Brampton, including but not limited to, extreme cold or hot weather, snowstorms, freezing rain, heavy rainfall, hurricanes, tornadoes and/or strong winds;

“Feral Cat” means a Cat that lives exclusively outdoors with limited human contact and is un-socialized;

“Feral Cat Colony” means a group of Feral Cats living in one geographic area;

“Hen” means a female chicken;

“Herding Dog” means a Dog that has been trained and is actively being used in a bona fide farming operation for the purposes of controlling livestock on the farm;

“Impounded” means the keeping of an Animal at a designated Pound facility within the City and also means the confinement of an Animal by an Animal Control Officer;

“Keep” means to have temporary or permanent control or possession of an Animal and “Kept” has a corresponding meaning;

“Leash Free Zone” means the designated Leash Free Dog Areas in Parks and identified as such.

“Licence” means a Licence issued under this By-law;

“Licence Fee” means the fee that is required to be paid to the City for a new Licence or Licence renewal as set out in the City’s User Fee By-law, as amended, or any successor by-law;

“Licence Issuer” means a person appointed under this By-law and includes their designate;

“Licensed Premises” means the Premises referred to in a Licence;

“Licensee” means any Person licensed under this By-law;

“Livestock Guardian Dog” is a Dog that works and/or lives with domestic farm Animals, including but not limited to sheep, cattle, and poultry, to protect them while repelling predators and is used exclusively for that purpose;

“Lot” shall mean a parcel of land which fronts on or abuts a street;

“Manager” means the Manager, Animal Services, or designate;

“Menace” means a threat or hazard that may cause injury or harm;

“Microchip” means an approved Canadian standard encoded identification device implanted into an Animal that contains a unique code that permits or facilitates access to Owner information, including the name and address of the Owner of the Animal;

“Minor” means a person under the age of 18;

“Municipal Law Enforcement Officer” means an officer appointed by the City for the enforcement of a City by-law;

“Muzzle” means a basket-type device of adequate strength that is properly fitted securely over a Dog’s mouth and prevents the Dog from biting, yet still allows the Dog to pant or drink and is humane;

“Muzzle and Control Order” means an Order issued by the Manager that sets out requirements of the owner to be taken for the purpose of safety to persons or domestic Animals

“Order” means an Order issued during an inspection and as a result of non-compliance of a licensed person or organization under this By-law;

“Owner” means each Person who Keeps an Animal and includes:

- (1) Each Person who applies for a Licence;
- (2) Each Person to whom a Licence is issued;
- (3) Each Person responsible for the custody of a minor Person who Keeps an Animal; and
- (4) Each Person who owns or leases premises on, or in which, an Animal is Kept by any Person;

but does not include a person who has taken custody of an Animal found to be At Large;

“Owner’s Property” means the property owned or occupied by the Owner of an Animal, and, where the Owner has exclusive possession of part of a building or property, that portion of the property of which the Owner has exclusive possession;

“Person” includes an individual, partnership, association, firm or corporation;

“Pigeon” means all Columbidae (such as pigeons and doves);

“Pit bull dog” includes:

- (1) A Pit Bull Terrier;
- (2) A Staffordshire Bull Terrier;
- (3) An American Staffordshire Bull Terrier;
- (4) An American Pit Bull Terrier; and
- (5) A Dog that has an appearance and physical characteristics that are substantially similar to those of Dogs referred to in any of clauses (a) to (d);

“Police work dog” means a Dog trained for and actually engaged in law enforcement duties for the police or other person duly appointed as a peace officer;

“Pound” means premises that are used for the detention, maintenance or disposition of Animals that have been Impounded pursuant to this By-law or any predecessor of this By-law;

“Poundkeeper” means the Manager of the Animal Services Division of the Legislative Services Department or their designate or designates;

“Premises” means land and includes the structures on the land, such as buildings, fences and shed, and includes vacant property;

“Rabbit” means a domestic rabbit of either gender;

“Restricted Pit Bull” means a Pit Bull owned by a resident of Ontario on August 29, 2005, or born between August 29, 2005, and November 29, 2005;

“Rescue Organization” means a not-for-profit or charitable organization approved by the Manager whose mandate and practices are predominantly the rescue and adoption of Animals, and facilitating the spaying or neutering of Animals;



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

“Sanitary Condition” means a condition that does not result in an accumulation of fecal matter, odour, insect infestation, or rodent attractants, or that would not disturb, or be likely to disturb, the enjoyment, comfort or convenience of any person;

“Service Animal” means an Animal described in subsection 80.45(4) of O.Reg.191/11, under the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, c.11 as amended or any successor of the Act;

“Sterilized” means a spayed or neutered Animal. Sterilization is a surgical procedure to the reproductive system, that permanently stops the Animal from reproducing.

“Tag” means a tag issued by the City indicating the year or unique identification number assigned to an Animal;

“Tether” means a rope or chain or similar restraining device that prevents an Animal from moving beyond a localized area, with “Tethered” and “Tethering” having a corresponding meaning;

“Trap, Neuter, Return and Manage Program” means a Trap, Neuter, Return and Manage (“TNRM”) program approved by the Manager for the trapping of Feral Cats for the purpose of spaying or neutering and eventual returning of said Cats to the location they were trapped or their identified colony; any operation where Feral Cats are trapped in order to be sterilized and then returned to the outdoors;

“Tribunal” means the Brampton Appeal Tribunal appointed by Council to conduct hearings under the Brampton Appeal Tribunal By-law 48-2008, as amended, or any successor by-law;

“User Fee By-law”, means the City’s User-Fee By-Law 380-2003 as amended or any successor by-law;

“Vehicle” includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, and any vehicle drawn, propelled or driven by any kind of power, including muscular power;

“Wildlife” or “Wild Animal” means an Animal that belongs to a species that is wild by nature, but does not include:

- (1) An Animal that is Kept in accordance with this By-law; or
- (2) An Animal that is Kept for research undertaken by a university, college or similar provincially or federally recognized research institution; or
- (3) A songbird.

“Zoning Approval” means that a Licence Application for a Pigeon coop, or any Animal quarters has been examined and approved by the City’s Zoning Services staff for compliance with the Zoning By-law

“Zoning By-law” means the City’s Zoning By-law 270-2004, as amended, or any successor of the By-law.

### **PART III ADMINISTRATION AND ENFORCEMENT**

7. This By-law shall be administered and enforced by the Manager of Animal Services, and by such other persons appointed by by-law of Council.

8. Council delegates to the Licence Issuer the power to issue, refuse to issue, renew, refuse to renew, cancel, revoke, or impose conditions on a Licence under this By-law.
9. Council is of the opinion that the delegation under section 8 is minor in nature.

#### **PART IV – LICENSING OF DOGS AND CATS**

10. Every owner of a Cat or Dog shall:
  - (1) Ensure that any Dog or Cat owned that is over the age of twelve (12) weeks and has come into their possession obtains a current valid Licence for the Dog or Cat, issued by the City, within seven (7) days of such possession;
  - (2) Keep the tag issued by the City securely fixed on the Dog or Cat collar at all times;
  - (3) Replace the tag, if lost, with a new tag issued by the City;
  - (4) Provide proof of Licence to a Municipal Law Enforcement Officer when requested; and
  - (5) Contact Animal Services to report any change of status for the Animal within forty-eight (48) hours of the change, such as but not limited to:
    - (a) a change of address;
    - (b) they no longer own the Animal; or
    - (c) the Animal is deceased.
11. The Owner of a Dog or Cat used for the purpose of a Service Animal or a Police Work Dog shall ensure that such Dogs or Cats are licensed; however, no fee is imposed for such Dogs or Cats. The Licence Issuer may require the Owner of such Dog or Cat to establish satisfactorily that the Dog or Cat is a Service Animal or Police Work Dog.
12. Notwithstanding subsection 10(2), the Tag may be removed while a Dog is being lawfully used for hunting in the bush or in the case of a Livestock Guardian Dog or Herding Dog, while the Dog is being actively used in farming practices, provided that the Dog is identified by a microchip, and:
  - (1) The microchip has been registered with Brampton Animal Services;
  - (2) The microchip information is kept current with Brampton Animal Services
13. Any Cat within the Feral Cat Program will be exempt from the licensing requirements.

#### **PART V – ANIMALS**

##### **Prohibited Animals**

14. The Keeping, either on a temporary or permanent basis, of any Animal of any kind listed in Schedule “A” to this By-law anywhere in the City is prohibited.
15. Notwithstanding section 14, on lands zoned and used for agricultural purposes, no person shall Keep, or cause to be Kept, any Animals listed in Schedule A, except for a horse, donkey, pony, mule, cow or steer, goat, swine, mink, fox, sheep, chinchilla, chickens, peafowl or any other domestic galliforms, or a nutria.

16. Section 14 does not apply to:

- (1) areas of the City in which professionally produced films are being made by film professionals and film production companies and only temporarily during filming;
- (2) the premises of an affiliate or branch of the Ontario Society for the Prevention of Cruelty to Animals;
- (3) the premises of an accredited veterinary hospital under the care of a licensed veterinarian;
- (4) premises registered as research facilities pursuant to the *Animals for Research Act*;
- (5) premises of the Peel Regional Police Department;
- (6) the premises of a university or community college, secondary school, junior high school or preschool where such Animals are being Kept for research, study or teaching purposes;
- (7) premises holding a licence under any statute of the Province of Ontario or Dominion of Canada, which permits the Keeping of Animals under stated conditions.

### **Keeping Animals**

17. Any building structure, pen or run used or intended to be used for the keeping and confining the movements of a Dog shall be at least 2 metres (6.5 feet) from the boundary of the property upon which it is located.

### **Standards of Care**

18. Every Person who Owns an Animal in the City shall provide the Animal, or cause it to be provided with adequate:

- (1) shelter for the Animal that is waterproof and that protects it from exposure to the elements;
- (2) shelter for the Animal that is adequate and appropriate for its size, breed and species;
- (3) access to shade during warm weather, which does not include shade provided by an Animal Enclosure;
- (4) sanitary conditions for the Animal;
- (5) food;
- (6) water;
- (7) exercise;
- (8) light;
- (9) ventilation when in an enclosed space.

19. No person shall keep an Animal Tethered on a rope, chain, cord or similar device unless:

- (1) the Tether is a minimum of three (3) metres in length;

- (2) the Animal has unrestricted movement within the range of such Tether;
  - (3) the Animal has access to food, water, shelter and shade while Tethered; and
  - (4) the Animal cannot injure itself as a result of the Tethering.
20. In addition to Section 19, no person shall keep an Animal Tethered:
- (1) where a choke collar, choke chain, pronged collar or any similar device forms part of the Tether; or
  - (2) by tying a rope, chain, or cord directly around the Animal's neck; and
  - (3) The Owner of an Animal shall ensure that such Animal is not left unattended while Tethered or tied on Premises where the public has access, whether the access is expressed or implied.
21. No owner shall allow an Animal to remain outdoors during Extreme Weather, except for brief walks or brief periods of exercise, unless the Animal has access to an Animal Enclosure that will adequately protect the Animal from the elements.
22. Any building, structure, Enclosure, pen or run, whether open or completely enclosed, regardless of whether it is located indoors or outdoors, used or intended to be used for the keeping of Animals shall be:
- (1) kept in a Sanitary condition;
  - (2) in good state of repair;
  - (3) air ventilated;
  - (4) such that the Animal contained there would not be harmed, and its health would not be negatively affected for the reason of being placed in such an Enclosure; and
  - (5) not exposed to noxious odours and sounds.
23. Any Enclosure shall be of a size and in a condition such that the Animal may:
- (1) extend its legs, wings, and body to a full natural extent; and
  - (2) stand, sit, perch, turn around and lie down.
24. No Owner shall keep or permit to be Kept an Animal in a Vehicle in circumstances or in a manner that could pose a risk to the Animal's health or safety, including in relation to:
- (1) inadequate ventilation;
  - (2) the temperature of the Vehicle's interior is extreme or inadequate, or
  - (3) the Animal is not Restrained in a manner that prevents contact between the Animal and any member of the public.

