



Economic Development and Planning Committee

Tuesday, November 3, 2015, 4:15 pm
City Hall, Council Chambers

Committee Members

Councillor J. Baker, Chair
Councillor L. Bursey
Councillor M. Kalivas
Councillor D. LeSueur
Mayor D. Henderson,
Ex-Officio

Areas of Responsibility

Economic Development	Economic Development
Planning	Advisory Team
Chamber of Commerce	Museum Board
DBIA	Library Board
Heritage Brockville	Arts Centre
	Tourism

Page

COMMITTEE AGENDA

Disclosure of Interest

Delegations and Presentations

5 - 21

1. 2015 Tourism Report
(Mr. Steve Weir, Brockville Tourism)

THAT the Brockville and District Chamber of Commerce, Brockville Tourism 2015 Update be received.

2. Twin Pad Arena
(Meg Plooy, Executive Director DBIA and Gary Brett, Chair Tourism Advisory Committee)

Ms. Plooy and Mr. Brett will address the committee on the proposed location of the Twin Pad Arena.

Correspondence

Nil.

Economic Development and Planning Committee
November 3, 2015

Staff Reports

22 - 47

1. 2015-107-11

City Response to Rogers Communications Tower
2399 Parkedale Avenue, Brockville

THAT Industry Canada be notified that the Corporation of the City of Brockville has no objection to the location of a proposed 40 metre communication tower to be constructed at 2399 Parkedale Avenue, Brockville:

48 - 81

2. 2015-108-11

Extension of CIP Downtown and Brownfields Programs

THAT the following Downtown Community Improvement Plan Programs be offered until December 31, 2018:

- *Tax Increment Equivalent for Rehabilitation and Redevelopment (TIERR) Grant;*
- *Façade Improvement Grant (FIG); and*
- *Residential or Commercial Conversion/Rehabilitation (RCCR) Grant*

THAT the following Brownfields Community Improvement Plan Programs be offered until December 31, 2018:

- *Brownfields Remediation Tax Increment Equivalent Grant (TIEG);*
- *Environmental Remediation Tax Cancellation Assistance Program (BFTIP)*

Economic Development and Planning Committee
November 3, 2015

- 82 - 134 3. 2015-109-11
Proposed Zoning By-Law Amendment
Brockville General Hospital Expansion
70, 75, 80, 94, 100, and 108 Charles Street, 94, 100, 118, 126,
134, 150, 152, 156 and 156a Bartholomew Street, and 150 and 156
Pearl Street East, City of Brockville
Owner: Brockville General Hospital Applicant:
Fotenn Consultants Inc.

THAT Zoning By-law 050-2014 be amended to rezone lands with municipal addresses 70, 75, 80, 94, 100, and 108 Charles Street; 94, 100, 118, 126, 134, 150, 152, 156 and 156A Bartholomew Street; and 150 and 156 Pearl Street East from their current respective zones to I1 – General Institutional Special Exception Zone to establish zone provisions and development standards to facilitate the Brockville General Hospital's redevelopment project.

- 135 - 141 4. 2015-110-11
Proposed Amendment to Sign By-law 84-89, 10 Glenn Wood Place
Owner: Brock-King Properties (Westdale Properties)

THAT City of Brockville Sign By-law 84-89 be amended to permit a backlit ground sign with a maximum sign area of 1.94 m² (per side) and advertising permitted on one (1) side only.

- 142 - 150 5. 2015-111-11
Proposed Amendment to Sign By-law 84-89, 790 Laurier Blvd.
Owner: Brock-King Properties (Westdale Properties)

THAT City of Brockville Sign By-law 84-89 be amended to permit four (4) backlit ground signs, each with a maximum sign area of 3.88 m² to be located at 790 Laurier Blvd., City of Brockville.

- 151 - 153 6. 2015-112-11
Twin Pad Committee – Ice Pad Location

THAT the location for new ice pads be at the Brockville Memorial Civic Centre site; and

THAT a walking track be incorporated into the design of the new ice pads.

Economic Development and Planning Committee
November 3, 2015

154 - 158 7. 2015-113-11

Encroachment Agreement and Front Yard Parking Agreement
10 Elm Street, Brockville

THAT Council authorize the Mayor and Clerk to execute an encroachment agreement with Mr. Terry Stranges, 10 Elm Street, Brockville, for the encroachment of a portion of a shed that encroaches onto the Elm Street road allowance to a maximum of 3.71 metres (12.2 ft.) and onto the rear open space area to a maximum of 3.2 metres (10.5 ft.) and a front yard parking pad, that encroaches onto the Elm Street road allowance to a maximum of 5.38 metres (17.7 ft.) in length.

New Business - Reports from Members of Council

Nil.

Consent Agenda

Adjournment

THAT the Economic Development and Planning Committee adjourned its meeting until the next regular meeting scheduled for December 1, 2015.

BROCKVILLE & 1000 ISLANDS



November 2015 - Tourism Report

BROCKVILLE & 1000 ISLANDS TOURISM

Destination Marketing Organization for Brockville and the 1000 Islands



Marketing and Promoting Tourism Attractions in Brockville and 1000 Islands to external markets

- Visitor Services: information delivery
 - walk-in visitor itinerary and assistance
 - toll free telephone enquiries
 - mail-outs
 - website
- Marketing Products
 - Produce Visitor Guide and Road Map
 - Coordinate and purchase multimedia advertising
 - Social Media/Website
 - Souvenir Program
- Festival and Events Assistance

BROCKVILLE TOURISM STAFF

Brockville & 1000 Islands Tourism employs 2 full time and 1 part time staff, We secure grants for additional staffing opportunities, such as the summer ambassadors (averaging 4 seasonal positions)

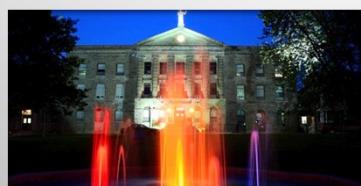


TOURISM BUDGET

\$181 069.25 leveraged to \$475 906.33

through the following Partnerships:

- The Great Waterway – Regional Tourism Organization 09
- Local Tourism Operators with coop marketing initiatives
- Grants – Provincial and Federal
- Revenue generation through souvenir program, ticket sales, marketing products



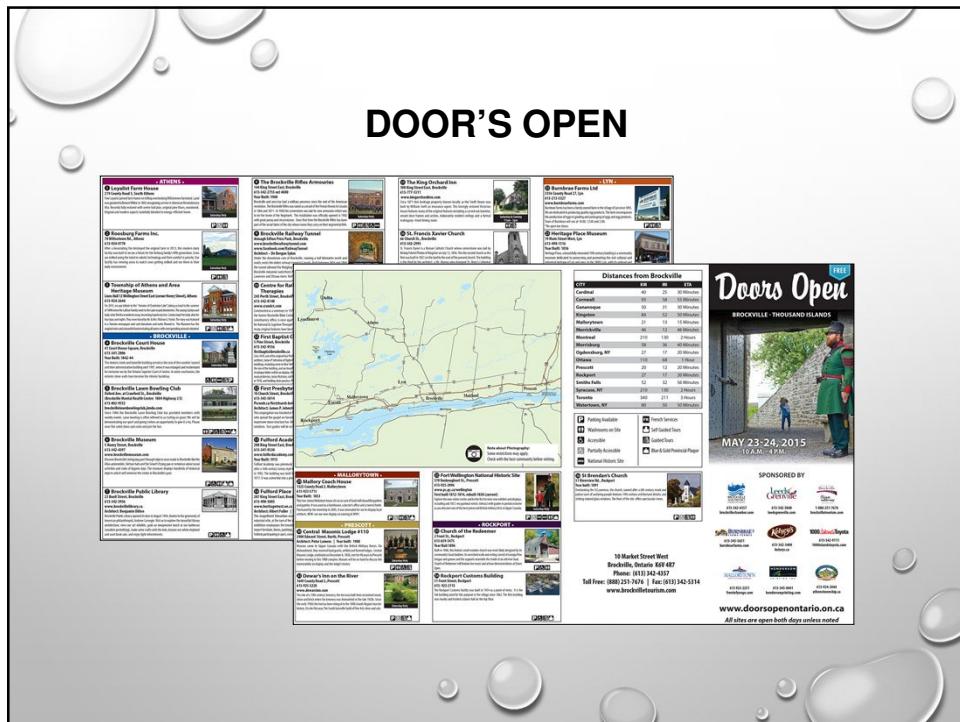
TOURISM ADVISORY COMMITTEE

Gary Brett (Chair) Trish Buote Stephanie Dunbar
Peter Dunn Josie Groniger Kent Henderson
Jane Fullarton Alan Medcalf Andy Neeteson
Pamela Peacock Megan Plooy Pam Robertson
Rick Walker Mark Walmsley Steve Weir

NATIONAL WOMEN'S SHOW



DOOR'S OPEN



The brochure cover features a central map of the Thousand Islands region, showing various locations like Brockville, Gananoque, and Morrisburg. The top half contains sections for ATHENS, BROCKVILLE, and MALLORTOWN, each listing local attractions with small thumbnail images. The bottom half contains sections for DOCKPORT and LONSDALE, also with attraction listings and thumbnails. A sidebar on the right lists 'Distances from Brockville' to various towns. The right side of the cover has a large photo of a person in historical attire standing at a doorway, with the text 'Doors Open' and 'MAY 23-24, 2015'. Logos for sponsors like Brockville Tourism, KFC, and the Royal Canadian Legion are at the bottom.

ALL SHIPS FESTIVAL



The brochure cover features a large image of a tall ship on the water. The title 'ALL SHIPS FESTIVAL' is prominently displayed in a yellow sunburst graphic. Below it, it says 'PRESENTED BY AQUARIUM AT TALL SHIPS LANDING'. A red circular badge says 'FREE GROUNDS ADMISSION'. The bottom section lists 'ACTIVITIES' including tall ship sail outs, dinner cruises, deck tours, and a historic farmers market. It also lists 'Platinum Sponsors' like Brockville Tourism and 'Gold Sponsors' like P&G. The website 'www.allshipsfestival.com' is at the bottom. To the right, there's a photo of two children smiling, and text stating 'Over 130 000 website visits'. A smaller inset image shows the festival website's homepage.

ALL SHIPS FESTIVAL



Or a 90 minute sail through
the Thousand Islands

AQUARIUM

ISLAND BREAKFAST HYDROPLANE RACES

An authentic 1000 Islands Experience

June 25-27, 2015
Island Breakfast
on Refugee Island, Brockville



Please join us for an authentic 1000 Islands Experience: enjoy a boat ride to one of the Refugee Island, for breakfast outdoors and island entertainment including live music. Breakfast will be served on the island between 8:00 am and 10:00 am with free shuttles (225 King St. West) to take you to the island starting at 7:15 am

Advance Tickets available at Brockville Or 1000 Islands Tourism 613-342-4357 | 1-888-251-7676 | Find out more at: refugeeisland.ca

RIBFEST POKER RUN



The screenshot shows the Brockville Ribfest Poker Run website. At the top, there's a logo for "BROCKVILLE RIBFEST" featuring a cartoon pig, and a "Big Brothers Big Sisters" logo. Below the header, a purple banner displays the event details: "August 6-9, 2015" and "Hardy Park, Brockville, ON". To the right of the banner is a large photo of a red speedboat on water. On the left side of the banner, there are two buttons: "Volunteer with us" and "Sponsor Ribfest". The main content area has a light gray background with decorative bubbles.



The screenshot shows the Shorty Jenkins Classic curling website. The page features a pink sidebar on the left with a navigation menu and a logo for the Brockville Curling Club. The main content area is white with pink borders. It includes text about the event ("Curling's elite will gather in Cornwall"), the date ("September 17-20, 2015"), and the sponsor ("AMJ CAMPBELL MAKE YOUR BEST MOVE"). It also mentions the host venue ("Cornwall Curling Centre"), team counts ("24 men's and 12 women's teams"), and welcomes everyone ("EVERYONE WELCOME"). There's information about tickets ("Tickets available at the door Thursday \$5 - Friday \$10 - Saturday \$10 - Sunday \$10 Four Day Pass \$25 Info: (613) 342-2468") and a section for the "Our Major Sponsor" (AMJ CAMPBELL).

THE CRUISE SHIP M.S. ST. LAURENT



The image shows a large cruise ship named "SAINT LAURENT" sailing on a body of water. The ship is blue with white superstructure and red trim. It has multiple decks and a funnel. The background shows a distant shoreline with buildings and hills under a clear sky.

UPCOMING EVENTS FOR THE REMAINDER OF 2015

- Black Friday, Downtown Brockville
- Celebrate The Season, Lower Beverley Lake Twp Park
- Christmas In Downtown Brockville
- New Year's Concerts In Brockville
- Opening Of The Aquatarium



MARKETING

EXPLORE, DISCOVER and EXPERIENCE
the 1000 Islands like never before!

www.100islandsexcursions.com

www.aquarium.ca

Fort Wellington

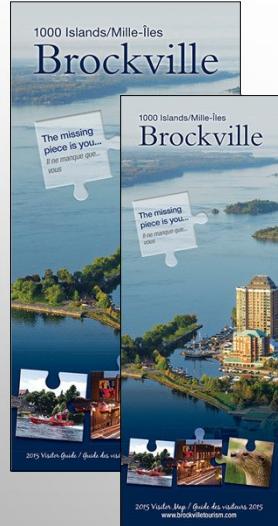
www.brockvilleartscentre.com

Fulford Place

1000islandsbrockville.com

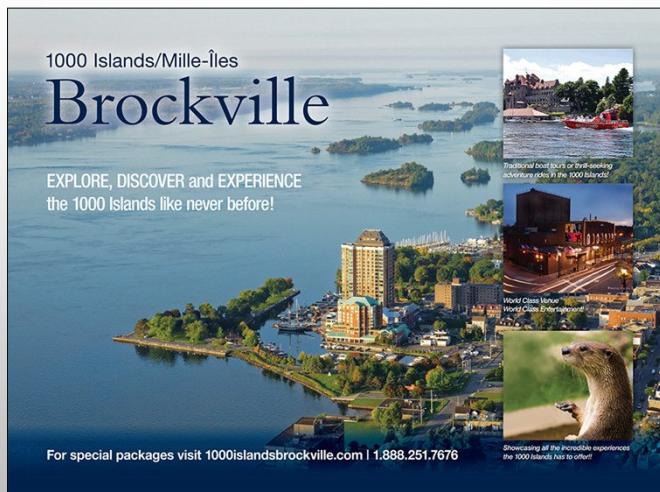
This image is a marketing graphic for the Thousand Islands region, centered around Brockville, Ontario. The top half features a large aerial view of the Thousand Islands river system, with numerous small green islands dotting the blue water. The word "MARKETING" is prominently displayed in bold black capital letters at the top center. Below it, the text "EXPLORE, DISCOVER and EXPERIENCE the 1000 Islands like never before!" is written in a smaller, sans-serif font. The middle section contains several links to local attractions and businesses, each accompanied by a small thumbnail image: "www.100islandsexcursions.com" (a boat on the water), "www.aquarium.ca" (an otter), "Fort Wellington" (a building), "www.brockvilleartscentre.com" (a night view of a building), "Fulford Place" (a view of a city street), and logos for "Comfort INN" and "Holiday Inn". At the bottom, the website "1000islandsbrockville.com" is listed in a white box.

MARKETING



- 90 000 Visitor Guide produced
 - 20 000 Montreal Gazette
 - 20 000 Watertown Daily Times
 - 20 000 Distributed throughout the year/ Brockville
 - 10 000 during Distribution Week
 - 7500 TIITC Visitor Centers on Route I- 81
 - 5000 Mail-out
 - 3500 US Brochure Swap
 - 1050 Women's Show
- 50 000 Road Map produced
 - Welcome Bags
 - National Women's Show
 - Distribution Week
- Both Guide and Map are available to the community for handout

401 at Bainsville backlit panel display - OTMP



•onroute Summer Fun Guide and Website

The screenshot shows the homepage of the onroute Summer Fun Guide website. At the top, there's a search bar with placeholder text "FIND THINGS TO DO AND PLACES TO STAY IN ONTARIO". Below the search bar, there are dropdown menus for "Choose a Region" and "Choose a Category", with a "GO" button. To the left, there's a sidebar with sections for COUPONS, EVENT CALENDAR, MAP DIRECTORY, FIND SOMEWHERE TO STAY, FIND SOMEWHERE TO GO, FIND OUT WHAT'S ON, FIND THINGS TO DO, and NEWSLETTER. The main content area features a large image of people rafting down a waterfall. To the right, there's a detailed section for BROCKVILLE & 1000 ISLANDS TOURISM, which includes a map view, a video player showing "The Brockville Arts Centre", and a "MAP VIEW" section. On the far right, there are two vertical banners for "Brockville", each with a headline "EXPLORE, DISCOVER, and EXPERIENCE the 1000 Islands like never before!", several images of the city and water, and a call-to-action "1000 Islands/Mille-Îles Brockville".

CAA /AAA

The screenshot shows a travel advertisement for the 1000 Islands region. It features a large aerial photograph of the 1000 Islands waterway. Overlaid on the image is the text "1000 Islands" in large, bold letters. At the bottom, there's a call-to-action "A New Viewpoint on Vacationing" followed by "Explore. Cruise. Dine. Entertain." and three website links: "1000IslandsTourism.com", "BrockvilleTourism.com", and "TheGreatWaterway.com". The overall design is clean and modern, with a focus on the natural beauty of the islands.

1000 Islands International Tourism Council

- 275 000 copies produced

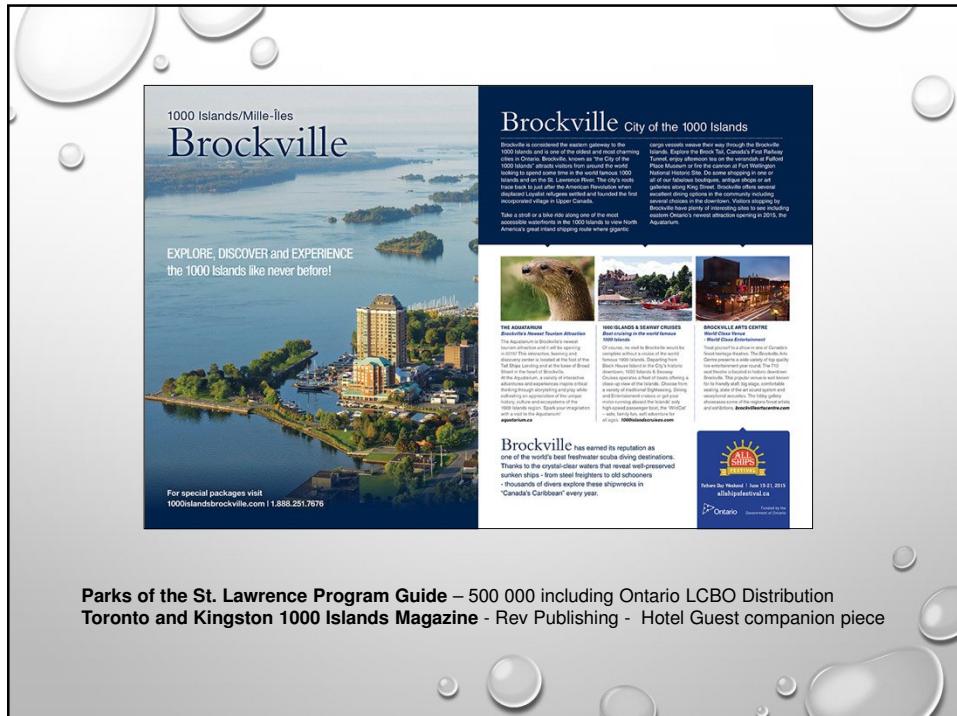
\$215,000 Campaign

- 341 Brockville Television Ads
- Digital Campaign

1000 Islands International Tourism Council

- commercial

Getaway1000.com



1000 Islands/Mille-îles Brockville

EXPLORE, DISCOVER and EXPERIENCE
the 1000 Islands like never before!

Brockville City of the 1000 Islands

Brockville is a community of great gateway to the 1000 Islands and a centre of outdoor recreation in Ontario. Brockville, known as "The City of the 1000 Islands," is the perfect place to go for those looking to spend some time on the water. The 1000 Islands is one of the most popular destinations for boating, fishing, swimming, and sunbathing. Take a walk back just after the American Revolution where Brockville became the first incorporated town and the first incorporated village in Upper Canada.

Take a stroll or a bike ride along the 1000 Islands Waterfront Trail to view North America's great inland shipping route where gigan-

THE AQUARIUM
Marine Life & Freshwater Adventure

The Aquarium in Brockville features a variety of marine life and freshwater adventure. The aquarium is located at the heart of the city, making it easy to access. The aquarium offers a variety of marine life and freshwater adventure and experiences include educational programs, interactive exhibits, and a touch tank. The aquarium also offers a variety of marine life and freshwater adventure and experiences include educational programs, interactive exhibits, and a touch tank.

1000 ISLANDS & HEAVY CARGO CRUISES

Of course, no visit to Brockville would be complete without a cruise on the St. Lawrence River. The 1000 Islands are a favorite destination for many tourists, and the heavy cargo cruises offer a unique way to experience the beauty of the 1000 Islands. The heavy cargo cruises offer a variety of activities, including boat tours, boat rentals, and boat charters. The heavy cargo cruises offer a variety of activities, including boat tours, boat rentals, and boat charters.

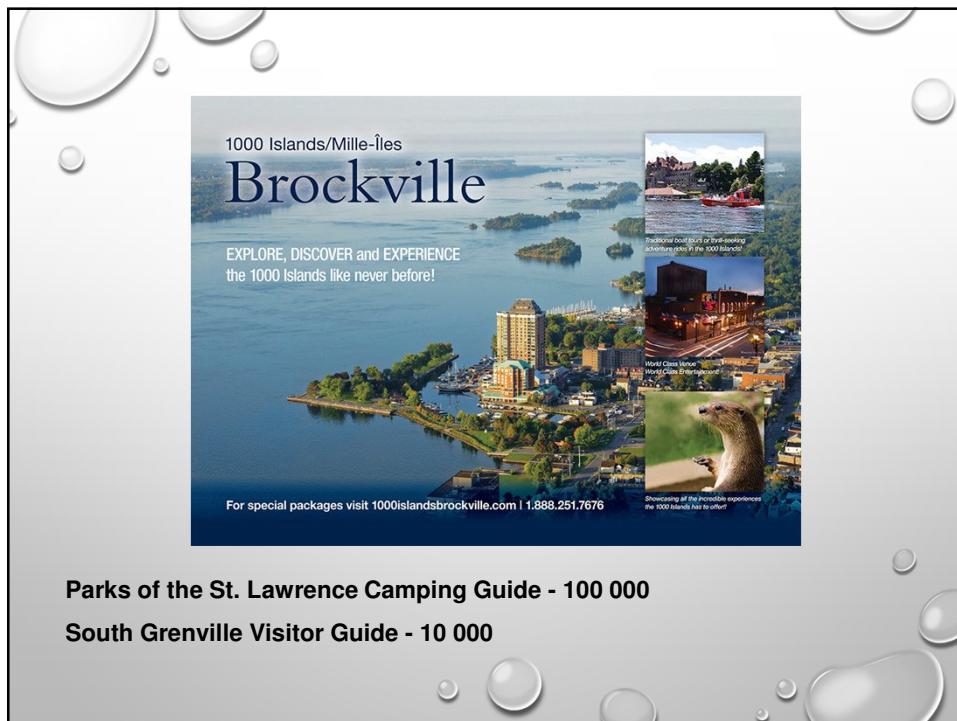
Brockville Arts Centre

This year marks the 10th anniversary of the Brockville Arts Centre. The arts centre presents a wide variety of high-quality performances, including musicals, plays, and dance. The arts centre also features a variety of art exhibits, including painting, sculpture, and photography. The arts centre also features a variety of art exhibits, including painting, sculpture, and photography.

Parks Day Weekend | June 19-21, 2015
[visitbrockville.ca](http://www.visitbrockville.ca)

Ontario Parks
www.parks.ontario.ca

Parks of the St. Lawrence Program Guide – 500 000 including Ontario LCBO Distribution
Toronto and Kingston 1000 Islands Magazine - Rev Publishing - Hotel Guest companion piece



1000 Islands/Mille-îles Brockville

EXPLORE, DISCOVER and EXPERIENCE
the 1000 Islands like never before!

Parks of the St. Lawrence Camping Guide - 100 000
South Grenville Visitor Guide - 10 000

**1000 Islands/Mille-Îles
Brockville**

EXPLORE, DISCOVER and EXPERIENCE the 1000 Islands like never before!

For special packages visit 1000islandsbrockville.com | 1.888.251.7676

1000 Islands Life Magazine
10 000 copies

Fine Lifestyles
Kingston Magazine
Over 120,000 Adult Readers in Kingston & Area

Frontenac Arch Biosphere Guide
25 000

Gananoque Inside Back Cover
100 000

1000 Islands Sun Vacationer

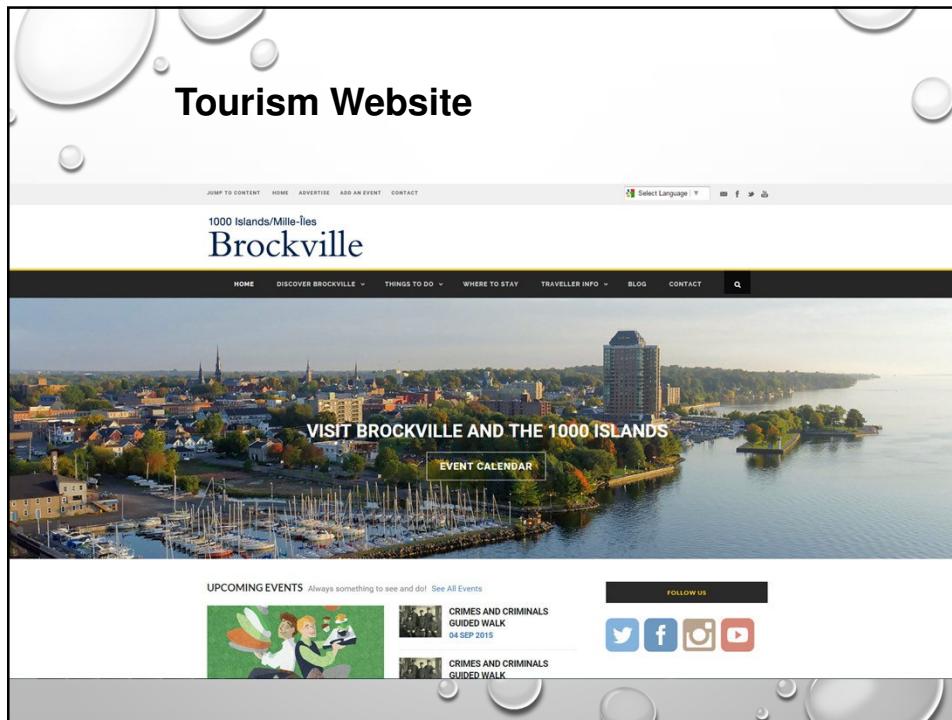
- 6 x 1/4 page ads throughout the summer
- 13 000 issues per week distributed throughout the US 1000 Islands
- Each week highlighted a different calendar of events

Direction Ontario - Cycling

- 2 x ½ page ads French and English

WPBS Silent Auction

Champion donation which included 30 sec promo spot aired numerous times throughout the auction



Tourism Newsletter & Social Media

The Brockville Tourism website features a prominent Events Calendar in the top right corner. The calendar lists various events for October, such as:

- September 4-6: 1000 Islands/Mille-Îles Brockville** (Events Calendar)
- September 10-12: Landscapes and Legends: The History of Art in Brockville** (Events Calendar)
- September 15: Thousand Islands Fire Art Association Show** (Events Calendar)
- October 4: Upper Canada Playhouse** (Events Calendar)
- October 10-12: Dear Johnny Depp** (Events Calendar)
- October 1-3: Pumpkintown** (Events Calendar)
- October 3: Kitch and Collections** (Events Calendar)
- October 3: Maple Leaf Brass Band - Last Night of the Proms** (Events Calendar)
- October 3 & 4: Merriville Artist's Guild 2013 Tour** (Events Calendar)
- October 7: Fine Arts and Crafts Show** (Events Calendar)
- October 8-9: Tea with Amy - Concerts** (Events Calendar)
- October 9: Kenny and Shelly Ribbeck** (Events Calendar)

A large image at the bottom of the page shows a person kayaking on a river with trees in the background, with the text "Brockville - 1000 Islands" overlaid.

PKF Report

- Trends in the Canadian Hotel Industry



NATIONAL MARKET REPORT • A MONTHLY PROFESSIONAL PUBLICATION

REPORT OF ROOMS OPERATIONS
REPORT TO
MONTH OF AUGUST 2015

Location	Occupancy Percentage			Average Daily Rate			Revenue Per Available Room		
	2016	2014	Point Change	2016	2014	Variance	2016	2014	Variance
KINGSTON	81.5%	80.5%	1.0	\$132.73	\$131.24	-1.1%	\$108.14	\$109.02	0.1%
GATINEAU	85.7%	78.5%	7.2	\$122.01	\$119.47	2.1%	\$104.54	\$93.74	11.5%
BROCKVILLE	76.5%	70.3%	6.3	\$103.27	\$102.54	0.7%	\$79.03	\$72.04	9.7%
TRENTON/BELLEVILLE/NAPANEE	82.9%	84.9%	-2.0	\$127.48	\$116.65	9.3%	\$105.72	\$95.06	6.7%
CORNWALL/KEMPTVILLE	74.7%	70.7%	4.0	\$97.32	\$95.52	-2.2%	\$72.72	\$70.35	3.4%
TOTAL RTO 9	81.0%	79.3%	1.7	\$124.40	\$122.96	1.2%	\$100.77	\$97.45	3.4%

* Please note that the variance between current and previous year occupancy is reported as a point change and not as a percentage variance.

SOURCE: PKF CONSULTING INC. with reproduction and use of information subject to PKF Disclaimer and Restrictions as detailed at www.pkfcanada.com

REPORT OF ROOMS OPERATIONS
FOR RTO 9
EIGHT MONTHS ENDED AUGUST 2015

Location	Occupancy Percentage			Average Daily Rate			Revenue Per Available Room		
	2016	2014	Point Change	2016	2014	Variance	2016	2014	Variance
KINGSTON	61.5%	61.7%	-0.2	\$121.88	\$116.32	4.8%	\$74.90	\$71.73	4.4%
GATINEAU	48.5%	48.8%	-0.3	\$108.54	\$104.31	4.1%	\$52.64	\$50.89	3.5%
BROCKVILLE	51.6%	56.7%	-5.1	\$100.54	\$94.85	6.0%	\$51.88	\$53.74	-3.5%
TRENTON/BELLEVILLE/NAPANEE	60.9%	64.1%	-3.2	\$116.80	\$110.71	5.5%	\$71.19	\$71.01	0.3%
CORNWALL/KEMPTVILLE	50.8%	50.8%	0.0	\$93.17	\$95.01	0.2%	\$47.35	\$47.25	0.2%
TOTAL RTO 9	58.3%	59.8%	-1.5	\$115.42	\$110.16	4.8%	\$67.27	\$65.85	2.2%

* Please note that the variance between current and previous year occupancy is reported as a point change and not as a percentage variance.

SOURCE: PKF CONSULTING INC. with reproduction and use of information subject to PKF Disclaimer and Restrictions as detailed at www.pkfcanada.com



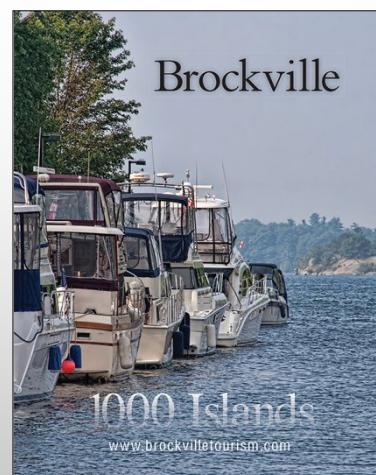
VISITATION

- VISITATION: 14 170
- TOURISM OFFICE INQUIRIES:**
- PHONE CALLS: 1812
- TOLL FREE CALLS: 361
- DIRECT EMAIL REQUESTS ADDITIONAL INFORMATION: 198
- ON-LINE VISITOR GUIDE DOWNLOADS - 1803
- INFORMATION BAGS - 1789
- WEBSITE - NUMBER OF VIEWS - 107 127

LOOKING FORWARD

- Aquatarium Opening in 2015
- Expand overnight stays in Brockville through growing partnerships and creating more marketing opportunities
- Tall Ships Festival in September 2016
- **NEW Visitor Welcome Centre**

THANK YOU



21Oct2015

**REPORT TO ECONOMIC DEVELOPMENT PLANNING COMMITTEE – 03 NOVEMBER,
2015**

2015-107-11

CITY RESPONSE TO ROGERS COMMUNICATIONS INC. **M. PASCOE MERKLEY**
NEW 40 METRE MONOPOLE COMMUNICATIONS TOWER **DIR. OF PLANNING**
2399 PARKEDALE AVENUE, BROCKVILLE **J. FAURSCHOU**
 PLANNER I

RECOMMENDED

- 1. THAT** Industry Canada be notified that the Corporation of the City of Brockville has no objection to the location of a proposed 40 metre communication tower to be constructed at 2399 Parkedale Avenue, Brockville:

PURPOSE

To provide comment to Rogers Communications Inc. as per Industry Canada's Public Default Consultation Process CPC 2-0-03, Issue 5, entitled "Radiocommunications and Broadcasting Antenna Systems".

BACKGROUND

Radiocommunication is a field exclusively within the legislative competence of the federal government. Therefore, matters that affect the establishment of federally authorized radio stations are governed by the *Radiocommunication Act* and the policies thereunder. The Municipality does not have the authority to prohibit the establishment of such facilities, if approved by the federal government.

Industry Canada is the federal body which has approval authority and jurisdiction over the installation and operation of radio communication systems. The approval of site-specific radio and telecommunication facilities is governed by the Client Procedures Circular (CPC 2-0-03, Issue 5, entitled "Radiocommunications and Broadcasting Antenna Systems").

CPC 2-0-03, Issue 5, outlines the process that must be followed by proponents seeking to install or modify antenna systems. The broad elements of the process are as follows:

1. Investigating sharing or using existing infrastructure before proposing new antenna-supporting structures.
2. Contacting the land-use authority (LUA) to determine local requirements regarding antenna systems.
3. Undertaking public notification and addressing relevant concerns, whether by following local LUA requirements or Industry Canada's default process, as is

**2015-107-11 Report to City Council
City Response To Rogers Communications
New 40 Metre Monopole Communications Tower
2399 Parkedale Avenue, Brockville**

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required and appropriate.

