

**2021
ASSOCIATION OF
MUNICIPALITIES
OF ONTARIO
GOVERNMENT
ADVOCACY
PRIORITIES**



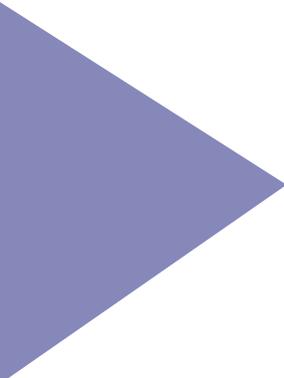
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PATHWAY TO ECONOMIC RECOVERY & GROWTH

Mayor's Message

Please note: photo(s) were taken prior to onset of COVID-19 and introduction of physical distancing and mandatory face covering regulations.



Brampton serves as a major hub for the manufacturing, food processing and logistics sectors, ensuring the smooth movement of goods and workers in the GTHA. The COVID-19 pandemic has underlined the need for increased collaboration and timely investments in our city to fill the gaps in health care, transit, and our overall economic ecosystem.

Brampton is grateful for the Ontario Government's commitment to the Phase II development of Peel Memorial Centre for Integrated Health and Wellness announced as part of the 2021 Ontario Budget. We also appreciate a provincial funding commitment to Ryerson University for the planning proposal of a new institute of medical education in Brampton. Combined with federal and provincial investments in community, culture, and recreation infrastructure these initiatives support some of the City's main priorities.

For a city growing as fast as Brampton, it is important to have sustainable and well-connected transit. Brampton has many exciting initiatives underway that would benefit from further provincial support. We are improving regional connections through the Hurontario-Main Street LRT and Queen Street Rapid Transit, electrifying our fleet and facilities, and the construction of our downtown flood mitigation project, Riverwalk, would result in a value added (GDP) impact of \$256 million to the Canadian economy and create 2,200 full-time jobs.

We welcomed the federal-provincial Safe Restart Agreement to help support Brampton's operations and economic recovery. Our Economic Recovery Strategy aims to bring resiliency and competitive advantage to the local economy based on four cornerstones: innovation and technology transformation, expediting infrastructure projects, seizing private-sector investment opportunities, and investing in the arts and creative sectors.

The City of Brampton is eager to develop talent, create jobs and build a community that is more connected, sustainable, and innovative. By partnering with Brampton on these opportunities, the Province of Ontario can help us take impactful strides towards a dynamic recovery and continued success. You can help further unlock our economic potential, support effective healthcare, and improve affordability and access to postsecondary education.

The City of Brampton looks forward to working with the provincial government to redefine this new decade for our city, our province, and our country.



Mayor Patrick Brown



CONTENTS
PAGE



Summary of Asks	2
Priority Projects Map	6
Transit	8
Higher-Order Transit (LRT, BRT, GO Transit)	13
Active Transportation	16
Health Care	18
Economic Development and Recovery	21
Climate Change Resilience & Public Health	31
Housing	35
Secondary Units	38
Community Safety Advocacy	41
BramptonU: Post-secondary Opportunities	45
Auto Insurance	49
Priority Projects List	51



SUMMARY OF ASKS

TRANSIT

In collaboration with the Province of Ontario and municipalities, work on a successor agreement to the Safe Restart Agreement, which must include funding for Transit operations until ridership returns to pre-COVID levels to maintain existing service. 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 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

The City of Brampton requests that Metrolinx work collaboratively with the City to advance the LRT extension on Main Street to Downtown Brampton and expedite the Queen Street-Highway 7 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

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

Immediate 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 Ontario Government support as Peel Phase II planning stages continue. Expedite Provincial 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 ensures 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.

INTEGRATED DOWNTOWN PLAN

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 (SBECs) 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, to complete feasibility studies and implementation of storm water management systems, support Eco Park concepts and open space and public realm improvements.

TRANSIT INFRASTRUCTURE

MTO to work with Brampton 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 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 Ryerson 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

Fair-share funding allocation reflects local community needs, population growth, equity, and inclusion, primarily related to health and safety. Increased mental health supports and programming, especially for children and youth. 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

Legislate BramptonU into existence by passing the Brampton University Act. Work with Ryerson 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.

AUTO INSURANCE

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

IN BRAMPTON, OPPORTUNITY ADDS UP



2ND FASTEST GROWING CITY IN CANADA

Approx. 16,500 new residents per year



ONE OF CANADA'S YOUNGEST CITIES

36.5

701,000

Total Population



YOUNG, MULTICULTURAL WORKFORCE

234 different cultures, speaking 115 languages

115

234



CENTRALLY LOCATED
in the middle of Canada's Super Innovation Corridor

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



ACCESS TO 4.3 MILLION
labour pool across the GTA

7 TRANSCONTINENTAL HIGHWAYS
accessing 158 million North American consumers



HOMETO CN
The largest Intermodal Railway terminal in Canada

AAA

Credit Rating (Standard & Poor's)

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



78,102
(YTD December 2020)

DIVERSE BUSINESSES



148,674

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

NINTH LARGEST
City in Canada

9

FOURTH LARGEST
City in Ontario

4

MACLEAN'S

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

4,596

Building Permits (YTD* 2020)



6,733

Building Permits (YTD* 2021)

\$757 million

Total Construction Value (YTD* 2020)



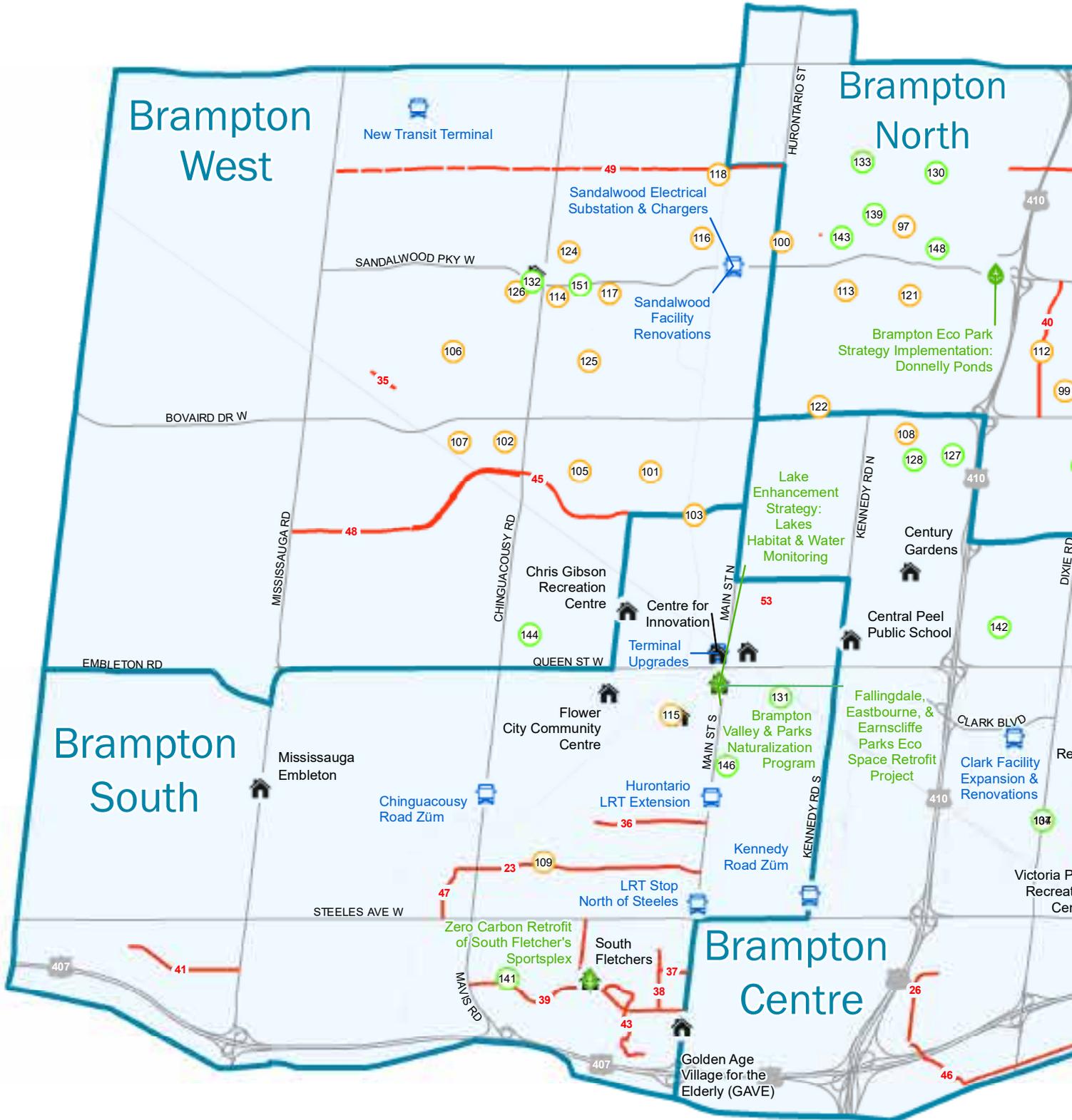
\$943 million

Total Construction Value (YTD* 2021)

