

An aerial photograph of a cityscape, likely Brampton, Ontario. The image shows several tall, modern high-rise apartment buildings in the background. In the foreground, there is a large, lush green park area with a winding path and a body of water, possibly a lake or a large pond. The sky is overcast with grey clouds. The image is partially obscured by a large blue geometric shape in the bottom left corner.

2022 ASSOCIATION OF MUNICIPALITIES OF ONTARIO ADVOCACY PRIORITIES



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Wards 1 & 5



Paul Vicente
Regional Councillor
Wards 1 & 5



Michael Palleschi
Regional Councillor
Wards 2 & 6



Doug Whillans
City Councillor
Wards 2 & 6



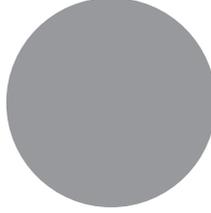
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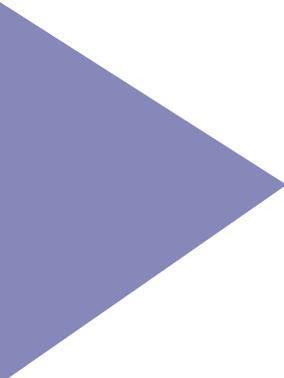
Harkirat Singh
City Councillor
Wards 9 & 10



Patrick Brown
Mayor

**BUILDING A
BETTER &
STRONGER
BRAMPTON**

Mayor's Message



Brampton embodies the spirit of people “living the Mosaic” with 234 identifiable cultures speaking 115 different languages. It is a City of Opportunities with a young, diverse workforce and a population growing at three times the provincial average and the fastest of Canada’s 25 largest cities.

This level of growth presents challenges, and we take many lessons from COVID-19 on the need to adapt quickly to a changing world. Moving forward from the pandemic, we are squarely focused on building back better through our Economic Recovery Strategy. For a fast-growing city such as Brampton, it is important to build strong and effective partnerships with other levels of government to ensure we are a thriving and prosperous community.

Having impactful infrastructure ensures we have a well-connected city with a transit system moving people quickly and efficiently. It helps reduce the number of cars on the road and improves the quality of life of our residents. Equitable and timely funding for the Hurontario-Main Street Light Rail Transit and the Queen Street-Highway 7 Bus Rapid Transit systems will support growth and sustainability in Brampton.

Strengthening the broader regional transportation system, connecting the Greater Toronto Area to mass rapid transit, all-day, two-way GO service and the Innovation Corridor build on this momentum. Initiatives such as Brampton’s electrification of the new Transit Maintenance & Storage Facility, and the Riverwalk project, address climatic impacts, enhance economic opportunities, and demonstrate our commitment to sustainability and innovation.

City Council is addressing housing in a comprehensive manner to ensure residents find housing they can afford. The biggest impact will stem from our housing strategy “Housing Brampton”; an innovative approach to improving housing affordability by offering more housing choices and incentivising the right types of housing supply. The overarching principles include reducing barriers, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right housing, and demonstrating innovation. We look to opportunities to work with the province to deliver a range of affordable housing for our residents.

Brampton is a welcoming city with ample lands to develop, smart growth policies and a robust workforce that will continue to see Brampton as a key contributor to the provincial and national economy. We look forward to working with the provincial government, and all partners, to realize the enormous potential of our city.



Patrick Brown, Mayor of Brampton



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SUMMARY OF ASKS

TRANSIT

Work on a successor agreement to the Safe Restart Agreement. Ensure provincial gas tax funding is, at a minimum, maintained to the most recent allocation amounts, and adjusted for annual inflation. Invest in strategic green infrastructure projects to create jobs and reduce Greenhouse Gas (GHG) emissions such as the electrification of the new Transit Maintenance & Storage Facility and various Transit projects/initiatives associated with the transition to a zero-emissions bus fleet.

HIGHER ORDER TRANSIT

Advance the Light Rail Transit (LRT) extension along Main Street to Downtown Brampton GO and expedite the Queen Street-Highway 7 Bus Rapid Transit (BRT) study through the Preliminary Design Business Case stage and prepare for the Design & Procurement Preparation stage. Additionally, the City requests Metrolinx expedite GO Rail Expansion and funding commitments to implement the Regional Express Rail service (Frequent Two-Way All-Day).

ACTIVE TRANSPORTATION

Help support a new type of 'bicycle crossover' and re-introduce a funding stream similar to the Ontario Municipal Commuter Cycling Program to implement active transportation infrastructure and programs as part of the province's #CycleON Cycling Strategy.

HEALTH CARE

Provide funding to bridge Brampton's health care gap as compared to the rest of Ontario for a range of health services. Approval of Osler's Stage 1 Proposal for a comprehensive cancer care centre to support Brampton and the area's growing need for cancer services, including radiation therapy. Continued Government of Ontario support as Peel Phase II planning stages continue. Expedite the province's action to fund the third hospital in Brampton to meet the current and growing needs of the community.

INNOVATION DISTRICT

The City of Brampton requests the provincial government ensure Brampton's competitiveness through the economic recovery by continuing to offer support to activate the Brampton Innovation District, including a purposeful engagement with the Venture Ontario Fund. Maintain a level of provincial support, including global marketing, for Brampton's Innovation District to promote a world-class innovation ecosystem.

BRAMPTON ENTREPRENEUR CENTRE

Increase funding for the Brampton Entrepreneur Centre. Small Business is an essential driver of Brampton's economy. The Brampton Entrepreneur Centre, part of the Small Businesses Enterprise Centre Network (SBEC), has a strong track record of support for this segment of our economy.

RIVERWALK

Financial support for the Riverwalk project to advance sustainable mobility and active transportation components, complete feasibility studies and implementation of storm water management systems, support Eco Park concepts and open space and public realm improvements. Construction of the Riverwalk project will create 2,200 new full-time jobs and add \$256M to the economy. Once complete, more than 17,700 new residents and 23,800 new jobs will move into Downtown Brampton.

TRANSIT INFRASTRUCTURE

Work with the Ministry of Transportation Ontario (MTO) to incorporate the urban boulevard in the ongoing GTA West Corridor EA study (i.e. that the section of the GTA West Corridor through the Heritage Heights area be in the form of an urban boulevard) and that the MTO support Brampton's planning for Heritage Heights.

HUMAN HEALTH AND SCIENCES CLUSTER

The City of Brampton appreciates the provincial funding for planning a proposal for a new institute of medical education in Brampton. The City requests the province work with Toronto Metropolitan University and Brampton to quickly advance the planning process.

COVID-19 RECOVERY

Work with municipalities and the federal government on a successor agreement to the Safe Restart Agreement and 2021 COVID-19 Recovery Funding for Municipalities Program.

CLIMATE CHANGE RESILIENCE AND PUBLIC HEALTH

Deliver funds to improve parks and other open spaces. Strengthen the Ontario Building Code to increase minimum energy efficiency requirements for a new and existing building, providing funding for residential energy retrofit programs and offer financial incentives for the development of District Energy Systems. Update provincial guidelines for stormwater management, provide financial support for programs focused on gray and green infrastructure improvements.

HOUSING

Match the City's \$8M investment in affordable housing through the Housing Catalyst Capital Project. Strike a task force between the City of Brampton, Ministry of Colleges and Universities and Ministry of Immigration, Refugees and Citizenship and educational institutions to develop solutions and coordinate existing programs to address safe and affordable housing for international students and related impacts on City infrastructure. Meet with the City to review surplus or under-utilized crown lands in the City for the potential provision of affordable housing. Work with the City to ensure regulations and licensing provisions align with City efforts to improve efficiencies in the registration process of supportive housing.

SECOND UNITS

Add a third clause, clause (c), to the definition of unsafe building in the Building Code Act to include the "occupancy of a space as a dwelling without the Chief Building Official issuing an occupancy permit"; and That 16(1)(d) of the Building Code Act be amended to include a reference to 15.9(6)(c). Planning Act be amended to include a definition for "Obstruction," related to an Officer's investigation, and include a reasonable time frame within which entry to a dwelling must be granted. Revise the Ontario Building Code to contain a simplified and consistent set of requirements for creating a second unit, regardless of the age of the building.

COMMUNITY SAFETY ADVOCACY

Increase mental health supports and programming, especially for children and youth. Fair-share funding allocation reflects local community needs, population growth, equity, and inclusion, primarily related to health and safety. Reduce the 90-day requirement to post a "municipal speed enforcement coming soon" sign for activating an ASE camera to 45 days. Increase funding above the \$61.M already committed to the Peel Housing Master Plan. Long-term stable operating funds for homelessness and supportive housing programs. Fair-share allocation model for the COVID-19 emergency funding for mental health and addictions services.

POST-SECONDARY OPPORTUNITIES

Work collaboratively to bring resiliency and competitive advantage to the province and City by investing in post-secondary education and critical innovation and technology infrastructure.

AUTO INSURANCE

Move swiftly on the government's commitment to fixing Ontario's auto insurance system and making auto insurance more affordable. Accelerate the legislative process and passing of Bill 42.

IN BRAMPTON, OPPORTUNITY ADDS UP



THE FASTEST-GROWING OF CANADA'S 25 LARGEST CITIES
(2021 Census)



ONE OF CANADA'S YOUNGEST CITIES

36 (MEDIAN AGE)

656,480

Total Population
(2021 Census)



The largest supply of vacant land adjacent to Toronto Pearson International Airport



CENTRALLY LOCATED
in the middle of Canada's Innovation Corridor

SEVEN TRANSCONTINENTAL HIGHWAYS
accessing 158 million North American consumers



ACCESS TO 4.3 MILLION
labour pool across the GTA

AAA

Credit Rating (Standard & Poor's)



HOME TO CN
The largest Intermodal Railway terminal in Canada

RANKED TOP 10 OVERALL MID-SIZED CITY; TOP 10 BEST BUSINESS FRIENDLINESS & CONNECTIVITY
FDI Magazine



82,707

DIVERSE BUSINESSES



148,674

Residents with a University Degree (Bachelor's degree or above)

9TH

LARGEST
City in Canada

4TH

LARGEST
City in Ontario

MACLEAN'S

RANKED 13TH
OUT OF 415 OF CANADA'S BEST COMMUNITIES

6,066

Building Permits
(YTD*2021)



6,385

Building Permits
(YTD*2022)

\$790 million

Total Construction Value
(YTD* 2021)



\$1.24 billion

Total Construction Value
(YTD* 2022)



TRANSIT

SUMMARY

Building a Seamless Regional Transit System

The City of Brampton is creating a modern, integrated transit system by enhancing regional transit connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing environmentally-friendly and advanced technologies.

Emerging from COVID-19

- Brampton's success story continues to be the remarkable growth of transit ridership, which has recovered to 100% of pre-pandemic levels as of May 2022.
- Brampton Transit is leading the ridership recovery within the GTHA.

Safe Restart Funding

- Brampton will use Safe Restart Phase 3 funding to cover COVID-19 related transit shortfalls incurred from January 1 – December 31, 2022.
- Unfavourable diesel fuel rate variances are currently ineligible for Safe Restart funding.
- There are no guidelines on the permitted use of Safe Restart funding that municipalities have remaining after addressing their 2022 COVID-19 related budget shortfalls.
- Brampton asks that the province consider allowing municipalities to use Safe Restart funding to offset unfavourable diesel fuel variances caused by historically high fuel rates.

Diesel Fuel Prices

- Until prices stabilize, the province should consider supporting municipalities by providing temporary funding assistance towards diesel fuel prices, which, for factors completely beyond the control of municipal transit agencies, have reached historic all-time highs.
- The province should consider, at a minimum, a possible transit rebate to offset high fuel costs.

- Allowing a transit system exemption from provincial taxes on fuel will help ease some of the financial pressures that transit systems are facing with rising fuel prices.
- Transit systems help reduce greenhouse gas emissions and contribute to a healthier community, which supports the overall goal of carbon pricing or a 'Carbon Tax'.

Provincial Gas Tax Funding for Transit Systems

- Under the current economic environment, the provincial government should reconsider its previous decision and commit to doubling the gas tax allocation for a minimum of three years, to maintain and grow transit within Brampton and other municipalities.
- Given that gasoline usage is still down considerably, gas tax collections in 2021 and 2022 will be much lower than pre-pandemic levels. Even if Brampton receives the same allocation of the gas tax pool, the overall pool will be much smaller, resulting in significantly less Gas Tax Funding for Brampton in 2022-2023. If the province does not take action, this trend of reduced gas tax revenues for public transit systems is expected to continue for a number of years until gasoline sales return to pre-COVID levels.
- Brampton is asking the province to use the 2019 allocation (or another base year amount escalated for inflation) for the 2022 and 2023 provincial gas tax payments to municipalities.
- Brampton also asks the province to reconsider the doubling decision.
- It is critical that provincial gas tax funding levels be, at a minimum, maintained to the most recent allocation amounts. This funding is essential for transit agencies to maintain past service growth they have implemented.
- The Ontario Gas Tax is an essential program and source of funding for the City of Brampton. Transit's 95+% growth in service and 160% growth in ridership over the last ten years was supported by Ontario's Dedicated Gas Tax for Public Transportation Program.

OPPORTUNITY



RIDERSHIP GROWTH

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

100%+ ↑ Ridership Rebound
of pre-COVID levels

Brampton Transit is the fastest-growing extensive transit system in Canada, with ridership significantly outpacing population growth. Brampton's ridership growth of 38% over the three years before COVID-19 (2016-2019) was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over the same period (as per the Canadian Urban Transit Association).

Fair and adequate funding for public transit will contribute to vital infrastructure in our communities and support economic recovery.

- Over the last decade, the growth of transit ridership within Brampton has been exceptional. From 2009-2019 ridership grew by 160%, compared to 27% growth in population. Transit ridership per capita also doubled over the same period.
- Brampton is excited for the many upcoming transit projects/initiatives including the transition to fleet electrification, a new Transit Maintenance and Storage Facility (including electrification), Hurontario LRT, Queen Street-Hwy 7 BRT, new Züm routes, Brampton's Transit Hub and many more.
- Reliable transit is vital in increasing accessibility to services and jobs, reducing greenhouse gas emissions and improving the overall health of our community.

Fair Funding Allocation

- Brampton continues to request a fair share of funding for major transit infrastructure projects and from government funding programs.
- While the City has received funding in the past, it has not received the same level of funding as other municipalities. Refer to chart below for details.
- In 2019, Brampton Transit's ridership was up to 47% higher than York Region Transit (YRT), London or Hamilton, but Brampton received 6% less funding through the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP), which was based on 2015 ridership.
- Brampton's Transit ridership subsequently increased by 51% from 2015 to 2019.



**FAIR FUNDING ALLOCATION
NEEDED FOR**

**RAPIDLY GROWING
TRANSIT SYSTEMS**

2019 BRAMPTON TRANSIT

UP TO

**47% ↑
RIDERSHIP**

higher than York Region
Transit, London or Hamilton

6% ↓

LESS FUNDING

through the PTS

31.9M RIDES
2019

51% ↑ SINCE
2015

Project	York Region (Subway Extension)	Brampton (Züm)	Kitchener/ Waterloo (Ion LRT)	Toronto (Scarborough Subway)	Hamilton LRT
Funding Date	2007	2008	2010	2013	2021
Total	\$2.6B	\$295M	\$818M	\$3.56B	\$3.4B
Federal	\$697M	\$95M	\$265M	\$660M	\$1.7B
Provincial	\$870M	\$95M	\$300M	\$1.99B	\$1.7B
External Funding as % of Total Cost	60%	64%	69%	74%	100%

GOAL

The City of Brampton needs adequate funding to ensure residents and businesses can depend on transit today, and in the future. Brampton is home to employers and employees that the province depends on, which was evident throughout the COVID-19 pandemic. Transit initiatives and vital transit infrastructure enhances regional connections and supports the growth of a diverse, dynamic and fast-growing city like Brampton.

KEY INITIATIVES

Pending ICIP Approvals (Public Transit Stream)

Brampton is still awaiting final (federal) approval of one key project, submitted for funding through the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP):

- Purchase of additional growth buses to accommodate future demand (\$171M)

Transit Maintenance & Storage Facility and Fleet Electrification (\$75M Provincial Ask)

The City of Brampton is building a third facility because Brampton Transit cannot accommodate future growth in its two existing facilities beyond the year 2024 (pre-COVID-19 growth projections). In order to electrify this facility during phase 1 construction, a commitment of \$75M is required from the province towards the total estimated project costs (\$150M).