4. Satisfying Industry Canada's general and technical requirements.
5. Completing the construction.

It is Industry Canada's expectation that steps (2) to (4) will normally be completed within **120 days**.

In the event that the Municipality opposes a radio communication facility, the Municipality may provide Industry Canada with a report outlining their reasons for objection within 60 days of receiving official notice of the intent to establish such a structure.

As per CPC 2-0-03, Issue 5, Clause 4.2, Rogers Communications Inc. undertook Initial contact and pre-consultation with the City of Brockville and a discussion surrounding the proposed installation took place with 26 June 2015.

On 17 September 2015, the City of Brockville received a “*Site Selection Report-Wireless Communications Installation, Pt 12, Con 1, Elizabethtown, Brockville, Ontario, Rogers Site C4705 – Parkedale Avenue & Windsor Drive*”. A copy of the Public Notification Package has been attached as **Schedule “A”** to this Report.

On Monday, 21 September 2015, the “Site Selection Report” was circulated to Council, Senior Management Team and the MIS Supervisor for comment. Results of this process are located elsewhere in this report. Results of the circulation are proved elsewhere in this report.

Official Plan and Zoning and Information:

Official Plan Designation: “Mixed-Use and Commercial Area” (see OP Policy 4.5) with Mixed-Use Node Considerations (see O.P. Section 3.2.21.).

Zoning: “MC-1-Mixed Use Corridor, Special Exception Zone”

Site Characteristics:

2399 Parkedale Avenue is currently occupied by a variety of commercial uses under the umbrella of the 1000 Islands Mall.

Various images of the site and surrounding area are included within **Schedule “A”** to this report.

Surrounding Land Uses:

North: The lands to the north, across Parkedale Avenue, are zoned C2-General Commercial Zone and are occupied by a variety of commercial uses and one vacant commercial lot.

N-East: The lands to the north-east are zoned C2-General Commercial Zone and is occupied by a Tim Hortons restaurant.

N-West: The lands to the north-west, across the intersection of Parkedale Avenue and Windsor Drive are zoned R6-Multiple Residential Zone, to the east, and are occupied by block of three (3) low rise apartment buildings.

East: The land to the east is zoned E1-Business Park Zone and is occupied by an industrial use.

South: The land parallel to, and immediately south, is the Highway 401 corridor. South of the corridor the lands zoned MC-Mixed Use Corridor Zone to the west, and R6-Multiple Residential Zone, to the east, and are occupied by the Brockville Shopping Centre and the Balmoral Apartments, respectively.

West: The lands to the west are zoned C2-General Commercial Zone and C2-General Commercial, Special Exception Zone, and are occupied by a variety of commercial uses and a gas bar.

ANALYSIS:

The City of Brockville does not have a protocol through which to address applications for radiocommunications and broadcasting antenna systems. Accordingly, assessment of such applications must follow the protocols set out by Industry Canada under CPC-2-0-03, Issue 5. Rogers Communications Inc. is responsible to ensure that the Industry Canada Protocols are followed and submitted with their application for approval to Industry Canada.

Provincial Policy Statement (PPS) Considerations:

Provincial policies are not applicable to Federal regulations pertaining to matters under the *Radiocommunication Act*, although the PPS does include the term "Infrastructure" and various references to infrastructure within the Provincial Policies.

Accordingly, it is worth examining the Provincial policies in light of forming a municipal position on the current application for a 40 metre monopole.

**2015-107-11 Report to City Council
City Response To Rogers Communications
New 40 Metre Monopole Communications Tower
2399 Parkedale Avenue, Brockville**

Page 4 of 10

An updated Provincial Policy Statement (PPS) issued under section 3 of the *Planning Act* came into effect April 30, 2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. Section 3 of the Planning Act further directs that Council decisions affecting planning matters “*shall be consistent with*” the Provincial Policy Statement.

Part V of the PPS sets out various policies which describe the areas of Provincial interest. Not all policies in the PPS are relevant to the planning matter under consideration, and thus, only those relevant portions will be referenced below.

The PPS defines “Infrastructure” as follows:

“Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septic treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, **communications/telecommunications**, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.”

Part 1.0 Building Strong Communities and Part 3.0 Protecting Public Health and Safety, contain a wide range of policies which recognize the need for all aspects of growth but also focus on growth without adverse effects on the existing and future development within the settlement area.

Section 1.7-Long Term Economic Prosperity includes the following statement under Subsection 1.7.1 Long-term economic prosperity:

“k) encouraging efficient and coordinated communications and telecommunications infrastructure.”

Part 4.0 Implementation and Interpretation, Subsection 4.11 recognizes the need to integrate land use approvals under various legislation and policies as follows:

“4.11 In addition to land use approvals under the Planning Act, infrastructure may also require approval under other legislation and regulations. An environmental assessment process may be applied to new infrastructure and modifications to existing infrastructure under applicable legislation.

There may be circumstances where land use approvals under the Planning Act may be integrated with approvals under other legislation, for example, integrating

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the planning processes and approvals under the Environmental Assessment Act and the Planning Act, provided the intent and requirements of both Acts are met."

In summary, the PPS supports the need and installation of communications and telecommunications infrastructure but also brings forward the need to ensure that such facilities are not constructed to the detriment of a strong and healthy community.

As such, the City of Brockville has a responsibility to review applications for new infrastructure and to ensure that adverse effects are prevented or, where this is not viable, then such adverse effects should be mitigated within the settlement areas.

Official Plan Considerations:

2399 Parkedale Avenue is currently designated as "Mixed-Use and Commercial Area" (see OP Policy 4.5) with "Mixed-Use Node" Considerations (see O.P. Section 3.2.2.1.) under the Official Plan for the City of Brockville.

Policies under the Section 4.5 "Mixed-Use and Commercial Area" address uses and design of new structures but do not address telecommunications towers.

Similarly, Policies under the Section 3.2.2.1 are geared to ensure the provision of an effective means of establishing a City Structure, upon which land use designations are based.

The Official Plan does not contain policies which directly address the siting of radiocommunications and broadcasting antenna systems. However, Part 5, Section 5.5- Utilities and Telecommunications, Sub-section 6. and 11. state the following:

"5.5 Utilities and Telecommunications

It shall be the policy of the City that:

6. The City shall promote and encourage the shared and multiple use of telecommunications towers and corridors for utility uses. Additionally, the City shall support the use of corridors for transportation and trail uses.

11. The City shall ensure that all large, above-ground utility infrastructure, including communications towers, is located and designed to be compatible with its surroundings and consistent with the urban design policies of this Plan. Such infrastructure is discouraged within Neighbourhood Areas and Neighbourhood

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Development Areas; however, service providers shall consult and work with the City to identify suitable areas to locate above ground utility infrastructure."

The proposed 40 metre monotower is not located within either a "Neighbourhood Area" or a "Neighbourhood Development Area" and is therefore consistent with the policies under section 5.5 in regard to preferred siting.

In parallel to the PPS, the Official Plan supports the need and installation of communications and telecommunications infrastructure but also brings forward the need to ensure that such facilities are constructed to ensure integration into the surrounding neighbourhood character and livability.

Zoning By-law Considerations:

2399 Parkedale Avenue is currently zoned as MC-1-Mixed Use Corridor, Special Exception Zone" under City of Brockville Zoning By-la 040-2015, as amended, which reads as follows:

"6.3.3.1 MC-1 Zone (1000 Islands Mall, 2399 Parkedale Avenue)

Notwithstanding any other provision of this By-law, parking space sizes for 90 degree parking spaces shall be 2.7 metres by 5.5 metres with a 6.0 metre access aisle.

The minimum required number of parking spaces shall be 4.5 spaces per 100.00 m² of gross leasable area."

2399 Parkedale Avenue is a commercial shopping mall operating under the banner of 1000 Islands Mall.

City of Brockville Zoning By-law 050-2014, as amended, Part 3, 3.51 e) reads as follows:

"3.0 GENERAL PROVISIONS:

3.51 YARD, SETBACK AND HEIGHT ENCROACHMENTS PERMITTED

e) Height Exceptions

Notwithstanding any height provisions contained in this By-law, nothing in the By-law shall apply to prevent the erection or use of:

ii) a spire or feature ornamental to a place of worship, a belfry, a flag pole, a

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clock tower, a chimney, a radio or television tower, or an antenna or satellite dish; ...”

Despite the above, City of Brockville Zoning By-law 050-2014, as amended, does not specifically regulate radiocommunication and broadcasting antenna systems as such facilities are exempt from municipal control.

Public Consultation:

Under the CPC-2-0-03, Issue 5, as the City of Brockville does not have a Tower Protocol, the applicant is required to comply with CPC-2-0-03, Issue 5, Section 4.2 Industry Canada's Default Public Consultation Process.

Accordingly it the responsibility of Rogers to ensure compliance with the CPC-2-0-03, Issue 5, Section 4.2 Industry Canada's Default Public Consultation Process

Comments Received - Internal:

On 21 September 2015, the “Site Selection Report” was circulated to Council, Senior Management Team and the MIS Supervisor for comment with the following results:

1. C. Cosgrove, Director of Operations, 23 September 2015:

“The Operations Department has no comments with respect to this application.”

2. P. Raabe, Director of Environmental Services, 03 June 2015:

“The Environmental Services Department has no concerns with the application for construction of a communication monopole at the 1000 Islands Mall.”

3. B. Caskenette, CBCO, 21 September 2015:

“Ontario Building Code Considerations:

A communication tower is exempt from the Building Code Act, 1992 m S.O. 1992, Chapter 23, Div. 'A' Part 1, Section 1.3.1.1 Designated Structures. Accordingly, no Building Permit is required. However, should any accessory structure exceeding 10 m² be required on the site, a Building Permit shall be required.”

4. Randy Watson, MIS Supervisor, 09 October 2015:

"I have reviewed the documents and don't see any issues with this location."

Consideration of Potential Issues:

1. Visual Impact - Lighting:

Municipal experience with a previous comparable monopole facility in proximity with residential uses resulted in the need for special design considerations for the topmost lighting.

However, confirmation has been provided from Nav Canada that no lighting is required for the proposed 40 m monopole installation at 2399 Parkedale Avenue, Brockville. Accordingly lighting is not a concern for this project.

2. Integration Into Local Surroundings:

Given the nature of the location, being in a commercial area adjacent to the 401 corridor, no special integration measures are deemed to be required.

3. Impact On Mall Parking:

The MC-1 Zone requires that "*The minimum required number of parking spaces shall be 4.5 spaces per 100.00 m² of gross leasable area.*"

The mall consists of 27,699.9 m² of gross leasable area with a minimum of 1247 parking spaces. Available information identifies a total of 1336 parking spaces on-site.

Accordingly, the loss of two parking spaces to construction of the monopole, cabinet and enclosure will not adversely affect the minimum required parking at 2399 Parkedale Avenue.

4. Alternate Site / Co-location Consideration:

The Site Selection Report package, Item 4. Examines the possibility of co-location and summarises the findings as follows:

"As no other suitable alternative structure was readily available, Rogers is proposing construction of its own installation at a height necessary to

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deliver coverage objectives for our network for this area."

Accordingly, Rogers appear to have considered co-location with the proposed site being the result.

Ontario Building Code Considerations:

A communication tower is exempt from the Building Code Act, 1992m S.O. 1992, Chapter 23, Div. 'A' Part 1, Section 1.3.1.1 Designated Structures. Accordingly, no Building Permit is required. However, should any accessory structure exceeding 10 m² be required on the site, a Building Permit shall be required.

POLICY IMPLICATIONS

The Municipality does not have the authority to prohibit the establishment of such facilities, if approved by the federal government.

The City of Brockville does not have direct policies or a protocol to address applications for Radiocommunication and Broadcasting Antenna Systems. Accordingly, the application is managed through the Industry Canada Default Public Consultation Process CPC-2-0-03, Issue 5.

FINANCIAL CONSIDERATIONS

All costs associated with the complying with Industry Canada's Public Default Consultation Process and construction and maintenance of the proposed 40 m monopole are the responsibility of Rogers Communications Inc.

Based on informal feedback from MPAC, the proposed tower would increase the assessment by \$65,000 to \$70,000. Applying the current commercial tax rate, this would translate into approximately \$1,654 to \$1,781 in additional municipal taxes payable.

CONCLUSION

Based on available information provided by Rogers Communications Inc. in the following submission, "Site Selection Report-Wireless Communications Installation, Pt 12, Con 1, Elizabethtown, Brockville, Ontario, Rogers Site C4705 – Parkedale Avenue & Windsor Drive" it is appropriate to advise Industry Canada that for the City of Brockville has no objection to the construction of a 40 m monopole at 2399 Parkedale Avenue.

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2399 Parkedale Avenue, Brockville

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M. Pascoe Merkley, MCIP, RPP
Director of Planning



J. Faurschou, MCIP, RPP
Planner I



B. Casselman
City Manager



ROGERS™

Site Selection Report – Wireless Communications Installation

PT LT 12 CON 1 ELIZABETHTOWN,

Brockville, Ontario

Rogers Site: C4705 – Parkedale Ave & Windsor Drive

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1. Introduction

Rogers Communications Inc. "Rogers" strives to constantly improve coverage and network quality to remain the leading wireless provider in Canada.

In the recent past, due to subscriber feedback and other data factors such as dropped calls or quality of calls, our Network Planning and Engineering departments have become aware of coverage deficiencies in the north part of Brockville, west of Highway 401. A survey of this area identified a proposed site that will achieve the necessary engineering coverage objectives for our network.

This justification report intends to provide network, siting, and technical details relevant to our proposal in accordance to Industry Canada's guidelines set out in CPC-2-0-03 Issue 5¹.

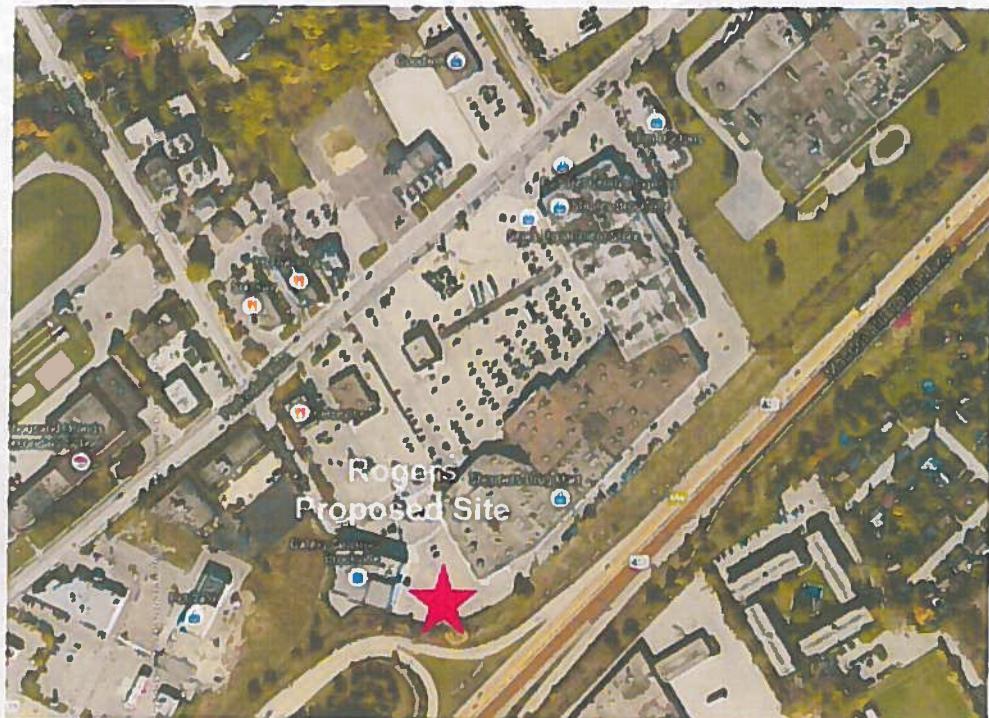
2. The Proposal

Rogers proposes to install a new wireless communications antenna installation on a privately owned property at 2399 Parkedale Ave, Brockville, Ontario. This information is also provided on Appendix 1.

The property's legal description is: PT LT 12 CON 1 ELIZABETHTOWN, Brockville, Ontario.

The geographic coordinates for the site are as follows: Latitude: (NAD 83) 44 36 04.40N & Longitude: (NAD 83) 75 41 59.45W

Location Map



¹ <http://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf08777.html>

3. Coverage Objectives

Designing a wireless network is similar to putting together a 3D jigsaw puzzle. Antenna installations are required to be located within a small geographic area so that they are able to provide the service levels required to specific areas. The coverage objectives for the proposed installation are the following:

- To provide enhanced in-building coverage for the mall area and to address deficiencies in the north part of Brockville, west of Highway 401. This area currently runs a below-average level of wireless service due to the distance from existing antenna installations and a lack of network capacity from surrounding overloaded installations.

The proposed antenna installation has been designed and sited to improve wireless services along this corridor and the community it supports.

4. Existing Structures (Sharing)

Before proposing a new antenna installation, Industry Canada requires proponents to evaluate existing structures located within the specific geographical area that may offer the required height and structural integrity for site sharing.



Aerial view shows our proposal (C3472) and other existing antenna installations: **Red** pins for Rogers, and **blue** pins for Bell Mobility.

The proposed installation is located at a comparable distance to surrounding sites within our network, allowing Rogers to provide increased service and address gaps in coverage. The existing sites belonging to other carriers have been disqualified due to height, location and overloading

details. Site F1469, operated by Bell is 14 metres in height and therefore does not offer the colocation capacity that Rogers requires. Site E0257, also operated by Bell is located in close proximity to one of Rogers' existing sites and therefore has been ruled out as an option as this proximity would not assist in reaching our coverage objectives. Rogers' site C3021 is fully loaded with technology and would also not address the in-building coverage issues that we are seeking to remedy with our new proposal. Site F0193 is too far south to achieve the coverage objectives we have identified and is also too located to close to an existing Rogers site. As no other suitable alternative structure was readily available, Rogers is proposing the construction of its own installation at a height necessary to deliver the coverage objectives for our network for this area.

For further information regarding the requirements for infrastructure sharing please refer to Section 3 of the CPC-2-0-03 Issue 5 and CPC-2-0-17, *Conditions of Licence for Mandatory Roaming and Antenna Tower and Site Sharing Available at:*

<http://www.ic.gc.ca/eic/site/smt-gst.nsf/enq/sf09081.html>

5. Site Selection

When determining the best location for the operation of a new antenna system, Rogers takes in consideration local landscape as well as the precise technical requirements for integrating its equipment into its existing network. A survey of the area identified a candidate at the 100 Islands Mall property. This property is currently a multi-use commercial and retail development. An antenna system at this location would support the necessary engineering coverage objectives for our network.

Our proposed installation will take advantage of the technical considerations offered at this property such as: proximity to roads for viable access for construction and maintenance, hydro connections, etc., thus reducing the need for further impact on the area. See Appendix 4 for the Site Survey. Our proposed installation will not result in any interference or impact to the current use of the property and Rogers and the property owner have confirmed that there will be no impact to the minimum number of parking spaces stipulated under existing site plan requirements.

6. Description of Proposed Antenna System

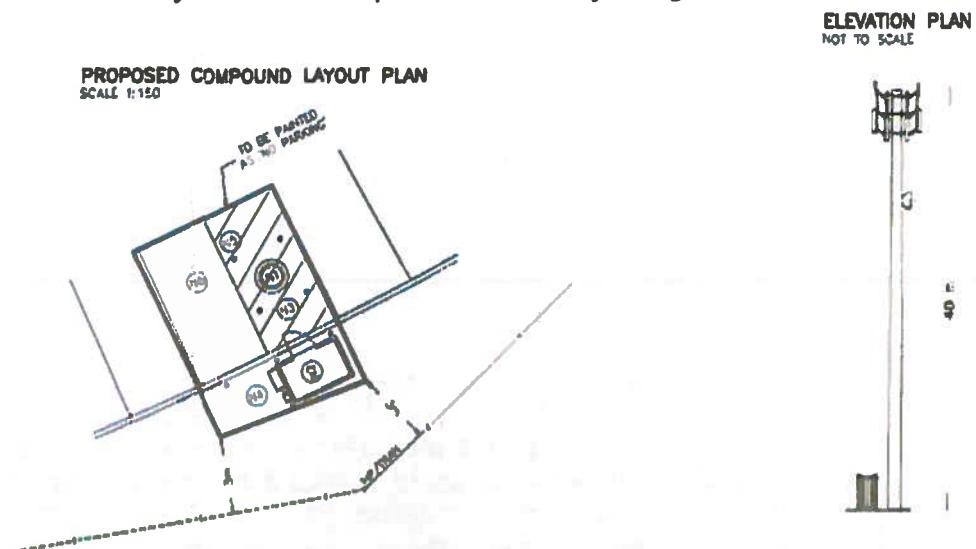
Rogers proposes to install a 40 metre monopole antenna system installation. Shown here is a photo rendering of the proposed installation, photo was taken from the mall property looking south towards the proposed installation.



The antenna system for this particular site will be a 3 sectored HSPA & LTE macrosite, for the initial provision of services using (3) antennas of type KRE 800 10764v01 and (3) antennas of type KRE 80010865.three (3) sectored 850/1900 MHz UMTS /HSPA services antennas, and provisions for future technology services. NAV Canada has confirmed that no aeronautical obstruction lighting and/or markings are required at this installation. Details provided on page 6 as part of Transport Canada Attestation.

The proposed installation will occupy a ground compound area of 44.4 square metres, and will include a galvanized steel Walk-in equipment closet, surrounded by 8 steel bollards. The compound will also contain backup battery power, maintenance tools, manuals and a first aid kit.

Shown below is the layout of the compound and facility design.



7. Industry Canada's Regulatory Scope

Under The Radiocommunication Act, the Minister of Industry has sole jurisdiction over inter-provincial and international communication facilities. Any decision to approve and licence the location of Antenna Systems is made only by Industry Canada. In June 2014, Industry Canada issued an update to its Radiocommunication and Broadcasting Antenna Systems Client Procedures Circular (CPC-2-0-03) which outlines the process that must be followed by Proponents seeking to install or modify Antenna Systems, effective July 15, 2014.

As a federal undertaking, the provisions of the Ontario Planning Act and other municipal by-laws and regulations do not apply to Antenna Systems such as our proposal, however Section 4.1 of the CPC, states that the concerns and suggestions expressed by land-use authorities are important elements to be considered by proponents when installing or modifying antenna systems.

8. Public Consultation

Rogers will be providing an information package to all property owners located within a radius of 120 metres (3 times tower height) from the base of the proposed structure. Copies of the information package and any correspondence resulting from the interaction between the public and Rogers will be provided to the City of Brockville's Planning Department as part of the municipal consultation process.

Industry Canada's rules for public consultation contain requirements for timely response to any questions, comments or concerns related to the proposed installation. Rogers will acknowledge receipt of communications received within 14 days and will provide a formal response to the Land-use Authority and those members of the public who communicated to Rogers, within 60 days. The members of the public who communicated with Rogers will then have 21 days to review and reply to Rogers.

A final report of consultation and request for concurrence will be sent to the City of Brockville and Industry Canada in accordance to CPC-2-0-3's guidelines for concluding public consultation.

9. Attestations

In addition to the requirements for consultation with municipal authorities and the public, Rogers must also fulfill other important obligations including the following:

Health Canada's Safety Requirements

Rogers attests that the radio antenna system described in this information package will be installed and operated on an ongoing basis so as to comply with Health Canada's Safety Code 6 limits, as may be amended from time to time, for the protection of the general public including any combined effects of additional carrier co-locations and nearby installations within the local radio environment. More information is available at the following Government of Canada's websites:

http://www.hc-sc.gc.ca/ahc-asc/media/ftr-atl/_2014/2014-023fs-eng.php and
<http://healthycanadians.gc.ca/consumer-consommation/home-maison/cell-eng.php>

Canadian Environmental Assessment Act, 2012

Rogers attests that the radio antenna system as proposed for this site is not located within federal lands or forms part of or incidental to projects that are designated by the Regulations Designating Physical Activities or otherwise designated by the Minister of the Environment as requiring an environmental assessment.

In accordance with the Canadian Environmental Assessment Act, 2012, this installation is excluded from assessment. For additional detailed information, please consult the Canadian Environmental Assessment Act at:

<http://laws-lois.justice.gc.ca/eng/acts/C-15.21/>

Transport Canada's Aeronautical Obstruction Marking Requirements

Rogers attests that the radio antenna system described in this notification package will be installed and operated on an ongoing basis so as to comply with Transport Canada and NAV Canada aeronautical safety requirements. Lighting and/or painting is not required for this proposal.

For additional detailed information, please consult Transport Canada at:

<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part6-standards-standard621-3808.htm>

Engineering Practices

Rogers attests that the radio antenna system as proposed for this site will be constructed in compliance with the National Building Code and The Canadian Standard Association and respect good engineering practices including structural adequacy.

Industry Canada's Spectrum Management

Please be advised that the approval of this site and its design is under the exclusive jurisdiction of the Government of Canada through Industry Canada. Information on Industry Canada's public and municipal consultation guidelines including CPC-2-0-03, please consult Industry Canada at:

www.ic.gc.ca/epic/site/smt-qst.nsf/en/sf08777e.html

or contact Industry Canada's local office:

Eastern and Northern Ontario District
2 Queen Street East
Sault Ste. Marie ON P6A 1Y3
Telephone: 1-855-465-6307
Fax: 705-941-4607
Email: spectrum.sault-ste-marie@ic.gc.ca

10. Conclusion

Reliable wireless communication services are a key element of economic development across Canada. It facilitates the growth of local economies by providing easy access to information, and connectivity for residents and business alike.

Rogers feels the proposal to locate this 40m monopole facility at 2399 Parkedale Ave, Brockville, Ontario, is needed to address the increasing demand for wireless communication service in the community, and is designed to have minimal impact on surrounding land uses.

Specifically, the proposed site location:

- Is located outside residential designations and zoned lands, and outside waterfront and environmental sensitive designated lands;
- Is vital and essential to the operation of the wireless network to provide continuous, reliable network coverage;
- Will be installed and operate in accordance to the policies and guidelines provided by Industry Canada; and
- Will minimize the need for new installations in the area, as this installation would provide co-location opportunities for other wireless services as needed;

Rogers values the good working relationship it enjoys with the City of Brockville, and looks forward to continue providing improved wireless voice and data service. We respectfully request staff's review this proposal, and that once the requirements for public consultation have been completed, an information report to Council be issued, in accordance to the Town's protocol and Industry Canada's guidelines.

If you require any further information about this matter, please contact me at your earliest convenience.

Best regards,

Adele K. Biggs
Municipal Relations Specialist

Rogers Communications Inc.
Network Implementation

APPENDIX 1 - PROPOSED SITE LOCATION

SITE ADDRESS: 2399 PARKEDALE AVE, BROCKVILLE, ONTARIO

Property Owner: 1000 Islands Mall Corporation

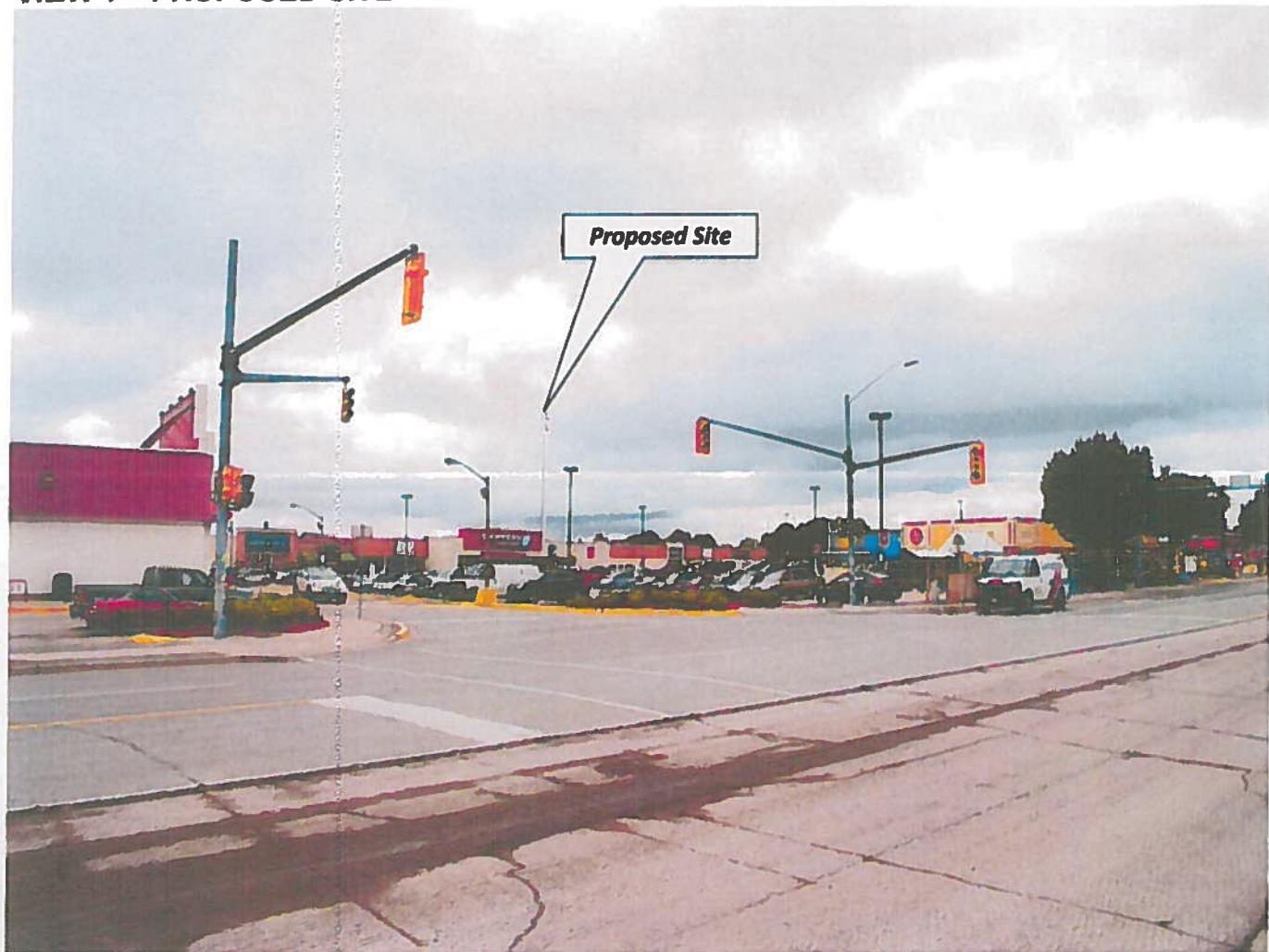
Coordinates: Latitude: (NAD 83) 44 36 04.40N &
Longitude: (NAD 83) 75 41 59.45W

Legal Address: PT LT 12 CON 1 ELIZABETHTOWN, BROCKVILLE, ONTARIO



APPENDIX 2 - PHOTO SIMULATION

VIEW 1 – PROPOSED SITE



View from the north looking south-west towards the proposed site.

NOTE:

Photo Simulation is a close representation and is for conceptual purposes only – not to scale. Proposed design is subject to change based on final engineer plans. The tower will be marked in accordance with Transport Canada Obstruction Marking and NAV Canada requirements

APPENDIX 2 - PHOTO SIMULATION

VIEW 2 – PROPOSED SITE



View looking northwest towards proposed site.

NOTE:

Photo Simulation is a close representation and is for conceptual purposes only – not to scale. Proposed design is subject to change based on final engineer plans. The tower will be marked in accordance with Transport Canada Obstruction Marking and NAV Canada requirements

APPENDIX 2 - PHOTO SIMULATION

VIEW 3 – PROPOSED SITE



View looking north towards proposed site from
Highway 401.

NOTE:

Photo Simulation is a close representation and is for conceptual purposes only – not to scale. Proposed design is subject to change based on final engineer plans. The tower will be marked in accordance with Transport Canada Obstruction Marking and NAV Canada requirements

APPENDIX 3 - SITE SURVEY

HEALTH & SAFETY

Health Canada is responsible for research and investigation to determine and promulgate the health protection limits for Exposure to the RF electromagnetic energy. Accordingly, Health Canada has developed a guideline entitled "Limits of Human Exposure to Radiofrequency Electromagnetic Field in the Frequency Range from 3kHz to 300 GHz – Safety Code 6".

Radiocommunication, including technical aspects related to broadcasting, is under responsibility of the Ministry of Industry (Industry Canada), which has the power to establish standards, rules, policies and procedures. Industry Canada, under this authority, has adopted Safety Code 6 for the protection of the general public. As such, Industry Canada requires all proponents and operators to ensure that their installations and apparatus comply with the Safety Code 6 at all times.

Rogers Communications Inc. attests that the radio antenna system described in this notification package will at all times comply with Health Canada's Safety Code 6 limits, as may be amended from time to time, for the protection of the general public including any combined effects of additional carrier co-locations and nearby installations within the local radio environment. In fact, emissions levels of Roger's wireless communication installations are far below the limits outlined in Safety Code 6.

More information in the area of RF exposure and health is available at the following web site:
Safety Code 6: <http://www.hc-sc.gc.ca/ewh-semt/radiation/cons/radiofreq/index-eng.php> and <http://www.hcsc.gc.ca/ewhsemt/radiation/cons/stations/index-eng.php>

WHAT ELSE SHOULD I KNOW?

CANADIAN ENVIRONMENTAL ASSESSMENT ACT, 2012

Industry Canada requires that the installation and modification of antenna systems be done in a manner that complies with appropriate environmental legislation. In accordance with the Canadian Environmental Assessment Act, 2012, this installation is excluded from assessment.

For additional detailed information, please consult the Canadian Environmental Assessment Act at:

<http://lawslois.justice.gc.ca/eng/acts/C-15.21/>

TRANSPORT CANADA'S AERONAUTICAL OBSTRUCTION MARKING REQUIREMENTS

An important obligation of Rogers' installations is to comply with Transport Canada / NAV CANADA aeronautical safety requirements.

Rogers Communications Inc. attests that the radio antenna system described in this notification package will comply with Transport Canada / NAV Canada aeronautical safety requirements. For additional detailed information, please consult Transport Canada at:

<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part6-standards-standard621-3808.htm>

INDUSTRY CANADA CONTACT

Eastern and Northern Ontario District
2 Queen Street East
Sault Ste. Marie ON P6A 1Y3
Telephone: 1-855-465-6307
Fax: 705-941-4607
Email: spectrum.sault-ste-marie@ic.gc.ca

Public Notification

For a 40m wireless monopole facility at:

2399 Parkedale Ave, Brockville, Ontario



ROGERS™



Rogers Site code C4705
Parkedale Ave & Windsor Drive

PROPOSAL BACKGROUND

PURPOSE

The proposed facility at 2399 Parkedale Ave is designed to deliver enhanced in-building coverage for the mall area and to address deficiencies in the north part of Brockville, west of Highway 401. This area currently runs a below-average level of wireless service due to the distance from existing antenna installations and a lack of network capacity from surrounding overloaded installations.

