



City of Brampton 2025 Federation of Canadian Municipalities Conference

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BUILDING A BETTER BRAMPTON



Left to right, top row: Martin Medeiros (Regional Councillor Wards 3 & 4), Harkirat Singh (City Councillor Wards 9 & 10, Deputy Mayor), Michael Palleschi (Regional Councillor Wards 2 & 6), Gurpartap Singh Toor (Regional Councillor Wards 9 & 10), Paul Vicente (Regional Councillor Wards 1 & 5), Rod Power (City Councillor Wards 7 & 8)

Left to right, bottom row: Dennis Keenan (Regional Councillor Wards 3 & 4), Navjit Kaur Brar (Regional Councillor Wards 2 & 6), Patrick Brown (Mayor), Rowena Santos (Regional Councillor Wards 1 & 5), Pat Fortini (Regional Councillor Wards 7 & 8)



MAYOR'S MESSAGE

As a member of the Federation of Canadian Municipalities (FCM), we are proud to be participating in the annual conference this year, held in our nation's capital. The theme of this year's conference, Stronger, Together: Local Strength, National Prosperity, – is a fitting theme for the City of Brampton as we continue to grow at a record pace.

Brampton is a youthful, dynamic, and increasingly diverse city, with a steady influx of newcomers who choose to make it their home. As our population expands at a rapid pace, it is critical that we invest in the infrastructure and services needed to support this growth and secure Brampton's role in Canada's future prosperity.

However, Brampton cannot meet these demands alone. We need meaningful federal investment in major initiatives including housing development, advanced transit solutions, economic innovation, active and sustainable transportation, climate action, tools to ensure municipal financial resilience, and measures that enhance public safety.

This submission highlights Brampton's achievements, emerging opportunities, and the real challenges we share with other fast-growing urban centres across Canada.

With the support of the Federation of Canadian Municipalities (FCM), I believe Brampton can shape a vibrant and resilient future that delivers high-quality services and an improved quality of life for our residents.

Municipalities across Canada are facing increasingly complex demands. That's why FCM is leading the call for a new municipal growth framework—an approach designed to equip cities with the tools they need to meet today's needs and prepare for tomorrow's realities.

By working together, we can build stronger, more inclusive communities and fully realize Brampton's potential in Canada's evolving urban landscape.

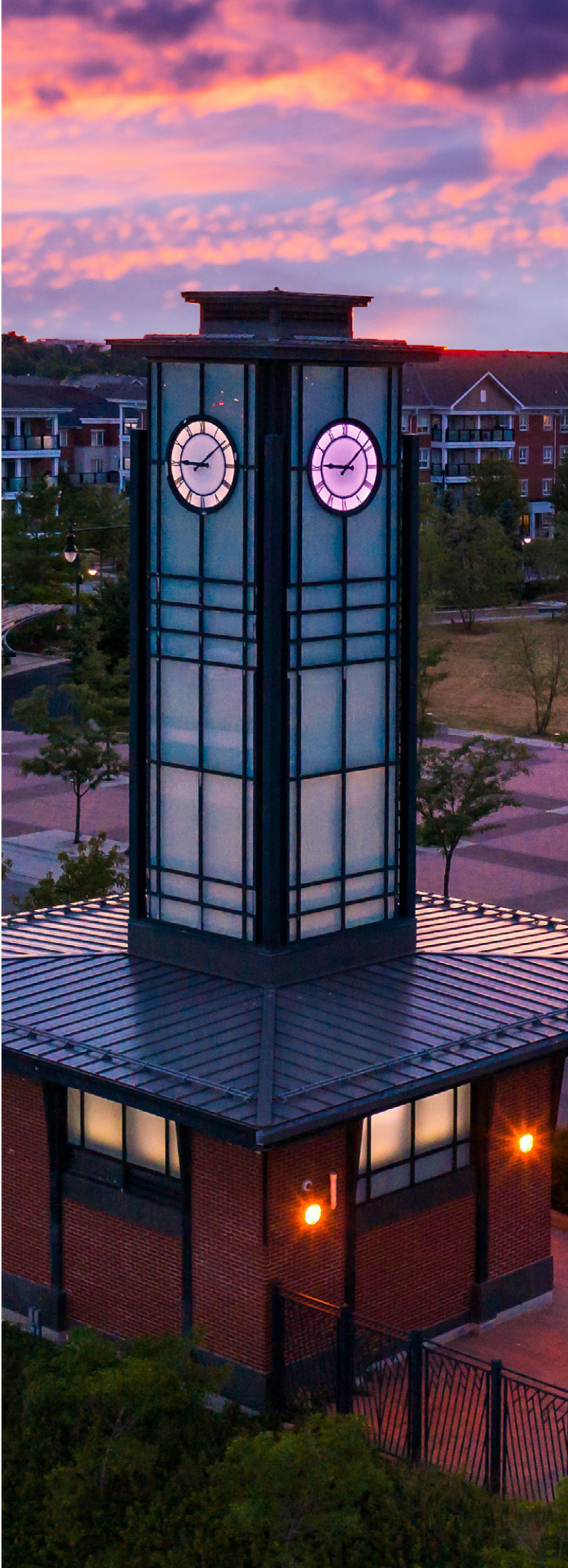


Mayor Patrick Brown



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SUMMARY

The City of Brampton welcomes the support and funding received from the federal government. As we look ahead to the 2025 fiscal year, we are encouraged by the alignment of our priorities. We look forward to your partnership, funding, and support to build Brampton.

OUR FUNDING PRIORITIES

TRANSIT

Hazel McCallion Light Rail Transit (LRT) Completion Investment Needed: \$2.8B

\$1.4B provincial funding required

\$1.4B federal funding required

Queen Street - Highway 7 BRT Investment Needed: \$684M

\$342M provincial funding required

\$342M federal funding required

Third Transit Facility Electrification Investment Needed: \$150M

\$75M provincial funding required

\$75M federal funding required

TRANSIT ELECTRIFICATION

Brampton needs the federal government to commit to transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund and the Canada Public Transit Fund, for municipalities to implement critical electrification projects.

In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:

- Purchase of approximately 250 ZEBs (40ft and 60ft) - \$271M (\$542M)
- Existing Facility Electrification Retrofits \$67.5M (\$135M total)
- On-Street Charging Infrastructure - \$5.6M (\$11M)

*Note the costs anticipated for these projects are currently under review and will become better known as project planning continues.

HOUSING

The City of Brampton is asking the federal government to work with the City to explore all available tools, innovations and opportunities to deliver affordable housing options, including affordable ownership options and purpose-built rental units, to meet the diverse housing needs of all Brampton residents (e.g., first-time homeowners, multigenerational families, new immigrants, seniors, students, etc.).

The City of Brampton requests that the federal government work with the City to review surplus or under-utilized crown lands in Brampton for the potential provision of affordable housing.





ECONOMIC DEVELOPMENT AND INNOVATION

The City of Brampton requests continued collaboration with the federal government to align immigration policy with local labour markets and economic development priorities. We urge the federal government to work closely with municipalities to ensure immigration pathways respond to regional workforce demands, particularly in high-growth sectors like advanced manufacturing, MedTech, and food processing. This includes enhancing support for foreign credential recognition, streamlining pathways for internationally trained professionals, and investing in settlement services that accelerate labour market integration. A coordinated approach will ensure that immigration continues to fuel inclusive economic growth and address critical talent shortages in communities like Brampton.

The City of Brampton is urging the federal government to provide emergency financial assistance to help Canadian businesses offset shipping costs and access new markets. A temporary relief package would allow local businesses to remain competitive and resilient in the face of new trade barriers.

The City of Brampton would welcome opportunities for the federal government to support the development of the MedTech industry in Brampton in collaboration with the City, post-secondary sector, and William Osler to foster education, innovation, entrepreneurship, and commercialization.

TRANSIT

The Light Rail Transit (LRT) extension along Main Street from Steeles to Brampton GO Station requires approximately \$1.4B* in federal funding for the tunnel alignment.

The Queen Street – Highway 7 Bus Rapid Transit (BRT) requires approximately \$342M* in federal funding.

The City asks the federal government to commit to maintaining the Canada Public Transit Fund, which provides the funding to support this critical project. We look forward to the federal government delivering on its commitment to fund the LRT tunnel extension.

The City asks for a commitment from the federal government to ensure that future transit funding allocations reflect the most recent ridership and population data available and commit to changing future funding formulas to better reflect actual transit ridership numbers by using the most recent Statistics Canada population data.

ACTIVE TRANSPORTATION

The Canada Permanent Transit Fund (CPTF) is to include dedicated funding for active transportation, rural and remote transit, transit investments in Indigenous communities, and the electrification of public transit and school transportation. The City calls for a defined and sustained active transportation funding, indexed to inflation, through the CPTF to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.

CLIMATE ACTION

Brampton looks to partner with the federal government to make the necessary investments and policy changes to support a healthy environment, economy, and community.

The City requests the federal government provide funding to the Centre for Community Energy Transformation (CCET).

The City requests funding for the implementation of Brampton's Climate Change Adaptation Plan.

The City is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire and Emergency Services.

The City requests funding support from the federal government to expand the Eco Park initiative and accelerate nature-based climate action. Dedicated funding would improve public parks and naturalized spaces, restore ecosystems that reduce flood and heat risks, and increase equitable access to nature for all residents.

Support is required to improve stormwater management, protect our waterways, and prepare for climate change through:

- Updating provincial guidelines for stormwater management to enhance quality and quantity control requirements; and,
- Providing financial support for programs focused on gray and green infrastructure improvements, such as Brampton's Stormwater Retrofit Program.