The City of Brampton and the Canada Infrastructure Bank (CIB) have achieved financial close on an investment wherein the CIB will commit up to \$400M to support Brampton Transit's purchase of up to 450 zero-emission buses (ZEBs) by 2027. While this announcement is a significant step in the right direction towards fleet electrification, Brampton Transit will still require additional funding in order to transition to full fleet electrification.

- The intention of the CIB loan is to help offset the incremental cost of Zero Emission Buses (ZEB's), over equivalent diesel buses. Brampton Transit will still require municipal or other upper level government funding for the base cost of the diesel or diesel-hybrid buses as well as the full cost of charging and other facility related infrastructure.
- Transit anticipates further funding is needed, over and above the City's annual capital investment, approved ICIP funding, CIB financing and potential funding

through the Zero Emission Transit Fund (ZETF) program to cover the remaining costs associated with a full transition to electrification.

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

OUR ASK

- The province consider allowing municipalities to use Safe Restart funding to offset unfavourable diesel fuel rate variances. The province should also consider, at a minimum, a possible exemption to provincial fuel taxes or a transit rebate to offset these historically high fuel prices.
- Ensure provincial gas tax funding is, at a minimum, maintained to the most recent allocation amounts, and adjusted for annual inflation. Also, to reconsider the doubling of the gas tax. This funding level is essential for Brampton Transit agencies to maintain past service growth.
- Ensure a fair funding allocation that recognizes rapidly growing transit systems and timely approval of key transit infrastructure projects.
- Invest in strategic green infrastructure projects that create jobs and reduce GHG emissions such as the electrification of the new Maintenance & Storage Facility and various transit projects/initiatives associated with the transition to a zero emission bus fleet.
- Commit to funding the electrification of Brampton Transit's third Maintenance & Storage Facility with a provincial contribution of \$75M.



**HIGHER ORDER
TRANSIT (LRT, BRT,
GO TRANSIT)**

SUMMARY

Building a robust Higher-Order Transit System

- Build transportation infrastructure that best serves the needs of residents not only in Brampton, but also across Peel Region and the GTHA.
- Fund and advance the Council supported tunnel option for the LRT extension along Main Street to Downtown Brampton GO, while working together to ensure the Brampton Gateway stop is moved to the north side of the intersection.
- Metrolinx to expedite the Preliminary Design Business Case stage for the Queen Street-Highway 7 BRT study and prepare for the Design & Procurement Preparation stage.
- Expedite GO Rail Expansion-Regional Express Rail service (frequent two-way all-day) west of Bramalea GO to Mount Pleasant GO and beyond to Kitchener/Waterloo.

GOAL

The City of Brampton looks to partner with the province to build transportation infrastructure that best serves the needs of residents not only in Brampton, but across Peel Region, the GTA and communities across Canada's Innovation Corridor.

KEY INITIATIVES

Light Rail Transit (LRT) along Main Street from Steeles to the Downtown Brampton GO Station - (\$850M Provincial Ask)

- The Hurontario-Main Street Light Rail Transit (LRT) will be an integral part of the overall GTHA transportation network.
- The Hurontario North Extension fills a notable gap in the regional rapid transit network by connecting the Hurontario LRT line directly to the Kitchener GO Rail line (Brampton GO Station), existing Züm service, and future higher-order transit service on Queen Street. It will improve the functionality, resiliency, efficiency, and convenience of the transit network in Brampton and beyond.
- The LRT connects to GO Transit's Milton and Lakeshore West rail lines, Mississauga's MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor. This project will connect the Downtown Brampton Anchor Mobility Hub and

Urban Growth Centre to the Hurontario-Steeles Gateway Mobility Hub.

- The City is advancing the design of the Council supported tunnel option, to extend the LRT along Main Street, north of Steeles Avenue to the Downtown Brampton GO station.
- Commit to fully funded LRT along Main Street to the Downtown Brampton GO Station, with a provincial contribution of \$850M.



The LRT extension (tunnel option) is expected to generate over 17,000 job-years.

Queen Street - Highway 7 Bus Rapid Transit (BRT) (\$250M Provincial Ask)

- Queen Street is the busiest transit corridor in Brampton, serving close to 30,000 transit customers per day (pre-COVID) 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.
- Commit to fully funded Queen Street—Highway 7 BRT / Züm Express Regional Connections with provincial contribution of \$250M.

Why invest in Queen Street - Highway 7 BRT?

- Highest growth corridor in Brampton.
- More than 30,000 transit customers per day.
- Nearly 50% population growth anticipated in the next 25 years.
- 174% ridership growth in the last 10 years.

Two-Way All-Day GO Train Service on the Kitchener Line

- More than 300,000 people per day commute between Waterloo Region- Kitchener-Guelph-Halton Hills-Brampton-Toronto through various modes of transportation.
- Prior to the COVID-19 pandemic, the demand for GO Transit in Brampton was rapidly growing.
- GO Train and UP Express Ridership (February 2020) had an average of 13,300 daily trips on the Kitchener line, with this representing a 5.2% year-over-year increase. Around 9,100 of those trips were associated with the three stations in Brampton.
- The City is seeking expedited GO Rail Expansion-Regional Express Rail service (frequent two-way all-day) on the Kitchener corridor west of Bramalea GO to Mount Pleasant GO and beyond to Kitchener/Waterloo. The City supports provincial efforts to find solutions to existing capacity constraints on the corridor, particularly for the section currently in CN ownership. This includes City involvement in the planning for a third rail track through Downtown Brampton.



Main Street LRT, Illustration is Artist's concept. E. & O. E.

OUR ASK

- Commit to a fully funded LRT along Main Street to Brampton GO Station, with a provincial contribution of \$850M.
 - o Brampton requests that Metrolinx work collaboratively with the City to advance the LRT extension along Main Street to Downtown Brampton, while working together to ensure the Brampton Gateway Stop is relocated to the north side of the intersection. It is essential the City receive a fair share of funding for the LRT on Main Street to keep up with population growth and the high demand for transit service.
- Commit to a fully funded Queen Street—Highway 7 BRT / Züm Express Regional Connections with a provincial contribution of \$250M.
 - o The City of Brampton requests Metrolinx to expedite the Queen Street-Highway 7 BRT study through the Preliminary Design Business Case stage and prepare for the Design & Procurement Preparation stage.
- Provincial support and a fair share of funding will be essential to advance a higher-order transit network in Brampton consisting of new Züm lines, the Queen Street-Highway 7 BRT and the Hurontario-Main Street LRT as part of a broader regional transportation system.
- GO Transit - The City requests that Metrolinx expedite GO Rail Expansion and funding commitments to implement the Regional Express Rail service (frequent two-way all-day).

 **+300,000**
PEOPLE COMMUTE DAILY



13,300 boardings/day
Kitchener GO Rail line

9,100 boardings/day
stations in Brampton

↑5.2% year-over-year
increase





ACTIVE TRANSPORTATION

Brampton is a Green City. Building on Brampton's commitment to sustainability, the City is equalizing all forms of transportation. The City is focused on enhancing active transportation opportunities throughout the municipality.

OPPORTUNITY

- The City looks forward to partnering with the provincial government to expand and promote active transportation infrastructure.
- The decrease in traffic volumes along City roads due to COVID-19 lockdown measures has provided a unique opportunity to implement nearly 35 km of new cycling infrastructure successfully.
- Immediately following lockdown orders in March of 2020, the City fast-tracked the implementation of a 7 km east-west cycling corridor to provide a safe connection for people on bicycles to access essential amenities and the recreational trail network. In its first three months of operation, usage of this corridor doubled.
- The approved 2022 Capital Budget includes approximately \$7.8 million for active transportation.
- The City's proposed 20-year active transportation network has been costed at a value of approximately \$126.6M.

GOAL

Brampton is a Healthy and Safe City that is dedicated to creating “Streets for People.” Streets for People is about providing a safe and comfortable street experience regardless of how someone chooses to travel on it.

Moreover, “Streets for People” is helping us to transition from an auto-centric road network to one supporting multi-modal transportation. Residents and visitors can easily access community and neighbourhood destinations and places of work via a safe, connected, and convenient network of on-road and off-road active transportation facilities. A community that supports active transportation and micromobility enables and encourages residents and visitors to access a range of destinations using sustainable modes.

KEY INITIATIVES

Cycling Infrastructure Network

- In 2022 the City is expanding its cycling infrastructure network, building on the momentum in recent years. The primary focus for delivery of the network is the City's Priority Cycling Network to be constructed within five years.

Priority Network and the ‘B’ Loop (\$1 million)

- 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.

- A core network of higher-order cycling facilities was identified (Priority Cycling Network). This network consists of existing and proposed multi-use paths, buffered bike lanes and protected bike lanes intended to be completed over a five-year horizon. The priority network's central component is the City's signature loop, connecting east-west and several existing north-south corridors (recreational trails).
- 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 38 km loop. 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.
- Once completed, a pilot project for enhanced year-round maintenance of the priority network will be launched.

Fix-it Program

- The ATMP's “Fix-it Program” is an implementation tactic focused on enhancing the existing network by completing critical gaps with proper pedestrian and/or bicycle crossings. In 2021, the City of Brampton implemented proper crossings at 21 locations where recreational trails or primary park paths intersect with existing roadway paths intersect. In 2022, the City is implementing 20 additional crossings.

Electric Scooter Shared Pilot Program

- Micromobility is an example of how the City of Brampton is rethinking the more conventional, auto-centric approach and tools applied to network planning. In 2022 the City will be participating in the provincial micromobility pilot by launching a shared electric kick-scooter pilot program which will allow staff to assess the real-world performance and operation of the electric kick-style scooter under a test environment, respond and adjust the program accordingly, and gather data to support recommendations for a permanent solution. Public access to a fleet of shared, small and environmentally-friendly vehicles supports the multi-modal needs of a growing city, and a more sustainable, green, attractive, healthy and safe community.

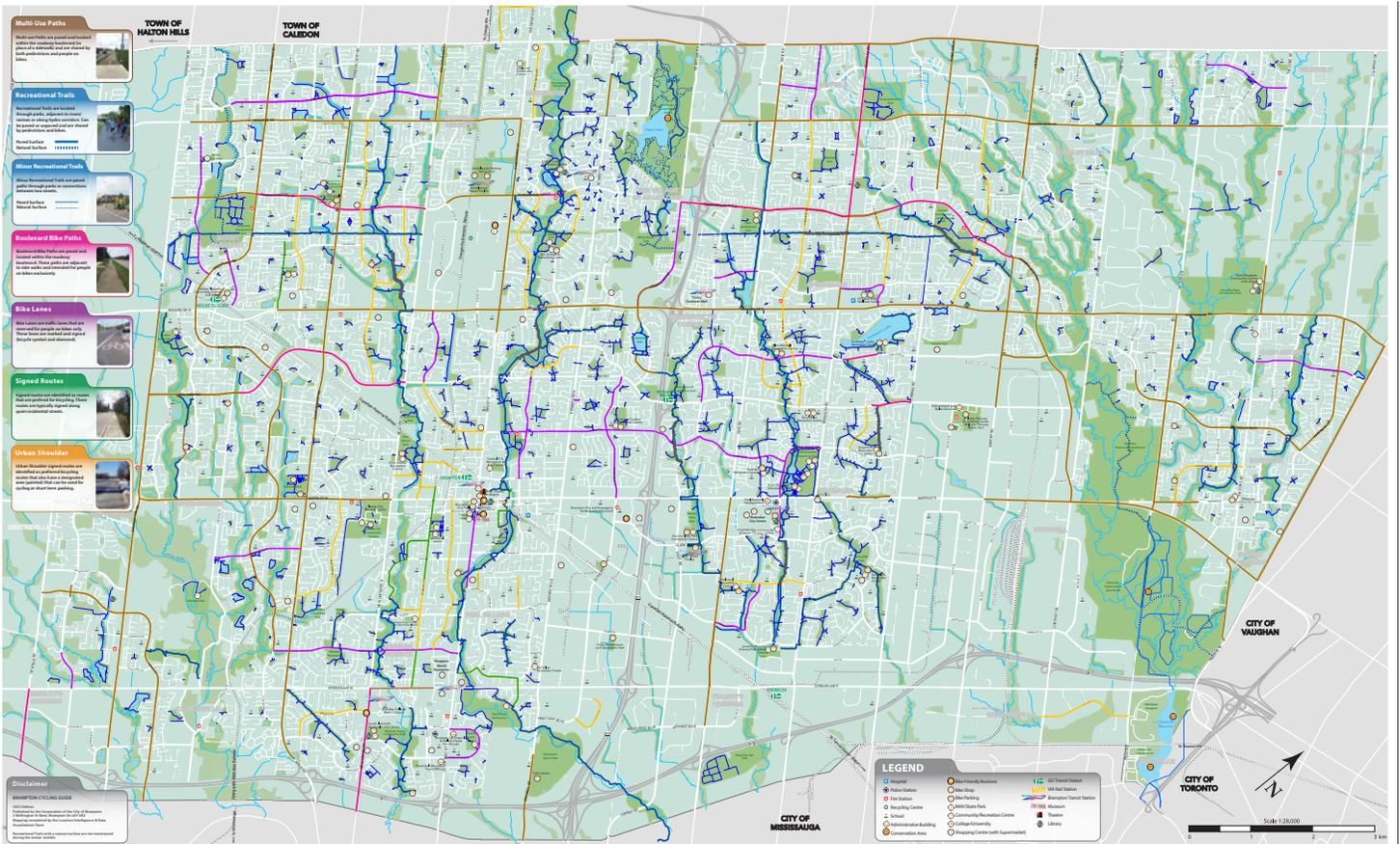
Planned Inter-Regional Connections

- The City is currently undertaking the necessary due diligence/review to develop a design for the following inter-regional cycling connections:
 - Fletchers Creek Recreational Trail* from its existing terminus at Steeles Avenue. This will connect through the Sheridan College Campus lands and a second connection into the City of Mississauga.
 - South limit of Bramalea to the Bramalea GO Station*. This connection will provide a much-needed

protected AT 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.

- Claireville Recreational Trail South Connection* - this connection is identified in the province-wide Cycling Network (#CycleON) and will connect Brampton's Claireville Conservation Area Trail to the Humber Valley Trail system (Toronto).

PRIORITY CYCLING NETWORK MAP



OUR ASK

- A new type of 'bicycle crossover' provides people on bikes the right-of-way over vehicles when crossing low volume roads - similar to the new type of pedestrian crossover introduced in 2016 through HTA Regulation ON. 402/15.
- Re-introduce a funding stream similar to the Ontario Municipal Commuter Cycling Program to implement active transportation infrastructure and programs as part of the Province's #CycleON Cycling Strategy.



**BUILDING BETTER
HEALTH CARE**

OUR STORY

Brampton continues to experience significant health care capacity pressures due to the area's rapid population growth, aging demographics, high prevalence of chronic disease, and historical funding inequities. The community's need for health care and hospital services continues to outpace current capacity.

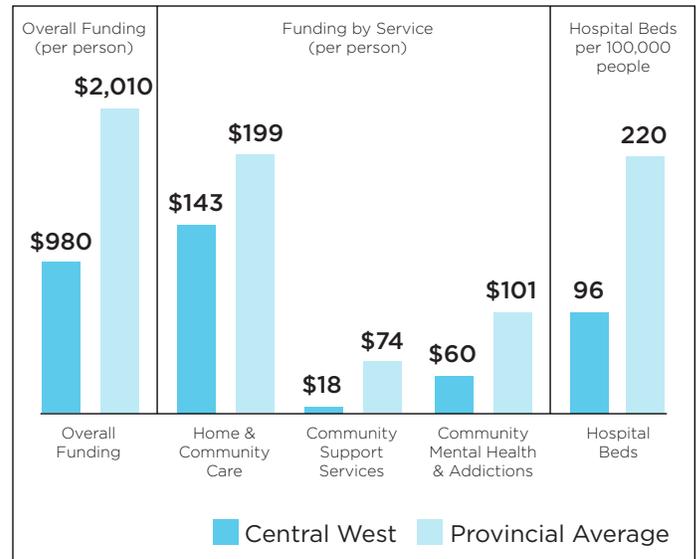
To better meet the community's health needs and reduce hallway medicine challenges, a number of investments are proposed to advance Brampton's health care capacity in the near term, and build more comprehensive care for the future.