At this point, there is no plan to utilize the tower for additional services however a colocation (site-sharing) opportunity is present should the need arise.

The proposed installation has been designed and sited to provide the additional and improve existing coverage and to ensure the least physical and visual impact to neighbouring land owners.

CONSIDERATIONS

Before proposing a new antenna installation, Rogers evaluates existing structures located within the specific geographical area that may offer the required height and structural integrity for site sharing. In this instance, surrounding facilities have been disqualified as potential candidates due to height issues and proximity to existing Rogers facilities. The proposed site makes use of existing commercial and retail uses and visual impact will be minimal.

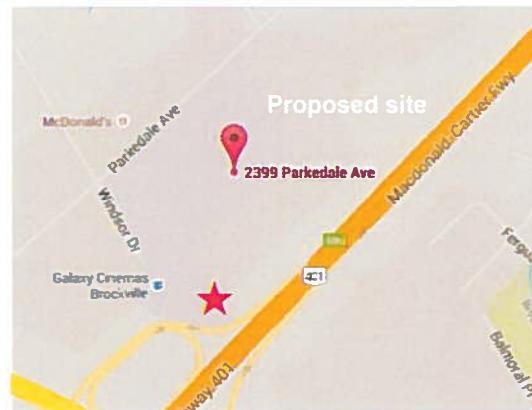
Transport Canada confirms that the structure does not require any specific painting or lighting.

PROPOSAL LOCATION & DETAILS

LOCATION

The property's legal description is: The property's legal description is: PT LT 12 CON 1 ELIZABETHTOWN, Brockville, Ontario.

The geographic coordinates for the site are as follows: Latitude: (NAD 83) 44 36 04.40N & Longitude: (NAD 83) 75 41 59.45W



DETAILS

Rogers proposes to install a 40 metre monopole facility, and will provide for future technologies. NAV Canada has confirmed that no aeronautical obstruction lighting and/or markings are required at this installation

The proposed installation will occupy a ground compound area of 44.4 square metres, and will include a galvanized steel Walk-in equipment closet, surrounded by 8 steel bollards. The compound will also contain backup battery power, maintenance tools, manuals and a first aid kit.

PUBLIC CONSULTATION

NOTIFICATION

Rogers Communications Inc. is committed to effective public consultation. The public is invited to provide comments to Rogers or the City of Brockville about this proposal by mail, electronic mail, phone or fax. Please send your comments by the close of business on Oct. 9, 2015 to either of the addresses below:

ROGERS CONTACT

Adele Biggs
Rogers Communications Inc.
8200 Dixie Road
Brampton, Ontario L6T 0C1
Phone (647) 747-2495
Fax (647) 747-4600
Adele.biggs@rci.rogers.com

CITY OF BROCKVILLE CONTACT

Jonathan Faurschou
City of Brockville
P.O. Box 5000
Brockville, Ontario
K6V 7A5
Fax (613) 498-2793

Industry Canada's rules contain requirements for timely response to your questions, comments or concerns. We will acknowledge receipt of all communication within 14 days and will provide a formal response to the Municipality and those members of the public who communicate to Rogers, within 60 days.

22Oct2015

**REPORT TO ECONOMIC DEVELOPMENT PLANNING COMMITTEE – 03
NOVEMBER, 2015**

2015-108-11

**EXTENSION OF CIP DOWNTOWN
AND BROWNFIELDS PROGRAMS**

**M. PASCOE MERKLEY
DIRECTOR OF PLANNING
J. FAURSCHOU
PLANNER I**

RECOMMENDED

1. **THAT** the following Downtown Community Improvement Plan Programs be offered until December 31, 2018:
 - Tax Increment Equivalent for Rehabilitation and Redevelopment (TIERR) Grant;
 - Façade Improvement Grant (FIG); and
 - Residential or Commercial Conversion/Rehabilitation (RCCR) Grant.

2. **THAT** the following Brownfields Community Improvement Plan Programs be offered until December 31, 2018:
 - Brownfields Remediation Tax Increment Equivalent Grant (TIEG);
 - Environmental Remediation Tax Cancellation Assistance Program (BFTIP)

PURPOSE

The purpose of this report is to make recommendations respecting the impending expiry, on December 31, 2015, of program offerings under the Downtown and Brownfields Community Improvement Plans

BACKGROUND

In April 2004, Council adopted the Downtown CIP with the primary goal of promoting and encouraging commercial revitalization in the downtown area and the ancillary goal of promoting the construction and rehabilitation of residential development, and the conversion of upper floor commercial buildings into residential space.

Since the inception of the Downtown CIP, the various programs and grants have been reviewed for effectiveness, and where deemed appropriate, modified, expanded and in some instances, eliminated.

A substantial re-evaluation of programs was completed in 2012, at which time the following Downtown CIP programs were confirmed:

- Tax Increment Equivalent for Rehabilitation and Redevelopment (TIERR) Grant
- Façade Improvement Grant (FIG) (funded in 2013 and 2015)

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Extension of CIP Downtown
and Brownfields Programs

Page 2

- Residential or Commercial Conversion/Rehabilitation (RCCR) Grant (funded in 2013 and 2015)

In recognition of constraints to redevelopment caused by environmental contamination, the Brownfields CIP was adopted in 2007. Since 2012, the following Brownfields CIP programs have been available:

- Brownfields Remediation Tax Increment Equivalent Grant (TIEG)
- Environmental Remediation Tax Cancellation Assistance (BFTIP)

Schedule “A” to this report illustrates the Community Improvement Project Area, and Priority Areas under the Downtown and Brownfield CIP.

By Council resolution in 2012, all current CIP program offerings will expire on December 31, 2015. To continue to offer the programs, further extension by resolution of Council is required.

ANALYSIS

The CIP Downtown and Brownfields programs have been effective in leveraging private sector re-investment and/or environmental clean-up in the geographic areas identified as Priority Area” in **Schedule “A”** to this report.

Table 1, as shown below, Table One shows that while the estimated cost of the CIP programs to 2018 is \$3.5 million, the tax revenue gained from the increased assessment is \$4.5 million. This leaves a net revenue to the City of approximately \$1 million by 2018. Eventually, as the programs are completed, the City will gain the entire \$4.5 million in tax revenue that is estimated to 2018.

Table 1

CIP PROGRAMS	GRANTS PAID TO DATE		ESTIMATED GRANTS OUTSTANDING TO BE PAID / REVENUE					Total
	2013	2014	2015	2016	2017	2018		
Downtown TIERR Grant	124,852.57	77,174.94	22,035.55	8,291.28	8,420.95	1,808.02	242,583.32	
Brownfield Grant		32,942.73	29,232.89	29,232.89	29,232.89	29,232.89	149,874.29	
Downtown TIERR & BF	100,000.00	272,926.00	680,982.00	700,877.25	714,894.80	510,434.88	2,980,114.93	
RCCR / Façade Grants	55,650.80		50,847.30	20,000.00			126,498.10	
Total Cost of the CIP Programs	280,503.37	383,043.67	783,097.74	758,401.42	752,548.63	541,475.79	3,499,070.64	
Tax Revenue from Increased Assessment	264,985.31	578,374.44	926,391.15	951,751.29	970,165.51	770,190.19	4,461,857.91	
Net Cost/(Revenue) to the City of CIP Programs	15,518.06	(195,330.77)	(143,293.41)	(193,349.87)	(217,616.88)	(228,714.40)	(962,787.27)	

Please note that the year of 2013 and 2014 reflects the amount of grants which have been paid.

2015 - 2018's grants and revenue are estimated based on the assumption of 2% Increase in the municipal tax rate every year.

Schedule "B", attached hereto, provides a sample of pre and post development projects undertaken under various CIP Programs.

The use of community improvement incentives is common in many Ontario municipalities. For consideration, MMM Group has prepared the attached brief on community improvement best practices (see **Schedule "C"**). Additionally, through the BMA Study 2014 which has been attached as **Schedule "D"** to this report, it is clear that there is significant use of community improvement programs.

Support remains high for extension of the programs. The DBIA, which has been a valuable partner when marketing the CIP programs to downtown businesses and owners, as has the Brockville and District Chamber of Commerce, have provided letters of support for the continuation of the programs. The letters have been attached to this report as **Schedule "E"** and **Schedule "F"**, respectively.

POLICY IMPLICATIONS

Through the Community Strategic Plan, the Official Plan and the Downtown & Waterfront & Urban Design Strategy, the City of Brockville is committed to taking a leadership role to continue to promote a high quality of life in the downtown and waterfront area to protect the sense of place, promote its way of life and ensure economic vitality.

Policies in the Official Plan are supportive of the use of the financial tools under Section 28 of the Planning Act to stimulate community improvement, rehabilitation and revitalization, provided that the City is satisfied that participation in community improvement activities is within its financial capabilities.

FINANCIAL CONSIDERATIONS

Financial implications of the CIP programs are presented annually to Council during budget deliberations along with requests for funding of the FIG and RCCR Grant Programs which operate strictly on the basis of leveraging a minimum of 50% of the funds required from the private sector (property owners or tenants) for improvements to Priority Area 1 lands and buildings.

CONCLUSION

AS noted previously in Table 1, the CIP programs contribute significantly to increased assessment and net revenue to the City. In addition, given that there is much to accomplish with respect to advancing the City's objectives to stimulate growth and investment in the Downtown and Central Waterfront Area, it is recommended that the current CIP Programs be offered for a further three (3) year period.

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Extension of CIP Downtown
and Brownfields Programs**

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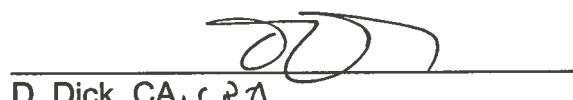
M. Pascoe Merkley
Director of Planning



B. Casselman
City Manager



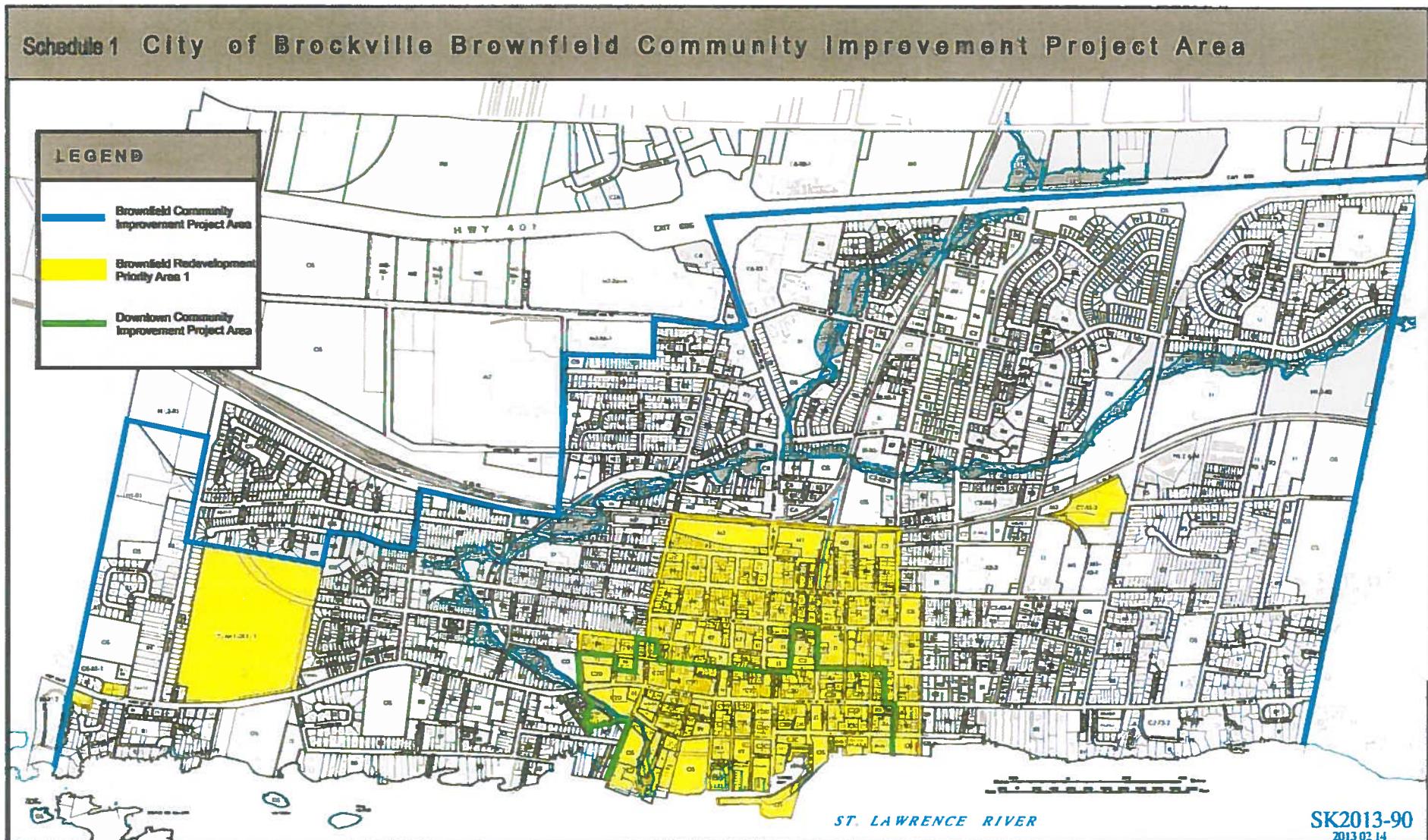
J. Faurschou
Planner I

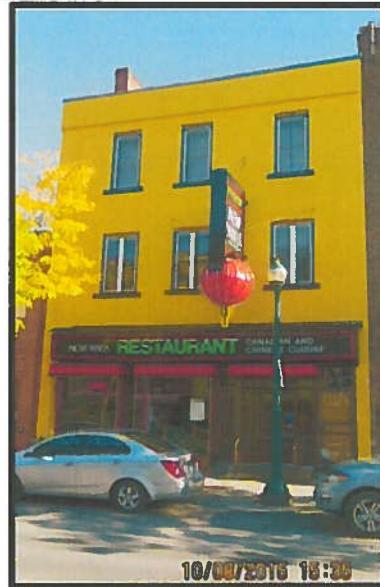


D. Dick, CA, cpa
Director of Corporate Services

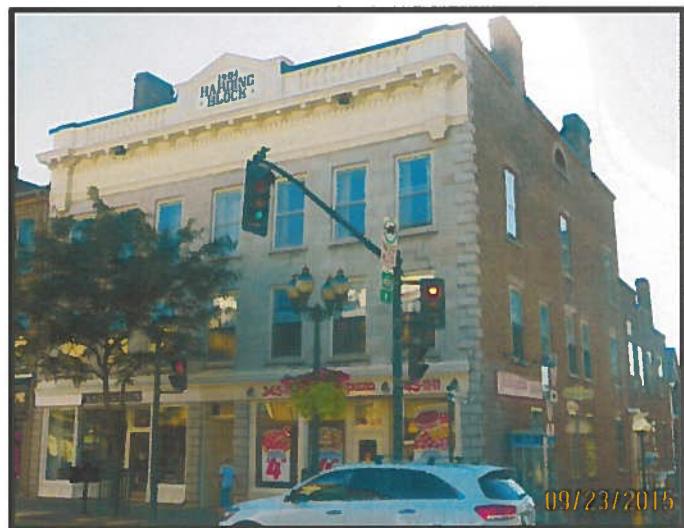
SCHEDULE "1" to the Brownfield Community Improvement Plan

as amended by the City of Brockville By-law 009-2009





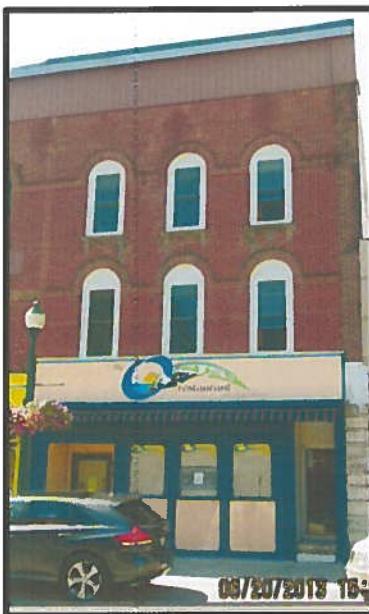
19-21 King Street West – New York Restaurant (CIP-FIG)



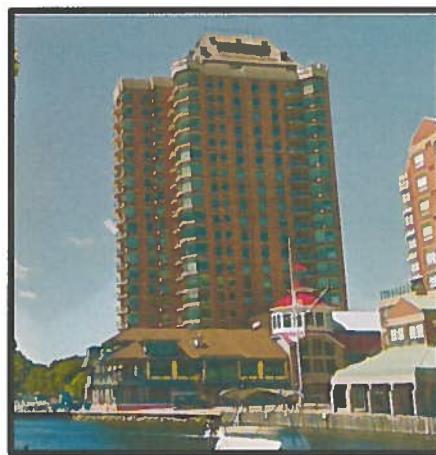
41/43/45 King Street West – Harding Block (CIP-FIG)



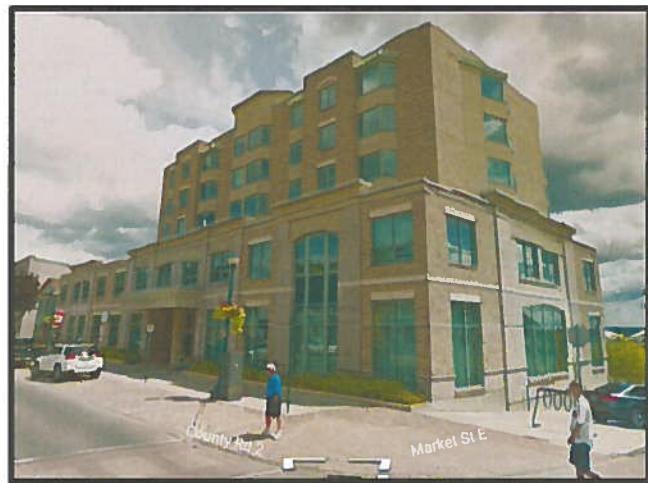
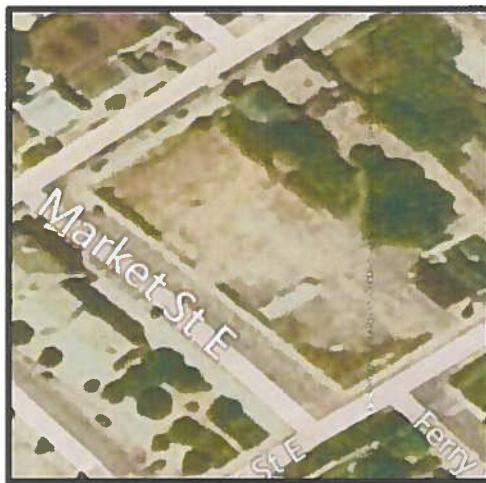
234 King Street West – Former Ice Cream Store (CIP-FIG/TIERR/BRNFLD)



26 King Street West – Nakhon Thai Restaurant (CIP-FIG/RCCR)



15 Saint Andrew Street -Tall Ships Landing/Aquarium (CIP-TIERR/BRNFLD)



15 Market Street East – Wedgewood Seniors Residence & Spa (CIP-TIERR)

SCHEDULE "C" - REPORT 2015-108-11**MMM GROUP****MEMO**

To: Maureen Pascoe Merkley Date: September 29, 2015
 From: Chris Tyrrell and Bobby Gauthier Job No.: N/A
 Subject: Best Practices in Community
 Improvement Plans

Dear Maureen,

Thank you for contacting us in regards to community improvement plan best practices. This brief memo outlines some of our preliminary thoughts on the topics that will need to be addressed as part of preparing or updating a Community Improvement Plan.

1. Types of Programs

In general, what we are finding is that municipalities are expanding the range of incentive programs in their Community Improvement Plans. In the past, community improvement plans often only consisted principally of façade and signage improvement grants. Today, even small municipalities are integrating development/redevelopment incentives and enabling brownfield incentives under the *Municipal Act*. There is a desire to have a broad range of incentive tools to be able to respond to issues over time in a flexible manner. In all cases, there is of course a link between the types of programs offered and the vision, goals and objectives that are set out. **Table 1** at the end of this memo illustrates some of the programs offered by selected municipalities.

We also note that many municipalities integrate public realm improvements and other municipally led initiatives in their CIPs. During the course of consulting the public on a CIP, oftentimes the issues raised by the public relate to the public realm, such as sidewalks, the need for public space, park/trail improvements, street furniture, etc. Accordingly, streetscape plans and leadership initiatives are sometimes integrated into the CIP to complement the incentive programs. Indeed, Community Improvement Plans are increasingly being used as comprehensive action plans for downtown and main street areas.

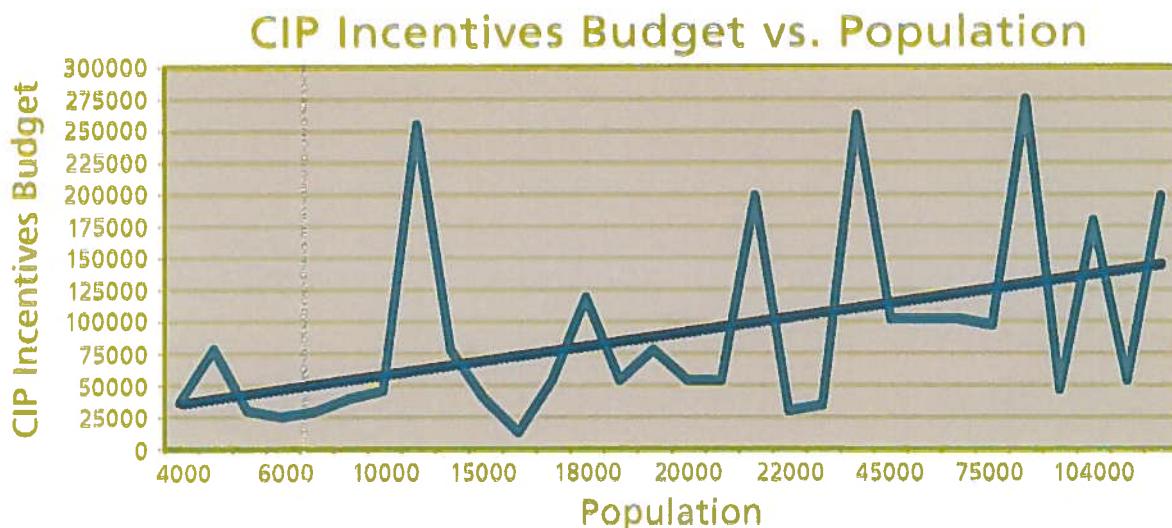
2. Implementation Budget

Budgeting for incentive programs varies greatly between municipalities. Although larger municipalities generally have larger implementation budgets, some small municipalities do set large budgets, based on the success and demand they have received in previous years. Municipalities that implement development incentives often need to plan for larger implementation budgets, as the size of brownfield tax relief and tax increment grants can be well over \$100,000. A few examples of CIP implementation budgets (for financial incentives) are as follows:

- Town of Perth budgets about \$25,000 per year;
- Township of Edwardsburgh/Cardinal budgets about \$20,000 per year;
- Town of Caledon budgets \$100,000 per year (unused amounts are carried forward into a pool); and
- Haldimand County budgets \$100,000 per year (unused amounts are carried forward).

Figure 1 illustrates the relationship between population and the size of funding (this was included in our 2013 OPPI Conference Presentation). As noted, larger municipalities spend more on their CIPs, but many smaller municipalities have established large budgets for various reasons.

Figure 1: Relationship of population to CIP Incentive Budget



Source: "Making Community Improvement Plans Work for Small and Mid Sized Communities" (2013 OPPI Conference presentation in London, ON by C. Tyrrell and B. Gauthier)

3. Grant/Loan Value

The value of a grant or loan is generally proportional to the size of the implementation budget. It would not be desirable for one applicant to utilize the entirety of the budget. It is a best practice amongst municipalities to limit the amount of a grant to 50% of the project's eligible costs, or a maximum value, whichever is less. Perth caps grants at 33% of the project's eligible costs. Under the *Planning Act*, the value of the grants or loans cannot exceed the eligible costs.

Of course, a substantial grant value is required to be a significant incentive and to promote private investment. A typical façade grant, for example, is in the order of \$3,000 to as much as \$15,000 or higher. The amount of the grant should be related to the type of program. For example, a signage grant is usually lower, from around \$1,500 to \$5,000.

Many municipalities opt not to include loan programs in their CIP, as there are high administrative costs. However, there are benefits to loans: they can yield very large investments. In Arnprior, we developed an “interest rebate” program, which provides a grant equal to the amount of interest paid on a commercial loan. This enables the municipality to encourage applicants to obtain a loan without bearing the administrative costs.

4. Success

Municipalities have had different levels of success with their CIPs. In our view, what is common amongst many “successful” CIPs is:

1. Having urban design criteria/guidelines to establish standards for improvement projects;
2. Having an on-going marketing program to educate people about the programs, including a website;
3. Assigning a staff member to proactively market the CIP’s programs and meet with potential applicants day-to-day;
4. Reporting on the success of the Plan, including case studies through annual reports and newsletters;
5. Incorporating a monitoring and evaluation program to monitor the performance of the programs and make adjustments as necessary (this usually includes direction to have an annual report to Council); and
6. Having a flexible implementation budget and flexible range of programs.

Many municipalities measure success in the form of the ratio of public dollars granted to private dollars leveraged. If grants are capped at 50% of the cost of the project, a minimum ratio of 1:1 is to be expected (i.e., for every \$1 in public grants will yield at least \$1 in private investment). However, in practice, a ratio of 1:4 is most common (every \$1 in public grants yields \$4 in private investment).

Anecdotally, we note that Edwardsburgh/Cardinal and Perth have exhausted their funding on an annual basis. Haldimand County has been very successful, providing about \$800,000 in grants to yield \$4 million in private investment. Other municipalities have had lower uptake.

5. Application Process

We note there is variation in the incentive application process administered by municipalities. Perth has had great success in an intake window process, in which applications are only



accepted during limited periods in the year, and reviewed together. Most municipalities implement a first-come, first-served process. Note that should an intake process be used, there is a need to determine how applications would be prioritized in the event that the approved grants exceed the budget.

6. Conclusions

As outlined in this memo, there are many considerations that should be made during the process of preparing and implementing a CIP. Should you require additional information, please do not hesitate to contact us. We would be pleased to assist you further in your project.

**Table 1: Types of Programs**

	Façade Improvement	Signage Improvement	Tax Increment Equivalent Grant	Planning/ Building fee Rebate	Brownfields (Property tax assistance, ESA Grant, etc.)	Project Feasibility Study	Other
Bolton, ON	X	X	X	X	X		
Edwardsburgh/ Cardinal, ON	X	X	X	X		X	
Perth, ON	X	X					Building Code Compliance
Haldimand, ON	X	X	X	X			Downtown housing grant, Building improvement
Belleville, ON	X	X			X		
Ottawa – St. Joseph Boulevard			X	X		X	
Ottawa – Carling Avenue			X				
Ottawa – Orleans			X				
Ottawa – Brownfields Redevelopment Program				X	X	X	
Cornwall – Heart of the City	X	X	X	X		X	Building restoration loan (interior); Cash in lieu of Parkland dedication reduction; tipping fees grant
Cornwall - Brownfields				X	X	X	Cash in lieu of Parkland dedication reduction; tipping fees grant

Note: Some municipalities may no longer be actively funding the above-noted programs.

SCHEDULE "D" - REPORT 2015-108-11***Municipal Study 2014******Downtown/Area Specific Programs*****Ajax****Municipal Property Acquisition, Investment and Partnership**

- Rehabilitation of existing Town property, acquisition of property and public/private partnerships for rehabilitation of public or private lands

Grant

- Reimbursement of 80% to 100% of development and building permit fees

DC Exemptions/Reductions

- Full exemption or reduction (50% to 75%) to encourage higher density and more intensive residential and mixed use developments

Parkland Dedication Reduction

- Provides relief in form of reduced parkland dedication requirements for medium and high density residential development

Exemption from Parking Requirements

Relief in the form of a reduction in the number of parking spaces required

Barrie**Loans, Grants, DC Exemptions, Tax Incremental ,Financing**

- The City of Barrie has implemented incentive programs in the City Centre Planning Area to encourage development and redevelopment in the Downtown and Allandale communities. The historic downtown core and former Village of Allandale together form two focal points at either end of Kempenfelt Bay. This area constitutes one of the City's primary mixed use intensification areas which generally corresponds with the Provincial Places to Grow Plan, Urban Growth Centre. The long term vision is to see the entire City Centre area grow and offer more opportunities for business, residents and lifestyle/culture. The Downtown Community Improvement Plan (CIP) and the Allandale CIP complement each other and offer a range of programs in the form of loans, grants and tax incremental financing. A development charge exemption is also in place in certain areas within the Downtown CIP and the Allandale CIP.

Financial Incentives – reduction in building permit fees, planning fees and Tax Incremental Financing

- Georgian College Neighbourhood Strategy and Community Improvement Plan – applies to an area located within a reasonable walking distance of the College and the strategy consists of 4 key elements: Safety and Enforcement, Communication and Information Sharing, Land Use, Financial Incentives

Downtown/Area Specific Programs

Brampton

Downtown Development Corporation

- The Brampton Downtown Development Corporation (BDDC): a financially sustainable funded, semi-autonomous organization that has evolved from the existing Brampton Downtown Business Association (BDBA), and will have expanded powers pursuant to existing municipal legislation, namely: Community Development Corporation, BIA, Municipal Business Corporations legislation.
- The Brampton Downtown Development Corporation is the first Development Corporation of this kind in the Province of Ontario. After a 5-year process, the regulation was finally passed through Provincial Cabinet in April 2005. It is a new development tool that will have the capacity to undertake considerably more than the existing BIA is able to currently undertake as a Part III Corporation. This includes undertaking a program of grant making, and other promotion, improvement, development and redevelopment programs.
- Downtown and Queen Street Corridor CIP and Incentive Program
- DC Discounts on targeted non-retail ICI
- Cash in Lieu of Parking Waiver in the Downtown

Brockville

- **Tax Increment Equivalent for Rehabilitation and Redevelopment (TIERR) Grant Program:** The program provides a grant to owners of lands and buildings who undertake improvements or redevelopment that would result in an increased property assessment. The amount of the grant provided depends on the increase in the municipal portion of property taxes resulting from the improvements. The program offers a grant of 100% of the increase in municipal realty taxes paid annually for a maximum period of five (5) years.
- **Residential and/or Commercial Conversion/Rehabilitation (RCCR) Grant Program:** This program provides a grant to owners or tenants of buildings who choose to upgrade existing space on upper floors to create new or improved residential and/or commercial space in keeping with the original goals of the Downtown CIP. The program will provide the property owner or tenant with a grant equal to 50% of the costs for space converted or rehabilitated up to \$20,000 per property subject to the approval of the Planning Department,
- **Façade Improvement Grant Program:** This program provides a grant to owners or tenants of buildings who undertake restoration and/or rehabilitation of Program Area buildings in a fashion consistent with the original design or with the City's Urban Design Guidelines and the requirements of the Ontario Building Code.

The Façade Improvement Grant Program offers a grant of up to 50% of the total cost of façade improvements where a project has a value of more than \$2,000, to a maximum of \$10,000 per annum, per property, per façade. The number of front facades eligible for grant purposes is based on the number of "distinct facades".

Downtown/Area Specific Programs**Caledon**

Exemption of development charges for the Caledon East Commercial Core Area and the Bolton Business Improvement Area (BIA)

The Town assists the Bolton Business Improvement Area (BIA) Board of Management by providing funds that are allocated to enhance the economic viability and competitiveness of the downtown core

Following extensive stakeholder consultation and input, Council approved a **Community Improvement Plans (CIP)** for Bolton and Caledon East. Its approval and implementation is a significant step toward fostering private/public partnerships in the municipality's highest-populated community.

The CIP is designed to remove barriers to the redevelopment and reinvestment in businesses and properties within the CIP area in Bolton. Together with the companion Urban Design Guidelines (UDG), a flexible, comprehensive and strategic framework for the municipality has been developed which will enable the Town to plan and finance development activities to use, reuse and restore lands, buildings and infrastructure in Bolton.

Cambridge

- **Building Revitalization Program** - The City offers interest-free and partially forgivable loans (on a matching-share basis) for property improvements that focus on improving the street appearance of buildings and encourage structural and weather/waterproofing repairs. The City will lend up to \$20,000 per building, with partial loan forgiveness of up to 35% available. (A maximum of \$60,000 per property owner is available).
- Instead of entering into a loan arrangement with the City, the program can also be arranged so that the partially forgivable portion can be given as a grant.
- **Design Guide Program** - This program offers grants for owners to retain professional assistance in designing property improvements. The City offers a \$750 grant for design assistance in the downtown core.
- **Realty Tax Rebate Program**—a three year program that provides a rebate of a percentage of the City's portion of the increase in City property taxes as a result of building improvements and/or new development. All properties in the core are eligible where the property improvements result in an increase in the City property taxes.
- **Development Application Fee Waiver**—no fees for applications under the Planning Act (Site Plan, Zone Change, Official Plan Amendment, Subdivision) for new residential development in the downtown core
- **Building Permit and Sign Permit Fee Exemption**—all properties in the core areas do not pay a fee for obtaining a building permit or permits for sign

Downtown/Area Specific Programs

Clarington

- **Upgrade to Building Code Grant Program.** Intended to assist property owners with the financing of building improvements required to bring existing older buildings into compliance with the current Ontario Building Code. It will provide a grant for up to 50% of the costs for eligible work per building to a maximum of \$5,000 per municipal street address or storefront. There is a maximum of \$45,000 per property owner for a building with multiple street addresses or storefronts.
- **Signage Program.** Assist business owners with financing the design and installation of new signage within the Community Improvement Plan area. Provides a grant equivalent to 50% of the cost, up to a maximum of \$2,000
- **Façade Improvement Grant Program.** Provides a grant for up to 50% of the costs for eligible work per building to a maximum of \$5,000 per municipal street address or storefront. There is a maximum of \$45,000 per property owner for a building with multiple street addresses or storefronts.
- **Building Permit Grant Program:** Provides a one time grant to offset the amount of the building permit fee to a maximum of \$3,000
- **Infill Project Grant Program:** Assist property owners within the Community Improvement Plan area with financing the cost of the development process. The program allows the Municipality of Clarington to provide a one time grant to offset the cost of the construction to a maximum of \$10,000 per property.