#### **Number of Animals**

25. No Person shall Keep or permit to be Kept more than a cumulative total of six (6) Cats and Dogs older than 3 months (12 weeks) of age on any

Premises in the City, of which there may only be a maximum of three (3) Dogs.

26. Notwithstanding section 25, a Cat shall not count towards the total permitted number if temporarily Kept by a rescue organization, recognized by the City, for the purposes of being fostered and subsequently adopted or in connection with a Trap, Neuter, Return and Management program provided the Manager of Animal Services believes the Cats will be Kept in accordance with other provisions of this By-law and will not cause a nuisance to neighbours or other residents;

27. Notwithstanding section 25, the Manager of Animal Services may grant an exemption allowing a person to Keep four (4) Dogs over twelve (12) weeks of age within or about a Dwelling Unit only when:

- (1) the fourth (4<sup>th</sup>) Dog has been acquired as a result of a family death or illness;
- (2) there is joint occupancy where occupants had their own pets prior to deciding to live together; or
- (3) in the opinion of the Manager, there are other compassionate reasons conducive to responsible Dog ownership,

provided the Manager of Animal Services believes the Dogs will be Kept in accordance with other provisions of this By-law and will not cause a nuisance to neighbours or other residents.

28. In order to provide an exemption referred to in section 27, there must be a legitimate fact giving the person a moral or ethical responsibility regarding an additional Dog, and the exemption shall not be granted because a person wishes to own more than three (3) Dogs or is able to provide a suitable home to a Dog in need.

29. In making the decision to grant an exemption set out in section 27, the Manager of Animal Services may consider all reasonable factors, including:

- (1) previous convictions or founded complaints under this or a previous by-law of the City respecting Dogs;
- (2) previous convictions under other municipalities' by-laws or provincial legislation respecting Dogs;
- (3) the size and breed of the Dogs;
- (4) reasonable concerns of neighbours in the area; and
- (5) the suitability of the Premises.

30. Any exemption granted pursuant to section 27, will be of limited duration until one (1) of the four (4) Dogs dies or is no longer owned by the person(s) holding the exemption. Any exemption is subject to revocation by the Manager of Animal Services at any time due to concerns related to any of the factors outlined in section 29.

31. Prior to allowing a 4<sup>th</sup> Dog over 12 weeks of age in a dwelling or a decision revoking a previously granted exemption allowing a 4<sup>th</sup> Dog,

- (1) The Applicant shall provide notice to adjoining property owners that an Application for the Keeping of a 4<sup>th</sup> Dog, has been applied for, and the notice shall include:
  - (a) information regarding the numbers and types of Dogs to be Kept, and:

- (b) information that the Application may be objected to by sending an objection, in writing, to the Licence Issuer within 20 days of delivery of the notice.
  - (2) Notice under this section shall be deemed to be delivered:
    - (a) in the case of mailed documents, five (5) days following the mailing as determined by the postmark;
    - (b) in the case of personal delivery, e-mail or faxed document, the day of delivery;
    - (c) where more than one method of delivery is used, the operative receipt date is the latest of the possible receipt dates.
  - (3) The Applicant shall provide the Licence Issuer with proof of delivery of the notice to the adjoining property owners in the form of a copy of the notice and affidavit that the notice has been delivered.
32. Notwithstanding section 25, any person who owns up to 6 Cats and 3 Dogs on the first day or prior to the date of this by-law coming into force may continue to Keep such Animals until their death or demise.
33. Proof of ownership dates can be provided by way of registration through the municipality or registered microchip.

#### **Animals at Large**

34. No owner of an Animal shall allow or permit their Animal to be At Large in the City.
35. A Dog shall not be considered At Large if the Dog is within a designated Leash Free Zone along with its Owner.
36. An Animal Control Officer may capture and impound an Animal that is At Large.
37. Any person may humanely capture an Animal found:
- (1) running At Large on his or her property; or
  - (2) running At Large on public property,
- and shall deliver the Animal to the custody of an Animal Control Officer or the Manager, and the Animal will then be impounded.
38. Section 34 does not apply to a Feral Cat that is part of a registered Feral Cat Colony and is:
- (1) Sterilized;
  - (2) ear tipped;
  - (3) microchipped;
  - (4) Vaccinated, including vaccination against rabies, and;
  - (5) not interfering with a resident's enjoyment of property.

#### **Control of Dogs**

39. Every Owner of a Dog shall keep the Dog leashed and under the control of a person when the Dog is on any land in the City, other than the Owner's

Property, unless the Person owning the land gives prior consent on which the Dog is found.

40. An Owner of a Dog, when such Dog is on property owned or occupied by the Owner or on property owned or occupied by some other person with such person's consent, shall keep the Dog contained on such property by means of the following:
- (1) Enclosure;
  - (2) Containment within a fenced area, or;
  - (3) Physical restraint of the Dog by a leash, chain or other similar means permitted under this By-law.
41. Section 40 does not apply to a Livestock Guardian Dog or Herding Dog, while the Dog is being actively used in farming practices, provided that the Dog is identified by a microchip.

### **Off-Leash Zones**

42. In any designated Off-Leash Zone, the following provisions shall apply:
- (1) Every Owner shall clean up after his or her Dog forthwith;
  - (2) No Owner shall bring to the Off-leash Park area any:
    - (a) Dog with a Muzzle and Control Order or a Dog previously deemed a Potentially or Dangerous Dog under a previous by-law;
    - (b) Pit bull pursuant to the *Dog Owners' Liability Act*, or
    - (c) Dog which has a recorded history with Brampton Animal Services of aggressive behaviour to other Dogs or human beings;
  - (3) Each Dog must be currently vaccinated against rabies;
  - (4) Every Owner of a Dog shall ensure the Dog is wearing a collar and current City Licence at all times;
  - (5) No puppy under 4 months of age is permitted;
  - (6) Each Dog shall be spayed or neutered;
  - (7) No Dog shall be left unattended, meaning the Owner is within the designated area with the Dog and supervising its actions;
  - (8) Each Owner shall carry a leash for each Dog;
  - (9) There shall be:
    - (a) a limit of 3 Dogs per person per visit;
    - (b) Children under 10 years of age are prohibited;
    - (c) Each Dog shall be leashed when it enters or exits the designated area;
  - (10) Each Owner assumes all risks by entering into the Leash-Free Zone;

- (11) Designated areas within the Leash-Free Zones are marked as small Dog and large Dog. Owners shall only use the appropriate designated area depending on the size of their Dog:
  - (a) only small Dogs shall be exercised in the area identified for small Dogs; and
  - (b) only large Dogs shall be exercised in the area identified for large Dogs.

### **Impounded Animals**

43. Where an Animal Control Officer takes into custody an Animal running at large or has an Animal delivered to him/her, the Animal Control Officer may at their discretion:
  - (1) deliver the Animal to the Pound;
  - (2) release the Animal to its Owner;
  - (3) Release a Cat back into the community as per internal policies, or;
  - (4) take any other action permitted by the *Animals for Research Act*.
44. Where an Animal is impounded, the Owner of the Animal shall provide satisfactory identification accompanied by payment in full of any fee prescribed in the City's User Fee By-law when claiming their Animal.
45. When an Animal is impounded in accordance with this By-law, the City shall make a reasonable attempt to contact the Owner in accordance with the information provided prior to selling or otherwise disposing of the Animal.
46. Where a Dog has been Impounded, and it is alleged that the Dog has bitten or attacked a person or domestic Animal, prior to proceedings commenced against the Owner of the Dog under the *Dog Owners' Liability Act*, R.S.O. 1990, c. D.16. the Owner of the Dog shall pay the costs set out in the City's User Fee By-law for the time for which the Dog has been impounded, regardless of whether or not the Dog is released to the Owner.
47. An Impounded Animal not wearing identification (i.e. Licence, Microchip, rabies, etc.) for the purpose of contacting the Owner, at the Owner's expense, may be:
  - (1) given an inoculation to provide temporary immunization against common diseases;
  - (2) implanted with a Microchip.
48. Pursuant to the guidelines contained in the *Animals for Research Act*, the Manager may humanely euthanize, or cause, or permit to be humanely euthanized any Animal that has been impounded.
- 49.

### **Emergency Boarding**

50. An Animal Control Officer may take possession of an Animal for the purpose of providing Emergency Boarding to it at any time when the Animal Control Officer deems it necessary to provide protective care to the Animal.
51. Where an Animal is taken in under Emergency Boarding, the Animal shall be treated as an impounded Animal pursuant to this By-law.



**Community Rehoming Program**

52. Any person who adopts a Dog or Cat from an Affiliated Re-homing platform shall ensure the Dog or Cat is Sterilized by a veterinarian of the Owner's choice. Sterilization shall be completed within forty-five (45) days of the Dog or Cat being adopted/Re-homed or by the time the Dog or Cat becomes six months of age, whichever occurs first.

**Excrement**

53. Every Owner of a Dog shall forthwith remove, or cause to be removed, any feces left by the Dog on any land within the City, other than the Animal owner's property and the Owner shall dispose of the excrement in a proper refuse receptacle in a timely manner.

**PART VI – APPROVAL OF RESCUE ORGANIZATIONS AND TRAP, NEUTER, RELEASE AND MANAGE (TRNM) PROGRAM**

54. Rescue Organizations and Trap, Neuter, Release and Manage Program operators must be approved by the Manager in order to qualify for the applicable exemptions under this By-law.
55. The Manager may impose terms and conditions on a Rescue Organization or TNRM Program operator to qualify for the exemptions under this By-law. Such as, but not limited the successful completion of colony caretaker training or educational program(s).
56. Rescue Organization or TNRM Program operator shall only operate a Feral Cat Colony on a property where the colony caretaker is the owner of the property or has written consent from the owner of the property to operate.
57. The Manager has the ability to disqualify a Rescue Organization or TNRM Program operator if a Rescue Organization or TNRM Program operator does not comply with the terms and conditions set out in sections 54 or 55 above.

**PART VII- OWNERS TO TAKE PRECAUTIONS**

**Dogs – Biting/Attacking/Menacing**

58. An Owner shall not permit a Dog to:
- (1) bite a Person or domestic Animal;
  - (2) attack a Person or a domestic Animal;
  - (3) behave in a manner that poses a Menace to the safety of Persons or domestic Animals;
59. Subject to section 57, the Owner shall be deemed to have permitted the attack, bite or menacing behaviour, unless the Owner can prove, on a balance of probabilities, that they took all reasonable precautions to control the Dog and to prevent the attack, bite or menacing behaviour from occurring.

