



# **PATHWAY TO ECONOMIC RECOVERY & GROWTH**



## PATHWAY TO ECONOMIC RECOVERY & GROWTH

Message from Council

The COVID-19 pandemic is a leveller, but it also showed that impacts and recovery look different for each municipality. A customized approach works best for recovery planning. The same goes for opportunities. A closer look at the unique aspects of municipalities and their role within the broader economy must be taken into consideration for funding and partnership supports.

The City of Brampton's strategic foresight enabled swift response to our community's immediate needs, and created the need for support from the provincial government which is crucial for our long-term economic recovery. Funding and supports are required to cover our operational losses (5.9 to 7.3 per cent variance on the City's operating budget), and to keep up the momentum on our major capital infrastructure projects.

We thank the Province of Ontario for recognizing Brampton's infrastructure needs. The recent \$37.8 million funding in our public transit infrastructure shows that we can successfully partner to build a more connected, sustainable Brampton.

Brampton has many other exciting initiatives underway. We are improving regional connections through the Hurontario-Main Street LRT and Queen Street Rapid Transit. 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 welcome the Federal and Provincial governments' Safe Restart Agreement announcement. This will help support cities in their recovery processes. The City of Brampton appreciates the recent Phase I, ~\$35 million, funding that has been announced and looks forward to working with the province to secure its fair share of Phase II Through our Economic Recovery Strategy, we aim to bring resiliency and competitive advantage to the Brampton economy based on four cornerstones: innovation and technology transformation, expediting infrastructure projects, seizing private-sector investment opportunities, and investing in the Arts and Creative Sector.

We are eager to develop talent, create jobs and build a community that is connected, sustainable and innovative. By partnering with Brampton on these opportunities, you help us take impactful strides towards recovery and success. You help unlock 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, for Ontario, and for Canada.

Mayor Patrick Brown



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### COVID-19 IMPACT

BRAMPTON'S CURRENT PROJECTION OF REVENUE LOSSES AND COST PRESSURES

**\$44.7 - \$55 MILLION**

2020 YEAR-END OPERATING BUDGET DEFICIT DEPENDS ON HOW LONG THE PANDEMIC LASTS

**5.9% - 7.3%** VARIANCE ON CITY'S OPERATING BUDGET



## IMPACTS OF COVID-19 IN BRAMPTON

### Property Tax-Exempt Public Institutional Properties

Despite City of Brampton's best efforts, the support of higher levels of government is essential in ensuring that the City has access to sustained funding to address impacts for the COVID-19 pandemic and to ensure economic recovery in the long run.

Brampton's current projection of revenue losses and cost pressures could lead to a 2020 year-end operating budget deficit between \$44.7 million to \$55 million, depending on how long the pandemic lasts. This reflects a 5.9 to 7.3 per cent variance on the City's operating budget.

The majority of these deficits are due to the decline in revenues from Transit fares, which is significant given our ridership is among the fastest growing in the country. Our Recreation programs and rentals, POA court house, performing arts venues also witnessed sharp decline in user fees.

At the same time, we incurred increased costs of providing the needed PPE for front-line workers and putting more enforcement resources on the ground to keep our community safe. We strengthened multilingual communications with our diverse residents and also devised a grocery payment program for our seniors to help them with their every day needs.

Brampton is the hardest hit in Peel Region and although we have successfully flattened the curve, our case numbers are still high and our already stretched health care resources are significantly impacted by the funding gap.

The City of Brampton has taken steps to offset deficits including the temporary suspension of employment of part-time, casual and seasonal staff in non-essential areas, and a recruitment pause in non-essential areas.

During the pandemic, we also continued to listen to our residents and help them as we responded with a temporary tax deferral until August 19. For our business community, we advocated for commercial rent relief and to prevent landlords from evicting tenants who cannot pay their rent. The City also waived payments for non-profit tenants unable to access new federal programs for a period of 6 months, until September 2020.

However, these measures are not sufficient to help us weather the long-term economic challenges caused by the pandemic.

### OUR ASK

Provide the necessary support to ensure the City has access to sustained funding to address impacts for the COVID-19 pandemic and to ensure economic recovery in the long run.

## 2020 YEAR END PROJECTED VARIANCES SUMMARY

	Scenario Projections (\$000s)		
	July 1, 2020	Oct 1, 2020	Jan 1, 2021
Physical Distancing Ends			
Labour	(10,900)	(19,347)	(24,413)
Expenditures	(21,926)	(36,038)	(46,379)
Revenue	77,544	106,542	125,544
(Surplus)/Deficit * - **	44,717	51,157	54,752

## MAJOR FACTORS

1	Transit reduced revenues	38,322	55,650	66,942
2	Recreation reduced revenues	15,730	22,314	28,210
3	Tax Penalty reduced revenue	6,406	6,406	6,406
4	POA reduced revenues	4,800	7,400	7,400
5	Investment income loss	2,207	2,207	2,207
6	Ride Sharing reduced revenue	1,600	1,600	1,600
7	Culture Services reduced revenue	1,000	1,300	2,300
8	Various other impacts	(14,448)	(26,373)	(35,899)
9	Labour Savings	(10,900)	(19,347)	(24,413)

\* Projections do not account for potential offsetting support grants or other future potential mitigation measures discussed in this report

\*\* The main mitigation measures under consideration include support funding from higher level governments, utilization of the GRS reserve balance as well as possible reallocation of property tax supported capital funding to operations

## Property Tax-Exempt Public Institutional Properties

- The Province provides municipalities with payments for all property tax-exempt public institutional properties that are provincially owned or controlled, including hospitals, universities, colleges and correctional institutions.
- The rate is currently \$75 per “head or bed” and has remained unchanged since 1987. The rate does not reflect the change in cost of delivering services to Ontario municipalities and forces municipalities to compensate in other ways, including increased property taxes.
- The rate has remained unchanged since 1987 and does not accurately reflect the municipal costs that such institutions generate in our community.
- We recognize the great value these institutions bring to our community including employment opportunities and benefits in education and health care. However it is also important to ensure an adequate local infrastructure such as roads, public transit, policing, emergency medical services etc. to support those institutions and enable them to realize the maxim benefit to the community.
- To date, the Province has not committed to any review of the legislative or regulatory provisions that govern the levy on provincial institutions.

## [ FOR BACKGROUND INFORMATION ONLY ]

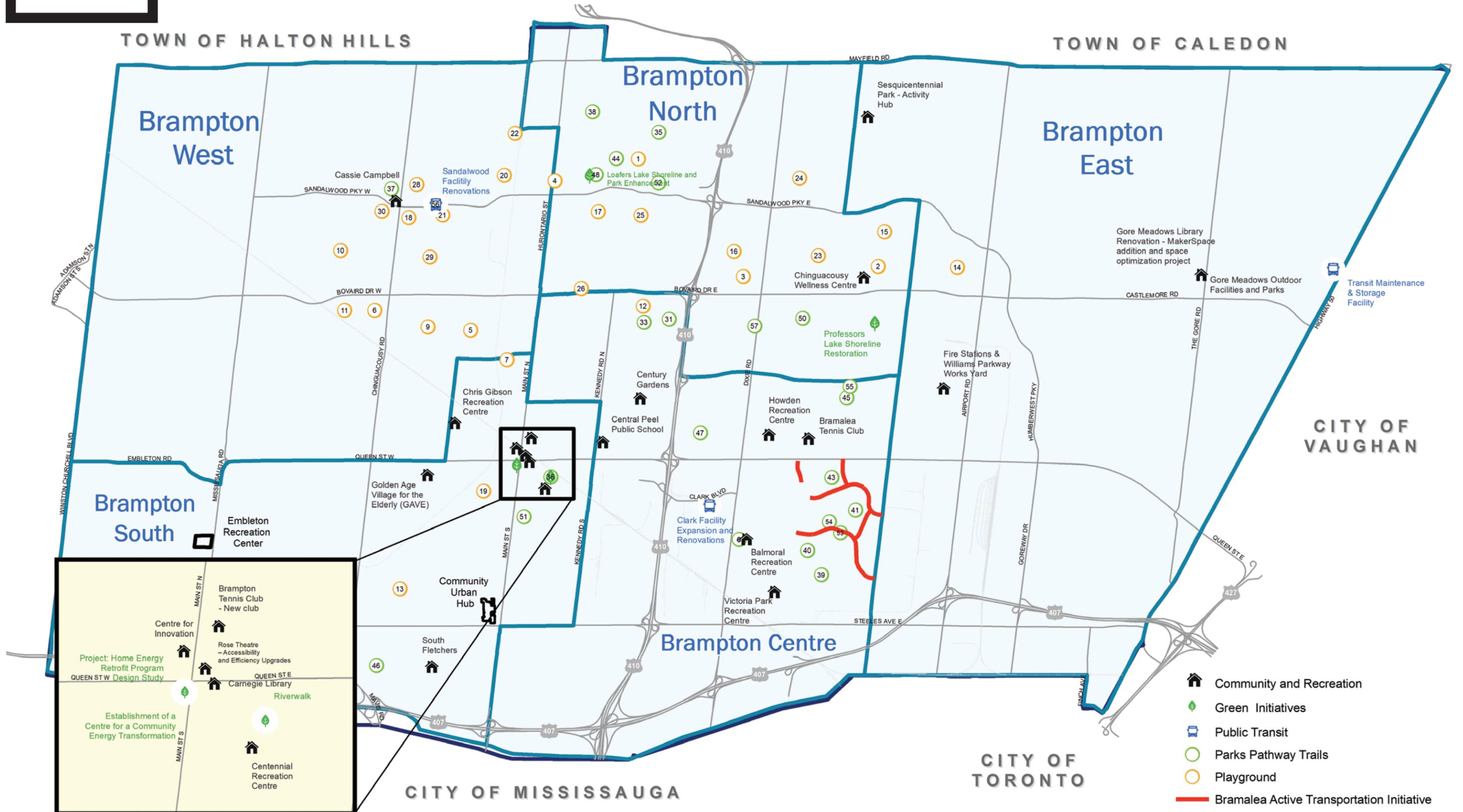
We are aware that several municipalities have also made similar requests of the Province including Toronto, Hamilton, Oshawa, Waterloo and Kingston. The Ontario Chamber of Commerce has twice submitted pre-budget papers that called for an increase to the rate. The Association of Municipalities Ontario is another organization that has previously lobbied the Province to match the rate to inflation.