Greater Sudbury

- Designated a Community Improvement Area to allow the City to provide a Tax Incremental Financing Scheme to support downtown redevelopment or rehabilitation. This is a 10-year program whereby the maximum amount of the tax rebate shall not exceed the anticipated increase in municipal realty taxes as a direct result of the redevelopment. The rebate is on a declining basis whereby in year 1 it is equal to 100% of the municipal realty increase, declining 10% each year. The total amount of the rebate shall not exceed the costs of the property's rehabilitation.
- Elimination of development charges in the downtown core
- Permits the conversion of vacant commercial or retail space to residential uses without the requirement of providing parking. No zoning requirements for parking for commercial uses.

Downtown/Area Specific Programs

Guelph

- **Major Downtown Activation Grant**—this tax increment program is a grant equal to the increase of the estimated municipal property tax after the property is redeveloped for up to 10 years based on eligible costs. This program was introduced in 2012 and has been awarded to large scale residential and commercial redevelopments on under-utilized and vacant sites.
- **Façade Improvement Grant**—the Façade Improvement Grant program encourages business and property owners to improve the appearance of the streetscape, heritage properties and other buildings in Downtown Guelph. Eligible façade improvement projects may receive up to \$30,000 in matching funding.
- **Feasibility Study Grant**—the Feasibility Study Grant program promotes building redevelopment and rehabilitation. The grant assists business and property owners to determine if building renovations or upgrades are physically and financially feasible. Eligible study grants receive up to \$5,000 in matching funding.
- **Minor Downtown Activation Grant**—the Minor Downtown Activation Grant provides assistance with capital costs needed to convert or rehabilitate vacant and underused properties into new residential or commercial uses. This new program was introduced in 2012 and provides funding for up to 30 per cent of the capital costs to a maximum of \$120,000 per property.

Halton

- All of the local municipalities in Halton have active partnerships with Downtown Business Improvement Area Associations (BIA's) to maintain and improve Downtown areas. Burlington, Milton and Oakville have specific urban areas designated as Urban Growth Centres under the Provincial "Place to Grow" legislation and plans.

Downtown/Area Specific Programs**Hamilton**

- The City of Hamilton offers financial incentive programs in the form of loans and grants to assist with various costs associated with the development/redevelopment of the downtown. Downtown development is exempt from development charges within a defined area. Additionally, there is a program to provide assistance to property owners within the 11 Citywide Business Improvement Areas for commercial property façade improvements.
- **Hamilton Downtown Multi-Residential Property Investment Program**—offers an interest free loan based on 25% of the costs-to-construct budget to a maximum of \$5 million per development
- **The Gore Building Improvement Grant Program**—available to owners and authorized tenants of properties fronting on King Street East between James and Catharine Street around Gore Park. It offers a matching grant to a maximum of \$50,000 for building improvements.
- **Development Charges**—90% of City and Go Transit Development Charges are waived in the Downtown Hamilton Community Improvement Project Area otherwise payable, after all other credits and exemptions are considered.

Other Programs

- **Hamilton Tax Increment Grant Program**
- **Office Tenancy Assistance Program**
- **Commercial Corridor Housing Loan and Grant Program**
- **Commercial Façade Property Improvement Grant Program**
- **Hamilton Heritage Property Grant Program**
- **Hamilton Community Heritage Fund Loan Program**
- **Business Improvement Area Commercial Property Improvement Grant Program**
- **Hamilton Heritage Conservation Grant Program**

Innisfil

The Town of Innisfil has recently launched a Community Improvement Plan for the neighbourhood of Cookstown.

- **Façade, Building and Signage Improvement Grant**
- **Accessibility Improvement Grant**
- **Building Code Compliance Grant**
- **Landscaping and Property Improvement Grant**
- **Building Permit and Planning Application Fee Rebate Program**
- **Tax Increment Equivalent Grant Program**

Kitchener

- **Startup Landing Pad Program-Leasehold Improvements**— Maximum grant \$20,000 per eligible floor per municipal street address.
- **Startup Landing Pad Program—Accessibility Improvements**— maximum grant \$40,000 per eligible municipal street address
- **Façade Improvement Grant Program**— maximum grant \$10,000 per store front.

Downtown/Area Specific Programs

Lakeshore

- **DC Charges Grant Back**—eligible properties could receive a grant for a portion or all of the development charges for certain classes of development when developing underutilized sites and redevelopment on commercial and mixed use properties in the downtown area.
- **Exemption from Parking**—where there are improvements, and or a change in use to an existing commercial building in the downtown area
- **Façade Improvement Grant**—up to 50% of renovation costs to a maximum of \$5,000
- **Public Art Grant**—up to a maximum of \$1,000 to promote community spirit and vibrancy in the downtown area.
- **Property Tax Increment Grant**—Traditional / historic downtown area and waterfront district: A program to provide grants that would offset increases in municipal property taxes that are as a result of an increase in assessment, due to redevelopment in the traditional downtown area and waterfront district.

London

- **Façade Improvement Loan Program** – assists Downtown property owners interested in improving their building façade. May be eligible for a ten-year interest-free loan up to a maximum of \$25,000 or half the value of the façade improvements being proposed.
- **Upgrade to Building Code Loan Program** – assists Downtown property owners with interior improvements that relate to Fire and Building Code requirements. May be eligible for a ten-year interest-free loan up to a maximum of \$50,000, or half the value of the work proposed.
- **Forgivable Façade Restoration Loan Program**
- **Forgivable Upgrade to Building Code Loan Program**
- **Tax Grant Program**

Downtown/Area Specific Programs

Newmarket

- **Façade Improvements & Restoration Program** - The grant program will see property owners receive a matching grant of up to 50% of eligible costs to a maximum of \$15,000 per property, except for corner and laneway properties which shall be eligible to receive a matching grant of up to 50% of eligible costs to a maximum of \$20,000 per property.
- The **Project Feasibility Study Program** is intended to undertake studies necessary to determine project feasibility be they adaptive re-uses of existing facilities or complete redevelopment projects in the Community Improvement Plan. This program applies to all properties within the CIP.
- The grant program will see property owners receive matching grants of up to 50% of eligible costs to a maximum of \$10,000 per property.
- The **Interior Renovation and Improvement Program** is intended to promote upgrading of and improvement to the interior of deteriorated or functionally obsolete buildings in order that they may be brought into compliance with the Building Code and the Fire Code. Grant program provides property owners with a matching grant of up to 50% of eligible costs to a maximum of \$15,000 per property.
- The **Business Sign Program** This program is directed at commercial and industrial properties within the CIP area to update their signs consistent with the neighbourhood. The grant program will provide property owners or business tenants up to 50% of eligible costs to a maximum of \$2,500 per business.
- The **Redevelopment and Rehabilitation Tax Incremental Program** is intended to provide financial incentives in the form of grants to property owners who undertake appropriate redevelopment of properties that increases property assessment resulting in increased Town property taxes. This program will function as an annual grant for up to 10 years equivalent to a portion of the tax increase the property will experience as a result of the improvement/redevelopment.
- **Residential Conversion and Intensification Program** The loan program will provide property owners with an interest-free loan to pay for up to 50% of eligible costs to a maximum of \$100,000 of the conversion of commercial/industrial space to residential units and construction of new units on vacant land or as part of an existing structure along Main Street.
- **Parking Requirement Program.** Allows for relief or reduction or waiving of standard parking requirements.

Downtown/Area Specific Programs

Niagara Falls

- **Development Charge Exemption Program** – will provide a financial incentive in the form of an exemption from payment of 75% of the City development charge on residential, commercial and mixed use development and redevelopment projects that create additional residential units and/or commercial space.
- **Residential Loan Program** – 0% interest loan based on \$20 per sq. ft. of habitable residential space constructed to a maximum of \$20,000 per residential unit created.
- **Commercial Building Loan and Façade Grant** – 0% interest loan equal to 50% of the cost of building maintenance and improvements to a maximum loan of \$15,000 per property.
- **Revitalization Grant Program** – annual grant equivalent to 80% of the increase in City property taxes for first 5 years, 60% in years 6 and 7, 40% in year 8, and 20% in years 9 and 10. Building renovations, additions and new construction

North Bay

- **Downtown Community Improvement Plan** provides funding in the form of both grants and interest free loans to either building or business owners for façade/leasehold improvements, feasibility studies and the revitalization/redevelopment of buildings. Grants of up to \$15,000 and interest free loans of up to \$50,000.
- Municipal tax assistance over 10 years. In the first 5 years, all taxes related to the increased assessment are rebated. In years 6 to 10 the City rebates 80%, then 60%, 40%, 20% in year 9 and in year 10 the taxpayer receives no rebates.
- **Airport Community Improvement Plan (ACIP)** – Municipal Fee Rebate Program including those related to Planning, Legal and Building permits, a Municipal Tax assistance Program providing 100% relief in year one of the increased assessed value of the improvement, 66% in year two and 33% in year three, and a 50% Landfill Tipping Fee reduction to \$10/tonne

Downtown/Area Specific Programs

Orillia

- **Downtown Façade Improvement Programme**—this grant encourages the improvement of downtown facades to beautify and attract shoppers to the downtown core.

Oshawa

- **Façade Improvement Loan Program**—designed to help property owners finance building façade improvements, this interest-free loan program provides funding up to \$15,000 per municipal address, to a maximum of \$45,000 per property owner.
- **Residential Development Charge Grant Program**—The City of Oshawa may provide a grant towards the amount of the applicable City of Oshawa Development Charges payable for residential development within the Downtown Shoulder Area Renaissance Community Improvement Area.
- **City of Oshawa University and College Area Renaissance Community Improvement Increased Assessment Grant**—The City may provide a grant, on a sliding scale for part or all of the increase in City taxes attributable to the improvement of a building and/or redevelopment of a property located within this area.

Ottawa

The City of Ottawa offers the following incentives:

- No development charges for residential construction in the Central Area and Centretown
- Reduced parking requirements for mixed use development on selected downtown streets
- Expedited development approval process

Penetanguishene

- **Downtown Improvement Committee**—The Downtown Improvement Committee is an advisory committee reporting to the Planning & Development Section Committee of Council. The mandate for the Downtown Improvement Committee is to maintain and increase the commercial/tourism tax base in the Downtown Improvement Area of the Town of Penetanguishene.
- **Façade Improvement Program**—Financial incentives are provided to businesses located within the Downtown Improvement Area for the purpose of encouraging aesthetic improvements to the storefronts.
- **Heritage Property Tax Rebate Program**—As a Town with a lot of history, several properties are eligible for designation under the *Ontario Heritage Act*. The Town offers a tax rebate program to encourage the protection and maintenance of these eligible heritage properties.
- **Rejuvenate, Refresh Downtown Penetanguishene Program**—This newly launched program is about rallying downtown businesses to work together to help each other paint their business facades. Local merchants sign up for the program with a commitment to volunteer in painting other businesses, and in return they are able to access paint and supplies at cost.

Downtown/Area Specific Programs

Peterborough

- All properties in the Downtown commercial core and the waterfront commercial sub areas. DC's are also waived for the re-development of existing buildings in the City's Central Area.
- Properties in the Central Area that are designated under the Ontario Heritage Act qualify, as of right, under the Heritage Tax Rebate Program (20% rebate for Commercial and 40% for Residential)
- The Façade Improvement Grant Program would provide grants to property owners who rehabilitate and improve the facades (including signs) of buildings within the Central Area Target Area. Façades will include rear facing facades where it has high public visibility.

Pickering

- Direct marketing to promote specific developments and targeted sectors.

Port Colborne

- Refunds of the taxes for up to 10 years for City municipal purposes on all improved residential and commercial properties in the Community Improvement Plan Areas.
- Loans of up to \$1,000 per project for design projects and up to \$10,000 per project for improvement projects for commercial facades
- Exemptions for the creation of new residential or commercial units of building and planning fees as well as an exemption of parkland dedication fees and parking and loading space requirements

Quinte West

- **Planning and Design** – one-time grant of 50% to a maximum of \$1,000 toward cost of preparation of architectural plans for building façade improvements. Also, one-time similar grant of 50% (maximum \$1,000) for cost of preparation of a site plan. The City may provide a grant equivalent to the amount of the applicable Development Charge.
- **Building Façade Improvements** – one-time grant of 50% to a maximum of \$5,000 of the costs to improve building façade. Secondary grant for improvements to each exterior side and rear of buildings, where building fronts onto a street, river or public area to a maximum of \$5,000. The City will provide a grant equal to the amount of the property tax increases, as a result from the development, for up to a maximum of three years.
- **Improved Signage** – grant of 50% to a maximum of \$1,000.
- **Landscaping and Property Improvement** – grant of 50% to a maximum of \$1,000 for improving landscape between parking areas and the roadway.
- **Building Retrofit Program** – 50% no interest matching loan to a maximum of \$5,000 for the purpose of bringing buildings up to the minimum standards of the Building Code and Fire Codes.

Richmond Hill

- The City provides a façade matching interest free program of up to \$10,000 for downtown properties.

Downtown/Area Specific Programs**Sarnia**

- The City provides grants to property owners who undertake renovations/rehabilitation to their properties that result in an increase in their assessment and a corresponding increase in their taxes. The grant is equal to any increase in taxes paid as a result of the work being done. The grant is available for a period of 10 years for non-heritage properties. The grant is 100% of actual tax increases as a result of increased assessment in years 1-8, decreasing to 75% in year 9 and 50% in year 10.
- Loans are available to a maximum of \$20,000 per storefront or the total cost per storefront of the proposed eligible improvements, whichever is the less, to a maximum of \$60,000 per property. Interest will be charged at one half the prime rate of the City's banker at the time of the application. Term is open not to exceed 10 years

Sault Ste. Marie

- No City Development Charges.
- Economic Development Fund (\$500,000/year) for sector specific industry infrastructure and community projects.

St. Thomas

- The City operates a **Community Improvement Program** whereby grants, interest-free loans, financial aid for façade and residential improvements and the waiving of building permit fees are offered to pre-approved applicants.

Thorold

- **Façade Improvement Grant Program** – grants will be available for the Downtown Thorold Area equal to 50% of the eligible costs to a maximum of \$10,000 per building.

Thunder Bay

- **Core Area Rehabilitation & Redevelopment Grant Program** – eligible property owners can receive a grant equal to 100% of any increase in municipal taxes that result from the re-assessment of improved property for a ten-year period.
- **Core Area Façade Loan Improvement Program** – eligible property owners can receive interest-free loans, amortized over 10 years for 50% of the cost to improve the exterior facades of buildings to a maximum of \$15,000 per loan.
- Amendments to the Central Business District Zones (CBD) now allow for an increased number of uses within the city's downtown areas. It also alters various standards such as yard, frontage and parking requirements in an effort to facilitate positive development.

Timmins

A Community Improvement Plan for the downtown core areas of the City is currently underway and will identify a variety of incentive programs to encourage investment and improvements.

Downtown/Area Specific Programs

Toronto

- Supplementary programs in Streetscape Improvement, Commercial Facade Improvement, Banner and Mural, Commercial Research, and Community Festivals and Special Events are also offered.

Vaughan

- Kleinburg / Area Specific Programs (KEDS) – completed in June 2011 to assist Kleinburg-area merchants and the Business Improvement Area (BIA) to revitalize main street.

Waterloo

- The City has a façade program that provides up to \$15,000 in interest free loans.

Welland

- **Façade Improvement Loan Program.** Provides assistance to rehabilitate and improve facades of commercial buildings in the Downtown Community Improvement Area. The loan covers 50% of the eligible improvement costs to a maximum of \$15,000 per municipal address.
- Residential DC exemptions in the downtown
- Refunding most planning and building permit fees and parkland dedication fees. Assistance will be 50% for projects other than those creating new residential units and 100% for new residential rentals.
- Interest free loans to pay for conversion of existing commercial space to residential units and the construction of new units on vacant land. The maximum loan amount is to be calculated based on \$10 per square foot of habitable space, with a maximum term of 10 years.
- This program promotes the redevelopment and rehabilitation of the downtown by removing the financial disincentive of increased property taxes associated with redevelopment in the short term. The municipality will give grants equivalent to a portion of the property tax increase for a period not to exceed 10 years (80% in year 1 and 2, 70% in year 3 and 4, etc.)
- Waiving or reduction in residential parking requirements for improvements or change of use to existing buildings and additions or new building construction as set out in the Zoning by-law.

Downtown/Area Specific Programs**Whitby**

- **Façade Grant Program** in place since 2005 – a minimum investment of \$10,000 will result in a \$5,000 grant for approved items. Applicants can also receive a grant for up to \$1,500 for architectural, engineering and design fees associated with an approved façade grant.
- The Town of Whitby offers a **Heritage Tax Rebate Program**. This applies to the heritage portion of properties that are designated as having cultural heritage value or interest under Part IV of the Ontario Heritage Act (an individual property designation).
- Properties that are designated within a heritage conservation district designated under Part IV of the Ontario Heritage Act, such as Brooklin's Heritage Conservation District, and rated as having excellent, very good , or good heritage value in the heritage district inventory are also eligible for the heritage property tax rebate.
- The amount of the annual property tax rebate is 40 percent on the eligible portion of the property (historical portion) for the Town and school board share of the property taxes. The Region of Durham is not currently participating in this program.

Whitchurch-Stouffville

- **Downtown Community Improvement Program** – aims to revitalize the downtown area restoring the 'country town' feel and centrality to the community. The program has been designed to brand the downtown area, and create an atmosphere that encourages the consumer to visit and stay longer in downtown Stouffville.

Windsor

- Development Feasibility Rebate Program—eligible projects, grant of up to 50% to max. of \$20,000 per property
- Parkland Dedication Fee Rebate Program – 100 % grant
- Property Improvement Rebate Grant Program – tax rebates of up to \$200,00 are available
- Commercial Façade Improvement Program – grant of 50% to maximum of \$15,000
- Development Charges and Building Fee Rebate Grant Program – rebate of up to 100% of eligible costs for development charges and building fees
- Sale of City Land at Less Than Market Value – sold to developers at less than market value
- Downtown Windsor BIA—Façade Improvement Grant – grant of up to 50% of eligible costs to a maximum of \$10,000 or \$15,000 for corner properties.
- Residential Development Charge Reduced Rates – percentage based on specific area – 25% Area 1, 50% Area 2, 75% Area 3

Brownfield Redevelopment

A “Brownfield site” is considered to be a property with or without buildings or structures, having a history of either industrial or commercial uses and which, as a result of these uses, has become environmentally contaminated under circumstances where there is no reasonable prospect that the remediation of such contamination will be accomplished solely by the private sector. Brownfields are viewed by many as opportunities for revitalizing urban communities. Some of the advantages of Brownfield Redevelopment include:

- Revitalization of the downtown core and surrounding neighbourhoods
- More effective use of existing municipal infrastructure
- Reduction in pressure for suburban expansion
- Clean-up of environmentally contaminated sites
- Increased tax revenue
- Create jobs
- Improve the overall liveability of urban neighbourhoods

Brownfield Redevelopment

Brockville

Tax Increment Equivalent Grant (TIEG): The grant is equivalent to 70% of the municipal portion of the increase in property tax which is generated through redevelopment, payable for a maximum of ten (10) years, or until the grant equals total eligible costs.

Brownfield Financial Tax Incentive program (BFTIP): Brownfields property tax cancellation may include both the municipal portion of property tax as well as the provincial education portion of property taxes. The application of this program is limited to cancellation of the increase in property tax arising from the remediation and redevelopment of major development sites.

Environmental Site Assessment (ESA) Grant Program: The aim of the program is to provide assistance to further specify the extent and nature of environmental contamination through part-funding of Phase II ESA and Phase III ESA (Remedial Action Plan). The program will reimburse the owner for costs associated with eligible studies with a maximum individual grant of \$15,000 or 50% of the cost of ESA, whichever is less, and a maximum assistance per property of 2 studies per property, to a maximum of \$25,000 per property.

Brownfield Building Permit Fees Grant Program: Assistance is in the form of a grant paid against building permit fees payable for each project. The grant may be less than 100% and in all cases is limited by the 100% cap or total eligible cost, whichever is less.

Caledon

Environmental Study Grant Program offers grants to eligible property owners for the completion of Phase II Environmental Site Assessment (ESA), a Phase III ESA, Remedial Work Plan, and/or Risk Assessment Plan for properties that are within the designated **Community Improvement Project Area for Bolton**.

Cambridge

Opportunities are available to potential purchasers of contaminated sites to cancel a portion of all outstanding taxes. It may be possible to receive a Development Charges credit equal to the restoration costs of the property (not to exceed the total development Charges payable to the City on the project)

Clarington

No development charge shall be imposed with respect to developments or portions of developments that result in the addition of a single unit within the existing footprint.

Brownfield Redevelopment

Greater Sudbury

The CGS Brownfield Strategy and Community Improvement Plan is designed to help overcome barriers to redevelopment by:

- Implementing a new failed tax sale procedure to address arrears and ownership;
- Making four financial incentive programs available to help reduce upfront costs;
- Calling for a brownfield marketing strategy to better attract interest and investment; and,
- Setting the stage for continued local awareness and capacity building.

Four financial incentive programs are available under the Brownfield Strategy and Community Improvement Plan to help reduce upfront costs associated with remediation, reuse and redevelopment. These are the Tax Assistance Program, the Landfill Tipping Fee Rebate Program, the Planning and Building Permit Fee Rebate Program, and the Tax Increment Equivalent Grant Program.

Guelph

- City of Guelph Brownfield Strategy
- City of Guelph Brownfield Redevelopment Community Improvement Plan
- Environmental Study Grant Program
- Tax Increment-Based Grant Application Program
- Tax Assistance and Tax Arrears Cancellation Policy

Hamilton

Environmental Programs—The **Environmental Remediation and Site Enhancement (ERASE) Community Improvement Plan** is a comprehensive set of programs designed to encourage and promote brownfield redevelopment. Most ERASE programs are available in the entire urban area of the City of Hamilton.

- ERASE Redevelopment Grant Program (ERG)
- ERASE Development Charge Reduction Option
- ERASE Education Tax Assistance Program
- ERASE Municipal Acquisition and Partnership Program
- ERASE Study Grant Program
- LEED Grant Program
- Downtown/West Harbourfront Remediation Loan Program

Innisfil

Barrie Road Community Improvement Plan—Developed to stimulate high quality redevelopment along the Barrie Road corridor, this CIP features a property improvement tax grant program.

Brownfield Redevelopment

Kitchener

The City in conjunction with the Region of Waterloo have a Brownfield Financial Incentive Program. They include a series of financial incentives that will assist property owners and developers with costs associated with the environmental investigation, remediation and ultimate redevelopment of brownfield sites

London

Community Improvement Plan for Brownfield Incentives: Property Tax Assistance Program; Development Charge Rebate Program; Tax Increment Equivalent Grant Program; Green Municipal Fund Program

Niagara Falls

Brownfields Development Charge Exemption Program – Region's Development Charge Waiver/Exemption Program exempts a development from 75% of the Regional development charge if it is in a downtown, surrounding built-up urban area or brownfield area. Up to an additional 25% development charge exemption is provided depending on the Inclusion of Smart Growth principles into the proposed development.

North Bay

The plan sets out various incentive programs including Building Permit, Planning and Legal Fee Rebates, Exemption from Development Charges, Tipping Fee Reduction, Environmental Study Grant Program and Tax Increment Financing (TIF) rebate.

Orillia

The **Barrier Road Improvement Corridor CIP** was adopted by Council in 2003. The primary funding program (development incentive) offered is the "Property Improvement Tax Grant Program". The Program provides eligible property owners with a grant equivalent to the portion of the property tax increase which results from the increase in property value following remediation.

The **Downtown Tomorrow Community Improvement Plan**—“Downtown Tomorrow, Linking Orillia’s Core to the Water” study, dated September 17, 2012, identifies the creation of a new Community Improvement Plan as a key component of achieving the first Goal of the Plan, that being to increase the residential population within the downtown area. The proposed CIP would be intended to provide the broadest range of financial incentives designed to facilitate private sector investment. A Draft RFP for the new CIP has been prepared and is anticipated to be released in the spring of 2015.

Brownfield Redevelopment

Oshawa

Brownfields Property Tax Cancellation Program—is intended to provide incentives to encourage the rehabilitation of brownfield sites by utilizing the tax cancellation provisions under section 365.1 of the Municipal Act, 2001. The City may also apply to the Region of Durham for regional property tax assistance, and to the Province for matching education property tax assistance.

City of Oshawa Brownfields Redevelopment Grant Program—starts after the Brownfields Tax Cancellation Program ends and will provide an annual City grant to property owners who undertake redevelopment of their properties in the Community Improvement Project Area that will result in an increase in assessment. The program also serves to encourage re-development that may not otherwise occur on lands that have undergone or require site remediation as confirmed in a Phase II Environmental Site Assessment.

Thorold

A property tax assistance that provides for the exemption of up to 100% of taxes levied, subject to budget consideration, for the period immediately following the approval of the Property Tax Assistance By-Law and continuing during the Rehabilitation Period and Development Period.

Windsor

- **Feasibility Study Grant Program** – 50% of cost of study, maximum \$7,500
- **Environmental Site Assessment Grant Program** – 50% to maximum \$15,000 per study, maximum 2 studies per property/project, maximum \$25,000 per property/project
- **Brownfields Tax Assistance Program** – cancellation of municipal and education property tax increase for up to 3 years
- **Brownfields Rehabilitation Grant Program** – 70% (no LEED certification) or 100% (any LEED certification) of the municipal property tax increase for up to 10 years after project completion.
- **Brownfields Development Charge Exemption Program** – up to 60% reduction of development charge payable on a brownfield site approved under the Brownfields Rehabilitation Program.



**DOWNTOWN
BROCKVILLE**

Alive & Vibrant!

October 6th, 2015

Mrs. Maureen Pascoe-Merkley, Director of Planning
City of Brockville
Victoria Hall
1 King St. West
Brockville, Ontario
K6V 7A5

Dear Mrs. Pascoe-Merkley:

Re: The Community Improvement Plan

This letter is in support of the Community Improvement Plan.

The DBIA finds the Community Improvement plans currently available to our membership to be very helpful in keeping our downtown businesses looking their best, and reflecting a positive image of the City. Property improvements can be very expensive, and in today's economy any way we can help our building owners to upgrade, improve, or repair their building facades is not only helpful but essential. Our downtown store fronts are literally the "face" of Brockville. If there are ways to help make our downtown look "alive and vibrant", all the better.

The DBIA is hopeful that the TIERR Grant Program, The Ontario Brownfield Financial Tax Incentive Program (BFTIP) and the Façade Improvement Plan will continue in an effort to strengthen our economic base by providing member business with opportunities to enhance their individual business development and to prosper. With new and exciting attractions happening to the downtown, such as the Aquatarium, and the Railway tunnel, we need to have our downtown looking it's best for all the potential new visitors, and possible investors, to our city.

Please, for the health and the beauty of our city, consider continuing funding to the CIP program.

Yours truly,

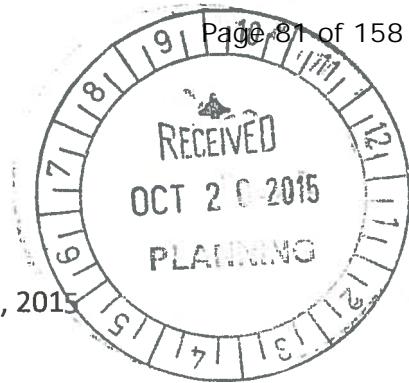
Meghan Plooy,
Executive Director
Downtown Business Improvement Area





SCHEDULE "F" - REPORT 2015-108-11

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October 19, 2015

BROCKVILLE AND DISTRICT *Chamber of Commerce*

President
Laura Good
Falcon Security

Past President
David Keenleyside
TD Canada Trust

Treasurer
Gary Brett
Brett's Valu-Mart

Directors
John Esford
Burnbrae Farms

Gord Fraser
Responsible Energy Inc.

Carrie Hands
Hands Auction Service Ltd.

Patricia Markovich
Royal LePage ProAlliance
Realty

Barry Moss
Four-O-One Electric

Keeley Moure
O'Farrell Financial Services
Inc.

Donna Silver-Smith
St. Lawrence College

Orlando Spicer
LG Realty Inc

Robert Stickle
BizXcel Inc

Rick Walker
1000 Islands Toyota

John Faurschou
Planner 1
City of Brockville

The Brockville and District Chamber of Commerce considers the Façade Improvement Grant Program, an indispensable program to ensure continued support and growth of our downtown business community.

Without this program, owners or tenants of buildings who wish to undertake restoration and/or rehabilitation of Program Area buildings in a fashion consistent with the original design or with the City's Urban Design guidelines and the requirements of the Ontario Building Code, may be unable to do so, due to financial restrictions.

The Brockville and District Chamber of Commerce strongly supports the City of Brockville's Façade Improvement Grant Program believing it is a vital part of helping area business to continue to grow as well as make esthetic beautification improvements which essentially attract a higher volume of visitors to their location.

The Brockville and District Chamber of Commerce are prepared to offer our support to this project where appropriate and feasible.

Pam Robertson
Executive Director



"Voice of Business"
Since 1906

3 Market Street, Brockville Ontario K6V 7L3 613-342-6553 F: 613-342-6849 brockvillechamber.com

22 October 2015

**REPORT TO ECONOMIC DEVELOPMENT PLANNING COMMITTEE -
03 NOVEMBER 2015**

2015-109-11

**PROPOSED ZONING BY-LAW AMENDMENT
BROCKVILLE GENERAL HOSPITAL EXPANSION
70, 75, 80, 94, 100, AND 108 CHARLES STREET,
94, 100, 118, 126, 134, 150, 152, 156 AND 156A
BARTHOLOMEW STREET, AND 150 AND 156
PEARL STREET EAST, CITY OF BROCKVILLE
OWNER: BROCKVILLE GENERAL HOSPITAL
APPLICANT: FOTENN CONSULTANTS INC.
FILE NO.: D14-008₍₀₅₀₋₂₀₁₄₎**

**M. PASCOE MERKLEY
DIRECTOR OF PLANNING
ANDREW MCGINNIS
PLANNER II**

RECOMMENDATION:

- 1. THAT Zoning By-law 050-2014 be amended to rezone lands with municipal addresses 70, 75, 80, 94, 100, and 108 Charles Street; 94, 100, 118, 126, 134, 150, 152, 156 and 156A Bartholomew Street; and 150 and 156 Pearl Street East from their current respective zones to I1 – General Institutional Special Exception Zone to establish zone provisions and development standards to facilitate the Brockville General Hospital's redevelopment project.**

PURPOSE:

FoTenn Consultants Inc., acting on behalf of Brockville General Hospital, owner of lands with municipal addresses: 70, 75, 80, 94, 100, and 108 Charles Street; 94, 100, 118, 126, 134, 150, 152, 156 and 156A Bartholomew Street; and 150 and 156 Pearl Street East; has submitted an application for amendment to Zoning By-law 050-2014, as amended, with respect to the subject lands.

The proposed amendment would, if approved, allow the subject lands to be redeveloped for an expansion of the hospital facility located at 75 Charles Street, including a new wing and expanded parking area.

BACKGROUND:

FoTenn Consultants Inc. (FoTenn), acting on behalf of Brockville General Hospital, has submitted an application for amendment to Zoning By-law 050-2014, as amended, with respect to the subject lands.

The rezoning is in anticipation of the proposed expansion of Brockville General Hospital for

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Proposed Zoning By-law Amendment for Brockville General Hospital Expansion

Subject lands: 70, 75, 80, 94, 100, and 108 Charles Street; 94, 100, 118, 126, 134,
150, 152, 156 and 156A Bartholomew Street; 150 and 156 Pearl Street East,
City Of Brockville

Owner: Brockville General Hospital
 Applicant: FoTenn Consultants Inc.
 File No.: D14-007₍₀₅₀₋₂₀₁₄₎

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the addition of a new wing, pedestrian entrance, expanded parking area and additional upgrades. The expansion is to be 4 storeys in height with 93 inpatient rooms being available. The overall size of the proposed addition is approximately 16,000 square metres.

In support of the application, FoTenn has also provided the following:

- Planning Justification Report (FoTenn)
- Conceptual Site Plan (Stantec Consulting)
- Traffic Impact Study (Stantec)
- Transportation Planning Study (Stantec)
- Phase 1 and 2 Environmental Assessments (Pinchin Ltd.)
- Noise and Vibration Analysis (Stantec)

The applicant has also submitted a letter of request to the City Clerk's Department requesting that Charles Street be stopped-up, closed and transferred to the Brockville General Hospital and assembled with its larger land holding.

The following schedules are attached to this report:

Schedule "A" - A copy of the proposed site plan for the consolidated hospital lands.

Schedule "B" - Planning Justification Report prepared by FoTenn

Schedule "C" - Comments received from circulation of application.

Schedule "D" - Public Meeting minutes.

Zoning and Official Plan Information:

Official Plan Designation: Institutional Area

Existing Zoning on Consolidated Lands:

The lands which have recently been consolidated by the Brockville General Hospital are currently zoned R3-General Residential, E3-1-Restricted Employment Special Exception, and I1-General Institutional Zone.

Proposed Zoning: I1 – General Institutional Special Exception Zone

The proposed amendment would establish a consistent zoning for the recently consolidated hospital lands and would recognize the setback of the existing hospital

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Proposed Zoning By-law Amendment for Brockville General Hospital Expansion
Subject lands: 70, 75, 80, 94, 100, and 108 Charles Street; 94, 100, 118, 126, 134,
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 City Of Brockville
Owner: Brockville General Hospital
Applicant: FoTenn Consultants Inc.
File No.: D14-007₍₀₅₀₋₂₀₁₄₎

facility from Ormond Street which is proposed to become the property's front yard once Charles Street is closed. The zoning would also be applied to that portion of Charles St. proposed to be transferred to BGH.

Site Characteristics:

Total Area: 61,739.0 m (6.17 hectares/15.25 acres)

Frontage:
 186.0 m (610.24 ft.) – Ormond Street
 219.0 m (718.50 ft.) – Pearl Street East
 315.0 m (1,033.46) – Bartholomew Street

Average Depth: Approximately 230.0 m (754.59 ft.)

The subject property is currently developed for the Brockville General Hospital with associated parking. Lands that have been consolidated provide the area required for the proposed expansion and the creation of new parking areas. As noted from the sketch attached to this report as Schedule "A", the building expansion will be located east of the existing hospital facility. The north east portion of the property is proposed for parking areas.