- On January 22, 2020, the City of Brampton declared a health care emergency. We launched our advocacy campaign, "Fair Deal for Brampton" – requesting additional funding from the province to bridge Brampton's health care gap. This included completion of Phase II of Peel Memorial, expansion of the Urgent Care Centre to a 24/7 Emergency Department, and a third health care facility in Brampton.
- Over the past two years, Brampton's historical health funding inequities have been amplified by COVID-19. The city has been one of the hardest hit in Ontario, causing significant added strain on health care and hospital resources. Brampton's high rate of COVID-19 throughout the pandemic has resulted in unprecedented demands on our hospitals.
- The City is grateful for the Government of Ontario's commitment to Phase II development of Peel Memorial Centre for Integrated Health and Wellness, announced as part of the 2021 Ontario Budget and recent announcement of \$18M in development funding.

Making equitable and appropriate hospital and health care investments now will support accessible, quality care for Brampton residents, bridge the current service gap, and ensure the needs of the growing community can be met.

Funding Gap

Per Capita Community Health Funding



Hospital Beds per 100,000 population

- Brampton has about 56% fewer hospital beds per person than the provincial average. The provincial average is 220 beds per 100,000 people, whereas Brampton only has 96 beds per 100,000 people, less than half the provincial figure.

[Source: Intellihealth Ontario. Beds = average daily hospital beds in Jan 2020, which is the latest available provincial data.]

Mental Health and Addictions

- Since 2010/11, Mental Health and Addictions Emergency Department and Urgent Care Centre Visits have increased by more than double the provincial average:
 - Ontario: 54% increase since 2010/11
 - Brampton: 121% increase since 2010/11

Brampton Civic ED

Built for 90,000 visits/year
Actual visits: Over 130,000/year



Growing Issues

The City has unique health and demographic challenges that threaten to exacerbate the situation if investments are not made soon.



The Funding Gap

Quality care is threatened by the funding gap our health care providers and facilities face compared to the volume of use, and compared to the rest of Ontario.

Peel Memorial is funded for **10,000** visits
Actual visits (2018/19) - more than **75,000**



From 2012 to 2017 there has been a **40% INCREASE** of seniors applying for home care in the Region



Brampton has the highest prevalence of diabetes in Ontario at **16%**



Mental health and substance abuse emergency department visits increased **73%** since 2011



The Opioid Crisis: from 2016 to 2018 in Peel **236** people died
366 people were hospitalized
1,295 visited emergency department

Brampton's Asks PROVINCIAL FUNDING THAT BUILDS HEALTH CARE

1. Speedy approvals for Peel Memorial Phase II expansion

- The new Peel Memorial Hospital will be a multi-storey patient tower, with 250 inpatient beds when it opens and space to build more in the future, along with a 24/7 Emergency Department. This will be a significant infusion of hospital capacity and health care resources in Brampton.
- As Peel Memorial redevelopment continues to progress, continued approvals are needed to ensure that planning, design and architectural work followed by construction and completion move forward as quickly as possible.
- Brampton's new hospital will attract physicians, nurses, and professional talent to Brampton, catalyze research and innovation, and expand medical and health education opportunities for our partners, including the proposed Brampton Medical School and other post-secondary institutions.
- Continued support from the Ontario Government is needed to bring the new Peel Memorial Hospital to life for the community.

2. Funding for a third full-service hospital

- Over the longer term, a third hospital in Brampton is needed to serve the fast-growing region. Health care services are an important part of the area's urban development decisions into the future.
- With significant population growth and space limitations at both the Peel Memorial and Brampton Civic campuses, an eventual third hospital will address the region's rapid population growth.
- An initial provincial planning grant would support development of pre-capital submission for a third hospital.

3. Advancing a New Cancer Care Centre in Brampton

- Cancer Care Ontario confirms what we already know in Brampton – that our community experiences high risk factors for cancer, and projections show needs doubling for Osler's oncology services over the next 20 years.
- Osler is currently in the early stages of planning for a Cancer Care Centre to be located at Brampton Civic Hospital. Continued government approvals will be necessary.

- The City appreciate the recently announced \$3M in development funding to advance planning work for the new Cancer Care Centre.
- A Cancer Care Centre will bring radiation therapy to Brampton and house a range of cancer care services under one roof. With Ontario Government approvals, patients will no longer have to travel to Mississauga, Princess Margaret, Sunnybrook or elsewhere to receive radiation therapy.
- Expanding Brampton's cancer services will help prevent hospitalizations, which in turn will help reduce capacity pressures at Brampton Civic Hospital. It will also bring tremendous potential for research and innovation, as well as new medical education opportunities in Brampton.

4. Establish a Medical School in Brampton

- The City welcomed the 2021 budget announcement to provide financial support for developing a new institute of medical education in Brampton in partnership with Toronto Metropolitan University (TMU). Brampton looks forward to working with the province to bring a medical school to the city.
- On July 7, 2021, Brampton City Council voted in favour of a \$1 million planning grant for TMU to help fund a future School of Medicine. We look to the province for a speedy review of the planning proposal.

LOCAL SHARE

While Brampton has taken a leadership role in supporting health care infrastructure, the issue of 'local share' has significant impact across the municipal sector and is a long standing advocacy item for AMO.

Given the population growth and health care needs in Peel, both the City of Brampton and Region of Peel Councils passed motions regarding the 'local share' requirement for health care infrastructure.

The City of Brampton calls on the province to re-examine the "local share" hospital capital calculation methodology, to better reflect the limited fiscal capacity of municipalities, and the contributions to health care services they already provide to the community.

SENIORS POPULATION GROWTH (AGE 65+)



Between 2020 and 2030
Brampton will experience
**ONTARIO'S 2ND HIGHEST RATE
OF GROWTH IN RESIDENTS AGE 65+**



This Growth will place
SIGNIFICANT PRESSURE on the
CITY'S HEALTH CARE SYSTEM



% CHANGE BETWEEN 2020 AND 2030

43%
ONTARIO

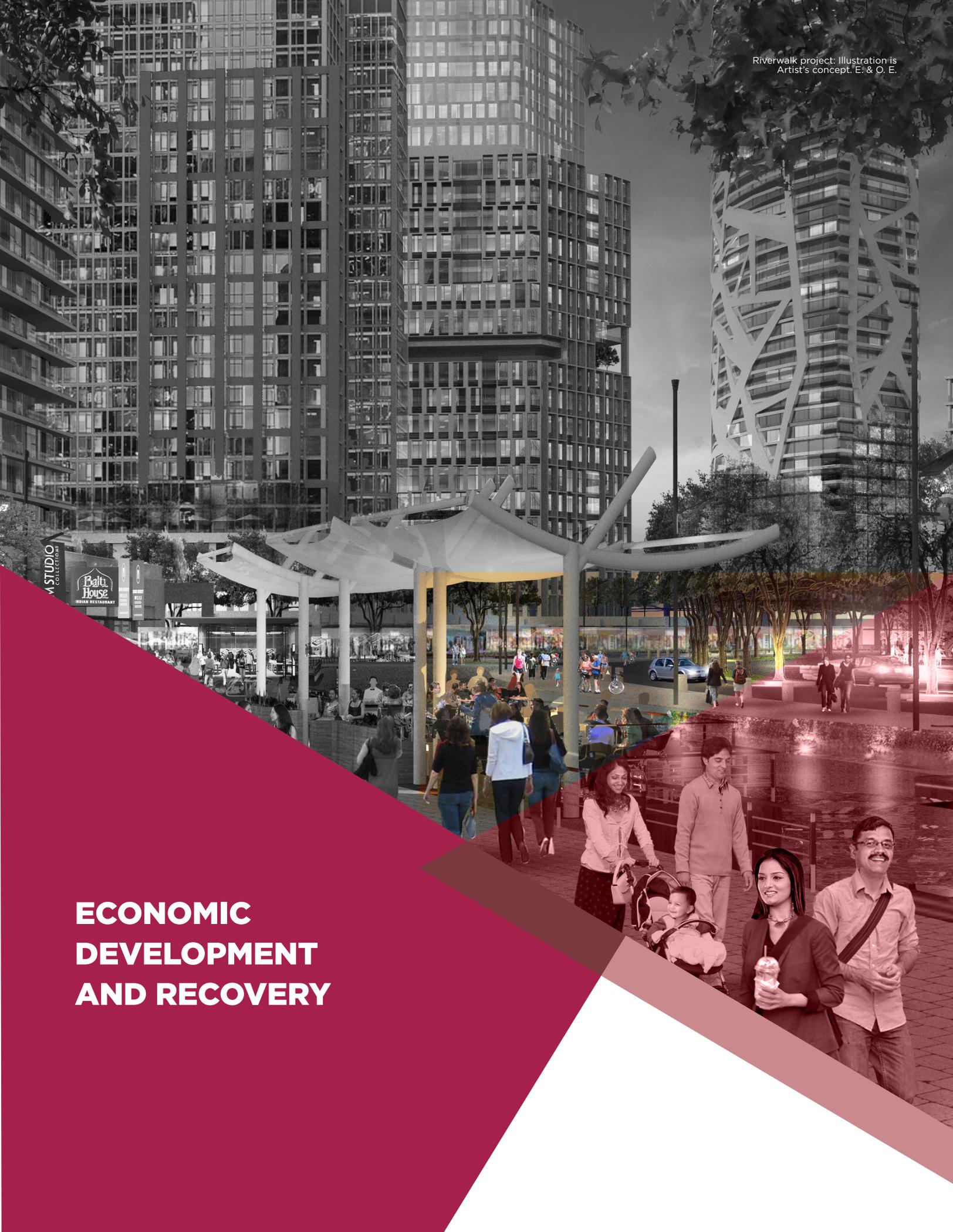


57%
BRAMPTON



Growth Projection

79,807 in 2020
to **125,544** by 2030



**ECONOMIC
DEVELOPMENT
AND RECOVERY**

SUMMARY

Brampton is in the midst of exciting transformation, putting Ontario on the global map, as the fastest growing city launches national centres of excellence in cybersecurity, real time content creation, and transformative planned investments in: innovation, space robotics, e-gaming, medtech, and the future of work.

The pandemic showcased Brampton's economic importance in areas of goods movement, logistics and supply chains to Ontarians. Additionally, Brampton's planned multi-million dollar investments in the Innovation District, Heritage Heights neighbourhood with affordable housing, transportation infrastructure, and office spaces continue to be critical investments to the regional recovery of Peel Region and the Airport Employment Zone.

As we continue to recover economically, we ask the province to ensure that our planned investments in innovation will still continue to lead to Brampton developing a world-class innovation ecosystem and global tech community central in Canada's Innovation Corridor as Canada's fastest growing large city looks to capitalize on provincial investments in digital transformation, space robotics, electrification, and the new Medical School.

Brampton's Centres of Excellence, existing and planned

- Cybersecure Catalyst
- Unity Centre of Excellence with Algoma University (2023 January planned)
- Maple Leaf Foods, Lightlife
- MDA Centre of Excellence for Space Robotics

The City welcomes and appreciates provincial the investments in:

- Stellantis
- MDA
- Brampton Medical School
- Digital Main Street

GOAL

The Economic Recovery Strategy has aimed to bring resiliency and competitive advantage to the Brampton economy. We thank the province for its investments that are helping Brampton businesses to recover. We still need the province's support to fully adopt our innovation and technology transformation, seize opportunities to attract high calibre investments, expedite infrastructure projects and ensure inclusivity is paramount as Brampton is one of the most diverse cities in North America.

OUR ASK

- The City of Brampton requests that the provincial government ensures Brampton's competitiveness through the economic recovery by continuing to offer support to activate the internationalization of the Brampton Innovation District and support Brampton as integral to the Airport Employment Zone to realize the entrepreneurial potential of skilled immigrants to realize the entrepreneurial potential of skilled immigrants
- We thank the province for its investments in Brampton businesses. We ask that the provincial government maintain a level of support that now recognizes Brampton as the fastest-growing big city in Canada with 75,000 businesses and increasingly diverse and sophisticated supply chains stemming from electrification, medical manufacturing and space robotics
- Support Brampton's ongoing transformation in medical innovation as exemplified by the corporate presence of Medtronic, Boston Scientific, RVZ Health and Wellness startup support, planned investments in TMU Medical School and Sheridan Centre for Healthy Communities, as well as planned hospital expansion.

BRAMPTON'S ECONOMIC RECOVERY STRATEGY





- | | |
|---|--|
| 1 Brampton Entrepreneur Centre | 9 Ryerson - Chang School of Continuing Education |
| 2 RIC Centre | 10 Sheridan College |
| 3 Founders Institute | 11 Algoma University |
| 4 Ryerson Venture Zone | 12 Brampton Economic Development Office |
| 5 Rogers Cybersecure Catalyst Headquarters | 13 Downtown Brampton BIA |
| 6 Rogers Cybersecure Catalyst Cyber Range and Accelerator
- Led by The Rogers Cybersecure Catalyst and Ryerson's DMZ | 14 Brampton Board of Trade |
| 7 Sheridan Edge | 15 Future Centre for Innovation - COMING SOON! |
| 8 Rogers Cybersecure Catalyst Accelerated Cybersecurity
Training Centre | 16 BHIVE |



INNOVATION DISTRICT

The City of Brampton continues to revitalize and unlock the economic potential of its downtown by building an innovation and entrepreneurship ecosystem: the Brampton Innovation District. The City has committed to investing approximately \$20.5 million in its Innovation District, with an additional approximately \$55.2 million in investments being drawn in by Innovation District partners. The award-winning, multicultural Innovation District is scaling successfully with 50 employees across the approximately 20 ecosystem partners. It is garnering global attention for Brampton and Ontario, capitalizing

on the strategic location in Canada's Innovation Corridor between Kitchener-Waterloo and Toronto via the GO Train. The Brampton Innovation District can further assist the province's ambition to support 10,000 companies and 50,000 jobs.

Results:

- **3,288** # of sessions, workshops, & events
- **2,517** # of session participants
- **38** # of international startups accepted
- **+50** # of total employed by partners

- Rogers Cybersecure Catalyst
 - o Program launches for: Cyber Talent Transformation Initiative, Virtual Cyber Camp for Girls and Responsible Technology Policy Training Micro-Credential, Catalyst Cyber Range Capstone Program for Diverse Learners
 - o 700 : Estimate number of total graduates by Dec 2023
- Altitude Accelerator
 - o Launched the Investor Readiness Program with Algoma Univeristy
 - o More than 130 new clients in: Life Sciences, Advanced Manufacturing, Cleantech, Digital ICT and Hardware
- Algoma University
 - o Expanded footprint to 31,000 sq ft, 1500 students
 - o Planned Ontario Mental Health and Addictions Research and Training Institute
 - o First in Ontario e-gaming curriculum
 - o Planned first in Canada, Unity Centre of Excellence
- Sheridan College
 - o Centre for Healthy Communities

DOWNTOWN BRAMPTON PROJECTS CENTRE

The launch of the Downtown Brampton Projects Centre is a milestone to streamline activities to build a vibrant downtown Brampton located only 15 minutes from Pearson International, as located in the Airport Employment Zone.

Highlights of activities and supports:

- Staffing the Downtown Project Centre with a Downtown Coordinator to assist local businesses, the Downtown Brampton BIA, resident associations, and elected officials to direct inquiries to appropriate City Departments and manage maintenance, safety, and operational requests in the Downtown.
- Launching Welcoming Streets with 4 hires to help downtown businesses with targeted street outreach services to individuals in Downtown Brampton
- New hotel and office space

SMALL BUSINESS ENTERPRISE CENTRE

The COVID-19 pandemic has undoubtedly highlighted the critical role Small Business Enterprise Centres (SBEC's) play.

Local municipalities and clients rely on SBECs as the main point of contact for small business-related matters such as federal, provincial and local grants, pandemic safety measures, and business recovery resources.

In 2020, The Brampton Entrepreneur Centre (BEC) managed over 20,000 inquiries and consulted and advised close to 1,200 entrepreneurs. We reached out to more than 6,000 businesses through our network partners to make them aware of the support available to them through BEC. We also delivered two hundred and twenty seminars, webinars and events to close to 10,000 participants.



1st Fastest Growing Big City in Canada



234
Cultures

115
Languages

Young, Diverse Workforce



under
↓ 24yrs
of age

50% of New Immigrants to Brampton

Over the last 5 years, the Brampton Entrepreneur Centre has:

- Created 1,542 new jobs
- Supported 963 small businesses
- Handled and resolved 44,221 inquiries - 92% increase in 2020 over the previous year!
- Conducted 4,314 small business consultations - 65% increase in 2020 over the previous year!
- Delivered 2,665 seminars and events to 34,193 participants
- Issued Summer Company Grant funding to 91 Youth totalling \$273,000
- Issued Starter Company Grant funding to 154 businesses totalling \$626,000

Small Business is an essential driver of Brampton's economy. The Brampton Entrepreneur Centre (part of the Small Businesses Enterprise Centre Network (SBECs) has a strong track record of support for this segment of our economy. To build on its success and support the growth of these businesses, we are asking for an increase in funding to the Brampton Entrepreneur Centre.