NATIONAL PROSPERITY PARTNERSHIP

Recently, the population of Brampton has surpassed Mississauga for the first time since our municipalities were incorporated. This means Brampton is now the third-largest city in Ontario, and the seventh-largest city in Canada. Our rapid population growth results in a significant pressure on municipally delivered services, including transit. The City requires collaboration and adequate funding to manage our population growth and ensure high quality services our residents depend on and expect. It is important that funding programs available to municipalities recognize the pressures municipalities face and take into account pace of growth, infrastructure needs and unique requirements of local communities.

REQUEST FOR COLLABORATION

Support the call for a new National Prosperity Partnership and work with the provincial government to reassess municipal responsibilities and committing, in partnership with municipalities, to upload certain responsibilities or services, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.





COMMUNITY SAFETY AND WELL-BEING

The City calls on the federal government for additional resources and funding to support newcomer settlement services in Peel and Brampton.

To reduce exploitation of international students, the Federal Government could:

1. Implement and enforce ethical recruitment standards for post-secondary institutions and agents to combat fraud and false information.
2. Broaden eligibility criteria for existing IRCC-funded services and supports to reach international students.
3. Enact legislative changes to student visas to remove “sex work” as a condition to deport.

The City of Brampton is actively advocating for stronger legislative frameworks at both the federal and provincial levels to address the complex challenges of homelessness, encampments, and the need for adequate mental health and addiction supports. To tackle these issues effectively, the City recommends the federal government expedite the development of a National Encampment Response Plan that provides municipalities with clear directives and support mechanisms to better manage encampments, address mental health and addiction issues, and expand the availability of deeply affordable housing.



TRANSIT

- Local Initiatives

Queen Street – Hwy 7 BRT
- Regional Impacts

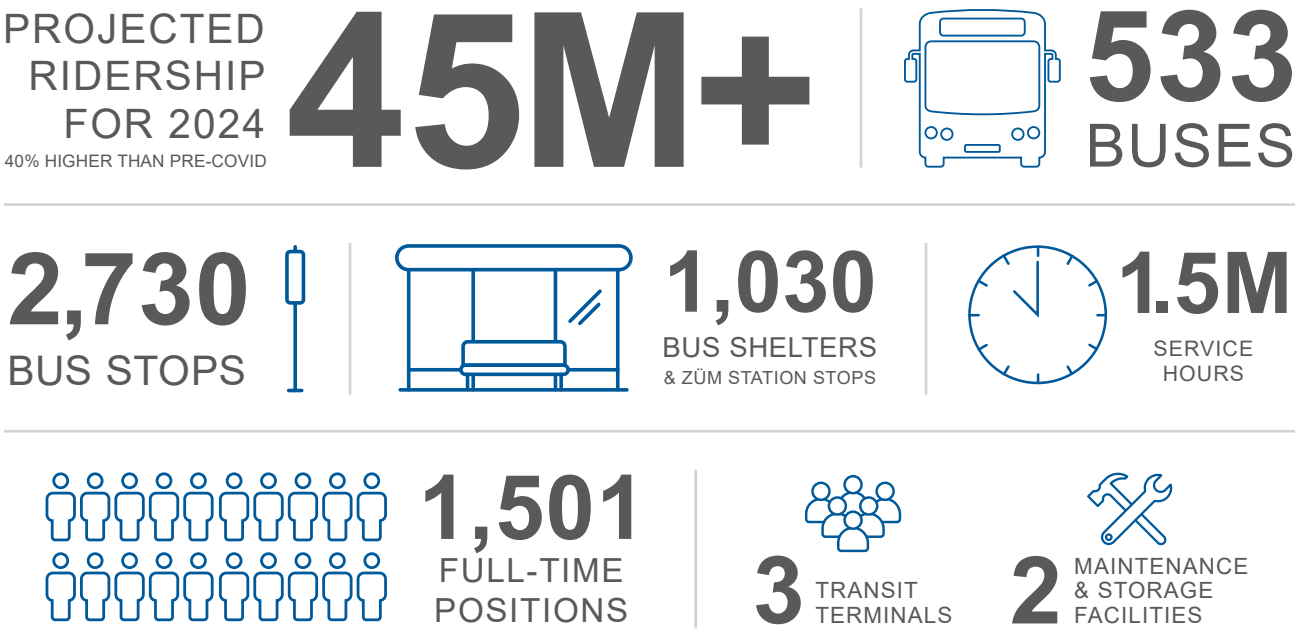
Transit Electrification
- Hurontario LRT Extension

BUILDING A CONNECTED COMMUNITY

The City of Brampton is one of the fastest growing of Canada’s 25 largest cities. To address this rapid growth, we are creating a modern, integrated transit system by enhancing regional transit connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing advanced and environmentally friendly technologies.

Brampton Transit is the fastest-growing big city transit system in Canada, with ridership significantly outpacing population growth. During the decade leading up to the COVID-19 pandemic (2009-2019), Brampton’s ridership grew by 160%, with a 38% increase in the three years (2016-2019) leading up to the pandemic. This ridership growth was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over the same three-year period (as per the Canadian Urban Transit Association).

Brampton Transit is also the first transit system in the country to not only fully recover, but also exceed its pre-pandemic ridership levels. As of July 2024, Brampton’s year to date ridership is over 40% higher than pre-COVID levels.





RIDERSHIP GROWTH & RECOVERY

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

40%+ ↑ Ridership Rebound
increase from pre-COVID levels



While the City has received some transit infrastructure funding in the past, it has not received the same level of funding as other municipalities, despite our unprecedented ridership and population growth. Brampton Transit has experienced unmatched demand for service with the fastest post-pandemic ridership recovery in the GTHA.

With Brampton becoming the third largest city in Ontario and the seventh largest in Canada, fair and adequate funding for public transit will contribute to vital infrastructure in our community and help build complete and connected neighbourhoods, while supporting economic recovery. It is critical that allocation-based funding formulas account for ridership and population growth in rapidly growing municipalities, like Brampton, to reflect and help address growth-driven pressures on services and infrastructure needs.

Refer to the chart below for details.

FUNDING OVERVIEW

Investing in Canada Infrastructure Program (ICIP) Funding Comparison			
Municipality	Population (2024)*	Ridership (2023)*	ICIP Funding (based on 2015 ridership*)
Mississauga	780,747	39.2M	\$621M
London	488,460	18.4M	\$376M
Hamilton	632,111	19.1M	\$375M
York Region	1,258,000**	21.5M	\$373M
Brampton	791,486**	40.9M	\$351M

* All ridership and population data is based on the Canadian Urban Transit Association (CUTA) Fact Book.

**Per Statistics Canada, York Region's 2023 population was approximately 1.2M.

BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

A renewed investment in key infrastructure for our rapidly growing community will ensure Brampton's success and continued contribution to the provincial economy.

The Hazel McCallion LRT and Queen Street-Hwy 7 BRT are crucial components of Metrolinx's Frequent Rapid Transit Network that will ensure connectivity between major public, corporate and institutional investments in our region.

REQUEST FOR COLLABORATION

The City asks for a commitment from the federal government to ensure that future transit funding allocations reflect the most recent ridership and population data available and commit to changing future funding formulas to better reflect actual transit ridership numbers by using the most recent Statistics Canada population data.

COMPLETION OF THE HAZEL MCCALLION LINE

The recent commitment by the federal government to fund the completion of the tunnelled LRT extension brings together all three levels of government to advance this critical project. The Province of Ontario has announced that they will be moving forward with work to extend the LRT into downtown Brampton and plans to tunnel a portion of the Brampton segment. This is a game-changer for Brampton and the City greatly appreciates the federal funding commitment. The City is excited to have all senior levels of government collaborate on this significant infrastructure project.

It is important to note that the federal funding contribution towards the tunnelled extension of the Hazel McCallion Line is being funded through the Metro Region Agreement stream of the Canada Public Transit Fund (CPTF). As such, it is critical that the CPTF program remains in place under the new Liberal government.



HOUSING IMPACTS

32,256

NEW RESIDENTIAL UNITS

based on data within a 500m radius along the LRT
Hurontario Street Corridor -

CURRENTLY 19,366 PROPOSED RESIDENTIAL UNITS,

plus the projected growth in Downtown Brampton -
northern part of LRT extension - with approximately

12,890 UNITS OVER THE NEXT 10 YEARS



GHG EMISSIONS REDUCTION

UP
TO **2,936 tonnes**

OF GHG EMISSIONS REDUCTION ANNUALLY

*FOR THE YEARS 2030-2050

REQUEST FOR COLLABORATION

The City asks the federal government to commit to maintaining the Canada Public Transit Fund, which provides the funding to support this critical project. We look forward to the federal government delivering on its commitment to fund the LRT tunnel extension.

\$1.4B - Provincial funding

\$1.4B - Federal funding

MAJOR DOWNTOWN BRAMPTON INVESTMENTS

CENTRE FOR INNOVATION (CFI)

The Centre for Innovation (CFI) and Innovation District are poised to become the cornerstone of Brampton's ongoing growth, further strengthening the city's role as a key player in Ontario's Innovation Corridor. In partnership with industry leaders, the City will develop state-of-the-art, mixed-use spaces designed to drive innovation, digital technology, and community engagement. These spaces will offer a blend of housing, flexible office areas, assistive technologies, and programs aimed at improving accessibility and fostering creativity. Together, we are building a dynamic hub that will position Brampton as a central player in Ontario's innovation landscape.