## OUR ASK

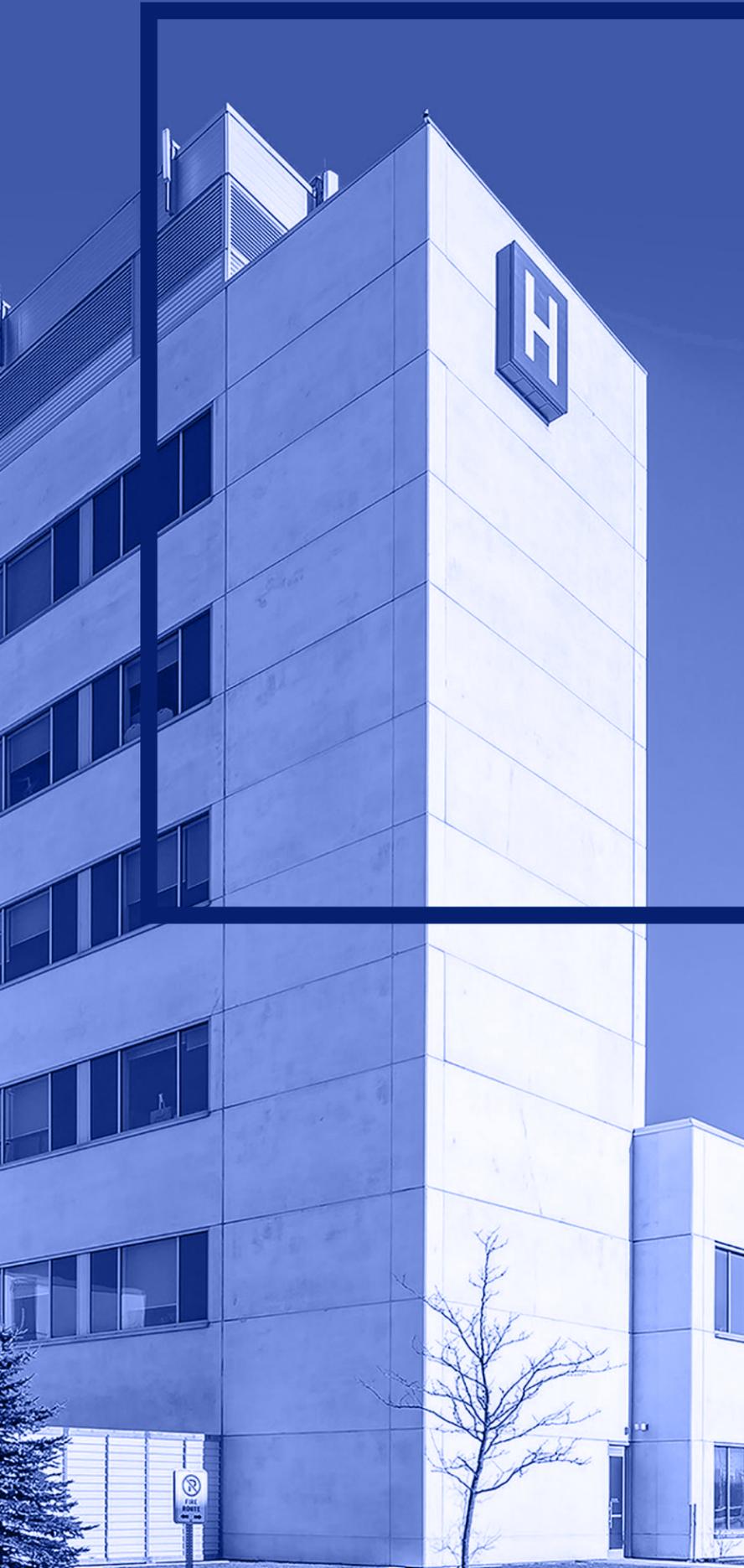
Province correct this situation prior to the billing of the “heads and beds” levy in 2021 with consideration to the options cited below:

1. Amend the currently prescribed rate (\$75 per “head or bed”) to reflect increases in the Consumer Price Index (CPI) in each year from 1987 to 2020. The 2019 rate would have escalated to \$152.20 for each full-time student, provincially rated bed, or prisoner. As a result, Brampton’s revenue from this source would have doubled in 2019 from \$393,592 to \$798,729.
2. Adjust the CPI revised rate to account for the increased revenue colleges and universities generate for international student tuition fees. Certain educational institutions in Brampton have a high volume of international students in relation to domestic. The extra revenue received by municipalities can be directed towards affordable housing projects which is also a current objective of provincial policy. New affordable housing for students will assist in alleviating the demand for illegal second units and lodging houses that have become a challenge in Brampton.
3. Alternatively, the Province could require these payment-in-lieu (PIL) properties to be calculated based on their current value assessment (CVA), equivalent to other federal, provincial and municipal PIL properties. This action would require legislative amendments to the Assessment Act, 1990 and the Municipal Act, 2001. Under this scenario, the City portion of the PILs in Brampton would rise to between \$1.95 million using the 2019 residential tax rate to \$2.5 M should the properties be classified in the commercial (default) class.

# PRIORITY PROJECTS MAP



- Community and Recreation
- Green Initiatives
- Public Transit
- Parks Pathway Trails
- Playground
- Bramalea Active Transportation Initiative



## HEALTH CARE

The City of Brampton remains in a Health Care Emergency through the COVID-19 pandemic, which is further amplified the critical and unique health care challenges in our diverse community.

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 a variety of health care services. Brampton residents are impacted daily by lengthy wait times for a variety of health care services, from urgent care to community care and mental health and addiction supports.

Patient visits to acute care facilities continue to exceed funding levels. Making equitable investments now will support accessible, quality health care for Brampton residents, bridging the current service gap and preparing for new approaches to health care service delivery, and ongoing rapid population growth.

### [ THE NEED IS REAL ]

- Impacts of COVID-19 on Brampton have been among the highest in the province.
- Numerous challenges contribute to Brampton's hallway medicine pressures: rapid population growth, aging demographics, significant chronic disease, high Emergency Department volumes, and ongoing funding inequities in comparison to other regions of the province.
- Historical underfunding challenges are exacerbated by disconnected local primary care and inequitable access to specialist physician expertise.
- As the local population continues to grow and age, these pressures increase Emergency Department and Urgent Care Centre overcrowding as well as longer wait times for physician care and hospital admissions.
- Resolving hallway medicine remains a top priority for the community, with Brampton City Council declaring a "health care emergency" in January 2020.

### 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 in the province.

**122,151** AS OF AUGUST 13, 2020

### OUR ASKS

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, community health programs, home care, hospital services at both Peel Memorial and Brampton Civic, and Ontario Health Team development.

Peel Memorial Phase II: Expedite approvals and provide funding for an expanded Phase II of Peel Memorial Centre for Integrated Health and Wellness to include post-acute beds that support comprehensive rehabilitation, seniors care, complex continuing care, and mental health and addictions services.

The City is seeking expedited Provincial action to fund a third health care facility in Brampton, to meet the current and growing needs of the community and support new approaches to health care service delivery.



## The Funding Gap

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

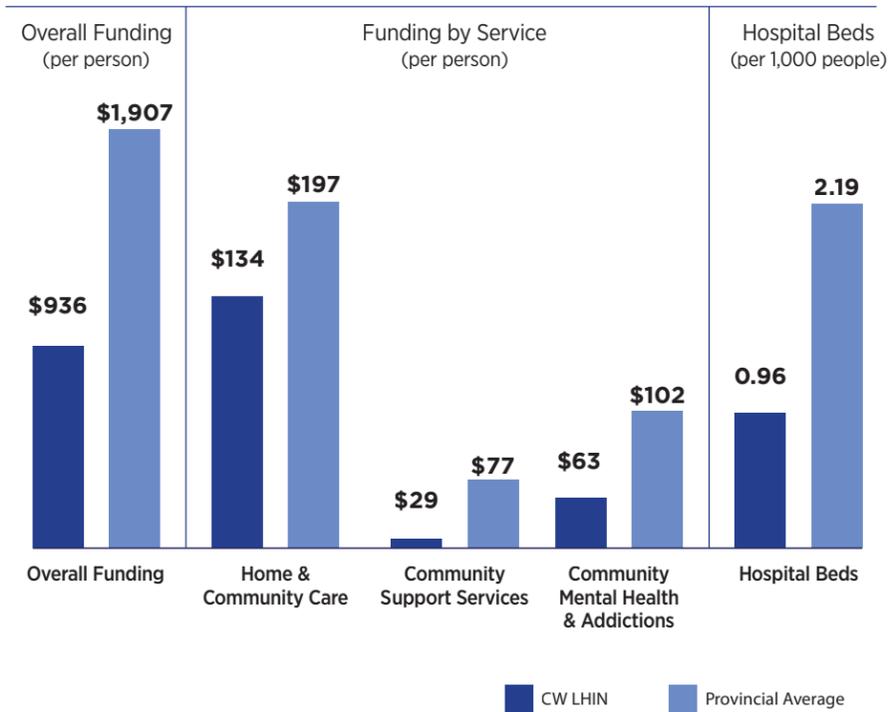
Peel Memorial is funded for **10,000** visits  
Actual visits (2018/19) - more than **75,000**



### Adult Mental Health & Addiction Funding (per person 2017/18)



### Funding Gap for the Central West Local Health Integration Network (CW LHIN) (2017/18)



### Community health investments:

- More community health funding to fill the gap between Brampton and the rest of the province, including home and community care, mental health and addictions, and upstream investments to address the high burden of chronic disease and keep people at home for longer.
- Funding to enable successful Ontario Health Team implementation and coordination across partner organizations and providers, including adequate remuneration for primary health care physicians and providers.

