



**CITY OF BRAMPTON  
2023 ASSOCIATION OF  
MUNICIPALITIES OF  
ONTARIO CONFERENCE**



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

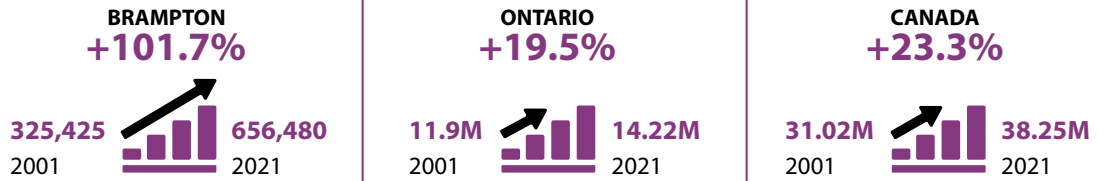
Left to right, bottom row: Dennis Keenan (Regional Councillor Wards 3 & 4), Navjit Kaur Brar (Regional Councillor Wards 2 & 6), Patrick Brown (Mayor), Rowena Santos (Regional Councillor Wards 1 & 5), Pat Fortini (Regional Councillor Wards 7 & 8)

## **BUILDING A BETTER BRAMPTON**

## Mayor's Message

Brampton is the fastest growing of Canada's 25 largest cities, one of the youngest and the embodiment of 'living the mosaic' with 250 cultures speaking 171 different languages.

We are a vibrant municipality with a population that's grown at a rate five times that of the province and four times the pace of the country since the year 2000.



We are a young, dynamic city with a talented workforce squarely focused on building our city and securing a more prosperous future for our families.

We are working hard to position ourselves for success by investing in innovation, infrastructure, and wraparound services. To maximize Brampton's full potential, strong partnerships with all levels of government are integral.

When Brampton wins, we all win.

In Brampton, we are securing the jobs of tomorrow by taking advantage of Brampton's unique position within Canada's Innovation Corridor and leveraging our unmatched talent pool to attract firms to our Innovation District.

We are leveraging every opportunity to lower our carbon footprint and moving towards emissions free public transportation. We are reducing greenhouse gas emissions by 53,000 tonnes annually, which is the equivalent of removing twelve thousand passenger vehicles from our roads.

We've been ambitious with our Automated Speed Enforcement program, rebuilding and revitalizing our recreation facilities and we have introduced more ways to travel across Brampton by expanding our network of cycling and recreational trails.

We continue to advocate for investments in critical infrastructure to support more housing choices, improve regional connectivity in public transit and to help build the essential phase two LRT extension along Main Street from Steeles Avenue to the Brampton Innovation GO Station.

As a Council, we have made commitments to reach or exceed provincial housing targets with Brampton's Municipal Housing Pledge and we look forward to working with our partners as the Region of Peel is dissolved.

We are grateful for the provincial government's commitments to Brampton on a new second hospital and for their support to help build a comprehensive Cancer Care Centre at Brampton Civic Hospital. Our community stresses the urgency to get shovels in the ground on those vital projects.

By partnering with Brampton, the provincial government can help us as we navigate challenges, pursue common goals, and position ourselves for a better future for all residents of Brampton and the people of Ontario.

Mayor Patrick Brown





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## SUMMARY

The City of Brampton welcomes the support and funding received from the provincial government. As we look ahead to the 2024 fiscal year, we are encouraged by the alignment of our priorities. We look forward to your partnership, funding, and support to build Brampton.

## OUR ASKS

### Transit

- Hazel McCallion LRT Line: Relocation of the Brampton Gateway Terminal stop remains a crucial element in supporting the preferred alignments, planned growth and other future projects within Brampton.
- Light Rail Transit (LRT) Phase 2 Extension Investment Needed: \$2.8B
  - \$1.4B provincial funding required
  - \$1.4B federal funding required
- Queen Street—Highway 7 BRT Investment needed: \$500M\*
  - \$250M provincial funding required.
  - \$250M federal funding required.
- Third Transit Facilitate Electrification – Investment Needed: \$150M.
  - \$75M provincial funding required.
  - \$75M federal funding required.
- Brampton needs the province to commit to Transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund, in order for municipalities to implement critical electrification projects.
- In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:
  - Purchase of approx. 100 ZEBs (40ft and 60ft) - \$90M (\$180M total costs)
  - On-Street Charging Infrastructure - \$31.5M (\$63M total costs)
  - Electrification Retrofit - Sandalwood Facility - \$30M (\$60M total costs)
  - Electrification retrofit - Clark Facility - \$30M (\$60M total costs)

### Riverwalk

- The City of Brampton is requesting provincial investment in Riverwalk, with the province matching the federal contribution of \$38.8M to remove the SPA enabling transformation of Downtown Brampton and major new development.

### Health Care

- Continued support from the Ontario Government and speedy approvals are needed to bring Brampton's new second hospital to life for the community.
- Equitable and appropriate hospital and health care investments to address historic underfunding and to meet the needs of Brampton's rapidly growing population.
- Work with Osler to provide additional provincial funding to support transition to an academic hospital affiliated with the Toronto Metropolitan University (TMU) School of Medicine in Brampton.
- Provide Osler with additional funding to build a comprehensive stroke program, which will enable Osler to embark on a journey to become a Regional Stroke Centre.
- Continued support and funding to build a comprehensive Cancer Care Centre at Brampton Civic Hospital.
- Give serious consideration to and provide a planning grant for a third hospital in Brampton.

### Housing

- The City calls on the province to take decisive action to ensure proponents deliver on units within a reasonable time frame once approved through the municipal development approvals system. A “use it or lose it” approach will ensure that development moves forward in a timely manner to meet the new housing target of an additional 113,000 new housing units in Brampton by 2031.
- The City requests the province work with the municipal sector and key stakeholders to ensure implementation of changes in Bill 23 does not put additional burden on the property tax base.
- Brampton calls on the Ministry of Municipal Affairs and Housing to collaborate with the City and the Region of Peel in exploring all available tools, innovations, and opportunities to provide affordable housing options.
- This includes affordable ownership choices and purpose-built rental units to address the diverse housing needs of all Brampton residents (e.g., first-time home buyers, multigenerational families, new immigrants, seniors, students, etc.).
- The City of Brampton requests the province work with the City to review surplus or under-utilized crown lands in Brampton for the potential provision of affordable housing.



- Work with municipalities to ensure sufficient resources and funding is made available to provide residents with adequate green spaces, accessible parkland and recreational space to ensure complete, livable communities.
- The City requests the province work with municipalities to ensure key policy requirements outlined through the Growth Plan be carried forward into the proposed Provincial Planning Statement to ensure the creation of complete communities.

## Economic Development & Innovation

- The Research & Innovation Centre network's funding through MEDJCT has only increased by \$15,000 in the past last 7 years, representing a significant constraint for staff retention and programming development
- Altitude Accelerator is requesting funding for programming to increase the number of companies that can be accommodated in its incubator and to retain its staff.
- To maximize the impact of the Brampton Entrepreneur Centre and truly meet the diverse needs of our vibrant community, we urgently require a substantial increase in funding.
- Over the years, our core funding has remained stagnant at \$139,000 since 2013, severely limiting our ability to expand our programs and adequately support the growing number of businesses in our city. By investing in our vision for growth and innovation, we can unlock the full potential of Brampton's entrepreneurial ecosystem.
- With additional funding, we will be able to hire more highly skilled Business Advisors and establish BEC popups throughout Brampton, ensuring that our services reach every corner of our growing, dynamic, and culturally diverse population.
- In 2023, Catalyst intends to open the National Municipal Cybersecurity Centre, which will serve as a key national hub for readiness coordination, exchange of best practices, and the development of best-in-class training for municipal staff, in both technical and non-technical roles. Catalyst would welcome the Government of Ontario's support in bringing this vital new centre to life.

## Active Transportation

- 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.

## Climate Action

- The City requests the provincial government provide seed funding to the Centre for Community Energy Transformation.
- Facilitating energy efficiency and GHG reduction, as well as long-term reductions to the operational costs of homes and buildings require:
  - strengthening the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings, and/or allow municipalities to require greater than Ontario Building 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.
- Brampton looks to partner with the provincial government to make the necessary investments and policy changes to support a healthy environment, economy and community.
- The City of Brampton is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire.
- The City requests the federal government deliver funds to municipalities to improve parks and other open spaces to provide nature-based play, and restore ecosystems, such as the Eco Park Education Centre, the proposed Fallingdale, Earnscliffe, and Eastbourne Parks Eco Space Retrofit projects in the Bramalea area of Brampton.
- 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.

## Auto Insurance

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

## Community Safety Advocacy

- The 2023 Ontario Budget commits \$425M over three years for mental health and addictions services. The City requests the Province of Ontario ensures 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.
- Collaborate and provide funding related to supports for learners.
- Prevent and reduce exploitation of international students through stronger enforcement of provincial labour laws, especially as they relate to temporary work that many international students rely on during their studies.
- Provide clarity to post-secondary graduates on dates and application procedures through the Ontario Immigrant Nominee Program (ONIP).
- Multi-ministry supportive housing initiative that includes improved supportive housing access, improved efficiency, and better supports for people with complex needs.
- Develop a toolbox that compiles conventional and nonconventional resources, with a specific focus on tools centered on the experiences of individuals with lived or living experiences of homelessness. Provide intentional compensation for their contributions.
- Develop a strategy and provide direction to municipalities on the approach to responding to encampments in Ontario.
- Provide additional tools and supports for municipalities to address and manage encampments.
- Increase funding and support for local organizations and agencies providing vital supports and safe spaces for individuals seeking to escape violent relationships.
- Join the 24 municipalities and regions in declaring gender-based violence and intimate partner violence as an epidemic.

- Provide the appropriate supports necessary to address the epidemic.
- Increase Ontario Works allowance for individuals and families.
- Combine the Ontario Works basic needs and shelter allowance into a single flat rate.
- Invest in worker protection to build a stronger workforce.
- Invest in Ontario's non-profit sector, starting with food banks.
- Create incentives for businesses to become living wage employers.