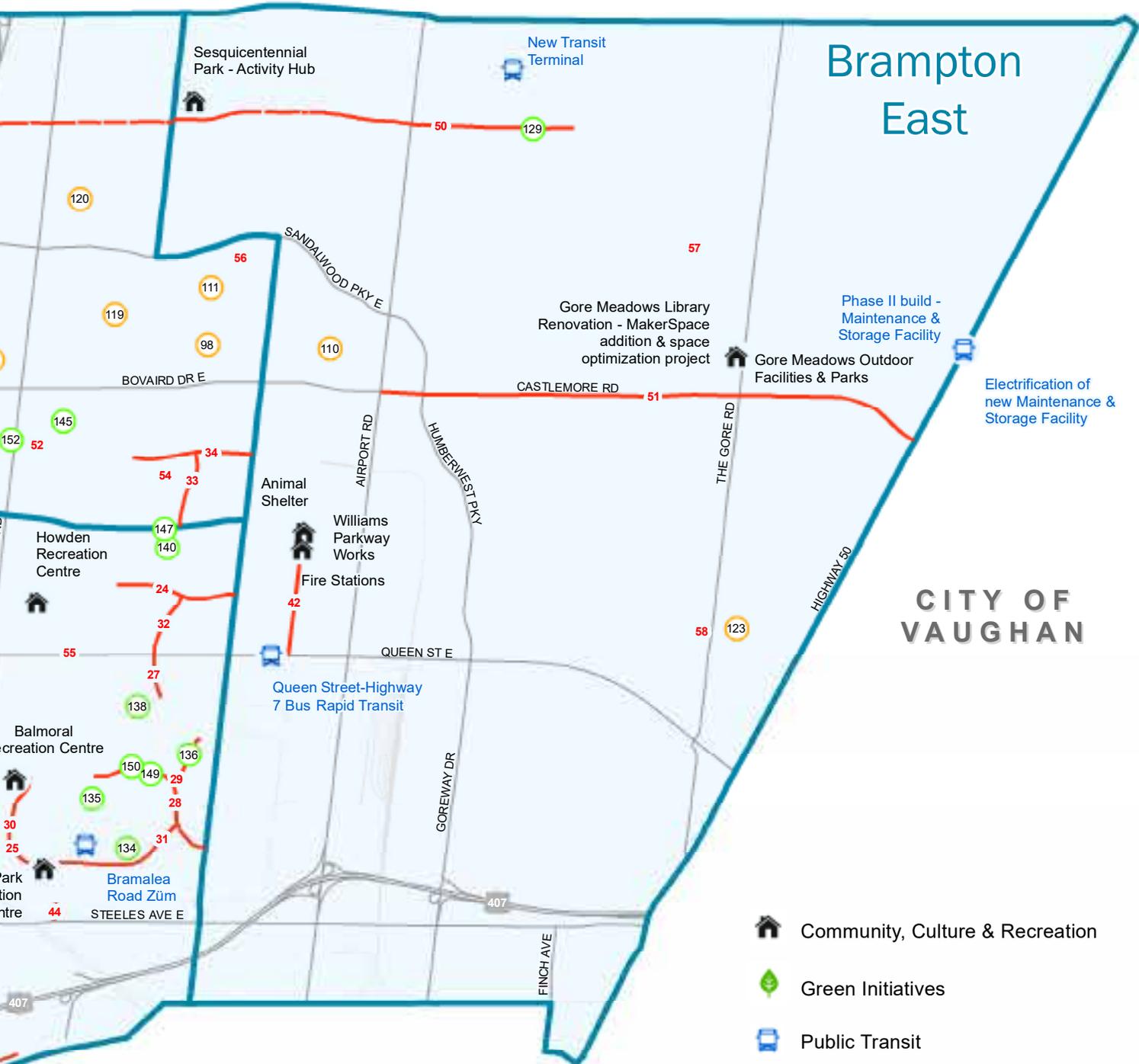
PRIORITY PROJECTS MAP

*see Priority Projects list for details

TOWN OF HALTON HILLS



TOWN OF CALEDON



Brampton East

CITY OF VAUGHAN

CITY OF TORONTO

-  Community, Culture & Recreation
-  Green Initiatives
-  Public Transit
-  Parks, Pathways, Trails
-  Playgrounds
-  Active Transportation



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.

Continuing Impact of Covid-19

COVID-19 has severely affected Transit within the City of Brampton in a number of ways.

- **Reduced on-board passenger loads:** Brampton Transit is currently seeing approximately 60% of pre-COVID ridership (July 2021 vs July 2019).
- **Service reductions:** Currently operating at approximately 80% of budgeted service (July 2021).
 - In order to help get essential workers to their jobs and keep them safe, Brampton Transit shifted resources around and in some cases, operated more frequent service on routes compared to pre-COVID service levels
- **Capacity:** The system's current carrying capacity is about 50% of pre-COVID levels, based on current on-board passenger load-limit restrictions (due to COVID-19).
- **Revenue Losses:** Passenger revenues will remain significantly below pre-COVID levels again in 2021 and may take several years to recover fully.
 - With ridership and fare revenues at about 60% of pre-COVID levels, Transit anticipates a potential revenue shortfall of approximately \$40M for 2021.

Safe Restart Funding

- Phase 3 of the Safe Restart Funding program largely concludes at the end of 2021.
- With the current uncertainty around how ridership will recover and how long full recovery may take, ongoing Provincial funding support is needed from January 1, 2022, until transit fare revenues return to pre-COVID levels.
- Otherwise, the City will need to try some combination of tax increases or fare increases to try to cover this shortfall, if major service cuts are to be avoided.

- With respect to pandemic recovery for Transit, many unknowns still exist, including:
 - Has COVID permanently changed work and post-secondary trip patterns with respect to remote working and learning?
 - What is the impact of businesses that have closed permanently or pandemic-related job losses?
 - How long will it be before transit riders feel comfortable enough to board transit vehicles in pre-COVID crowding standards?
- Ongoing operating funding will help ensure that front-line workers have the transportation they depend on to support essential sectors of the economy and that members of the Brampton community riding public transit have an affordable and reliable transportation option for essential travel.

Enhanced Sanitizing of Vehicles and Facilities

Brampton is committed to the enhanced cleaning/sanitizing of Transit Vehicles and Facilities.

- Transit vehicles continue to be sanitized every 24 hours, including all transit vehicles entering Pearson Airport and Brampton hospitals.
- Enhanced cleaning/sanitization procedures for Transit facilities remain in place.

OPPORTUNITY



RIDERSHIP GROWTH

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

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 per cent, compared to 27 per cent 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, new Transit Maintenance and Storage Facility (including electrification), Hurontario LRT, Queen Street-Hwy 7 BRT, new Züm routes, 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 upper level government funding programs.
- While the City has received some 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 YRT, London or Hamilton, but Brampton received 6% less funding through the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP).

Funding Overview

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
Province	\$870M	\$95M	\$3B	\$1.99B	\$1.7B
External Funding as % of Total Cost	60%	64%	69%	74%	--%

* While the City has received some funding in the past, it has not received the same funding as other municipalities.

** 2nd fastest growing City in Canada. Ridership growth along the Züm corridors grew by approximately 124% from 2009-2019.

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 down considerably due to the pandemic, gas tax collections in 2020 and 2021 will be much lower than 2019. Even if Brampton receives the same allocation of the gas tax pool, that overall pool will be much smaller, resulting in significantly less Gas Tax Funding for Brampton in 2021-2022. 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 needs the Province to use the 2019 allocation (or another base year amount escalated for inflation) for the 2021 and 2022 Provincial gas tax payments to municipalities.
- Brampton also needs the Province to reconsider the doubling decision.
- In response to COVID-19 and the associated decreased operating revenues, it is even more 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.



FAIR FUNDING ALLOCATION FOR THE PUBLIC TRANSIT STREAM (PTS) RECOGNIZES RAPIDLY GROWING TRANSIT SYSTEMS

2019 BRAMPTON TRANSIT

UP TO **47% ↑** **RIDERSHIP**
higher than YRT, London or Hamilton

6% ↓ **LESS FUNDING**
through the PTS

31.9M **RIDERS** 2019 | **51% ↑** **SINCE 2015**

\$350M **TRANSIT ALLOCATION**
BASED ON 2015 RIDERSHIP DATA OF **21.2 MILLION**
\$190 FEDERAL | \$160 PROVINCE

FUND MODEL

accounted for ridership growth, could result in an additional

\$160M allocated to Brampton Transit to **help** fund additional **transit infrastructure**, including **phase 2** of the required **third Maintenance and Storage Facility**

GOAL

The City of Brampton needs funding to ensure that 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 has been evident throughout the COVID-19 pandemic. Transit initiatives and vital transit infrastructure enhance regional connections and support 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)

New Transit Maintenance & Storage Facility

The City of Brampton has completed the Environmental Assessment (EA) phase and the design work has now started. Construction of this new Transit maintenance and storage facility is targeted in two phases starting in 2022, with Phase 1 completion estimated for late 2024. Future construction phases, as well as full electrification requirements for this facility, are contingent upon receiving funding from other levels of government.

The City of Brampton is building a third facility because Transit cannot accommodate future growth in its two existing facilities beyond the year 2024 (pre-COVID growth projections). The Phase 1 build will provide space for an additional 250 standard bus equivalents (SBE=40ft bus). High-order cost estimates for the Phase 1 build are \$175M of which \$128M (73%) will be funded through the Investing in Canada Infrastructure Program (ICIP).

The cost to electrify Brampton's new Transit Maintenance & Storage Facility is estimated at an additional \$150M.

Electrification of Brampton Transit

On July 21, 2021, the Canada Infrastructure Bank (CIB) and the City of Brampton announced their agreement in principle, a Memorandum of Understanding (MOU), which would see the CIB loan up to \$400 million to Brampton to support the 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, Transit will still require additional funding in order to transition to full fleet electrification.