**Muzzle and Control Order**

60. The Manager may issue a Muzzle and Control Order.
61. A Muzzle and Control Order shall set out such measures that the Owner of the Dog shall be required to take in respect of such Dog, which may include, but not be limited to the following requirements:

- (1) The Owner shall, when the Dog is not securely inside the Owner's Dwelling Unit, but is otherwise on the Owner's Property, at all times keep the Dog securely restrained in one of the following manners so as to prevent the Dog from escaping and to prevent the Dog from biting or causing injury to any Person entering onto the Owner's Property:
  - (a) The Dog shall be located within a securely fenced rear or side yard where the fence is of sufficient dimension and design to prevent the Dog from escaping from the yard, and any gate in such fenced yard shall be locked at all times when the Dog is in the fenced yard, or
  - (b) The Dog shall be located in a rear or side yard within a fully enclosed pen (six-sided) or run of sufficient dimension, design and strength to be humane and to prevent the Dog from digging its way out of or otherwise escaping from the enclosed pen, or
  - (c) The Dog shall be Muzzled so as to prevent it from biting a person or Animal and securely restrained within a rear or side yard by means of a leash or chain to prevent the Dog from escaping the yard while under the direct supervision of a Person over the age of 18 and physically able to exercise proper control of the Dog and who is present in the yard at the time; and
  - (d) The Dog shall not be Kept in the front yard of the Owner's property.
- (2) At any time when the Dog is in any place, other than the property of the Owner, the following may be required:
  - (a) The Owner must securely attach a Muzzle to the Dog at all times when the Dog is in any place other than the Owner's property; and
  - (b) The Owner shall ensure the Dog is Kept under the physical control of a Person 18 years of age or older and physically able to exercise proper control of the Dog, by means of a non-retractable leash with a maximum length of 2 metres held by said Person at all times when the Dog is in any place other than the Owner's property.
- (3) The Owner shall have completed and provided proof to the Animal Control Officer within 30 days of issuance of the Muzzle and Control Order:
  - (a) a Microchip implanted in the Dog
  - (b) have the Dog Sterilized
- (4) Despite clause 60(3)(a) and 60(3)(b) on appeal, both are to be done within 30 days of the date of the Brampton Appeal Tribunal's decision, unless the Brampton Appeal Tribunal exempts the Owner from this requirement.
- (5) The Owner shall display in a conspicuous place at the entrance to the premises, a warning sign advising of the Dog's presence on the property and the potential for danger to public safety, which has been provided by the City of Brampton;
- (6) The Owner shall not breed the Dog, or permit the Dog to be bred;
- (7) The Owner shall register the Dog annually with a designated City of Brampton Dog tag identifying the potential for danger to public safety

and keep all information up to date as follows:

- (a) The Owner shall notify the Manager within 48 hours of any changes to the residency or ownership of the Dog.
- (b) The Owner shall notify the Manager within 48 hours of the death of the Dog.

62. A Muzzle and Control Order shall include the following information:

- (1) The Respondent(s) information;
- (2) The subject Dog(s) information;
- (3) The reasons for which the Muzzle and Control Order was determined upon;
- (4) The measures the Owner is required to take, and
- (5) Information respecting the process by which the Owner may exercise the Owner's right to appeal to the Brampton Appeal Tribunal.

63. A Muzzle and Control Order may be served on the Owner personally by handing it to the Owner, but where the Muzzle and Control Order cannot be given or served by reason of the Owner's absence from the Owner's property or by reason of evasion of service, the Animal Control Officer may provide service by:

- (1) handing it to an apparently adult person on the Owner's property, or
- (2) posting it in a conspicuous place upon some part of the Owner's last known property and by sending a copy by ordinary mail, or
- (3) sending it by prepaid registered mail to the Owner at the last known address where he or she resides, or
- (4) electronic notification (e-mail) to the last known e-mail address.

64. An Owner to whom a Muzzle and Control Order is given shall forthwith ensure compliance with it.

65. Notwithstanding that an Owner has appealed to the Tribunal pursuant to Section 112, the Order is effective until the appeal is disposed of except for:

- (1) the Muzzle and Control Order takes effect when written and served and remains fully in effect unless it has been varied by the Appeal Tribunal or Manager.
  - (a) an application for a hearing under this By-law does not act as a stay of any requirement imposed by a Muzzle and Control Order, with the exception of Sterilization and Microchip, which will not be required until a final decision of the tribunal is confirmed.

66. Any Dog that has been deemed a Dangerous or Potentially Dangerous Dog under a previous by-law of the City, even where such by-law has been repealed, shall continue to be subject to the terms of any restraining or control order in effect at the time of the passing of this By-law.

## **PART VIII – LICENSING REQUIRED**

67. A Licence shall be obtained by every Person who owns more than two (2):

- (1) Pigeons;
  - (2) Hens; or
  - (3) Rabbits.
68. No Person shall carry on the licensed business in a name that is different from the business name that is endorsed on the Licence, unless the Licence Issuer has provided his or her approval.
69. No Person shall hold themselves out to be Licensed if he or she is not Licensed under this By-law.
70. No Person shall provide false or misleading information or documents when applying for a Licence or Licence renewal, or when required to provide any information or documents under this By-law.
71. Any Person holding a Licence under section 66 shall produce the Licence upon request of the Licence Issuer or a Municipal Law Enforcement Officer.

### **Requirements for Licensees**

72. Every Applicant and Person Licensed under this By-law shall be at least 18 years of age.
73. The Applicant shall complete a Licence Application, file any information as may be required by the Licence Issuer and pay the required Licence Fee.
74. A Licence shall be issued to an Owner whose Application meets all the requirements of this By-law, except if the Licence Issuer is of the opinion that the issuance or the holding of a Licence would be contrary to the public interest in respect of:
- (1) The health and safety of any Person or Animal;
  - (2) A nuisance affecting any land or Person in Brampton;
  - (3) Any Application or other document provided to the Licence Issuer by or on behalf of the applicant contains a false statement, or provides false information;
  - (4) The Applicant does not meet all the requirements of this By-law or any other City By-law.

### **Licence Issuer**

75. The City Clerk is appointed as the License Issuer for the purpose of section 66.
76. The Licence Issuer shall:
- (1) Receive and process all Applications for new Licences and for the renewal of Licences;
  - (2) Issue a new Licence or renew a Licence when:
    - (a) an Application is made in accordance with the provisions of this By-law;
    - (b) the Application is complete;
    - (c) the applicable Licence Fee is paid; and
    - (d) the Application meets all of the requirements under this By-law unless there are grounds to refuse to issue a new Licence or

renew a Licence

- (3) Maintain complete records showing all Applications received and Licences issued;
  - (4) Enforce or cause to be enforced the provisions of this By-law;
  - (5) Prepare or cause to be prepared all notices, forms and any other document including any amendments thereto, that are necessary for the administration of this By-law; and
  - (6) Generally perform all the administrative functions of this By-law.
77. Where the Licence Issuer has refused to issue a Licence, or has revoked or suspended a Licence, the Applicant or Licensee may appeal to the Brampton Appeal Tribunal in accordance with procedures established by this By-law and the Appeal Tribunal By-law 184-2323 as amended, or any successor.
78. Where the Appeal Tribunal considers an appeal under this By-law, the Tribunal shall not make any decision or finding that impacts an application for a minor variance.

### **Inspections**

79. A Municipal Law Enforcement Officer may enter on land and building or structure thereon, at any reasonable time for the purpose of carrying out an inspection to determine whether any one or more of the following are being complied with:
- (1) The provisions of this By-law;
  - (2) An Order made under this By-law; and
  - (3) A condition of a Licence issued under this By-law or the Business Licensing By-Law;
80. For the purposes of an inspection under section 78, the person carrying out the inspection may do any one or more of the following:
- (1) Require the production for inspection of any goods, articles, books, records, including medical records and other documents of, or relating to, the business licensed under this By-law or the Business Licensing By-law;
  - (2) Inspect and remove documents or things relevant to the inspection, including anything listed in section 79(1) for the purpose of making copies or extracts;
  - (3) Require information from any Person concerning a matter related to the inspection;
  - (4) Alone or in conjunction with a Person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.
81. Upon request of the Municipal Law Enforcement Officer, the Licensee shall produce the Licence and any other requested documents forthwith.
82. No Person shall withhold, destroy, conceal, or refuse to furnish any information or thing required by a Municipal Law Enforcement Officer for purposes of an inspection.

83. No Person shall obstruct or hinder or cause to be obstructed or hinder the making of an inspection.
84. Where the Municipal Law Enforcement Officer believes that a contravention of this By-law has occurred, they may issue:
- (1) An Order to discontinue the contravening activity;
  - (2) An Order to correct the contravention; or
  - (3) An Order to discontinue the contravening activity and correct the contravention.
85. The Orders contemplated in section 83 shall set out:
- (1) The name of the Person who is believed to have contravened this By-law and the municipal address or the legal description of the land to which the contravention of the Licence applies;
  - (2) Reasonable particulars of the contravention;
  - (3) The date by which there must be compliance with an Order;
  - (4) If applicable, the work to be done and the date by which the work must be done; and
  - (5) If applicable, a statement that the City may have the work done at the expense of the Owner if the work is not done in compliance with the Order.
86. An Order issued under this By-law may be served personally or served by mail to the last known address of the Person and such other persons affected by it as determined by the Municipal Law Enforcement Officer, and a copy of the Order may be posted on any property to which the contravention or Licence applies.
87. If an Order is served by registered mail, the service shall be deemed to have been made 5 days after mailing.
88. Where service cannot be carried in accordance with section 85, the Municipal Law Enforcement Officer may place a placard containing the terms of the Order in a conspicuous place on the property to which the contravention or Licence applies. The placing of the placard shall be deemed to be sufficient service of the Order on the Person or Persons to whom the Order is directed.
89. Every Person who fails to comply with an Order made under this section is guilty of an offence.
90. Where a Person is ordered to correct a contravention of this By-law under section 83 and fails to do so, the City may remove any Animals subject to the contravention.
91. The City may, at any reasonable time, enter onto the Premises to which the contravention of Licence applies in order to carry out any existing work required for compliance.
92. The Person who was ordered to correct the contravention shall consider all expenses incurred by the City in carrying out any work contemplated by this section, a debt owed to the City. Expenses shall be paid to the City within 30 days of the billing date. In the event of failure to pay the entire amount due within 30 days, the outstanding balance of the expenses owed may be added to the tax roll of the property to which the contravention or Licence applies and collected in the same manner as property taxes.

**PART IX – PIGEONS, HENS AND RABBITS**

93. Except as permitted by subsection 66, no Person shall Keep or permit to be Kept on any one Lot, more than two:
- (1) Pigeons;
  - (2) Rabbits; or
  - (3) Hens
94. No Person shall Keep or permit to be Kept more than two pigeons, hens or rabbits on a Lot without a valid Licence and for the purposes of this By-law, the Owner of the Lot shall be deemed to be the owner of a pigeon found in or returning to a coop on the Lot.
95. No person shall Keep, or permit to be Kept, any Rabbits, Pigeons or Hens except in accordance with the following rules:
- (1) Any person Keeping up to two Pigeons or Hens shall submit to the City a completed application.
  - (2) Any person Keeping up to two Pigeons or Hens shall notify Animal Services should they move or no longer own Pigeons or Hens.
  - (3) Except as permitted by section 98, no Person shall permit or allow any Animal to trespass or to be at large.
  - (4) For Dwelling Units on a Lot, each Animal shall be Kept in an Animal quarter and not in the Dwelling Unit, except for up to 2 Rabbits.
  - (5) Except for Pigeon coops as provided for in section 97, each Animal quarter shall be at least 8 metres (25 feet) from any Dwelling, school, store or shop, except where such dwelling or building is occupied exclusively by the Property Owner or keeper of the Animals and other persons residing in the same Dwelling Unit, and at least 2 metres (6 feet) from each boundary of the property on which it is located.
  - (6) Each Animal quarter shall be constructed to prevent the escape of the Animals Kept therein.
  - (7) The appearance of each Animal quarter shall be properly maintained by regular painting, or shall be finished with permanent siding, and in all cases, shall comply with the requirements of the Zoning By-law.
  - (8) All equipment and material shall be kept within a building or structure, or under cover.
  - (9) All equipment and materials shall be screened from the view of the general public, and, where it is necessary to do so, a hedge or other such vegetation shall be planted or a solid fence erected, to act as a screen.
  - (10) All refuse resulting from the Keeping of the Animals shall be contained in air-tight containers in such a manner as to prevent odours and shall be disposed of in a manner that will not create a public nuisance or health hazard.
  - (11) All food for the Animals shall be kept in rodent-proof containers.