### Hospital capacity and hallway medicine:

- Immediate funding for 135 new medicine surge beds at William Osler Health System to support safe patient care in light of COVID-19 and ensure capacity for the upcoming fall / winter flu season.
- Ministry approval of 343 beds for Phase II redevelopment of Peel Memorial Centre for Integrated Health and Wellness, ensuring more comprehensive hospital services and reduced hallway medicine pressures.
- Funding for 24/7 Urgent Care Centre operations at Peel Memorial Centre for Integrated Health and Wellness, and explore Emergency Department designation.

## BRAMPTON'S ASK

### COVID-19 Recovery and second wave preparation:

Resources for more pervasive COVID-19 testing in a range of community settings, ensuring that hospitals are enabled to sustain acute care and treatment to the community.



## Growing Issues

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

Outside of health challenges, Brampton is the fastest growing of Canada's large cities, projected to grow from its current population of nearly 650,000 to over 900,000 by 2041.



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



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



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



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



## 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 environmental friendly and advanced technologies.

Brampton Transit is one of the fastest growing transit systems in Ontario with ridership significantly outpacing the population growth. Brampton's ridership growth of 38% over the last three years from 2017-2019, is unprecedented compared to the average increase in Ontario of less than 1% and the national average increase of 2.4% (as per the Canadian Urban Transit Association 2018 Data).



### RIDERSHIP GROWTH

\*Source: Brampton's 2020 Pre-Budget Submission

### [ COVID-19 FISCAL IMPACT - TRANSIT ]

- In response to COVID-19, as of March 20, health and safety measures were taken to move to rear door only boardings and suspend fare collection.
- As a result an estimated \$22 million in fare revenues have been lost (up to the end of June).
- Even with the return to fare collection on July 2, due to reduced demand as a result of COVID-19, Brampton Transit estimates a large continued loss of revenue moving forward.
- Based on the limited data available since July 2, recent forecasts suggest Brampton could see an additional \$20 million in revenues losses over the last 6 months of the year.
- The City of Brampton estimated that lost revenue in 2020 of an additional 44M, for an estimated total for 2020 at \$55 million.

Even with the return to fare collection on July 2, due to reduced demand as a result of COVID-19, Brampton Transit estimates a large continued loss of revenue moving forward.

Brampton Transit called for a Fair Share of Funding even before COVID-19 Pandemic.

Project	York Region (Subway Extension)	Züm Funding (Brampton)**	Grand River Transit (Kitchener/Waterloo)	Toronto (Scarborough Subway)
Funding Date	2007	2008	2010	2013
Total	\$2,600,000,000	\$295,000,000	\$818,000,000	\$3,560,000,000
Federal	\$697,000,000	\$95,000,000*	\$265,000,000	\$660,000,000
Province	\$870,000,000	\$95,000,000	\$300,000,000	\$1,990,000,000
External Funding as % of Total Cost	60%	64%	69%	74%

\* While the City has received funding in the past, it has not been at the same funding level received by other transit systems.

\*\* 2<sup>nd</sup> fastest growing city in Canada

### OUR ASK

#### Transit

A fair funding allocation for the Public Transit Stream (PTS) that recognizes Rapidly Growing Transit Systems. A funding model that accounted for ridership growth, could result in up to an additional \$160M allocated to Brampton Transit that would help to fund additional transit infrastructure.

The City of Brampton would not have achieved 95% growth in service and 160% growth in ridership over the last 10 years had it not been able to use the funds from Ontario's Dedicated Gas Tax for Public Transportation Program.

The Province maintain the Provincial Gas Tax funding, at minimum, at the most recent, 2019-2020, allocation amounts. This funding level is essential for Transit Agencies to maintain past service growth they have implemented with support of the Provincial Gas Tax program.

The inclusion of a bonus funding provision for high growth municipalities would also be an effective tool in providing municipalities funds to meet an increasing transit demand.

Shortfall in federal funding for transit within Brampton compared to peers:

While the City has received some funding in the past, it has not been at the same funding level received by other municipalities.



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

### 2018 BRAMPTON TRANSIT

**45%↑ RIDERSHIP**  
higher than YRT, London & Hamilton

**6%↓ LESS FUNDING**  
through the PTS

**31.2M RIDERS** 2018 | **48%↑** 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 would help fund additional transit infrastructure, including phase 2 of the required third Maintenance and Storage Facility

#### 1 A fair funding allocation for the Public Transit Stream (PTS) that recognizes Rapidly Growing Transit Systems

- In 2018 Brampton Transit ridership was up to 45% higher than YRT, London and Hamilton but is receiving 6% less funding through the PTS
- Brampton Transit ridership in 2018 was 31.2M, a 48% increase over 2015

- Brampton Transit allocation of \$350M (\$190 Federal, \$160 Province) is based on 2015 ridership data of 21.2M
- A funding model that accounted for ridership growth, could result in up to an additional \$160M allocated to Brampton Transit that would help to fund additional transit infrastructure, including phase 2 of the required third Maintenance and Storage Facility.

#### 2 Provincial Gas Tax (PGT) Funding to Transit Systems

- Due to COVID-19, it is anticipated that the collected Gas Tax Revenues would be substantially lower than previous years. If the allocation method for distributing this pool remained the same, Brampton Transit would see significantly less Gas Tax Funding in 2020.
- In response COVID-19 and the associated decreased operating revenues, it is even more essential that levels of Provincial Gas Tax funding are, at minimum, maintained to the most recent allocation amounts. This funding level is essential for Transit Agencies to maintain past service growth they have implemented with support of the Provincial Gas Tax program.
- The Ontario Gas Tax is an important program for the City. Brampton Transit would not have achieved 95% growth in service and 160% growth in ridership over the last 10 years, had it not been able to use the funds from Ontario's Dedicated Gas Tax for Public Transportation Program.
- Under the current environment, reverting back to the previous government's commitment to double the gas tax allocation is needed to continue to maintain and grow transit within Brampton.

Key Brampton Transit project applications submitted for funding through the Public Transit Stream: Key Brampton Transit project applications submitted for funding through the Public Transit Stream of the ICIP:

- Building phase 1 of a new Maintenance and Storage Facility to meet demands of city growth and maintaining current and future fleet requirements;
- Purchasing additional buses to accommodate existing demand;
- Investing in new technology to ensure continued safety and efficiency; and
- Building a Mobility Hub in downtown Brampton.

PTS funding is welcomed, but additional federal and provincial funding is required to allow Brampton Transit to meet the increasing demand for Transit services and to make technology and green advancements.

Additional key Brampton Transit projects:

- Full electrification of the new Maintenance and Storage Facility to set the stage for converting Brampton's fleet to zero tailpipe emission electric buses.
- Building phase 2 of the new Maintenance and Storage Facility to meet future demands of city growth
- Improving regional connections by investing in a Queen Street Bus Rapid Transit
- Investing in express transit service to meet rider demands along major corridors - launch Züm bus rapid transit along Chinguacousy Road and Bramalea Road

#### OUR ASK

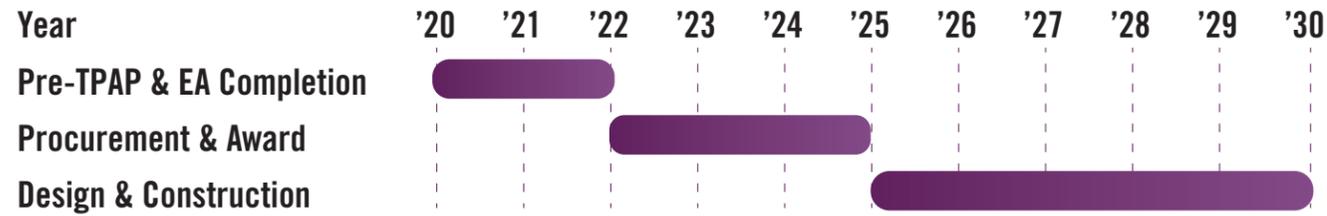
##### Higher Order Transit

The City of Brampton requests Metrolinx work collaboratively with the City to advance the LRT extension on Main Street to Downtown Brampton. 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 or Brampton requests Metrolinx to advancing the Queen Street-Highway 7 BRT study to the Preliminary Design Business Case stage.

Provincial support and a fair share of funding will be essential to advance a higher order transit network in Brampton consisting of the Queen Street-Highway 7 BRT and Hurontario-Main Street LRT as part of the broader regional transportation system.

## TIMELINE FOR LRT EXTENSION ALONG MAIN STREET



Note: Assumes funding is in place at end of EA phase. Timeline is based on tunnel option.

\*Source: Brampton's 2020 Pre-Budget Submission

### [ HIGHER ORDER TRANSIT ]

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.

#### 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 LRT North Extension will provide higher order transit in Brampton along Hurontario Street/Main Street from Steeles Avenue to the Brampton GO Station. 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, existing Züm service, and future high 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. Uptown Brampton, centered on the Hurontario Street-Steeles Avenue intersection, is envisioned as a major new transit-oriented live-work civic core for business, commerce, leisure, and tourism. 25-30 year growth estimates for these areas call for an additional 135,000 people and 79,000 jobs.

- The City is assessing various options, including a tunnelled option as agreed by Council, 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 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.