The CIB loan financing is intended to help offset the incremental cost of Zero Emission Buses (ZEB's), over their Diesel or Diesel-Hybrid counterparts. 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 on street charging and other infrastructure. Transit anticipates that further funding of approx. \$200M is needed, over and above the City's annual capital investment in bus purchases and the CIB loan, to cover the items noted below:

- Cost of ZEB's outlined in the CIB MOU, over and above the City's annual capital investment in bus purchases and the CIB loan (estimated at \$105M).
- On-street charging infrastructure to support additional ZEB's in the MOU (estimated at \$65M)
- Power upgrades/retrofits to existing Transit facilities to accommodate additional ZEB's (estimated at \$15M)
- Any additional studies required as the City transitions the Transit fleet to Zero Emissions (including phase 2 of Brampton's electric bus pilot project)

Finally, as noted above, Brampton continues to advocate for funding to electrify the new Transit maintenance and storage facility (estimated at an additional \$150M). In addition, retrofits to existing facilities, including expanded in-depot charging infrastructure, will be required. These projects/initiatives are all critical in order to introduce a fully electric zero-emission bus fleet. Since these additional items do not have any inherent savings or operating cost benefits, Transit will require grant funding to cover these upfront costs, as opposed to additional loan financing.

OUR ASK

- In collaboration with the Province of Ontario and municipalities, work on a successor agreement to the Safe Restart Agreement, which must include funding for Transit operations until ridership returns to pre-COVID levels to maintain existing service.
- Ensure Provincial Gas Tax funding is, at a minimum, maintained to the most recent allocation amounts, and adjusted for annual inflation. This funding level is essential for Transit agencies to maintain past service growth.
- Ensure a fair funding allocation that recognizes rapidly growing transit systems.
- Invest in strategic green infrastructure projects to create jobs and reduce 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 (LRT, BRT,
GO TRANSIT)**

SUMMARY

- Build transportation infrastructure that best serves the needs of residents not only in Brampton, but also across the Region and the GTHA.
- Fund and advance the Council supported tunnel option for the LRT extension on Main Street to Downtown Brampton, 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.

OPPORTUNITY

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.

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 the Region, the GTA and communities across Canada's Innovation Corridor.

KEY INITIATIVES

1. Funding for a Modern Light Rail Transit on Main Street

- The Hurontario-Main Street Light Rail Transit (LRT) will be an integral part of the overall GTHA transportation network.
- The Hurontario North Extension will fill 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 higher-order transit network in Brampton and beyond.

- The LRT connects to GO Transit's Milton and Lakeshore West rail lines, Mississauga 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.
- The City of Brampton is seeking approximately \$1.7 billion, through funding partners in the Federal and Provincial government, in order to proceed with a fully funded Light Rail Transit on Main Street. The Federal platform is committed to creating a National Infrastructure Fund for which the Hurontario/ Main Street Light Rail Transit (LRT) would be a compelling candidate project for consideration.



+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



2. Queen Street Highway 7 BRT

- Queen Street is currently 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 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 in Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan.
- The City of Brampton requests 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.

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

- Prior to the COVID-19 pandemic, the demand for GO Transit in Brampton was rapidly growing. More than 300,000 people per day commute between Waterloo Region- Kitchener-Guelph-Halton Hills-Brampton-Toronto through various modes of transportation.
- 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 are associated with the three stations in Brampton.
- 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 by finding solutions to address capacity constraints on the corridor, particularly for the section currently in CN ownership.

OUR ASK

- The City of Brampton requests that Metrolinx work collaboratively with the City to advance the LRT extension on 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 that the City receive a fair share of funding for the LRT on Main Street to keep up with the population growth and high demand for transit service.

- 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 the 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).





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 50 km of new cycling infrastructure successfully.
- Immediately following lockdown orders in March/April 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 2021 Capital Budget includes approximately \$4.9 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. Streets are public spaces defined not only by mobility, but by a range of place-making activities and features. Making streets safe and comfortable for all users means we consider in their design things like trees, comfortable spaces and amenities for pedestrians and cyclists, local culture and businesses, and environmental features. All of these things help to make our City streets safe, beautiful and inviting for all.

The City of Brampton is dedicated to becoming a bicycle- and walk-friendly community that fosters and promotes active 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.

KEY INITIATIVES

Cycling Infrastructure Network

- In 2021 the City is keeping up the momentum gained in 2020 by expanding its cycling infrastructure network. 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 cycling crossings. In 2021, the City of Brampton will be implementing proper crossings (pedestrian crossings, signalized crossings or uncontrolled crossings) at 37 locations where recreational trails or primary park paths intersect with existing roadways.

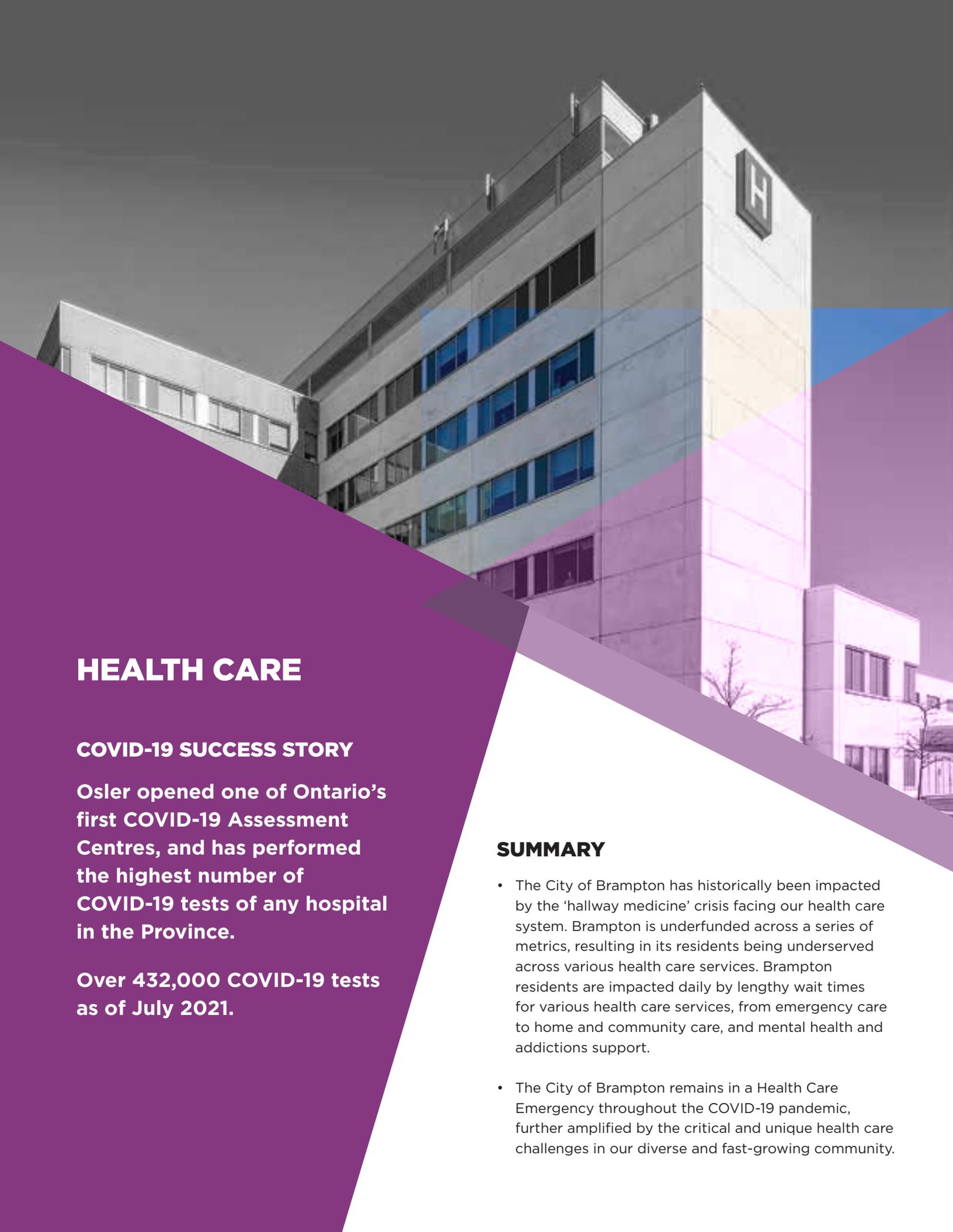
*Priority Cycling Network: Loop Route and East-West Connections Map to be included.

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.

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.



HEALTH CARE

COVID-19 SUCCESS STORY

Osler opened one of Ontario's first COVID-19 Assessment Centres, and has performed the highest number of COVID-19 tests of any hospital in the Province.

Over 432,000 COVID-19 tests as of July 2021.

SUMMARY

- The City of Brampton has historically been impacted by the 'hallway medicine' crisis facing our health care system. Brampton is underfunded across a series of metrics, resulting in its residents being underserved across various health care services. Brampton residents are impacted daily by lengthy wait times for various health care services, from emergency care to home and community care, and mental health and addictions support.
- The City of Brampton remains in a Health Care Emergency throughout the COVID-19 pandemic, further amplified by the critical and unique health care challenges in our diverse and fast-growing community.

OPPORTUNITY

- On January 22, 2020, the City of Brampton declared a health care emergency. It launched its advocacy campaign, “Fair Deal for Brampton” – requesting additional funding from the Province to bridge Brampton’s health care gap, including 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 year, 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 hospital.
- The City is grateful for the Ontario Government’s commitment to Phase II development of Peel Memorial Centre for Integrated Health and Wellness, announced as part of the 2021 Ontario Budget.