**Pigeons**

96. In addition to other requirements of this By-law and the Zoning By-law, the following are the rules for Pigeon owners:

- (1) No Person shall keep more than 2 Pigeons on a Lot unless a Licence is obtained from the Licence Issuer.
  - (2) For the purposes of subsection 95(1) the licensing period shall be from May 1 of a calendar year to April 30 of the following calendar year (effective May 1, 2009);
  - (3) The Applicant shall provide notice to adjoining property Owners that a Licence for the Keeping of Pigeons has been applied for, and the notice shall include:
    - (a) information regarding the number of Pigeons to be Kept, and
    - (b) information that the Application may be objected to by sending an objection, in writing, to the Licence Issuer within 20 days of delivery of the notice.
  - (4) Notice under this section shall be deemed to be delivered:
    - (a) in the case of mailed documents, 5 days following the mailing as determined by the postmark;
    - (b) in the case of personal delivery, e-mail or faxed document, the day of delivery;
    - (c) where more than one method of delivery is used, the operative receipt date, is the latest of the possible receipt dates.
  - (5) The Applicant shall provide the Licence Issuer with proof of delivery of the notice to the adjoining property Owners in the form of a copy of the notice and affidavit that the notice has been delivered.
97. A Licence shall be issued to an Owner whose Application meets all the requirements of this By-law, except if the Licence Issuer is of the opinion that:
- (1) The issuance or the holding of a Licence would be contrary to the public interest in respect of:
    - (a) the health and safety of any person or Animal, or
    - (b) a nuisance affecting any land or person in Brampton;
  - (2) Any Application or other document provided to the Licence Issuer by or on behalf of the Applicant contains a false statement, or provides false information;
  - (3) The Applicant does not meet all the requirements of this By-law or any other City by-law.
  - (4) Making a decision under clause 96(1)(b), the Licence Issuer shall consider any objection received from an adjoining property Owner regarding the proposed issuance of a Licence for the keeping of Pigeons.
98. The Pigeon coop shall be located, constructed and maintained in compliance with this By-law, the Zoning By-law and any other applicable legislation.
99. Licensee shall follow:
- (1) A maximum of 60 Pigeons may be Kept on a Lot during racing season which is from April 1 to October 31.



- (2) During non-racing season, the maximum number allowed is 40 Pigeons on a Lot.
- (3) All Pigeons must be banded with a recognized club or association.
- (4) All Pigeons must be Kept within the Pigeon coop except during the permitted daily flight periods.
- (5) Each Pigeon may be released for no more than 2 flights a day.
- (6) Only one-half of the number of Pigeons Kept on the Lot may be released for flight at any one time.
- (7) Pigeons may be released for flight during the following day flight periods:
  - (a) From April 1 to September 30 in each calendar year, only before 7:30 a.m. and after 6:00 p.m., and
  - (b) From October 1 to March 31 in each calendar year, only before 10:00 a.m. and after 3:00 p.m.
- (8) The release of Pigeons for flights shall be under the supervision of the Pigeon Owner or some other competent Person.

### **Hens and Rabbits**

100. In addition to other requirements of this By-law and the Zoning By-law, the following are the rules for Persons wishing to own more than two (2) Hens or Rabbits:
  - (1) No Person shall Keep more than two (2) Hens or Rabbits on a Lot unless a Licence is obtained from the Licence Issuer;
  - (2) No Person shall be licensed to Keep more than ten (10) Hens or ten (10) Rabbits or total of ten (10) Rabbits and Hens in any combination; and
  - (3) A Licence shall not be issued for Owners to keep more than two (2) Hens or Rabbits on a Lot of less than one (1) acre in size.
101. All Hens and Rabbits must be Kept in an Animal quarter located, constructed and maintained in compliance with this By-law, the Zoning By-law and any other applicable legislation.
102. In addition to the requirements of Section 100, Animal quarters must be located at least 8 metres (25 feet) from the rear Lot line and at least 8 metres (25 feet) from any side Lot line of the Lot on which the Animal quarter is located.
103. For the purpose of subsection 99 (1):
  - (1) The Licensing period shall be for 12 months commencing on the day the Licence is issued;
  - (2) The Applicant shall provide notice to adjoining property Owners that a Licence for the Keeping of Hens and Rabbits has been applied for, and the notice shall include:
    - (a) information regarding the numbers and types of Animals to be Kept, and
    - (b) information that the Application may be objected to by sending an objection, in writing, to the Licence Issuer within 20 days of

delivery of the notice.

- (3) Notice under this section shall be deemed to be delivered:
    - (a) in the case of mailed documents, 5 days following the mailing as determined by the postmark;
    - (b) in the case of personal delivery, e-mail or faxed document, the day of delivery;
    - (c) where more than one method of delivery is used, the operative receipt date, is the latest of the possible receipt dates.
  - (4) The Applicant shall provide the Licence Issuer with proof of delivery of the notice to the adjoining property Owners in the form of a copy of the notice and affidavit that the notice has been delivered.
  - (5) A Licence shall be issued to an Owner whose Application meets all the requirements of this By-law, except if the Licence Issuer is of the opinion that:
    - (a) The issuance or the holding of a Licence would be contrary to the public interest in respect of:
      - (i) the health and safety of any person or Animal, or
      - (ii) a nuisance affecting any land or person in Brampton.
    - (b) Any Application or other document provided to the Licence Issuer by or on behalf of the Applicant contains a false statement or provides false information;
    - (c) The Applicant does not meet all the requirements of this By-law or any other City by-law.
  - (6) Making a decision under subclause 102 (5)(a)(ii), the Licence Issuer shall consider any objection received from an adjoining property Owner regarding the proposed issuance of a Licence for the keeping of Hens and Rabbits.
104. Any Person holding a Licence under this section shall produce the Licence upon the request of the Licence Issuer, Animal Control Officer or the Manager.
105. A veterinarian who is Keeping Hens or Rabbits for treatment or other purposes directly related to their practice of veterinary medicine is not subject to licensing requirements or maximum numbers of Hens and Rabbits.

## **PART X - APPEAL OF ORDERS**

106. A Person who has been issued with a Muzzle and Control Order, an Order pursuant to section 83, or a Licence Applicant may make an application for a hearing to the Brampton Appeal Tribunal, provided the application is:
- (1) made in writing,
  - (2) delivered to the City Clerk with the fee as outlined in the User Fee By-law.
  - (3) Must be received and accompanied with a full payment within 15 days after the Order has been served or license refused.
107. In the event that a Muzzle and Control Order or Order pursuant to section 83 has been issued which has not been appealed to the Tribunal, the

Manager, Animal Services may determine that the Order may be modified or revoked pending a request in writing from the Applicant or rectification of the deficiencies required for compliance.

108. In the event that an Order has been appealed to the Tribunal and the Order has been upheld or modified by the Tribunal, the Manager may submit a recommendation to the Tribunal after receiving a request, in writing from the Applicant, that the Order be modified or revoked by the Tribunal.

#### **PART XI – FEEDING OF WILDLIFE**

109. No Person shall feed or permit the feeding of any Wildlife or Wild Animal or leave or permit the leaving of food or attractants of any type or in any form outdoors in such a manner as to attract, or be accessible by, a Wild Animal, feral or stray domestic Animal on private or public property.

110. Section 108 does not apply to the feeding of songbirds on a property, provided the owner or occupier meets the following:

- (1) Places seed in a bird feeding device that is sufficiently above grade;
- (2) Maintained in a sanitary condition;
- (3) The feeding practices do not attract large flocks of homing birds such as wild, feral or domestic pigeons;
- (4) Spillage of food upon the ground is removed by the person, property owner or occupier forthwith and disposed of in such a manner that it does not attract wildlife, wild Animals, feral or stray domestic Animals; and
- (5) The process of feeding does not interfere with the normal use or enjoyment of any other property.

111. Section 108 does not apply in the following situations:

- (1) The leaving of food as bait in a trap by a property owner to capture a nuisance Animal inhabiting or habituating on their property pursuant to the Fish and Wildlife Conservation Act, 1997, S.O.1997, c.41 as amended or any successor;
- (2) The leaving of food as bait by a licensed trapper, an employee of a licensed wildlife or pest control agency, a Municipal Law Enforcement Officer, a Provincial Animal Welfare Agent or a Peel Regional Police Officer, in the performance of their work;
- (3) The leaving of food for a colony of Cats by a TNRM Operator and a colony site approved by the Manager; or
- (4) Any land in an agricultural zone being actively used for cropland or the raising of Livestock.

112. (1) Every Person who engages in or permits Nuisance Feeding of Wildlife shall immediately remove such food when directed to do so by the City.
- (2) If the person fails to do so, the City may enter upon the Premises at any reasonable time to remove the food at the Person's expense.
  - (3) The City may recover the costs (plus interest) of removing the food from the person required to do it, by action or by adding the costs to the tax roll and collecting them in the same manner as property taxes. The amount of costs including interest constitutes a lien on the land upon the registration in the proper land registry office of the notice of lien.

## **PART XII - EXEMPTIONS**

113. Nothing in this By-law shall apply to prohibit the keeping of an Animal in the following places or circumstances:

- (1) The lawful operations of premises registered as a research facility or supply facility under the *Animals for Research Act*;
- (2) A Pound;
- (3) An Animal Hospital or Veterinary Clinic;
- (4) A Licensed pet shop;
- (5) A premises used by the Ontario Society for the Prevention of Cruelty to Animals or an affiliated society; or
- (6) Within educational facilities where Animals are being Kept for study, research or teaching purposes in conjunction with and under the direct sponsorship of a school board or the Ministry of Education.

114. This By-law does not apply to a Police Work Dog actually engaged in law enforcement for the Peel Regional Police Services or other law enforcement agencies.

## **PART XII – INSPECTION POWERS**

115. Every owner shall permit entry on the Lot for the purpose of enforcing this or any other City by-law and it is an offence to obstruct any City employee in the execution of his or her duties under this By-law.

## **PART XIII – ADMINISTRATIVE PENALTIES**

116. A Municipal Law Enforcement Officer may require a Person, subject to the conditions set out within the Administrative Penalties (Non-Parking) By-law 218-2019, as amended, or successor by-law, to pay an administrative penalty if the Officer is satisfied that the Person has failed to comply with:

- (1) a provision within this by-law; or
- (2) an Order of an Officer as deemed confirmed or as confirmed or modified by the Committee or a judge.

117. Every Person who is served a penalty Notice pursuant to section 115 is liable to pay to the City of Brampton an administrative penalty in the amount set out in the Administrative Penalties (Non-Parking) By-law 218-2019, as amended.