ALGOMA UNIVERSITY

Algoma University is proposing to expand its academic offerings by creating a Centre for Social, Cultural & Economic Innovation in the heart of downtown Brampton. In addition to its School of Business & Economics, Algoma University offers programs, degrees and certificates in Computer Science and Psychology, with additional innovative programs started in 2023.

BRAMPTON INNOVATION DISTRICT

The City's focus on revitalization and unlocking the economic potential of our downtown includes building an innovation and entrepreneurship ecosystem: the Brampton Innovation District. Brampton has committed to investing approximately \$20.5M in its Innovation District, with an additional \$55.2M in investments being drawn in by Innovation District partners.



The City has built strong partnerships. The demand for services and supports from our partners is growing steadily as Brampton leads Canada with big city growth of 10.6% according to the latest 2021 Census data. Brampton's Innovation District continues to develop and scale up, making a meaningful contribution to the provincial economy, and helping further the province's ambition to support 10,000 companies and 50,000 jobs. Several exciting partnership models have been established that have given rise to increased investment activity and vitality. The City is actively soliciting tech companies, startups, funding allocators, and/or developers.

QUEEN STREET – HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving more than 36,000 transit customers per day on Züm and local routes and providing connections to York Region, the TTC subway system, as well as major north-south transit routes.

The Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre at Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan. The Queen BRT is also needed to support the City housing goals, with most of the City's Major Transit Station Areas planned along the corridor.

WHY BRT ON QUEEN?

The Queen Street BRT represents a major opportunity to introduce the next level of transit service along a corridor in Brampton that will see significant population growth and development.

- **Highest growth corridor in Brampton.**
- **More than 36,000 transit customers per day.**
- **50% population growth anticipated in the next 25 years.**
- **168% ridership growth in the 10 years prior to the pandemic (2009-2019).**
- **Nine of the City's Primary Major Transit Stations Areas are located directly on the Queen St corridor.**

FUNDING REQUEST

Queen Street—Highway 7 BRT Investment needed: \$684M*

\$342M – Federal funding required

\$342M – Provincial funding required

*Total costs anticipated for these projects are currently under review and will become better known as the EA process is finalized.



MAJOR PROJECTS ALONG THE QUEEN STREET CORRIDOR

In addition to the existing and proposed development activity captured in the table above, there are several additional projects and initiatives underway in downtown along the Queen Street Corridor, which further support demand for BRT and directly complement the development and the planned Hazel McCallion Line LRT extension in the downtown core. Taken together, these key investments, will transform some of the busiest corridors in our city, increase density and help build complete communities, while supporting private investment and improving regional connectivity.

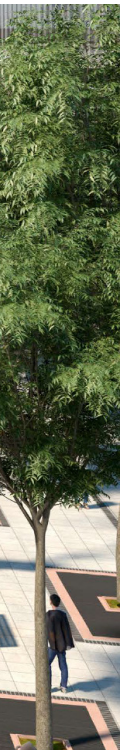
TORONTO METROPOLITAN UNIVERSITY (TMU) MEDICAL SCHOOL

Brampton Civic Centre will welcome a new 250,000 square foot development as the future site of TMU's proposed School of Medicine to accommodate classrooms, offices, research facilities, and an integrated health clinic. This site was chosen for its accessibility to public transit.

TMU is also co-chairing the MedTech task force supporting the City's strategic vision of linking the innovation district and startups to the medical school and further elevation innovation and solutions in the MedTech industry.

The new 760,000 square foot facility will be a detached complex with connecting links to the existing centre.

The proposed Centre for Innovation, Toronto Metropolitan University's Medical School, Riverwalk project and building Brampton's second hospital are all anticipated to spark significant growth and investment along the Queen Street corridor through the development of new housing and employment opportunities, creation of academic opportunities, and increased access to medical services and recreational spaces.



BUILDING BRAMPTON'S SECOND HOSPITAL

Once built, Brampton's second hospital will include a new 11-storey wing to accommodate up to 350 inpatient care beds and a wide range of services.

The Queen Street Corridor will be a place where Brampton residents can live, work, and play. Without improved transportation options, the livability and economic development of the corridor will be significantly constrained.

The BRT along Queen Street will maximize private, institutional and government investment along this corridor and enable smooth and efficient movement of people to facilitate business and entrepreneurial activity.

THE BIG PICTURE

Investment in higher order transit, including the Hazel McCallion Line, the Queen Street BRT, and electrification of our transit system will ensure Brampton continues to grow and attract well-paying jobs, while enabling new growth and housing development to help meet federal policy priorities.

The Hazel McCallion LRT and Queen St - Highway 7 BRT, Third Transit Facility, and electrification directly support the federal government's mandate in expanding transit systems that will create connected communities.

The City of Brampton will need federal support and funding to make these projects a reality.

DOWNTOWN BRAMPTON HOUSING STARTS POTENTIAL*

12,890

NEW RESIDENTIAL UNITS

(approval process in the broader downtown area by 2031 - SPA designation removal required)



1,227

**RESIDENTIAL UNITS CURRENTLY PROPOSED
IN THE RIVERWALK STUDY AREA**

*Subject to removal of the provincial Special Policy Area designation.



TRANSIT ELECTRIFICATION

The City of Brampton is committed to transit electrification. The electrification of transit is a critical milestone in Brampton's journey to reduce greenhouse gas emissions (GHGs) generated by 80% of 2016 levels by 2050. The implementation of up to 450 Zero Emission Buses (ZEBs) is estimated to save up to 115 tonnes of carbon emissions per bus, per year, totaling approximately 53,000 tonnes annually. This is equivalent to removing approximately 12,000 passenger vehicles from the road.

The City is constructing a third transit facility because the City cannot accommodate future growth in its two existing facilities. Brampton's recovery from the pandemic and continued ridership growth has further demonstrated the urgent need for this facility.

The City has successfully secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one of the facility's construction.

The City is also working with senior levels of government to obtain the **\$150M** required to electrify this new facility for Brampton Transit to accommodate additional electric buses. The City has submitted a **\$75M capital application** through the Zero Emission Transit Fund and received positive feedback from Housing, Infrastructure and Communities Canada.

In addition to the electrification of the third facility, the City has also submitted a \$345M capital application through the ZETF for the following key components of Brampton's Zero Emission Mobility Program:

- **\$270.9M** for the purchase of zero emission buses (primarily battery electric), in coordination with approved Canada Infrastructure Bank Zero Emission Bus Initiative financing
- **\$67.5M** for the electrification retrofit of Brampton's two existing bus depots
- **\$5.6M** for on-street infrastructure to support opportunity charging
- **\$1M** for battery replacements on Brampton's current battery electric bus fleet

In parallel, the City is also continuing to advocate for provincial funding support towards these critical projects, as well as actively exploring other options such as infrastructure financing and possible P3 partnerships. These investments are critical to enable Brampton to continue electrifying its transit fleet, beyond the 8 Battery Electric Buses (BEBs) in service today, and the additional 10 BEBs arriving in 2025.





FUNDING REQUEST

The City of Brampton is committed to transit electrification. To deliver on Brampton's ambitious transit electrification goals, the City's ZETF capital applications must be approved in a timely manner. It is also essential that the federal government maintains both the Zero Emission Transit Fund and the Canada Infrastructure Bank ZEB Financing Initiative, and that both programs are extended until at least 2030, if not later.

Brampton needs the federal government to commit to transit electrification by approving the ZETF funding required to implement the following transit electrification projects:

- Purchase of approx. 250 ZEBs (40ft and 60ft) - **\$271M (\$542M estimated total costs)**
- On-Street Charging Infrastructure - **\$5.5M (\$11M estimated total costs)**
- Existing Facility Electrification Retrofits - **\$67.5M (\$135M estimated total)**

Total costs anticipated for these projects are currently under review and will become better known as project planning continues.

HOUSING

BRAMPTON'S HOUSING CONTEXT

The City of Brampton is one of the fastest-growing of Canada's 25 largest cities and represents 90% of the net population growth within the Region of Peel between 2016 and 2021, according to Statistics Canada. Recently, the population of Brampton has surpassed Mississauga for the first time since our municipalities were incorporated. This means Brampton is now the third-largest city in Ontario, behind Toronto and Ottawa.

Brampton's current rate of population growth means the city will surpass one million residents in the coming years. Through extensive consultation undertaken through the 2040 Vision, Brampton Plan (the City's new Official Plan) and Housing Brampton, our residents have identified significant challenges in keeping up with the rising costs of living. One of the main drivers is the increased cost of housing across Brampton.

Currently, housing costs are high and continue to be out of reach for many, creating a significant barrier, particularly for young adults, seniors, low and middle-income families, and vulnerable populations.

The City has been a committed federal partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's housing strategy and action plan 'Housing Brampton,' the City has been working to improve housing affordability, diversifying our housing stock, and applying innovative approaches to address the housing needs of our residents.

Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to the supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right type of housing, and demonstrating innovation.

HOUSING BRAMPTON

The City has been a committed partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's housing strategy, Housing Brampton, the City has been working to improve housing affordability, diversify our housing stock, and apply innovative approaches to address the housing needs of our residents.

Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to the supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right type of housing, and demonstrating innovation.





REQUEST FOR COLLABORATION

The City of Brampton asks the federal government to work with the City to explore all available tools, innovations and opportunities to deliver affordable housing options, including affordable ownership options and purpose-built rental units, to meet the diverse housing needs of all of Brampton residents (e.g. first time home owners, multigenerational families, new immigrants, seniors, students, etc.).