Expansion of Peel Memorial Centre for Integrated Health and Wellness to An Inpatient Hospital

Phase II development of Peel Memorial involves constructing a new inpatient building with 250 beds for patients who need rehabilitation and support before they can safely return home or to care in the community. Bringing Peel Phase II to life will also help Osler increase acute care services at Brampton Civic Hospital, adding more medicine beds upon completion. The Ontario Government’s recent announcement also supports the transformation of the campus through expansion of the Urgent Care Centre to 24/7 operations, paving the way for an eventual Emergency Department.

This will create a vital new hospital capacity for Brampton.

GROWTH PRESSURES

- Health care services in Brampton continue to be underfunded and under-resourced compared to the rest of Ontario.
- These pressures continue to strain our local health system, contributing to high rates of chronic disease, Emergency department overcrowding, and capacity pressures on Brampton’s only inpatient hospital.
- Without additional investment, these pressures will continue to create wait times challenges and adverse impacts on the quality of life for the community.

Population Growth:	Seniors Population Growth (age 65+):
It is expected that Brampton’s population will increase 18 percent by 2030, adding approximately 114,505 new residents who require health care services from the hospital, primary care and community health services. Comparatively, the Province’s population is expected to increase by 12% by 2030.	Not only is the Brampton population growing, but it is also aging. Between 2020 and 2030, Brampton will experience Ontario’s second-highest rate of growth in residents age 65+.
Brampton is growing at a higher rate than Ontario (second only to Halton Region)	This will place significant pressure on the City’s health care system.
% Population Change between 2020 and 2030: Ontario: 12% Brampton: 18%	% change between 2020 and 2030: Ontario: 43% Brampton: 57% - projected to grow from 79,807 in 2020 to 125,544 by 2030

GOAL

- 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.

Per Capital 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.
 - Ontario: 220 beds / 100,000 people
 - Brampton: 96 beds / 100,000 people

[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

KEY INITIATIVES

Community Health Investments

- More equitable community health funding fills the gap between Brampton and the rest of the Province, including home and community care, seniors'

health, mental health and addictions, and upstream investments to address the high burden of chronic disease and assist people in living at home for longer.

- Disproportionate impacts of the COVID-19 pandemic on the residents of Brampton have impacted the mental health status of residents, including children and youth.

Comprehensive Cancer Care for Brampton

- According to Cancer Care Ontario (now Ontario Health), Brampton experiences some of the highest risk factors for cancer. Combined with ongoing population growth, the need for cancer care services will continue to increase.
- A comprehensive cancer care centre on the Brampton Civic Hospital campus will bring the full spectrum of services - including radiation therapy - closer to home for the community.

Hospital Capacity and Hallway Medicine

- Permanent funding for additional beds at Osler, as announced in October 2020. These beds are necessary to ensure ongoing safe patient care in light of COVID-19 and address near-term capacity pressures.

OUR ASK

- Immediate funding to bridge Brampton's health care gap as compared to the rest of Ontario for a range of health services including prevention and promotion, mental health and addictions, home and community care, hospital

services at Osler's Peel Memorial Centre for Integrated Health and Wellness and Brampton Civic Hospital, as well as sustained Ontario Health Team development to help integrate care for the community.

- 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 Ontario Government support as Peel Phase II planning stages continue.
- Expedite Provincial action to fund the third hospital in Brampton, to meet the current and growing needs of the community and support new approaches to health care service delivery.



**ECONOMIC
DEVELOPMENT
AND RECOVERY**

SUMMARY

- 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 into the Innovation District, Heritage Heights neighbourhood with affordable housing, transportation infrastructure, and office spaces will be critical to the regional recovery of Peel Region and the Airport Employment Zone.
- The COVID-19 pandemic has showcased to Ontarians Brampton's importance in economic areas of goods movement, logistics and supply chains. The pandemic has hit the City of Brampton hard, and already stretched health care resources have been significantly impacted. Brampton businesses are essential to keeping the country's goods moving, keeping our supermarket shelves stocked and supporting national logistics and supply chains.
- As we recover economically, we ask the Province to ensure that our planned investments in innovation will still lead to Brampton developing a world-class innovation ecosystem and global tech community to be a part of Canada's Innovation Corridor.

Economic Recovery Strategy

The City welcomed the extension of Provincial support programs for businesses and workers.

GOAL

The Economic Recovery Strategy aims to bring resiliency and competitive advantage to the Brampton economy. This will be achieved by fully adopting our innovation and technology transformation, seizing opportunities to attract investment, expediting infrastructure projects and shifting the paradigm through which the arts and creative sector serve as the beating heart of Brampton.

BRAMPTON'S ECONOMIC RECOVERY STRATEGY



OUR ASK

- The City of Brampton requests the Provincial government ensures 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
- That the Provincial government maintains a level of support, including global marketing, for Brampton's Innovation District to promote a world-class innovation ecosystem with the Rogers Cybersecure Catalyst, in addition to partners like Ryerson Venture Zone, Founders Institute, RIC, Brampton Entrepreneur Centre, Sheridan Edge, and the Brampton Bhive
- The City applauds the Province for recent funding for innovation stemming from practitioner-led entrepreneurship, notably in Medtech. We would like Brampton to be included in such innovation programming and support, noting Brampton's planned investments in medical teaching and innovation as well as the health tech startups of Ryerson Venture Zone and Brampton Bhive

OPPORTUNITY

Innovation, Technology and Entrepreneurship Cornerstone

- This cornerstone involves supporting companies across all sectors and businesses in adopting new technology as part of their own recovery strategies and investing in the growing Innovation District. The District provides innovation-driven and tech companies in all stages with support and resources.



- | | |
|---|--|
| 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 is building an innovation and entrepreneurship ecosystem in the heart of downtown Brampton, 'The Innovation District,' with ten partners – and still more to join, including the newly announced BHive, a soft landing pad for international entrepreneurs. More than \$21M is being invested in the Innovation District, a key piece of our Economic Recovery Strategy, which will help us move forward from the impacts of the pandemic.
- The City is fast-tracking plans to build an innovation ecosystem that produces innovative talent to support

startups from across the Region and international newcomers. Brampton is well-positioned to accelerate these companies from ideation to success, capitalizing on the strategic location right in the middle of Canada's Innovation Corridor. We will do this by supporting companies across all sectors and sizes of business in their recovery strategies and by investing in and nurturing the growth of the up-and-coming Brampton Innovation District.

'The Innovation District' Main Partners:

1. **Brampton Entrepreneur Centre (BEC)**
Co-working Space & Small Business Resources –

Located in a spacious storefront co-working space designed to fuel creativity and productivity, BEC hosts frequent seminars and offers business plan reviews and consultations with advisors at no cost to local entrepreneurs and innovators.

2. RIC (Research Innovation Commercialization) Centre

New specialized business incubation and accelerator space - Peel's Regional scale-up organization, the RIC Centre, helps startups take their businesses to the next level. The RIC Centre is a dynamic catalyst for tech companies and has specialized resources for companies working in the Internet of Things, CleanTech and Advanced Manufacturing.

3. Founder Institute- World's Premier Idea-Stage Accelerator

The Founder Institute is a global accelerator firm that supports high potential, early-stage companies through specialized programming, training courses, access to funding and introductions to a world-class mentor network.

4. Ryerson Venture Zone (RVZ)- Start-up pre-seed incubator led by Ryerson University

Modelled after and part of Ryerson University's world-renowned Zone Learning network, RVZ is a pre-seed, non-equity incubator dedicated to building high-performing founders and growing early-stage technology startups into market-ready ventures. The incubator will bring aspiring entrepreneurs, current founders, and key industry partners together to build solutions that address hyperlocal issues in the community.

5. Rogers Cybersecure Catalyst Headquarters

The Rogers Cybersecure Catalyst HQ helps companies seize the opportunities and tackle cyber security challenges through collaboration with industry, governments, and academic partners. The Rogers Cybersecure Catalyst is a not-for-profit organization owned and operated by Ryerson University. It offers training and certification support for cyber scale-ups, research and development and more. The cornerstones of the Rogers Cybersecure Catalyst, including Canada's first Cyber Range, Cyber security training and research and development, are positioning Brampton to be Canada's hub for Cyber Security.

6. Rogers Cybersecure Catalyst - Accelerator

Rogers Cybersecure Catalyst has launched the first cybersecurity accelerator of its kind in Canada. This one-of-a-kind Accelerator will deliver cutting-edge, interactive cybersecurity training for those entering or looking to expand in the cyber field. The multi-disciplinary and interactive environment will provide training, growth

strategies, mentorship and resources to support the most promising cybersecurity scale-ups and help them succeed nationally and internationally.

7. Sheridan EDGE Programming

Led by Sheridan College, the EDGE entrepreneur programming connects startups with resources from within the Sheridan network. It provides workshops, seminars and training to support the development and growth of businesses.

8. The BHIVE - International Start-up Incubator

The BHIVE offers incoming foreign startups and entrepreneurs the tools, resources, and space to establish and scale up their businesses in Canada faster through the startup visa program. It also will provide co-working space, mentorship and access to funding.

Post-secondary Opportunities and Skill Training:

9. Rogers Cybersecure Catalyst - Cyber Range Training Centre

Provides an intensive cybersecurity training and certification program designed to produce high-quality cyber talent by providing students from diverse backgrounds the skills they need to launch careers in the cybersecurity sector. Ryerson University owns and operates this not-for-profit organization and provides training and certification, support for cyber scale-ups, applied R & D, and more.