#### 2 Queen Street-Highway 7 BRT

- Queen Street is currently the busiest transit corridor in Brampton, serving over 30,000 transit customers per day on a Züm and local routes and providing connections to York Region as well as major north-south transit routes. T
- 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 advance the Queen Street-Highway 7 BRT study to the Preliminary Design Business Case 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 200,000 people commute between Waterloo Region-Kitchener-Guelph-Halton Hills Brampton-Toronto through various modes of transportation.
- GO Train and UP Express Ridership (February 2020) shows an average of 13,300 daily trips on the Kitchener line, with this representing a 5.9% year-over-year increase. 9,200 of those trips are associated with the three stations in Brampton.
- The City requests that Metrolinx find a temporary solution for parking overflow issues at GO Transit stations in Brampton. The potential solution would need to encompass additional, possibly off-site, parking and improvements to facilitate other means of access to the GO 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

##### GO Transit

The City requests that Metrolinx:

- Work with the City to find a temporary solution for parking overflow issues at GO Transit stations in Brampton;
- Expedite GO Rail Expansion Regional Express Rail service (Frequent Two-Way All-Day)



**+300,000** people commute daily

Waterloo Region > Kitchener > Guelph > Halton Hills > Brampton > Toronto



**13,300** boardings/day Kitchener GO Rail line

**9,100** boardings/day stations in Brampton

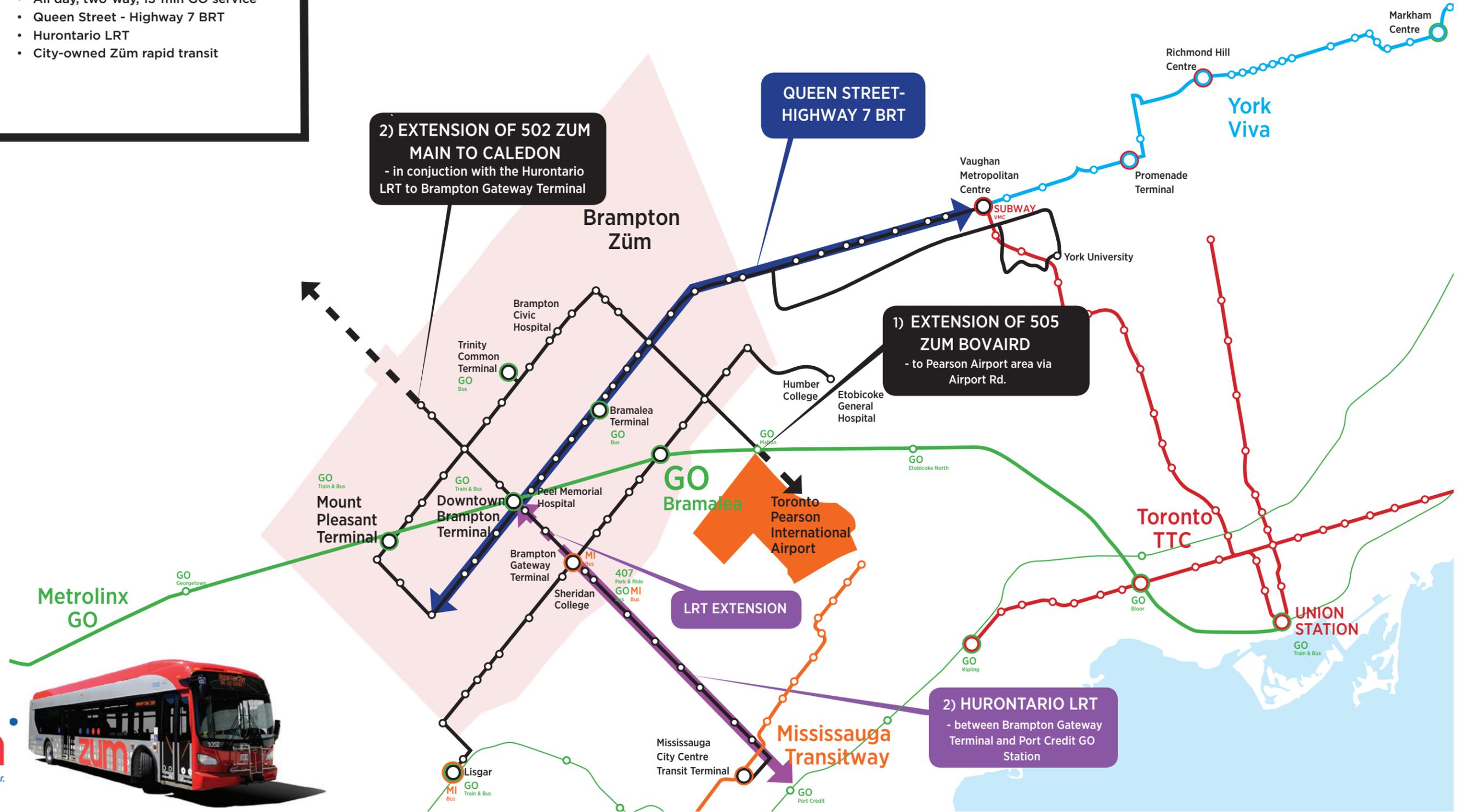
**5.2%** year-over-year increase

\*Source: Brampton's 2020 Pre-Budget Submission

**BRAMPTON'S  
ROBUST  
RAPID  
TRANSIT  
CONNECTIONS**

**What are the opportunities?**

- All day, two-way, 15-min GO service
- Queen Street - Highway 7 BRT
- Hurontario LRT
- City-owned Züm rapid transit





# ADDRESSING THE CLIMATE CHANGE EMERGENCY

## [ FLOOD MITIGATION ]

The Downtown Brampton Etobicoke Creek Flood Mitigation project, is a catalytic project that will eliminate flood risk from extreme storm events, remove the Special Policy Area (SPA) designation and lift development restrictions in Downtown Brampton, ultimately leading to

### Unlocking Potential and Growth

#### FLOOD MITIGATION DOWNTOWN BRAMPTON



#### RIVERWALK CONSTRUCTION



#### RIVERWALK DEVELOPMENT



### OUR ASK

#### Riverwalk

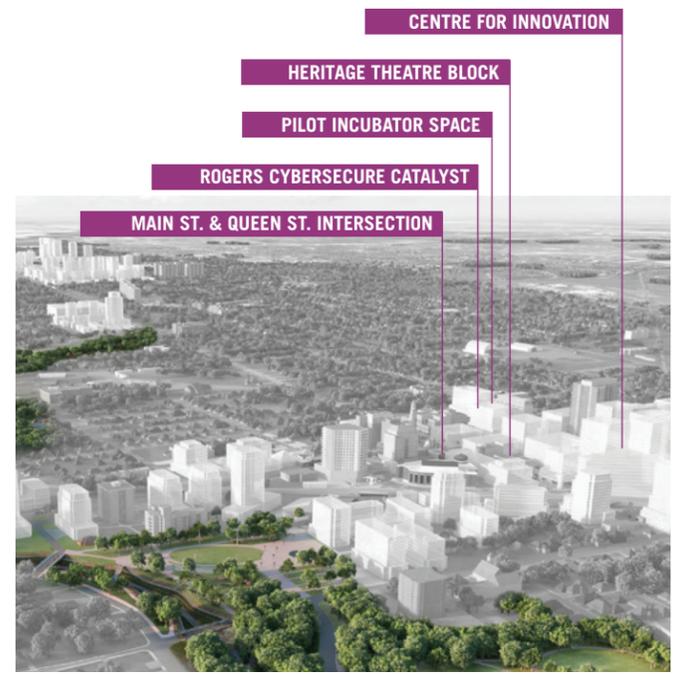
The City of Brampton is asking all levels of government to assist in advancing this transformational project that provides a sustainable, prosperous and economically progressive Brampton.

The City of Brampton is looking for the Provincial government to help advance this transformational project by providing funding, streamlining the approval processes and partnering with the City towards a vision of a sustainable, prosperous and future oriented community.

## Riverwalk

### Unlocking Downtown Brampton

(Artist rendering featured below)



the creation of the Riverwalk. The Riverwalk envisions a remade Etobicoke Creek through the heart of downtown, with an adjacent system of public spaces and parks connected by the Etobicoke Creek valley corridor and a trail system. It will, be heart of Downtown Brampton and a central destination.

- As the City continues to secure funding through the Federal Disaster Mitigation and Adaptation Fund (DMAF), a Provincial funding partner would further strengthen the application and ensure the economic, social and environmental benefits are maximized.
- This transformational project requires support from all levels of government to fully realize the economic and social potential of Downtown Brampton.
- An Environmental Assessment to look at alternatives for providing flood mitigation in Brampton commenced in 2018, and the completed Environmental Study Report was made available for public review for 60 days in July-August 2020. Comments are currently being addressed
- 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.

## Addressing the Climate Change Emergency

The City of Brampton has established an ambitious goal to reduce greenhouse gas emissions generated in Brampton by 80% by 2050. Guided by the City of Brampton's Environmental Master Plan and Community Energy and Emissions Reduction Plan, the City is taking action to address the Climate Change Emergency.

The City of Brampton Council declared a Climate Change Emergency in August 2019. In response, Brampton is moving quickly to implement both overarching strategic initiatives to provide primary principles and direction to mitigate the adverse effects of climate change. This is coupled with key on-the-ground actions and neighbourhood-focused strategies that achieve real results.

Successfully addressing climate change depends on collaboration combining of community partners, including businesses, institutions, non-profits, residents and other levels of government. These partnerships will be key to advance projects that will have a long-lasting economic impact, create jobs, reduce GHG emissions, and improve quality of life for our residents. The positive environmental impact will benefit all Canadians.

### [ BRAMPTON'S ACTION-ORIENTED GREEN INITIATIVES - MAKING A REAL DIFFERENCE ]

#### Sustainable Neighbourhood Action Plans

A partnership initiative between the City of Brampton, local Conservation Authorities (TRCA and CVC) and the Region of Peel, the Sustainable Neighbourhood Action Plans (SNAPs) foster environmental improvements and urban renewal of existing neighbourhoods, and promotes widespread adoption of sustainable technologies, practices, lifestyle and community responsibility. Brampton currently has two SNAPs, the County Court SNAP and the Fletchers Creek SNAP, with a third in development (Bramalea SNAP)

## Brampton Eco Park

Brampton Eco Park is made up of a network of sustainable urban/green spaces that reflect Brampton's character, provide unique social opportunities, and supports city infrastructure. This is achieved while conserving and enhancing the natural landscapes.

The majority of Brampton's 2,500 hectares 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 city spaces to form a comprehensive network of green spaces and natural reserve throughout the city



A conceptual image of the evolution of Brampton Eco Park

building a green framework for the city.

### [ BRAMPTON'S STRATEGIC GREEN INITIATIVES ]

#### Community Energy and Emissions Reduction Plan

The City of Brampton, in partnership with Sheridan College, has completed a Community Energy and Emissions Reduction Plan. Addressing the climate change emergency will require an urban and energy transition. This Plan will result in an integrated effort by the municipality, local utilities, and the community to create a road map that will improve energy efficiency, reduce greenhouse gas emissions, ensure energy security, create economic advantage and increase resilience to climate change.