## Municipal Fiscal Sustainability

- The City requests the province to use the 2022-23 allocation escalated for inflation, as a minimum for the 2023-24 provincial gas tax allocations to municipalities. The City also asks the province to reconsider its previous commitment to doubling the provincial gas tax allocations to municipalities over time.
- The City requests the Province of Ontario work with the Brampton Fire and Emergency Services to address fiscal impacts from the NFPA transition and Ontario Fire College Closure.
- The City of Brampton requests the provincial government adjust the heads and beds formula for inflation.
- The City of Brampton supports and endorses AMO's recommendations to the province to address the growing municipal liability and insurance costs, aiming to align municipal liability with the proportionate responsibility for incidents and cap awards.

## Bill 112, Hazel McCallion Act (Dissolution of Peel)

- The City of Brampton requests the government work with local municipalities to identify and put forward a government model and solutions that ensure best and most efficient service delivery while protecting Brampton taxpayers and ensuring fairness for our residents.



# IN BRAMPTON, OPPORTUNITY ADDS UP



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



**ONE OF CANADA'S YOUNGEST CITIES**  
**36.5** (AVG, AGE)

**656,480**

Total Population  
(2021 Census)



**YOUNG, MULTICULTURAL WORKFORCE**

250 different cultures,  
speaking 171 languages

171

250



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

The largest supply of  
investment ready sites  
adjacent to Toronto Pearson  
International Airport



**ACCESS TO 4.3 MILLION**  
labour pool across  
the GTA

**SEVEN 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



**+90,000**

**DIVERSE BUSINESSES**

**9<sup>TH</sup>**

**LARGEST**  
City in Canada

**4<sup>TH</sup>**

**LARGEST**  
City in Ontario



**148,674**

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

**MACLEAN'S**

**RANKED 13<sup>TH</sup>**  
OUT OF 415 OF CANADA'S  
BEST COMMUNITIES

## BUILDING PERMIT ACTIVITY

**\$1.73 Billion**

Total Construction Value  
(2021)



**\$2.03 Billion**

Total Construction Value  
(2022)





# TRANSIT

HURONTARIO LRT EXTENSION,  
QUEEN STREET-HWY 7 BRT,  
THIRD TRANSIT FACILITY,  
AND ELECTRIFICATION

## BUILDING A CONNECTED COMMUNITY

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

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

Brampton Transit is also the first transit system in the country to not only fully recover, but also exceed its pre-pandemic ridership levels. As of May 2023, Brampton's

year to date ridership is approximately 28% higher than pre-COVID levels.



## RIDERSHIP GROWTH & RECOVERY

**160% ↑ Overall Ridership**  
2009-2019

**28%+ ↑ Ridership Rebound**  
increase from pre-COVID levels

With the new provincial growth targets, fair and adequate funding for public transit will contribute to vital infrastructure in our communities and help build complete and connected neighborhoods, while supporting economic recovery.

**While Brampton 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.

## Funding Overview

| Project                             | York Region (Yonge Subway Extension) | Brampton (Züm) | Kitchener/Waterloo (Ion LRT) | Toronto (Scarborough Subway) | Hamilton LRT |
|-------------------------------------|--------------------------------------|----------------|------------------------------|------------------------------|--------------|
| Funding Date                        | 2021                                 | <b>2008</b>    | 2010                         | 2013                         | 2021         |
| Total                               | \$5.6B                               | <b>\$295M</b>  | \$818M                       | \$5.5B                       | \$3.4B       |
| Federal                             | \$2.24B                              | <b>\$95M</b>   | \$265M                       | \$2.26B                      | \$1.7B       |
| Provincial                          | \$1.86B                              | <b>\$95M</b>   | \$300M                       | \$3.24B                      | \$1.7B       |
| External Funding as % of Total Cost | 73%                                  | <b>64%</b>     | 69%                          | 100%                         | 100%         |

## BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

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

## LIGHT RAIL TRANSIT (LRT) EXTENSION

The Hurontario-Main Street Light Rail Transit (LRT), known as the Hazel McCallion Line, will be an integral part of the overall GTHA transportation network. The Hazel McCallion Line connects to GO Transit's Milton and

Lakeshore West rail lines, Mississauga's MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor.

This line also connects to the Hurontario-Steeles Gateway Mobility Hub, an integral connection in the city and a gateway to the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre.

**The LRT Phase 2 extension (tunnel option) is expected to generate over 17,000 job-years.**



The LRT Phase 2 Extension from Steeles Avenue to Brampton GO Station fills a notable gap in the regional rapid transit network by connecting the Hazel McCallion Line directly to the Kitchener GO Rail line (Brampton GO Station), existing Brampton Transit and 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 relocation of the Brampton Gateway Terminal stop on Steeles Avenue remains a crucial element in supporting the preferred alignments, planned growth and other future projects within Brampton.

**OUR  
ASKS**

**Hazel McCallion LRT Line:** Relocation of the Brampton Gateway Terminal stop remains a crucial element in supporting the preferred alignments, planned growth and other future projects within Brampton.

Light Rail Transit (LRT) Phase 2  
Extension Investment Needed: \$2.8B  
\$1.4B - Provincial funding required  
\$1.4B - Federal funding required

## LRT PREFERRED TUNNEL ALIGNMENT

The tunnel option has distinct benefits for a vibrant downtown:

- **Time savings.** The tunnel alignment will travel from Steeles to downtown Brampton in about 7 minutes. This is:
  - o almost 40% faster than current Züm BRT service (11 mins)
  - o almost 25% faster than proposed surface alignment of the LRT (9 mins)
  - o and almost 3.5x faster for auto trips travelling the same corridor with the surface LRT (24 mins)
- It is **easier to extend** the line further north along Main Street as intensification builds north of downtown Brampton.
- It will be **more reliable** compared to a surface alignment as all of the supporting infrastructure is underground.
- Peak **ridership will increase** by a further 5% over the surface alignment.

By comparison, the surface alignment:

- Makes it more challenging to harness downtown Brampton as a place-making destination (e.g. Farmers' Market and New Year's Eve celebrations) which would attract more intensification and more passengers on the LRT.
- Will require Main Street to be closed to traffic through the downtown when maintenance needs to be performed on both the LRT and other City infrastructure (e.g. street lighting).
- Has various operations and maintenance risks, particularly through downtown Brampton when the LRT will be in mixed traffic (e.g. accidents can affect LRT operations or disabled LRT vehicle could stop traffic).
- Has impacts to heritage listed properties close to downtown Brampton.

The LRT Phase 2 Extension will support higher-density, mixed-use, and pedestrian-friendly development oriented to transit. This higher level of transit will be attractive to particular segments of the population Brampton is hoping to attract to its Downtown core, and below are the various projects the LRT will support.

## PROVINCIAL GAS TAX

The Provincial Gas Tax is a critical source of funding for municipalities.

**OUR  
ASKS**

The City requests the province to use the 2022-23 allocation, escalated for inflation, as a minimum for the 2023-24 provincial gas tax allocations to municipalities. The City also asks the province to reconsider its previous commitment to doubling the provincial gas tax allocations to municipalities over time.

## DOWNTOWN REVITALIZATION

Brampton's downtown is on the brink of major investments that will redefine our City core and facilitate further growth and new residential and commercial development.

Our blueprint for Downtown Brampton accounts for significant private sector investments. Currently there are 18 active development applications with an additional 5,877,000 sq ft of gross floor area (GFA) or a total number of almost 7,000 units being built.

## Downtown Transit Hub

- The City is in the process of implementing a new Transit Hub near the Brampton GO Station which will form part of the downtown Mobility Hub.
- This project will significantly improve the capacity and quality of the transit system, while also enhancing intermodal connectivity and supporting active transportation. The terminal will accommodate electric bus technologies and will support downtown revitalization, economic growth and development as well as enable transit-oriented communities.
- The new Transit Hub will address future transit needs and integrate with other initiatives such as the Queen Street-Highway 7 BRT, LRT Phase 2 extension, Two-Way All-Day GO service as well as the Downtown Revitalization Program.
- This initiative will positively impact businesses, employment opportunities, land value, and improve the lives of the downtown community.