10. The G. Raymond Chang School of Continuing Education, Ryerson University

The Chang School of Continuing Education offers courses on Computer Security and Digital Forensics. Classes include Computer Network Security and Security Architecture and Design.

11. Sheridan Continuing and Professional Studies

Sheridan's College Innovation gateway connects entrepreneurs and change-makers to innovation supports throughout Sheridan and provides direct access to The Centre for Advanced Manufacturing and Design Technologies (CAMDT) and the Entrepreneurship Discovery and Growth Engine (EDGE) Hub at Brampton Davis Campus. The Davis Campus in Brampton is Sheridan's largest campus, with over 12,000 students.

12. Algoma University -Downtown Brampton Campus

Algoma University's Brampton Campus includes the Algoma School for Business and Economics. It offers four-year degree programs in Business, Economics and Computer Science, with an upcoming Psychology degree and Certification in Community Economic and Social Development.

INTEGRATED DOWNTOWN PLAN

The Integrated Downtown Plan (IDP) will coordinate the City's ongoing initiatives and infrastructure projects in the Downtown Brampton area. It will provide an evolving framework to guide future growth and strategic investment in Downtown Brampton to 2051.

Building on the Brampton 2040 Vision, the IDP will help transform Downtown Brampton with crucial infrastructure upgrades, urban design, land use, and programming interventions - building on the centre's character as an economic driver, regional cultural hub and an emerging innovation district.

Located in the middle of Canada's Innovation Corridor



**YOUNG, DIVERSE
WORKFORCE WITH
234 CULTURES SPEAKING
115 LANGUAGES**



**9TH LARGEST CITY
IN CANADA WITH A
POPULATION OVER
700,000**



**ADJACENT TO
CANADA'S LARGEST
INTERNATIONAL AIRPORT
TORONTO PEARSON**

Small Business Enterprise Centre

The COVID-19 crisis has undoubtedly highlighted the critical role the Small Business Enterprise Centres (SBEC's) plays in the small business communities across Ontario.

Local municipalities and clients rely on SBECs as the main point of contact and information distributor 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.

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

OUR ASK

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 INITIATIVES INFRASTRUCTURE CORNERSTONE

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 post-secondary 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 realize the flood risk solution to enable development, economic growth and create 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.

Riverwalk Urban Design Master Plan

- In conjunction with the Environmental Assessment, a complementary Urban Design Master plan is being 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.

Unlocking Potential and Growth

FLOOD MITIGATION DOWNTOWN BRAMPTON



17,700 + PERSONS
76% INCREASE



23,800 + JOBS
62% INCREASE

RIVERWALK CONSTRUCTION



adds \$256 MILLION
to CANADIAN ECONOMY



creates 2,200
FULL-TIME JOBS

RIVERWALK DEVELOPMENT



UNLOCKS **3.6 MILLION sq.ft**
RESIDENTIAL/RETAIL/COMMERCIAL SPACE

\$1.4 BILLION
GDP
IMPACT

12,000
PERSON
YEARS OF
EMPLOYMENT

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

- This study is examining and recommending a preferred Main Street alternative to extend light rail transit from Brampton Gateway Terminal to Brampton GO station in Downtown Brampton.
- Most recently, Brampton City Council at the June 23, 2021 Committee of Council meeting unanimously supported moving forward with 30% preliminary design for both the surface and underground preferred

Riverwalk

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.

The City of Brampton is looking for the Federal and Provincial governments to support the Riverwalk strong focus and provision of climate change mitigation, resilience and public health by providing support and funding for:

- sustainable mobility and active transportation components (Etobicoke Creek trail and connections, walkways, pedestrian bridges, improved transit stops)
- feasibility studies and implementation of storm water management and low impact development features (bio swales, permeable pavement, channel treatments)
- implementation of the Eco Park concepts: vegetation and habitat improvements, nature integration, education, interpretation
- open space and public realm improvements



alignments and the accompanying draft environmental project report.

- We support the tunnel option as the preferred alignment to extend the Hurontario LRT.

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



3.6 M sq ft

Residential, Commercial & Retail Space in the downtown



+ 23,000 jobs



\$1.4 B
impact on the GDP

GTA WEST TRANSPORTATION CORRIDOR

Brampton is developing a Secondary Plan for the Heritage Heights area in the northwest corner of the City. The City's last unplanned area makes up 1/16 of Brampton's total land area and is highlighted in the Brampton 2040 Vision as the proposed location for a new town centre. It is being planned as a complete, compact, mixed-use, transit-oriented community with work and housing options that will implement City, Regional and Provincial planning objectives.

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. It concluded that an urban boulevard would accommodate multiple modes of transportation while promoting active transportation and Transit, promote the development of complete communities, connect instead of dividing the community, facilitate higher density development around transit stations, and set the stage for more sustainable catalytic investments – all of which support the City's community building and economic development objectives.

The Ministry of Transportation's planning for the GTA West Transportation Corridor has been a significant impediment to advancing the planning for Heritage Heights. 'The Province is currently conducting an Environmental Assessment for a high-speed 400-series highway, passing through the middle of Brampton, while the City wishes to build a complete, connected community. Recognizing that investments in infrastructure drive land-use outcomes, Brampton contends that investing in a highway in this area will drive the wrong kind of outcomes for Heritage Heights by –encouraging sprawl, increasing auto-dependency and contributing to the worsening of the City's declared emergencies in health care and the environment.

INVESTMENT, RECOVERY STRATEGY CORNERSTONE

We have identified strategic advantages for investment attraction and will create an environment that instills a business-friendly environment.

Several investors and developers have expressed an interest in the Downtown to take advantage of the higher-order Transit and infrastructure upgrades. Over 1,500 residential units have been approved, and over 2,500 residential units are currently going through the approval process for the downtown area. Downtown Brampton is targeting 26,000 jobs 20,000 households by 2040.

Healthcare in Brampton

The City of Brampton welcomes 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.

OUR ASK

The City requests that MTO work with Brampton 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 MTO support Brampton's planning for Heritage Heights

HUMAN HEALTH AND SCIENCES CLUSTER

Ryerson University

The Province announced financial support in planning a proposal for a new institute of medical education in Brampton.

The proposal will detail Ryerson’s approach to health education, focusing on primary care, expanded use of technology to better meet patient needs, inter-professional 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, the Brampton City Council voted in favour of a \$1 million planning grant for Ryerson to help fund a future School of Medicine in the City. We are excited to work with Ryerson and the Province on this exciting project.

Economic Impact Analysis

The recent announcements of provincial funding for expansion of a new wing at Peel Memorial Centre and a planning grant for a new Ryerson 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



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



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)



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



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

OUR ASK

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 Ryerson and Brampton to quickly advance the planning process.

MOVING FORWARD

Brampton is moving forward with ambitious projects and partnerships that will create jobs and stimulate economic growth. One of the most significant logistical advantages for Brampton is our connectivity and market access. We are one of the most connected cities in North America, with access to transcontinental highways reaching 158 million consumers and other major markets.

The City's Economic Recovery Strategy is designed to ensure a robust post-pandemic recovery to leverage investments in innovation, learning and skill development, vital infrastructure and sustainable growth. Provincial support will be essential to ensure Brampton can realize these benefits and make a full contribution to the provincial economy.

The City has also seen significant progress on several priority advocacy issues. Taken together and in partnership with the Federal and Provincial governments, these developments will support our recovery while we continue supporting the health and wellbeing of our residents.



Over **700,000** People



2nd Fastest Growing City in Canada



234
Cultures

115
Languages

Young, Diverse Workforce



under
24yrs
of age

50% of New Immigrants to Brampton

IMPACT OF COVID-19



COVID-19 IMPACT IN BRAMPTON

BRAMPTON'S CURRENT PROJECTION OF REVENUE LOSSES AND COST PRESSURES

\$44.7 - \$52.3 M 2020 YEAR-END OPERATING BUDGET DEFICIT

DEPENDS ON HOW LONG THE PANDEMIC LASTS

5.9% - 6.9% VARIANCE ON CITY'S OPERATING BUDGET

City of Brampton's COVID-19 Impacts

COVID-19 continues to have operational impacts on the City in 2021. Early indications suggest that 2021 operating variances continue to follow similar results from 2020.

The City anticipates continued deficits due to the decline of user fee revenues in the areas of Transit and Recreation as a result of efforts to support the evolving Provincial lockdown restrictions throughout the year and maintain social distancing to mitigate the spread of the pandemic. In addition, the City continues to recognize unbudgeted incremental costs in response to COVID-19.

The City welcomes the commitments made by the federal and provincial governments through Phase 2 and 3 of the Safe Restart Agreement and the 2021 COVID-19 Recovery for Municipalities. Considering this commitment, the City is better situated to offset anticipated losses.

The City seeks continued support and review of municipal needs in 2021 and beyond to help mitigate financial impacts arising from the ongoing COVID-19 pandemic.

OUR ASK

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 &
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 GHG reductions and meaningful community benefits.
- Brampton has established an ambitious goal to reduce greenhouse gas emissions generated in Brampton by 80% by 2050.

OPPORTUNITY

Guided by the recently updated Brampton Grow Green Environmental Master Plan and the Community Energy and Emissions Reduction Plan, and 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 improving transit and active transportation opportunities, focusing on energy efficiency, and revitalizing natural spaces and the urban tree canopy. Brampton looks to the Province of Ontario to play a strong supportive 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 community to improve energy efficiency, reduce greenhouse gas emissions, ensure energy security, create economic advantage 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, leads 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 the City
- 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 of 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 has completed a carbon-neutral study on a community centre design in the planning stage. Two additional carbon-neutral studies are scheduled to be completed by Q4 2021. A broader corporate plan called a "Zero Carbon Transition" lists the top-emitting facilities for the City of Brampton and informs efforts to transition our existing community centres into exemplar zero-carbon facilities.