To achieve our energy conservation and GHG emission reduction targets, the CEERP states that 80% of existing homes in Brampton must be retrofitted. This scope and scale of such an undertaking is beyond the capacity of any municipal budget. To achieve success, funding partnership strategy must be established.

## One Million Trees Program

The City has embarked on planting one million trees by 2040 to grow the urban forest, mitigate and adapt to climate change and foster the delivery of ecosystem services. Under current programs, the City and its partners plant approximately 43,000 trees per year. To achieve one million trees by 2040, the number of trees planted annually will need to increase by at least 7,000 trees per year to achieve a total of 50,000 new trees annually. Provincial funding and support can help the City meet its one million trees target as an important step in building sustainable and health community.

\*Shovel-ready infrastructure projects

#### Centre for Community Energy Transformation (CCET)

The Centre for Community Energy Transformation (CCET) will be an action-oriented organization, focused on convening partners including business, institutions and residents, to develop and implement select priority projects from Brampton's Community Energy and Emissions Reductions Plan (CEERP). Transforming our City will require collective action including:

- Dedicated resources/skills/knowledge
- Community leadership

Currently, the CCET is being planned as an arms-length, non-profit organization to lead development and implementation of select projects, such as:

- a Home Retrofit Program,
- the integration of District Energy Systems in appropriate locations within the city,
- building expertise on Integrated Energy Master Plans,
- working with the industrial sector to improve energy efficiency,
- create strong partnerships and network across city sectors

## OUR ASK

Brampton is ready to partner with the Provincial government to make the necessary investments and policy changes that will have a great impact in mitigating climate change:

### A. Information sharing:

- Standardized provincial and regional modelling for climate change, accompanied by the parameters and tools to downscale models to the municipal level.

### B. Funding

- To establish an energy excellence institute (e.g. Centre for Community Energy Transformation).
- To undertake neighbourhood-level studies related to energy efficiency, stormwater management, and transportation.
- To retrofit our municipal facilities and neighbourhoods for better energy and water performance.
- To complete implementation projects related to district energy, tree planting, pollinator gardens, flood mitigation, low impact development and active transportation.

### C. Legislative/Regulatory Change

- Grant authority to municipalities to develop formal criteria to prioritize and expedite planning proposals that achieve climate change objectives (e.g. net zero development).
- Increase powers of lower-tier municipalities to foster and locate future growth where it best serves the municipality and its climate change objectives.

## OUR ASK

### Climate Change

Invest in strategic green infrastructure projects to reduce GHG, as identified through the CEERP and partner with the City to create a Centre for community Energy Transformation, including developing a province-wide LIC/home energy retrofit program.



## ACTIVE TRANSPORTATION

Brampton is a Green City. Building on Brampton's commitment to sustainability, the City is moving towards equalizing all forms of transportation, with a focus on enhancing active transportation opportunities throughout the City.

- Improving the safety of walking and cycling
- Providing mobility options to all residents, including enhancing the accessibility of the transportation network
- Maximizing the value (usage) of existing infrastructure
- Investing efficiently in an expanding network
- Improving access to transit and providing viable active transportation options for the first / last mile

The City's proposed 20 year active transportation network has been costed at a value of approximately \$126.6M

### [ INTERIM BIKE LANES ] Vodden St and Howden Blvd

With vehicular traffic in Peel Region down by 33 per cent, coupled with current physical distancing measures in place and other actions taken to prevent the spread of COVID-19, the City of Brampton has implemented Interim Bike Lanes to provide residents an alternative cycling option to its recreational trails.

The City has temporarily closing off the curb lanes along the following sections of road to vehicular traffic and repurposing the lanes for bicycle use only:

- Vodden St - Ken Whillans Dr to Howden Blvd
- Howden Blvd - Vodden St to Central Park Dr

As the City continues to work to implement permanent protected bike lanes on these streets, as a result of COVID-19, this is a unique opportunity to showcase a part of the overall planned east-west cycling facility that will provide a safe connection for people on bicycles to essential amenities and to the City's recreational trail network.

This cycling route will link destinations such as Downtown Brampton, Duggan Park, Century Gardens Recreation Centre, North Park Secondary School, Chinguacousy Park.



### [ PRIORITY ] Complete Streets Guidelines

Brampton is developing Complete Street Guidelines, which will provide a framework to balance the competing demands for space to safely accommodate all users in a way that enhances quality of life, while improving the functionality of the integrated transportation network.

### Transportation Master Plan Review

The Transportation Master Plan (TMP) is the City's blueprint for strategic transportation planning and direction for the future. The TMP, taking cues from the Active Transportation Master Plan, the Complete Streets study, and the Official Plan Review, will revisit how our mobility needs are evaluated in order to implement the aspirations of the Brampton 2040 Vision, and accordingly, develop guidelines for transportation and land-use policies, decision-making frameworks, and capital investments.

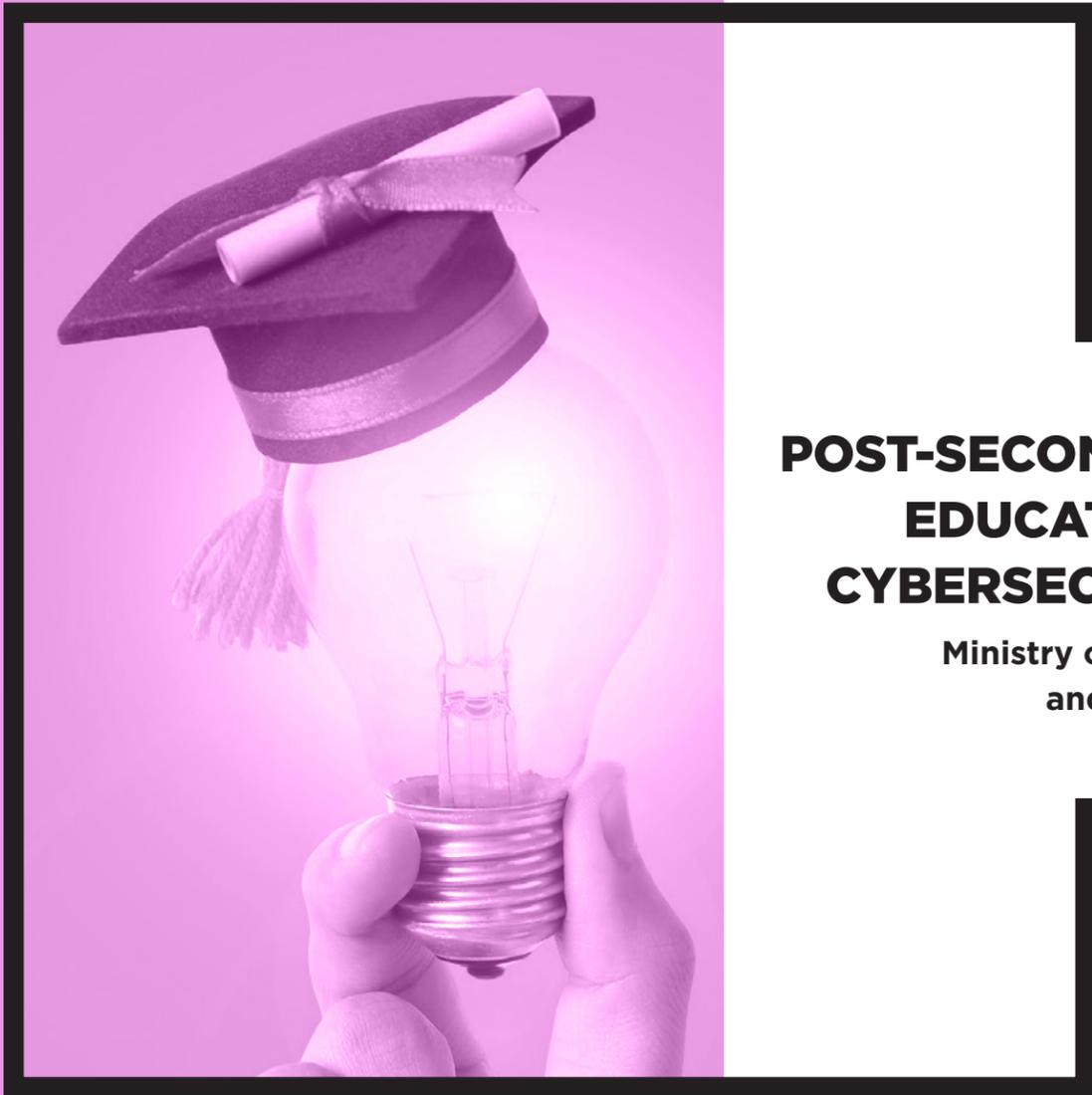
**OUR ASK**

Introduce the following measures to ensure cyclist safety:

- A new type of "cyclist crossover" to provide cyclist the right of way over vehicles when crossing low volume roads (similar to the new type of "pedestrian crossover" introduced in 2016 through the Highway Traffic Act Regulation ON 402/15;
- Enable crossings that give bicyclists the right-of-way over motor vehicles on low volume roads, similar to recent changes to bicycle crossings at signalized intersections.

Provide predictable and dependable funding through sustained and equitable Gas Tax Funding (or another provincial commitment) to help deliver active transportation infrastructure and achieve both local and provincial objectives to building a connected network.

Revise the definition of a "highway" within the Development Charges Act to include active transportation infrastructure or allow municipalities to use development charges to help pay for stand-alone active transportation facilities/projects.



**POST-SECONDARY  
EDUCATION &  
CYBERSECURITY**  
Ministry of Training  
and Colleges



**BramptonU**

**[ BRAMPTONU ]**

The new provincial direction for postsecondary education is well aligned with current plans and context at the City of Brampton and the aspirations of Brampton residents. Both the provincial policy framework and the City’s aspirations focus on high-quality postsecondary education that is affordable and aligned to meeting the needs of the labour market today and in the future.

Brampton continues to work on bringing a comprehensive university to Brampton. The City remains committed to building on the excellence of our existing partners, Algoma University, Ryerson University, Sheridan College, and other universities in Ontario and around the world, to meet the needs of Brampton residents and businesses.