## Major Downtown Brampton Investments

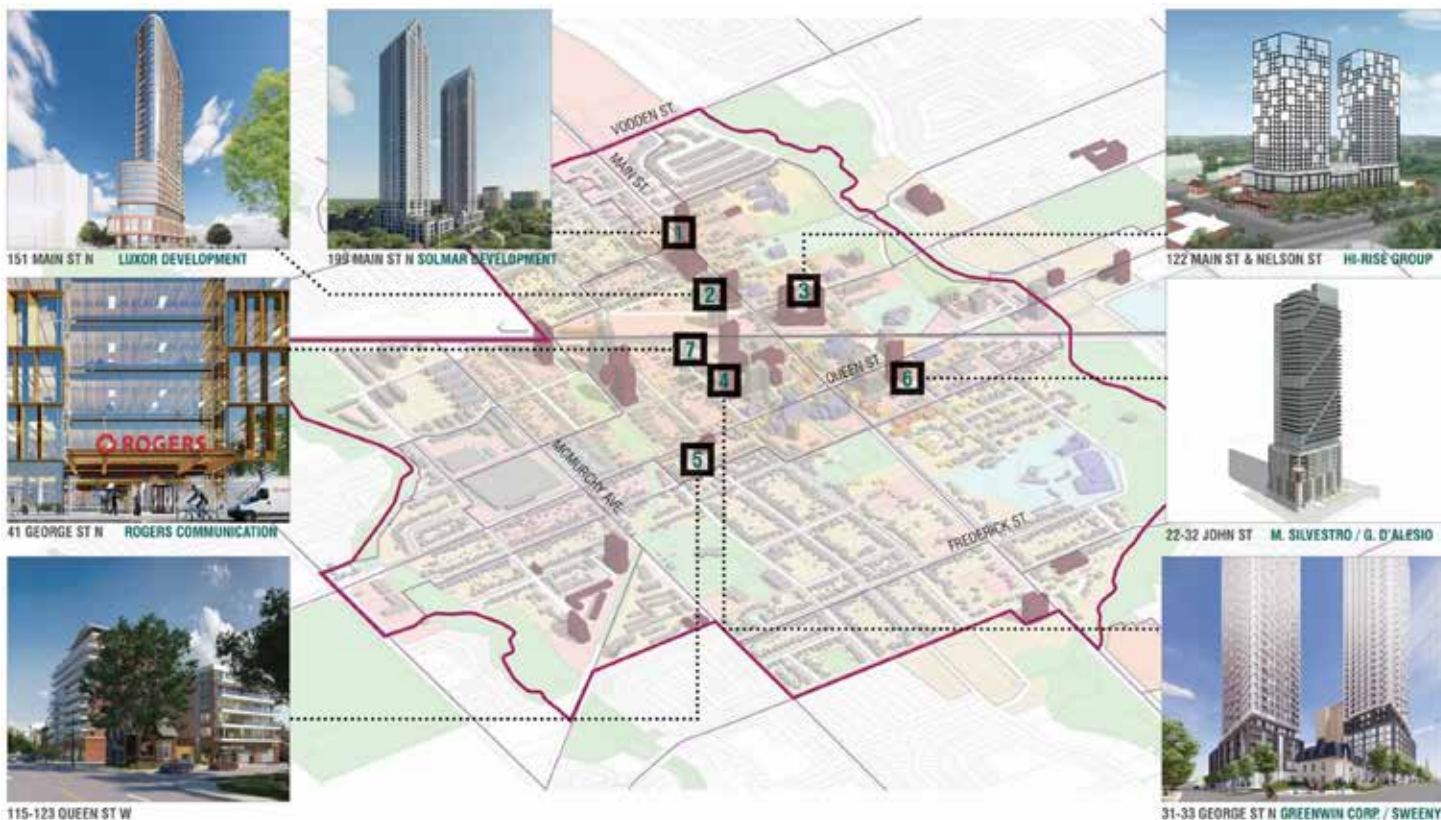
### Rogers Campus

- Rogers Communications is planning an office complex (minimum 200,000 sq ft) that would also include retail, residential and additional offices spaces.
- This would result in thousands of tech jobs in downtown Brampton.

### Centre for Innovation (CFI)

- In 2018, the City retained an Architect to develop a CFI design. Due to a changing project landscape, the City decided to embark on an Expression of Interest (EOI) process, to solicit innovative ideas and partnership models from prospective private-sector proponents to develop the CFI site. This process allows Council the opportunity to consider fresh perspectives while retaining the ability to continue with the original project should alternative approaches not meet the vision and goals of Council. EOI Submissions are currently being evaluated by the City.

## Major Development Applications





## Brampton Innovation District GO Station

On June 29, 2023, the City of Brampton in partnership with Metrolinx, announced the naming rights agreement for Brampton GO Station, to be renamed Brampton Innovation District GO. The new station name is part of a 10-year agreement with Metrolinx that will give the City exclusive rights to associate the word “Innovation” with GO stations across the entire Metrolinx network and in GO transit collateral (maps, schedules, etc.), providing a unique exposure opportunity for Brampton.

## Algoma University - Brampton Campus

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

## Downtown Brampton Revitalization

The City is working on a numbers of initiatives that will revitalize Downtown Brampton and make it more attractive as a destination for residents and visitors by creating modern, attractive public spaces surrounded by vibrant and well connected amenities including:

### Streetscaping on Queen Street and Main Street

- Construction started in April 2022 and is expected to be completed in Spring 2025.

### Redevelopment of Garden Square

- Complete detailed design in Q3-2025; start construction in Q4-2025 and complete in Q2-2028.

## Redevelopment of Ken Whillans Square

- Complete detailed design in Q3-2025; start construction in Q4-2025 and complete in Q2-2028.

## Innovation District

The City’s focus on revitalization and unlocking the economic potential of our downtown includes building an innovation and entrepreneurship ecosystem: the Brampton Innovation District.



Brampton has committed to investing approximately \$20.5M in its Innovation District, with approximately an additional \$55.2M in investments being drawn in by Innovation District partners.

The City has built strong partnerships, and the demand for services and supports from our partners is growing steadily as the City leads Canada with big city growth of 10.6% according to the latest 2021 Census data. Provincial support is essential to ensure Brampton’s Innovation District continues to develop and scale up, making a meaningful contribution to the provincial economy, and helping further the province’s ambition to support 10,000 companies and 50,000 jobs.

Several exciting partnership models have been established that have given rise to increased investment activity and vitality. The City is actively soliciting tech companies, start-ups, funding allocators, and/or developers.





## UNLOCKING DOWNTOWN BRAMPTON

Investment in the Riverwalk project will address the flood risk in Downtown Brampton and unlock growth potential in the entire area with thousands of new housing units.

Riverwalk alone could enable the construction and market absorption of **nearly 9.0 million sq ft of new residential and non-residential GFA**. This represents a 67% increase to the baseline level of development which could be achieved within current Special Policy Area 3 (SPA3) flood-plain provisions. This volume of **new construction would result in a GDP impact of up to \$1.4 billion** and create approximately **12,000 full-time years of employment**.

**The federal government committed up to \$38.8M towards Riverwalk flood mitigation, the City is advocating for matching provincial funding.**

Without securing provincial funding and removing the flood risk in SPA 3, the above residential units and non-residential GFA are impossible due to restrictions on development in the downtown area. Furthermore Brampton's density targets will be **limited to a maximum of 1,085 new residential units and only 1,870,000 sq ft of non residential development** in the heart of downtown Brampton.

### The Project

Riverwalk Phase I (downtown Brampton Flood Protection) will reduce flood threats and flood related disasters for the Downtown Brampton core and support commercial development through the removal of flood risk restrictions.

Riverwalk Phase II (the Urban Design Master Plan) will create components integrated into a downtown urban profile that provides public realm opportunities and amenities.

A transit system that is an integral part of the regional network allowing seamless and reliable travel across the region is critical for our economic growth, entrepreneurial activity and development. Investment in the Light Rail Transit (LRT) Extension will support jobs, economic growth and entrepreneurship as well as new residential and commercial development in downtown Brampton.

## QUEEN STREET - HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving close to 30,000 transit customers per day (pre-COVID) on Züm and local routes and providing connections to York Region, the TTC subway system, as well as major north-south transit routes.

**The busiest transit corridor in Brampton, serving close to 30,000 transit customers per day!**

The Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre at Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan.

### OUR ASKS

Queen Street—Highway 7 BRT  
Investment needed: \$500M\*  
\$250M provincial funding required.  
\$250M federal funding required.

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

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

## THE QUEEN STREET CORRIDOR

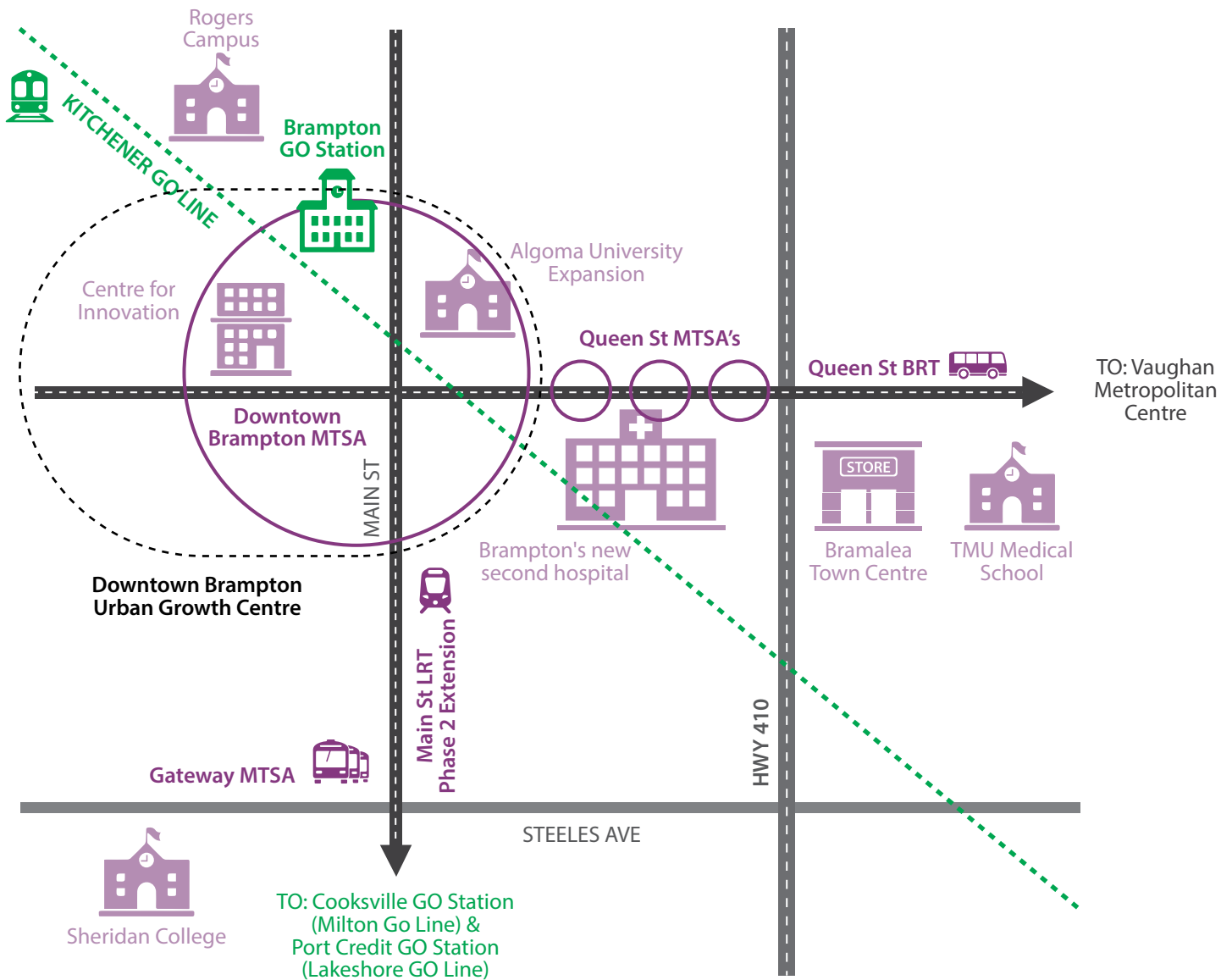
The Queen Street Corridor is expected to see nearly 50% population growth in the next 25 years, having already seen 174% transit ridership growth in the 10 years prior to the pandemic (2009-2019).

Transit demand will continue to increase as the Queen Street Corridor is planned to attract significant growth through revitalization and intensification that will continue transforming the area into a transit and pedestrian oriented district.