KEY INFRASTRUCTURE INITIATIVES

Centre for Innovation (CFI)

More than \$130M is being invested in the future Centre for Innovation (CFI), located in the heart of downtown Brampton. It will offer a new central library, office space, direct access to Transit and new opportunities in postsecondary partnerships. The CFI will become an anchor for Brampton's Innovation District.

Centre for Innovation Impact

\$168M VALUE ADDED
 approx. **79%** of this impact is expected to occur in Brampton

\$118M LABOUR INCOME GENERATED
 of which **84%** is expected to occur in the City of Brampton

1,425 FULL TIME YEARS OF EMPLOYMENT (inclusive of indirect and induced jobs)
 approx. **1,160** of these positions will be located within Brampton

\$77M REVENUES IN TAXES
 majority of the provincial & municipal revenues will be captured in Ontario & Brampton

RIVERWALK

A key City initiative is contributing to the redevelopment and beautification of the Downtown. Its goal is to provide long-term flood risk solutions while at the same time establishing incredible public spaces for people to enjoy,

allowing more residential development, creating more jobs, and strengthening the character and identity of the Downtown.

More than \$45M has been invested by all partners, including the federal and provincial governments, including \$38M in funding through the Disaster Mitigation and Adaptation Fund. The City is looking to build on existing partnerships and implement a flood risk solution that enables economic development, and creates livable, sustainable neighbourhoods.

Flood Mitigation

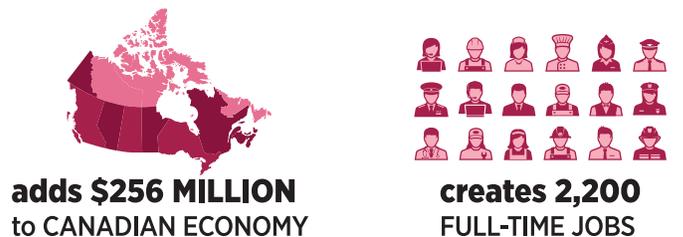
- An Environmental Assessment (EA) to look at alternatives for providing flood mitigation in Brampton commenced in 2018 and was approved in September 2020. The EA identified a flood mitigation solution consisting of widening and deepening the Etobicoke Creek, replacing existing bridges with larger spans, and making local modifications to adjacent roadways.
- This transformational project requires support from all levels of government to realize Downtown Brampton's economic and social potential. A provincial funding partner would further strengthen the project and ensure the economic, social and environmental benefits are maximized.

Unlocking Potential and Growth

FLOOD MITIGATION DOWNTOWN BRAMPTON



RIVERWALK CONSTRUCTION



RIVERWALK DEVELOPMENT



Riverwalk Urban Design Master Plan

- In conjunction with the Environmental Assessment, a complementary Urban Design Master plan has been completed. The Master Plan studies the treatment of the flood mitigation solutions, the Open Space system programming and design along the valley, active transportation, and design solutions for implementing the Eco-Park concept and principles. The Environment, Resilience Sustainability and Public Health framework is a main deliverable of the Master Plan.
- Riverwalk will provide extensive benefits through flood and disasters protection, revitalized Downtown, access to nature and open space, and an attractive, safe place for all.
- The combination of the flood mitigation and the removal of the Special Policy Area (SPA) designation and urban design will open downtown Brampton to new growth, development, and economic activity essential to realizing Brampton's full potential.

OUR ASK

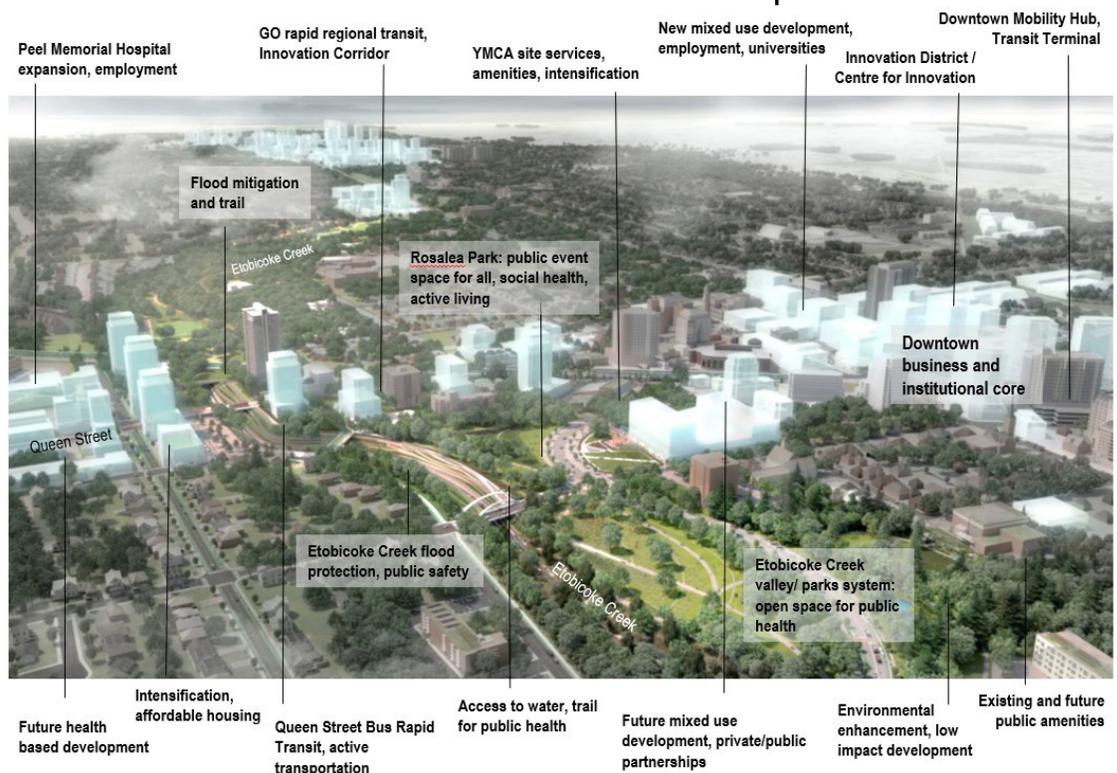
The City of Brampton is asking all levels of government to assist in advancing this transformational project that provides a sustainable, prosperous and economically progressive Brampton.

Brampton is looking for an active partner in the provincial government to support Riverwalk with funding to enable economic growth, job creation and new development in downtown Brampton, while implementing strong climate change mitigation measures, resilience and healthy, interactive public spaces.

Riverwalk Program Benefits: Downtown Revitalization and Development

Economic development benefits:

- Job creation (construction, employment attraction)
- Investment, business, talent attraction
- Recreation and culture (including heritage, indigenous culture) development for diverse population
- Development opportunities
 - Public/institutional
 - Private/partnerships
 - Affordable housing and services
 - Seniors, youth
- Support for provincial initiatives and investment
 - GO service extension
 - Bus Rapid Transit
 - Infrastructure improvements





TRANSIT INFRASTRUCTURE

Critical transit infrastructure investments are essential for efficient movement of the labour force, business attraction, and sustainable communities. Brampton is partnering with all levels of government to build modern and sustainable transit infrastructure.

Key Infrastructure Investments:

Downtown Transit Mobility Hub

- A strategically planned growth area where different modes of transportation come together seamlessly, integrating with pedestrian-friendly features.

Light Rail Transit Extension Study

- The Hurontario-Main Street Light Rail Transit (LRT) will be an integral part of the overall GTHA transportation network.
- The LRT connects to GO Transit's Milton and Lakeshore West rail lines, Mississauga's MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor. This project will connect the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre to the Hurontario-Steeles Gateway Mobility Hub.
- The City is advancing the design of the Council supported tunnel option, to extend the LRT on Main Street, north of Steeles Avenue to the Brampton GO station in Downtown Brampton.

Queen Street-Highway 7 Bus Rapid Transit (BRT)

- We are advancing rapid transit along the Queen Street-Highway 7 corridor with support from the City of Brampton, Peel Region, and York Region.

BRAMPTON IN NUMBERS



3.6M sq ft

Residential, Commercial & Retail Space in the downtown



+ 23,000 jobs



\$1.4B

impact on the GDP

HIGHWAY 413 TRANSPORTATION CORRIDOR

Brampton City Council has unanimously approved a new Secondary Plan for the Heritage Heights area in the northwest corner of the City. This new plan is intended to deliver a complete and sustainable community that will provide a prototype to the rest of Ontario and Canada on how to respond to the global climate crisis and create a community that embodies forward-thinking aspects of City, Region and provincial planning policy. The land area impacted by this plan is significant – approximately 1/16 of Brampton's total land area. The Heritage Heights Secondary Plan will guide the development

of a complete, compact, mixed-use, transit-oriented community, with a variety of housing options.

As part of the Plan, Brampton is pursuing smarter, greener, more sustainable infrastructure investments, including a grand urban boulevard in place of the proposed provincial highway. The City evaluated a range of mobility options, including a 400-series highway. It concluded that to deliver the Secondary Plan, investments in infrastructure should be pursued that advance the plan, rather than spending on infrastructure that will prevent the City from realizing its plan. To this end, a 400-series highway through this community will create a north/south barrier and repel investment. A boulevard will knit the community together and attract investment.

Infrastructure investments drive land use outcomes. The Heritage Heights Secondary Plan is clear about the land use outcomes we are seeking: higher density development, organized around transit. A 400-series highway will result in a lower-density community, organized around the car, that will fuel suburban sprawl and further congestion in the GTA. The financial impact to the City and Region of a 400-series highway through Heritage Heights is significant, translating to an approximate \$100M/yr permanent loss in assessment revenue that will undermine the financial sustainability of the municipality.

The Ministry of Transportation's planning for the Highway 413 Transportation Corridor has been a significant impediment to advancing the development of Heritage Heights and is preventing the City from advancing the construction of new homes for approximately 125,000 people. Unlocking Heritage Heights can help the province meet its objectives as outlined in Bill 108 and Bill 109. We have the Secondary Plan to make it happen and can do so quickly. The 413 Highway does not help the City of Brampton achieve any of its objectives and, in fact, is working at odds with the City.

OUR ASK

The City requests that MTO work with Brampton to incorporate the urban boulevard in the ongoing Highway 413 EA study (i.e. that the section of the GTA West Corridor through the Heritage Heights area be in the form of an urban

boulevard) and that MTO support Brampton's planning for Heritage Heights.

HEALTH CARE IN BRAMPTON

The City of Brampton welcomed the 2021 budget announcement from the provincial government to fund the expansion of a new wing at William Osler Health System's Peel Memorial Centre for Integrated Health and Wellness. We are also encouraged by recent announcements of provincial funding to support Cancer Care Centre in Brampton.

HUMAN HEALTH AND SCIENCES CLUSTER

Toronto Metropolitan University (TMU)

The province announced financial support to establish a new institute of medical education in Brampton.

The proposal will detail TMU's approach to health education, focusing on primary care, expanded use of technology to better meet patient needs, interprofessional practice and the provision of culturally competent care.

In 2017 the City completed the Peel Memorial Centre for Integrated Health and Wellness (PMC) and Surrounding Precinct Market and Economic Development Opportunity Study. To support the development of a human health and sciences cluster, the study suggests the need to encourage and facilitate the development of office space and complementary uses in the area of the PMC, with the intent of establishing a 'health and technology campus.'

A large number of successful human health and sciences companies are already located within the community. In addition, an assessment has been conducted concerning the economic impact of the health and technology campus over the next 25 years, based on the actual gross domestic product (GDP) and full-time, full-year (FTYE) equivalent jobs.

On July 7, 2021, Brampton City Council voted in favour of a \$1 million planning grant for TMU (Ryerson at the time) to help fund a future School of Medicine in the City. We are excited to work with TMU and the province on this exciting project. The recent announcements of provincial funding for expansion of a new wing at Peel Memorial Centre and a planning grant for a new institute of medical education in Brampton represent significant developments. Associated infrastructure updates in the Brampton downtown area, such as the extension of Clarke Boulevard, will be essential to ensure access and growth.



Real GDP
\$35 T
 2017 - 2041

Cumulatively, direct, indirect and induced real GDP are projected to total nearly \$35T between 2017 and 2041



9,626 Direct FTYE
5,541 Indirect FTYE
3,910 FTYE Jobs

Similarly to GDP, there is an inverse relationship between how direct the job is to the capital investment and the number of people employed, with 9,626 direct FTYE, 5,541 indirect FTYE and 3,910 FTYE jobs in 2030



Expected GDP
\$1.9 B
 2031 - 2041

Though slow to start, by 2031 GDP is expected to peak at approximately \$1.937B and remain constant at \$1.9B between 2031 and 2041



CAPITAL EXPENDITURES
\$996.2 M
 Indirect **\$521.2 M**
 Induced **\$419.4 M**

The less direct the economic driver, the lower the GDP value, with direct GDP in capital expenditures peaking at \$996.2M in 2030, indirect GDP reaching \$521.2M, and induced GDP reaching \$419.4M



CONSTRUCTION PHASE
\$124.8 M REVENUE
\$14.5 M + FEES

During construction phases, development charges can be expected to generate \$124.8M in revenue, while building permit fees will add an additional \$14.5M



PROPERTY TAX
\$16.4 M

Property taxes from 2031 onward will generate approximately \$16.4M annually from residential and commercial rate payers



EMPLOYMENT
19,098
 Full-Time Jobs

The impact on employment is also expected to peak in 2030 at 19,098 full-time, full year equivalent (FTYE) jobs (including direct, indirect and induced)

OUR ASK

The City of Brampton appreciates provincial funding for planning a proposal for a new institute of medical education in Brampton. The City requests the province work with the Toronto Metropolitan University and Brampton to quickly advance this exciting initiative.



**CLIMATE CHANGE
RESILIENCE AND
PUBLIC HEALTH**

SUMMARY

- The City of Brampton Council declared a Climate Change Emergency in August 2019. In response, Brampton is moving quickly to implement both strategic studies and plans and on-the-ground actions to achieve quantifiable Greenhouse Gas (GHG) reductions and meaningful community benefits.
- Brampton has established an ambitious goal to reduce greenhouse gas emissions generated in Brampton by 100% by 2050.

OPPORTUNITY

Guided by the recently updated Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, the Corporate Energy and Emissions Management Plan, the City is taking action on the Climate Change Emergency.

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 achieving transit and active transportation opportunities, GHG reduction, focusing on energy efficiency, and revitalizing natural spaces and the urban tree canopy. Brampton looks to the Province of Ontario to play a strong role in advancing our climate action priorities.

KEY INITIATIVES

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 community to improve energy efficiency, reduce greenhouse gas 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, home and building efficiency, transportation efficiency, industrial efficiency and green infrastructure, contributing to a more sustainable Brampton – environmentally, economically and equitably.

There are six key initiatives to complete within the next five years:

1. Establishing the Centre for Community Energy Transformation (CCET), a community organization, leading the development and implementation of select priority projects;
2. Ensuring City policies and programs align with supporting the CEERP objectives and targets;
3. Integrating District Energy Systems in appropriate Brampton locations;
4. Establishing a system to deliver standardized retrofits for homeowners;
5. Updating the Transportation Master Plan (TMP) to reflect complete streets and the integrated nature of mobility and built form;
6. Developing Integrated Energy Master Plans for public facilities and private development;

To achieve our energy conservation and GHG emission reduction targets, the CEERP states that 80% of existing homes in Brampton must be retrofitted. One priority is for Brampton to establish a system to deliver standardized retrofits to Brampton homeowners. The scope and scale of such an undertaking are beyond the capacity of any municipal budget. To achieve success, a funding partnership strategy must be established.

Centre for Community Energy Transformation (CCET)

The Centre for Community Energy Transformation (CCET) will be an action-oriented organization focused on convening partners, including businesses, institutions and residents, to develop and implement select actions of the CEERP, such as leading the development and implementation of:

- Home Retrofit Program
- Integration of District Energy Systems in appropriate locations within Brampton
- Working with the industrial sector to improve energy efficiency
- Outreach, engagement and strong partnerships and networks across sectors

Home 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, many existing homes in Brampton need to be retrofitted.