Surrounding Land Uses:

North: The lands to the north are occupied by the CN mainline.

East: The lands to the east (east side of Bartholomew Street) are zoned I1-General Institutional Zone occupied by Commonwealth School.

South: The lands to the south (south side of Pearl Street East) are zoned R3-General Residential Zone occupied by older residential dwellings; and C2-7 General Commercial Special Exception Zone occupied by the Barclay Funeral Home.

West: The lands to the west (west side of Ormond Street) are zoned I1-General Institutional Zone occupied by Brockville Collegiate Institute; and R3-General Residential Zone occupied by older residential dwellings.

Public Participation

The application for Zoning By-law Amendment has proceeded through the normal review process. On 07 July 2015, a Public Meeting was held by the Economic Development and

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Proposed Zoning By-law Amendment for Brockville General Hospital Expansion
Subject lands: 70, 75, 80, 94, 100, and 108 Charles Street; 94, 100, 118, 126, 134,
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 City Of Brockville
Owner: Brockville General Hospital
Applicant: FoTenn Consultants Inc.
File No.: D14-007₍₀₅₀₋₂₀₁₄₎

Planning Committee. Notice of the Public Meeting was advertised in the Brockville Recorder and Times Newspaper on 11 June 2015 and was circulated to property owners with 120.0 metres of the subject property. In addition, signs were posted on the subject property advertising that the lands are the subject of an Application for Amendment to City of Brockville Zoning By-law 050-2014. Comments from City Departments and affected agencies were also solicited. The minutes of the Public Meeting held on 07 July 2015 are attached as **Schedule "D"** to this report.

Comments Received Schedule "C":

1. Environmental Services, City of Brockville (email dated June 29, 2015)

Not opposed to the rezoning. More input will be provided at the design stage regarding servicing and Charles Street infrastructure.

2. Canadian National Railway (CNR) (see attached email dated June 15, 2015)

CN would like to have the opportunity to review a noise study as the land use in this case is considered to be sensitive.

CN has concerns of fencing, drainage and access on the site.

Full CN comments are stated in the attached email.

3. Operations Department, City of Brockville (see attached email dated June 23, 2015)

- Concerns respecting the proposed number of parking spaces at 739 spaces and not 760 parking spaces as projected in the Transportation Planning Study;
- Suggest a meeting between the City, Brockville General Hospital and the Upper Canada School Board to review recommendation in the Transportation Planning Study related to the service entrance on Bartholomew; and
- Status of Charles Street unclear on the site plan as to whether it will remain as a public street or an internal roadway for the hospital site. The Operations Department would prefer that Charles Street road allowance be transferred to the hospital to avoid maintenance concerns.

4. Planning Dept., Building Services Division (memo dated June 18, 2015)

No concerns at this time. A complete review of construction drawings at the time of

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Proposed Zoning By-law Amendment for Brockville General Hospital Expansion
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application for building permit may reveal requirements under the Ontario Building Code which may affect the site development.

5. Lawyer for Adjacent Property Owner at 135 Ormond Street (see attached letter dated June 19, 2015)

Letter submitted by Mr. Harry Greenberg, representing 182562 Ontario Inc., raised the following concerns:

- "1. The proximity of the electrical station may be a problem due to possible electrical discharges affecting the medical building. The station should be removed to a further site."
- "2. Charles Street should not be closed until past our client's building as there is a handicapped walkway from the building onto Charles Street. Furthermore deliveries to the building are made through Charles Street."

6. Enbridge Gas Distribution, (see attached email dated June 26, 2015)

Enbridge Gas Distribution does not object to the proposed application.

Comments have been provided respecting contact by the applicant to Enbridge Gas Distribution for service, meter installation details and confirmation of gas main needs and existing piping facilities.

Full comments provided by Enbridge Gas Distribution are stated in the email attached as part of **Schedule "C"**.

ANALYSIS/OPTIONS

The Planning Report prepared by FoTenn Consultants provides rationale and justification for the requested zoning amendments and staff generally concurs with the report's comments and conclusions. The following represents additional analysis and commentary which support the recommendation in this report.

Provincial Policy Considerations:

The Provincial Policy Statement 2014 (PPS) issued under Section 3 of the *Planning Act* provides policy direction on matters of Provincial interest related to land use planning and development. Section 3 of the Planning Act further directs that Council decisions affecting planning matters "*shall be consistent with*" the Provincial Policy Statement.

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Proposed Zoning By-law Amendment for Brockville General Hospital Expansion
Subject lands: 70, 75, 80, 94, 100, and 108 Charles Street; 94, 100, 118, 126, 134,
 150, 152, 156 and 156A Bartholomew Street; 150 and 156 Pearl Street East,
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Applicant: FoTenn Consultants Inc.
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Part V of the PPS contains various policies. Those relevant to the subject application are found in Section 1.0 Building Strong Healthy Communities. Within this Section are statements on managing and directing land use to achieve efficient development and land use patterns. More specifically, Subsection 1.1.1 speaks to healthy, liveable and safe communities which are to be sustained by promoting efficient development, by accommodating a mix of land uses to meet long-term needs, promoting cost-effective development standards to minimize land consumption and servicing costs, and improving accessibility for persons with disabilities and the elderly, among other things.

Section 1.2.6 deals with Land Use Compatibility and states that "Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

Section 1.3.1 states among others that Planning Authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d) ensuring the necessary *infrastructure* is provided to support current and projected needs.

Section 1.6.5 states that "Public Service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integrations, access to transit and active transportation."

Section 1.7 speaks to "Long-Term Economic Prosperity" and states that it should be supported by the availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities.

Section 3.2.2 speaks to properties that may have contaminant issues. These issues must be addressed and remediated as necessary prior to any activity occurring and such that there will be no adverse effects.

Brockville General Hospital has been purchasing surrounding land over time in order to provide a more cost effective development pattern and to minimize land consumption and

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servicing costs. The proposed expansion is to occur within an established, municipally serviced and transit-serviced neighbourhood. The proposed expansion will also help promote active-transportation by providing adequate facilities for such.

In addition, the hospital has acquired lands including a small light industrial property, that abut the CNR Main line. BGH has undertaken the required noise study and will be engaging shortly in the required remediation of the industrial land to ensure compliance and safety to the public. It can therefore be stated that the proposed expansion is consistent with the above-stated goals, objectives and policies of the PPS 2014.

Official Plan Considerations

The Official Plan provides guidance on how to manage future growth, development, and change within the City of Brockville. The subject properties are designated under Schedule 1 - City Structure, of the Official Plan, as "*Institutional Area*".

The goal of the Official Plan is to create a sustainable City in terms of health and vitality, that is economically viable and diverse, has high quality municipal services and amenities, and is well planned.

Section 2.3 outlines strategic planning themes which include "A Sustainable, Healthy, and Vital City", "An Economically Strong and Diverse City", "A High Quality of City Services and Amenities", and "A Well-Planned Responsive City". Specifically, "A Sustainable, Healthy, and Vital City" outlines, among others, that the City is to conserve and enhance the natural environment while promoting a healthy and safe community and promote a flexible and adaptive economic environment that encourages investment and a broad range of employment opportunities. This section also directs the City to protect the vitality and growth of the employment sector by revitalizing the Downtown and Central Waterfront Area as well as promoting the development of education and skill enhancement systems and facilities.

The proposed hospital expansion assists in reinforcing the strong sense of community by providing a public service and promoting healthy and active living. The proposed expansion is also expected to create operational efficiencies, expanded patient bed availability and brings many services that are dispersed around the City under one roof.

Section 3 addresses building a healthy and sustainable City. Through Policy 3.2.3 which describes the City's Urban Area, it is noted that the City should support opportunities for infill, redevelopment and intensification through a mix and range of uses appropriate within the community context.

Section 3.5.2 speaks to "Community Facilities" and that the City is to provide adequate

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community services and facilities to meet the needs of the City's existing and future residents. The City shall also encourage the provision of community-serving health care facilities, which shall be directed to the Downtown and Central Waterfront Are, Mixed Use and Commercial Nodes and Institutional Areas.

Section 3.7.2 deals with "Human-Made Hazards" and what steps the City will take to encourage remediating the sites to suit a new use. This section continues by encouraging the identification and clean-up of contaminated sites. As stated previously, the hospital has acquired a small light industrial property and will be undertaking the required remediation to ensure compliance and safety to the public. In addition, the proximity to the CNR Mainline has triggered the need for a noise study to be completed. This study has addressed the need for specific window ratings, building construction ratings and central air conditioners to be imposed on the new expansion.

Section 4.8 addresses Institutional Areas including permitted uses and land use and built form policies. Subsection 4.8.3 states that Institutional Area development shall be consistent with the City's Downtown and Central Waterfront Guidelines, be evaluated on the compatibility with surrounding uses and availability of physical services, access to parking must be available, the site must be accessible to all individuals and must provide a gradual transition in terms of building profile based on adjacent buildings.

The proposed hospital addition will provide a suitable scale and massing in relation to the existing built form (BCI, Commonwealth Public School and former Abbott Laboratories). The proposal is maintaining existing heights and providing varying setback from Pearl Street in order to break up the street wall and reduce the perceived mass of the structure from the street. New landscaping is proposed to enhance the separation between the proposed addition and adjacent uses. A Transportation Impact Study was prepared which assessed the impacts of the hospital expansion.

In general, there does not appear to be any conflicts with the Official Plan policies with respect to a project of this nature in this location. In fact, it would advance many of the City's goals and objectives as described herein.

Zoning By-law Considerations:

The subject property is currently zoned as I1 – General Institutional Zone, in part, R3 – General Residential Zone, in part, and E3-1 Restricted Employment Special Exception Zone, in part. Accordingly, an application has been made for an amendment to Zoning By-law 050-2014 to rezone the subject lands to I1 – General Intuitional Special Exception Zone.

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The application proposes to rezone multiple properties assembled by BGH with multiple zones associated with the lands. This proposed rezoning would also include the rezoning of the Charles Street road allowance to the I1 – General Institutional Special Exception Zone.

Respecting the proposed stop-up and close of Charles Street, there have been no substantial concerns raised; however, one concern was received from the owner of a neighbouring property, 135 Ormond Street. 135 Ormond Street currently has an access ramp which allows for deliveries to be made to the second floor as well as a means of egress from the building. Hospital Officials and City Staff have had discussion with the Owner of 135 Ormond Street regarding the proposed street closure. These discussions remain on-going and relate to providing a maintenance easement for 135 Ormond Street along the Charles Street road allowance among other things.

In addition, the City would like to maintain ownership of the servicing within the road allowance as there are multiple water mains, a sewer main and a storm sewer that lay beneath the paved surface. The hospital is aware of this and retaining the proper easements for these services will be a condition to the transfer the street.

Given that the development would not meet all pre-existing zone provisions established for lands which are zoned I1 – General Institutional Zone, there would be site specific elements required to address the non-standard items. Accordingly, it would be necessary for Council to concur with the overall rezoning as well as the non-standard elements which would be implemented on a site-specific basis through the creation of a new special exception zone.

The following is a discussion of the elements that need to be addressed as “special exceptions” for the proposed hospital redevelopment:

i) Front Yard Setback (Ormond Street)

Section 3.52 of Zoning By-law 050-2014 outlines that where a street has a right-of-way width of less than 20.0 metres, then notwithstanding the yard requirements established in this By-law for any zone, no building or structure shall be erected closer than a distance equal to the sum of 10.0 metres, and the required setback (front yard) in that zone from the original centre line of the improved public street right-of-way.

Based on this requirement, the hospital would require a setback from the street centreline on Ormond Street of 16.0 metres. Based on an existing situation, the setback is at 10.9 metres; however, the setback from the

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property line is 4.77 metres, not the 6.0 metres required. Therefore, the front yard setback will be recognized through the special exception zone.

ii) Setback from Pearl Street

Based on a review of the proposed plan and due to alterations that are being anticipated for the main floor of the existing hospital, a new covered walkway for means of egress is being proposed. This walkway will encroach into the required setbacks from Pearl Street and will be addressed in the special exception zone. In addition, staff is proposing to permit any covered walkways to encroach into required setbacks in order to promote active transportation and provide the needed safety and shelter from the elements.

iii) Parking

A parking calculation has been provided in the Planning Rationale submitted by Fotenn (Planning Consultant) which outlines the number of parking spaces required based on the new addition only. The calculation, as required in Zoning By-law 050-2014 is based on all existing beds available within the hospital (existing and proposed). As staff are unclear as to specific number of beds within the hospital and in review of the proposed site plan, Planning Staff are suggesting that a set number of parking spaces be implemented based on the floor area of the building.

The Transportation Planning Study, prepared by Stantec, June 2013 concluded that the future parking demand based on the proposed expansion would be 760 spaces; However, Stantec has advised staff that there are 798 spaces currently provided for. Based on the above figures and the possibility of slight variation in building size staff believe that the set number of parking spaces should be set at 780 spaces and tied to a maximum floor area. This number is derived from splitting the difference between the projected and the proposed parking spaces rather than placing a specific number of spaces per square metre of the building.

Tying the number of spaces to a maximum floor area will ensure that any further development after the proposed expansion described in this report will require additional parking at a more suitable rate. Staff believes that the new rate should be equal to that of a clinic or medical office and set at 1.0 space per 15.0 square metres of gross floor area.

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iv) Driveway Access

Zoning By-law 050-2014 defines Driveway Access as "*the depressed area and/or curb-cut on a public highway which allows vehicular access onto private property, and which includes that area travelled on public property after leaving the driving lane(s)*". Based on the definition above, it has been regular practice that the Planning Department measures the curb separation distance at the property line.

Upon review of the Transportation Study and the site plan submitted, staff has found that multiple entranceways exceed the maximum permitted. Although the isle widths within the site meet the zoning regulations, the entranceway widths need to be addressed.

Specifically, there are four (4) entrances that need special exception in order to permit the proposed design. Two (2) of the entranceways are located on Bartholomew Street and are shown at 11.1 metres and 12.0 metres, respectfully. The 11.1 metre entrance is used for access and egress to controlled parking area, while the 12.0 metre entrance is to the main shipping and receiving area.

The third entrance leads to the southern side of the main entrance and is located on Pearl Street. This entrance is requested to be 10.3 metres in size. Staff have no concern with the proposed size of the entrance as this area will be used for patient drop-off and will allow easy of access for public transit. The last entrance that needs special exception, with the stop-up and close Charles Street, is the Charles Street entrance at Ormond Street. As Charles Street would be a private entrance, the width of 15.7 metres needs to be addressed. As the above Driveway Access points exceed the maximums permitted, staff is recommending that the specific widths be addressed through the special exception zone.

v) Building Design Elements

Based on review of the "Brockville General Hospital Rail and Road Traffic Noise and Vibration Impact Feasibility Study" conducted by Stantec, dated 22 October 2015, there are specific design elements that need to be addressed in the construction of the building. These elements are to improve and health and safety of those within the hospital and provide a safe environment from the built environment.

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Elements that need to be incorporated into the design of the building include special window glazing, specific construction measures for the exterior walls as well as internal air conditioning. Staff is recommending that these specific design elements be addressed through the special exception zone.

Based on review of the above comments received, the planning rationale submitted by FoTenn Consulting, the redesign of the parking area and the proposed land transfers, staff recommend that the request for rezoning be approved in order to permit the proposed expansion and redevelopment of the Brockville General Hospital.

The subject property is located in a prominent location within the City, is generally compatible with surrounding uses, is similar in height to existing structures and represents appropriate infill development within the urban area. The proposal is also utilizing existing services and is proposing public transit stops within the site.

Should the recommendation above be accepted by Council, the proposed zone would read similar to the following:

"I1 – 8 (Brockville General Hospital)"

The uses permitted in the I1 - 8 Zone shall be those permitted within the I1 – General Institutional Zone. The zone provisions for the I1 - 8 General Institutional Special Exception Zone shall be the same as for the I1 – General Institutional Zone save and except for the following:

Minimum Front Yard – Ormond Street (measured to the building face)	4.77 m from property line, not the original street centre line as per Section 3.52.
Minimum Parking Requirement	780.0 parking spaces for the first 40,400.0 square metres of gross floor area, and 1.0 space per 15.0 square metres of gross floor area thereafter.
Design Elements	<ol style="list-style-type: none"> 1. All windows must be double glazed or better to meet the minimum STC-35 requirement. 2. Wall construction must meet the minimum STC-50 rating. 3. Central Air Conditioning shall be provided for all patient rooms.

Notwithstanding the yard provisions of Zoning By-law 050-2014, covered walkways shall be permitted in any required yard, except where excluded in a corner visibility triangle or a planting strip in accordance with the provisions of this By-law.

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Notwithstanding the driveway access provisions of Zoning By-law 050-2014, a maximum of two (2) driveway accesses measuring up to a maximum width of 12.0 metres each, may be located on Bartholomew Street; one (1) driveway access measuring up to a maximum of 10.3 metres may be located on the Pearl Street entrance and one (1) driveway access measuring up to a maximum of 15.7 metres may be located on Ormond Street. All other driveway access points must be in compliance with Section 3.33 b) iv) of Zoning By-law 050-2014."

Other Issues Raised at the Public Meeting (Minutes Attached as Schedule "E"):

On 7 July 2015, a Public Meeting was held by the Economic Development Planning Development Committee. The following text addresses issues raised which are not otherwise addressed previously in this report:

Noise (Pearl Street):

Concern was brought forward relating to the potential noise from rooftop heating/cooling systems. To ensure that noise is adequately addressed, it was stated by Ms. Jennifer Garrah, FoTenn Consulting that a noise study is required and will be reviewed by the Ministry of the Environment to ensure compliance with provincial regulations.

Street Trees:

The need to retain as many mature street trees was presented by a neighbouring property owner. A landscaping plan is required as part of the site plan control submission and will be reviewed by staff to ensure that ample amounts of vegetation are being and retained and proposed around the site.

No additional comments were received at the Public Meeting.

Site Plan Considerations:

All lands within the limits of the City for Brockville are subject to Site Plan Control Approval as established by City of Brockville By-law 33-86, as amended. Accordingly, prior to development, the Brockville General Hospital is subject to site plan approval. This process ensures appropriate design, servicing and compliance with zoning provisions. It also provides the City with the opportunity to impose conditions of approval, financial and otherwise, including cash-in-lieu of parkland dedication, if it so chooses.

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POLICY IMPLICATIONS:

As stated in the Analysis section of this report, the proposed zoning amendment is consistent with the PPS and with Official Plan.

FINANCIAL CONSIDERATIONS:

All costs associated with the rezoning and with respect to the redevelopment are the responsibility of BGH.

CONCLUSION:

Following review of the PPS, the Official Plan, Zoning By-law 050-2014, as well as submissions received respecting the request for Zoning By-law amendment for the Brockville General Hospital, it is reasonable to rezone the subject properties.

The proposed amendment to Zoning By-law 050-2014 will intensify, utilize existing services/infrastructure and add to the availability of care beds available within our community. The proposed development will not only benefit the community but the entire Brockville region.

The recommendations at the beginning of this report reflect this conclusion.



M. Pascoe Merkley, MCIP, RPP
Director of Planning



Andrew McGinnis, MCIP, RPP
Planner II



B. Casselman
City Manager

SCHEDULE "A" TO REPORT 2015-109-11



 Stantec

ANSWER

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The Contractor shall verify and be responsible for all dimensions. DO NOT shade the drawing, any areas or structures shall be reported to Plaintiff without shading.
The Contractor as all designs and drawings are the property of Plaintiff. No duplicates or uses for any purposes other than that authorized by Plaintiff is forbidden.

Köyplan

Notes



SITE STATISTICS

	REQUIRED	EXISTING	PROPOSED
LAND USE			
ZONING	II	II	II
MAX. BUILDING HEIGHT	30.5m	25.73m	25.73m
SET BACKS			
MIN. LOT AREA	950m ²	38434.50m ²	81738.45m ²
MIN. LOT FRONTAGE	18m	242.43m	185.02m
MIN. LOT FRONT YARD	8m	41.44m	4.77m (EXIST)
MIN. EXTERIOR SIDE YARD	8m (4.5m)	-	5.16m (EXIST)
MIN. INTERIOR SIDE YARD	4.5m	-	58.41m (EXIST)
MIN. REAR YARD	7.5m	7.56m	23.55m
MIN. MANUFACTURED OPEN SPACE	20%	33.88%	24.7%
MAX. LOT COVERAGE	N/A	20.10%	23.18%
PAVED AREA			
PARKING (0.5 SPACES/BED)	64	445	795
BF PARKING (150 SPACES)	14	11	18

LEGAL DESCRIPTION
LOTS 7-30 (INCLUDES), PART LOTS 32, 33, 34 & 36, BLOCK 18, AND
LOTS 1-27 (INCLUDES), PART LOTS 28-35 (INCLUDES), LOT 38, PART LOT 37, LOTS 42-46,
BLOCK 18, AND
PART OF EMMA STREET
COMPREHENSIVE PLAT, CITY OF DICKSONVILLE, COUNTY OF LEEDS.

Revision	By	Date
87E 101 CONTROL APPLICATION	JA	2016-10-29
88C 102 PDR REVIEW	JA	2016-10-29
PROGRESS COSTING	JA	2016-10-29
87E 103 CONTROL APPLICATION	JA	2016-08-21
88C 104 PDR REVIEW	JA	2016-08-14
88D 105 PDR APPLICATION	JA	2016-07-14
88E 106 CONTROL ADDENDUM 1 PDR REVIEW	JA	2016-07-14
ISSUED FOR RE-ZONING	JA	2016-06-15
79A 75 COST CODING ADDENDUM	JA	2016-06-02
3.1 BLOCK SCHEMATIC REPORT	JA	2016-05-28
PROGRESS PRINT	JA	2016-05-28
86B 65 COSTING AND REVIEW	JA	2016-05-22
86B 66 DESIGN ADDENDUM - CHECK LIST	JA	2016-05-19
ISSUED FOR STAGE 3.1 COSTING	JA	2016-05-01

Section 1

**PRELIMINARY
LOT FOR CONSTRUCTION**

Not for permit, pricing or other official purposes.
document has not been completed or checked and is
for general information or comment only.

1

Project
OCKVILLE GENERAL HOSPITAL
OMPLEX CONTINUING CARE / MENTAL
ALTH / REHABILITATION PROJECT
QUITE #1026101

Chen et al.

Markville, ON X6V 1S8

PLAN

10

No. 305 Scale 1:400 Drawing No.

A102

Oct 23, 2015 - 12:52pm

H:\V\11305 - BIGH - Phase 2 Redevelopment \V-Drawings\B04 - working -dr\drawings\Revit\CAD\11.305_A102_Site Plan.dwg

Proposed Facility Expansion Brockville General Hospital

Zoning By-law Amendment

Planning Justification
June 4, 2015

SUBMITTED FOR:

BROCKVILLE GENERAL HOSPITAL
75 Charles Street
Brockville, ON
K6V 1S8

PREPARED BY:

FOTENN PLANNING &
URBAN DESIGN
The Woolen Mill
6 Cataraqui Street, Suite 108
Kingston, ON K7K 1Z7
t: 613.542.5454
www.fotenn.com

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1. INTRODUCTION

This Planning Justification Report, prepared by FOTENN Consultants Inc. on behalf of Brockville General Hospital and ZW Group, is being provided in support of an application for Zoning By-law Amendment for the lands generally bound by Pearl Street, Ormond Street, Bartholomew Street and the CN Railway. This application is being made to permit the expansion of the hospital facility located at 75 Charles Street, including a new wing and expanded parking area. A request is also being made to stop up and close the portion of Charles Street between Ormond and Bartholomew Streets in order to accommodate the new site layout.

The purpose of this report is to assess the appropriateness of the proposed expansion and application in the context of the surrounding community and the policy and regulatory framework applicable to the subject site. Based on the required supporting materials identified through a pre-consultation meeting with City staff which occurred on July 30, 2014, the following items are provided in support of the application:

- Conceptual Site Plan
- Traffic Impact Study
- Transportation Planning Study
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment

2. SITE OVERVIEW AND CONTEXT

Brockville General Hospital (BGH) is a four-site community hospital. The subject property is known as the Charles Street Site and offers a full range of care services including emergency and intensive care, medical/surgical care, obstetrical care, various ambulatory clinics, day surgery, ECG and stress testing, radiology and ultrasound, Ontario breast screening clinic and acute care mental health service.

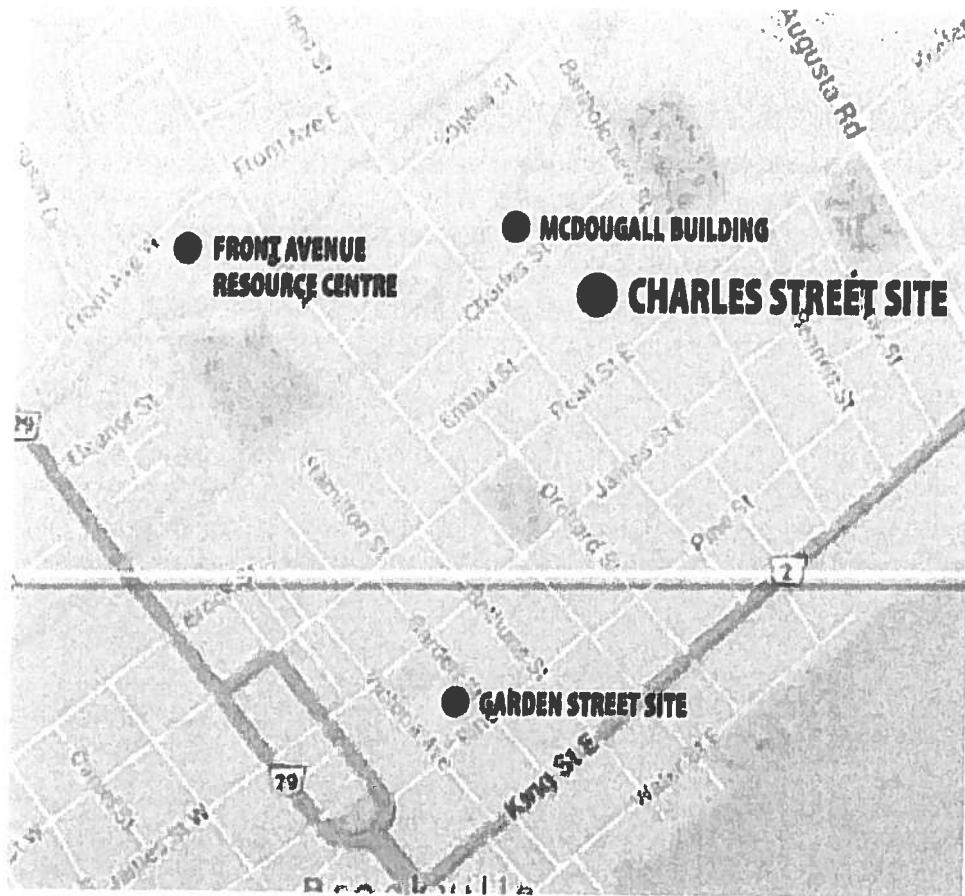


Figure 1: Site Location – Charles Street Site

The subject site is located in downtown Brockville and is generally bound by Bartholomew Street to the east, Pearl Street East to the south, Ormond Street to the west and Charles Street to the north. The hospital has recently acquired several properties north of Charles Street in order to support the proposed expansion. The newly consolidated parcel is approximately 6.3 hectares in size and is illustrated on the next page in Figure 2. Note that the properties municipally known as 80 Charles Street, 98 Charles Street, 150/152 Bartholomew Street and 156 Bartholomew Street are currently under separate ownership. Purchase agreements for these properties are signed and are expected to close by September 2015.

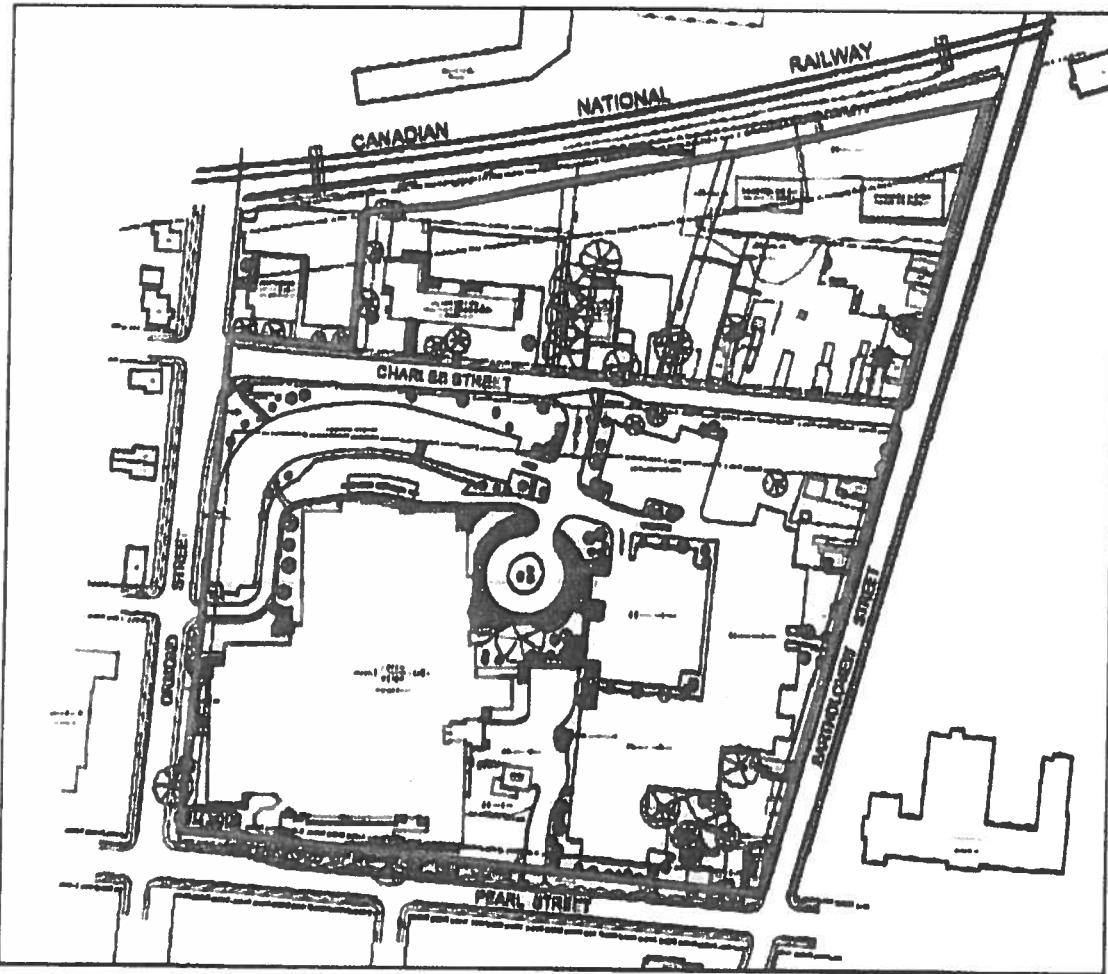


Figure 2: Consolidated Hospital Lands

Aside from the existing hospital, the consolidated parcel is currently occupied by a number of commercial and residential uses located along the north side of Charles Street and the west side of Bartholomew Street. These uses are proposed to be demolished in order to accommodate the addition and expanded parking area.

The subject site is located northeast of Brockville's Central Business District. It is located within a stable neighbourhood occupied by a mix of residential, institutional and commercial uses. The following uses are located directly adjacent to the consolidated property:

North: Low density residential, Institutional (medical offices) and commercial

East: Institutional (elementary school)

South: Low density residential and commercial (funeral home)

West: Institutional (secondary school) and low density residential

The site is well connected to amenities via local roads such Bartholomew Street, as well as collector roads, including Pearl Street East and Ormond Street. The site is also well serviced by transit. The Green Bus Route runs along Ormond Street, providing access to the north and south while the Red Bus Route runs along Pearl Street East, providing access to the east and west.

3. SUMMARY OF PLANNING APPLICATIONS

A zoning by-law amendment is proposed to establish consistent zoning for the newly consolidated hospital lands. Therefore, lands currently zoned R3, E3-1 and I1 would become a single site specific I1 zone. The rezoning will also recognize a reduced setback of the existing hospital facility from Ormond Street, which will become the property's front yard once Charles Street is closed.

As noted previously, the site plan as proposed will require the closure of Charles Street between Ormond and Bartholomew Streets. A separate request is being made to stop up and close this portion of Charles Street. An easement will need to be established in favour of the municipality in order to maintain access to existing water, gas, storm drains and sanitary sewers currently located below Charles Street. Existing overhead hydro lines will be relocated.

4. OVERVIEW OF PROPOSED DEVELOPMENT

Brockville General Hospital intends to expand the existing facility by constructing a 16,172 square metre (174,075 sq. ft) addition. The addition will accommodate 29 new Mental Health beds in the Acute Mental Health and Addictions Program and two inpatient floors of 32 beds each. All existing functions will remain within the current BGH facilities, with the exception of the inpatient mental health beds; and relocated support facilities, including Nutrition, Materials Management, Switchboard and Security.

The design of the proposed addition seeks to minimize the building footprint and maximize future growth opportunities. The existing hospital facility is located in the southwest corner of the hospital site. Due to proximity of the bounding streets the only option for large-scale expansion is to the east. The proposed expansion has been carefully located in the south east quadrant of the site to allow for maximum future growth and expansion.

Acquisition of Charles Street and land north of Charles Street will provide the area needed for parking associated with the proposed expansion. This land consolidation will allow BGH to plan and construct an integrated campus approach to the site, allowing for optimal growth and flexibility.