**Queen Street Corridor is expected to see nearly 50% population growth in the next 25 years!**

The LRT Phase 2 extension, Queen St - Highway 7 BRT, Third Transit Facility and electrification directly support Ontario's Bill 23. The City of Brampton will need provincial support and funding to make these projects a reality.

- The Queen St. BRT will help foster intensification along this Major Transit Station Area (MTSA) and will connect a number of residential, employment, community and recreational destinations within Brampton and York Region.
- The BRT will also help achieve the City of Brampton's 2040 Vision of integrated transportation choices and new modes, sustainability, and an emphasis on walking, cycling and transit by adding a higher level of transit service tightly linked to the regional transit network.



## CURRENT & ANTICIPATED GROWTH

Data was collected to identify the number of residential as well as Industrial, Commercial and Institutional (ICI) developments located within a 500m radius\* along Queen Street (from Mississauga Rd to Highway 50).

\* A 500m radius represents about a 5-7 min walk

**Table 1: Existing and Anticipated Growth along the Queen St. Corridor**

| Development                           | Existing         | Proposed          | Total             |
|---------------------------------------|------------------|-------------------|-------------------|
| Residential                           | 18,305 units     | 32,380 units      | 50,685 units      |
|                                       | 65,898 residents | 116,568 residents | 182,466 residents |
| Industrial, Commercial, Institutional | 2,133 units      | 8,460,574 sq ft   | 2,133 units       |
|                                       |                  |                   | 8,460,574 sq ft   |



## MAJOR PROJECTS ALONG THE QUEEN STREET CORRIDOR

In addition to the existing and proposed development activity captured in the table above, there are a number of additional projects and initiatives underway in downtown along the Queen Street Corridor, which further support the demand for BRT and directly complement the development and the planned LRT extension in the downtown core.

### Toronto Metropolitan University (TMU) Medical School

- Brampton Civic Centre will welcome a new 250,000 square foot development as the future site of TMU's proposed School of Medicine to accommodate classrooms, offices, research facilities and an integrated health clinic.
- This site was chosen for its accessibility to public transit, amongst other things.
- TMU is also co-chairing the Medtech task force supporting the City's strategic vision of linking the innovation district and start ups to the medical school and further elevation innovation and solutions in the Medtech industry.

### Rogers Campus

- Rogers Communications office complex resulting in thousands of tech jobs in Downtown Brampton.

### Building Brampton's Second Hospital

- Once built, Brampton's second hospital will include a new 11-storey wing to accommodate up to 350 inpatient care beds and a wide range of services.
- The new 760,000 square foot facility will be a detached complex with connecting links to the existing centre.

The proposed Centre for Innovation, Toronto Metropolitan University's Medical School, Rogers Campus, Riverwalk project and building Brampton's second hospital are all anticipated to spark significant growth and investment along the Queen St.

corridor through the development of new housing and employment opportunities, the creation of academic opportunities, and increased access to medical services and recreational spaces.

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

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

## DECADES OF UNREALIZED POTENTIAL

The City of Brampton is the fastest-growing of Canada's 25 largest cities and one of the youngest with an average age of 36.5 years. Brampton's multicultural workforce boasts a rich background with 250 different cultures, speaking 171 languages positioning the City in an ideal place to attract innovation, as well as stimulate growth and economic development.

After decades of inadequate funding support, the LRT Phase 2 extension and Queen St. - Hwy 7 BRT put in place the critical transit infrastructure to move people along high growth areas, and connect urban growth centres as well as economic activity hubs, while supporting both provincial and federal priorities such as economic growth, housing and sustainability.

**Approximately  
8.5 million sq  
ft of Industrial,  
Commercial and  
Institutional (ICI)  
development in  
the pipeline.**

## Transit Investments Comparison Table

| GTHA Rapid Transit Projects  | Municipal Population (2021 Census) | Total Cost of Project(s) | Provincial Funding | Federal Funding | Provincial & Federal Funding per Capita | Change in Transit demand between 2009 and 2019 | Covid Ridership Recovery (YTD 2023 (as of June)) |
|--|------------------------------------|--------------------------|--------------------|-----------------|---|--|--|
| <b>City of Toronto*</b> <ul style="list-style-type: none"> <li>• Scarborough Subway Extension</li> <li>• Ontario Line</li> <li>• Finch West LRT</li> <li>• Eglinton Crosstown</li> </ul> | 2,794,356                          | \$39.8B                  | \$31.32B           | \$8.48B         | \$14,240                                | 12%  | -29%   |
| <b>City of Hamilton</b><br>Hamilton LRT  | 569,353                            | \$3.4B                   | \$1.7B             | \$1.7B          | \$5,970                                 | 3%   | -13%   |
| <b>City of Brampton</b> <ul style="list-style-type: none"> <li>• Brampton LRT Extension (Tunnel)</li> <li>• Queen St-Highway 7 BRT</li> </ul>  | 656,480                            | \$3.3B                   | \$1.65B            | \$1.65B         | \$5,030                                 | 160%   | +28%   |

Notes: \*City of Toronto projects does not include Yonge Subway Extension as it is primarily a York Region Project.

## THE BIG PICTURE

Investment in higher order transit, including the LRT Phase 2 extension, Queen Street-Hwy 7 BRT, the third facility, and electrification of our transit system ensures Brampton continues to grow and attract well paying jobs, while enabling new growth and development to help meet the provincial policy priorities.

The Hurontario-Main Street LRT Phase 2 extension and Queen Street-Hwy 7 BRT are crucial components of Brampton's transit network that will ensure connectivity between major public, corporate and institutional investments in our City.



## THIRD TRANSIT FACILITY

The City of Brampton is constructing a third transit facility because Transit cannot accommodate future growth in its two existing facilities. Brampton's recovery from the pandemic and continued ridership growth has further demonstrated the urgent need for this facility. The City has successfully secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one of the facility's construction. The design of the phase 1 base build is currently underway. As the design progresses, the cost of the base facility will become better known.

The City is also working with senior level governments to obtain \$150M required to electrify this new facility, in order for Brampton Transit to accommodate additional electric buses in its fleet.

### OUR ASKS

Third Transit Facility  
Electrification - Investment  
Needed: \$150M.  
\$75M provincial funding required.  
\$75M federal funding required.



## LEADING IN TRANSIT ELECTRIFICATION

Brampton is committed to decarbonizing its transit fleet and facilities in order to meet the City's corporate GHG emission reduction targets. Over the past several years, Brampton has continued to be a leader in electrification within the transit industry.

- In 2021, Brampton launched the largest global deployment of interoperable battery electric buses and high-powered overhead opportunity chargers.
- In 2022, Brampton:
  - o Secured financing of up to \$400M from the Canada Infrastructure Bank to support the purchase of up to 450 electric buses by the end of 2027 - largest municipal transit investment to date.
  - o Submitted a consolidated expression of interest for various electrification projects through ZETF (50% federal funding contribution).
  - o Submitted a funding application for \$75M (50% of total project costs) for its third transit facility electrification through the federal Zero-Emission Transit Fund (ZETF).

- o Initiated a Zero Emission Bus Implementation Strategy & Rollout Plan with CUTRIC, which will guide the transition to a fully electric zero emission fleet (funded 80% through ZETF) and provide a blueprint for electrifying the City's transit facilities.

- In 2023, the City is working on procuring an additional 10 battery electric buses.
- The City is also exploring new technologies such as hydrogen fuel cell electric buses and diesel to electric bus conversions to expedite the transition to zero tailpipe emissions.

Despite significant federal investments towards transit electrification, municipalities are still facing a significant provincial funding gap. Federal funding programs like the Zero Emission Transit Fund will provide up to 50% funding towards eligible costs associated with municipal transit electrification projects. While this is a big step in the right direction, municipalities are not in a position to fund the other 50% of these large transit infrastructure projects; they need help from the province.



## PROVINCIAL CONTEXT

- **A Place to Grow:** Growth Plan for the Greater Golden Horseshoe (2020) identifies Downtown Brampton as an Urban Growth Centre, which must achieve a minimum density of 200 residents and jobs combined, per hectare, by 2031.
- Recent legislation from the Province [Bill 23] has set a target of building 1.5 million new homes, condos and rental units across Ontario by 2031, with 113,000 to be built in Brampton.
- In order to meet the provincial government's housing target, most of this growth is anticipated to take place in the City's MTSA's and Urban Growth Centres.
- Now, more than ever, higher order transit needs to be built to support Brampton's planned development and Bill 23.
- Downtown Brampton is currently planned to be home to at least 30,000 people and 15,000 jobs by 2051. These figures will be significantly higher with implementation of Bill 23 and the City's new housing target. The LRT, BRT, third transit facility, and electrification will all directly support Bill 23 and housing growth in Downtown Brampton.

### OUR ASKS

Brampton needs the province to commit to Transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund, in order for municipalities to implement critical electrification projects.