PUBLIC LAND FOR AFFORDABLE HOUSING

Non-profits, co-operatives and purpose-built rental developers face the greatest challenges with land costs. There is an opportunity to address these challenges by utilizing surplus and underused federal properties to develop affordable housing.

OUR REQUEST

The City of Brampton requests that the federal government to work with the City to review surplus or under-utilized crown lands in Brampton for the potential provision of affordable housing.





HOUSING CATALYST CAPITAL PROJECT

The City has established a \$4M incentive program for new and affordable housing pilots. As a deliverable of Housing Brampton, this action supports collaboration with the non-profit sector and supports innovation in addressing housing needs. This is a deliverable of the greater incentive's framework identified through Housing Brampton.

CITYWIDE COMMUNITY IMPROVEMENT PLAN FOR AFFORDABLE HOUSING

The City is launching a City-Wide Community Improvement Plan (CIP) for Affordable Housing - a key action identified in Housing Brampton. The CIP will provide financial incentives to encourage development of purpose-built rental and affordable ownership housing. The program aims to deliver a greater depth of affordability to low and moderate-income households in the city and support the diverse needs of Brampton's residents.



INCLUSIONARY ZONING

The City is undertaking the development of its first Inclusionary zoning policy framework, utilizing all available municipal tools to support new affordable ownership units in key, transit-supported areas. Inclusionary Zoning will help to create mixed-income housing developments in Brampton, particularly in areas receiving significant transit investment where the market may not deliver affordable options on its own.

HOUSING ACCELERATOR FUND

The City has worked to leverage all available funding to support the development of new housing in Brampton.

The City has partnered with the federal government through the Housing Accelerator Fund (HAF) to fast-track the construction of more than 3,150 residential units over the next three years and the development of more than 24,000 homes over the next decade. Funding from HAF will support the City in advancing significant work to catalyze growth and development in Brampton, and the financial support from the federal government will be utilized to drive transformational change and create the conditions necessary for the right mix and range of housing supply in the city over the short and long-term.

To date, the following projects will be supported by the HAF:

- Habitat for Humanity – 12 affordable ownership townhouse units
- Habitat for Humanity – 15 affordable ownership townhouse units
- Home Opportunities – 70 affordable ownership apartment units
- Niwaas – 40 affordable rental units

HOUSING, GROWTH, AND INFRASTRUCTURE

The City issued more than 7,379 building permits in 2024 representing over \$2.4B in construction value. \$1.1B of these investments were allocated for residential projects.

To support unprecedented population and household growth, the City recognizes its significant role in ensuring we create complete communities across the City. A significant increase in the City's rate of population growth will require:

- A full range of jobs and employment opportunities to support the economic growth and development of Brampton.
- A full mix and range of affordable, rental, and supportive housing options.
- Emergency services, community services, libraries, and places of worship.
- Open space, parks, and a connected natural heritage system.
- Cultural heritage and public art.
- Increased transit connectivity.



EIGHT CITY INITIATIVES FOR THE HOUSING ACCELERATOR FUND

1. Incentive Programs
2. Implementing Inclusionary Zoning
3. Unlocking Growth Potential via Rapid Transit
4. Revised Parking Standards
5. Encouraging Detached Additional Residential Units
6. Encouraging Missing Middle Units in Existing Neighbourhoods
7. Pre-Zoning in Strategic Growth Areas
8. Infrastructure and Servicing Capacity Planning

Brampton has been ranked 4th out of 15 GTA municipalities for the fastest average approval timelines (13 months) across all development application types.

*Building Industry and Land Development Association (BILD), 2024



Riverwalk project: Illustration is Artist's concept E. & O. E.

RIVERWALK

Riverwalk will reduce flood threats and flood related disasters for the downtown Brampton core, unlock much-needed new housing supply, and attract new investments. This catalytic initiative aims to transform downtown Brampton into a year-round tourist destination that connects the city with the river system. The project aligns well with provincial policy priorities, addressing the need to increase housing supply and improve housing attainability in our communities.

DEVELOPMENT POTENTIAL

Currently, a maximum of 1,085 new residential units can be achieved in downtown Brampton, with 881 residential units already approved, leaving only 204 new units available for approval. Furthermore, 1,870,000 ft² (174,000 m²) of non-residential development is permitted in the downtown area, with 50% capacity remaining.

Without removal of the flood risk in Special Policy Area (SPA) three, the potential new residential units in downtown Brampton that would support provincial housing targets are impossible to realize due to restrictions on development. Furthermore, the construction of Riverwalk can facilitate development of an additional 3.6 million square feet of residential and non-residential GFA (Gross Floor Area) on properties in downtown Brampton.



RIVERWALK – RETURN ON INVESTMENT

- 7.7:1 Return on Investment (ROI)
- \$1.4B GDP impact
- 12,000 full-time years of employment
- 9M sq ft of new residential and non-residential gross floor area (GFA) – downtown Brampton and immediate surrounding area
- Thousands of new residential units

THE INVESTMENT

Phase One of Riverwalk, valued at \$107M, includes design and construction of flood protection works and the subsequent removal of the SPA and its associated planning restrictions. This removal will support the unlocking of downtown Brampton. A successful funding application resulted in the federal government committing up to \$38,852,397 towards Riverwalk flood mitigation through the Disaster Mitigation and Adaptation Fund. This represents 40% of eligible project costs (which exclude land acquisitions), with the final payment made no later than March 31, 2028.





ECONOMIC DEVELOPMENT AND INNOVATION

CANADA – U.S. TARIFFS AND ECONOMIC RELATIONS

In late 2024 and early 2025, a significant escalation in trade tensions unfolded between Canada and the United States, leading to a trade crisis.

The City has been proactive in its response to the potential and actual impacts of these tariffs on the local economy through several key strategies, including:

- A “Made in Canada” procurement policy and a national campaign to promote the same,
- advocacy at various levels of government,
- support for local businesses,
- initiatives to help businesses access new international markets,
- enhanced efforts to attract investment,
- the use of investment incentives such as the recently announced exemption for development charges (DCs) on eligible office developments, and
- the Mayor’s Tariff Task Force.

The City’s Economic Development Office is actively working with its business stakeholders to gauge the impact of the U.S. tariffs. Conservative estimates show that over 500 companies in Brampton export to the U.S., with over 100 of those companies exporting a minimum of 50% of all products manufactured.

Brampton’s automotive sector is facing growing uncertainty due to the threat of U.S. tariffs on Canadian vehicle exports. These developments jeopardize thousands of local jobs and risk undermining recent investments in EV manufacturing, specifically at Brampton’s Stellantis production facility. Federal leadership is urgently needed to protect Brampton’s role in the North American auto industry, support affected workers, and ensure continued investment in clean, future-focused vehicle production.

Based on primary data, the following themes are emerging:

- Lengthy tariff remission approvals and unclear eligibility requirements for procurement are limiting business’ ability to adapt.
- Growth and new investments are on pause as companies navigate the uncertainty and financial strain.
- Some manufacturers are considering or actively shifting production to the U.S. to mitigate the impact of tariffs.
- Retaliatory tariffs are not always seen as beneficial for Canadian companies, adding to the complexity and potential costs.
- The ongoing shortage of skilled trades workers and current immigration policies are hindering business’ ability to address current and future labour market needs.
- The tariff threat is causing widespread concern across various sectors in Brampton.



ASK

The City of Brampton requests continued collaboration with the federal government to align immigration policy with local labour market and economic development priorities. We urge the federal government to work closely with municipalities to ensure immigration pathways respond to regional workforce demands, particularly in high-growth sectors like advanced manufacturing, MedTech, and food processing. This includes enhancing support for foreign credential recognition, streamlining pathways for internationally trained professionals, and investing in settlement services that accelerate labour market integration. A coordinated approach will ensure that immigration continues to fuel inclusive economic growth and address critical talent shortages in communities like Brampton.

The City of Brampton is urging the federal government to provide emergency financial assistance to help Canadian businesses offset shipping costs and access new markets. A temporary relief package would allow local businesses to remain competitive and resilient in the face of new trade barriers.



LABOUR ADVANTAGE

Advocacy for Brampton as a prime location for investment is essential. The City is home to major employers across a range of sectors, including MDA, which invested \$100 million in a new global headquarters and Centre of Excellence for space robotics, and Lululemon, which established its largest North American distribution centre here. These companies – and others like Canon Canada, which selected Brampton for its corporate headquarters – chose Brampton due to the city's skilled, diverse workforce and strategic location. Brampton's reputation as a hub for innovation and logistics is supported by a young, multicultural population, access to key transportation corridors, and a strong commitment to workforce development.

Despite its rapid growth, Brampton's population has outpaced the availability of local employment opportunities. The City has the largest surplus of labour in the country, creating a significant competitive advantage for attracting employers seeking talent. All levels of government stand to benefit from investments that bring more, and better quality jobs to Brampton. Creating employment closer to home will reduce commute times, lower transportation costs, ease stress, cut emissions, increase productivity, and provide residents with more flexible and balanced lifestyles.

INNOVATION IN BRAMPTON

Brampton continues to revitalize and unlock the economic potential of its downtown by scaling a thriving entrepreneurial ecosystem.

In the centre of Canada's Innovation Corridor, Brampton's award-winning Innovation District (BID) is home to a network of companies, educational institutions, incubators, and accelerators in the heart of downtown. The Innovation District supports tech-enabled businesses at all stages of development.