This requires a consistent set of modifications to existing buildings to improve energy efficiency and decrease energy demand. The City of Brampton has already developed a Feasibility Study for a retrofit program. To achieve success, a funding partnership strategy must be established with the Province of Ontario.

Net-Zero Energy Community Centre Retrofits

The City's Energy Management Team completed three carbon-neutral studies in 2021. The studies were completed at the Susan Fennell Sportsplex, Century Gardens and the Earnscliffe Recreation facilities. The zero carbon retrofit of Susan Fennell Sportsplex is currently in the design phase with implementation expected to begin in early 2023. Federal funding support in the amount of \$15.7 million has been approved by the Green and Inclusive Community Buildings Program (GIBC) to support the project. The Energy Management Team is also in the process of implementing its Zero Carbon transition plan across all City's facilities and is actively working with internal and external stakeholders to achieve the adopted Federal Green House Gas (GHG) emissions reductions targets for 2030 and 2050.

Priority projects include:

- Zero-carbon retrofit of South Fletcher's Sportsplex
- Zero-carbon retrofit of Century Gardens Recreation Centre
- Zero-carbon retrofit of Earnscliffe Recreation Centre
- The City is also prioritizing two new carbon neutral studies at Cassie Campbell Community Centre and Save Max Sports Center. These five facilities are among the top ten (10) GHG emitters.

Greening our Fleet & 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 also help enhance operational efficiency and service excellence, improve lifecycle asset management, and demonstrate leadership in environmental sustainability. The City has also installed over seventy six (76) Electric Vehicle (EV) charging stations across, community centres, fire stations, transit and administrative buildings. Of this total, fifty three (53) are dual level II public charging stations, seven level III are single connector charges for transit and the remainder are level II installed at fire stations and, community centres and admin buildings.

Plans are in place to install one hundred and seventy four (174) level II charging connectors and twelve (12) level III across three of the City's facilities to service the the City's fleet. The City is currently exploring options to acquire external funding to support the Green Fleet initiatives. Availability and accessibility of green vehicle ownership data from the Ministry of Transportation is essential to developing our broader plan for public stations.

Sustainable Neighbourhood Action Plans

A partnership initiative between the City of Brampton, the Toronto and Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC) and the Region of Peel. Sustainable Neighbourhood Action Plans (SNAP) are innovative, collaborative models for sustainable urban renewal and climate action focused at the neighbourhood scale. Guided by a customized 'action plan' for the selected neighbourhood, the program aligns municipal sustainability priorities with community needs, retrofit solutions, as well as partnerships between agencies, community organizations, businesses and residents. As a result, SNAPs help to deliver program efficiencies, empower residents, showcase innovation, and achieve tangible results. Brampton currently has three SNAPs: County Court SNAP, Fletchers Creek SNAP, and Bramalea SNAP.

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. The majority of Brampton's 2,500 hectares (6,177 acres) of Natural Heritage System (NHS) forms the backbone of the Brampton Eco Park. From this foundation, Brampton Eco Park will expand and evolve into parks, streetscapes, and other spaces to form a comprehensive network of green spaces and nature reserves throughout the City, building a green framework for Brampton.

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

- Jefferson, Jordan, and Jayfield (JJJ) Eco Park Revitalization: An Eco-Park revitalization at the JJJ Parks, in conjunction with the scheduled TRCA channel remediation on-site.
- Eco Park Education Centre: The 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 large and innovative long-term flood mitigation project in the heart of Brampton integrating the Eco Park Principles.
- **Lake Enhancement Strategy:** A strategy to enhance the City's lakes and transform them into signature features of Brampton's Eco Park.

The establishment of Eco Parks across Brampton will help leverage the City's natural heritage and recreation goals. The Brampton Eco Park initiative is strongly aligned with the objectives of the province's "A Made-in-Ontario Environment Plan" to promote parks and recreational opportunities while also conserving greenspaces and supporting natural ecosystems.



2020 2040

A conceptual image of the evolution of Brampton Eco Park

Brampton One Million Trees Program

The City has embarked on planting one million trees by 2040 to grow the urban forest, mitigate climate change and foster the delivery of ecosystem services. The city has planted over 250,000 trees since 2014 and taken several steps to increase tree plantings within the City. Brampton has established a tree-planting program for existing parks, improved tree planting standards and launched partnership initiatives through a Residential Tree Planting Program. Additionally, Brampton is adding requirements for new development, City road and capital projects and is actively supporting tree planting projects of City partners and local organizations.

Provincial funding can support the City meeting its one million trees target as an essential step in building a sustainable and healthy community.

Stormwater Infrastructure Improvement

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 and capture pollutants from urban runoff before entering the natural environment. Overall, these retrofits will provide additional stormwater control and treatment in underserved neighbourhoods to be more prepared for climate change. Provincial funding and support can help the City accelerate and increase the scope of the Stormwater Retrofit Program to include additional opportunities.

OUR ASK

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

Enhancing parks and recreational opportunities,

and protecting natural systems through:

- delivering funds to municipalities to improve parks and other open spaces to provide nature-based play, restore ecosystems, such as the proposed Fallingdale, Earnscliffe, and Eastbourne Parks Eco Space Retrofit projects in the Bramalea area of Brampton.

Facilitate energy efficiency and GHG reduction, as well as long-term reductions to the operational costs of homes and buildings through:

- strengthening the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings, and/or allow municipalities to require greater than Code performance;
- providing funding for residential energy retrofit programs, such as the proposed Peel Residential Energy Program; and
- offering financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors.

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.



HOUSING

SUMMARY

- Rising real estate prices in Brampton are a barrier to young adults, seniors, middle-income families, large families and vulnerable populations.
- The City's housing strategy "**Housing Brampton**" proposes a range of solutions and approaches that are based on housing affordability, choice, smart density and equitable access to housing.
- Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to 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.
- These Principles guide the four focus areas or 'Big Moves', which include Purpose-Built Rental Housing, Use of Public Land, Attainable Home Ownership, and Clear Housing Targets.
- In addition, Housing Brampton clarifies the implementation steps required to achieve housing affordability and choice.

OPPORTUNITY

Over 90 percent of Peel's population growth occurred in Brampton from 2016 to 2021 and the City of Brampton's growth forecast will account for most of the population growth in the Region of Peel to 2051. Strong population growth will increase demand for housing. In keeping with the population growth forecasts, by 2051, the City of Brampton's total number of households is expected to experience a growth of approximately 156,900 households, with the total number of households reaching approximately 324,800.

There is an opportunity for Brampton to focus on smart intensification to meet the forecasted demand and improve housing affordability. The high density residential market in Brampton is beginning to emerge, as evidenced by recent activity, with most proposed development being attracted to central and corridor locations that will be serviced by proposed transit stations, as well as improved transit service at existing GO Stations. This market shift to intensification is occurring due to several inter-related factors, including provincial growth legislation and the fact that Brampton's once large supply of vacant Greenfield land is quickly eroding, limiting the ability of developers to continue to provide low-density housing types.

Housing Brampton directs the City to establish numerous new Official Plan policies, zoning, design guidelines and processes to:

- expand housing choice in neighbourhoods
- ensure Inclusionary Zoning policies and new by-laws are established
- establish parameters for new affordable typologies such as Single Room Occupancy housing
- make public lands easily available for affordable housing
- address age-friendly housing needs
- support modular housing
- innovate with pilot demonstration projects
- provide a range of incentives to housing providers

PRIORITY INITIATIVES

Specific priority projects that will impact housing affordability include:

1. Obtaining affordable housing units or cash contributions from development applications through tools such as **Density Bonusing** (established October 2021), **Community Benefits Charge** (upcoming, Q4 2022) and **Inclusionary Zoning** (upcoming).

2. Reducing parking costs associated with housing by undertaking parking innovations.
3. Supporting affordable and rental housing projects through an expedited development review process within a new **Concierge Program** (established).
4. Providing financial incentives to affordable, rental and innovative housing developments through the \$8M **Housing Capital Catalyst Fund** (currently ongoing) and a **City-wide Community Improvement Plan for Housing** (upcoming, Q4 2022).

HOUSING ADVOCACY POSITION

Brampton will continue its advocacy efforts in collaboration with the Region of Peel, Association of Municipalities of Ontario (AMO) and Federation of Canadian Municipalities (FCM) to address housing needs of Brampton residents.

The City seeks collaboration and funding from the Province of Ontario and the Government of Canada to help support Brampton in implementation of Housing Brampton and advance housing needs and affordability issues in the City.

HOUSING CATALYST CAPITAL PROJECT

- The Brampton Housing Catalyst Project aims to incentivize new housing options in the City of Brampton by providing financial supports to private non-profits that can deliver pilot projects identified in Housing Brampton. The intent is that these pilots will inspire others and help the City establish required policy and other mechanisms to facilitate continued innovation.
- The City has committed \$8M (\$4M per phase) towards a new capital project to deliver grants for this project.
- Phase 1 of the Catalyst Project called for applications through an Expression of Interest, with a defined project selection criteria. The pilot ideas align with the intent of recent provincial initiatives in housing. Funds will be granted to the project applicants who will help deliver new types of affordable housing types such as Single Room Occupancy Housing for students, seniors and new immigrants, flexible design ownership housing for low and moderate income groups, affordable housing for independent seniors and multi-generational households with culturally-appropriate project design, etc.
- Staff will proceed with a memorandum of understanding (MOU) with each of the successful project applicants and allocate funding as per Council direction.

- Another Expression of Interest will be posted in 2023, for Phase 2 of the Catalyst Project.

Student and Affordable Rental Housing

- The net population growth in Brampton is predominantly international.

IN THE LAST 3 YEARS, BRAMPTON'S GROWTH INCLUDED

84,000



net international migrants, which includes **18,000** non-permanent residents (mostly international students and associated people)



75% OF YOUTH

(under 25 years old) living alone have low incomes

- Brampton needs more diverse and affordable housing options to better meet the needs of newcomers, low and middle-income renters, students (especially international students), seniors, and lone parents.
- The City is undertaking a comprehensive review of student housing, and exploring collaborative solutions to increase the supply of rental units in Brampton, including gentle densification and missing middle typologies in low-density neighbourhoods.
- Brampton also advocates for federal and provincial strategies to address safe and affordable housing for international students and associated impacts on City infrastructure.

Use of Public Land for Housing

- Non-profits, purpose-built rental developments and pilot projects face challenges with land costs.
- Access to suitable surplus public land (either vacant or underutilized) can support innovative solutions to housing for vulnerable groups, including veterans and Indigenous populations.
- Brampton will actively advocate to senior levels of government and other sources for funding programs

and opportunities for surplus public lands to support the provision of affordable housing for all groups.

Supportive Housing

- The need to provide adequate and safe housing for vulnerable populations is vital across the city.
- The provision and accommodation of supportive housing facilities such as group homes is an important component of providing a range of accessible housing choices.

OUR ASK

- That the province match the City's \$8M investment in affordable housing through the Housing Catalyst Capital Project which will support the non-profit sector to deliver a range of innovative, local solutions to housing needs.
- That the province meet with the City to review surplus or under-utilised crown lands in the City for the potential provision of affordable housing.
- That the Ministry of Colleges and Universities and Ministry of Immigration, Refugees and Citizenship strike a task force with the City of Brampton and educational institutions to develop solutions and coordinate existing programs to address safe and affordable housing for international students and related impacts on City infrastructure.
- That the Ministry of Municipal Affairs and Housing work with the City on opportunities to increase missing middle housing and gentle density, including supports for ensuring affordable rental units.

BILL 109, MORE HOMES FOR EVERYONE ACT, 2022

Housing affordability is one of the greatest challenges facing our City, the Region of Peel and the Province of Ontario. Like many municipalities in Ontario, households in Brampton and the Peel Region struggle to secure ownership or rental housing that is affordable to their income level. The market in Peel generally supports pricing that is out of reach for many households, and in 2021, 1 in 4 homes sold in Ontario were purchased by investors. At the same time, about 3 in 4 purpose-built rental units in Peel are 40+ years old. Housing affordability, lack of housing choice and a deteriorating housing stock are major issues in Brampton.

Bill 109 has been described as the first major legislative response to the recommendations of the provincial Housing Affordability Task Force Report, and aims to incentivize the timely processing of certain development applications to bring housing to market and increase transparency.

Bill 109 introduces gradual refunds on zoning by-law amendment “ZBA” and site plan “SP” application fees to applicants who do not receive a decision within the legislated timelines. The City shares the goal of reducing approval times for development applications and is actively taking steps to do so. However, the approach the City takes in reviewing applications is one of collaboration - working with applicants to find mutually agreeable solutions so that applications can be approved. The time that an applicant takes to respond to staff comments plays a large role in the overall approval timelines. The review process also involves other agencies, such as regional governments, conservation authorities, utility boards, and school boards, and their timelines can significantly affect approval timelines. In short, much of the factors affecting timelines lie outside the control of the City. The new mandatory refund rules could also result in a significant loss of revenue for the City.

Bill 109 adds Ministerial authority to pass regulations on “prescribed matters” that cannot be imposed as subdivision conditions. At this time, the Province offers no clarity on the type of conditions that could be prohibited for subdivision approvals. Without details regarding the type of conditions the Province would like to prohibit, the City cannot prepare an implementation strategy. The Bill establishes an alternative parkland dedication rate for Transit-Oriented Communities (TOCs). The City requires clarity around the definition and applicability of TOCs in Brampton. Definitions are broad, and may include any higher density, mixed-use development that is connected, next to, or within a short walk of transit stations and stops. Depending on the ultimate number of lands designated as TOC sites, there are variable impacts on potential parkland dedication. In absence of a clear definition of what a TOC is, Brampton currently has no confirmed TOCs and it intends to continue to use the alternative residential rate to calculate parkland dedication.

The City is generally in agreement with the changes to the Development Charges Act and supports increased transparency and reporting of development charges to the public.

The City anticipates potential financial implications resulting from Bill 109, including additional resource requirements and lost revenue, however, at this time these impacts cannot be quantified.

The City calls on the Province to ensure municipalities have a strong representation at the Housing Supply Working Group. The City of Brampton would welcome an opportunity to meaningfully engage with the Province through active participation in further steps to address the housing crisis in the province.



SECOND UNITS

SUMMARY

- An alarming number of illegal secondary units within our neighbourhoods is a result of a lack of affordable housing options.
- Illegal secondary units create a risk to the health and safety of residents.
- Building Code reformed to provide consistent and simplified requirements for second unit construction.
- Planning Act amended to include a definition for “Obstruction” that includes a reasonable time frame within which entry to a dwelling must be granted before an officer may charge the occupant with obstruction.

OPPORTUNITY

The City of Brampton is seeing a number of illegal secondary units within our neighbourhoods due to the lack of affordable housing options. Increased concerns about illegal secondary units and lodging houses impact resident safety and have led to a rise in service requests, resulting in higher demands on by-law enforcement and Fire and Emergency service response. Along with the safety risks, this has put a strain on staff resources and resulted in a longer response time for other priority by-law complaints. The COVID-19 pandemic also created substantial challenges for most of 2020 and 2021 in the entering and investigations of enforcement of illegal units.

Between July 1, 2019, and June 30, 2022, Fire and Emergency Services attended 19 residential fires that contained a second unit.

KEY INITIATIVES

Second Unit Task Force

A Second Unit Task Force was created in 2018 comprising staff from Building, Enforcement and Brampton Fire & Emergency Services to address the increased complaints over illegal second units, multi dwellings and lodging homes. The Task Force has been very effective:

- The number of refused entries has decreased 92%.
 - In 2019 the number of refused entries by occupant/owner was 14 compared to 180 in 2016. Interior enforcement of second units was suspended due to COVID-19 in mid-March 2020.
- In 2019, 6,012 charges (210% increase from 2018) were laid associated to 1,643 property files.
- Annual applications for registration increased 86% from 2019 to 2021. In 2021 the final tally on registration applications was 5,732.

The Task Force has played a vital role in ensuring that the occupants of second units are provided with living standards that meet the minimum health and life safety requirements.



Examples of trip and fall hazards; unsafe and illegal access to secondary units.

Year	Number of Charges Laid	Number of Property Files	Total Fines	Second Unit Dwelling Registration Applications	Final Registration
2015	156	-	\$136,315	232	2
2016	132	-	\$71,719	527	132
2017	427	129	\$59,325	625	208
2018	1,936	747	\$748,850	1,789	588
2019	6,012	1,643	\$1,894,480	3,080	1,401
2020	2267	648	\$719,401	4,503	1,991
2021	4,023	1,195	\$610,550	5,732	3,980

Despite challenges arising from the steady increase in the popularity of Second Units, the City continues to make progress on legal registrations. Nearly 4,000 Second Units were registered in 2021, and more than 2500 during the first six months of 2022.