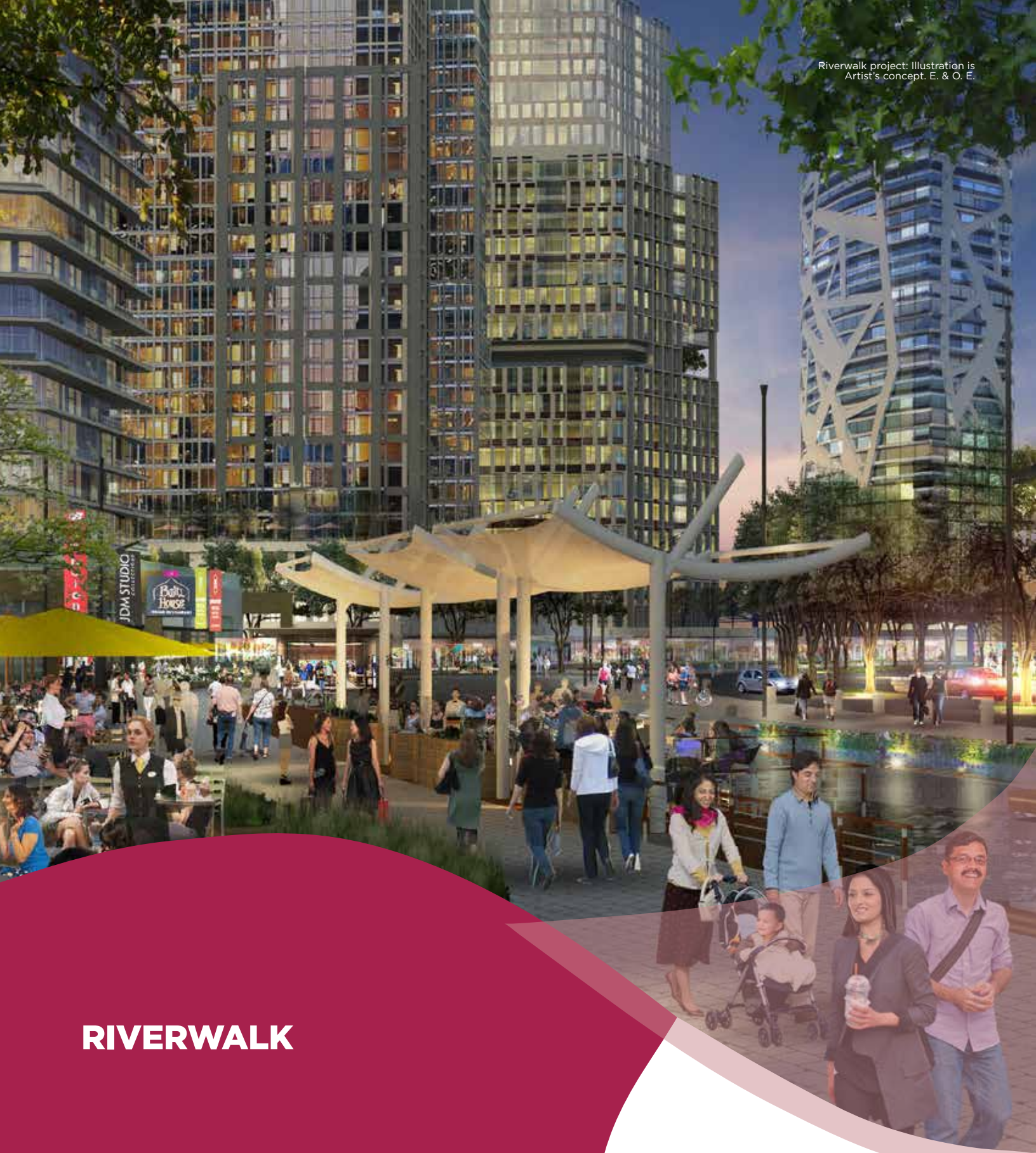
In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:

- Purchase of approx. 100 ZEBs (40ft and 60ft) - \$90M (\$180M total costs)
- On-Street Charging Infrastructure - \$31.5M (\$63M total costs)
- Electrification Retrofit - Sandalwood Facility - \$30M (\$60M total costs)
- Electrification retrofit - Clark Facility - \$30M (\$60M total costs)

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







# RIVERWALK

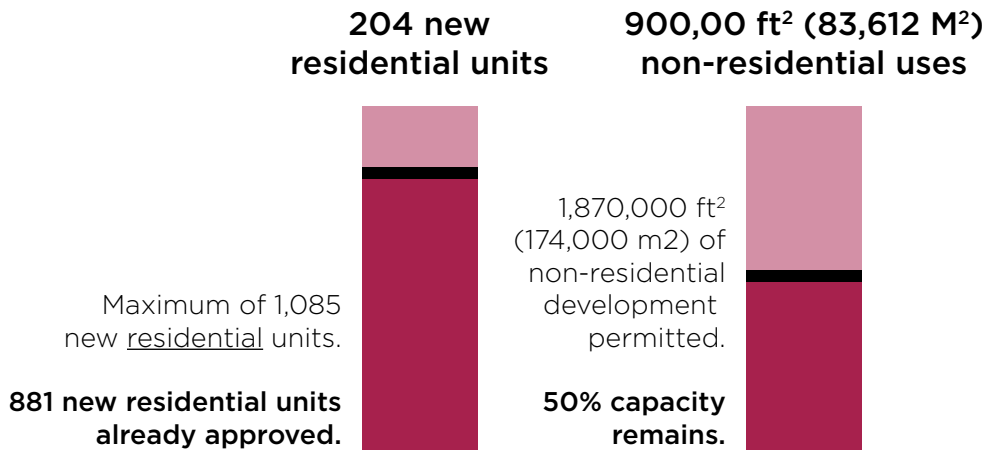


Riverwalk will reduce flood threats and flood related disasters for the Downtown Brampton core, unlock much-needed new housing supply, and attract new investments. This catalytic initiative aims to transform Downtown Brampton into a year-round tourist destination that connects the City with the river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

## DEVELOPMENT POTENTIAL

Currently, a maximum of 1,085 new residential units can be achieved in Downtown Brampton, with 881 residential units already approved, leaving only 204 new units available for approval. Furthermore, 1,870,000 ft<sup>2</sup> (174,000 m<sup>2</sup>) of non-residential development is permitted in the Downtown area, with 50% capacity remaining.

Without removal of the flood risk in SPA 3, the potential new residential units in Downtown Brampton that would support provincial housing targets are impossible to realize due to restrictions on development. Furthermore, the construction of the Riverwalk can facilitate the development of an additional 3.6 million square feet of residential and non-residential GFA (Gross Floor Area) on properties in Downtown Brampton.



### Riverwalk - Return on Investment

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



## TRANSFORMING OUR DOWNTOWN

Downtown Brampton is identified as Urban Growth Centre in the Provincial Growth Plan, which has a minimum density target of 200 residents and jobs combined per hectare. The Riverwalk project and removal of SPA designation fully support this policy.

Major transit projects will run through Downtown Brampton increasing the centrality of the area as a regionally significant transportation hub for various transit modes through:

- Queen St. – Hwy 7 Bus Rapid Transit (BRT) line and increased frequencies on the Züm Rapid bus network serving downtown Brampton and surrounding areas;
- Increased service on GO Transit lines to two-way, all-day GO service at the downtown Brampton station and;
- Extension of the Hurontario Light Rail Transit (LRT) serving Downtown Brampton and surrounding areas.

The City of Brampton is committed to working with the Province to secure funding, unlock Downtown Brampton and help deliver on key provincial policy priorities.

## THE INVESTMENT

Phase One of Riverwalk, valued at \$107M, includes the design and construction of flood protection works and the subsequent removal of the SPA and its associated planning restrictions. This removal will support the unlocking of Downtown Brampton.

A successful funding application, resulted in the federal government committing up to \$38,852,397 towards Riverwalk flood mitigation through the *Disaster Mitigation and Adaptation Fund*. This represents 40% of eligible project costs (which exclude land acquisitions), with the final payment made no later than March 31<sup>st</sup>, 2028.



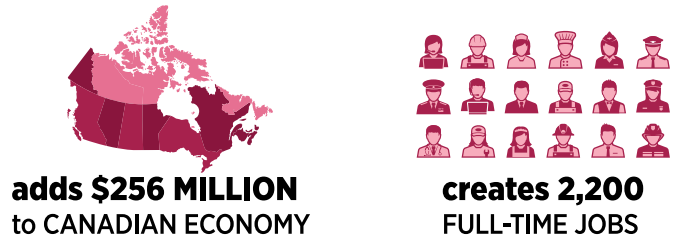
Riverwalk project: Illustration is Artist's concept. E. & O. E.

## Unlocking Potential and Growth

### FLOOD MITIGATION DOWNTOWN BRAMPTON



### RIVERWALK CONSTRUCTION



### RIVERWALK DEVELOPMENT



## OUR ASKS

The City of Brampton is requesting provincial investment in Riverwalk, with the province matching the federal contribution of \$38.8M to remove the SPA enabling transformation of Downtown Brampton and major new development.



## HEALTH CARE

Brampton continues to experience significant health care capacity pressures due to the area's rapid population growth, aging demographics, high prevalence of chronic disease, and historical funding inequities. The community's need for health care and hospital services continues to outpace current capacity. As a result, in January 2020, Brampton City Council declared a health care emergency.

The City is grateful for the Government of Ontario's commitment to Brampton's new second hospital and to expanding cancer services at Brampton Civic Hospital.

With continued rapid population growth and the new housing targets, 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.

### **Need for Equitable Healthcare 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.

#### **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

The continued population growth and the new housing targets will further exacerbate the above inequities.

The Government of Ontario's commitment to Brampton's new second hospital and the new School of Medicine in Brampton are significant investments that will directly improve health care for our residents.

## **OUR ASKS**

Continued support from the Ontario Government and speedy approvals are needed to bring Brampton's new second hospital to life for the community.

## **SUPPORT FOR MEDICAL SCHOOL DEVELOPMENT**

To support the new School of Medicine in Brampton, Osler will require additional provincial funding to enable the transition to an academic hospital affiliated with the Toronto Metropolitan University (TMU) School of Medicine. These funds will support the necessary building blocks to accommodate hundreds of additional medical learners within the hospital environment.

## **STROKE CARE**

Our diverse community experiences some of the highest rates of stroke in Ontario, and with Ontario's top rate of growth in residents age 40 and over, healthcare pressures will continue to escalate.

Currently, Osler is funded to provide a limited range of stroke care, meaning that many patients are required to seek more intensive treatment outside of our community.

To help remediate this gap, Osler is requesting increased funding to build a more comprehensive stroke program and enable Osler to embark on a journey to become a Regional Stroke Centre – an important step towards health equity for the community.



## THIRD HOSPITAL

Brampton's need for health care and hospital services continues to outpace current capacity. The new provincial housing target of 113,000 new homes is projected to add an additional 300,000-400,000 residents.

To service this growth, Brampton will need a minimum of 660 new hospital beds. With that in mind, the City requests the province give serious consideration to providing a planning grant for a third hospital in Brampton.

## BRIDGING THE GAP

### *Building on Provincial Investments in Brampton's Health Care*

- Equitable and appropriate hospital and health care investments to address historic underfunding and to meet the needs of Brampton's rapidly growing population.
- Work with Osler to provide additional provincial funding to support transition to an academic hospital affiliated with the Toronto Metropolitan University (TMU) School of Medicine in Brampton.
- Provide Osler with additional funding to build a comprehensive stroke program, which will enable Osler to embark on a journey to become a Regional Stroke Centre.
- Continued support and funding to build a comprehensive Cancer Care Centre at Brampton Civic Hospital.
- Give serious consideration to, and provide a planning grant for a third hospital in Brampton.