## **PART XIV – CONTRAVENTION AND PENALTIES**

118. Every Person who contravenes any provision of this By-law, including an Order under this By-law, is guilty of an offence and on conviction liable to a fine of not more than \$5,000.00 exclusive of costs, under the *Provincial Offences Act*, R.S.O. 1990, c. P.33, as amended, in respect of each offence.

**PART XV – SCHEDULES AND APPENDICES**

119. All Schedules and Appendices attached to this By-law shall form part of this By-law.

**PART XVI – BY-LAW AMENDMENTS, REPEAL AND EFFECTIVE DATE**

**Amendments**

120. The Brampton Appeal Tribunal By-law 48-2008, as amended, is amended by deleting the definition of “Animal Control By-law” and replacing it with the following:

““Animal Control By-law” means Animal Services By-law \_\_\_\_\_.”

121. The Brampton Appeal Tribunal By-law 48-2008, as amended, is amended by deleting the definition of “Dog By-law: and replacing it with the following:

““Dog By-law” means Animal Services By-law \_\_\_\_\_.”

**Repeal**

122. By-law 261-93, By-law 250-2005 and By-law 238-2011, as may have been amended, are repealed on the day this By-law comes into effect.

123. Any reference in a by-law referring to a by-law that was repealed pursuant to Section 121 shall be deemed to be a reference to this By-law.

124. Licences issued under a by-law repealed pursuant to Section 121 shall be deemed to be licences issued under this By-law and shall be valid for the period of time a corresponding Licence issued under this By-law would be valid.

**Effective Date**

125. This By-law comes into effect on the date of its passing by Council.

ENACTED and PASSED this 22<sup>nd</sup> day of November, 2023.

Approved as to  
form.  
  
2023/11/17  
  
Colleen Grant

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

Approved as to  
content.  
  
2023/10/17  
  
MM

\_\_\_\_\_  
Peter Fay, City Clerk

**SCHEDULE “A” TO ANIMAL SERVICES BY-LAW \_\_\_\_\_.**

**Animals Prohibited**

1. All Anseriformes (such as Ducks, Geese, Swans)
2. All Galliformes (such as Roosters, Grouse, Pheasant, Turkeys)
3. All Raptors (such as Eagles, Hawks, Falcons, Owls)
4. All Sciuridae (such as Prairie dogs, Giant squirrels and Flying squirrels)
5. All Marsupials (such as Kangaroos and Opossums)
6. All non-human Primates (such as Gorillas and Monkeys)
7. All Felids except the Domestic Cat (such as Servals, Lions and Tigers)
8. All Canids except the Domestic Dog (such as Wolves and Hybrids)
9. All Viverrids (such as Mongooses, Civets and Genets)
10. All Mustelids except the Domestic Ferret (such as Skunks and Weasels)
11. All Ursids (Bears)
12. All Artiodactylus Ungulates (such as cattle, goats, sheep and pigs)
13. All Procyonids (such as Raccoons, Coatis and Cacomistles)
14. All Hyaenas
15. All Perissodactylus Ungulates (such as Horses and Zebra)
16. All Elephants
17. All Pinnipeds (such as Seals, Fur Seals and Walruses)
18. All Snakes of the families Pythonidae and Boidae
19. All Venomous Reptiles
20. All Ratite Birds (such as Ostriches, Rheas, Cassowaries)
21. All Edentates (such as Anteaters, Sloths and Armadillos)
22. All Bats
23. All Crocodilians (such as Alligators and Crocodiles)
24. All Arachnids (such as Scorpions and Tarantulas)



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number \_\_\_\_\_ - 2023

To amend By-law 218-2019, the “Administrative Penalties (Non-Parking) By-law”

WHEREAS By-law\_\_\_\_\_-2023 (“Animal Services By-law”) was enacted to regulate the keeping of Animals in the City of Brampton;

AND WHEREAS By-law 218-2019 “Administrative Penalties (Non-Parking) By-law” was enacted to provide for a system of administrative penalties for designated by-laws;

AND WHEREAS Council for The Corporation of the City of Brampton deems it appropriate to provide for administrative penalties to enforce the provisions of the Animal Services By-law;

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

1. That Schedule “A” of By-law 218-2019 be amended by adding the following section:

“ANIMAL SERVICES BY-LAW\_\_\_\_\_-2023”

15. For the purpose of section 3 of this By-law:

- (a) Column 1 in the following table lists the provisions in the Animal Services By-law\_\_\_\_\_-2023, as amended, that are hereby designated for the purposes of section 434.1 of the *Municipal Act, 2001*;
- (b) Column 2 in the following table sets out the short form wording to be used in a Penalty Notice for the contravention of the designated provisions listed in Column 1;
- (c) Column 3 in the following table sets out the Administrative Penalty amounts that are payable for contraventions of the designated provisions listed in Column 1.

Item	Column 1 Designated Provision	Column 2 Short Form Wording	Column 3 Administrative Penalty
1	Section 10 (1)	Fail to obtain a valid licence	\$150.00

2	Section 10 (2)	Fail to affix tag on the collar	\$150.00
3	Section 10 (5)	Fail to report change of licensing status	\$150.00
4	Section 14	Keep a prohibited animal	\$300.00
5	Section 17	Dog enclosure within 2m from the property line	\$300.00
6	Section 18 (1)	Fail to provide waterproof/weatherproof shelter	\$300.00
7	Section 18 (2)	Fail to provide adequate and appropriate shelter	\$300.00
8	Section 18 (3)	Fail to provide adequate shade	\$300.00
9	Section 18 (4)	Fail to provide adequate sanitary conditions	\$300.00
10	Section 18 (5)	Fail to provide adequate food	\$300.00
11	Section 18 (6)	Fail to provide adequate water	\$300.00
12	Section 18 (7)	Fail to provide adequate exercise	\$300.00
13	Section 18 (8)	Fail to provide adequate light	\$300.00
14	Section 18 (9)	Fail to provide adequate ventilation	\$300.00
15	Section 19 (1)	Fail to use tether at least three metres long	\$300.00
16	Section 19 (2)	Fail to use tether allowing unrestricted movement	\$300.00
17	Section 19 (3)	Fail to provide food, water, or shelter and shade	\$300.00
18	Section 19 (4)	Fail to ensure that animal cannot injure itself	\$300.00
19	Section 20 (1)	Tether using a choke or pronged collar or chain	\$300.00
20	Section 20 (2)	Tying a rope, chain or cord while tethered	\$300.00
21	Section 20 (3)	Leave animal unattended where the public has access	\$300.00
22	Section 21	Allow animal to remain outdoors during extreme weather	\$300.00
23	Section 22 (1)	Fail to keep enclosure in sanitary condition	\$300.00
24	Section 22 (2)	Fail to keep enclosure in good state of repair	\$300.00
25	Section 22 (3)	Fail to keep enclosure air ventilated	\$300.00



26	Section 22 (4)	Keep enclosure in a condition where an animal may be harmed	\$300.00
27	Section 22 (5)	Permit enclosure to be exposed to noxious odors or sounds	\$300.00
28	Section 23 (1)	Use of enclosure which does not allow an animal to fully extend	\$300.00
29	Section 23 (2)	Use of enclosure which does not allow an animal stand, sit, perch, turn around and lie down	\$300.00
30	Section 24 (1)	Keep an animal in a vehicle with inadequate ventilation	\$300.00
31	Section 24 (2)	Keep an animal in a vehicle with extreme or inadequate interior temperature	\$300.00
32	Section 24 (3)	Permit an animal in a vehicle to have contact with the public	\$300.00
33	Section 25	Keep a total of more than six dogs/cats	\$300.00
34	Section 25	Keep more than three dogs	\$300.00
35	Section 34	Permit animal at large	\$300.00
36	Section 35	Permit dog off-leash	\$300.00
37	Section 40	Permit dog to be uncontained or unrestrained	\$300.00
38	Section 42 (1)	Fail to clean up after dog in off-leash park	\$300.00
39	Sect. 42 (2)(a)	Bring dog with muzzle and control order to off-leash park	\$300.00
40	Sect. 42 (2)(b)	Bring pit bull to off-leash park	\$300.00
41	Sect. 42 (2)(c)	Bring dog with aggressive history to off-leash park	\$300.00
42	Section 42 (3)	Bring dog not vaccinated against rabies to off-leash park	\$300.00
43	Section 42 (4)	Bring dog not wearing collar or displaying licence to off-leash park	\$300.00
44	Section 42 (5)	Bring dog less than 4 months old to off-leash park	\$100.00
45	Section 42 (6)	Bring dog which is not spayed or neutered in off-leash park	\$300.00
46	Section 42 (7)	Leave dog unattended in off-leash park	\$300.00
47	Section 42 (8)	Bring dog in off-leash park, not carrying leash	\$300.00

48	Sect. 42 (9)(a)	Bring more than 3 dogs into off-leash park	\$300.00
49	Sect. 42 (9)(b)	Bring child under 10 years of age into off-leash park	\$100.00
50	Sect. 42 (9)(c)	Fail to leash dog when entering or existing off-leash park	\$300.00
51	Sect. 42 (11)	Improper use of small or large dog designated area	\$300.00
52	Section 51	Fail to sterilize dog or cat within 45 days of adoption	\$300.00
53	Section 52	Fail to remove excrement	\$300.00
54	Section 57 (1)	Permit a dog to bite a person or domestic animal	\$350.00
55	Section 57 (2)	Permit a dog to attack a person or domestic animal	\$350.00
56	Section 57 (3)	Permit a dog to pose a menace	\$300.00
57	Sect. 60 (3)(a)	Fail to microchip/provide proof	\$350.00
58	Sect. 60 (3)(b)	Fail to sterilize/provide proof	\$350.00
59	Section 60(5)	Fail to display a dangerous dog warning sign	\$350.00
60	Section 60(6)	Breed or permit the breeding of a dog	\$350.00
61	Section 60(7)	Fail to licence dog with a dangerous dog tag	\$350.00
62	Sect. 60 (7)(a)	Fail to notify the Manager of change of residency	\$350.00
63	Sect. 60 (7)(a)	Fail to notify the Manager of change of ownership	\$350.00
64	Sect. 60 (7)(b)	Fail to notify the Manager of the death of a dog	\$350.00
65	Section 63	Fail to comply with a Muzzle and Control Order	\$350.00
66	Section 66	Fail to obtain licence for more than 2 pigeons, hens or rabbits	\$300.00
67	Section 80	Fail to produce licence or requested documents	\$300.00
68	Section 82	Obstruct or hinder an inspection	\$300.00
69	Section 88	Fail to comply with an order	\$300.00
70	Section 94 (1)	Fail to submit application to keep pigeons or hens	\$100.00
71	Section 94 (2)	Fail to notify Animal Services of a change in status	\$100.00

72	Sect. 94 (10)	Fail to keep refuse in air-tight computers	\$300.00
73	Sect. 94 (11)	Fail to keep food in rodent-proof containers	\$300.00
74	Section 98 (1)	Keep/cause to be kept more than 60 pigeons on a lot	\$300.00
75	Section 98 (2)	Keep/cause to be kept more than 40 pigeons on a lot	\$300.00
76	Section 108	Feed or permit the feeding of a wild animal or the leaving of food or attractants	\$350.00
77	Section 111	Fail to remove food when directed to do so	\$350.00

ENACTED and PASSED this 22<sup>nd</sup> day of November, 2023.

Approved as to  
form.  
  