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

Greening our Fleet & Supporting Electric Vehicle Uptake

In 2021, the City of Brampton commenced developing 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 40 public charging stations for electric vehicles across community centres and transit and administrative buildings. 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, local Conservation Authorities (TRCA and CVC) and the Region of Peel, SNAP is an innovative, collaborative model 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.

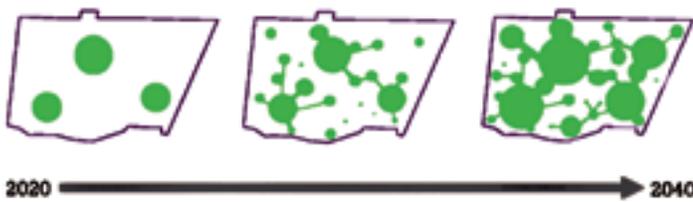
Brampton Eco Park

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 places 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.



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 is developing a tree-planting program for existing parks, improving tree planting standards and 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.

Enhance parks and recreational opportunities, and protect 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 houses and buildings through:

- strengthening the Ontario Building Code to increase minimum energy efficiency requirements for a new and existing building, 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 new housing strategy, "Housing Brampton," proposes a range of solutions and approaches based on housing affordability, choice, innovative density and equitable access to housing.
- Housing Brampton's overarching Principles to guide housing development in Brampton include reducing barriers to housing supply, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for suitable housing, and demonstrating innovation.
- These Principles guide the four focus areas or 'Big Moves,' including 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

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 the 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.

Brampton has an opportunity 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 the large supply of recent activity, with most proposed development being attracted to central and corridor locations that will be serviced by proposed transit service 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 bylaw are established
- establish parameters for new affordable typologies such as Single Room Occupancy housing
- make public lands readily available for affordable housing
- address age-friendly housing needs
- support modular housing
- innovate with pilot demonstration projects, and
- provide a range of incentives to housing providers.

KEY 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 (recently initiated), Community Benefits Charge (upcoming) 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 and funding 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** (upcoming) and a **City-wide Community Improvement Plan for Housing** (upcoming). Pending budget 2022 approvals, the City also aims to provide funding to Brampton projects qualifying in the Region of Peel's Affordable Housing Incentives Pilot Program.

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 the housing needs of Brampton residents.

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

HOUSING CATALYST CAPITAL PROJECT

- The City has committed \$8M towards a new capital project to deliver grants for innovative housing pilot projects identified in Housing Brampton.
- Funds will be granted to non-profits who will help deliver new types of affordable housing 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 culture-appropriate project design, adaptive reuse of heritage structures for housing, etc.
- The City will work with project proponents to identify opportunities and barriers and review the type of incentive required for each. Opportunities to divert contribution into this fund will be explored, including possible matching funds from senior levels of government.

Student 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)



- In the last 3 years, Brampton's growth included 84,000 net international migrants, This number includes 18,000 non-permanent residents (mostly international students and associated people).
- As the rate of international students increases for both post-secondary institutions and private colleges, there is a greater need for affordable accommodation in Brampton.
- Currently, legal and illegal second units, lodging housing and short-term rental accommodations capture the influx of student population in Brampton.
- The City is undertaking a comprehensive review of student housing and collaborative solutions.
- Brampton also advocates for a federal or provincial strategy 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 senior levels of government and other sources for funding programs and opportunities for surplus public lands to support affordable housing for all groups.

Supportive Housing

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

OUR ASK

- The Province matches 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 local solutions to housing needs.
- 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.
- The Province meets with the City to review surplus or under-utilized crown lands in the City for the potential provision of affordable housing.
- The Ministries of Community & Social Services and Seniors & Accessibility work with the City to ensure regulations and licensing provisions align with City efforts to improve efficiencies in the registration process of supportive housing and educate the public on the need for these types of supportive housing.



SECONDARY 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.

Between July 1, 2018, and June 30, 2019, 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 152% from 2018 to 2020. In 2020 the final tally on registration applications was 4,503.

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

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. It is committed to working with all government and service providers across our jurisdiction to address specific community safety and wellbeing 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.

The City has also taken an aggressive approach to Bill 65, the Safer Schools Zone Act, with the successful deployment of 50 Automated Speed Enforcement (ASE) cameras to be rotated across 200 Community Safety Zones (CSZs). Initial data shows a weighted average of decreased speeds within these zones of 10 km/h.

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 Community Safety and Well-Being Office will develop 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 that we do in the Brampton Community Safety & Well-Being Office, primarily related to areas of Social Development, promoting and maintaining community safety and wellbeing, 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 wellbeing.

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

Pandemic Response

A positive outcome from the COVID-19 emergency management response has been forming the Mayor's COVID-19 Support Task Forces to meet the needs of specific groups within our community. Of these task forces, the Social Support Task Force, in particular, is co-led by the Community Safety & Well-Being Office and provides social supports to those experiencing vulnerabilities due to the pandemic.

To continue the work and goals of the Social Support Task Force beyond the pandemic, the City of Brampton is aligned with the Region of Peel in advocating for improved housing affordability outcomes and remains committed to more long-term stable operating funds for homelessness and supportive housing programs. In particular, funding in this area could be assigned to developing solutions related to the increased rate of encampments we have seen in our community since the onset of the pandemic.

As the Region of Peel continues to encourage both the federal and provincial governments to allocate more funding to Peel to support the Peel Housing Master Plan (\$61.1 million has been committed), so too will the City of Brampton, to ensure Brampton receives its fair allocation, to serve the needs of our community and to address housing affordability.

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 to 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 initiatives and ensure our youth play a significant role in post-pandemic recovery.

Nurturing Neighbourhoods

The City of Brampton Nurturing Neighbourhoods Program aims to connect residents with resources, improve civic engagement and empower residents to play an active role in enhancing their neighbourhood. Through organized neighbourhood (virtual) walks, we can have meaningful conversations in our community. Residents can join the dialogue by sharing what they love about their neighbourhood and what can be improved.

To allow this program to continue to grow, we advocate for resources or funding to allow this initiative to branch off into a neighbourhood-run program. If there are granting options available at this level that residents could leverage, it will empower residents to play an active role in enhancing their neighbourhood. Though the City is there to support, the most substantial neighbourhoods are made by the people.

Accelerated Recreation Centre Revitalization Program

Identified as a City Mandated Priority, accelerated revitalization for Chris Gibson Recreation Centre is moving forward. The Ontario government is investing over \$18 million to expand the Chris Gibson Recreation Centre in Brampton. This investment will support the renovation of existing spaces inside the centre to help make it fully accessible while also creating a full-sized gymnasium and helping to upkeep the facility's amenities, including an ice rink, pool and racquetball courts. The City also recognizes provincial contributions towards the upcoming Community Youth Hub at Susan Fennell Sportsplex (formerly South Fletcher's Sportsplex) and the renovation of the Chinguacousy Wellness Centre.

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 in the City. 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 throughout the City, and at specific locations, the speed reduction is as much as 18km/hr.

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 100 CSZs covering approximately 80% of all schools.

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).

OUR ASK

The City of Brampton is committed to enhancing community resilience through cross-sector engagement, advocacy, and collaboration. This work requires:

- Enhanced sharing of Brampton-specific information between higher levels of government, agencies, and sectors to make informed, data-driven plans and decisions.
- Fair-share funding allocation reflects local community needs, population growth, equity, and inclusion, primarily related to health and safety.
- Increased mental health supports and programming, especially for children and youth, in light of the growing challenges this demographic has faced during the pandemic.
- They have increased collaboration and engagement among all levels of government to enable a holistic approach and to identify new and existing resources for community safety and wellbeing.
- 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.





BramptonU: POST-SECONDARY OPPORTUNITIES

SUMMARY

- The City has built strong partnerships with Algoma University, Ryerson University, Sheridan College, University of Guelph and Humber College
- 83% of Brampton residents support a Brampton University
- 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 Brampton residents' aspirations. Both the provincial policy framework and the City's aspirations focus on high-quality post-secondary education that is affordable and aligned to meeting the labour market needs today and in the future.

The City remains committed to building on the excellence of our existing partners, Algoma University, Ryerson University, Sheridan College, University of Guelph, Humber College and other universities in Ontario and worldwide, to meet the needs of Brampton residents and businesses. The City of Brampton continues to work on expanding post-secondary offerings to establish a comprehensive university in Brampton.

WHY BramptonU?

In alignment with the City's Economic Development Master Plan and 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. BramptonU is a critical component in our enhanced focus on talent to move our City into the future:

- The most employable and future-focused graduates in Canada
- Flexible and 24/7/365 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 Skill Training in Brampton:

- Rogers Cybersecure Catalyst – Cyber Range Training Centre
- The G. Raymond Chang School of Continuing Education, Ryerson 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 Ryerson'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.

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

A School of Medicine at Ryerson University 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 the ageing and supporting seniors as a growing portion of our society gets older

Ryerson'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 Ryerson'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, the City of Brampton Council approved \$1 million in financial support to develop the Brampton School of Medicine Business Case submission to the Province of Ontario.

GOAL

The longer-term objective of securing a full university for Brampton (i.e. BramptonU) remains important to our community.