The new Peel Memorial Hospital (Brampton's new second hospital)



# HOUSING

## Bill 23, More Homes Built Faster Act, 2022

The City of Brampton supports the provincial efforts to create more housing, and more specifically, relief in making home ownership and rentals more attainable for Brampton residents based on their household income.

The City's first housing strategy – Housing Brampton – was endorsed in May 2021 and proposes a range of solutions and approaches based on housing affordability, choice, smart density, and equitable access to housing. The City is currently implementing deliverables and key actions identified in Housing Brampton to support the delivery of housing throughout Brampton. Brampton also strongly supports the commitment to cut red tape and is currently engaged in streamlining its development review processes and creating a streamlined policy framework through the Official Plan and Comprehensive Zoning By-Law Reviews.

The City is committed to working with the Province, to overcome challenges and accelerate housing supply to deliver more housing. However, we need to ensure the housing targets introduced through Bill 23, More Homes Built Faster Act, 2022, are feasible, and that the development industry is willing and able to work in partnership with municipalities and the Province to deliver a full mix and range of housing options to meet the needs of Brampton residents.

Currently there are approximately 9,000 units in Brampton and 20,000 units in Mississauga that, despite having received all approvals, are not yet under construction.

**The City calls on the Province to take decisive action to ensure proponents deliver on units within a reasonable time frame once approved through the municipal development approvals system. A “use it or lose it” approach will ensure that development moves forward in a timely manner to meet the new housing target of an additional 113,000 new housing units in Brampton by 2031.**

The City calls on the province to work with municipalities and key stakeholders to achieve the ambitious housing targets without significant impact to municipal budgets and to ensure a more balanced approach to policy alignment.

### OUR ASKS

**The City requests the province work with the municipal sector and key stakeholders to ensure implementation of changes in Bill 23 does not put additional burden on the property tax base.**

Ensuring municipal fiscal sustainability is essential to preserving Brampton's ability to service and build complete communities. The City is committed to strategic intensification and the improvement of housing affordability to meet the forecasted population growth and corresponding demand for housing.

## HOUSING BRAMPTON

In Brampton, there were a total of 189,086 private dwellings in 2021, up 9 per cent or 15,658 dwellings from the 2016 Census.

Between 2021 and 2051, Brampton's population is forecasted to increase by another 317,000 residents, which would make the city home to over 1 Million residents. Through extensive consultation undertaken through the 2040 Vision, Official Plan Review process, and Housing Brampton, our residents have identified significant challenges in keeping up with the rising costs of living. One of the main drivers is the increased cost of housing across Brampton.

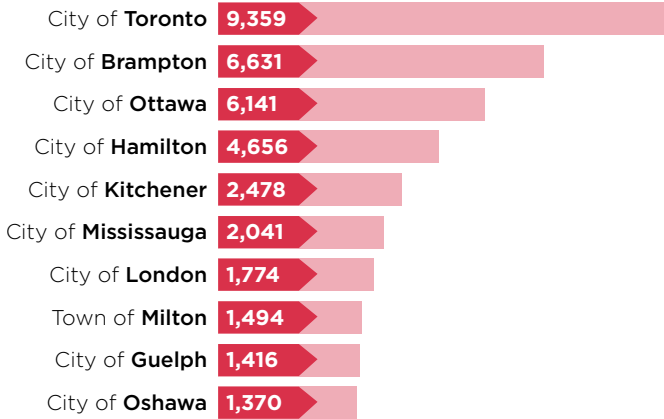
The City has been a committed provincial partner in ensuring our residents have access to the right mix of affordable housing options. Under 'Housing Brampton', the City has been working to improve housing affordability, diversify our housing stock and apply innovative approaches to address the housing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

Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right housing, and demonstrating innovation. These principles guide the 4 focus areas or 'Big Moves' of the Strategy and Action Plan, which include (1) Purpose-Built Rental Housing, (2) Use of Public Land, (3) Attainable Home Ownership, and (4) Clear Housing Targets.

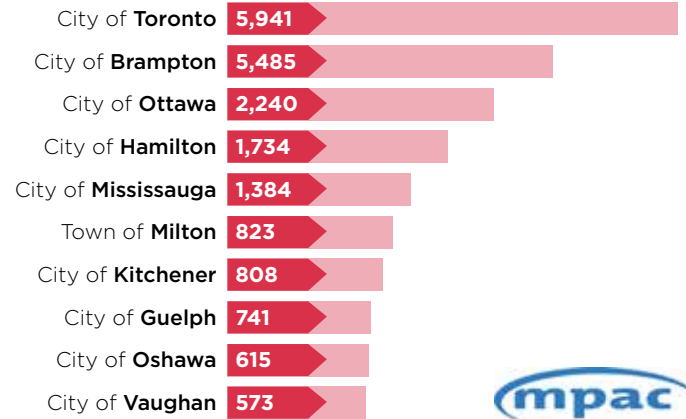


# BRAMPTON IS ONTARIO'S PER CAPITA LEADER IN HOUSING CONSTRUCTION

## Residential building permits in Ontario: Top 10 municipalities



## Residential renovations/additions building permits in Ontario: Top 10 municipalities



Number of permits in 2022 Source: "2022 Top 10 municipalities residential building permit insights" - Municipal Property Assessment Corporation

### OUR ASKS

Brampton calls on the Ministry of Municipal Affairs and Housing to collaborate with the City and the Region of Peel in exploring all available tools, innovations, and opportunities to provide affordable housing options.

This includes affordable ownership choices and purpose-built rental units to address the diverse housing needs of all Brampton residents (e.g., first-time home buyers, multi-generational families, new immigrants, seniors, students, etc.).

## PUBLIC LAND FOR AFFORDABLE HOUSING

Non-profits, co-operative and purpose-built rental developers face the greatest challenges with land costs.

Access to public land (either surplus, vacant or underutilized) can support innovative solutions to housing for vulnerable groups, including veterans and Indigenous populations.

### OUR ASKS

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

## PURPOSE-BUILT RENTAL HOUSING & ATTAINABLE HOME-OWNERSHIP

A number of deliverables of Housing Brampton touch on utilizing municipal tools, including financial incentives, to support the provision of a full mix and range of housing options in Brampton.

### HOUSING CATALYST CAPITAL PROJECT

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

### CITY WIDE HOUSING INCENTIVE PROGRAM

The City recently initiated the development of a Housing Incentive Program - a key action identified in Housing Brampton. The Housing Incentive Program will be a framework of financial tools and incentives to encourage the development of purpose-built rental and affordable ownership housing. The Program aims to deliver a greater depth of affordability to low and moderate income households in the city, and support the diverse needs of Brampton's residents.

## COMMUNITY BENEFITS CHARGES PROJECT

The City has completed the 'Community Benefits Charges Strategy' and has adopted its Community Benefits Charges By-law. This By-law enables the City to apply growth related charges across a broad range of high-density residential developments, which may also include benefits in the form of affordable housing. The City supports municipal tools that support the City in developing complete communities as intensification in the built-up areas occur.

## INCLUSIONARY ZONING

The City is undertaking the development of its first Inclusionary Zoning policy framework, utilizing all available municipal tools to support new affordable ownership and rental units in Brampton. The City requires financial support from the provincial government to administer this tool, including managing a wait list and monitoring and reporting on the new affordable units delivered through this program.



## PARKLAND

Bill 23 results in reduced revenue for parkland and recreational facilities, and reduced parks across the City. Bill 23 lowered parkland dedication and cash-in-lieu of parkland dedication rates and placed caps on the total allowable requirements.

- Less parkland per development
  - o Reduced the alternative parkland dedication rates; and
  - o Capped alternative dedication based on the size of the development site.

- Poorer quality parkland
  - o Right for applicants to identify park parcels including encumbered lands and privately-owned publicly-accessible spaces (“POPS”), and to appeal to the OLT should the municipality refuse to accept conveyance of the identified parcels; and,
  - o 100% parkland dedication credit for encumbered parkland and POPS.

Should the City accept or be ordered by the Tribunal to accept conveyance of POPS or strata parks, the City may see an increase in maintenance costs.

The potential CIL Parkland revenue loss to the City of Brampton is estimated to be \$700M to \$1.05 billion over the next decade.

## OUR ASKS

Work with municipalities to ensure sufficient resources and funding is made available to provide residents with adequate green spaces, accessible parkland and recreational space to ensure complete, livable communities.

## HOUSING ACCELERATOR FUND

The City has worked to leverage all available funding to support the development of new housing in Brampton. The City has submitted an application to CMHC's Housing Accelerator Fund (HAF), a federal initiative providing funding to local governments to boost housing supply across Canada.

Through the HAF, the City submitted an action plan focused around eight initiatives, which are key actions identified by the City to support the delivery of new housing in Brampton over the next three years. Funding from the HAF would support the City in advancing significant work to catalyze growth and development in Brampton, and the financial support from the federal government would be utilized to drive transformational change and create the conditions necessary for the right mix and range of housing supply in the city over the short and long-term.

### 8 City Initiatives for the HAF

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

## BILL 97, THE *HELPING HOMEBUYERS, PROTECTING TENANTS ACT*, 2023

Building on the direction set through Bill 23 and continued through Bill 97, the City recognizes the provincial efforts to meet the goal of \$1.5M new housing units by 2031. The City has maintained commitment to these goals and objectives of creating more housing supply to meet growth needs, while recognizing the importance of creating complete communities across Brampton. This means providing a full mix of jobs, community services, amenities, parks, open spaces, and natural heritage protections, amongst other key services that ensure all residents can live, work, play and thrive in their communities. The City has maintained support for increasing the supply of new housing, however, having maintained that, promoting the right mix and range of housing options, including affordable ownership and rental housing, is critical to ensure a housing supply that meets the needs of Brampton's residents.

Through comments submitted to the government on Bill 97, the City recommends maintaining critical policies for the creation of complete communities including: the municipal comprehensive review process and related settlement area expansion timelines; housing policies and definitions as they relate to the provision of affordable housing and achieving greater depths of affordability; required density targets; employment area conversion requirements and timelines, and maintenance of Provincially Significant Employment Zones to protect critical employment areas; climate change policies; and natural heritage-related policies and definitions that reflect the directions found in the Provincial Policy Statement, 2020 and Growth Plan.