The City has committed to investing approximately \$30.5M in the District, with an additional estimated \$55.2M in investments being drawn in by Innovation District partners. In 2024, the Brampton Innovation District scaled over 126 startups. Since 2021, the BID has scaled over 900 companies, and since 2022, there have been 177 patents filed by companies that took part in BID programming (we did not track this prior to 2022).

In March 2023, the City, in partnership with its Regional Innovation and Commercialization (RIC) Centre, Altitude Accelerator, supported the launch of Brampton Angels, a members-only not-for-profit organization of accredited investors. Brampton Angels members provide dynamic early-stage companies with valuable mentorship and access to risk capital networks to initiate learning, networking and growth.

In 2024, over 30 Brampton companies pitched to angel investors, securing over \$2.3M in funding, while membership grew to 55 investors.

The Centre for Innovation (CFI) and Innovation District are poised to become the cornerstone of Brampton's ongoing growth, further strengthening the city's role as a key player in Ontario's Innovation Corridor. In partnership with industry leaders, the city will develop state-of-the-art, mixed-use spaces designed to drive innovation, digital technology, and community engagement. These spaces will offer a blend of housing, flexible office areas, assistive technologies, and programs aimed at improving accessibility and fostering creativity. Together, we are building a dynamic hub that will position Brampton as a central player in Ontario's innovation landscape.

The transit-oriented community planning via the Hazel McCallion line and current Metrolinx GO stations, as well as integrated walkable, and affordable housing is part of the urban design of Brampton's Innovation District to create a 15-minute neighbourhood for tech founders and entrepreneurs.

Each year, many startups, entrepreneurs, and large corporations plant roots in Brampton with the intent of commercializing their technology. With ready access to space, resources, and opportunities to network and pitch, the Brampton Innovation District is earning an international reputation as THE place to locate.

MEDTECH INNOVATION

The Brampton Innovation District is scaling 200+ startups, many of which have business models in medical innovation, and digital medicine. The Osler Health expansion along with TMU School of Medicine will generate new R&D opportunities, new supply chains, and new industry innovations. In May 2023, the City launched its first ever MedTech Task Force to foster investment, research, and innovation in Brampton. The MedTech Task Force is focused on marketing Brampton's MedTech sector, engagement from industry at the Advanced MedTech conference and the feasibility of establishing a wet lab in Brampton.

The City of Brampton would welcome opportunities for the federal government to support the development of the MedTech industry in Brampton in collaboration with the city, post-secondary sector, and William Osler to foster education, innovation, entrepreneurship, and commercialization.

ADVANCED MANUFACTURING

Brampton's manufacturing sector continues to be a major part of Brampton's economy. We need continued support for our local manufacturing firms as they adopt new processes and develop made-in-Canada products.

Brampton has a high-quality workforce, strategic access to the North American market, a dynamic environment for R&D and a culture of high-quality award-winning manufacturing. Home to the key post-secondary training through Sheridan Centre for Intelligent Manufacturing and the Magna Skilled Trades Centre, Brampton is strategically positioned to support the diverse talent needs of the advanced manufacturing sector. We need to leverage the assets and expertise we have in the automobile, space industry, and robotics to attract further investment. We need federal government to assist Brampton with landing high valued employers that bring quality jobs for our residents.



CLIMATE ACTION

SUSTAINABLE AND RESILIENT BRAMPTON

Successfully addressing climate change depends on collaboration among community partners including businesses, institutions, non-profits, residents, and other levels of government. Building on Brampton's commitment to sustainability, the City has been working on improving transit and active transportation opportunities, protecting, and enhancing our ecosystems, and achieving energy efficiency and Greenhouse Gas (GHG) reduction.

Brampton looks to the federal government to play a strong supportive role in advancing our environmental sustainability and climate action priorities.

Guided by the Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, and Energy and Emissions Management Plan 2019-2024: A Zero Carbon Transition, the City is acting on climate change.

- City Council declared a Climate Change Emergency in June 2019. In response, Brampton moved quickly to implement both strategic studies, plans, and on-the-ground actions to achieve quantifiable GHG reductions and meaningful community benefits.
- Brampton has established an ambitious goal to reduce GHG emissions generated in Brampton by at least 80% by 2050.
- Brampton established a Centre for Community Energy Transformation (CCET) to advance local climate actions.
- Brampton is developing its first Climate Change Adaptation Plan to reduce the impacts of climate change and build community climate resilience.
- Brampton participated in the Ontario Resource Centre for Climate Adaptation Staff Capacity Program, receiving direct support to implement adaptation actions.

COMMUNITY ENERGY AND EMISSIONS REDUCTION PLAN (CEERP)

The City of Brampton, in partnership with Sheridan College, developed a Community Energy and Emissions Reduction Plan (CEERP). This plan calls for an integrated effort by the municipality, local utilities, and the larger community to improve energy efficiency, reduce GHG emissions, ensure energy security, create economic advantages, and increase resilience to climate change. Addressing the climate change emergency will require an urban and energy transition.

The CEERP includes strategic directions focused on green communities, efficiencies in home and building, transportation, and manufacturing, and increasing green infrastructure, contributing to a more sustainable Brampton – environmentally, economically, and equitably.





HOME ENERGY RETROFIT PROGRAM

Residential homes represent 26% of energy use and 21% of GHG emissions in Brampton. To achieve our energy conservation and GHG emission reduction targets, over 100,000 older homes in Brampton need to be retrofitted for energy efficiency.

This requires a consistent set of modifications to existing buildings to improve energy efficiency and decrease energy demand. We require training and capacity building for local governments, trades, industry, and other stakeholders to support the transition to net zero homes and buildings. The scope and scale of such an undertaking are beyond the capacity of any municipal budget. To achieve success, we need to offer financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors and a funding partnership strategy must be established with provincial and federal governments to facilitate the implementation of home energy retrofits.

CENTRE FOR COMMUNITY ENERGY TRANSFORMATION (CCET)

The CCET is a not-for-profit, community-based, action-oriented organization to accelerate Brampton's transition to a low-carbon future. CCET focuses on implementing four climate change priorities, including:

- Advancing deep home energy retrofits.
- Encouraging district energy nodes.
- Spurring industrial, commercial, and institutional (ICI) energy efficiency.
- Promoting outreach and engagement.

Brampton, in partnership with Peel Region, the Town of Caledon and the City of Mississauga, established this organization to accelerate the transition to a low carbon region. Successful establishment of CCET will require additional funding from the provincial and federal governments.

The City of Brampton, Mississauga, Town of Caledon and the Region of Peel have provided funding but additional financial support from the federal government will scale up and maximize impact.

FUNDING REQUEST

The City requests the federal government provide seed funding to the Centre for Community Energy Transformation.

CLIMATE CHANGE ADAPTATION PLAN (CCAP)

The Climate Change Adaptation Plan is intended to evaluate, guide, and integrate diverse policies, programs, and activities of the City, conservation authority partners, and other stakeholders to ensure our collective efforts are directed towards the long-term health and climate resilience of Brampton.

The CCAP will deliver a detailed five-year Climate Change Adaptation Plan that directs updates to Brampton's policies, plans, programs, practices, and procedures and aligns with national and international climate change goals and objectives. The plan will help reduce our vulnerabilities to climate change through a series of recommended actions to improve our resiliency and ensure communities are prepared for future impacts.

FUNDING REQUEST

The City requests funding for the implementation of Brampton's Climate Change Adaptation Plan.

NET ZERO CARBON COMMUNITY CENTRE RETROFITS

In 2024, the City of Brampton published its Energy Conservation and Demand Management Plan (ECDMP) 2024 - 2029: which provides an overview of the City's current emissions and outlines a strategy to diminish its corporate contribution to GHG emissions. The goal is to achieve a reduction of 40-45% in emissions by 2030 (compared to a 2010 baseline) and attain net zero emissions by 2050.

To meet this objective, in 2020 the City's Energy Management Team completed a zero-carbon study for Susan Fennell Sportsplex, one of the city's largest multi-use recreational facilities. Seven additional deep retrofit studies have been completed from 2019 to 2024 for Century Gardens Recreation Centre, Earnscliffe Recreation Centre, City Hall West Tower, Chinguacousy Wellness Centre, Cassie Campbell Community Centre, Save Max Sports Centre, and Terry Miller Recreation Centre. The City is currently undertaking deep energy retrofit studies at Jim Archdekin Recreation Centre, Chinguacousy Curling Club and Kiwanis McMurchy Pool.

In April 2021, City Council provided approval of phase one for the design of the zero-carbon retrofit for Susan Fennell Sportsplex.

Recreational facilities account for nearly 50% of the City's annual GHG emissions. Susan Fennell Sportsplex (formerly South Fletcher's Sportsplex) has been identified as one of the City's top five GHG emitters. This facility is also one of the City's largest multi-use recreational facilities at about 173,000 square feet and most of the major building systems are at the end of their useful life. As such, Susan Fennell Sportsplex provides an opportunity to transform the recreation centre into a zero-carbon facility to support meeting the City's corporate emission targets.

The City was approved to receive \$14.2M out of \$15.7M from the federal government under the Green and Inclusive Community Buildings (GICB) program for Deep Energy retrofits to Susan Fennell Sportsplex. The Federation of Canadian Municipalities (FCM) has approved a loan of \$7.5M and a grant of \$2.5M for this project.

In 2021 Johnson Controls Canada LP was selected as the design-builder to execute the retrofit at Susan Fennell Sportsplex. Design phase was completed in August 2023. Council has approved the project, and construction began in April 2024.