2023/10/18  
  
Colleen Grant

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

Approved as to  
content.  
  
2023/10/17  
  
MM

\_\_\_\_\_  
Peter Fay, City Clerk



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number \_\_\_\_\_ - 2023

To accept and assumed works in

Registered Plan 43M-1996

**WHEREAS** the Council of the Corporation of the City of Brampton has, by resolution, directed that all works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1996 be accepted and assumed;

**AND WHEREAS** Council has authorized the City Treasurer to release the securities held by the City;

**AND WHEREAS** it is deemed expedient to accept and assume the streets as shown on Registered Plan 43M-1996 as part of the public highway system.

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

1. All of the works constructed and installed in accordance with the subdivision agreement for Registered Plan 43M-1996 are hereby accepted and assumed.
2. The lands described in Schedule A to this by-law are hereby accepted and assumed as part of the public highway system of the City of Brampton.

ENACTED and PASSED THIS 22nd day of November, 2023.

Approved as to  
form.

2023/10/17

MR

Patrick Brown, Mayor

Approved as to  
content.

2023/10/11

L.Totino

Peter Fay, City Clerk

**SCHEDULE A TO BY-LAW NO. \_\_\_\_\_**

**Registered Plans 43M-1996**

Gordon Randle Drive, Bedouin Crescent, Medalist Road, Love Court,  
Boyce Crescent, Jellystone Street, Gold Bottom Crescent

City of Brampton  
Regional Municipality of Peel



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To adopt Amendment Number OP 2006-\_\_\_\_\_

To the Official Plan of the  
City of Brampton Planning Area  
\_\_\_\_\_

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

1. Amendment Number OP 2006-\_\_\_\_\_ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this bylaw.

ENACTED and PASSED this 22<sup>nd</sup> day of November, 2023.

Approved as to  
form.

2023/11/10

SDSR

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

Approved as to  
content.

2023/11/10

AAP

\_\_\_\_\_  
Peter Fay, City Clerk

(OZS-2022-0039)

AMENDMENT NUMBER OP 2006-\_\_\_\_\_  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

**1.0    Purpose:**

The purpose of the Amendment is to amend the Official Plan and the Springdale Secondary Plan (Area 2), to permit the development of a nursing home and/or retirement home, daycare centre, and public and private schools on the lands identified in Schedule 'A' and Schedule 'B' of this amendment.

**2.0    Location:**

The lands subject to this amendment are municipally known as 2959-2989 Bovaird Drive East and 9960-9990 Airport Road. The lands are located on the south side of Bovaird Drive East and west of Airport Road. The lands are legally described as Part of Lot 10, Concession 6 EHS, RP 43R31544 Parts 4 and 5 and Part of Lots 9 and 10, Concession 6 EHS, RP 43R32093 Parts 1 to 3 and 13.

**3.0    Amendments and Policies Relevant Thereto:**

3.1    The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby amended as follows:

- 1) By changing the Official Plan to permit residential and noise sensitive land uses on the lands shown outlined on Schedule 'B' to this amendment.
- 2) By adding to the list of the amendments pertaining to the Secondary Plan Number 2: Springdale Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-\_\_\_\_\_.  
\_\_\_\_\_.
- 3) By changing Schedule A: General Land Use Designations, of the Official Plan by deleting the 'Special Study Area' designation, as shown outlined on Schedule 'B' to this amendment.

3.2    The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby further amended:

- 1) By deleting Section 4.2.1.16 in its entirety.
- 2) By adding to Section 4.6.15.1.10, Aircraft Noise Policies, a new sub-section and the following additional policies will apply:

"4.6.15.1.10b	Notwithstanding Policy 4.6.15.1.10 above, residential uses, a nursing home and/or retirement home, day care centre, and public and private schools shall be permitted on the property located at 2959-2989 Bovaird Drive East and 9960-9990 Airport Road at the south west corner of the Bovaird Drive East and Airport Road intersection.
	i) Completion of a noise impact assessment study from a qualified acoustical engineer certifying the level

of noise impact on any noise sensitive uses to the satisfaction of the City of Brampton, at the time of a future Zoning By-law Amendment application.

The stationary noise assessment, shall be undertaken to ensure that airport noise issues are addressed in accordance with Provincial government guidelines. Findings of that study should serve as a guideline for architectural design work aimed at mitigating indoor noise levels.

ii) Establishment of a tripartite Aircraft Noise Warning Agreement between the developer/property owner, City of Brampton and the Greater Toronto Airports Authority for the subject lands. This Agreement would stipulate that as a condition of approval, the Developer must enter into a Development Agreement, registerable on title. The Agreement will contain but is not limited to elements such as construction conditions and warning clauses for development on the site. Furthermore, the agreement requires such warning clauses acknowledging potential interference from both indoor and outdoor activities to be made available to all prospective users and residents of buildings with noise sensitive uses on the subject lands.

iii) The Greater Toronto Airports Authority must receive post-construction inspection and certification from a qualified acoustical engineer, to the satisfaction of the City of Brampton, that buildings with noise sensitive uses are in compliance with all applicable Ministry of Environment interior noise guidelines.”

3.3 The document known as Secondary Plan Area 2 – Springdale Secondary Plan (Part Two: Secondary Plan, as amended, of the City of Brampton Official Plan) is hereby further amended as follows:

- 1) By changing Schedule 2 of the Springdale Secondary Plan to re-designate the lands from ‘District Retail’ to ‘Special Site Area – District Retail’ as shown in Schedule ‘A’ of this amendment.
- 2) By adding to **Section 7, Special Site Areas**, a new sub-section as follows:

“7.6 Special Site Area 6

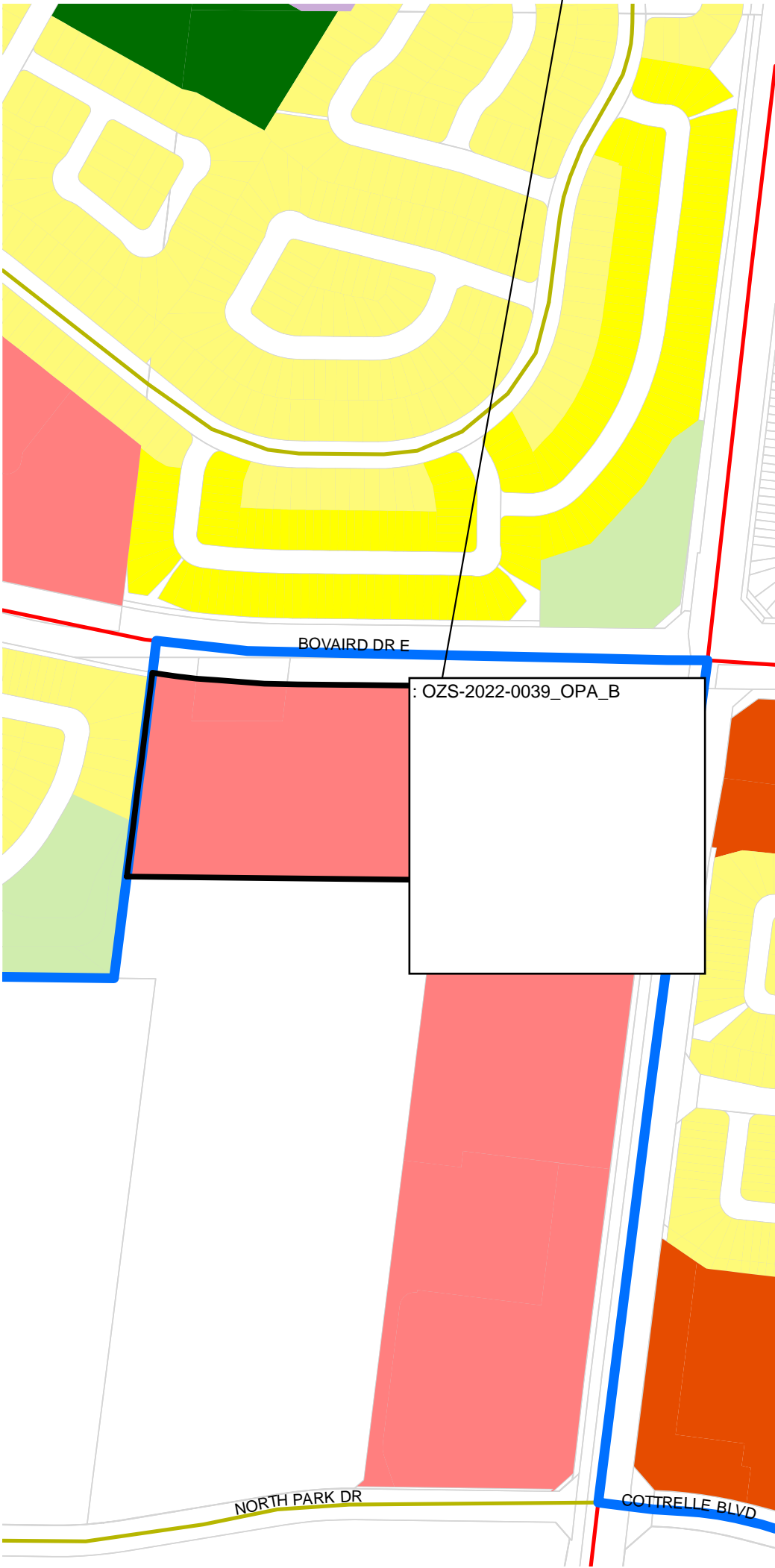
**Special Site Area 6**, located on the south side of Bovaird Drive East and west of Airport Road, and designated District Retail, shall be used for:

- a) High density residential;



- b) A nursing and/or retirement home;
- c) Public and private schools; and,
- d) A day care centre.”