Community Outreach Programs

Continuing in 2021, two community outreach programs targeted to the real estate market have been planned and developed. Numerous public awareness and educational campaigns have helped raise awareness of illegal second units and the registration process.

GOAL

Brampton residents have reasonable expectations that community standards are maintained to ensure the city remains a healthy and safe place to live. Brampton aspires to be a community where residents prosper and thrive in a healthy environment. To do so, the City requires the municipal law enforcement authority to reduce the potential health and safety impacts from illegal secondary dwelling units. The Second Unit Task Force is not enough. Other municipalities are now looking to Brampton for best practices on addressing the growing concerns and issues of illegal secondary units.

OUR ASK

The current search warrant process is cumbersome and puts tenants at risk. Requirements for advanced notice enable landlords to clear the homes and 'hide' second units before inspectors entering.

The City is recommending that the province:

- Add a third clause, clause (c), to the definition of unsafe building in the Building Code Act to include the “occupancy of a space as a dwelling without the Chief Building Official issuing an occupancy permit”; and
- That 16(1)(d) of the Building Code Act be amended to include a reference to 15.9(6)(c).

The City also requests the Planning Act be amended to include a definition for “Obstruction,” related to an Officer’s investigation, and include a reasonable time frame within which entry to a dwelling must be granted to enable an officer to charge the occupant with obstruction.

To reduce the barriers to creating a legal second unit, the Ontario Building Code should be revised to contain a simplified and consistent set of requirements for creating a second unit, regardless of the age of the building.



**COMMUNITY
SAFETY ADVOCACY**

SUMMARY

The City of Brampton has established a Community Safety and Well-Being Office (CSWO). It is committed to working with all government and service providers across our jurisdiction to address specific community safety and well-being needs within our municipality.

Brampton continues to participate with the Region of Peel in leading the first integrated approach for Community Safety & Well-Being across the Region and is embarking upon the first Community Safety Action Plan for the municipality.

Like many communities across Ontario, the City of Brampton is seeking accelerated solutions to address chronic homelessness, mental health, safety, and addiction issues faced by marginalized and vulnerable populations in our community, including international students, and victims and survivors of family and intimate partner violence.

OPPORTUNITY

The City of Brampton is a healthy and safe community, committed to community safety, improving mental health and social supports, and fostering a sense of belonging.

The CSWO have drafted a Community Safety Action Plan to align with related work in this area, such as the Region of Peel Community Safety and Well-Being Plan and the Ontario Community Safety and Well-Being Planning Framework.

The provincial framework guides all the work done in the CSWO, primarily related to areas of Social Development, promoting and maintaining community safety and well-being, and proactively reducing identified risks.

GOAL

To leverage intergovernmental support to identify opportunities, coordinate initiatives, and implement programming related to Brampton's community safety and well-being.

The work in these areas should be within the Social Development and Prevention levels of the provincial framework to best shift towards improving the social determinants of health, reducing the probability of harm and victimization, and providing community-based supports and resources for Brampton residents.

KEY INITIATIVES

Mental Health & Wellness: Situation Table Model

The City of Brampton participates in a regional Situation Table led by Peel Regional Police and the Canadian Mental Health Association (CMHA). The Situation Table focuses on addressing the needs of residents across Peel, including Brampton. They face Acutely Elevated Risk (AER), such as homelessness, mental health concerns, or victims of crime or violence. The information collected through this program will be inputted into the provincial Risk-Driven Tracking Database. With increased resources and enhanced access to, and tracking of, Brampton-specific data, the City will be better able to utilize qualitative and quantitative data to refer these individuals to the appropriate supports and services to overcome their circumstances.

The City of Brampton is aligned with the Region of Peel in **advocating for a new funding model to address inequities and implement mental health and addiction services** across the Region. These services will enhance the level of support the City can provide our diverse community across the municipality.

In response to the COVID-19 pandemic, in 2020-21, the province invested up to \$194 million in one-time emergency funding for mental health and addictions services, including virtual supports. The City requests the province ensure that Brampton is allocated our fair share of this funding to enhance the resources and supports that we provide within our community related to mental health and addictions services.

Mental Health and Wellness: Youth

The City of Brampton advocates **for increased mental health and wellness supports for children and youth** across the municipality. This need stems from the challenges that children and youth have faced due to the pandemic, such as isolation and uncertainty due to changing norms (for example, the shift of the schooling model to virtual learning).

The work of the Mayor's COVID-19 Youth Support Task Force aligns with the social development and prevention areas of the Community Safety and Well-Being Planning Framework. It is essential for work to continue through the recovery phases of COVID-19 and beyond.

Adequate resources and collaboration with the Province of Ontario will be essential to continue the initiatives of the Mayor's COVID-19 Youth Support Task Force as our youth play a significant role in post-pandemic recovery.

International Students

There is a need for increased support services for international students, who face many challenges based on their circumstances, including those related to mental health, substance abuse, barriers to student health and well-being, lack of personal safety nets, insufficient or inaccessible culturally appropriate resources, and precarious working and living conditions, to name a few.

Living conditions and barriers to affordable housing and accommodation are significant challenges for international students. The cost of housing is a substantial portion of expenses that international students pay during their studies. An added challenge is that they are limited in the number of hours per week they are allowed to work during the time in which classes are in session within a semester. Therefore, access and availability of affordable housing are critical.

To address these barriers, an integrated approach is needed, from pre-arrival to post-graduation, between all levels of government, educational institutions, local community, and employers.

The City of Brampton co-chairs the International Student Roundtable and Summit with Sheridan College. Through this work, the table recommends increased collaboration between all community stakeholders who touch the lives of international students along their journey, from before their arrival to Canada to becoming Canadian citizens.

Encampments & Access to Affordable Housing

Precarious housing, such as homeless encampments, are used by individuals in need of shelter, affordable housing, and/or supports such as health, legal, income, and social supports. Like many communities, the prevalence of encampments has increased since the onset of the COVID-19 pandemic, highlighting the growing need for affordable housing. In Peel, the need for more affordable housing for low and middle-income households has been identified. Thirty percent of Peel households face affordability challenges.

Housing Brampton was developed following a comprehensive consultation and consists of a Strategy and Action Plan to respond to the current and future housing needs of Brampton residents. Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to

housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right housing, and demonstrating innovation. These Principles guide the strategy and Action Plan's four focus areas or 'Big Moves': Purpose-Built Rental Housing, Use of Public Land, Attainable Home Ownership, and Clear Housing Targets.

Adequate housing helps people take part in society, do better in school and stay healthy. During the COVID-19 pandemic, the importance of safe and equitable housing has amplified. Housing is a critical city-building component. Brampton aims to support residents' housing needs and remain socially, environmentally, and economically sustainable and competitive.

A graphic with a red background and a dark red triangle on the left containing the text "OUR ASK". To the right of the triangle is a list of five bullet points.

- Transform service delivery
- Build new affordable housing
- Provide incentives to build affordable housing
- Optimize existing stock
- Increase supportive housing

Automated Speed Enforcement

To align with the Region of Peel in advocating for safe transportation across the Region, and as a partner in the Vision Zero program, the City of Brampton has introduced Automated Speed Enforcement (ASE) technology to enforce speed limits and help make roads safer for all users.

In fall 2020, the first ASE cameras went live. As of April 2021, Brampton has one of the most extensive ASE programs in the province, with 50 active cameras. Initial data collection has shown a reduction in vehicle speeds at all ASE locations in Brampton, with some being reduced by as much as 18km/hr on average.

ASE works in tandem with other road safety measures, such as traffic calming, community safety zones (CSZs), speed display boards, education initiatives, and police enforcement, to help improve safety for people of all ages. The City of Brampton has installed 175 CSZs covering the majority of all schools areas.

The City has moved aggressively to introduce ASE in school zones and CSZs, following Bill 65, the Safer Schools Zone Act. The Plan is to move cameras to other roadways and continue to rotate them on a fixed schedule throughout the year. Reducing the warning sign requirement from 90 days to 45 days will improve the effectiveness of this strategy.

From a traffic standpoint, there is currently a requirement to post a “municipal speed enforcement coming soon” sign 90 days before activating a camera. From our standpoint and other participating municipalities, this is too long a warning period. We’d like to see that reduced to at least half (45 days).

The City would like the province to investigate the possibility of allowing the expansion of the ASE program outside of school zones and CSZs. With O. Reg. 355/22: ADMINISTRATIVE PENALTIES FOR CONTRAVENTIONS DETECTED USING CAMERA SYSTEMS being introduced. Municipalities may soon be in a better position to process additional charges associated with higher volume arterial and collector roadways.

Family and Intimate Partner Violence & Transitional Housing

The City of Brampton supports and collaborates on the annual Region of Peel Family and Intimate Partner Violence (FIPV) campaign to raise awareness of critical issues such as gender-based violence and available supports and resources. Like many communities across Ontario, the COVID-19 pandemic has unfortunately increased the number of family and intimate partner violence instances in Brampton.

A key piece of this work is providing support for survivors of FIPV to increase access to safe and affordable housing, employment assistance, and childcare through transitional and housing support programs. This, in turn, would help alleviate pressures on Peel’s shelter system. Transitional and housing supports are key resources for individuals escaping family and intimate partner violence. They will support survivors on the path to regaining independence through safety and well-being approaches and connection to wrap-around supports.

Those experiencing FIPV may require access to several types of supports, including counselling and well-being supports, social assistance programs, housing and employment assistance, childcare, education, legal supports, and culturally responsive services. Ideally, these supports should be available through transitional and housing support programs.

OUR ASK

- Increase support services and interventions for international students, particularly at the individual level, institutional level, and systems and policy level.
- Increase collaboration between all community stakeholders who play a role in providing services or support for international students.
- Fair-share funding allocation of investment in the Ontario Transitional and Housing Support Program to alleviate pressures on emergency shelter system.
- Increased access to safe and affordable housing, employment assistance, and childcare through transitional and housing and support programs.
- Investigate the possibility of allowing the expansion of the ASE program outside of school zones and CSZs. With O. Reg. 355/22: ADMINISTRATIVE PENALTIES FOR CONTRAVENTIONS DETECTED USING CAMERA SYSTEMS being introduced. Municipalities may soon be in a better position to process additional charges associated with higher volume arterial and collector roadways.
- Provide more supports for survivors of family and intimate partner violence by increasing access to safe and affordable housing, employment and childcare.



POST-SECONDARY OPPORTUNITIES

FOR BRAMPTON'S
WORKFORCE OF
TOMORROW

SUMMARY

- The City continues to build strong partnerships with Algoma University, Toronto Metropolitan University, Sheridan College and others
- Brampton is committed to a broad range of highest quality post-secondary learning and skills development offering to build a strong, talented workforce

OPPORTUNITY

The new provincial direction for post-secondary education is well aligned with current plans and ongoing work at the City of Brampton and the aspiration of Brampton residents. Both the provincial policy framework and the City's goals focus on high-quality post-secondary education that is affordable and aligned to meeting the labour market needs today and into the future.

The City remains committed to building on the excellence of our existing partners, Algoma University, Toronto Metropolitan University, Sheridan College, and other partnerships, to meet the needs of Brampton residents and businesses. The City of Brampton continues to work on expanding post-secondary partnerships.

WHY NOW?

In alignment with the City's Economic Development Master Plan and the COVID-19 Economic Recovery Strategy, Brampton is focusing on promoting training and skill enhancement in innovation, technology and entrepreneurship.

Training and reskilling individuals with the most relevant skills and capabilities for future jobs will ensure our economy's resilience. A full spectrum of post-secondary education offering is a critical component in our enhanced focus on talent development to move our City into the future:

- The most employable and future-focused graduates in Canada
- Flexible and 24-7 / 365 day availability of education
- The most affordable tuition in Ontario
- Active support for economic development, immigration and inward direct investment
- Active support for deep community and cultural connectivity
- Active support for entrepreneurial connectivity
- Low-carbon and technology-rich buildings, operations and transit

Existing Post Secondary Opportunities and Skills Training in Brampton:

- Rogers Cybersecure Catalyst – Cyber Range Training Centre
- The G. Raymond Chang School of Continuing Education, Toronto Metropolitan University
- Sheridan Continuing and Professional Studies
- Algoma University – Downtown Brampton Campus

Institute of Medical Education in Brampton

Through the 2021 Ontario Budget, the province committed financial support in planning a proposal for a new institute of medical education in Brampton.

The proposal will detail Toronto Metropolitan University's (TMU) approach to health education, focusing on primary care, expanded use of technology to better meet patient needs, interprofessional practice and the provision of culturally competent care.

This announcement and the expansion of Peel Memorial Centre for Integrated Health and Wellness help address the health care emergency in Brampton and ensure that the next generation of health care practitioners can train locally.

Planning for a medical school at TMU is led by the School of Medicine Planning Committee. Chaired by Steven Liss, Vice-President of Research and Innovation, the committee oversees several internal working groups that will lead the process and ensure the university is making collective decisions for program development, resource allocation and external regulatory compliance.

A School of Medicine at TMU will be designed around five pillars:

- Focusing on community-centric primary care and the social determinants of health
- Providing culturally competent care to communities
- Leveraging innovation and technology in practices to improve quality of care and patient outcomes
- Providing future physicians with the skills to develop interprofessional networks of health care to achieve better outcomes for patients
- Focusing on supporting seniors as a growing portion of our society gets older

TMU's proposal will include a detailed curriculum for undergraduate and postgraduate studies, a research plan, a strategy for student placements, and a specific operating and financial plan. The proposal will be developed in consultation with TMU's external health education working group, the Committee on Accreditation of Canadian Medical Schools (CACMS) and the Ontario Ministry of Health and community leaders in Brampton.

On July 7, 2021, Brampton Council approved \$1 million in financial support to develop the Brampton School of Medicine Business Case submission to the Province of Ontario.

GOAL

To help advance Term of Council Priorities, a range of academic opportunities must support learners in developing their employability through in-demand workforce capabilities upon completion of their studies. It would also be the academic objective to develop “employability”; employers and employees can jointly respond quickly to workplace challenges and change to continue delivering added value.

The City is open to all prospects that help boost postsecondary opportunities. Our recent partnerships i.e. with Toronto Metropolitan University for a School of Medicine, with Sheridan College and Algoma University will provide significant traction in developing Brampton into a major education and innovation hub.

Skills for the future!

Aligning with recent provincial commitments in health care expansion within Brampton, the City approved \$2.5M in funding in 2022 to support Sheridan College’s new Centre for Healthy Communities.

The new Centre will:

- Train the next generation of nurses and allied health professionals in Brampton to look after the people of Brampton, Peel and Ontario; and support a shared vision for culturally competent care.
- Be a living lab of innovation and partnerships between students, academics, medical professionals, technology innovators, social service providers and residents. Help address hallway health care by addressing chronic disease management through interprofessional, preventative care.
- Propel economic growth through an estimated 200-500 new jobs in construction, maintenance, education, health care, administration, industry partnerships and an increased number of students living and attending school in the city.
- Increase post-secondary options in Brampton by adding graduate certificates in Clinical Kinesiology, Regulatory Affairs and Clinical Research, and, pending provincial approval, Bachelors of Nursing and a degree in Osteopathic Manual Practice.

This aligns with the provincial policy framework, which stresses graduate employment, experiential learning and local community impact.

Algoma University/Skills for the future!

Since 2010 Algoma University has been a post-secondary partner with the City of Brampton. In August 2019, the City of Brampton approved \$7.3 million to expand the Algoma University Brampton campus to accommodate future growth and continue building a highly skilled workforce.

Since 2018-2019 Algoma’s Brampton Degree student enrolment has grown by 625%, and domestic student enrolment has grown by 405%. Over that time, Algoma has added seven new programs and specializations with plans to double the program offering over the coming years. In addition, a new partnership with Toronto Metropolitan University’s School of Medicine, with a focus on expanding health services education, will prepare a new generation of mental health professionals for our health sciences sector.