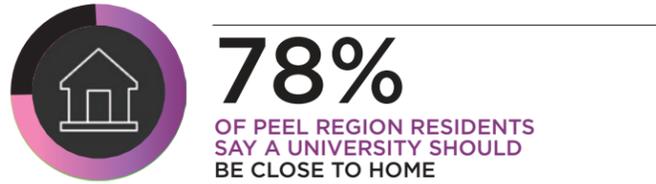
To advance the Brampton 2040 Vision, BramptonU must support learners in developing their employability through in-demand workforce capabilities upon program completion. It would also be the academic objective to develop “employagility”; the ability of employers and employees to jointly respond quickly to workplace challenges and change in order to continue delivering added value. This aligns with the Provincial policy framework, which stresses the graduate employment, experiential learning and local community impact.

**OUR  
ASK**

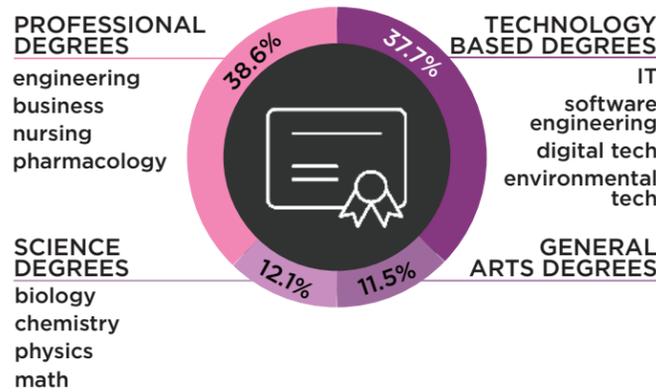
The City of Brampton requests the Province to legislate BramptonU into existence by passing the Brampton University Act and to take positive action on the City of Brampton’s BramptonU Business Case (to be submitted Q3 2020) in the 2020 and 2021 Budget planning process.

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.

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



**TYPES OF DEGREES RANKED MOST IMPORTANT IN BRAMPTON**



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, in particular, these key sectors:

1. Advanced Manufacturing
2. Innovation and Technology
3. Food and Beverage Processing
4. Health and Life Sciences

Training and reskilling individuals with the most relevant skills and capabilities for jobs of the future will ensure our economy's resilience. BramptonU is a key 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

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

The proposal takes into account the Provincial evaluation framework for major 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.



**CITY OF BRAMPTON CFI**  
**\$160 MILLION INVESTMENT**  
A significant one-time and ongoing return to the city

	<b>\$168 MILLION ADDED VALUE</b>	=	<b>79% IMPACT IN BRAMPTON</b>
	<b>\$118 MILLION LABOUR INCOME GENERATED</b>	=	<b>84% WILL OCCUR IN BRAMPTON</b>
	<b>1,425 FULL-TIME YEARS OF EMPLOYMENT INDIRECT &amp; INDUCED JOBS</b>	=	<b>1,160 POSITIONS LOCATED IN BRAMPTON</b>
	<b>\$77 MILLION TAX REVENUE</b>	=	<b>MAJORITY REVENUE IN ONTARIO &amp; BRAMPTON</b>

**[ OTHER POST-SECONDARY INITIATIVES IN THE CITY OF BRAMPTON ]**

**Cybersecurity**

The Rogers Cybersecure Catalyst, located in downtown Brampton, secured \$30M in funding from Rogers Communications, Royal Bank of Canada, the Federal government and the City of Brampton. This project is the result of an ongoing collaboration between Ryerson and the City, to make Brampton a destination for learning and innovation.

Ryerson University's Chang School of Continuing Education currently offers courses in Cybersecurity and Business of Cannabis out of facilities located in Downtown Brampton.

Algoma University is expanding its enrollment and presence in Downtown Brampton from 500 to 1000 students, investing \$27.09 M in Brampton, with \$7.3 M from the City to complement their investment. In addition to education and skills development, Algoma estimates an economic return on this investment of 10.7:1 for every year moving forward.

**[ CENTRE FOR INNOVATION ]**

**Innovation District**

The Centre for Innovation (CFI) will be an iconic gateway building with a new central library that may offer community assets including digital creation tools and programming, performance and audio recording spaces, assistive technologies for various abilities, and culture days.

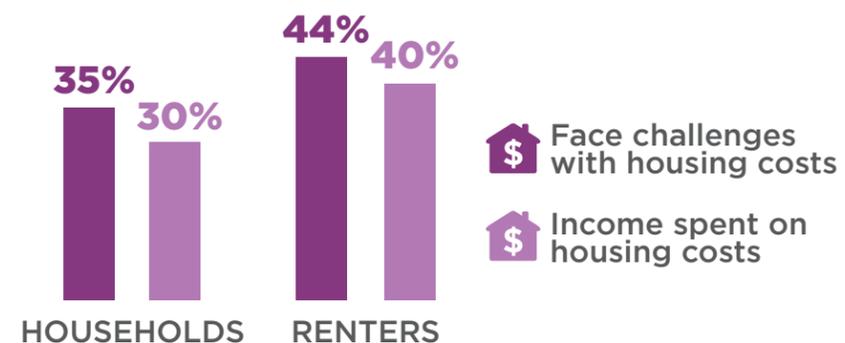
The library will provide flexible spaces to engage residents and community partners.

The CFI will also be a landmark for transit users entering or departing the city from Downtown Brampton, including the GO station.

With an investment of \$160 million by the City of Brampton the CFI will result in significant one-time and ongoing return to the City, with the following impacts:



## 2018 BRAMPTON HOUSING NEEDS ASSESSMENT FINDINGS



### VACANCY RATE

**1.1%** BRAMPTON'S RENTAL

**3%** HEALTHY REPRESENTATION

### PRIORITY HOUSING NEEDS

- Youth homelessness & shelter availability
- Affordability for low & medium income families



## 2019 MONITORING RESULTS FOR OWNERSHIP HOUSING IN BRAMPTON

**AFFORDABILITY THRESHOLD IN PEEL**  
MAX. GROSS OWNERSHIP HOUSEHOLD INCOME OF **\$110,456**

### AFFORDABILITY FOR LOW & MODERATE-INCOME HOUSEHOLDS



**OWNERSHIP of Housing Stock**  
13% Townhouses  
5% Apartments

## HOUSING

The City of Brampton's growth forecast will account for most of the population growth in Peel Region to 2031 and beyond. Strong population growth will increase demand for housing. However, over the last decade, the increase rate in housing prices across Brampton far outpaced the rate of growth in household income. This has contributed to the to an housing affordability crisis.



## PEEL HOUSING AND HOMELESSNESS PLAN TARGETS FOR BRAMPTON

BY 2028

**8,200** New AFFORDABLE UNITS  
NEEDED to be produced

**41%** of REGIONAL TARGETS

**25%** New residential development  
needs to be of RENTAL TENURE

### [ HOUSING BRAMPTON ]

The City of Brampton is developing an affordable housing strategy, Housing Brampton, to respond to the varying housing needs of its residents. As the Region of Peel is the housing service manager, Housing Brampton will focus primarily on stimulating the supply of market rental and affordable ownership units, while strategic partnerships and advocacy efforts will support housing needs across the entire housing continuum. The strategy is expected to be completed by early 2021.

### [ TARGETED HOUSING SUPPLY ]

Intensification areas can optimize the supply of new affordable housing in transit-oriented developments. Inclusionary Zoning (IZ) is a land-use planning tool that can help provide much-needed affordable housing units, in residential developments of 10 units or more. Under Bill 108, IZ is now limited to protected Major Transit Station (MTSA) areas and Development Permit System (DPS) areas. The City is also witnessing demand for new housing in areas that do not fall within anticipated major transit station areas, leading to a loss of opportunity to implement IZ requirements for affordable housing.

### [ RENTAL HOUSING ]

Rising real estate prices in Brampton is a barrier to young adults and middle-income families entering the housing ownership market. Seeking cost-friendly housing solutions, many residents are resorting to living in illegal second units. Rental housing is a viable option for middle-income families, people seeking to age in place, and young adults who may be experiencing financial barriers to entering the housing ownership market. Brampton's Second Unit Registration Program has successfully contributed more than 2,900 new second units as of May 2020. The City is developing a framework to incentivize the supply of purpose built rental housing as well as undertaking a review of short-term rental typologies.

### [ STUDENT HOUSING ]

The net population growth in Brampton is predominantly/ primarily international. 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. The City is undertaking a comprehensive review of student housing and collaborative solutions.

### OUR ASK

- That the Province enable local municipalities to define appropriate Inclusionary Zoning areas allowing flexibility to address local needs. For example, to facilitate affordable housing beyond the Major Transit Station and Development Permit System areas.
- That the Province provide investments and incentives for the supply of purpose-built rental housing.
- That 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 and educate the public on the need for these types of supportive housing.
- That the Ministry of Education work with our municipality to develop a strategy and/or provide financial assistance to develop off-campus student housing opportunities to meet the needs of students to find safe and affordable housing.
- That the Province provide a financial incentive and program to stimulate the adaptive reuse and refurbishing of heritage buildings for housing.
- That the Province make available surplus or under-used crown lands to the City contingent on the provision of affordable housing.
- That the Province, in preparing the regulations to implement the Community Benefit Charge regime, ensure growth can pay for growth and housing affordability is not compromised.

### [ SUPPORTIVE HOUSING ]

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

### [ REUSE OF HERITAGE PROPERTIES FOR HOUSING ]

Brampton has inherited a rich legacy of cultural heritage resources. Many of these heritage buildings are vacant or underutilized, which presents opportunities for refurbishment and adaptive reuse including affordable housing and seniors housing. Governmental financial incentives and programs would provide a stimulus to preserve these in a purposeful and sustainable way.



## SECOND UNITS

The City of Brampton is seeing an alarming number of illegal secondary units within our neighbourhoods, as a consequence of the lack of affordable housing options. Increased concerns about illegal secondary units and lodging houses have resulted in a rise in service requests, resulting in higher demands for bylaw enforcement and Fire and Emergency service response. As a result, this has put additional hazards and strain on staff resources, and has resulted in a longer response time for other priority bylaw complaints.