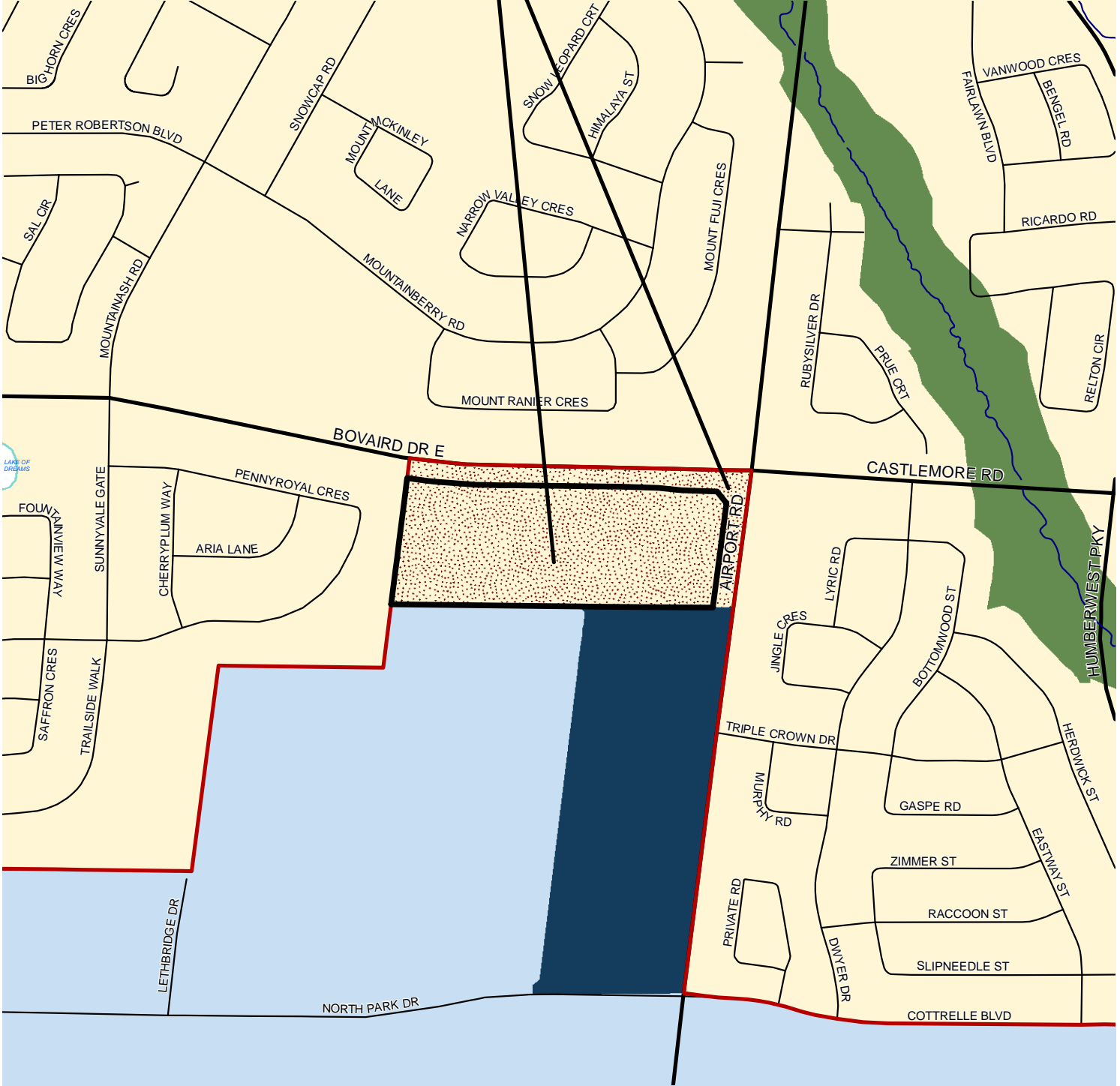
LANDS TO BE DESIGNATED "SPECIAL  
SITE AREA 6 - DISTRICT RETAIL"



- RESIDENTIAL**
- LOW DENSITY RESIDENTIAL 1
  - MEDIUM DENSITY RESIDENTIAL
  - MEDIUM/HIGH DENSITY RESIDENTIAL
  - HIGH DENSITY RESIDENTIAL
- INSTITUTIONAL**
- INSTITUTIONAL
  - ELEMENTARY SCHOOL
  - MIDDLE SCHOOL
  - SECONDARY SCHOOL
  - PLACE OF WORSHIP
  - FIRE STATION
- COMMERCIAL**
- CONVENIENCE RETAIL
  - DISTRICT RETAIL
  - NEIGHBOURHOOD RETAIL
  - REGIONAL RETAIL
  - SERVICE COMMERCIAL
  - HIGHWAY COMMERCIAL
- OPEN SPACE**
- NATURAL HERITAGE SYSTEM
  - OPEN SPACE
- UTILITY**
- TRANSCANADA PIPELINE
- ROADS**
- COLLECTOR ROAD
  - MAJOR ARTERIAL ROAD
  - MINOR ARTERIAL ROAD
  - PROVINCIAL HIGHWAY
- SPECIAL SITE AREA**
- SPECIAL SITE AREA
  - SPECIAL SITE AREA 6 - DISTRICT RETAIL
  - LBPIA Operating Area



"SPECIAL STUDY AREA" TO BE DELETED



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

- SUBJECT LAND
- INDUSTRIAL
- RESIDENTIAL
- BUSINESS CORRIDOR
- OPENSOURCE
- SPECIAL STUDY AREA





THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To By-law 270-2004, as amended

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

1. By-law 270-2004, as amended, is hereby further amended
- (1) by changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule “A” to this By-law:

From:	To:
Agricultural (A)	Residential Apartment A (H) - Special Section (3736) (R4A (H) - 3736)

- (2) By adding thereto, the following section:

3736 for the lands designated Residential Apartment A (H) Section — 3736 (R4A (H) — 3736) on Schedule “A” to this By-law.

3736.1 Shall only be used for the following purposes:

- (a) Residential
- (1) Uses permitted by the Residential Apartment A (R4A) Zone;
- (b) Non – Residential (in conjunction with an apartment dwelling)
- (1) a retail establishment;
- (2) a bank, trust company or financial institution;
- (3) an office;
- (4) a convenience store;
- (5) a convenience restaurant;
- (6) a dining room restaurant;

- (7) a take-out restaurant;
- (8) a dry cleaning and laundry distribution station;
- (9) a home occupation;
- (10) a retail establishment;
- (11) a service shop;
- (12) a personal service shop;
- (13) a commercial school;
- (14) a health or fitness centre;
- (15) a day nursery;
- (16) a walk-in clinic;
- (17) a pharmacy;
- (18) a sales centre;
- (19) a business incubator;
- (20) a custom workshop;
- And;
- (21) purposes accessory to the other permitted uses.

3736.2 The lands zoned as R4A (H) – 3736 on Schedule “A” to this By-law shall be subject to the following requirements and restrictions:

- 1. For the purposes of this zone, Steeles Avenue West shall be deemed to be the front lot line
- 2. Maximum Gross Floor Area: 81,000 square metres
- 3. Maximum Building Height:
  - a) for a building within 34.5 meters of Steeles Avenue West: 150 metres
  - b) for a building beyond 34.5 meters of Steeles Avenue West: 165 metres
- 4. Minimum Ground Storey Height: 4.5 Meters
- 5. Minimum Setback of Tower to the edge of the Podium:
  - a) Tower portion fronting Steeles Avenue West must be setback a minimum of 3.0 metres.
  - b) Tower portion of the building for all other sides must be setback a minimum 2.4 metres.
- 6. Minimum Gross Floor Area for all commercial uses: 1,500 square metres
- 7. Minimum Front Yard Depth along Steeles Avenue West to the Podium: 3.0 Meters
- 8. Minimum Gross Floor Area for Indoor Amenity Areas: 1,550 square metres
- 9. Minimum Interior Side Yard (West Side)
  - a) to the Podium portion of the building: 10 Metres
  - b) to the Tower portion of the building: 12.5 metres

10. Minimum Interior Side Yard (East Side)

- a) to the Podium portion of the building: 9 Metres
- b) to the Tower portion of the building: 12.5 metres

11. Minimum Rear Yard Depth: 2.4 Metres

12. Bicycle Parking shall be provided in accordance with the following:

- a) Minimum 0.5 spaces per apartment dwelling unit
- b) Minimum 0.10 visitor spaces per apartment dwelling unit.

13. Minimum Tower separation distance: 25 meters

14. Minimum Podium separation distance: 18 meters

15. Maximum Tower Floorplate size: 850 square metres

16. Residential unit types shall be provided in accordance with the following:

- a) A minimum of 50 percent of the units shall be two bedroom or larger.

17. Minimum Outdoor Amenity Area: 900 square metres

18. Windows and Doors at Grade: For the first storey of any wall adjacent to a street, a minimum of 70% of the gross area of the wall shall have clear vision windows and/or doors.

19. Required Commercial Uses at Grade: The portion of the floor area within the first storey of a building located within 34.5 metres of Steeles Avenue West shall be used for commercial purposes. Notwithstanding the foregoing, entrances, lobbies and uses accessory to the apartment dwelling are permitted provided that no more than 30% of the wall facing Steeles Avenue West is occupied by entrances or lobbies

20. Continuous Street Wall: A building at grade level, must occupy at least 95% of the entire available frontage facing Steeles Avenue West and 75% of the entire available frontage facing any other public street. For the purpose of this subsection, "available frontage" means the total frontage excluding any required side yard setbacks, approved pedestrian and vehicular access locations, and privately-owned publicly accessible spaces.

21. Loading, Unloading and Waste Disposal and Storage:

- a. Two on-site loading space shall be provided.
- b. Loading, Unloading and waste disposal facilities, accepting access thereto, shall not be located on the wall facing a street, and must be adequately screened.
- c. All garbage, refuse and waste containers shall be located within a climate-controlled area within the same building containing the use.
- d. Notwithstanding Section 20.6 of this By-law, loading spaces may be shared between retail commercial uses and office uses.

### 3736.3 Uses Permitted Prior to Removal of the H — Holding Symbol:

1. Uses legally existing on the effective date of the amending by-law; and

### 3736.4 Conditions for Removing the H - Holding Symbol:

Removal of the H - Holding Symbol on land zoned (R4A (H) — 3736) shall be subject to the following conditions:

1. A Functional Servicing Report supporting interim and permanent servicing for any proposed phase of development has been approved by the Region of Peel (or successor), City of Brampton, and the Credit Valley Conservation Authority in consultation with the landowners for the entire Tertiary Plan Area bound by Malta Avenue, Steeles Avenue West and Lancashire Lane;
2. A Traffic Impact Study supporting interim and permanent servicing for any proposed phase of development has been completed in accordance with the City of Brampton and Region of Peel Terms of Reference in consultation with the landowners for the entire Tertiary Plan Area bound by Malta Avenue, Steeles Avenue West and Lancashire Lane to the satisfaction of the Region of Peel (or successor) and City of Brampton;
3. The City's Commissioner of Planning, Building and Growth Management shall be satisfied that the submission of a Draft Plan of Subdivision is received for the entirety of the property and draft approved for the purpose of conveying of the public street network, future road widenings, underground infrastructure and public parkland; and
4. The City's Commissioner of Public Works shall be satisfied that a new public road providing access to the lands has been constructed via the extension of Malta Avenue and/or Lancashire Lane and conveyed to the City, or other alternative access arrangements to the satisfaction of the Commissioner of Public Works
5. Any requisite permits or approvals from Credit Valley Conservation Authority under O. Reg 160/06 be received

### 3736.5 For the purposes of R4A (H) - 3736:

Podium shall mean any of various building elements that form the base or bottom storeys of a building, and does not include the Tower.

Tower shall mean the portion of the building located above a height of 28.0 metres for buildings within 84 meters of Steeles Avenue West.

Floor Plate means the total floor area of an individual storey of the building measured from exterior walls.

Business Incubator shall mean an establishment that is dedicated to nurturing the development and commercialization of start-ups, early-stage companies, and established companies (enterprises) by providing incubator services such as management training, networking facilities, programming, mentorship programs, business assistance services, and office space.

Workshop shall mean a building where the design and custom production of goods and articles occurs on the premises, including custom woodworking, clothing articles, signs, jewelry, antique refinishing, custom metalworking, and similar products.

Indoor Amenity Space shall mean a recreational and/or common area within the building exclusively accessible to residents.

ENACTED and PASSED this [enter date] day of [enter month], 2023.

Approved as to  
form.  
  