78%

OF PEEL REGION RESIDENTS SAY A UNIVERSITY SHOULD BE CLOSE TO HOME



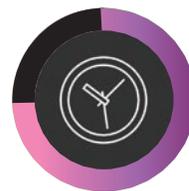
83%

OF BRAMPTON RESIDENTS WANT A BRAMPTON UNIVERSITY



80%

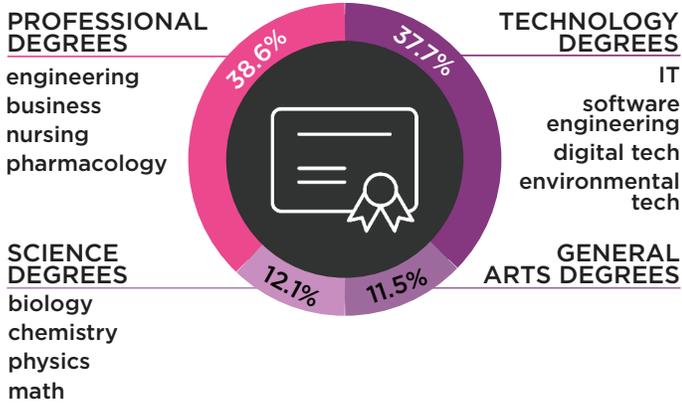
OF BRAMPTON RESIDENTS WANT MORE ONLINE LEARNING OPTIONS



82%

OF BRAMPTON RESIDENTS WANT MORE FLEXIBLE UNIVERSITY PROGRAMS

TYPES OF DEGREES RANKED MOST IMPORTANT IN BRAMPTON



OUR ASK

- The City requests the province work with TMU and Brampton to quickly advance the planning process for a new institute of medical education in Brampton.
- Work collaboratively to bring resiliency and competitive advantage to the province and City by investing in post-secondary education and critical innovation and technology infrastructure to match the skills and education opportunities with industry needs today and in the future.
- Work with the City and post-secondary partners to build on post-secondary opportunities and advance the City of Brampton's focus on innovation in medicine and life sciences.





AUTO INSURANCE

SUMMARY

- The cost of insuring a vehicle in the City of Brampton is approximately 27% higher than Ontario's average, which is \$1,555 per year.
- Brampton continues to see varying rates across the City, as high as \$3,301.

OPPORTUNITY

Brampton residents were paying the highest rates in Ontario in 2020, and the fourth highest rates in 2021. Auto insurance forms a significant portion of family expenses, and Brampton residents pay approximately 27% higher than Ontario's average.

In April 2019, the province released Putting Drivers First: A Blueprint for Ontario's Auto Insurance System. In the document, the government committed to fixing Ontario's broken auto insurance system and making auto insurance more affordable.

Brampton drivers need a fair deal for auto insurance. Also, in 2019, Bill 42 was introduced in the Ontario Legislature to prohibit insurance companies from using postal codes as a primary factor in setting insurance rates. However, Brampton continues to see varying rates across the city, as high as \$3,301, which is more than twice the provincial average. The following postal codes currently pay the highest average in Brampton: L6R at \$3,301, L6T at \$3,068, L7A at \$2,980, L6P at \$2,792, L6Z at \$2,581, L6Y at \$2,573, and L6S \$2,540.

Approximately 20,000 residents have signed the City's petition for auto insurance reform - #FairDealForBrampton.

The City is encouraged by recent comments made by the Premier indicating provincial action may be forthcoming on postal code driven auto insurance rates.

GOAL

Brampton residents deserve and call for decisive and prompt action on the auto insurance rates. The City calls on the province to work collaboratively with stakeholders and act on its commitment to fixing Ontario's broken auto insurance system and making auto insurance more affordable for Brampton drivers.

COLLABORATION

The City acknowledges the government's action in April 2020 to enable a temporary financial relief for auto insurance consumers spending less time on the roads due to COVID-19. However, more is required to ensure a fair and equitable auto insurance rate in Ontario.

OUR ASK

- Move swiftly on the government's commitment to fixing Ontario's broken auto insurance system and making auto insurance more affordable.



**FISCAL
SUSTAINABILITY**

MUNICIPAL FISCAL SUSTAINABILITY

Pandemic Recovery & Inflationary Pressures

The City of Brampton was the hardest hit by the COVID-19 pandemic in Peel Region, with high case numbers our already stretched health care resources are significantly impacted by the funding gap.



The City received an allocation of \$10.9 million through the Federal-Provincial Safe Restart Program Phase 1, to support municipal operating pressures and \$24.0 million to support municipal transit systems for the total funding under Phase 1 of \$34.9 million. This amount provided a significant relief for the projected 2020 operating budget deficit of \$56 million.

The City applied for funding under Phase 2 of the Safe Restart Program, as Phase 1 funding did not fully mitigate impacts from the pandemic. As part of Phase 2 the City received an allocation of \$27.5 million, which includes \$19.3 million for municipality's remaining 2020 operating needs, as well as \$8.2 million to help with 2021 COVID-19 related operating pressures.

The City has also been advised by the Ministry of Transportation of its eligibility for an allocation of up to \$48.1 million, including \$30.1 million for COVID-19 municipal transit pressures incurred from October 1, 2020 to March 31, 2021 under Phase 2 of the safe restart program and \$18.1 million for additional pressures based on ridership. As part of Phase 2 funding the City received \$13.0 million. In March of 2021, Ministry of Municipal Affairs and Housing announced additional COVID-19 Recovery Funding ("Phase 3"). As part of this program City received \$14.7 million.

Also in March of 2021, the Ministry of Transportation announced Phase 3 Safe Restart funding. As part of this, the City received \$23.5 million.

The City received \$0.6 million through the Municipal Transit Enhanced Cleaning (MTEC) fund.

Currently diesel fuel rate variances are ineligible for Safe Restart funding. There are no guidelines on the permitted use of Safe Restart funding that municipalities have

remaining after addressing their 2022 COVID-19 related budget shortfalls. Inflationary pressures are a growing concern for municipalities, that is why Brampton asks that the province consider allowing municipalities to use Safe Restart funding to offset unfavourable diesel fuel variances caused by historically high fuel rates.

In collaboration with other levels of government and municipalities, seek continued support for the municipal sector as we emerge from pandemic related challenges, and growing inflationary pressures.

Provincial Gas Tax (PGT)

The Ontario Gas Tax is an essential program and source of funding for the City of Brampton. Transit's 95% growth in service and 160% growth in ridership over the last ten years was supported by Ontario's Dedicated Gas Tax for Public Transportation Program. With the elimination of provincial gas tax for the remainder of 2022 year, the province needs to ensure that this does not affect funds municipalities receive as part of PGT program. For Brampton that is approximately \$16 million to provide significant financial subsidy for Brampton Transit operations.

Brampton calls on the province to use the 2019 allocation (or another base year amount escalated for inflation) for the 2022 and 2023 provincial gas tax payments to municipalities. The City also calls on the province to reconsider the 'doubling decision'.

Heads & Beds Levy

This levy is charged at \$75 per head/bed and has remained unchanged for over 30 years. If it had kept up with inflation it would be nearly \$140 today.

In 2021, five institutions paid total levies of \$648,150, of which the City of Brampton retained \$345,843, and \$302,307 was received by the Region of Peel. Should the levy be adjusted to inflation that total levy would have nearly doubled to \$1,209,880.

While provincial facilities and institutions provide economic benefit and contribute to community building,

and updated 'heads & beds levy' would more accurately reflect the municipal costs associated with demand placed by these institutions on local infrastructure, increased demand for public transit, and other municipal services.

The City of Brampton requests the provincial government adjust the heads and beds formula for inflation.

Local Share for health care capital projects

The City of Brampton is grateful to the province for the recent commitments towards health care expansion in Brampton. The City also continues to take a leadership role to advance its health care and infrastructure needs. On April 6, 2022, Brampton City Council approved a one per cent hospital levy to support health care expansion in Brampton.

In December 2021, as part of the 2022 Approved Budget, the City designated \$62.5M of funding towards the local share for the new Peel Memorial Hospital. The approval of the one per cent hospital levy builds on the \$62.5M commitment.

William Osler Health System estimates it will cost \$700 million for the redevelopment and expansion of Peel Memorial Hospital, and \$365 million for the development of a Cancer Care Centre, for a combined estimated cost of \$1.1 billion. The estimated local share required for these projects is \$250 million. Osler is requesting that the City fund 50 per cent of the estimated local share, currently estimated to be \$125 million.

The City of Brampton Council passed an AMO motion calling on the province to examine the 'local share' requirement as it has significant impact on municipal budgets.

Joint & Several Liability

Liability and risks are one major driver of exponentially increasing insurance costs for the municipal sector. Joint and several liability is a long-standing issue raised by municipalities across the province due to the disproportional burden on municipalities that are awarded by courts. It also is one of key driving factors for municipalities to settle out of court to avoid protracted and expensive litigation for amounts that may be excessive, and often exceed their degree of fault.

Since 2007, liability premiums have increased by 22.2% and are among the fastest growing of municipal costs.

A reform to joint and several liability may also offer an opportunity to support affordable housing.

The Building Code Act, as amended, allows the Councils of two or more municipalities to enter into an agreement providing for the joint enforcement of the Act and Regulations within their respective municipalities. This allows for shared costs and cross jurisdictional approvals of building permits.

Municipalities are reluctant to enter into such agreements and one of the barriers is the associated liability. Reform to the joint and several liability regime may offer the opportunity to expedite approvals of plans to construct much needed housing.

The City of Brampton supports and endorsed AMO's recommendations to the province to address the growing municipal liability and insurance costs to align municipal liability with the proportionate responsibility for incidents and capping awards.



**PRIORITY
PROJECTS LIST**

TRANSIT

Project	Description	Location	Total Est. Cost*	Anticipated Project	
				Start**	End
ICIP Growth Buses	Purchase of 40ft and 60ft buses for Transit service expansion (combination of diesel and diesel-hybrid buses).	City Wide	\$171M	2022	2025+
Third Maintenance & Storage Facility	Estimated additional funding required	10192 Highway 50 (North of Castlemore Rd)	TBD	2022	2026
Electrification of new Maintenance & Storage Facility	Electrification of phase 1 build	10192 Highway 50 (North of Castlemore Rd)	\$150M	2022	2026
Hurontario LRT Extension	Tunnel option	Hurontario St (North of Steeles to Downtown Brampton)	\$1.7B	2025+	TBD
Queen Street-Highway 7 Bus Rapid Transit	Scenario 5 costing as per Metrolinx IBC.	Queen St/Hwy 7	\$500M	2026+	TBD
Purchase of approx 240 ZEB's (Combination of 40ft and 60ft)	Within ZETF timeframe	City Wide	\$450M	2022	2026
Additional ZEB's (Combination of 40ft and 60ft)	Beyond ZETF time frame, budget years 2026-2027+ ,QSBRT & spares	City Wide	\$450M+	2026+	TBD
On-Street Charging Infrastructure	High-powered overhead chargers for full ZEB rollout	City Wide	\$63M	2023+	TBD
Electrification Retrofit - Sandalwood Facility	High order of magnitude cost estimate for upgrades/retrofits to allow facility to accommodate ZEBs.	130 Sandalwood Parkway	\$60M	2022+	2024+
Electrification Retrofit - Clark Facility	High order of magnitude cost estimate for upgrades/retrofits to allow facility to accommodate ZEBs.	185 Clark Boulevard	\$60M	2024+	2026+
Fuel Cell Electric Bus Trial (2 FCEBs)	2 bus trial to test hydorgen fuel cell electric buses	City Wide	\$4M	2022	2024+
Additional electrification planning/studies	ZEB implementation strategies and other planning work as required	City Wide	\$1M	2022	2023
Chinguacousy Road Züm	Implementation of Züm service on Chinguacousy Road	Chinguacousy Road	\$17M	2022	TBD
Bramalea Road Züm	Implementation of Züm service on Bramalea Road	Bramalea Road	\$18M	2024	TBD
Phase II build - Maintenance & Storage Facility	Additional costs to fully build and electrify phase II	10192 Highway 50 (North of Castlemore Rd)	TBD	2026+	TBD
New Transit Terminals (2)	A terminal in both Northeast and Northwest Brampton. High-level estimate based on \$25M per terminal depending on size and location.	Northeast and Northwest Brampton	\$50M	2028+	TBD
Kennedy Road Züm	Implementation of Züm service on Kennedy Road	Kennedy Road	\$20M	2028+	TBD
Smart Vehicle Pilot	Estimate for a pilot to test full/partial autonomous buses and other related smart vehicles technology. Scope, timing and budget to be determined.	City Wide	\$10M+	2025+	TBD
Clark Facility Expansion and Renovations	Expansion and renovation of the Clark Transit Facility including; Operator lounge/Dispatch expansion, gasoline fueling system, maintenance washroom upgrades, additional diesel fuel dispenser.	185 Clark Boulevard	\$3M	2022	2023
Sandalwood Facility Renovations	Installation of digital signage for communication for vehicles related to parking and fire alarm. Also, includes resizing of quiet room and wellness area.	130 Sandalwood Parkway	\$200K	2022	2023
Hoist Replacements	Possible replacement of Transit hoists at end of useful life	Clark/Sandalwood Facilities	\$10M	2028	2029
Terminal Upgrades	Terminal Upgrades at Bramalea and Gateway Terminal	Bramalea & Gateway Transit Terminal	\$5M	2022	2023
Washroom Facilities	Would include constructing more permanent washroom facilities at strategic locations (e.g. Sandalwood Loop).	City Wide	\$500K	2022	2023
Transition to shorter bus life for Artic buses	Estimated funding required to procure additional buses in order to recude the life of an artic bus from 18 to 12 years. Based on current diesel/hybrid fleet, does not provision for ZEBs.	City Wide	\$100M+	2024	2028
Additional Replacement buses beyond ICIP funding (combination of 40ft and 60ft)	Purchase of base buses only (diesel and hybrid) to replace current rolling stock at the end of 18 year useful life. Does not include incremental cost of ZEBs.	City Wide	\$200M+	2022	2028
Additional Growth Buses beyond ICIP funding (combination of 40ft and 60ft)	Purchase of base buses only (diesel and hybrid) for Transit service expansion. Does not include incremental cost of ZEBs.	City Wide	\$300M+	2024	2028
Additional Bus Refurbishments beyond ICIP funding	Refurbishment of major bus components including (structure, engine/transmission, hybrid battery, hybrid drive/system and articulation joint). Based on current diesel/hybrid fleet, additional refurbishment types/costs could be required as Transit moves towards a zero-emission bus fleet.	City Wide	\$70M+	2024	2028

Notes:

*Estimates are in 2020 dollars

**Estimated start dates assume funding is available

ACTIVE TRANSPORTATION

Project	Description	Location	Total Est. Cost	Anticipated Project	
				Start	End
Central Park Drive Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Bramalea Road to Torbram Road	\$91,000	2022	2022
Avondale Boulevard Bike Lanes	Implementation of bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Birchbank Road to Bramalea Road	\$62,595	2022	2022
Westcreek Boulevard (the Loop) Bike Lanes	Implementation of bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Steelwell Road to south limit of the road	\$44,280	2024	2025
Finchgate Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Queen Street East to Central Park Drive	\$30,940	2022	2022
Balmoral Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Torbram Road	\$123,370	2022	2022
Eastbourne Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Balmoral Drive to Clark Boulevard	\$40,820	2022	2022
Dearbourne Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Balmoral Drive	\$82,420	2022	2022
Glenvale Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Clark Boulevard to Queen Street East	\$46,670	2022	2022
Jordan Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Williams Parkway to North Park Drive	\$57,395	2023	2023
North Park Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Torbram Road	\$84,500	2022	2022
Ganton Heights Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Creditview Road to Commuter Drive	\$22,945	2023	2023
Elgin Drive Buffered Bike Lanes/Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Main Street South to McLaughlin Road	\$87,880	2022	2022
Sir Lou Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Malta Avenue to Hurontario Street	\$24,050	2023	2023
Malta Avenue Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Ray Lawson Boulevard to Tina Court	\$44,655	2023	2023
Ray Lawson Boulevard Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.	Mavis Road to Hurontario Street	\$185,900	2023	2023
Great Lakes Drive Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.	Sandalwood Parkway to Bovaird Drive	\$111,410	2023	2023
Edgeware Road Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.	Mississauga Road to Heritage Road	\$90,740	2023	2023
Chrysler Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Queen Street East to Williams Parkway	\$98,995	2023	2023
Fletcher's Creek Recreational Trail - Inter-Regional Connection	A detailed design and construction of a 3.0 metre wide trail, continuing the Fletcher's Creek Recreational Trail from its existing terminus at Steeles Avenue, providing a connection through the Sheridan College Campus lands and a second connection into the City of Mississauga.	Steeles Avenue to the City's south limit	\$400,000	2027	2027
Bramalea GO Connection	A detailed design and construction of a 3.0 metre wide trail to provide a much needed protected AT connection from the adjacent communities (served by the Chinguacousy/Esper Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land uses adjacent to the north side of Steeles Avenue.	Victoria Crescent to Bramalea GO Station	\$280,000	2027	2027
Williams Parkway Multi-use Path	Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	McLaughlin Road to Personna Circle/Abbotsbury Drive	\$1,280,000	2025	2026
Advance Boulevard/ West Creek Drive Multi-use Path	Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Dixie Road to the south limit of Westcreek Drive	\$860,000	2024	2025
James Potter Road Multi-use Path	Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Charolais Boulevard to Steeles Avenue	\$235,875	2027	2027
Williams Parkway Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Personna Circle/Abbotsbury Drive to Mississauga Road	\$547,500	2024	2024
Wanless Drive Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Mississauga Road to Hurontario Street	\$2,055,000	2024	2025
Countryside Drive Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Heart Lake Road to Goreway Drive	\$2,576,250	2025	2026
Castlemore Road Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Airport Road to Castlemore Road	\$2,343,750	2025	2026
Duggan Park Pedestrian Bridge superstructure replacement to maintain connectivity of the Etobicoke Creek Trail	Replacement of the superstructure of this pedestrian bridge will enhance the safety of the trail users mainly the senior people living in the area and will maintain the connectivity of the Etobicoke Creek multi use trails	Centre Street and Vodden Street 0.06 km East of Ken Whillans Dr	\$550,000	2022	2023