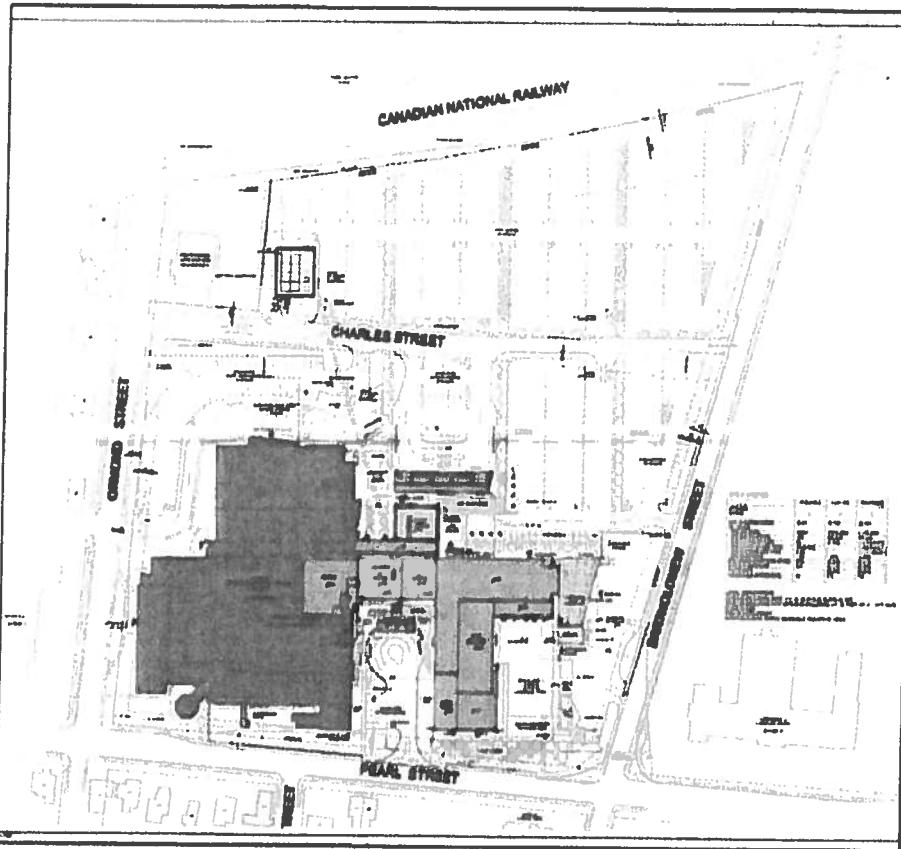


Figure 3: Proposed Site Plan

Building Design

Design issues are addressed at all scales. At the neighbourhood scale, the new addition continues the vocation of the Charles Street hospital site. At the site level, the new building aims to tie together the varied scales of the existing buildings through its massing. The differences between the older parts of the hospital and the newer ones (2003 and the proposed addition) are bridged with human scaled devices such as the extended east-west multi-level public gathering space and a system of courtyards and accessible terraces, to create a harmonious renewed image of the Brockville General Hospital.

The addition itself is a four storey structure plus penthouse, located to the east of the existing hospital. The site configuration is organized to separate emergency traffic, service traffic and main entrance traffic. The main entrance remains in a similar location to the existing one to maintain intuitive wayfinding from the community.



Figure 4: Proposed addition looking south from parking area



Figure 5: Proposed addition looking northwest from Pearl Street

Site Organization and Utilization

The proposed addition and the new property boundary organize the site into clearly defined quadrants. The northwest primarily remains dedicated to the Emergency zone. The northeast for the most part is dedicated to the Main Entrance, public parking and for future expansion. The southeast corner is defined by the Inpatient tower, with the service component to the east. The southwest quadrant contains the existing BGH buildings.

The defined quadrants separate and direct the various types of vehicular and pedestrian traffic flow. This separation will ease congestion at the main destinations of the facility. Between these quadrants, in the east/west direction, the existing main public gathering space is extended to tie the composition formally and functionally, greatly enhancing the public realm of the site. In the north/south direction, open entrance courtyards accentuate the four quadrant configuration.

Site Access and Circulation

The new addition necessitates changes to the site access points. These revisions were carefully considered to maintain a balance of circulation efficiency, minimize site disruption, improve circulation

streaming and most importantly retain the main entrance route to support community identity and wayfinding.

The site will have six vehicular access points from the three bounding roadways including:

1. Ambulance/Emergency entrance via Ormond Street (existing)
2. Secondary entrance via Pearl Street
3. Main Campus Entrance via Ormond Street
4. Orthopedic drop-off (existing)
5. Staff access via Bartholomew Street
6. Service/Loading via Bartholomew Street

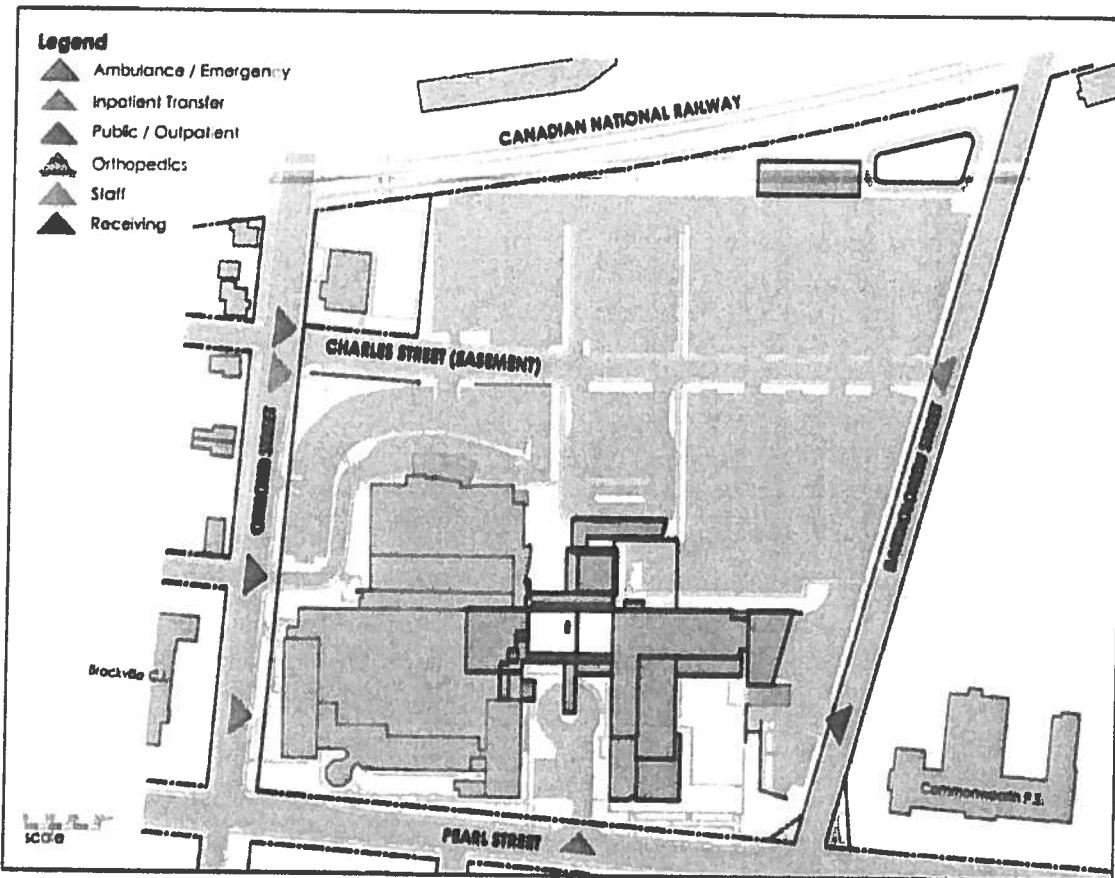


Figure 6: Vehicular Site Access

Pedestrian access and connectivity has also been considered. A dedicated pedestrian and bicycle east/west route is located on both sides of the former Charles Street. The circulation route links pedestrians with the Staff Entrance to the south and a significant landscape zone situated between the building on the west and the Bartholomew parking lot on the east side of the site. Pedestrian filtration through the site will tie the facility to the community. For instance, the pedestrian and bicycle

circulation encourages a safe route for neighbourhood high school students to reach the playing fields to the east.

The north-south pedestrian route intersects the east/west corridor between the landscape zone and the Bartholomew parking lot. It extends from the north end of the site linking to the new jogging trail and proceeds south past the Public Court to the bus stop at the corner of Pearl Street and Bartholomew Street.

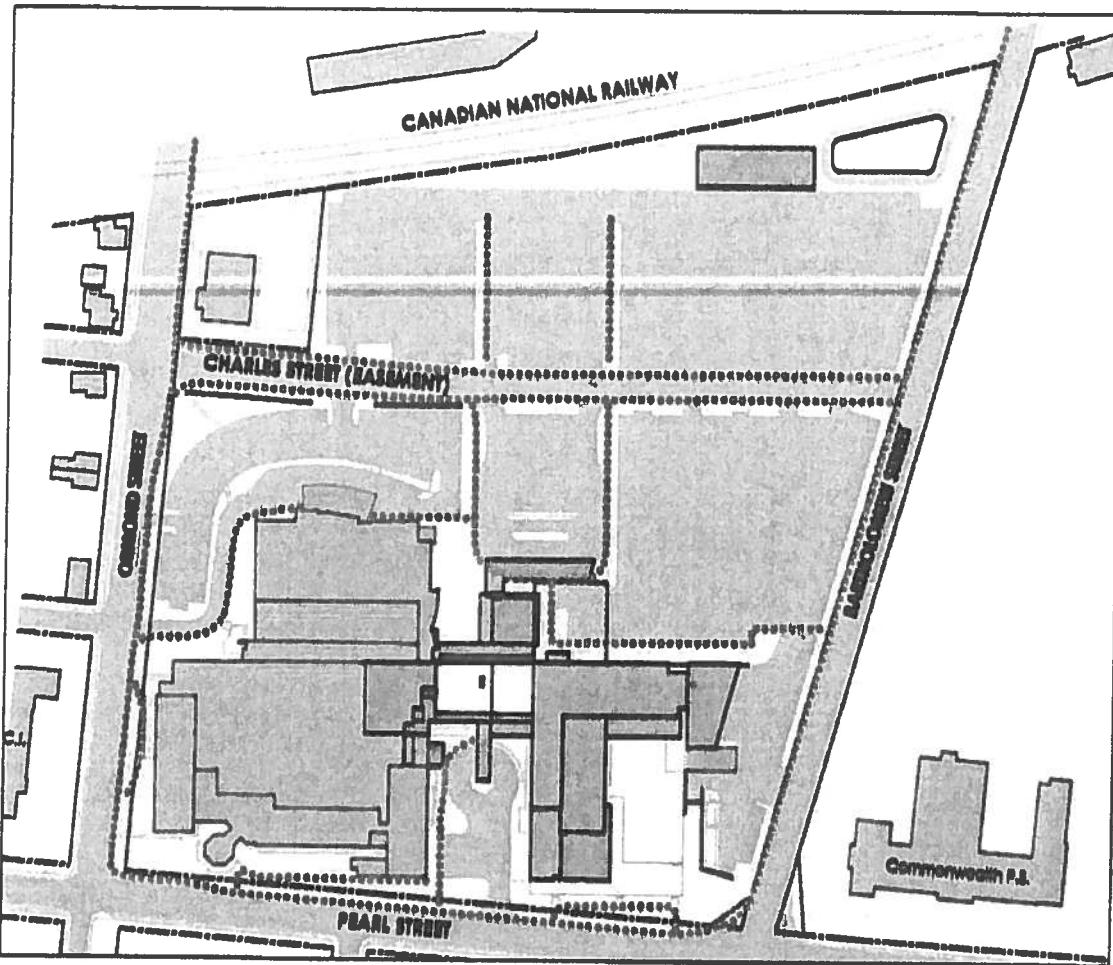


Figure 7: Pedestrian circulation

Parking

Additional parking is required to support the proposed expansion. This will be achieved by expanding the parking area north of Charles Street. Several properties have been acquired to facilitate this expansion. A total of 739 parking spaces will be provided, including 198 public parking spaces, 32 short-

term parking spaces, 85 emergency short-term parking spaces, 4 service parking spaces and 420 staff parking spaces. 14 barrier free spaces are being provided.

The parking lots provide an appropriate distribution of parking spaces by type at each of the facility entrances. Clear sight lines and non-circuitous paths of travel promote ease of travel and wayfinding from the parking lots to each entrance. Accessible parking stalls have been allocated at the entrances.

Landscaping and Amenity Space

The landscape design proposed is not only intended to provide greenery and nice backdrop, but is meant to function as an integral part of the healing process. The basic premise underlying the conceptual framework is that gardens positively influence an individual's effectiveness in coping with stress and restoration. The intent is to assimilate the landscape into the building infrastructure creating a beneficial outdoor environment that responds to the special needs of the patients in specific clinical programs.

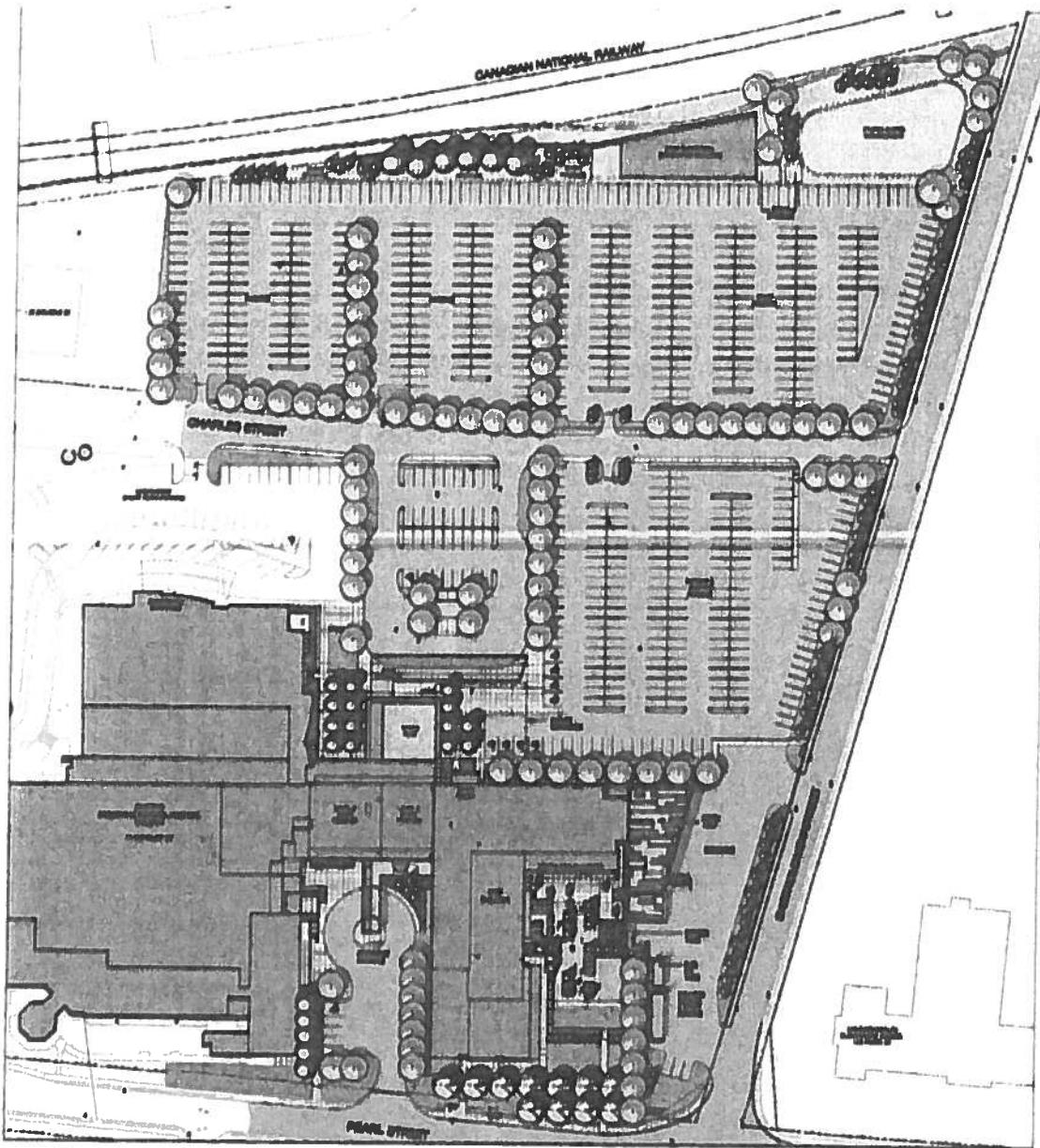


Figure 8: Preliminary Conceptual Landscape Plan

The objective is to maximize the landscaped areas for programmed and casual use versus a series of inefficient left over spaces difficult to maintain. The following list identifies the various landscaped/amenity areas on-site:

- The north facing main entrance accommodates a landscaped courtyard that links the new building to the existing and provides seasonal interest.

- A secluded garden located adjacent to the staff entry provides an area for breaks and informal dining. Buffer planting will provide privacy.
- The Level 1 secondary entrance off of Pearl Street is a welcoming amenity space with separate vehicular and pedestrian access. It is enhanced by the preservation of existing trees situated parallel to Pearl Street.
- The Level 1 Acute Mental Health and Additions Garden has been designed to be an accessible, restorative and safe environment. It is anticipated that the garden will be used for casual and organized use including sitting, socializing and a variety of stress reduction programs.
- The Level 2 Inpatient Rehabilitation and Restorative Care roof garden is designed as a therapeutic rehabilitation tool which will host various social activities, contributing to the process of healing.
- The Level 3 Complex Continuing Care and Palliative Care roof garden provides a hierarchy of spaces, connected by a walking route offering choice, privacy and opportunities for family involvement. The garden is designed to promote as much independence as possible for patients.
- A shaded pedestrian route with rest stops at regular intervals leads individuals through a sequence of outdoor rooms situated around the perimeter of the parking and building face. It is characterized by a human scale environment with appropriate site furnishings and lighting for safety, comfort, ease of circulation and wayfinding.

Building Materials and Façade Treatment

The existing facility is a collection of several building additions constructed over the last seventy years. This multi-generational assemblage is primarily characterized by a red brick exterior featuring a secondary palette of limestone, granite, and architectural concrete details which reflect the evolving architectural styles and technology of Brockville General Hospital's significant lifetime. Together, they embody a durable and long lasting built form for this important civic institution.

The proposed addition will employ a principal palette of regionally-quarried limestone and hardy concrete panels in varying colours and scales. The effect will both respect the refined and well-built character of the existing BGH campus and that of Brockville's historic civic architecture, while exemplifying the contemporary and forward-thinking identity of the hospital itself.

Most of the building will be faced in durable glass fibre reinforced concrete panels. Their colouring will be subtle, characterized by buffs, greys, and terracotta at different scales, reflecting the materiality and palette of the existing BGH campus while maintaining a distinctly contemporary character. The building's mass will be broken down into smaller volumes marked by shifts in colour and size of concrete panels to create a more amenable neighbourhood and human scale for the campus.

Sustainability

The building envelope pairs high performance rain screen detailing with an efficient thermally-broken cladding mounting system. This will ensure the envelope fulfills and exceeds its role in the building system's approach to the OBC's SB-10 supplementary standard and LEED Silver performance targets, while creating a comfortable interior environment for patients, visitors, and staff.

Insulated glass in window and curtain wall assemblies are used to moderate comfort levels in the interior environment, while maximizing thermal performance of glazed openings. Glass coatings will allow light transmission and solar heat gain to be controlled and varied, alongside manual shading devices, especially in more sensitive areas like patient bedrooms where the ambient environment is most important. Localized ceramic applications in glazed areas desiring higher visibility and light levels will provide passive solar shading where manual shading controls are not possible.

Sustainable elements are also integrated within the site's landscaping. The configuration of the staff parking lot at the north end of the site features a significant landscaped area with storm water management pond. This will help contribute to a reduction of the heat island effect and will also serve as a safe pedestrian corridor linking to a revitalized jogging trail adjacent to the CN Rail property. In addition, the use of drought tolerant plant materials and introduction of native species will result in water efficiency on site.

5. SUPPORTING STUDIES

Transportation Planning Study

A Transportation Planning Study, dated June 2013, was prepared by Stantec Consulting Ltd. The purpose of this study was to review the transportation planning aspects of the proposed hospital expansion including parking requirements, access arrangement, and on-site circulation. The study concluded that the future parking demand based on the proposed expansion will be 760 spaces.

The recommendations of the study include:

- a) The emergency access should remain in its existing location and configuration.
- b) With minor modifications to the existing site plan, large heavy vehicles can be accommodated at the proposed service access area.
- c) Pavement widening at the Pearl Street and Bartholomew Street intersection will be required to accommodate the WB-20 design vehicle (53 foot semitrailer).
- d) Given the City's need to reconstruct Bartholomew Street, in partnership with the City, local residents, school officials, utilities and other stakeholders, develop a design for the Bartholomew Street corridor between Pearl Street and Charles Street which may implement some of the mitigation measures presented to address the needs and concerns of all involved

- e) Provide a raised centre Island at the main entrance in order to better control traffic and minimize collisions.
- f) Widen the inbound lane of the turnaround circle at the secondary entrance to a minimum of 3.5 m.
- g) Provide a layby adjacent to the orthopedics entrance and enforce and monitor the operation of the layby to ensure that it is being used as intended.
- h) At the Charles Street and Bartholomew Street intersection, provide a right-in/left-out access controlled by signage and curbs.
- i) In discussion with Brockville Transit establish new or move existing transit stops at the main and/or secondary entrances to provide an on-site connection to public transit. If a portion of Charles Street is transferred to the ownership of BGH effectively creating a dead-end public road, provide a turnaround of sufficient size to accommodate the City's snow removal equipment.
- j) Monitor the on-site parking demand and look to acquire new parking areas or implement TDM measures as the parking demand approaches capacity.

It is expected that these considerations will be addressed through Site Plan Control and in consultation with City staff.

Traffic Impact Study

A Traffic Impact Study, dated June 2013, was prepared by Stantec Consulting Ltd. The purpose of this study was to assess the traffic impacts associated with the proposed hospital expansion. The study found that all study area intersections operate at good levels of service and within capacity for 2022 total traffic conditions.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment, dated March 27, 2015, was prepared by Pinchin Environmental. Based on the results of the Phase I ESA, the following could result in potential subsurface impacts at the site:

- A railway line, running in an east-west direction immediately north of the site, was observed since the 1950s in aerial photographs. Additionally, a branch of the railway line appeared to be situated on the northeast portion of the site in the 1950s, 1963 and 1974 aerial photographs. Creosote or chromate copper arsenate used to treat the railway ties have the potential to impact soils in the vicinity of railway lines;
- 156 Bartholomew Street (Site Building A) has been occupied by an automotive repair/serving facility from at least the 1970s until 2007. Petroleum hydrocarbon staining was present on the concrete floor and this building is equipped with an oil/water separator. The condition of the soil/water separator could not be assessed at the time of site reconnaissance, as it was filled with oily water and sludge. In addition, 1112068 Ontario Limited, a janitorial service located within Site Building A, had been registered with the Ontario Ministry of Environment and

- Climate Change (MOECC) as a generator of various hazardous wastes including aromatic solvents, and oil skimmings and sludges from 2002 until 2011; and,
- 156A Bartholomew Street (Site Building B) has been occupied by an automatic repair/servicing facility from at least the 1970s until present. Petroleum hydrocarbon staining was present on the concrete floor, which was observed to have several large cracks. In addition, this building is equipped with an in-floor trench. Contents of the in-floor trench are pumped to the ground at the northwest corner of the Site Building exterior.

Based on the findings noted above, Pinchin recommends completing a Phase II ESA at the Site.

Phase 2 Environmental Site Assessment

A Phase 2 Environmental Site Assessment, dated March 29, 2015, was prepared by Pinchin Environmental. The purpose of the assessment was to address potential issues of environmental concern as part of the due diligence requirements issued by Infrastructure Ontario, in relation to the redevelopment of the Site. A Phase 2 assessment was also undertaken based on the results of the Phase 1 ESA.

The findings of the Phase 2 Assessment Identified PAH-impacted soil within the vicinity of MW-1 (northeast corner of the site near the intersection of Bartholomew Street and the CN rail line). As such, it is Pinchin's recommendation that upon the redevelopment of the Site that the soil within the vicinity of MW-1 be managed and disposed of at a certified waste handling facility. No further investigation is warranted at this time.

6. POLICY AND REGULATORY FRAMEWORK

Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides high-level land use policy direction to be implemented through the actions of municipalities. Decisions of municipal councils must be consistent with the PPS which provides direction for issues such as: the efficient use of land and infrastructure, the protection of natural and cultural heritage resources, maintaining a housing stock that appropriately addresses the demographic and economic diversity of households, and preserving natural resource stocks for their future use. In relation to the development of the subject site, the PPS includes the following considerations:

- Healthy, liveable and safe communities are sustained by...promoting cost effective development patterns and standards to minimize land consumption and servicing costs (Section 1.1.1.e);
- Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation (Section 1.6.5);
- Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects (Section 3.2.2).

For several years, BGH has been acquiring adjacent properties in anticipation of a future expansion. This approach will help promote a cost effective development pattern in order to minimize land consumption and servicing costs, as the hospital expansion will occur within the established street network and on existing municipal services.

The expansion will also occur within an established, well-connected, transit-serviced neighbourhood, which will help facilitate service integration and access to active forms of transportation. Light industrial activities have occurred in the northeast corner of the site. The lands will be remediated as necessary based on the recommendations of the Phase II Environmental Site Assessment.

The proposed hospital expansion is consistent with the policy direction of the 2014 Provincial Policy Statement.

City of Brockville Official Plan

The subject site is designated *Institutional Area* on Schedule 1 – City Structure of the Official Plan. In addition to the specific policies related to this designation, the Official Plan includes goals and objectives that apply in all areas of the City.

Section 2.3 – Planning Goals & Objectives

Section 2.3 of the Official Plan sets out the City's goals and objectives, which are based upon four major themes: A sustainable, healthy and vital city; an economically strong and diverse city; a high quality of city services and amenities; and a well-planned and responsive City. The proposed hospital expansion is consistent with these goals and objectives.

Section 2.3.1. seeks to conserve and enhance the natural environment while also promoting a healthy and safe community. According to Schedule 3, the subject site does not contain any natural heritage features that would require protection. The subject site is not located within or adjacent to flood hazards and it is not within the screening area for the Cataraqui Region Conservation Authority. A number of sustainable features have been integrated into the site design and landscaping which were previously discussed.

The hospital expansion will also assist in reinforcing Brockville's strong sense of community through the provision of public services and through development that promotes healthy, active living. The proposed expansion will allow for the integration of many of BGH's health services in a location that is centrally located and accessible via active and sustainable forms of transportation. The proposal assists with directing new urban development to the built up area, which will ensure a compact form and appropriate mix of uses, which in turn will result in a more efficient use of land and infrastructure.

Section 2.3.2. aims to promote a flexible and adaptive economical environment that encourages investment and a broad range of employment opportunities, and supports the growth of tourism in the City. It is anticipated that on top of staff transfers, new jobs are expected to be created as a result of the expansion and associated increase in patient beds.

Section 2.3.3 seeks to protect the vitality and growth of the employment sectors, and revitalize the Downtown and Central Waterfront Area, while recognizing retail trends and community needs. Brockville General Hospital is one of Leeds Grenville's top employers, providing over 800 jobs in the community and relying on the additional support of approximately 140 physicians and over 300 volunteers. The proposed expansion, which will bring many of the hospital's health services under one roof, will allow the BGH to be more efficient and functional for its users and employees. The subject site is in close proximity to the Downtown and Central Waterfront Area, making it easy for users, visitors and staff of the hospital to patronize downtown businesses and services.

Section 2.3.4 promotes the development of education and skills advancement systems and facilities. The proposed addition will assist BGH with achieving one of its core values, which is to provide flexibility for new and expanded clinical services, technology and education. One way this will be achieved is through the provision of additional education and meeting facilities. This new component will support the learning and conference requirements of the hospital.

Section 4 – Developing our Thriving City Structure

The subject site is designated *Institutional Area* on Schedule 1 – City Structure of the Official Plan. The Official Plan recognizes the important contribution of the City's Institutions and that their role in community-based initiatives is significant in the City of Brockville. Subject to the Land Use and Built Form policies, a hospital is a permitted use in the Institutional Area. Furthermore, it is the policy of the City that:

1. *Development proposed in the Institutional Area shall be consistent with the City's Downtown and Waterfront Master Plan and Urban Design Guidelines, where applicable, in addition to the urban design policies of this Plan.*

While Brockville General Hospital is located within the Institutional Area designation (Schedule 1 of the OP), it is located outside of the Downtown and Waterfront Master Plan area (Figure 9). It is understood that institutional areas subject to the Downtown and Waterfront area design guidelines include the Court House and Court House Green, Jail, and Places of Worship. Therefore, the Downtown and Waterfront Master Plan and Urban Design Guidelines are not applicable to the subject site.

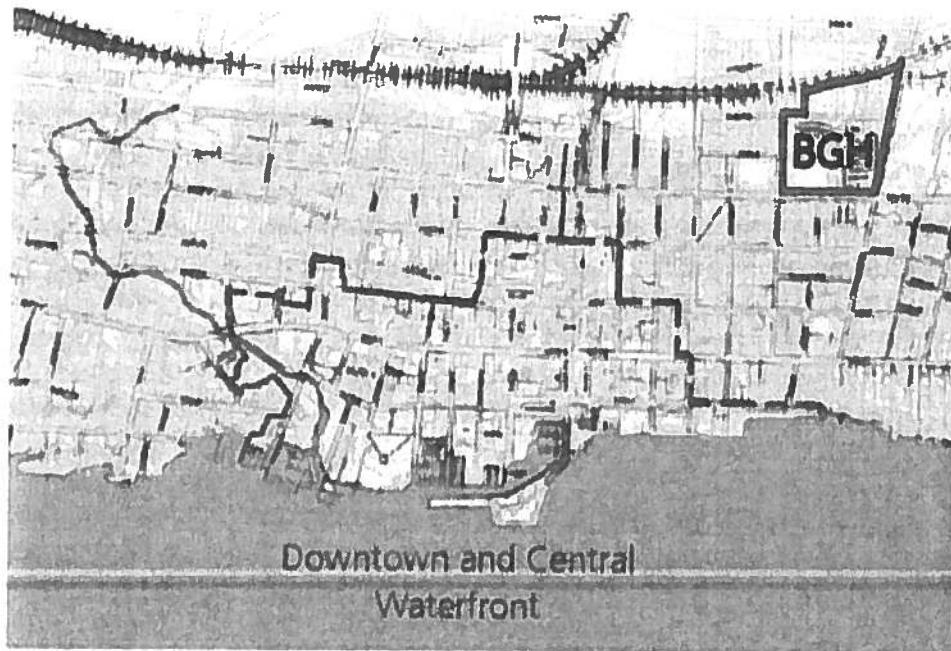


Figure 9: Consolidated BGH lands relative to the Downtown and Central Waterfront Area

The Official Plan contains city-wide Urban Design guidelines, which can be found in Section 3.4.1. These guidelines are intended to create a physical environment where individuals have the appropriate places to interact, live, work, recreate and learn. It is the policy of the Section 3.4.1 that through the review of development applications, the City:

- I. *Shall ensure that new development is designed in keeping with the traditional character of the City in a manner that both preserves their traditional community image and enhances their sense of place within the City;*

The proposed addition will employ a principal palette of regionally-quarried limestone and hardy concrete panels in varying colours and scales which will both respect the refined and well-built character of the existing BGH campus and that of Brockville's historic civic architecture, while exemplifying the contemporary and forward-thinking identity of the hospital itself.

- II. *Shall promote efficient and cost-effective development design patterns that minimize land consumption while providing for safe and efficient municipal services;*

The design of the proposed addition seeks to minimize the building footprint and maximize future growth opportunities. The existing hospital facility is located in the southwest corner of the hospital site. Due to proximity of the bounding streets the only option for large-scale expansion is to the east. The proposed expansion has been

carefully located in the south east quadrant of the site to allow for maximum future growth and expansion.

- III. *Shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks;*

The new building aims to tie together the varied scales of the hospital's existing buildings through its massing. The differences between the older parts of the hospital and the newer ones (2003 and the proposed addition) are bridged with human scaled devices such as the extended east-west multi-level public gathering space and the system of courtyards and accessible terraces, to create a harmonious renewed image of the Brockville General Hospital.

- IV. *Shall encourage tree retention or tree planting and replacement;*

The existing Brockville site enjoys small planted areas with a mixture of newer and mature trees. The southeast and northeast corners of the site have more densely planted areas including low shrubs, coniferous trees and lawn. The intent of the redevelopment is to maintain the existing patterns of site landscaping as much as possible, while enhancing public spaces through the incorporation of new plantings.

- V. *Shall encourage design that considers, and wherever possible continues, existing and tradition street patterns and neighbourhood structure;*

The existing street pattern is generally being maintained. While Charles Street is proposed to be closed as a municipal right-of-way, it will still function as a vehicular and pedestrian route, thus maintaining a connection between Ormond and Bartholomew Streets.

- VI. *May require, at the City's sole discretion that proponents submit design guidelines with development applications establishing how the policies of this Plan have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, signage, garage placement, and architectural treatment.*

This planning rationale provides an in-depth discussion on design considerations related to the proposed hospital expansion. It is expected that issues related to streetscaping, landscaping, signage and architectural treatment can be further addressed through site plan control.

Furthermore, the Official Plan states that any development proposed greater than three storeys but less than or equal to five storeys shall only be permitted subject to a site-specific

amendment to the Zoning By-law and satisfying the following criteria to ensure the building height is compatible with neighbouring land uses and that the development provides a suitable transition with adjacent stable residential neighbourhoods:

- I. *Signature Architecture – Signature architecture shall be required to ensure a high level of architectural treatment and design. Signature architecture may consist of screening or appropriate design of roof mounted equipment, enhanced building articulation through the use of distinguishable architectural elements, including cornices and mouldings, materials, and colours consistent with the prominent architecture within the immediate areas.*

As noted previously, the proposed addition will employ a principal palette of regionally-quarried limestone and hardy concrete panels in varying colours and scales which will both respect the refined and well-built character of the existing BGH campus and that of Brockville's historic civic architecture, while exemplifying the contemporary and forward-thinking identity of the hospital itself.

Mocha limestone from Madoc, Ontario will form the site and architectural wall which gradually steps the topography down from Pearl to Charles Street, and defines the facility's main lobby and circulation spine. A gesture to both the region's natural landscape and building traditions, this stone represents permanence and tradition.

Most of the building will be faced in durable glass fibre reinforced concrete panels. The subtle colouring of buffs, greys, and terracotta at different scale reflects the materiality and palette of the existing BGH campus while maintaining a distinctly contemporary character. The building's mass will be broken down into smaller volumes marked by shifts in colour and size of concrete panels to create a more amenable neighbourhood and human scale for the campus. Canopies in zinc, glass, and steel provide a sculptural flourish to mark entrances and create a pleasing roofscape when viewed from patients' bedrooms above.

- II. *Angular Plane – A 45 degree angular plane shall be used to regulate the height of tall buildings and ensure they are stepped back from the street to ensure an appropriate pedestrian scale and from stable residential lots to ensure there are no adverse impacts on the adjacent neighbourhood.*

The addition has been designed to meet the angular plane requirement on both Pearl and Bartholomew Streets. The project architect has confirmed that the south angular plane does not extend beyond the centreline of Pearl Street and that the east angular plane does not extend beyond the subject site's property line abutting Bartholomew Street.