The key policy directions set out in the Growth Plan, which prioritize public transit investment and the creation of complete streets, need to be maintained to support growth and intensification across the city through transit-oriented development.

### OUR ASKS

The City requests the province work with municipalities to ensure key policy requirements outlined through the Growth Plan be carried forward into the proposed Provincial Planning Statement to ensure the creation of complete communities.





**ECONOMIC  
DEVELOPMENT  
& INNOVATION**

Brampton is in the midst of exciting transformation, as the fastest growing city scales two national centres of excellence in cybersecurity, real time Unity 3D content creation, and transformative planned investments in: innovation, space robotics, e-gaming, medtech, and electric vehicle manufacturing.

## INNOVATION DISTRICT

The City of Brampton thanks the provincial government for its continued support to activate the Brampton Innovation District in collaboration with MEDJCT for the Innovation Road Tour during Collision Conference, as well as programming to support startups to participate at Collision Conference, and scale in Ontario. We ask for continued provincial support, including global marketing, for Brampton's Innovation District to promote a world-class innovation ecosystem anchored by a GO transit station connecting Canada's Innovation Corridor.

The City of Brampton is growing at 10.6% and continues to revitalize and unlock the economic potential of its downtown by scaling an innovation and entrepreneurship ecosystem: the Brampton Innovation District.

The City has committed to investing approximately \$20.5M in its Innovation District, with an additional approximately \$55.2M in investments being drawn in by Innovation District partners. Recently in May the Centre for Innovation - Request for Expression of Interest (RFEIO) was issued publicly.

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



- |   |  |
|---|--|
| 1 Brampton Entrepreneur Centre  | 9 Toronto Metropolitan University (TMU)        |
| 2 RIC Centre  | 10 Sheridan College                            |
| 3 Founders Institute  | 11 Algoma University                           |
| 4 Brampton Venture Zone by TMU  | 12 Brampton Economic Development Office        |
| 5 Rogers Cybersecure Catalyst Headquarters  | 13 Downtown Brampton BIA                       |
| 6 Rogers Cybersecure Catalyst Cyber Range and Accelerator<br>- 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<br>Training Centre  | 16 BHIVE                                       |



## **THE GLOBAL INSTITUTE ON INNOVATION DISTRICTS**

Is a global-reaching not-for-profit organization dedicated to conducting independent and practice-oriented research on innovation districts—new geographies of innovation emerging primarily in cities and urbanizing areas. Drawing on deep analytics and proven impact, The Global Institute seeks to identify how districts transform into new engines of city and regional economic growth. Brampton is one of 43 District Members.

## **MEDTECH INNOVATION**

We thank the province for its support for the TMU School of Medicine. The Brampton Innovation District is scaling 200+ startups, many of which have business models in medical innovation, and in the near future digital medicine. The Osler Health expansion along with TMU School of Medicine will generate new R&D opportunities, new supply chains, and new industry innovations. In May, the City launched its first ever MedTech Task Force to foster investment, research and innovation in Brampton.

The City has built strong partnerships, and many of our partners are steadily growing in demand for their services and supports. Provincial support is essential to ensure Brampton's Innovation District continues to develop and scale-up, making a meaningful contribution to the regional and provincial economy, and helping further the province's ambition to support 10,000 companies and 50,000 jobs.

## **REALIZING BRAMPTON'S FULL POTENTIAL**

Brampton is leading an award-winning, globally recognized Innovation District that is scaling more than 200+ startups with more than 150 employees in the core of the Innovation District. The Brampton Innovation District is now the only Ontario representation in the Global Institute of Innovation Districts.

We thank the province for its continued support in Brampton GO stations via investments in Metrolinx to improve the journey to innovation in Brampton. In addition to its continued support with MEDJCT for the Innovation District that supports hundreds of startups, integrates government stakeholders, and raises the profile for potential investors in Brampton to experience the Innovation District as an attractive place to do business.

With Brampton's growth comes increasing diversity with the city demographic now speaking 171 languages among 250 ethnic backgrounds. We ask the province to celebrate this economic diversity, and support Economic Development organizations to better support Black, Indigenous, People of Colour-Owned (BIPOC) business through new funding to allow new programs

or augment existing programs such as Starter Company. We thank the province for the investment into the Roots Community Services for Women's Futures programming.

The new BReady Talent Platform, launched in July 2023, is a virtual marketplace connecting talent with employers hiring for tech and business roles in Brampton. Focused on helping new immigrants, recent graduates, and individuals from racialized communities gain meaningful employment, the platform matches candidate profiles with relevant employers hiring for full-time roles. The BReady platform is presented by TMU Brampton Venture Zone, Brampton Board of Trade and Talent Accelerator at TMU.

## **GROWING PARTNERSHIPS WITH NEW ONTARIO COUNCILS**

We applaud the creation of the new Ontario Advanced Manufacturing Council and the Ontario Life Sciences Council, and would like to request that Brampton is engaged in discussions and consultations.

Advanced Manufacturing in Brampton employs 30,000 people among 1,500 companies, creating materials, automotive supply chain, EV vehicles, batteries, and space robotics. With this manufacturing capability, medtech device innovation is a ripe opportunity in Brampton supplementing the 100 biotechnology firms within a 30-minute radius. 2,300 health sector businesses are already in Brampton in a sector that is growing at 6%. Corporate presence in Brampton includes Medtronic, Boston Scientific, O-Two Medical, Daniels Health, Osler Health System, The Stevens Company, Dynacare, Taro Pharma, and many others.



As Brampton is an international city and a destination for newcomers, we support the initiatives to reduce barriers for skilled trades and the foreign trained skilled labour. We thank the province for its first step helping internationally-trained immigrants removing the Canadian work experience as a requirement with Professional Engineers Ontario.

The Brampton innovation and entrepreneurial ecosystem is growing in a city that is growing at 10.6%. However, the region has been underserved in accessing an Angel Network. Altitude Accelerator has been working with Angel Investors Ontario, to structure an Angel Group that reflects the vibrancy of the city and harness the opportunity for companies to grow. The launch of this new group will be pivotal for regional growth.

## OUR ASKS

The Research & Innovation Centre network's funding through MEDJCT has only increased by \$15,000 in the past 7 years, representing a significant constraint for staff retention and programming development.

Altitude Accelerator is requesting funding for programming to increase the number of companies that can be accommodated in its incubator and to retain its staff.

## The Altitude Accelerator Impact

**\$575 M**

Total Funding

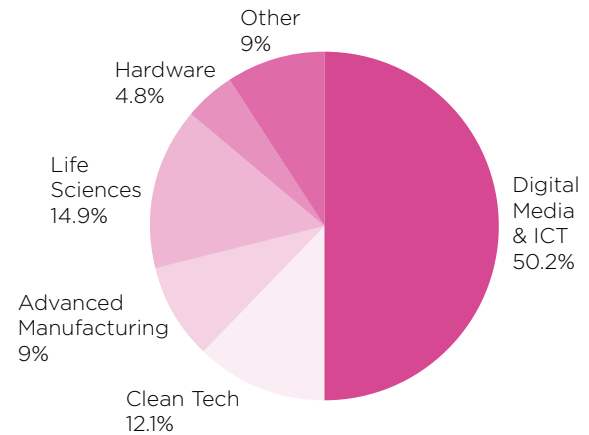
**\$421 M**

Revenue

**2520+**

Jobs in 2020

### Client Portfolio:



## Altitude Accelerator is Growing

FedDev has indicated interest in working with Altitude to develop a cleantech hub for the Region including a physical location and world class programming. The development of the proposal, a physical site and programming requires a commitment from all levels of government including Ontario. This would lead to significant job creation in developing globally competitive low-carbon technologies.

## BRAMPTON ENTREPRENEUR CENTRE

### First Stop in an Entrepreneur's Journey

The Brampton Entrepreneur Centre (BEC) is an integral part of the Province's Small Business Enterprise Centres (SBECEs) network, providing vital support to entrepreneurs throughout their business journey. Our expert team offers valuable business advice, specialized programs, co-working spaces, and networking opportunities to small business owners in Brampton. We recognize that small businesses are the driving force behind growth, innovation, vitality, and job creation in our community.

As Brampton experiences rapid growth at a rate of 10.6%, the demand for our services has significantly increased, placing a strain on our staff and resources. In response, BEC has expanded its offerings, such as the successful implementation of the My Main Street Program in 2022. This program provided deep data insights, community resources, referrals, and non-repayable contributions of \$10,000 to 60 businesses across six different communities. In total, Brampton distributed \$600,000 to support local participating communities. Additionally, BEC has effectively delivered the Digital Main Street program, assisting main street businesses in their digital transformation efforts citywide.

Over the past six years, thanks to provincial funding, the Brampton Entrepreneur Centre has achieved remarkable results:

- Supported the creation of 2,049 new jobs
- Supported 963 small businesses
- Handled and resolved 52,642 inquiries
- Conducted 5,138 small business consultations
- Delivered 2,815 seminars and events to 38,000 participants
- Issued Summer Company Grant funding to 98 youth totalling \$294,000
- Issued Starter Company Grant funding to 180 businesses totalling \$900,000

## OUR ASKS

To maximize the impact of the Brampton Entrepreneur Centre and truly meet the diverse needs of our vibrant community, we urgently require a substantial increase in funding.

Over the years, our core funding has remained stagnant at \$139,000 since 2013, severely limiting our ability to expand our programs and adequately support the growing number of businesses in our City.

By investing in our vision for growth and innovation, we can unlock the full potential of Brampton's entrepreneurial ecosystem. With additional funding, we will be able to hire more highly skilled Business Advisors and establish BEC popups throughout Brampton, ensuring that our services reach every corner of our growing, dynamic, and culturally diverse population.

## ROGERS CYBERSECURE CATALYST

The Catalyst helps Canadians and Canadian businesses tackle the challenges of cybersecurity. It is a not-for-profit organization, owned and operated by Toronto Metropolitan University (TMU). The Catalyst's base funding is provided by the Federal Government, City of Brampton, Rogers and RBC. The Catalyst works closely with the Government of Ontario to support the province in advancing cybersecurity across the broader public sector.