Pedestrian Bridge near Cosenza Court and Gallview Crescent rehabilitations to maintain Trail connectivity	Superstructure replacement and substructure rehabilitations of this pedestrian bridge will enhance the safety of the trail users in the area and will maintain the connectivity to the Gallview Lane and Gallucci Crescent through this multi use trails	Don Mineker drive and The Gore Road 0.11 km West of The Gore Rd	\$350,000	2022	2023
Replacement of substandard Pedestrian Bridge near Loafers Lake park to maintain Trail connectivity	Complete replacement of this substandard pedestrian bridge will enhance the safety of the multi use trail users in the area and will maintain the connectivity to the Etobicoke Creek Trail users and the Lake visitors through this multi use trails	Lake Crest Trail and Sandalwood Parkway East 0.3 km North of Sandalwood Pkwy E	\$200,000	2023	2024

COMMUNITY, CULTURE & RECREATION

Project	Description	Location	Total Est. Cost	Anticipated Project	
				Start	End
"Sesquicentennial Park - Activity Hub"	A destination area for the surrounding communities as well as citywide park visitors	11333 Bramalea Rd	\$2,475,000	2021	2023
"Gore Meadows Outdoor Facilities and Parks"	"Cricket fields (2), Comfort building (washrooms/change rooms), Tennis courts (6), Pickle ball courts (4), Fieldhouse building (tennis), Tennis dome/bubble (winter use), skateboard park, Junior and senior playgrounds, Shade shelters, Soccer fields (junior), Fitness trail with exercise stations Picnic area, Environmental/Restoration landscape plantings, Parking lots, Public gathering plaza"	10150 The Gore Rd	\$22,000,000	2020	2024
Gore Meadows Activity Hub	"The hub will be fully compliant with the Accessibility for Ontarians with Disabilities Act (AODA), with inclusive play and recreational spaces for people of all ages and developmental abilities. Will include a splash pad, playground structure, basketball courts, Zen garden, adult outdoor fitness area, amphitheatre, and enhanced greenspace."	10150 The Gore Rd	\$6,600,000	2021	2022
"Gore Meadows Library Renovation - MakerSpace addition and space optimization project"	Revised Library entry and develop a makerspace room and multi-purpose space that can be used for quiet study or library programming.	10150 The Gore Rd	\$543,176	2020	2022
Technology Lending Program	Funding will support capital to purchase Chromebooks and mobile hotspots that will be circulated to Brampton residents in need, as COVID-19 has highlighted the digital divide experienced by many residents.	All Library Branches	\$41,000	2021	2022
"Golden Age Village for the Elderly (GAVE)"	"Support of GAVE project to construct 140 units of affordable senior housing in conjunction with a 160 bed LTC home to serve the aging Vietnamese community in Brampton/Peel"	8895 Hurontario Rd (FCCC)	\$35,000,000	2021	2022
Century Gardens	Sub-metering	1050 Sandalwood Pkwy W	\$16,000	2020*	2021
	Sub-metering	340 Vodden St E	\$16,000	2020*	2021
	Rink Controllers	340 Vodden St E	\$56,666	2020*	2021
	"Youth Hub at this location in collaboration with Region of Peel"	340 Vodden St E	\$18,500,000	2023	2024
	Box Soccer Court	340 Vodden St E	\$500,000	September 2022	2022
Susan Fennell	Energy Efficiency retrofit	500 Ray Lawson Blvd	\$1,100,000	2020*	2021
	Youth Hub at this location in collaboration with Region of Peel	500 Ray Lawson Blvd	\$1,412,500	2022	2022
	Project: Susan Fennell Recreation Centre Net Zero Energy Retrofit	500 Ray Lawson Blvd	\$5,000,000	2020*	2021
Fire Stations	Williams Parkway Fire Campus - Training facility and new station 203 (construction to be completed in phases)	425 Chrysler Dr	\$59,560,000	2019	2023
Williams Parkway Works	Yard Phase 3 construction	425 Chrysler Dr	\$17,000,000	2023	2024
"Balmoral Recreation Centre"	Expansion and renovation of community centre, with new full gymnasium and community meeting spaces, as well as outdoor splash pad, etc	225 Balmoral Dr	\$24,880,000	2022	2023
"Chris Gibson Recreation Centre"	Expansion of existing community centre to add: fully accessible arena, new gymnasium, and additional community meeting room spaces, and fitness/dance studio spaces	125 McLaughlin Rd N	\$47,000,000	2022	2024
Victoria Park Recreation Centre	New indoor pad for indoor lacrosse, ball hockey, indoor field hockey	20 Victoria Cres	\$34,650,000	2022	2023
	Relocation of Sports Hall of Fame to be built as part of Victoria Park indoor sports complex	20 Victoria Cres	\$3,600,000	2022	2023
Howden Recreation Centre	Demolition and construction of new community centre with expanded spaces including gymnasium, multipurpose room space, etc	150 Howden Blvd	\$27,200,000	2023	2024
"Brampton Tennis Club - New clubhouse"	New modular tennis clubhouse at Rosalea Park	38 Union St	\$1,430,000	2022	2022
Embleton Community Centre	Building of new Community Centre to meet growth in Brampton's southwest part of the City	200 Lionhead Golf Club Rd	\$132,000,000	2024	2026
Centre for Innovation	Proposed downtown building to develop a Centre for Innovation that will incorporate Brampton Library and academic partners	Downtown Brampton (8,14,16 & 21 Nelson St)	\$239,400,000	2023	2026
"Flower City Community Centre"	1-2 Courtyard infill - additional administrative space for By-Law and Building Dept	8850 McLaughlin Rd S	\$7,500,000	2023	2024

Central Peel Public School	Collaborative Learning and Technology Centre - Partnership project with PDSB to develop a new centre to enhance learning in the STEM area and facilitate City programming in this area and service underserved community	32 Kennedy Rd N	\$3,200,000	2021	2022
	"Artificial turf field - Partnership project with PDSB to construct a new artificial turf field and track to be shared by the board and City. Field will be added to City's permitted inventory to meet growing demand of sports groups"	32 Kennedy Rd N	\$1,800,000	2022	2022
Fire Station 215	Land selection and acquisition due diligence, design and construction of Fire Station 215.	10539/0 Goreway Drive (Ward 10)	\$12,900,000	TBD	TBD
Sandalwood Works Yard Vehicle Maintenance Expansion	To expand the existing City Fleet services maintenance building located at the Sandalwood works Yard to meet current needs and future demand based on a Garage Bay Capacity Study, conducted by Richmond sustainability initiatives. The existing garage footprint will be extended to provide an additional 6 service bays, equipment storage, parts handling, staff and associated building areas.	120 Sandalwood Parkway West	\$10,500,000	TBD	TBD
Animal Shelter	The design and construction of a new 25,000 sq. ft. animal shelter facility that includes an animal clinic and training facility to serve Brampton's growing population.	TBD	\$36,000,000	TBD	TBD

GREEN INITIATIVES

Project	Description	Location	Total Est. Cost	Anticipated Project	
				Start	End
Brampton Valley and Parks Naturalization Program	Designed to restore native plant communities in valleys and parks that were stripped of native vegetation by past agricultural practices and development. The new plantings, over time, restore the vegetation in these areas to a pre-agricultural state, dramatically improving their ecological value by introducing new wildlife habitat, improving fish habitat, and flood plain stabilization. City is entering Phase 17 of this program, which will plant 2500-3000 trees and 2000 - 3000 shrubs.	9 sites across the city (Phase 17)	\$750,000	2021	2021
Brampton One Million Trees Program	A framework for the City and its partnering organizations to increase tree plantings and meet its one million tree planting target outlined in the Brampton 2040 Vision: Living the Mosaic. It contains goals, strategies, and actions including but not limited to, planting opportunities within streetscapes, parks, new and existing development, as well as community education and engagement.	City Wide	\$5,000,000	2020	2040
Sustainability Metrics and Thresholds Update	In support of the City's commitment to elevate the level of sustainable development in Brampton, the City of Brampton in partnership with the Cities of Vaughan, Richmond Hill, and Markham are working together to update a series of sustainability performance metrics and thresholds, which evaluate and score the sustainability performance of new development and encourage builders/developers to achieve a minimum level of performance.	City Wide	\$80,000	2020	2022
Fallingdale, Earnscliffe, and Eastbourne Parks Eco Space Retrofit Project	In support of the Brampton Eco Park Strategy and an action identified in the Bramalea Sustainable Neighborhoods Action Plan, the retrofit will include removal of the degraded concrete-lined channel and re-naturalization of the creek and floodplain, as well as other park improvements.	Fallingdale, Earnscliffe, and Eastbourne Parks	TBD	2023	2025
Brampton Eco Park Strategy Implementation: Donnelly Ponds	Guided by the Eco Park Principles, the Eco Park retrofits and ecological enhancements to the Donnelly Ponds will create a natural oasis for Bramptonians to enjoy. The project will establish a nature-based picnicking destination, offering safe and comfortable spaces and options for residents to engage with nature, responsibly. It project will also include habitat restoration, nature lookouts and boardwalks, picnicking infrastructure, trail upgrades, outdoor education and environmental stewardship opportunities, and more.	Sandalwood Parkway and Heartlake Rd	\$5,000,000	2023	2025
Lake Enhancement Strategy: Lakes Habitat and Water Monitoring	"Monitoring of four priority lakes to assess water quality, lake habitat and pollution sources to help inform and guide management and restoration decisions in and around the lakes."	4 Lakes: Norton Place Park, Loafers Lake, Professor's Lake, Donnelly Ponds	\$100,000	2022	Ongoing
Develop the Peel Residential Efficiency Program	The City of Brampton is part of the development of a Peel-wide retrofit program to undertake residential energy retrofits to improve energy efficiency in existing housing stock in order to meet emissions reduction targets.	Citywide	\$10,000,000	2024	2040
Zero Carbon Retrofit of South Fletcher's Sportsplex	This project includes the design and implementation of a zero carbon retrofit for the South Fletcher's Sportsplex using conservation and renewables.	500 Ray Lawson Blvd	\$20,000,000 - \$25,000,000	2023	2025
Priority 4: Greening Fleet	Purchasing roughly 40 electric vehicles over the next 5 years, also securing 20 EV chargers for City Fleet. This an action identified in our Community Energy and Emissions Reduction Plan (CEERP) towards achieving our emission and energy targets.	Citywide	\$3,000,000	2021	2026

PLAYGROUNDS

Various Locations - City wide		Location	Total Est. Cost	Anticipated Project	
				Start	End
Lake Louise	"Playground replacements include new playground equipment, new surfacing, and new park benches and repairs to any trail that is damaged during construction"	65 Lake Louise Drive	\$250,000	2022	2022
Mosswood		21 Saturn Drive	\$200,000	2022	2022
Dafoe Park		70 Dafoe Cres	\$200,000	2022	2022
Snowcap		65 Snowcap Road	\$200,000	2022	2022
James William Hewson		161 Sunny Meadow Blvd	\$250,000	2022	2022
Great Lakes		255 Great Lakes Drive	\$250,000	2022	2022
Brighton		16p Brighton Pl	\$150,000	2022	2022
McKinney		20 Heartleaf Cres	\$250,000	2022	2022
Old Fairgrounds		46 Mcmurchy Ave S.	\$250,000	2023	2023
Van Scott Park		144 Van Scott Dr	\$250,000	2023	2023
Gold Park		33 Gold Park Pl	\$200,000	2021	2023
Burnt Elm Park		45 Burnt Elm Drive	\$250,000	2021	2023
Black Forest Park South		74 Black Forest Dr	\$250,000	2021	2023
Maplehurst Park		50p Sparklett Cres	\$150,000	2021	2023
Dexfield Park		22 Burnley Place	\$150,000	2021	2023
Kanashiro Parkette		44 Thonrdale Road	\$250,000	2022	2022
McMicking Park		71 Edenbrook Hill Drive	\$250,000	2021	2023
Fiddlers Parkette		10 Fiddlers Green Dr	\$200,000	2021	2022
Bottomwood Park		50 Triple Crown Dr.	\$240,000	2022	2022
Aloma Park		53 Aloma Cres.	\$240,000	2022	2022
Matthew Cation Park		317 Edenbrook Hill Dr	\$250,000	2022	2022
Sheridan Woodlands Pk		401 Charolais Blvd.	\$180,000	2022	2022
Morrow Park		33 Severin St.	\$240,000	2022	2022
Smirle Lawson Park		124 Pannahill Dr.	\$240,000	2022	2022
Greenbriar Park		1100 Central Park Dr.	\$240,000	2022	2022
Sparrow Park		152 Cherrytree Dr.	\$180,000	2022	2022
Reed Parkette	0 Palmolive St.	\$180,000	2022	2022	
Pickard Park	77 Albright Rd.	\$180,000	2022	2022	
Prof's Lake Park	Professors lake Pkwy	\$240,000	2022	2022	
Bayridge Park	32 Bayridge Dr.	\$180,000	2022	2022	
Cunnington Parkette	37 Bushberry Rd.	\$240,000	2022	2022	
Eastbourne Park	764 Balmoral Dr.	\$250,000	2022	2022	
Mary Goodwillie Park	42 Sugarhill Dr.	\$250,000	2022	2022	

PARKS, PATHWAYS, TRAILS

Various Locations - City wide		Location	Total Est. Cost	Anticipated Project	
				Start	End
Lakelands Park	"Replacement of trails at their end of life and do not meet the City's 3 meter wide requirement; new culverts are added; and replacement of bench pads to make the facilities more usable. Additional and specific work may be required on a project by project basis."				
Bloore Pond		L6R 2G8	\$185,837	2022	2023
Centennial Park		53 Centre St. s.	\$292,734	2022	2023
Ching Sandalwood Pk		1060 Sandalwood Pky W	\$87,865	2024	2025
Conservation Pk		290 Conservation Drive	\$399,201	2024	2025
Dearbourne Park		29 Drum Oak Cres	\$160,705	2024	2025
Durham Park		227 Bramalea Road	\$98,789	2023	2024
Earncliffe Park		46 Eastbourne Dr	\$303,258	2023	2024
Ernest Majury Park		8201 Dixie Road	\$177,148	2023	2024
Fallingdale Park		620 Clark Blvd	\$178,034	2023	2024
Hickory Wood Park		658 Ray Lawson Blvd	\$148,335	2024	2025
Laurelcrest Pk South		51 Laurelcrest st	\$43,441	2024	2025
Loafers Lake Park		20 Loafers Lake Lane	\$369,390	2024	2025
Major William Sharpe		37 Major William Sharpe Drive	\$96,799	2023	2024
Massey Park		39 Mackay St. North	\$178,302	2023	2024
Meadowland Park		28 Eldomar Ave	\$114,147	2023	2024
Dunblaine Park		697 Balmoral Drive	\$39,386	2024	2025
Edgebrooke Park		664 Balmoral Drive	\$84,374	2023	2024
Hesp Valley	790 Sandalwood PKY	\$191,707	2024	2025	
Lundy Parkette	42 Nottingham Cres	\$9,843	2024	2025	
James and Margrate McGee Park	New walking trail in open space	33 Bloomsbury Ave	150,000	2022	2022



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