Key retrofits of this project include:

- Replacing lighting controls
- Installing a ground source heat loop
- Replacing ice rink refrigeration plants
- Installing a solar thermal system for pool heating
- Installing rooftop solar photovoltaic panels
- Replacing ice rink gas dehumidifier with electric dehumidifiers
- Upgrades to heating, ventilation, and air conditioning (HVAC) systems



Currently, phase one of the project is officially complete and delivered on schedule, with Ice Rinks 3 and 4 re-opened in April 2025. The facility now features equipment and technology that reduce carbon emissions, including new electric ice resurfacers, rooftop solar photovoltaic panels, and solar thermal panels for pool heating.

Phase two construction focuses on additional net-zero retrofits across the facility and is expected to be completed by September 2025. The areas of focus for this construction will be the ice rinks 1 and 2, Pool, Gymnasium etc.

This priority project will be the City's first zero carbon recreational facility retrofit and a foundational step in the City's efforts to transition our remaining existing community centres, including Century Gardens and Earnscliffe recreation centres, Save Max Sports Centre, and Cassie Campbell Community Centre into exemplary zero-carbon facilities.

FCM approved the City's GHG Reduction Pathway Feasibility Study Grant to support energy retrofit plans for the Chinguacousy Wellness Centre, Save Max Sports Centre, and Cassie Campbell Community Centre.

Our initiative-taking approach and partnerships enable Brampton to make meaningful progress as we work towards shared climate action goals.

GREENING OUT FLEET AND SUPPORTING ELECTRIC VEHICLE UPTAKE

In 2022, the City of Brampton released a Sustainable Fleet Strategy to foster reduced GHG and air pollutant emissions. The strategy will help enhance operational efficiency and service excellence, improve lifecycle asset management, demonstrate leadership in environmental sustainability, and align with the provincial leadership on advancement of electric vehicle manufacturing.

The City has also installed 95 charging stations, of which 51 are public chargers for electric vehicles across community centres, and other City facilities. Availability and accessibility of green vehicle ownership data from the Ministry of Transportation is essential to developing our broader plan for public stations.

The City invested \$3.75M in 2022 and has allocated \$7.25M in 2024 to install EV charging stations having 176 charging connectors for fleet vehicles at multiple City owned facilities.

The City also received \$1.72M from Natural Resources Canada to support Electric Vehicle (EV) infrastructure.

The City is investing \$840K into PHEV (plug-in hybrid electric vehicle) units in 2023 and \$2.4M into EV (electric vehicle) units in 2024.



ELECTRIFICATION OF BRAMPTON FIRE AND EMERGENCY SERVICES

The City of Brampton is dedicated to improving sustainability and being a leader in environmental innovation across our operations. On January 23, 2024, the City of Brampton proudly unveiled the Rosenbauer RTX, the first fully electric-powered fire truck in Brampton.

Brampton is the first municipality in Ontario to use an electric-powered front-line emergency response vehicle, joining other world-class cities such as Berlin, Amsterdam, Dubai, Los Angeles, and Vancouver.

The Rosenbauer RTX is the first fully electric-powered fire truck available on the market able to meet current firefighting standards.

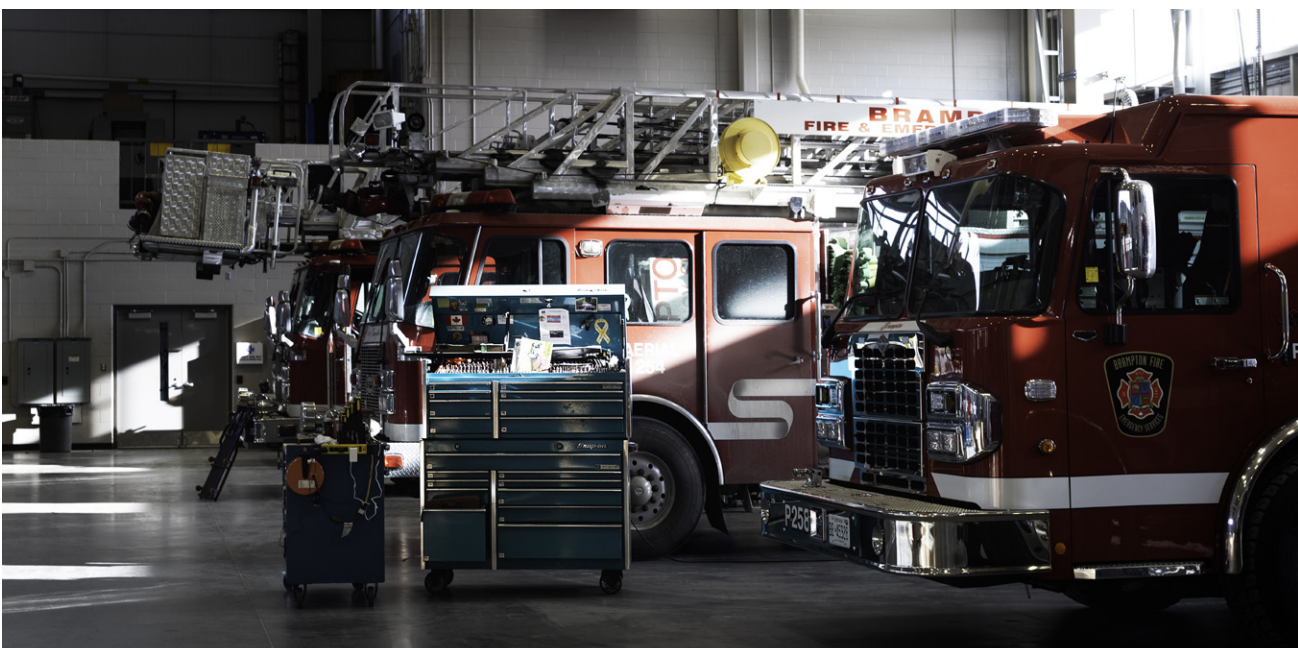
The truck's technology will allow Brampton firefighters to generate zero emissions while responding to emergencies, not only during travel, but also while on site. The elimination of emissions protects both the environment and health and safety of firefighters on scene by reducing the intake of carcinogens.

The new electric fire truck will be stationed at the new, state-of-the-art Brampton Fire and Emergency Services Headquarters and Training Centre. The City is looking at eight additional electric vehicles within the next four years.

The City of Brampton is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire and Emergency Services Department.

The City estimates a potential savings of \$384,000 and 256 tonnes CO₂e avoided over a 12-year lifetime per fire truck. *

*Sustainable Fleet Strategy: Additional Consideration, Battery-Electric Fire Truck



BRAMPTON ECO PARK

Brampton Eco Park comprises a network of sustainable urban/ green spaces reflecting Brampton's character and unique social opportunities, while supporting City infrastructure.

This is achieved by conserving and enhancing the City's natural systems, features, and landscapes, and expanding and evolving into parks, streetscapes, and other spaces to form a comprehensive network of green places and nature reserves throughout the City.

Several larger Eco Park projects are currently being implemented. These include:

- **Eco Park Education Centre:** Development of a flagship trailhead Eco Space to the Credit River Valley will be a prominent, publicly accessible centre for environmental learning and outdoor recreation.
- **Riverwalk:** A transformative flood mitigation and downtown revitalization initiative that integrates Eco Park principles by restoring natural hydrology, creating green public space, and building climate resilience in Brampton's urban core.
- **Natural Heritage Restoration Program:** Restoring and reconnecting fragmented ecosystems such as wetlands, lakes and woodlands across Brampton to improve biodiversity, support species at risk, and enhance ecological function.
- **Peel Channel Naturalization Program:** An Eco Park revitalization project delivered in conjunction with Toronto and Region Conservation Authority (TRCA), transforming hardened creek channels into naturalized systems with restored floodplain function and habitat.



A conceptual image of the evolution of Brampton Eco Park

FUNDING REQUEST

The City requests funding support from the federal government to expand the Eco Park initiative and accelerate nature-based climate action. Dedicated funding would improve public parks and naturalized spaces, restore ecosystems that reduce flood and heat risks, and increase equitable access to nature for all residents.

The City invests in maintaining and upgrading stormwater infrastructure across Brampton on an ongoing basis. In addition to regular operations and cleanout of Brampton's stormwater infrastructure, the City is also investing in retrofits and upgrades to existing infrastructure. For example, the City has identified gaps in water quality treatment provided by existing infrastructure in neighbourhoods built before current stormwater management practices.

The City has reviewed these areas and identified opportunities for new stormwater management infrastructure to be installed to capture pollutants from urban runoff before entering the natural environment.

ACTIVE TRANSPORTATION

Brampton's Mobility Framework outlined within the **Brampton Plan – Your Vision, Our Future** prioritizes sustainable, multi-modal transportation by placing pedestrians, cyclists, and transit users ahead of private vehicles. A cornerstone of this approach is the **Active Transportation Network**, which promotes walking, cycling, and rolling to create safe, connected, and accessible 15-minute neighbourhoods.

The **Active Transportation Master Plan (ATMP)**, first endorsed in 2019, guides the development of this network through a variety of infrastructure types, including bike lanes, cycle tracks, multi-use paths, and recreational trails. Since 2018, Brampton has added nearly **90 km** of cycling infrastructure, contributing to a growing network now totaling **over 600 km** of bike lanes, multi-use paths, and recreational trails. The City aims to implement an additional **360 km** by 2051, with the proposed 20-year network valued at approximately **\$126.6 million**. Delivered through coordinated efforts across city departments, the ATMP supports city-building goals— reducing congestion, improving air quality and safety, and making active, sustainable travel a viable choice for all residents.