2. *Where an existing use in an Institutional Area ceases, the City may consider the redesignation of the site to an appropriate alternative designation only after examination...*

This policy is not applicable as this amendment seeks to expand an existing institutional use.

3. *Specific development standards for permitted uses and ancillary uses shall be included in the Zoning By-law.*

A discussion on the applicable zoning is discussed later in this report.

4. *Any proposal to add or enlarge an Institutional Area shall be evaluated on the basis of:*

- I. the impact on and the compatibility with the uses surrounding the proposed site; and*
- II. the adequacy of social and physical services, including roads to accommodate the proposed use.*

The proposed hospital addition has been designed to provide a suitable scale and massing in relation to the existing built fabric. Building massing and rhythm complement the existing structure so that the campus reads as a singular facility and presence on the street. This is achieved by maintaining the existing building height and by providing a setback from Pearl Street that is consistent with the setback of the existing hospital complex.

The east portion of the addition will be further setback from Pearl Street in order to break up the streetwall and reduce the perceived mass of the structure from the street. A significant setback is provided along Bartholomew Street, helping to mitigate impacts on this local road's streetscape. New landscaping coupled with existing mature vegetation will enhance the physical separation between the addition and adjacent uses.

The addition will also continue the established built form found along the north side of Pearl Street, which is characterized by various larger scale institutional/commercial uses, such as Brockville Collegiate Institute, Commonwealth Public School and the former Abbott Laboratories plant.

The proposed expansion will contribute to and complement existing social services that are available within Brockville. There is also sufficient physical infrastructure to accommodate the development. The subject lands are bound by two collector roads (Pearl St. E and Ormond Street) which can adequately accommodate increases in traffic generated by the development. A Transportation Impact Study was prepared which assessed the impacts of the hospital expansion. The results indicate that for post-development, all study area intersections will operate at good levels of service and within capacity for 2022 total traffic conditions.

5. *Adequate on-site parking areas shall be provided in accordance with the provision of the Zoning By-law, and access to parking areas shall be limited and designed to provide maximum safety for pedestrian and vehicular traffic.*

The Zoning By-law requires the provision of 0.5 parking spaces per bed. With a total of 167 beds (74 existing and 93 proposed), the required parking on site is 84 spaces. The proposed site plan significantly exceeds this requirement, by providing 739 parking spaces. Clear sight lines and non-circumferential paths of travel are provided to promote ease of travel and wayfinding from the parking lots to each entrance. Accessible parking stalls have been allocated at the entrances.

6. *Institutional Area uses shall be located where there is direct access to an Arterial or Collector road to discourage traffic from using local roads.*

The subject lands are bound by Ormond Street to the west and Pearl Street to the south. These are both collector roads. The majority of the site's vehicular entrances are provided from these streets.

7. *The profile of the development shall relate to the adjacent buildings and uses and result in a gradual transition in terms of the profile of buildings, where applicable and appropriate.*

The height of the proposed addition is consistent with the height of the existing hospital facility. At four storeys (plus penthouse), the building height will provide a suitable transition to adjacent uses which are typically 2-3 storeys in height. The area proposed for development is bordered by institutional uses, including the existing hospital and a school.

8. *The site shall be designed to be accessible to all individuals within the community, including the elderly and those individuals with physical disabilities.*

The proposed expansion will meet OBC requirements for accessibility.

9. *Appropriate landscaping and buffers shall be provided to enhance the physical separation between the use and adjacent sensitive uses, where applicable and appropriate.*

Extensive landscaping is provided south of the new addition which will buffer adjacent residential and commercial uses. Landscaping will also be provided throughout the parking area in order to add softness and interest and also to diminish the appearance of parking from the street.

Based on this review, it is our opinion that the proposed hospital expansion is consistent with the general intent of the Official Plan.

7. EXISTING AND PROPOSED ZONING

City of Brockville Comprehensive Zoning By-law

The subject lands are zoned I1, R3 and E3-1 in the City of Brockville Zoning By-law No. 050-2014 (Figure 10).

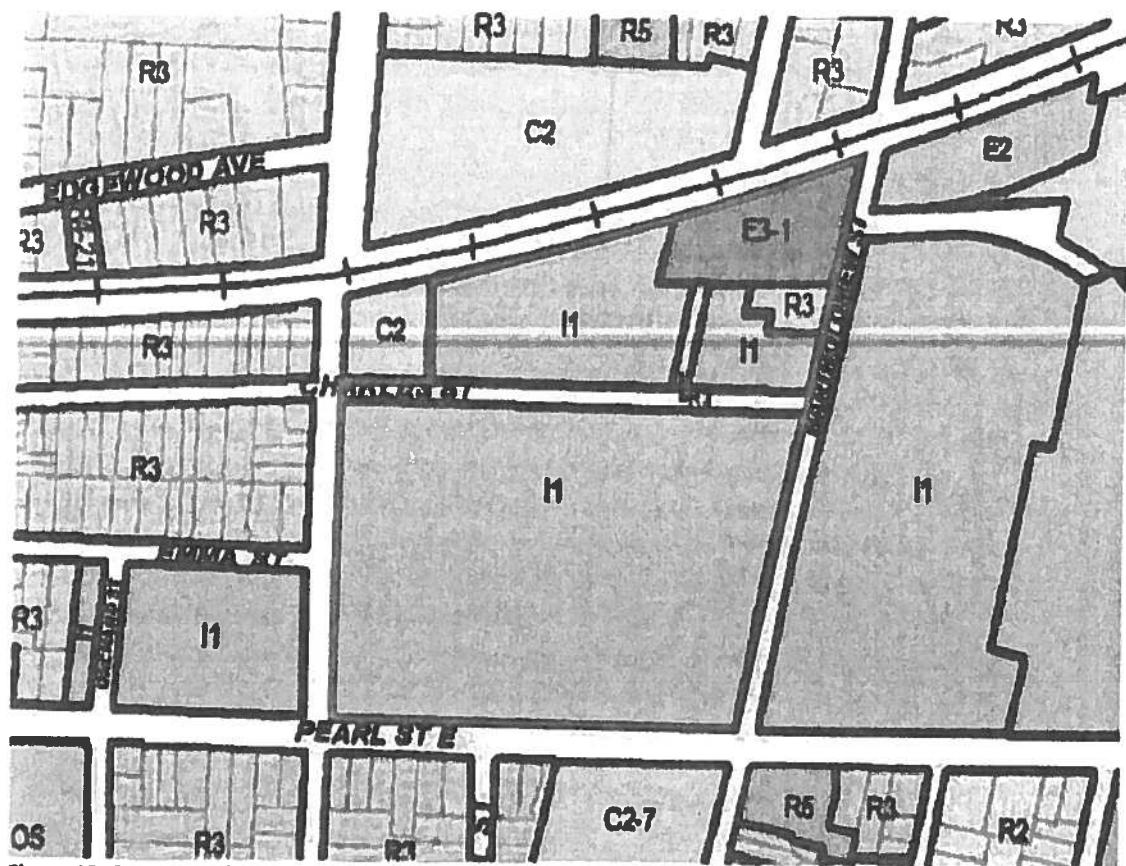


Figure 10: Current Zoning

For the purposes of zoning, Ormond Street is considered the front yard, Pearl Street is considered the exterior side yard, Bartholomew Street is considered the rear yard and the property line abutting the CN rail line and the Professional Arts building are considered interior side yards. However, because this is a corner property, the front yard requirements apply to the Pearl and Bartholomew Street frontages in addition to the Ormond Street frontage. The following reliefs are being requested for the proposed site specific I1 zone:

Provision	Requirement	Proposed	Compliance
Minimum Lot Frontage	18.0 m	186.0 m	✓
Minimum Lot Area	950.0 m²	61,738.5 m²	✓
Minimum Front Yard	6.0 m	4.77 m (existing)	Relief Required
Minimum Exterior Side Yard	N/A	N/A	N/A
Minimum Interior Side Yard	4.5 m	55.41 m (existing)	✓
Minimum Rear Yard	N/A	N/A	N/A
Minimum Landscaped Open Space	20%	30%	✓
Maximum Lot Coverage	No requirement	23.2%	N/A
Maximum Building Height	30.5 m	25.7 m	✓
Parking	0.5 spaces/bed = 84	739	✓
Barrier Free Parking	1 space per 50 required parking spaces = 2 Width = 3.5 m	14 spaces Width = 3.9 m	✓
Bicycle Parking	1.0 space / 1,000 m² of GFA = 41 spaces (40.731 m² GFA)	> 41 spaces	✓
Yard Requirements for Ormond Street	If the ROW width is less than 20.0 m, then notwithstanding the yard requirements, no building or structure shall be erected closer than a distance equal to the sum of 10.0 metres, and the required setback (front yard) in that zone from the original centre line of the improved public street ROW = 16 metres from centreline	10.9 metres from centreline to west tower canopy	Relief required

Appropriateness of Requested Zoning By-law Amendment

The primary purpose of the zoning by-law amendment is to provide consistent zoning for the consolidated hospital property. Portions of the recently acquired hospital lands are currently zoned R3 and E3-1. The proposed rezoning would bring these properties into the proposed site-specific I1 zone.

The relief required in front yard setback is needed to recognize the location of the existing hospital relative to the newly defined yards. The front yard was previously measured from the Charles Street frontage. However, Ormond Street will become the new front yard when Charles Street is closed, as it will have the shortest road frontage. The existing hospital facility is located 4.8 metres from the Ormond Street lot line, which is 1.2 metres shy of the requirement. Relief will also be required for the Ormond Street special yard requirement.

8. CONCLUSION

It is our opinion that the requested Zoning By-law Amendment represents good planning, is appropriate for the subject property and is in the public interest for the following reasons:

- The proposal is consistent with the Provincial Policy Statement with respect to the intensification of a serviced site located within the urban area;
- The design employs signature architecture to ensure a high level of architectural treatment and design;
- The development has been designed to provide a suitable scale and massing in relation to the existing built fabric;
- The design reinforces the importance of the landscape as a priority with an emphasis on pedestrian circulation and sustainable environmental solutions; and,
- The expansion will occur within an established, well-connected, transit-serviced neighbourhood, which will help facilitate service integration and access to active forms of transportation.

In summary, the proposed Zoning By-Law Amendment to permit the expansion of the Brockville General Hospital, including a new wing and expanded parking area, will result in an addition to the neighbourhood that is compatible with surrounding uses, is sympathetic to the scale of adjacent structures and represents appropriate infill development within the urban area.

Should you require any additional information, please do not hesitate to contact me at 613.542.5454 ext. 222.

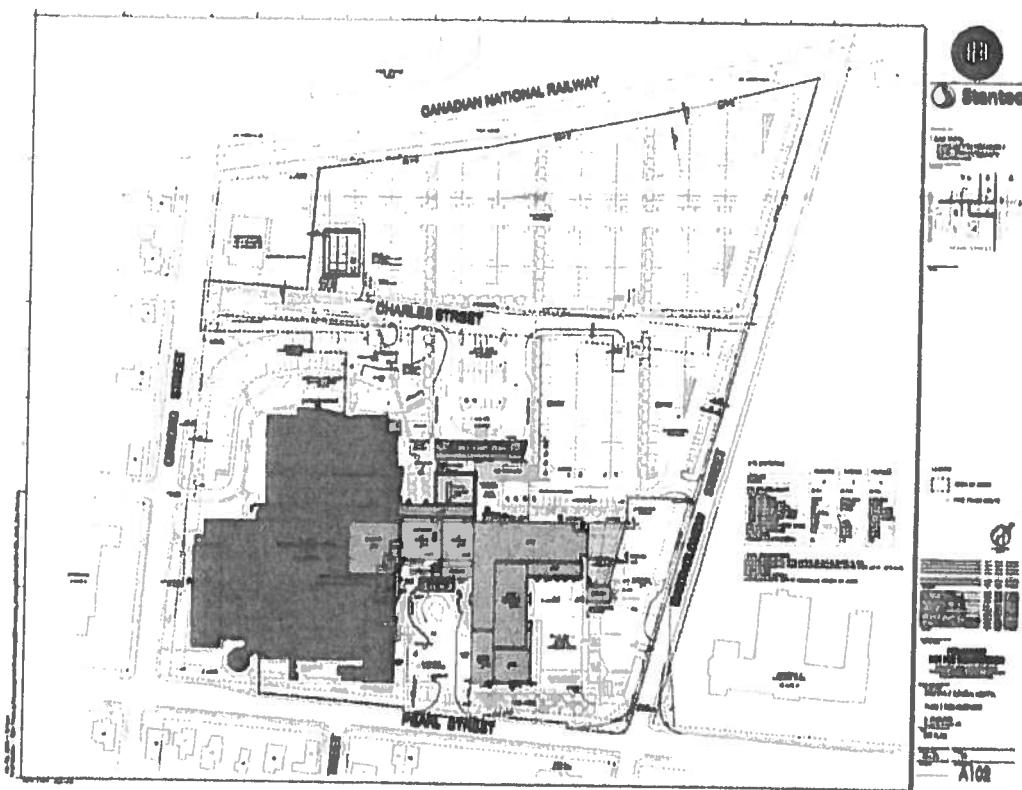
Sincerely,

Jennifer Garrah, MPl
Planner

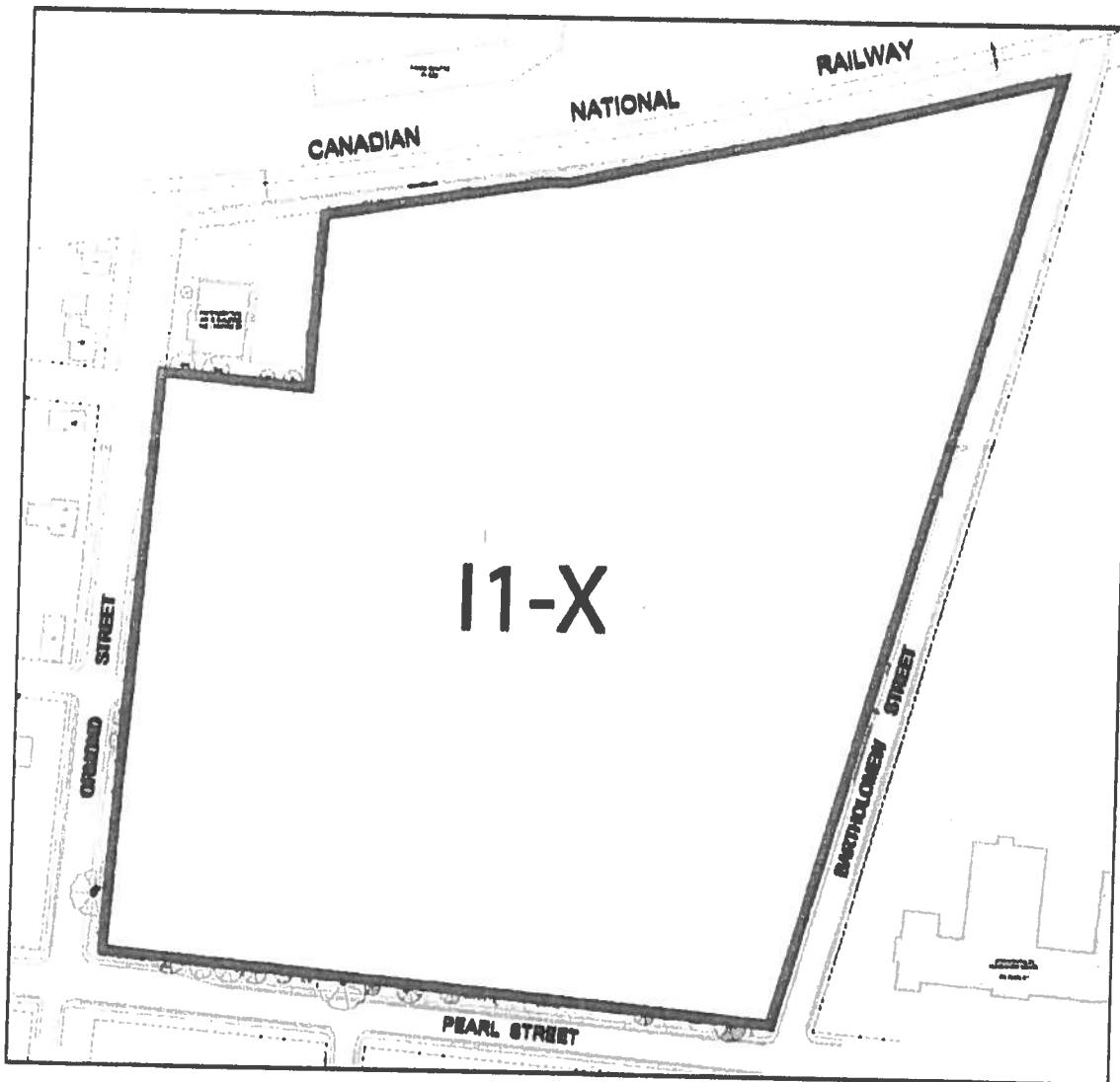
Reviewed by:

Mike Keene, MCIP RPP
Senior Planner

APPENDIX A – CONCEPTUAL SITE PLAN



APPENDIX B – PROPOSED ZONE SCHEDULE



APPENDIX C – PROPOSED ZONING

The zone provisions for the I1-X Zone shall be as follows:

- (I) FRONT YARD (minimum) 4.7 metres
- (II) No structure shall be any closer to the Ormond Street centreline than 10.5 metres

SCHEDULE "C" TO REPORT 2015-109-11

Lorraine Bagnell

From: Helene Fleischer <Helene.Fleischer@cn.ca>
Sent: June 15, 2015 1:19 PM
To: Lorraine Bagnell
Subject: FW: Notice of Public Meeting respecting an Application for Zoning By-law Amendment for the Brockville General Hospital, Brockville, ON.

Good afternoon Lorraine,

Thank you for circulating CN on this proposed project.

Due to the proposal's proximity to the Kingston West mainline, CN anticipates the opportunity to review a noise study, as the land use in this case is considered to be sensitive.

In terms of the additional parking space, CN has concerns of fencing, drainage, and access on the site. This is in reference to: the provision of 1.83 meter chain link security fencing, avoidance of adverse impacts to the existing drainage pattern on the railway right-of-way and a 30 meter setback of access points to avoid the potential for impacts to traffic safety when located near at-grade railway crossings.

Regards,

Helene Fleischer - CN
Planification et développement communautaires
Community Planning & Development
helene.fleischer@cn.ca
514-399-7211

Le contenu du présent courriel est privilégié, confidentiel et soumis à des droits d'auteur. Il est interdit de l'utiliser ou de le divulguer sans autorisation.

This e-mail message is privileged, confidential and subject to copyright. Any unauthorized use or disclosure is prohibited.

From: Lorraine Bagnell [mailto:lbagnell@brockville.com]
Sent: Thursday, June 11, 2015 3:31 PM
To: CDSBEO; sarah.crawford@ucdsb.on.ca; bolsk@ecolecatholique.ca; pierre.tetraut@cepeo.on.ca; rowcentre@bell.ca; jeremy.godfrey@bell.ca; municipalnotices@enbridge.com; Raymond Beshro; scott.parrington@enbridge.com; joan.mays@healthunit.org; beverley.disney@mpac.ca
Subject: Notice of Public Meeting respecting an Application for Zoning By-law Amendment for the Brockville General Hospital, Brockville, ON.

An application for Zoning By-law Amendment has been received by the City of Brockville with respect to a proposed expansion for the Brockville General Hospital.

For your information and review, enclosed is a copy of the Notice of Public Meeting and sketch of the proposed expansion.

Lorraine Bagnell

From: Conal Cosgrove
Sent: June 23, 2015 4:00 PM
To: Maureen Pascoe Merkley
Cc: Lorraine Bagnell; Sandra MacDonald; Peter Raabe; Steve Allen
Subject: Proposed Zoning By-Law Amendment - Brockville General Hospital

Maureen

The Operations Department has the following comments with respect to this application:

1. The Transportation Planning Study projects a demand for 760 parking spaces for staff and visitors. The current version of the site plan shows 739 parking spaces. It is recommended that 760 parking spaces be provided to minimize the impact of on-street parking in the surrounding residential area.
2. The City, Brockville General Hospital, and Upper Canada District School Board should meet to review the Transportation Planning Study recommendations related to the proposed service entrance on Bartholomew Street and agree on an implementation plan prior to the approval of the Site Plan.
3. It is unclear from the current version of the site plan whether Charles Street is intended to remain as a public street, or become an internal roadway for the hospital site. Based on the current configuration, the Operations Department prefers that the Charles Street road allowance be transferred to the hospital in order to avoid maintenance concerns, particularly with respect to winter maintenance.

Conal

Greenberg & Levine LLP

Barristers & Solicitors

2223 Kennedy Road
Scarborough, Ontario M1T3G5

Murray Levine, B.A., LL.B.
Harry Greenberg, B.A., LL.B.

Telephone (416) 292-6500
Fax (416) 292-6559

June 19, 2015

Email to: planning@brockville.com

Director of Planning
City Hall
1 King Street West
PO Box 5000
Brockville, Ontario
K6V 7A5

Dear Sirs



RE: Zoning Charges – Charles St., Bartholomew St. & Pearl St. E., Brockville
City of Brockville Zoning By-law 050-201

We are the lawyers for 182562 Ontario Inc. the owner of 135 Ormond Street who has received notification of the proposed zoning by-law amendments.

Our client's building is used as a medical center. Although his building is not affected directly he has a number of concerns as follows:

1. The proximity of the electrical station may be a problem due to possible electrical discharges affecting the medical building. The station should be removed to a further site.
2. Charles Street should not be closed until past our client's building as there is a handicapped walkway from the building onto Charles Street. Furthermore deliveries to the building are made through Charles Street.

Please make these concerns known to the proper department.

At this time our client is uncertain whether he will be able to attend the public meeting on July 7, 2015.

Yours truly
Greenberg & Levine

Harry Greenberg

c.c. 1825624 Ontario Inc.



Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

June 26, 2015

Lorraine Bagnell
Administrative Coordinator-Planning
City of Brockville
Planning Department
One King Street West PO Box 5000
Brockville, ON K6V 7A5

Dear Lorraine Bagnell,

Re: Zoning By-law Amendment
Brockville General Hospital
70, 75, 80, 94, 100 and 108 Charles Street
94, 100, 118, 126, 134, 150, 152, 156 and 156A Bartholemew Street
150 and 156 Pearl Street East
City of Brockville
File No.: D14-007

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea60@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and /or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

The applicant will contact Enbridge Gas Distribution's Customers Connections department by emailing SalesArea60@enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,



Nikki DeGroot

Municipal Planning Advisor
Distribution Planning & Records

ENBRIDGE GAS DISTRIBUTION

TEL: 416-758-4754
500 Consumers Road North York, Ontario M2J 1P8

enbridgegas.com
Integrity. Safety. Respect.

ND/rv

SCHEDULE "D" TO REPORT 2015-109-11



COMMITTEE MINUTES

Public Meeting Economic Development & Planning Committee

Tuesday, July 07, 2015, 6:00 pm
City Hall, Council Chambers

Committee Members:

Councillor J. Baker, Chair
Councillor L. Bursey
Councillor M. Kalivas

Absent:

Councillor D. LeSueur
Councillor Mayor D. Henderson, Ex-Officio

Staff:

Ms. S. MacDonald, City Clerk
Mr. A. McGinnis, Planner II
Ms. L. Murray, Deputy City Clerk (Recording Secretary)
Ms. M. Pascoe Merkley, Director of Planning

The Chair called the meeting to order at 6:00 p.m.

ITEM

1. **2015-073-07**

Proposed Zoning By-Law Amendment Brockville General Hospital Expansion

70, 75, 80, 94, 100, And 108 Charles Street, 94, 100, 118, 126, 134, 150, 152, 156 and 156a Bartholomew Street, and 150 And 156 Pearl Street East, City Of Brockville

Owners: Brockville General Hospital, Doug and Debbie Brooks, Canadian Red Cross Society

Applicant: Fotenn Consultants Inc.

File No.: D14-008(050-2014)

Moved by: Councillor Bursey

THAT Report 2015-073-07 be received as information and that a report on this matter be prepared by staff for consideration of the Economic Development Planning Committee at a future meeting.

CARRIED

Economic Development and Planning Committee (EDP) Public Planning Meeting Minutes -
Tuesday, July 07, 2015

Mr. Baker, Chair, introduced the public meeting and read from the prepared required comments.

Ms. Pascoe Merkley announced that the Notice of Public Meeting respecting the Zoning By-law Amendment was advertised in the Brockville Recorder and Times Newspaper on June 11, 2015 and was circulated to property owners within 120.0 metres (400.0 ft.) of the subject property. In addition, a sign was posted on the subject property advising that the lands are the subject of an Application for Amendment to the City of Brockville Zoning By-law 050-2014.

Councillor Baker, Chair, asked that any person wanting further notice of the passage of the proposed amendment should give their full name, address and postal code to the Secretary prior to leaving the meeting.

Councillor Baker reviewed the procedures for the Public Meeting.

Ms. Pascoe Merkley provided an overview of the proposed zoning amendment.

Speaking for the applicant, Fotenn Planning and Urban Design, Ms. Jennifer Garrah reviewed her presentation for the Committee. She introduced the members of the team that were present at this evening's meeting.

Mr. Brian Porter of 115 Pearl Street stated his concerns over potential noise from rooftop heating/cooling systems, and the need to retain as many of the mature trees on the site. He was pleased to see the landscape plan included adding trees and greenspace.

Mr. Porter was assured by Ms. Garrah that they will be required to complete a study on noise and the MOE will be approving a compliance report. In addition she reported that they will be looking at all measures to mitigate any noise.

Mr. Debonas of 182562 Ontario Inc. the owner of 135 Ormond offered his concerns over the following; proximity of the proposed hydro plant to his building, maintaining as many of the trees between the two properties and maintaining his buildings accessibility from Charles Street.

Ms. Garrah responded that they, Mr. Debonas and she, had spoken in the last couple of days and have already begun resolving these issues.

Economic Development and Planning Committee (EDP) Public Planning Meeting Minutes -
Tuesday, July 07, 2015

The meeting concluded at 7:03 pm.

No person completed the Request for Information Form.

26 October 2015

**REPORT TO THE ECONOMIC DEVELOPMENT PLANNING COMMITTEE
03 NOVEMBER 2015**

2015-110-11

**PROPOSED AMENDMENT TO SIGN BY-LAW 84-89
10 GLENN WOOD PLACE, BROCKVILLE
OWNER: BROCK-KING PROPERTIES
(WESTDALE PROPERTIES)**

**M. PASCOE MERKLEY
DIRECTOR OF PLANNING
ANDREW MCGINNIS
PLANNER II**

RECOMMENDATION:

THAT City of Brockville Sign By-law 84-89 be amended to permit a backlit ground sign with a maximum sign area of 1.94 m² (per side) and advertising permitted on one (1) side only.

PURPOSE:

The purpose of this report is to provide recommendation on an application to consider a site-specific amendment to Sign By-law 84-89 respecting the property with municipal address 10 Glenn Wood Place, City of Brockville.

The application requests that City of Brockville Sign By-law 84-89 be amended to permit a new ground sign to be installed identifying 10, 20 and 30 Glenn Wood Place. The proposed sign is to be a backlit ground sign with a maximum sign area of 1.94 m² (per side). Advertising is proposed on one (1) side only.

BACKGROUND:

An application for Amendment to City of Brockville Sign By-law 84-89 has been received from Brock-King Properties (Westdale Properties) respecting their property with municipal address 10 Glenn Wood Place, City of Brockville.

The proposed amendment requests permission to install a backlit ground sign with a maximum sign area of 1.94 m² (per side). Advertising is proposed on one (1) side only.

ANALYSIS:

Various sections of the Municipal Act provide municipalities with the authority to pass by-laws to control signage and other advertising devices. Signs within the Corporation of the City of Brockville are regulated under City of Brockville By-law 84-89, known as the "Sign By-law".

The Planning Department is in receipt of an Application for Amendment to City of Brockville Sign By-law 84-89 to permit a backlit ground sign with a maximum area of 1.94 m². The sign is proposed to be located at 10 Glenn Wood Place, south of the cul-de-sac at the end of Glenn Wood Place. The existing sign will be removed and replaced by the sign proposed in this application.

2015-110-11

Proposed Amendment to Sign By-law 84-89
10 Glenn Wood Place, Brockville
Owner: Brock-King Properties (Westdale Properties)

Schedules “A”, “B” and “C” to this report identify the proposed location of the sign as well as provide photographs of the existing site.

The sign will identify 10, 20 and 30 Glenn Wood Place, a multi-residential complex consisting of three (3) separate apartment buildings.

The proposed sign is to be constructed of a single support column system and single faced advertisement board that is backlit. See **Schedule “D”** attached.

The proposed sign will replace one of two wooden signs currently located at the complex.

The property is zoned R5 - Multiple Residential Zone and designated as Neighbourhood Area under City of Brockville Official Plan.

POLICY IMPLICATIONS:

The apartment complex on Glenn Wood Place is zoned R5 – Multiple Residential Zone and is located at the southeast end of the cul-de-sac on Glenn Wood Place. The proposed sign does not meet the requirements of Sign By-law 84-89, as the proposal is for a sign that exceeds the maximum area permitted for a sign identifying a multiple residential apartment building and the sign is proposed to be backlit.

Section 6.1 of City of Brockville Sign By-law 84-89 states:

“Except for ground signs identifying multiple residential apartment buildings and directional signs, no signs which require a permit shall be permitted in any Residential Zone in the City of Brockville. Ground signs permitted by this section shall have a maximum area of 1.85 m², a maximum height of 2.2 m, and be non-illuminated and non-luminous.”

The application for amendment proposes the installation of one (1) backlit ground sign with a maximum sign area of 1.94 m (per side). Advertising is only permitted on one of the sign faces. The proposed sign height of 1.83 metres satisfies the regulation outlined within Sign By-law 84-89.

The sign design and location, as proposed, has been circulated to the Operations Department, Environmental Services Department, and Building Services Division of the Planning Department, Brockville Police and the Brockville Fire Department. No objections were received. However, a sign permit will be required for the installation of the sign should Council approve the proposed amendment.

FINANCIAL CONSIDERATIONS:

All costs associated with this application and any further requirements are the responsibility of the Applicant.

2015-110-11

Proposed Amendment to Sign By-law 84-89

10 Glenn Wood Place, Brockville

Owner: Brock-King Properties (Westdale Properties)

Page 3

CONCLUSION:

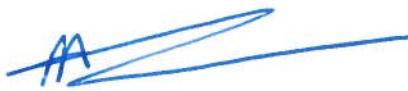
It is recommended that the proposed amendment to City of Brockville Sign By-law 84-89 be supported to permit a backlit ground sign measuring 1.94 square metres (per side) to be located at 10 Glenn Wood Place. This conclusion is provided in the recommendations section of this report.



M. Maureen Pascoe Merkley, MCIP, RPP
Director of Planning



Andrew McGinnis, MCIP, RPP
Planner II



B. Casselman
City Manager

SCHEDULE "A" TO REPORT 2015-110-11



Information supplied by Teranet

Proposed sign location is on 10 Glenn Wood Place.

The sign will identify 10, 20 and 30 Glenn Wood Place.