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	\$1894,480	3080	1401

Between July 1, 2018 and June 30, 2019 Fire and Emergency Services have attended to 19 residential fires that contained a second unit.

A Second Unit Task Force was created in 2018 to address the increased complaints about illegal second units, multi dwellings and lodging homes:

- A joint collaboration between Building, Enforcement and Brampton Fire & Emergency Services
- Since the establishment of the Second Unit Task Force, the number of refused entries has decreased substantially
- In 2019 the number of refused entries by occupant/owner was 14, in comparison to 180 in 2016. Interior enforcement of second units was suspended due to COVID in mid March.
- In 2019, there have been 6,012 charges laid associated to 1,643 property files
- Since 2015, the number of annual applications for registration has been doubling. More specifically, in 2019 the final tally on applications for registration was approx. 3100 in comparison to approx. 1700 in 2018.

Commencing 2020, 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.
- The Task Force has played a vital role in ensuring that the family in second units are provided with living standards that meet the minimum requirements for health and life safety.

Brampton residents have reasonable expectations that community standards are maintained to ensure the City of Brampton remains a healthy and safe place to live.

Other municipalities are now looking to Brampton for best practices on how to address the growing concerns and issues of illegal secondary units.



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

### OUR ASK

- The City requests that the Ministry of Municipal Affairs and Housing enact changes to the Building Code Act and the Planning Act to provide expanded rights of entry for municipalities for the specific purpose of inspecting secondary units and illegal multi-unit dwellings. The current process requires extra approvals and advance notice to homeowners, that enable repeat offenders to clear the homes and 'hide' second units by the time bylaw can enter.
- In order to create a community for residents to prosper, the City requires the municipal law enforcement authority to reduce the potential health and safety impact from secondary dwelling units.



## URBAN COMMUNITY HUB: INNOVATING ECONOMIC RECOVERY IN A TRANSIT-ORIENTED COMMUNITY (TOC)

With the LRT coming to Uptown Hurontario-Steeles in 2024, Uptown Brampton is experiencing substantial growth. In addition to the Shoppers World Redevelopment, Brampton has received development proposals from 4 developers all with the vision to transform the area into high-density, mixed-use, family-oriented, healthy & walkable transit-oriented community.

### Quick Facts within 800m radius TOC at Uptown Hurontario-Steeles LRT:

- 75,000 residents plus 30,000 jobs
- 26,000 new residential units plus new offices and retail
- Approximately 50% of affordable and rental housing combined
- 13 million sq.ft. of new mixed-use redevelopment through 7 active redevelopment sites
- Rezoning for 4 million sq. ft. of mixed-use redevelopment in 2020 at Shoppers World
- 1 million sq. ft. of mixed-use development to break-ground in 2021

### Key Features of the Urban Community Hub:

- Multi-use facility including an elementary school, daycare, community Centre, library, arts and culture hub, technology and entrepreneurship hub, community kitchen and urban agriculture zone.
- Model innovative partnership with multi-sector partners
  - Leverage public investments to combine growth related alternative funding source
  - Lower cost for both capital expense and operating
  - Greater revenue potential for the City and Province
  - Collateral benefits – social, environmental, public health, job creation, climate change resilience

As one of the fastest-growing cities in the country with a higher than average household size, higher than average share of its workforce in the manufacturing industry, Brampton has adopted a 2040 Vision to guide large shifts from car-dependence to a transit-oriented city structure.

Brampton has developed an innovative model to expedite sustainable economic recovery with a focus on education, walkability as well as attracting immigrant talents and investments to unlock the delivery of the Province's Transit-Oriented Communities creating a 20 minute walkable, healthy neighbourhood.

The City, in collaboration with the Peel District School Board, Peel-Dufferin Catholic School Board, Brampton Library, Region of Peel, Peel Public Health, has developed a forward-thinking Urban Community Hub to accelerate implementation of a new Transit-Oriented Community in the center of a rapid-transit corridor focusing on:

- **repositioning education**, from early childhood, to build skills, competitiveness and shift our workforce towards a “tech-focused & innovative” economy achieving holistic dimensions of public health.
- **promoting walkability and active transportation** to eliminate the high cost of car ownership for our residents, improve citizen health, and move the City to reach a carbon-neutral goal.
- **prioritizing family-oriented infrastructure including elementary school** to make our new TOC a landing place for new immigrants and their families.

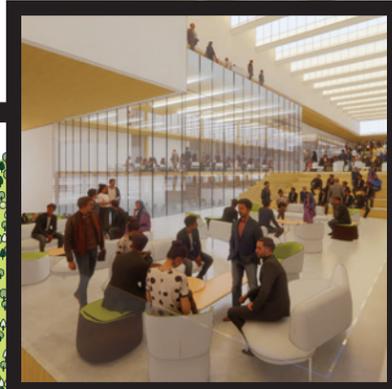
### Brampton's model of the Urban Community Hub:

- **implements Provincial priorities** including Transit Oriented Communities, Healthy Kids Strategy, Active Living for All Ages and Co-location of Public Facilities in Community Hub.
- **enriches traditional elementary education** experience with greater access to arts & culture, technology & entrepreneurship, urban agriculture & active healthy lifestyles all under one-roof,
- **provides a strong community network** fostering community leadership, promoting a welcoming environment for all newcomers,
- **located in the heart of a walkable neighbourhood at the LRT arriving at Steeles in 2024** serving 25,000 existing residents and an additional 50,000+ residents and 30,000 employers within a 20 min walk.

### OUR ASK

- Province to adopt the 20 min walkable, healthy neighbourhood with Urban Community Hub as a new growth model to deliver Transit-Oriented Communities “TOC” in Brampton.
- Prioritize collaboration and coordination between Provincial, Regional and Municipal agencies towards a ‘Bramptonian-focused’ delivery model improving service efficiency, synergistic value, and adaptability to meet the current and future needs of all our citizens.

# TOC UPTOWN HURONTARIO-STEELES TRANSIT-ORIENTED COMMUNITY



Bi-directional Cycle Track	Extended Study Boundary
Community Services	Parks & Open Space
Office & Institutional Use	Active Frontages
Bus Transit	Interconnected Public Spaces
Hurontario LRT	Community Hub Parcel
	Community Hub
	Active Development Applications



**DEVELOPMENT OF THE  
PROTOTYPE IS A PRODUCT  
OF CROSS-SECTOR  
COLLABORATION TO  
BREAK NEW GROUNDS OF  
COMMUNITY INNOVATION.**



[ MULTI-SECTORS INDUSTRY EXPERTS ]



[ MULTI-AGENCIES AND COMMUNITY LEADERS ]





## PRIORITY PROJECTS LIST

### PUBLIC TRANSIT

Project	Description	Location	Total Est. Cost	Anticipated Project		Potential External Funding
Transit Maintenance & Storage Facility	Design and construction of a Bus operation, maintenance and storage facility designed to store and maintain both 40' and 60' buses	10192A Highway 50 (North of Castlemore Rd)	\$174,780,000	2021	2026	Funding Application: ICIP - PTS Stream
Smartbus Equipment and System Replacement	Replacement of the Smartbus computer aided dispatch and automatic vehicle location system. Including replacement of on-board Smartbus digital video recorders and camera equipment.	185 Clark Blvd	\$15,000,000	2020	2024	Funding Application: ICIP - PTS Stream
Fare Collection Equipment**	Replace aging bus fare collection devices which are integrated with the PRESTO Farecard System	185 Clark Blvd	\$10,000,000	2020	2021	Funding Application: ICIP - PTS Stream
Ebus Pilot - Phase II**	Phase II - CUTRIC Pan-Canadian Electric Bus Demonstration & Integration Trial.		\$20,000,000	2020*	2022	Funding Application: ICIP - PTS Stream
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.		\$3,000,000	2020*	2022	
Sandalwood Facility Renovations	Installation of digital signage for communication for vehicles related to parking and fire alarm. Also, includes refurbishment of again hoists and resizing of quiet room and wellness area.		\$200,000	2020*	2022	

### COMMUNITY, CULTURE AND RECREATION STREAM

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 city-wide 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
Carnegie Library	To make the highest and best adaptive re-use of the existing heritage structure through necessary upgrades and further restoration work to house the Cybersecure Catalyst.	55 Queen Street	\$2,300,000	2021	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
Cassie Campbell	The Community Youth Hub would be a youth-centric space designed in consultation with community organizations and social services agencies that serve Brampton youth.	1050 Sandalwood Pkwy W	\$10,500,000	2020	2023	Funding Application: ICIP, CCR Stream
	Sub-metering	1050 Sandalwood Pkwy W	\$16,000	2020*	2021	
Century Gardens	Sub-metering	340 Vodden St E	\$16,000	2020*	2021	
	Rink Controllers	340 Vodden St E	\$56,666	2020*	2021	
	Lighting Retrofit	340 Vodden St E	\$125,000	2020*	2021	
	Youth Hub at this location in collaboration with Region of Peel	340 Vodden St E	\$11,540,000	2020*	2022	Funding Application: ICIP, CCR Stream
Chinguacousy Wellness Centre	Install VSDs and high efficiency boilers	995 Peter Robertson Blvd	\$100,000	2020*	2021	
	Renovation of fitness change rooms and fitness track	995 Peter Robertson Blvd	\$1,646,000	2020*	2021	Funding Application: ICIP, CCR Stream
South Fletchers	Asphalt pavement replacement, concrete repair and site lighting	995 Peter Robertson Blvd	\$408,000	2020*	2021	
	Energy Efficiency retrofit	500 Ray Lawson Blvd	\$1,100,000	2020*	2021	
	Youth Hub at this location in collaboration with Region of Peel	500 Ray Lawson Blvd	\$310,000	2020*	2021	Funding Application: ICIP, CCR Stream
Fire Stations	Project: South Fletchers Recreation Centre Net Zero Energy Retrofit	Ray Lawson Blvd and McLaughlin Dr	\$5,000,000	2020*	2021	
	Williams Parkway Fire Campus - Training facility and new station 203 (construction to be completed in phases)	425 Chrysler Dr	\$58,800,000	2020*	2021	
Williams Parkway Works Yard	Phase 3 construction	425 Chrysler Dr	\$13,000,000	2020*	2022	
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	\$12,500,000	2020*	2021	
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	2020*	2021	
Victoria Park Recreation Centre	New indoor pad for indoor lacrosse, ball hockey, indoor field hockey	20 Victoria Cres	\$17,500,000	2020*	2021	
	Relocation of Sports Hall of Fame to be built as part of Victoria Park indoor sports complex	20 Victoria Cres	\$2,800,000	2020*	2021	
Howden Recreation Centre	Demolition and construction of new community centre with expanded spaces including gymnasium, multipurpose room space, etc.	150 Howden Blvd	\$27,000,000	2020*	2022	
Centennial Recreation Centre	In collaboration with the Legion, project will provide additional space and renovate existing space to facilitate the continuation of the work this community group does	80 Mary St	\$2,000,000	2020*	2022	
Centennial Recreation Centre	In collaboration with the Legion, project will provide additional space and renovate existing space to facilitate the continuation of the work this community group does	80 Mary St	\$2,000,000	2020*	2022	
Brampton Tennis Club - New club	New modular tennis clubhouse at Rosalea Park	38 Union St	\$520,000	2020*	2021	
Mississauga Embleton	Building of new Community Centre to meet growth in Brampton's southwest part of the City		\$70,000,000	TBD*	TBD*	
Centre for Innovation	Proposed downtown building to develop a Centre for Innovation that will incorporate Brampton Library and academic partners	Downtown (8,14,16 & 21 Nelson)	\$160,000,000	2020*	2022	
Flower City Community Centre	1-2 Courtyard infill - additional administrative space for By-Law and Building Dept	8850 McLaughlin Rd S	\$2,000,000	2020*	2022	
"Rose Theatre - Accessibility and Efficiency Upgrades"						Funding Application: ICIP - CCR Stream