ACTIVE TRANSPORTATION MASTER PLAN UPDATE

The City of Brampton is initiating an update to its 2019 Active Transportation Master Plan (ATMP) to ensure the City's active transportation network, policies, and programs align with current needs, best practices, and Brampton's long-term growth objectives. This update will reflect emerging trends, population growth, and evolving mobility preferences while supporting Brampton's vision for a sustainable, healthy, and inclusive transportation system.

The updated ATMP will serve as a comprehensive roadmap for walking, cycling, and other forms of active and micromobility transportation through to the year 2051. It will also strengthen the City's implementation strategy by incorporating lessons learned from five years of experience building out Brampton's active transportation network.

Key objectives of the ATMP update include:

- Modernizing the plan to integrate best practices and innovative approaches;
- Embedding equity, accessibility, and inclusivity throughout the planning and implementation process;
- Ensuring meaningful public engagement at every stage of the plan's development;
- Aligning with key City strategies and plans, including the Brampton 2040 Vision, Brampton Plan (Official Plan), Brampton Mobility Plan (Transportation Master Plan), Complete Streets guidelines, and Vision Zero.

FUTURE PRIORITIES AND ACTION ITEMS

The City is approaching the completion of the Brampton Mobility Plan as an update to its 2015 Transportation Master Plan. This revised plan aims to guide future investments in transportation infrastructure, focusing on reducing car dependency by promoting a multi-modal network of Complete Streets that prioritizes active transportation options such as walking and cycling.





Here are some of the Mobility Plan priorities and action items for active transportation:

- Build new active transportation facilities and address deficiencies and gaps in the existing network to complete the recommended active transportation network.
- Update Brampton's AT design standards to apply the latest guidance on building safe, comfortable walking and cycling facilities to promote the use of active modes to support sustainability and community health outcomes.
- Improve year-round maintenance standards for cycling facilities.
- Identify opportunities to implement midblock pedestrian and bicycle signals.
- Expand the e-scooter pilot program to become a permanent city-wide program.
- Pilot a bike share program to provide convenient access to a bicycle or e-bicycle for Brampton residents
- Update of the ATMP to confirm and refine the findings of the BMP.
- Require new development to incorporate barrier-free connections and cycling connections.



INTER-REGIONAL CONNECTIONS

The City is undertaking the necessary review to develop a design for an interregional cycling connection from the southern limit of Bramalea Road to the Bramalea GO Station. This connection will provide a much-needed protected Active Transportation connection between the adjacent communities (served by the Chinguacousy/ Esker Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land adjacent to the north side of Steeles.

One of the key goals of the City's Active Transportation Master Plan (ATMP) is to improve access to transit and provide viable active transportation options for the 'first and last mile.' There are several ongoing and planned active transportation initiatives to support major transit investments in the city through first and last mile connections. The Kitchener to Toronto regional GO Transit rail service line runs through Brampton, and the City has established its Züm bus rapid transit network which are key infrastructure pieces benefiting from the City's investment in walking and cycling infrastructure in the vicinity of transit stations and the recent introduction of shared micromobility in the city.

PRIORITY NETWORK AND THE B LOOP

The City's Active Transportation Master Plan (ATMP) recommends developing a core cycling network built around a central "signature" loop and several key east/west routes as a short-term priority.

The development of the signature Brampton loop ('B' Loop) includes trail connectivity and accessibility improvements between the Etobicoke Creek Trail, Chinguacousy Recreational Trail, and Esker Lake Recreational Trail, a 38 km loop.

\$1M Priority Network and the 'B' Loop investment to advance a safe, user-friendly active transportation network for users of all ages and abilities.

The loop would link to Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/ Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village, and several recreation centres and schools.

The loop would be promoted and marketed by the City and regional partners as a safe, user-friendly route for riders of all ages and abilities.



E-SCOOTER PILOT

The City of Brampton, in partnership with Neuron Mobility, Bird Canada, and Scooty Mobility, has launched the GTA's first-ever shared E-scooter program. During the pilot project, up to 900 e-scooters are available for public use throughout the city. In its first two years, the program saw over 176,000 riders take more than 350,000 trips.

The Shared E-Scooter Pilot Program enhances accessibility, offers a sustainable mode of travel, and enables Brampton to embrace emerging technologies and adapt to evolving mobility needs. Surveys conducted by operators reveal that residents are increasingly using e-scooters for trips they might have otherwise taken by car or rideshare, often in combination with public transit, highlighting the program's role in closing last-mile gaps and supporting Brampton's goals to reduce emissions and create a more sustainable, integrated transportation system.

This initiative is a key part of Brampton's broader commitment to active transportation and building more connected, complete communities. Active transportation and micromobility like e-scooters present one of the greatest untapped opportunities for supporting the necessary mode shift from single-occupant vehicle trips and addressing challenges related to community design, transportation equity, and public health.

REQUEST FOR COLLABORATION AND FUNDING

The Canada Permanent Transit Fund (CPTF) is to include dedicated funding for active transportation, rural and remote transit, transit investments in Indigenous communities, and the electrification of public transit and school transportation. The City calls for a defined and sustained active transportation funding, indexed to inflation through the CPTF to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.

NATIONAL PROSPERITY PARTNERSHIP

Municipalities are at the forefront of the most pressing challenges we face today. From housing to transit, critical infrastructure and sustainability, cities play a crucial role in ensuring our residents have access to key infrastructure and services. To play our part, municipalities like Brampton need the federal government to ensure we have the financial capacity to deliver for our residents.

The Federation of Canadian Municipalities (FCM) is advocating on the need for a National Prosperity Partnership and the key issues affecting Canadians. Top advocacy priorities include:

- A modernized fiscal framework for municipal governments to ensure communities have the resources to build a stronger Canada. FCM will also closely monitor efforts to support trade, build an effective impact assessment regime and establish national utility corridors.
- Stronger infrastructure for a stronger Canada and will advocate for a National Prosperity Partnership to upgrade core infrastructure, invest in rural and northern communities, and invest in transit, water and waste-water infrastructure.
- Support housing construction but also make homelessness prevention programs permanent and close the homelessness funding gap, including addressing refugee housing needs and enacting preventive measures like establishing a portable housing benefit for at-risk individuals.
- Fixing Canada's bail system, easing the financial load on municipalities through a modernized fiscal framework, and improving mental health and substance use care. FCM calls for meaningful consultations with municipalities on decisions affecting the future of RCMP contract policing.

The path forward is clear and a long-term approach is needed to align infrastructure, housing, and workforce investments with Canada's economic priorities and enabling local capacity to deliver.

UPDATE FUNDING FORMULA

Recently, the population of Brampton has surpassed Mississauga for the first time since our municipalities were incorporated. This means Brampton is now the third-largest city in Ontario, and the seventh-largest city in Canada. Our rapid population growth results in a significant pressure on municipally delivered services, including transit. The City requires collaboration and adequate funding to manage our population growth and ensure high quality services our residents depend on and expect. It is important that funding programs available to municipalities recognize the pressures municipalities face and take into account, pace of growth, infrastructure needs and unique requirements of local communities.





REQUEST FOR COLLABORATION

Support the call for a new National Prosperity Partnership and work with the provincial government to reassess municipal responsibilities and committing, in partnership with municipalities, to upload certain responsibilities or services, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.

COMMUNITY SAFETY AND WELL-BEING

RIISING COST OF LIVING

The rising costs of living and prolonged housing crisis continues to contribute to individuals and families living in poverty. Poverty is a complex issue that requires intergovernmental collaboration, as well as work with community agencies, and faith-based organizations to assist the vulnerable people in our communities. High unemployment levels, as well as precarious and unstable employment, particularly for racialized groups in Brampton, contribute to an increase of poverty. Further, the rising costs of food, housing, and uncertainty about childcare costs have led to increased reliance of food banks, affordable housing waitlists, an increase of encampments, and risks to residents' general health and well-being.

Through this platform, our aim is to address the rising cost of living by advocating for policies and programs that provide financial relief and support to low and middle-income families, including affordable housing initiatives, increased minimum wage, economic empowerment, enhancing food security, and accessible public services to enhance the quality of life in Brampton.

We urge the federal government to collaborate closely with the province to address the critical gaps in financial support programs, including Ontario Works and Ontario Disability Support Program. By working together, we can ensure that vulnerable individuals receive the support they need to thrive and build a brighter future.

POVERTY IN PEEL

Demographics

- In Peel, 198,930 or 13% of the population live in poverty.

Employment

- Unemployment rate in Peel is 6.7%, higher than Ontario's rate of 6.0%.
- Youth (15 to 24 years) Unemployment rate in Peel is 15.6%, higher than Ontario's rate of 11.7%.

Income support

- 28,387 persons receive Ontario Disability Support Program (ODSP) benefit as of December 2024.
- 25,000 or more of Peel's population are in receipt of Ontario Works (OW).

Childcare

- In Ontario, the annual income cut-off for families to receive full childcare subsidy (at no cost) is \$20,000.

Housing

- 1 in 5 households, about 97,000, in Peel have to choose between housing and other necessities.
- Households need to earn \$40 an hour to be able to afford average rents.

Households that immigrated to Peel within the last 5 years are 150% more likely to be in Core Housing Need.

Food

- In 2023, 22.9% of residents experienced marginal, moderate or severe food insecurity.





SUPPORTING NEWCOMERS


Brampton is a community rich in diversity, with 250 cultures, speaking 171 languages. With this mosaic, we recognize the importance of supporting our newcomer community, fostering a healthy city where everyone feels safe, has a sense of belonging, and has their needs met.