To help advance Term of Council Priorities, BramptonU must provide a range of academic opportunities and support learners in developing their employability through in-demand workforce capabilities upon program completion. 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.

While the City continues its work on making BramptonU a reality, the City is open to all prospects that help boost postsecondary opportunities. Our recent partnerships – i.e. with Ryerson University for a School of Medicine, and with University of Guelph Humber for relocation of its campus to Brampton’s Centre for Innovation – will

University of Guelph-Humber

On June 16, 2021, Brampton City Council unanimously supported a motion to work with the University of Guelph and Humber College to bring the University of Guelph-Humber (UofGH) to Brampton’s new Centre for Innovation (CFI). City staff and the institutions will now begin work on identifying required supports and business terms for the potential relocation of the campus as an anchor tenant in the CFI.

The University of Guelph-Humber is a unique partnership between Humber College and the University of Guelph. Through integrated academic and hands-on experiences, students earn both a Humber diploma and a University of Guelph honours bachelor’s degree in four years.

UofGH has more than 5,000 full-time students and 400 employer partners in Brampton that provide students with work-integrated learning and on-the-job experience built into all programs. Ninety-five percent of Guelph-Humber students are employed within two years of graduation.

The University of Guelph-Humber’s current and future programs will complement Ryerson’s planned medical school and its cybersecurity research/innovation centre, as well as Algoma University and Sheridan College’s existing programs.

provide significant traction in developing Brampton into a major education and innovation hub.

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

From a December 2019 telephone survey of Brampton and Peel Region residents conducted by Mainstreet Research, we know that:



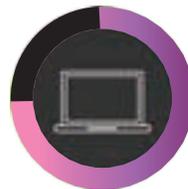
78%

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



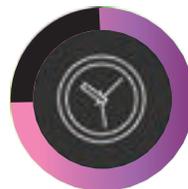
83%

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

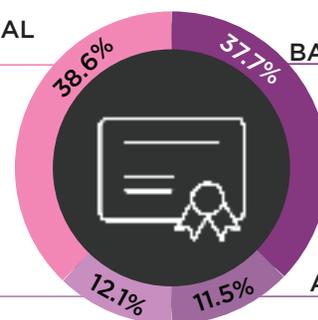
TYPES OF DEGREES RANKED MOST IMPORTANT IN BRAMPTON

PROFESSIONAL DEGREES

engineering
business
nursing
pharmacology

SCIENCE DEGREES

biology
chemistry
physics
math



TECHNOLOGY BASED DEGREES

IT
software
engineering
digital tech
environmental
tech

GENERAL ARTS DEGREES

On July 24, 2020, the City of Brampton released critical components from its BramptonU proposal, including Academic, Governance, and Economic models for the development of BramptonU.

The proposal considers the Provincial evaluation framework for significant capacity expansion such as significant enrolment growth, mixed-use and jointly-used spaces to maximize capacity and programming aligned to meet local labour market needs and provide work-integrated learning opportunities.

COLLABORATION

The City welcomed the 2021 budget announcement from the Provincial government to provide financial support for developing a new institute of medical education in Brampton in partnership with Ryerson University. Brampton looks forward to working with Ryerson and the Province to bring a medical school to the City.

OUR ASK

- The City of Brampton requests the Province to legislate BramptonU into existence by passing the Brampton University Act.
- The City requests the Province work with Ryerson 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.





PRICE

AUTO INSURANCE

SUMMARY

- The cost of insuring a vehicle in the City of Brampton is approximately 123% higher than Ontario's average, which is \$1,505 per year.
- Brampton continues to see varying rates across the City, as high as \$3,301.
- Auto insurance rates in Brampton are expected to rise further in 2021.

OPPORTUNITY

Brampton residents are paying the highest rates in the Province, and rates continue to rise. Auto insurance forms a significant portion of family expenses, and Brampton residents pay approximately 123% 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.

As of mid-August 2021, 18,143 residents have signed the City's petition for auto insurance reform - #FairDealForBrampton.

Currently, Bill 42 is being reviewed by the Ontario Standing Committee on Finance and Economic Affairs. Due to Covid-19, there is no identified timeline for when the committee will announce recommendations or the outcome of the recommendations.

The City of Brampton requests the Province advance Bill 42 through the legislative process and ensure its passing.

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.
- Accelerate the legislative process and passing of Bill 42.



**PRIORITY
PROJECTS LIST**

TRANSIT

Project	Description	Location	Total Est. Cost*	Anticipated Project		Potential External Funding
				Start**	End	
Growth Buses	Purchase of 40' and 60' buses for Transit service expansion (combination of diesel and diesel-hybrid buses).	City Wide	\$170,878,000	2021	2025	Application pending approval (ICIP - public transit stream)
Electrification of new Maintenance & Storage Facility		10192 Highway 50 (North of Castlemore Rd)	\$150,000,000	2021	2025	TBD
Hurontario LRT Extension	Tunnel option	Hurontario St (North of Steeles to Downtown Brampton)	\$1,700,000,000	2025+	TBD	TBD
LRT Stop North of Steeles	Estimated additional cost to have the LRT stop relocated as part of current HuLRT project.	Hurontario St (North of Steeles)	\$15,000,000	2022+	TBD	TBD
Queen Street-Highway 7 Bus Rapid Transit	Scenario 5 costing as per Metrolinx IBC.	Queen St/Hwy 7	\$500,000,000	2026+	TBD	TBD
E-bus Pilot Phase II	Includes additional buses, charger and power upgrades.	City Wide	\$31,700,000	2022	2024	TBD
Sandalwood Electrical Substation and Chargers	This upgrade would include a 10 MW power substation and approx. 175 additional plug-in chargers and all the necessary civil works. Once completed, this would allow Sandalwood to accommodate approx. 200 e-buses.	130 Sandalwood Parkway	\$50,000,000	2021	2023	TBD
Phased transition to Zero-emissions fleet (up to 2028)	Including on-street charging infrastructure	City Wide	\$300M+	2022	2028	Canada Infrastructure Bank, \$2.75B in Federal Funding
Chinguacousy Road Züm	Implementation of Züm service on Chinguacousy Road	Chinguacousy Road	\$17,000,000	2022	TBD	TBD
Bramalea Road Züm	Implementation of Züm service on Bramalea Road	Bramalea Road	\$18,000,000	2024	TBD	TBD
Phase II build - Maintenance & Storage Facility	Additional costs to fully electrify phase II build	10192 Highway 50 (North of Castlemore Rd)	TBD	2026+	TBD	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	\$50,000,000	2028+	TBD	TBD
Kennedy Road Züm	Implementation of Züm service on Kennedy Road	Kennedy Road	\$20,000,000	2028+	TBD	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	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	\$3,000,000	2021	2022	TBD
Sandalwood Facility Renovations	Installation of digital signage for communication for vehicles related to parking and fire alarm. Also, includes refurbishment of aging hoists and resizing of quiet room and wellness area.	130 Sandalwood Parkway	\$200,000	2021	2022	TBD
Terminal Upgrades	Terminal Upgrades at Bramalea and Gateway Terminal	Bramalea & Gateway Transit Terminal	\$5,000,000	2021	2022	TBD
Washroom Facilities	Would include constructing more permanent washroom facilities at strategic locations (e.g. Sandalwood Loop).	City Wide	\$500,000	2021	2022	TBD
Transition to shorter bus life for Artic buses	Reducing the life of an artic bus from 18 to 12 years	City Wide	\$100M+	2024	2028	TBD
Additional Replacement buses (beyond ICIP)	Purchase of buses (diesel and diesel-hybrid) to replace current rolling stock at the end of 18 year useful life.	City Wide	\$200M+	2022	2028	TBD
Additional Growth Buses (beyond ICIP)	Purchase of 40' and 60' buses for Transit service expansion (combination of diesel and diesel-hybrid buses).	City Wide	\$300M+	2024	2028	TBD
Additional Bus Refurbishments (beyond ICIP)	Refurbishment of major bus components including (structure, engine/transmission, hybrid battery, hybrid drive/system and articulation joint).	City Wide	\$70M+	2024	2028	TBD

Notes:

*Estimates are in 2020 dollars

**Estimated start dates assume funding is available

ACTIVE TRANSPORTATION

Project	Description	Location	Total Est. Cost	Anticipated Project		Potential External Funding
				Start	End	
Charolais Boulevard 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.	James Potter Road to Main Street South	\$195,650	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
Avondale Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Balmoral Drive	\$116,740	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
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	2021	2021	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
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	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
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	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
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	2022	2022	Canada's First Active Transportation Fund
Fletcher's Creek Recreational Trail - Inter-Regional Connection	A detailed design and construction of a 3.0 metre wide trail, continuing the Fletchers Creek Recreational Trail from its existing terminal 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	2022	2023	Canada's First Active Transportation Fund
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	2022	2023	Canada's First Active Transportation Fund
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	2023	2023	Canada's First Active Transportation Fund
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	2023	2023	Canada's First Active Transportation Fund
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	2023	2023	Canada's First Active Transportation Fund
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	2023	2023	Canada's First Active Transportation Fund
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	2023	2023	Canada's First Active Transportation Fund

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	2023	2023	Canada's First Active Transportation Fund
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	2023	2023	Canada's First Active Transportation Fund