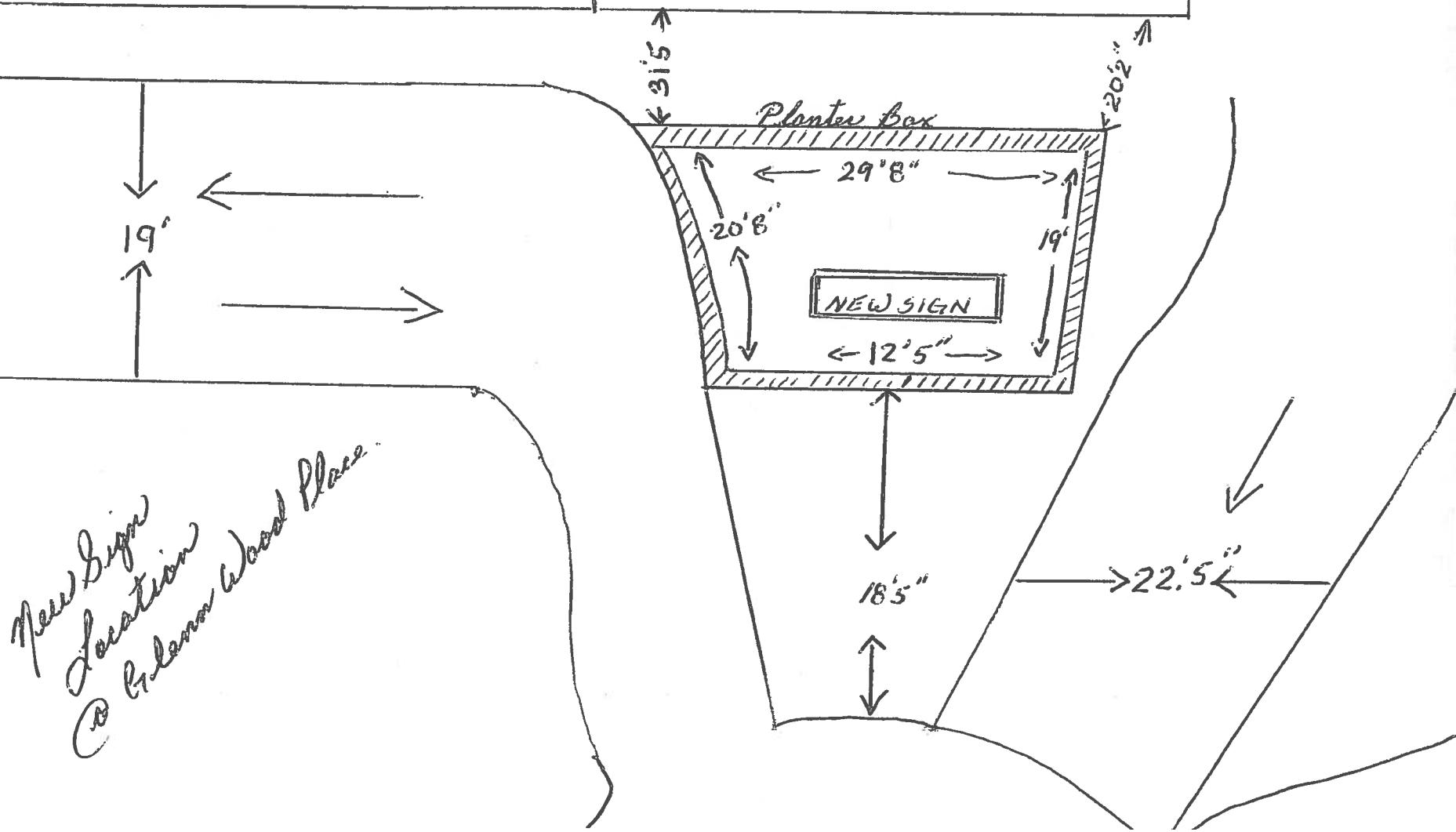
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BROCKVILLE
CITY OF THE 1000 ISLANDS

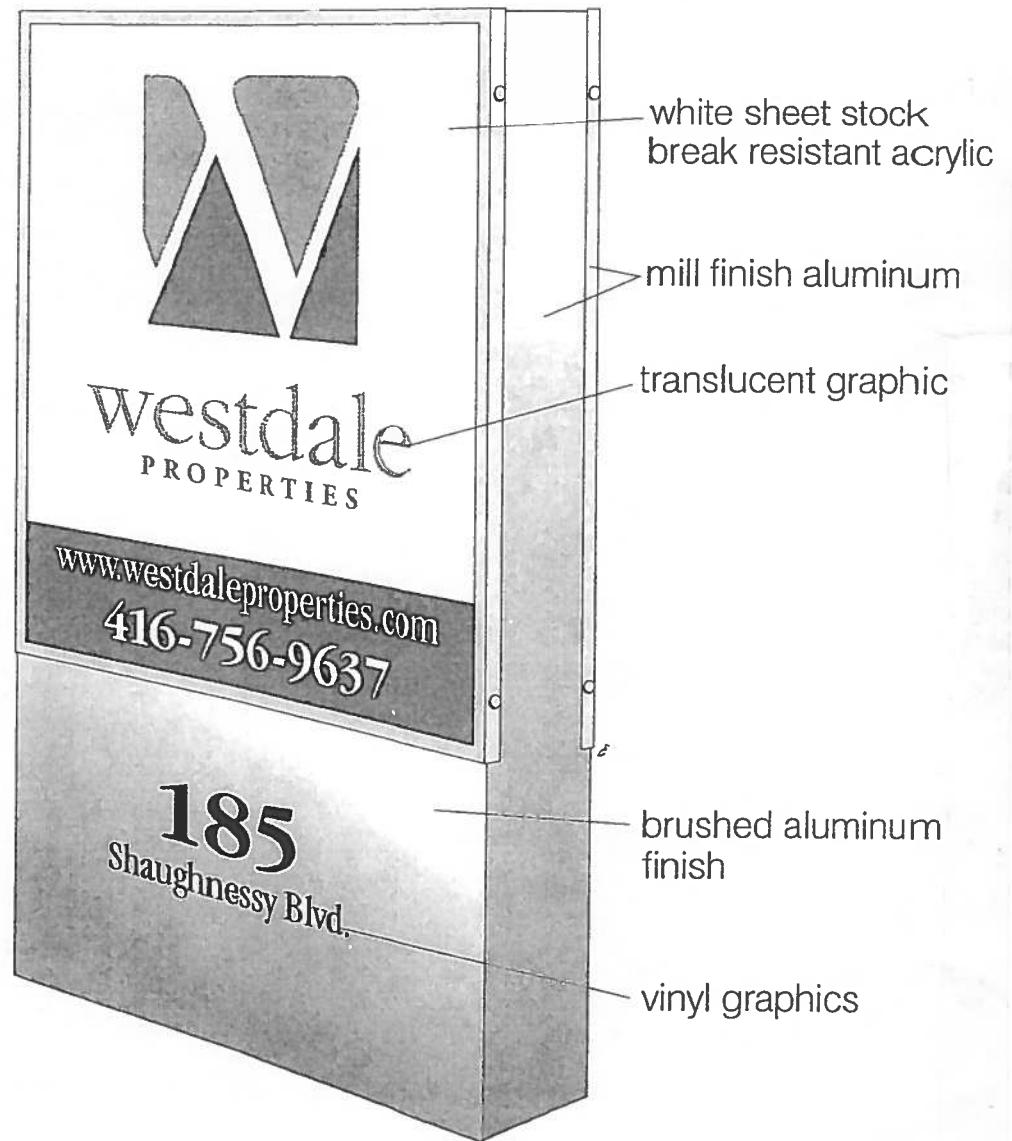
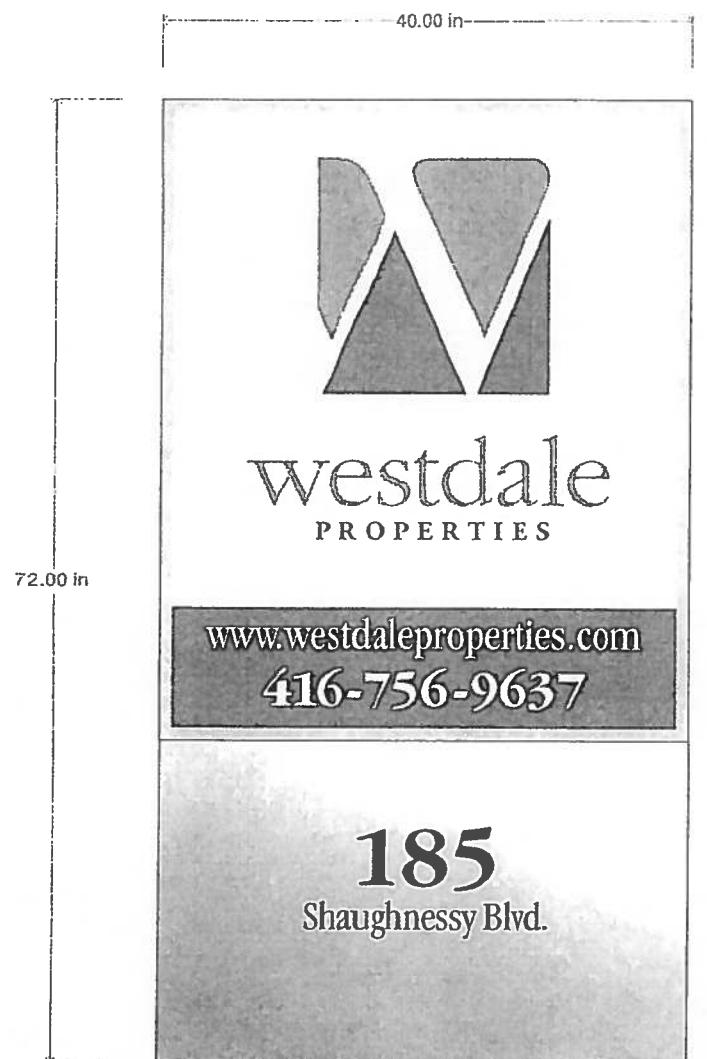
SCHEDULE "B" TO REPORT 2015-110-11



SCHEDULE "C" TO REPORT 2015-110-11



SCHEDULE "D" TO REPORT 2015-110-11



This drawing is creative property of Canada Sign and may not be used or reproduced unless purchased.

26 October 2015

**REPORT TO THE ECONOMIC DEVELOPMENT PLANNING COMMITTEE
03 NOVEMBER 2015**

2015-111-11

**PROPOSED AMENDMENT TO SIGN BY-LAW 84-89
790 LAURIER BLVD., BROCKVILLE
OWNER: BROCK-KING PROPERTIES
(WESTDALE PROPERTIES)**

**M. PASCOE MERKLEY
DIRECTOR OF PLANNING
ANDREW MCGINNIS
PLANNER II**

RECOMMENDATION:

THAT City of Brockville Sign By-law 84-89 be amended to permit four (4) backlit ground signs, each with a maximum sign area of 3.88 m² to be located at 790 Laurier Blvd., City of Brockville.

PURPOSE:

The purpose of this report is to provide recommendation on an application to consider a site-specific amendment to Sign By-law 84-89 respecting the property with municipal address 790 Laurier Blvd., City of Brockville.

The application requests that City of Brockville Sign By-law 84-89 be amended to permit four (4) luminous ground signs, each with a maximum sign area of 3.88 m² (total for both sides) to be installed at 790 Laurier Boulevard identifying a multiple residential apartment building complex.

BACKGROUND:

An Application for Amendment to City of Brockville Sign By-law 84-89 has been received from Brock-King Properties (Westdale Properties) respecting property located at 790 Laurier Blvd., City of Brockville. The proposed amendment requests permission to install four (4) backlit ground signs, each with a maximum sign area of 3.88 m².

ANALYSIS:

Various sections of the Municipal Act provide municipalities with the authority to pass by-laws to control signage and other advertising devices. Signs within the Corporation of the City of Brockville are regulated under City of Brockville By-law 84-89, known as the "Sign By-law".

The Planning Department is in receipt of an Application for Amendment to City of Brockville

2015-111-11

Proposed Amendment to Sign By-law 84-89

790 Laurier Blvd., Brockville

Owner: Brock-King Properties (Westdale Properties)

Page 2

Sign By-law 84-89 to permit four (4) luminous ground signs each with a maximum sign area of 3.88 m². The signs are proposed to be located at 790 Laurier Boulevard and will advertise Loyalist Village, a multi-residential apartment complex. Two (2) of the proposed signs are to be located on the north side of Laurier Boulevard, and the other two (2) signs are to be located on the west side of Kensington Parkway.

The three (3) existing wooden signs are to be removed and replaced by the signs proposed in this application with the addition of one (1) new sign. **Schedules "A", "B" and "C"** to this report identify the proposed sign locations as well as provide photographs of the existing site.

The signs will identify 760, 770, 780, 790 and 800 Laurier Boulevard as well as 1340, 1350 and 1360 Kensington Parkway, a multi-residential apartment complex consisting of eight (8) separate apartment buildings.

The proposed signs are to be constructed of a single support column system and single faced advertisement board that is illuminated. See **Schedule "D"** attached.

The property is zoned R5 - Multiple Residential Zone and designated as Neighbourhood Area under City of Brockville Official Plan.

POLICY IMPLICATIONS:

The apartment complex on Laurier Boulevard and Kensington Parkway is zoned R5 – Multiple Residential Zone and is located on the north side of Laurier Boulevard west of Kensington Parkway. The proposed signs do not meet the all requirements of Sign By-law 84-89, as the proposal is for four (4) signs that exceed the maximum area permitted for a sign identifying a multiple residential apartment building and the signs are proposed to be backlit, also not permitted.

Subsection 6.1 of City of Brockville Sign By-law 84-89 states:

"Except for ground signs identifying multiple residential apartment buildings and directional signs, no signs which require a permit shall be permitted in any Residential Zone in the City of Brockville. Ground signs permitted by this section shall have a maximum area of 1.85 m², a maximum height of 2.2 m, and be non-illuminated and non-luminous."

The application for amendment proposes the installation of four (4) backlit ground signs with a maximum sign area of 3.88 m² m (total for both sides). The proposed sign height of 1.83 metres satisfies the regulation outlined within Sign By-law 84-89.

The sign design and location, as proposed, has been circulated to the Operations

2015-111-11

Proposed Amendment to Sign By-law 84-89

790 Laurier Blvd., Brockville

Owner: Brock-King Properties (Westdale Properties)

Department, Environmental Services Department, and Building Services Division of the Planning Department, Brockville Police and the Brockville Fire Department. No objections were received. However, sign permits will be required for the installation of the signs should Council approve the proposed amendment.

FINANCIAL CONSIDERATIONS:

All costs associated with this application and any further requirements are the responsibility of the Applicant.

CONCLUSION:

It is recommended that the proposed amendment to City of Brockville Sign By-law 84-89 be supported to permit four (4) backlit ground signs measuring 3.88 square metres to be located at 790 Laurier Boulevard. This conclusion is provided in the recommendations section of this report.



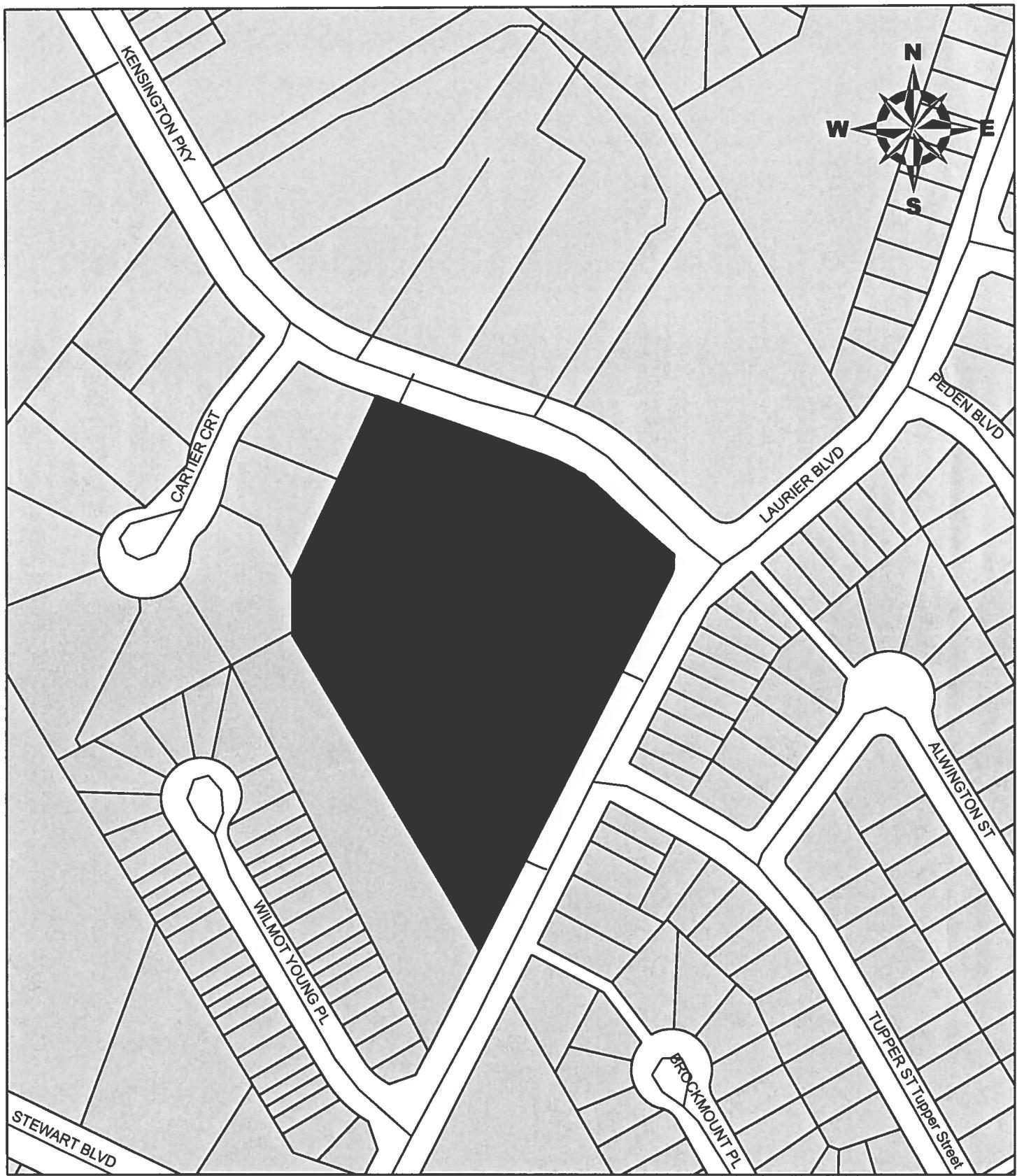
M. Maureen Pascoe Merkley, MCIP, RPP
Director of Planning



Andrew McGinnis, MCIP, RPP
Planner II



Bob Casselman
City Manager

SCHEDULE "A" TO REPORT 2015-111-11

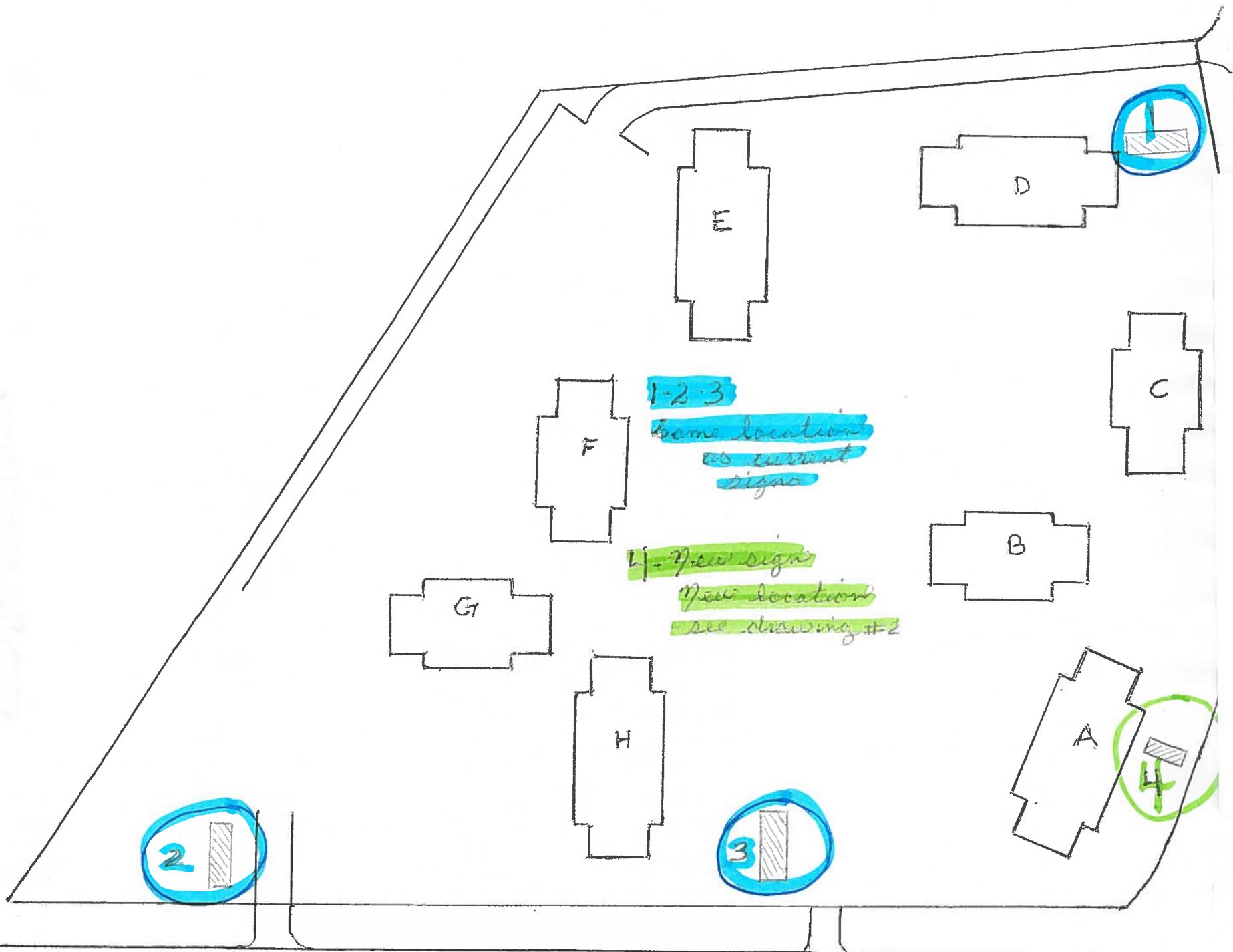
Information supplied by Teranet

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BROCKVILLE
CITY OF THE 1000 ISLANDS

SCHEDULE "B" TO REPORT 2015-111-11



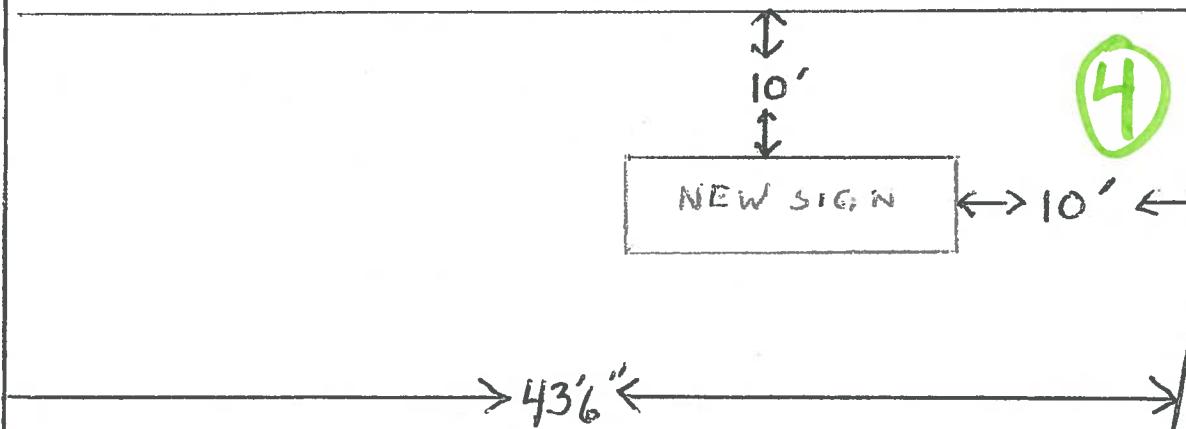
LAURIER BLVD.

Drawing #2

760 Laurier Blvd

A

Walk Way



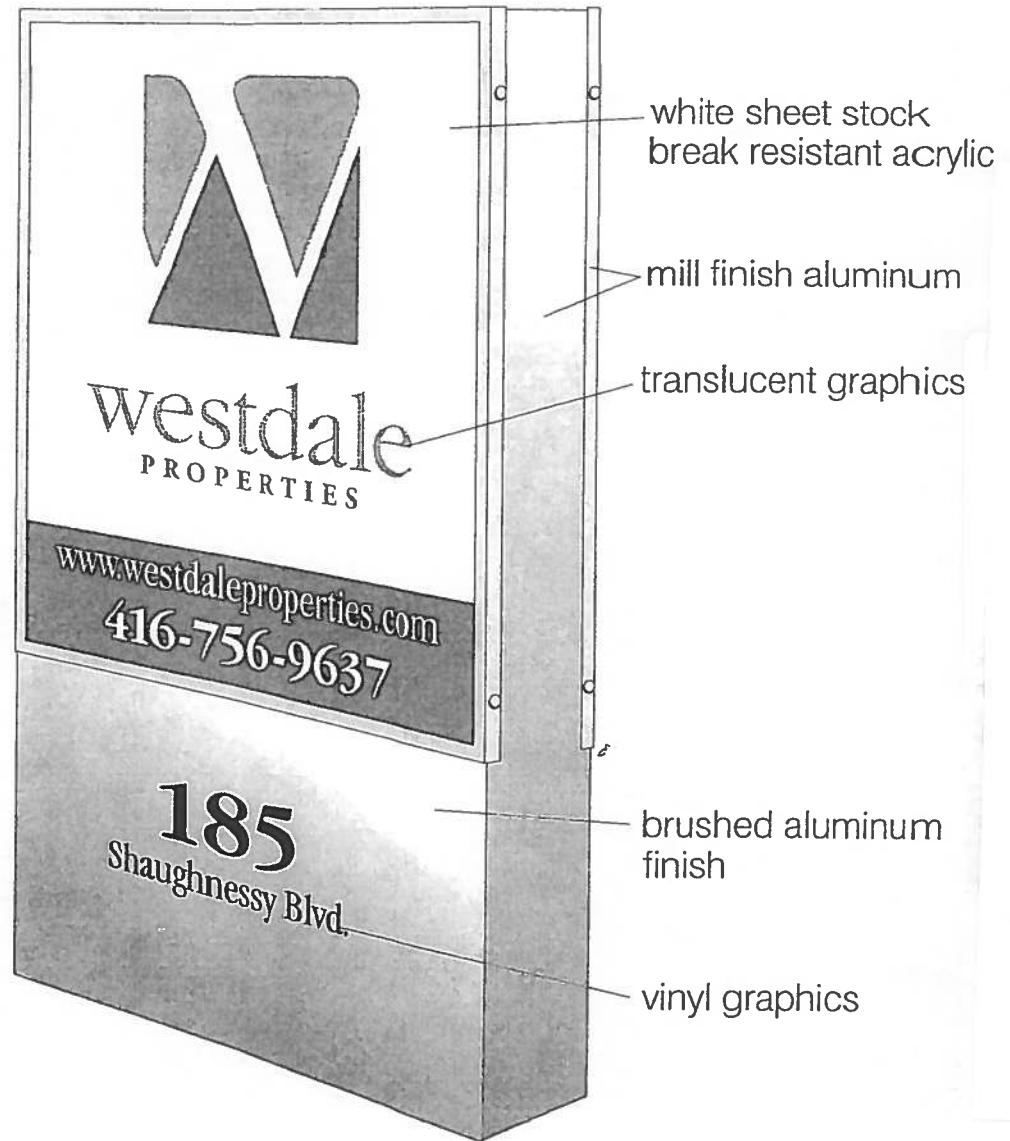
Location of new sign
② East side of
building A

SCHEDULE "C" TO REPORT 2015-111-11





SCHEDULE "D" TO REPORT 2015-111-11



October 27, 2015

REPORT TO ECONOMIC DEV. & PLANNING COMMITTEE – NOVEMBER 3, 2015

**2015-112-11
TWIN PAD COMMITTEE
ICE PAD LOCATION**

**TWIN PAD COMMITTEE
COUNCILLOR J. BAKER, CHAIR**

RECOMMENDATION

THAT the location for new ice pad(s) be at the Brockville Memorial Civic Centre site; and
THAT a walking track be incorporated into the design of the new ice pad(s).

PURPOSE

The purpose of this report is to select a single location for a new ice pad(s) allowing the work of the Committee to be more focused.

BACKGROUND

The mandate of the Twin Pad Committee was approved by Council in January 2015 (Attachment 1).

ANALYSIS

The Committee has discussed the potential location for new ice pad(s), including the Brockville Memorial Civic Centre site, the Centennial Youth Arena site, and a number of sites currently in private ownership, particularly in the downtown area.

The Committee is prepared to move into the development of concept plans and cost estimates, but believes that the scope of this work should be focused on one site only to save unnecessary costs.

The Committee supports the Brockville Memorial Civic Centre (Memorial Centre) site as the preferred location for new ice pad(s) for the following reasons:

- No land acquisition cost
- Lower capital cost in being able to address deficiencies at the Memorial Centre (size and number of dressing rooms) through adding an ice pad(s).

2015-112-11

Twin Pad Committee – Ice Pad Location

Page 2

- Lower operating cost (staffing, building utilities) in comparison to multiple arena sites.
- Better facility for hosting tournaments/events requiring more than one ice pad.

The Committee has also discussed what other amenities might be included with the new ice pad(s) and recommends inclusion of a walking track.

The Committee will make a future recommendation concerning the total number of ice pads to be provided.

POLICY IMPLICATIONS

None.

FINANCIAL ANALYSIS

None at this time.

CONCLUSION

The Twin Pad Committee supports the Memorial Centre site as the preferred location for new ice pad(s), with a walking track to be incorporated into the expanded facility.

Councillor J. Baker, Chair
Twin Pad Committee



D. Dick, CA, CPA
Director of Corporate Services



B. Casselman
City Manager

TWIN PAD COMMITTEE

Motion to appoint an Ad Hoc committee focussed on the Twin Pad Arena Project to expedite process and involve Council members directly in process.

Committee

Councillor Baker, Chair	Councillor Kalivas
Councillor Blanchard	John Ackerman
Marlene Greenhalgh	John Francis
Conal Cosgrove, Director of Operations	

Mandate

Take work done to date by the Arena Advisory Committee – review locations, desired facilities, capital costs, operating costs, Community Benefit, Strategic Benefit, Economic Development Benefit, revenue, rank recommendations and options in a report to Council.

Operation

Committee Chair will work with Committee to set meeting dates, times, locations and secretarial functions etc.

Resources

Committee will have to determine what / if resources are needed and make request to Council for authorization to utilize funds currently allocated if necessary.

Conclusion

Committee will operate until presentation of a final report of the Committee to Council, or until the end of the current term of Council, whichever comes first. City Council will then direct any further action to be taken related to the project .

October 27, 2015

**Report to Economic Development and Planning Committee
November 3, 2015**

**2015-113-11
Encroachment Agreement and
Front Yard Parking Agreement
10 Elm Street, Brockville**

**S. MacDonald
City Clerk**

RECOMMENDATION

THAT Council authorize the Mayor and Clerk to execute an encroachment agreement with Mr. Terry Stranges, 10 Elm Street, Brockville, for the encroachment of a portion of a shed that encroaches onto the Elm Street road allowance to a maximum of 3.71 metres (12.2 ft.) and onto the rear open space area to a maximum of 3.2 metres (10.5 ft.) and a front yard parking pad, that encroaches onto the Elm Street road allowance to a maximum of 5.38 metres (17.7 ft.) in length.

ORIGIN

This matter arises from a request by Mr. Terry Stranges, Owner of the property, upon application for a building permit for the construction of a shed and a condition of a decision from the Committee of Adjustment as a result of an application for a minor variance.

ANALYSIS

An application has been received in the Clerk's Office from the property owner, Mr. Terry Stranges, for the encroachment of a portion of a shed onto the Elm Street road allowance and onto the rear open space area as well as a front yard parking pad. The encroachment agreement will include the shed that encroaches onto the Elm Street road allowance to a maximum of 3.71 metres (12.2 ft.) and onto the rear open space area to a maximum of 3.2 metres (10.5 ft.) and a front yard parking pad, that encroaches onto the Elm Street road allowance to a maximum of 5.38 metres (17.7 ft.) in length as shown on Attachment "A" to this report.

Through circulation to various City Departments, comments from the Environmental Services and the following was noted:

- The owner of the property will be required to maintain any services that are affected by the encroachment. The City is normally responsible for services to the property line but in this case the City is only responsible for the services to a safe working distance from the

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Encroachment Agreement and Front Yard Parking Agreement
10 Elm Street

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face of the encroaching shed. Should the shed need to be moved for any reason in order for the City to maintain the right-of-way or any plant within it, it shall be the responsibility and cost of the owner to do so.

FINANCIAL CONSIDERATION

As per the City of Brockville Fees and Charges By-law, there is a fee for processing the encroachment agreement, which would be deposited to 01-4-011032-0603.

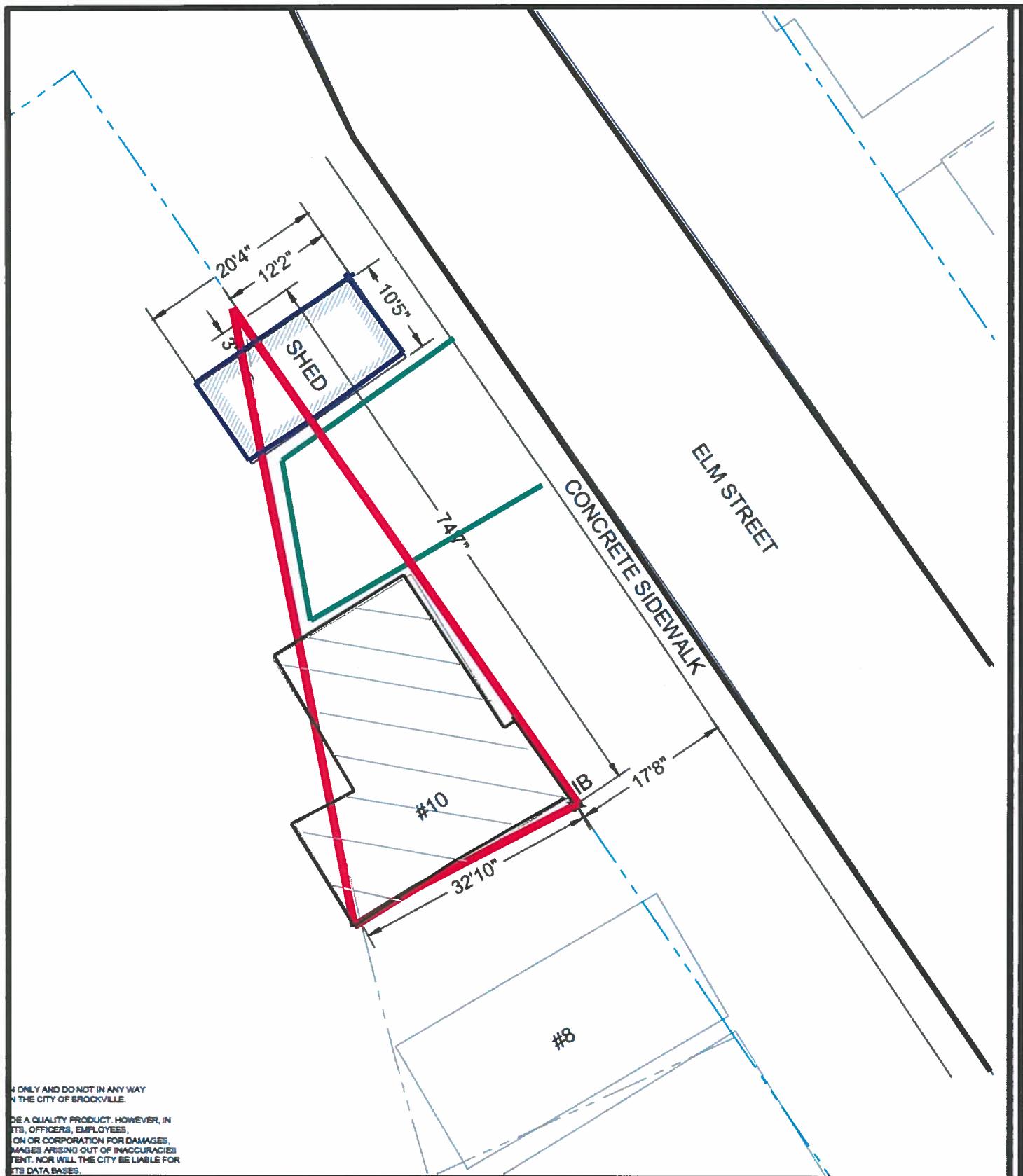
CONCLUSIONS:

As there are no objections raised by City departments to entering into an Encroachment Agreement and Front Yard Parking Agreement to permit the encroachments located at 10 Elm Street, it is staff recommendation that the encroachment be permitted.


S. MacDonald
City Clerk


B. Casselman
City Manager


D. Dick *CFA, CFA*
Director of Corporate Services



ONLY AND DO NOT IN ANY WAY
IN THE CITY OF BROCKVILLE.

DE A QUALITY PRODUCT; HOWEVER, IN
ITS, OFFICERS, EMPLOYEES,
ON OR CORPORATION FOR DAMAGES,
IMAGES ARISING OUT OF INACCURACIES
INTENT. NOR WILL THE CITY BE LIABLE FOR
ITS DATA BASES.

Outline of subject property shown in Red. Footprint of house at 10 Elm Street is outlined in Black and lined in Gray.

Location of asphalt driveway is shown in Green. Location of new shed is shown in Blue.