## COMMUNITY, CULTURE AND RECREATION STREAM

Project	Description	Location	Total Est. Cost	Anticipated Project		Potential External Funding
				Start	End	
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	
	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*	2022	
	"To enhance the accessibility of The Rose and increase efficiency of operations with regard to environment and human resources expended. Accessibility - Climb Assist Railings, Increase Accessibility Seating Space, Undertaking of Accessibility Audit, Public Washroom Emergency Alarms, Dressing Room Level Door Operators and Washroom Renovation, Upgrade of Video Infrastructure to provide alternative access methods, Wheelchair Lift for Outdoor Stages, Efficiency - LED Lighting Upgrades (Theatrical and Building), Rigging Automation, Video Infrastructure"	1 Theatre Ln	\$5,613,150	2020	2026	

## GREEN INITIATIVES & PARKS

Project	Description	Location	Total Est. Cost	Anticipated Project		Potential External Funding
				Start	End	
Riverwalk	Flood mitigation and physical, economic, social and cultural resilience for historic downtown Brampton, ON by reconstructing 600m of the concrete Etobicoke Creek bypass channel	SPA Zone	\$263,400,000	2023	2025	
	Mimico Creek within the Mimico Creek subwatershed in the City of Brampton	The main goal of this project is to remove the existing concrete and naturalize the channel and associated riparian area to improve aquatic and terrestrial habitat quality. The project involves 1000m of natural channel restoration, 3.25ha of riparian restoration, 0.25ha of wetland restoration and 9 fish barrier removals.	\$1,700,000	2020-04-01	2022-03-31	Funding Application: Disaster Mitigation & Adaptation Fund
Jefferson, Jordan, and Jayfield Parks Stream Restoration Project**	Watercours flowing through the Stephen Llewellyn East Park, part of the Humber River Watershed	To construct a watercourse plastic debris trap and removal system within the City of Brampton, determine the amount of plastic that is entering the freshwater system, and prevent plastic from reaching Lake Ontario through headwater creeks.	\$400,000	2020-04-01	2022-03-31	Funding Application: Great Lakes Protection Initiative
Watercourse Plastic Debris Trap and Removal System**	City Wide		\$300,000	Jan 2021	Dec 2021	Funding Application: Great Lakes Protection Initiative
Establishment of a Centre for a Community Energy Transformation						
Brampton Valleys and Parks Naturalization Planting Program Phase 16**	Fifteen sites city-wide	Design - March 2020 to May 2020	\$500,000	Sept 2020	Nov 2020	
Project: Home Energy Retrofit Program Design Study	Ray Lawson Blvd and McLaughlin Dr		\$5,000,000	Summer 2021		
Bramalea Active Transportation Initiative						
Professors Lake Shoreline Restoration	Loafers Lake Park	Phase 1	\$300,000	2020*	2021	
Loafers Lake Shoreline and Park Enhancement	Jefferson, Jordan and Jayfield Parks	Phase 1 - Spring 2020 Phase 2 Fall 2021	\$2,700,000	2020*	2021	
Eco Park Retrofit						
Professors Lake Shoreline Improvement Plan (including Safety, Community and Recreational Enhancements)			\$1,000,000	TBD*	TBD*	
Valleys and Parks Naturalization Planting Program (1 Million Trees Initiative)**						

## PLAYGROUNDS

Various Locations - City wide			\$6,600,000.00		
Richvale Park North	Playgrounds replacements include new playground equipment, new surfacing, and new park benches and repair any trail that is damaged during construction.	105 Richvale Dr. N	\$200,000	2020	2021
Sunny Meadow		55 Sunny Meadow Blvd	\$200,000	2020	2021
Harry A Shields		57 Riverbank Road	\$200,000	2020	2021
Crenshaw		26 Trewartha Cres	\$200,000	2020	2021
Suncrest		40 Red Maple Drive	\$200,000	2020	2021
Blue Lake 2 separate areas		14 Marotta Ave	\$250,000	2020	2021
Burton		561 Williams Pky	\$250,000	2020	2021
Ernest Majury		8201 Dixie Road	\$250,000	2020	2021
Homestead 2 separate areas		83 Fletchers Creek Blvd	\$250,000	2020	2021
Fairhill		53 Fairhill	\$200,000	2020	2021
Lake Louise		65 Lake Louise Drive	\$250,000	2021	2022
Mosswood		21 Saturn Drive	\$200,000	2021	2022
Dafoe Park		70 Dafoe Cres	\$200,000	2021	2022
Snowcap		65 Snowcap Road	\$200,000	2021	2022
James William Hewson		161 Sunny Meadow Blvd	\$250,000	2021	2022
Great Lakes		255 Great Lakes Drive	\$250,000	2021	2022
Brighton		16p Brighton Pl	\$150,000	2021	2022
McKinney		20 Heartleaf Cres	\$250,000	2021	2022
Old Fairgrounds		46 Mcmurphy Ave S.	\$250,000	2021	2022
Van Scott Park		144 Van Scott Dr	\$250,000	2021	2022
Gold Park		33 Gold Park Pl	\$200,000	2022	2023
Burnt Elm Park		45 Burnt Elm Drive	\$250,000	2022	2023
Black Forest Park South		74 Black Forest Dr	\$250,000	2022	2023
Wiggins Park		37 Egypt Drive	\$250,000	2022	2023
Maplehurst Park		50p Sparklett Cres	\$150,000	2022	2023
Dexfield Park		22 Burnley Place	\$150,000	2022	2023
Kanashiro Parkette		44 Thorndale Road	\$250,000	2022	2023
JP Hutton Park		22 Madonna Gdns	\$200,000	2022	2023
McMicking Park		71 Edenbrook Hill Drive	\$250,000	2022	2023
Fiddlers Parkette		10 Fiddlers Green Dr	\$200,000	2022	2023

## PARKS PATHWAY TRAILS

Various Locations - City wide			\$3,755,187.00		
Lakelands Park	Replacement of trails at their end of life and do not meet the City's 3 meter wide requirement; new culverts are added; and replacement of bench pads to make the facilities more usable. Additional and specific work may be required on a project by project basis.	74 Southlake Blvd	\$263,495	2022	2023
Bloore Pond		10150 Dixie Road	\$185,837	2022	2023
Ashurst Park		98 Ashurst Crescent	\$74,930	2022	2023
Bellini Valley		Goreway Dr and Countryside Dr	\$14,224	2022	2023
Brookbank Parkette		16 Brookbank Crt	\$3,288	2022	2023
Centennial Park		53 Centre St. s.	\$292,734	2022	2023
Ching Sandalwood Pk		1060 Sandalwood pky west	\$87,865	2024	2025
Conservation Pk		290 Conservation Drive	\$399,201	2024	2025
Dearbourne Park		29 Drum Oak Cres	\$160,705	2024	2025
Durham Park		227 Bramalea Road	\$98,789	2023	2024
Earnscliffe Park		46 Eastbourne Dr	\$303,258	2023	2024
Ernest Majury Park		8201 Dixie Road	\$177,148	2023	2024
Fallingdale Park		620 Clark Blvd	\$178,034	2023	2024
Fanshawe Parkette		71p Fanshawe	\$20,540	2022	2023
Glenforest Park S		91 Glenforest Road	\$157,413	2022	2023
Hickory Wood Park		658 Ray Lawson Blvd	\$148,335	2024	2025
Laurelcrest Pk South		51 Laurelcrest st	\$43,441	2024	2025
Loafers Lake Park		20 Loafers Lake Lane	\$369,390	2024	2025
Major William Sharpe		37 Major William Sharpe Drive	\$96,799	2023	2024
Massey Park		39 Mackay St. North	\$178,302	2023	2024
Meadowland Park		28 Eldomar Ave	\$114,147	2023	2024
Glenforest Park N		1375 Willimas Pky	\$37,148	2022	2023
Berkshire Parkette		38p Barrington Cres	\$24,853	2022	2023
Dunblaine Park		697 Balmoral Drive	\$39,386	2024	2025
Edgebrooke Park		664 Balmoral Drive	\$84,374	2023	2024
Hesp Valley		790 Sandalwood PKY	\$191,707	2024	2025
Lundy Parkette		42 Nottingham Cres	\$9,843	2024	2025

\* Subject to available funding \*\* Priority project not mapped



## **GURDEEP KAUR**

Director, Corporate Projects,  
Policy & Liaison  
City of Brampton

905.874.3694  
Gurdeep.Kaur@brampton.ca