COMMUNITY, CULTURE & RECREATION

Project	Description	Location	Total Est. Cost	Anticipated Project		Potential External Funding
				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	2019	2022	"Funding Application: ICIP, CCR Stream"
"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	2022	"Funding Application: ICIP, CCR Stream"
"Gore Meadows Library Renovation - MakerSpace addition and space optimization project"	Revised Library entry and smaller MakerSpace utilizing existing open area - Phase I Expansion of Makerspace room with folding partition divider, providing additional study space for residents during library hours and for after hours study - Phase II	10150 The Gore Rd	\$543,176	2020	2022	"Funding Application: ICIP, CCR Stream"
"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	"Funding Application: ICIP, CCR Stream"
	Sub-metering	1050 Sandalwood Pkwy W	\$16,000	2020*	2021	TBD
Century Gardens	Sub-metering	340 Vodden St E	\$16,000	2020*	2021	TBD
	Rink Controllers	340 Vodden St E	\$56,666	2020*	2021	TBD
	Lighting Retrofit	340 Vodden St E	\$125,000	2020*	2021	TBD
	"Youth Hub at this location in collaboration with Region of Peel"	340 Vodden St E	\$11,540,000	2022	2023	"Funding Application: ICIP, CCR Stream"
South Fletchers	Energy Efficiency Retrofit	500 Ray Lawson Blvd	\$1,100,000	2020*	2021	TBD
	Youth Hub at this location in collaboration with Region of Peel	500 Ray Lawson Blvd	\$1,412,500	2022	2023	"Funding Application: ICIP, CCR Stream"
	Project: South Fletchers Recreation Centre Net-Zero Energy Retrofit	500 Ray Lawson Blvd	\$5,000,000	2020*	2021	TBD
Fire Stations	Williams Parkway Fire Campus - Training facility and new station 203 (construction to be completed in phases)	425 Chrysler Dr	\$59,130,000	2020*	2023	TBD
Williams Parkway Works	Yard Phase 3 construction	425 Chrysler Dr	\$13,000,000	TBD	TBD	TBD
"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	\$20,700,000	2021	2023	TBD
"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	\$29,000,000	2022	2024	TBD
"Victoria Park Recreation Centre"	New indoor pad for indoor lacrosse, ball hockey, indoor field hockey	20 Victoria Cres	\$23,450,000	2021	2023	TBD
	Relocation of Sports Hall of Fame to be built as part of Victoria Park indoor sports complex	20 Victoria Cres	\$2,800,000	2021	2023	TBD
Howden Recreation Centr	Demolition and construction of new community centre with expanded spaces including gymnasium, multipurpose room space, etc	150 Howden Blvd	\$27,000,000	2021	2024	TBD
"Brampton Tennis Club - New clubhouse "	New modular tennis clubhouse at Rosalea Park	38 Union St	\$520,000	2022	2022	TBD
Mississauga Embleton	Building of new community centre to meet growth in Brampton's southwest part of the Cit		\$70,000,000	TBD*	TBD*	TBD
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)	\$130,000,000	TBD	TBD	"Funding Application: ICIP, CCR Stream"
"Flower City Community Centre"	1-2 Courtyard infill - additional administrative space for By-Law and Building Dept	8850 McLaughlin Rd S	\$3,600,000	2023	2024	TBD
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	\$3,000,000	2020*	2021	TBD
	"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 Cit's permitted inventory to meet growing demand of sports groups"	32 Kennedy Rd N	\$1,500,000	2020*	2021	TBD

GREEN INITIATIVES

Project	Description	Location	Total Est. Cost	Anticipated Project		Potential External Funding
				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	TBD
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	Funding Application: Growing Canada's Forests Program
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	TBD
Fallingdale, Earncliffe, 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, Earncliffe, and Eastbourne Parks	TBD	2023	2025	Natural Infrastructure Fund
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	Natural Infrastructure Fund
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	On-going	TBD
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	2023	2040	TBD
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	\$14,000,000-\$20,000,000	2021	2022	TBD
Priority 4: Greening Fleet	Purchasing roughly 40 electric vehicles over the next 5 years, also securing 20 EV chargers for City Fleet. This action identified in our Community Energy and Emissions Reduction Plan (CEERP) towards achieving our emission and energy targets.	Citywide	\$3,000,000	2021	2026	Zero Emission Vehicle Infrastructure Program

PLAYGROUNDS

Various Locations - City wide		Location	Total Est. Cost	Anticipated Project		Potential External Funding
				Start	End	
Richvale Park North	"Playground replacements include new playground equipment, new surfacing, and new park benches and repairs to any trail that is damaged during construction"	105 Richvale Dr. N	\$200,000	2020	2021	TBD
Sunny Meadow		55 Sunny Meadow Blvd	\$200,000	2020	2021	TBD
Harry A Shields		57 Riverbank Road	\$200,000	2020	2021	TBD
Crenshaw		26 Trewartha Cres	\$200,000	2020	2021	TBD
Suncrest		40 Red Maple Drive	\$200,000	2020	2021	TBD
Blue Lake 2 seperate areas		14 Marotta Ave	\$250,000	2020	2021	TBD
Burton		561 Williams Pky	\$250,000	2020	2021	TBD
Ernest Majury		8201 Dixie Road	\$250,000	2020	2021	TBD
Homestead 2 separate areas		83 Fletchers Creek Blvd	\$250,000	2020	2021	TBD
Fairhill		53 Fairhill	\$200,000	2020	2021	TBD
Lake louise		65 Lake Louise Drive	\$250,000	2021	2022	TBD
Mosswood		21 Saturn Drive	\$200,000	2021	2022	TBD
Dafoe Park		70 Dafoe Cres	\$200,000	2021	2022	TBD
Snowcap		65 Snowcap Road	\$200,000	2021	2022	TBD
James William Hewson		161 Sunny Meadow Blvd	\$250,000	2021	2022	TBD
Great Lakes		255 Great Lakes Drive	\$250,000	2021	2022	TBD
Brighton		16p Brighton Pl	\$150,000	2021	2022	TBD
McKinney		20 Heartleaf Cres	\$250,000	2021	2022	TBD
Old Fairgrounds		46 Mcmurphy Ave S.	\$250,000	2021	2022	TBD
Van Scott Park		144 Van Scott Dr	\$250,000	2021	2022	TBD
Gold Park	33 Gold Park Pl	\$200,000	2021	2023	TBD	
Burnt Elm Park	45 Burnt Elm Drive	\$250,000	2021	2023	TBD	
Black Forest Park South	74 Black Forest Dr	\$250,000	2021	2023	TBD	
Wiggins Park	37 Egypt Drive	\$250,000	2021	2023	TBD	
Maplehurst Park	50p Sparklett Cres	\$150,000	2021	2023	TBD	
Dexfield Park	22 Burnley Place	\$150,000	2021	2023	TBD	
Kanashiro Parkette	44 Thonrdale Road	\$250,000	2021	2023	TBD	
JP Hutton Park	22 Madonna Gdns	\$200,000	2021	2023	TBD	
McMicking Park	71 Edenbrook Hill Drive	\$250,000	2021	2023	TBD	
Fiddlers Parkette	10 Fiddlers Green Dr	\$200,000	2021	2023	TBD	

PARKS, PATHWAYS, TRAILS

Various Locations - City wide	Location	Total Est. Cost	Anticipated Project		Potential External Funding
			Start	End	
Lakelands Park	74 Southlake Blvd	\$263,495	2022	2023	TBD
Bloore Pond	L6R 2G8	\$185,837	2022	2023	TBD
Ashurst Park	98 Ashurst Crescent	\$74,930	2022	2023	TBD
Bellini Valley	Goreway Dr and Countryside Dr	\$14,224	2022	2023	TBD
Brookbank Parkette	16 Brookbank Crt	\$3,288	2022	2023	TBD
Centennial Park	53 Centre St. s.	\$292,734	2022	2023	TBD
Ching Sandalwood Pk	1060 Sandalwood Pky W	\$87,865	2024	2025	TBD
Conservation Pk	290 Conservation Drive	\$399,201	2024	2025	TBD
Dearbourne Park	29 Drum Oak Cres	\$160,705	2024	2025	TBD
Durham Park	227 Bramalea Road	\$98,789	2023	2024	TBD
Earncliffe Park	46 Eastbourne Dr	\$303,258	2023	2024	TBD
Ernest Majury Park	8201 Dixie Road	\$177,148	2023	2024	TBD
Fallingdale Park	620 Clark Blvd	\$178,034	2023	2024	TBD
Fanshawe Parkette	71p Fanshawe	\$20,540	2022	2023	TBD
Glenforest Park S	91 Glenforest Road	\$157,413	2022	2023	TBD
Hickory Wood Park	658 Ray Lawson Blvd	\$148,335	2024	2025	TBD
Laurelcrest Pk South	51 Laurelcrest st	\$43,441	2024	2025	TBD
Loafers Lake Park	20 Loafers Lake Lane	\$369,390	2024	2025	TBD
Major William Sharpe	37 Major William Sharpe Drive	\$96,799	2023	2024	TBD
Massey Park	39 Mackay St. North	\$178,302	2023	2024	TBD
Meadowland Park	28 Eldomar Ave	\$114,147	2023	2024	TBD
Glenforest Park N	1375 Willimas Pky	\$37,148	2022	2023	TBD
Berkshire Parkette	38p Barrington Cres	\$24,853	2022	2023	TBD
Dunblaine Park	697 Balmoral Drive	\$39,386	2024	2025	TBD
Edgebrooke Park	664 Balmoral Drive	\$84,374	2023	2024	TBD
Hesp Valley	790 Sandalwood PKY	\$191,707	2024	2025	TBD
Lundy Parkette	42 Nottingham Cres	\$9,843	2024	2025	TBD

"Replacement of trails at their end of life and do not meet the City's 3 metre 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."



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