2023/11/16  
  
SDSR

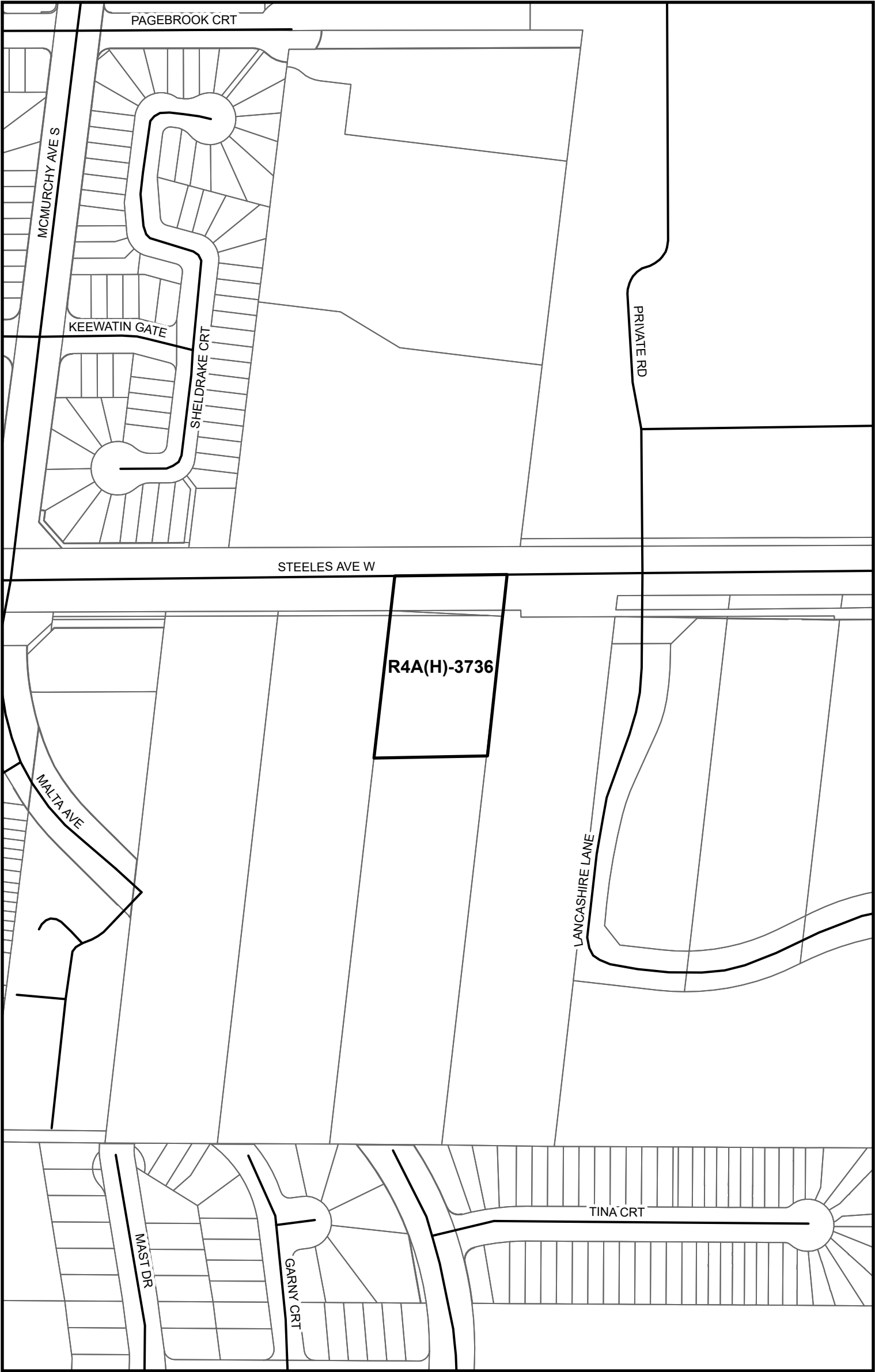
\_\_\_\_\_  
Patrick Brown, Mayor

Approved as to  
content.  
  
2023/11/16  
  
AAP

\_\_\_\_\_  
Peter Fay, City Clerk

(File: OZS-2023-0018)





brampton.ca  
PLANNING, BUILDING AND GROWTH MANAGEMENT

File: OZS-2023-0018\_ZBL  
Date: 2023/10/19

Drawn by: LCarter



**LOT 15, CONCESSION 1 W.H.S.**

**BY-LAW** \_\_\_\_\_

Page 621 of 629

**SCHEDULE A**





THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To establish certain lands as part of the public highway system (Orenda Road)  
\_\_\_\_\_

WHEREAS it is deemed expedient to establish certain lands as part of the public highway system.

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

1. The lands acquired by The Corporation of the City of Brampton and described as being Part of Block A on Plan 640 designated as Parts 1 and 2 on 43R-41095 is hereby established as part of the public highway system to be part of Orenda Road.

ENACTED and PASSED this 22<sup>nd</sup> day of November, 2023.

Approved as to  
form.  
  
2023/11/15  
  
SDSR

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

Approved as to  
content.  
  
2023/11/15  
  
DM

\_\_\_\_\_  
Peter Fay, City Clerk

Re: 278 Orenda Road



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To establish certain lands as part of the public highway system (Malta Avenue)

---

WHEREAS it is deemed expedient to establish certain lands as part of the public highway system.

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

1. The lands acquired by The Corporation of the City of Brampton and described as being Part of Reserve Block 33 on Plan 43M-1644 designated as Part 1 on Reference Plan 43R-41022 is hereby established as part of the public highway system to be part of Malta Avenue.

ENACTED and PASSED this 22<sup>nd</sup> day of November, 2023.

Approved as to  
form.  
  
2023/11/10  
  
AMR

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

Approved as to  
content.  
  
2023/11/10  
  
D Monaghan

\_\_\_\_\_  
Peter Fay, City Clerk

SPA-2021-0143 - KD



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To establish certain lands as part of the public highway system (Antibes Drive)  
\_\_\_\_\_

WHEREAS it is deemed expedient to establish certain lands as part of the public highway system.

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

1. The lands acquired by The Corporation of the City of Brampton and described as being Reserve Block 94 on Plan 43M-1950 is hereby established as part of the public highway system to be part of Antibes Drive.

ENACTED and PASSED this 22<sup>nd</sup> day of November, 2023.

Approved as to  
form.  
2023/11/16  
SDSR

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

Approved as to  
content.  
2023/11/15  
  
Frank Mazzotta

\_\_\_\_\_  
Peter Fay, City Clerk

21T-09007B - KD



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To establish certain lands as part of the public highway system (Lagerfeld Drive,  
Eamont Street, All Nations Drive)

---

WHEREAS it is deemed expedient to establish certain lands as part of the public highway system.

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

1. The lands acquired by The Corporation of the City of Brampton and described as being Part of Reserve Block 18, Plan 43M-1927 designated as Parts 7, 8, 9, 10, 30 and 31 on Plan 43R-41072 are hereby established as part of the public highway system to be part of Lagerfeld Drive.
2. The lands acquired by The Corporation of the City of Brampton and described as being Part of Reserve Block 19, Plan 43M-1927 designated as Part 13 on Plan 43R-41072 is hereby established as part of the public highway system to be part of Lagerfeld Drive.
3. The lands acquired by The Corporation of the City of Brampton and described as being Part of Block 8, Plan 43M-1927 designated as Part 15 on Plan 43R-41072 is hereby established as part of the public highway system to be part of Lagerfeld Drive.
4. The lands acquired by The Corporation of the City of Brampton and described as being Part of Reserve Block 17, Plan 43M-1927 designated as Part 17 on Plan 43R-41072 is hereby established as part of the public highway system to be part of Lagerfeld Drive.
5. The lands acquired by The Corporation of the City of Brampton and described as being Part of Block 5, Plan 43M-1927 designated as Parts 20, 21, 22, 23, 24, 28 and 29 on Plan 43R-41072 is hereby established as part of the public highway system to be part of Lagerfeld Drive.
6. The lands acquired by The Corporation of the City of Brampton and described as being Part of Block 6, Plan 43M-1927 designated as Part 27 on Plan 43R-41072 is hereby established as part of the public highway system to be part of Lagerfeld Drive.

- 7. The lands acquired by The Corporation of the City of Brampton and described as being Part of Block 5, Plan 43M-1927 designated as Parts 2, 25 and 26 on Plan 43R-41072 is hereby established as part of the public highway system to be part of All Nations Drive.
- 8. The lands acquired by The Corporation of the City of Brampton and described as being Part of Reserve Block 19, Plan 43M-1927 designated as Part 14 on Plan 43R-41072 is hereby established as part of the public highway system to be part of Eamont Street.
- 9. The lands acquired by The Corporation of the City of Brampton and described as being Part of Block 8, Plan 43M-1927 designated as Part 16 on Plan 43R-41072 is hereby established as part of the public highway system to be part of Eamont Street.

ENACTED and PASSED this 22<sup>ND</sup> day of November, 2023.

Approved as to  
form.  
  
2023/11/16  
  
SDSR

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

Approved as to  
content.  
  
2023/11/15  
  
  
Frank Mazzotta

\_\_\_\_\_  
Peter Fay, City Clerk

(21T-19107B/AS)





THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To prevent the application of part lot control  
to part of Registered Plan **43M – 2074**

**WHEREAS** subsection 50(5) of the *Planning Act*, R.S.O. c. P.13, as amended, has imposed part lot control on all lands within registered plans within the City;

**AND WHEREAS** pursuant to subsection 50(7) of the *Planning Act*, the Council of a municipality may, by by-law, provide that subsection 50(5) of the *Planning Act* does not apply to land within such registered plan or plans of subdivision or parts thereof, as are designated in the by-law;

**AND WHEREAS** the application for an exemption from part lot control pursuant to subsection 50(7) of the *Planning Act*, on the lands described below, for the purpose of creating maintenance easements, is to the satisfaction of the City of Brampton;

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

1. THAT subsection 50(5) of the *Planning Act* does not apply to the following lands within the City of Brampton, Regional Municipality of Peel:

The whole of Lots 274, 287, 288, 289, 290, 291, and 292, all on Registered Plan 43M-2074.

2. THAT pursuant to subsection 50 (7.3) of the *Planning Act*, this By-law shall expire THREE (3) years from the date of its registration.

THAT this By-law shall not become effective until a certified copy or duplicate of this By-law has been registered in the proper land registry office.

**ENACTED** and **PASSED** this 22<sup>nd</sup> day of November, 2023.

Approved as to  
form.

2023/11/09

SDSR

Patrick Brown, Mayor

Approved as to  
content.

2023/11/06

[David  
VanderBerg]

Peter Fay, City Clerk

(PLC-2023-0019)





THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2023

To confirm the proceedings of Council  
at its Regular Meeting held on November 22, 2023

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

1. THAT the action of the Council at its Regular Meeting of November 22, 2023 in respect to each report, motion, resolution or other action passed and taken by the Council at its meeting, is hereby adopted, ratified and confirmed, as if each resolution or other action was adopted, ratified and confirmed by its separate by-law; and
2. THAT the Mayor and the proper officers of the city are hereby authorized and directed to do all things necessary to give effect to the said action, or to obtain approvals where required, and except where otherwise provided, the Mayor and the Clerk are hereby directed to execute all documents necessary in that behalf and to affix the corporate seal of the City to all such documents. Where the subject matter of any such action is within a sphere or jurisdiction assigned to The Corporation of the City of Brampton pursuant to section 11 of the Municipal Act, 2001, the authority granted by this section includes the use of natural person powers under section 8 of the Municipal Act, 2001; and
3. THAT this by-law, to the extent to which it provides authority for or constitutes the exercise by the Council of its powers to proceed with, or to provide any money for, any undertaking, work, project, scheme, act, matter or thing which requires an approval in addition to the approval of the Council, shall not take effect until the additional approval has been obtained.

Dated at the City of Brampton this 22<sup>nd</sup> day of November, 2023.

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Patrick Brown, Mayor

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Peter Fay, City Clerk