The City is collaborating with the Peel Newcomer Strategy Group (PNSG) and community partners to build newcomer-inclusive communities across the Region of Peel by strengthening connections between newcomers and established residents through integration and system navigation.

We continue multi-sector collaboration amongst a strong network of service providers and remain committed to equity and inclusion and building and sustaining programs and initiatives that support newcomers in becoming integrated and connected to our community. However, this is not without challenges. Peel's health and social services ecosystem faces an annual shortfall of \$868 million, receiving \$145 less per resident compared to other municipalities. **As such, we call upon the federal government for additional resources and funding to support newcomer settlement services in Peel and Brampton.**

We welcome the funding provided by Immigration, Refugees, and Citizenship Canada (IRCC) to PNSG through the Settlement Program and Resettlement Assistance Program, under the Service Delivery Improvement Stream. Key partners involved in this project continue developing a local plan for implementing the Building Newcomer-Inclusive Communities project and expect to achieve:

- Newcomer integration;
- Cross-cultural connections;
- Enhanced access to community resources; and
- Positive narratives around immigration.



To further support this program, we advocate to IRCC to learn more about funding opportunities and grant programs that align with our objectives, and to understand how to effectively measure impact, so this program and future programming related to strengthening newcomer supports become more appealing to funders.

SUPPORTING INTERNATIONAL STUDENTS

International student experiences are complex, multifaceted, and distinctive. They contribute diverse perspectives that enrich the learning experience for all students and make meaningful contributions to our communities.

Work to help international students cannot be accomplished without collaboration from all levels of government, which is why the City of Brampton is calling on the federal government to implement the following:

1. That for every student visa issued, a direct link to appropriate accommodation, as coordinated by post-secondary institutions, referencing a home/housing address near their community of study consistent with local municipal housing by-laws.
2. Federal funding for housing supportive infrastructure is required to support international students residing within municipalities.
3. Legislative changes related to student visas, such as removing “sex work” as a condition to deport.
4. Increase working hours to 40 hours/week so students can access legal work from employers.
5. To expand funding eligibility to allow international students to access existing Regional and community programs and supports in Peel Region including those offered by settlement service agencies.
6. To provide dedicated funding for a three-year pilot to develop a wrap-around support hub, which is community-focused with anti-human trafficking services and supports to provide settlement, housing, employment, and mental health supports along with human trafficking assessment and referral for international students attending post-secondary institutions.
7. To increase accountability of post-secondary institutions to develop formal pathways to dedicated anti-human sex trafficking services and to provide the necessary legislative and financial support for increased access to such services.
8. To strengthen regulations and continue investigations of immigration consultants providing fraudulent acceptance letters and engaging in other fraudulent activity related to international students.
9. To clearly identify and raise awareness of existing pathways international students can legally obtain permanent residency in Canada.

These changes to the international student program will help alleviate the pressures international students face and municipalities like Brampton who carry the responsibility of creating conditions to help international students thrive.

Residential Rental Licensing Pilot Program

Public and private colleges significantly increased international enrollment to increase their profit, from 2015-2024, however public and private colleges have added little to no new student housing during this time. Vulnerable renters like international students are the most likely to wind up living in rentals that are unsafe. That is why the City of Brampton implemented a two-year Residential Rental Licensing (RRL) pilot program to deal with the growing number of problem rentals. The pilot program targets residential rental units; rented single dwellings and Additional Rental Units (ARUs), focusing on currently registered units and unregistered units/properties with repeated violations on record.

The RRL program aims to ensure that property owners are compliant with all applicable laws and regulations. As of September 2024, the RRL has led to 4,700 home inspections and over 600 penalty notices. The federal government announced several revised requirements in 2024 to better protect international students

International Students Collaborative

To address the many challenges international students face, the City of Brampton collaborates with community partners through the International Students Collaborative, which is led by the Region of Peel. It addresses concerns that international students face from pre-arrival to post-graduation and identifies solutions.

Several organizations, including IRCC-funded settlement service agencies, are members of the collaborative and are well-equipped to provide international students with assistance. Currently international students do not qualify for government-funded settlement services. As a result, international students are turning to fraudulent advisors, who may encourage students to apply for asylum or go about staying in Canada in ways that risk future opportunities. Ensuring international students receive professional and legitimate information from IRCC-funded staff will help prevent fraudulent asylum claims.

Community agencies that work to prevent gender-based violence are also members of the collaborative. They have reported that some international students do not receive the same levels of sex education that Canadian students receive, including education about consent. As a result, international students, who may lack social supports in Canada, are targeted by sex traffickers. Once international students are involved in sex work, they may be reluctant to seek help as their traffickers often use threats of deportation as a coercive tactic to continue to control them. Removing “sex work” as a condition for deportation related to student visas would help prevent sexual exploitation of international students.

To reduce exploitation of international students, the Federal Government could:

- 1. Implement and enforce ethical recruitment standards for post-secondary institutions and agents to combat fraud and false information.**
- 2. Broaden eligibility criteria for existing IRCC-funded services and supports to reach international students.**
- 3. Enact legislative changes to student visas to remove “sex work” as a condition to deport.**



Instability of International Students Program

Some international students who arrived in Canada in 2024 or earlier, report having difficulty navigating changes announced in 2024 by IRCC to the number and types of study permits as well as new regulations. While we support the objectives of the initiatives taken to protect international students and address housing concerns it is critical that a fulsome understanding of how these changes will affect international students is needed. The abrupt policy changes have left students who came under one set of rules with few options to fulfill their education and life plans. A consistent approach regarding study permits and pathways to residency, including consideration for students who arrived before policy changes would greatly benefit international students and the community at large.

HOMELESS ENCAMPMENTS

Municipalities, like the City of Brampton, are on the frontlines of encampment work but do not have the resources or tools to solve this issue on their own. Municipalities face significant challenges in addressing homelessness and managing encampments due to limited resources, legislation and the lack of federal and provincial direction in the form of an encampment response plan.

The National Housing Strategy Act (2019) established the right to adequate housing as law. This places responsibility on municipalities to ensure shelter availability before acting against individuals residing in encampments on public property. Municipalities are often caught between adhering to local by-laws and respecting federal obligations, leading to uncertainty and legal challenges.

The Federal Housing Advocate's report on encampments released in February 2024 called for the establishment of a National Encampment Response Plan. However, no such plan or framework has been developed, leaving municipalities like Brampton without a consistent federal policy to address encampments. One of the Calls to Action in the Federal Housing Advocate's report is to offer people permanent housing options as rapidly as possible. This includes building more community housing and subsidizing housing. Portable subsidies are paid by the Region of Peel to low-income households to assist with housing costs and can be used to pay rent anywhere in the region. Portable subsidies would assist people living in shelters to obtain subsidized housing.

The City of Brampton is actively advocating for stronger legislative frameworks at both the federal and provincial levels to address the complex challenges of homelessness, encampments, and the need for adequate mental health and addiction supports. To tackle these issues effectively, the City recommends the federal government expedite the development of a National Encampment Response Plan that provides municipalities with clear directives and support mechanisms to better manage encampments, address mental health and addiction issues, and expand the availability of deeply affordable housing.

The City of Brampton calls on the federal government to provide municipalities with additional support mechanisms and funding to better manage encampments, address mental health and addiction issues, and expand the availability of deeply affordable housing. This includes ensuring the Reaching Home program becomes a stable and permanent program to ensure continuous wrap-around supports for vulnerable populations.

SHELTER SYSTEMS

Like many other communities across the province, the City of Brampton is seeking solutions to address the overcapacity crisis in the regional shelter system. We are pushing for immediate investments and long-term solutions to increase shelter capacity, improve wrap-around services, and support pathways to permanent housing for those in need. We urge higher levels of government to increase funding for deeply affordable and supportive housing options for homeless communities and for people transitioning out of homelessness who are looking for permanent housing options.

The City supports work by the Region of Peel to accommodate the enormous number of asylum claimants in the Region, which has added additional strains to the shelter system. Peel Region continues to work with IRCC to reach an agreement on the final funding requirement for housing subsidies that follow asylum claimants, ensuring that people can exit out of the shelter system.

COMBATING AUTO THEFT

The City of Brampton welcomed the federal government's National Action Plan on Combatting Auto Theft in 2024 and is pleased that progress has been made in reducing auto thefts and enhancing border security.

Auto theft continues to have a negative impact on the city and the Action Plan is a significant step to counter this.

In addition to the Action Plan, judicial changes to auto theft crimes could deter potential auto theft thieves and operations, while reducing strain and the resources local law enforcement need to combat Auto Theft.



BAIL REFORM

There is an urgent need for systemic changes amidst rising incidents of auto thefts and other serious crimes in Peel and across Canada. While we respect the constitutional right to reasonable bail and the presumption of innocence, it is crucial to recalibrate the balance of interests in bail decisions.

We must prioritize the safety and well-being of victims and the community, alongside assessing the likelihood of reoffence by the accused. The current system requires evolution to avert further tragedies and interrupt the ongoing cycle of crime.

The City of Brampton has been advocating stiffer bail regulations as it relates to property crime. Peel Regional Police are consistently re-arresting individuals who have been released on bail, straining police resources and increasing operational costs. As such, the Peel Police Service Board, together with Peel Regional Police and the City of Brampton, is dedicated to working with federal and provincial partners to forge comprehensive, effective solutions. These solutions should encompass legislative, policy, and resource adjustments and must be continuously evaluated for effectiveness with results shared publicly.



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