In Brampton, The Catalyst operates in three areas:

1. **Cyber Range**, one of very few in Canada, provides an ultra-realistic environment for experiential learning.
2. **Catalyst Cyber Accelerator**, is the only commercial accelerator of its kind in Canada, and is designed to help early-stage cybersecurity companies grow into industry leaders.
3. **The Accelerated Cybersecurity Training Program (ACTP)** is an intensive cybersecurity training and certification program designed to give women, newcomers to Canada, and displaced workers the skills they need to launch a career in the cybersecurity sector.

Rogers Cybersecure Catalyst Program launches have included: Cyber Talent Transformation Initiative, Virtual Cyber Camp for Girls and Responsible Technology Policy Training Micro-Credential, Catalyst Cyber Range Capstone Program for Diverse Learners. The estimate number of total graduates is 700 by December 2023.



ROGERS  
cybersecure  
catalyst

## OUR ASKS

In 2023, Catalyst intends to open the National Municipal Cybersecurity Centre, which will serve as a key national hub for readiness coordination, exchange of best practices, and the development of best-in-class training for municipal staff, in both technical and non-technical roles.

Catalyst would welcome the Government of Ontario's support in bringing this vital new centre to life.

## CENTRE FOR COMMUNITY ENERGY TRANSITION

We applaud the Association of Municipalities of Ontario (AMO) for making energy, circular economy, and sustainability a core of this year's 2023 AMO Conference. We ask that the province look to support Brampton as it is launching its Centre for Community Energy Transition, which will generate technical jobs in deep energy home retrofits, and low carbon jobs. Identified as a catalytic action in the Brampton 2040 Vision, the CCET is a community-based, not-for-profit organization that will lead the energy transformation in Brampton and the broader Region of Peel. CCET will help transition our communities towards a low-carbon future and act as a catalyst in implementing the Community Energy and Emissions Reduction Plan (CEERP).







**ACTIVE  
TRANSPORTATION**

Brampton is a Green City. Building on Brampton's commitment to sustainability, the City is equalizing all forms of transportation and is focused on enhancing and expanding active transportation infrastructure. Since endorsing its first Active Transportation Master Plan in 2019, the City has added 62 kms of new cycling infrastructure, and currently boasts a network of over 600 kms of bike lanes, multi-use paths, and recreational trails. In 2023, the City is planning for the implementation of an additional 29 kilometers of cycling and walking infrastructure. The City's proposed 20-year active transportation network has been costed at a value of approximately \$126.6M.

## INTER-REGIONAL CONNECTIONS

The City is undertaking the necessary due diligence/ review to develop a design for the following interregional cycling connections:

- Southern limit of Bramalea Road to the Bramalea GO Station. This connection will provide a much needed protected Active Transportation connection between the adjacent communities (served by the Chinguacousy/ Esker Lake and Don Doan Recreational Trails), to the regional transit station and through the existing industrial land adjacent to the north side of Steeles.

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

## PRIORITY NETWORK & THE 'B' LOOP

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

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

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

The loop would link to Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village, and several recreation centres and schools. The loop would be promoted and marketed by the City and regional partners as a safe, user-friendly route for riders of all ages and abilities.

## 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 2022, the City of Brampton implemented proper crossings (pedestrian crossings, signalized crossings or uncontrolled crossings) at 11 locations where recreational trails or primary park paths intersect with existing roadways and in 2023, plan to implement an additional 45 crossings.





## E-SCOOTER PILOT

The City of Brampton, in partnership with Neuron Mobility, Bird Canada and Scooty Mobility, has launched the GTA's first-ever shared E-scooter program.

During the two-year pilot, up to 750 scooters will be available for public use across the City of Brampton. 150,000 rides by over 90,000 users were taken in Brampton in the first 150 days since the program launch!

The City of Brampton is prioritizing active transportation programs and plans in an effort to build more connected communities, creating a wholesome, active transportation network integrated with complete streets.

Active Transportation and micromobility present one of the greatest untapped opportunities for reducing single occupant vehicle trips, and for addressing a host of community design and public health issues. The E-scooter program is one way the City of Brampton is working to capitalize on the construction of a comprehensive Active Transportation Network.

## OUR ASKS

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.



Illustration is Artist's concept. E. & O. E.





**CLIMATE ACTION**

## SUSTAINABLE AND RESILIENT BRAMPTON

Successfully addressing climate change depends on collaboration among community partners including businesses, institutions, non-profits, residents and other levels of government. Building on Brampton's commitment to sustainability, the City has been working on improving transit and active transportation opportunities, and achieving energy efficiency and Greenhouse Gas (GHG) reduction. The City is grateful for funding received from the Growing Canada's Forests (GCF) program for Brampton's 1 Million Trees Program. We count on the provincial government to help revitalize natural spaces and the urban tree canopy. Brampton looks to the Provincial government to play a strong supportive role in advancing our climate action priorities.

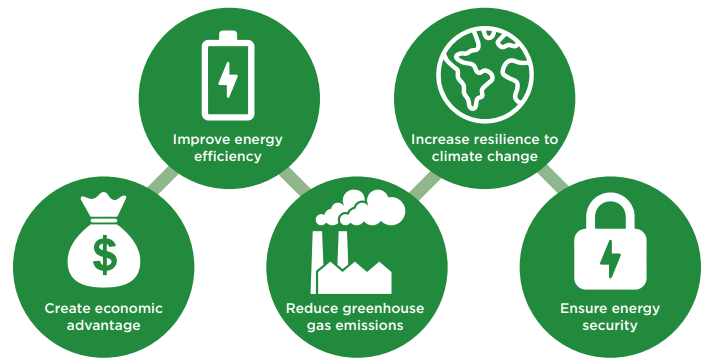
Guided by the recently updated Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, and Energy and Emissions Management Plan 2019-2024: A Zero Carbon Transition, the City is taking action on climate change.

- Council declared a Climate Change Emergency in June 2019. In response, Brampton moved quickly to implement both strategic studies, plans and on-the-ground actions to achieve quantifiable GHG reductions and meaningful community benefits.
- Brampton has established an ambitious goal to reduce GHG emissions generated in Brampton by at least 80% by 2050.
- Brampton has established a Centre for Community Energy Transformation (CCET) to advance local climate actions.

### Community Energy and Emissions Reduction Plan (CEERP)

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

### Community Energy and Emissions Reduction Plan Goals



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

### Home Energy Retrofit Program

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

This requires a consistent set of modifications to existing buildings to improve energy efficiency and decrease energy demand. Partial funding has been secured from FCM for program design. To achieve success, a funding partnership strategy must be established with provincial and federal governments to facilitate the implementation of home energy retrofits.

To achieve our energy conservation and GHG emission reduction targets, the CEERP states 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.

Brampton, in partnership with Caledon and Mississauga, has hired a consultant to help design a home energy retrofit program. Successful implementation will require funding from the provincial and federal governments.



## Centre for Community Energy Transformation (CCET)

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

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

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

The City of Brampton and the Region of Peel have provided funding but additional funding is required to scale up and maximize impact.

### OUR ASKS

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

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

- strengthening the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings, and/or allow municipalities to require greater than Ontario Building 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.

## Climate Change Adaptation Plan (CCAP)

The Climate Change Adaptation Plan is intended to evaluate, guide, and integrate diverse policies, programs, and activities of the City, conservation authority partners, and other stakeholders to ensure our collective efforts are directed towards the long-term health and climate resilience of Brampton. The CCAP will deliver a detailed five-year Climate Change Adaptation Plan that directs updates to Brampton's policies, plans, programs, practices, and procedures and aligns with national and international climate change goals and objectives. The plan will help reduce our vulnerabilities to climate change through a series of recommended actions to improve our resiliency and ensure communities are prepared for future impacts.

### OUR ASKS

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

## Net-Zero Carbon Community Centre Retrofits

In 2019, the City of Brampton published its Energy and Emissions Management Plan 2019 - 2024: A Zero Carbon Transition. The plan aims to achieve a zero carbon transition for the City's new and existing corporate facilities by 2050. To meet this objective, in 2020 the City's Energy Management Team completed a zero carbon study for Susan Fennell Sportsplex, one of the City's largest multi-use recreational facilities. Two additional zero carbon studies were completed in 2021 for Century Gardens Recreation Centre and Earnscliffe Recreation Centre.

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

Recreational facilities account for nearly 50 per cent of the City's annual GHG emissions. Susan Fennell Sportsplex (formerly South Fletcher's Sportsplex) has been identified as one of the City's top five GHG emitters. This facility is also one of the City's largest multi-use recreational facilities at about 173,000 square feet and most of the major building systems are at the end of



their useful life. As such, Susan Fennell Sportsplex provides an opportunity to transform the recreation centre into a zero carbon facility to support meeting the City's corporate emission targets.

In 2021 Johnson Controls Canada LP was selected as the Design-Builder to execute the retrofit at Susan Fennell Sportsplex, which is currently in the design phase and will be proceeding to implementation upon council approval.

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

The City is exploring further opportunities with the Federation of Canadian Municipalities (FCM) through the Green Municipal Fund.

We are working on securing funding through the Community Building Retrofit Initiative for deep energy retrofits.

The City has also submitted application through FCM's GHG Reduction Pathway Feasibility Study Grant to support energy retrofit plans for the Ching Wellness Centre, Save Max Sports Centre and Cassie Campbell Community Centre.

**The City received \$15.7M in federal funding for Deep Energy retrofits to Susan Fennell Sportsplex.**

**The City of Brampton looks to the Provincial Government to provide funding in support of our climate change initiatives.**

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

## **Greening our Fleet & Supporting Electric Vehicle Uptake**

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

The City has also installed over 65 public charging stations for electric vehicles across community centres, facilities 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.

**The City invested \$3.75M in 2022 and has allocated \$3.75M in 2024 to install EV charging stations having 176 charging connectors for fleet vehicles at three unique sites in Brampton.**

**The City also received \$1.72M in federal funding for Electric Vehicle (EV) infrastructure.**

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



## BRAMPTON FIRE ELECTIFICATION

The City of Brampton is dedicated to improving sustainability and being a leader in environmental innovation across our operations. That is why we are replacing our front-line pumper with a Rosenbauer RTX, a fully electric-powered fire truck.

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

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

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

The new electric fire truck will be stationed at the new, state-of-the-art Brampton Fire and Emergency Services Headquarters and Training Centre.

The City is looking at eight additional electric vehicles within the next four years.

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

**The City estimates a potential savings of \$384,000 and 256 tonnes CO<sub>2</sub>e avoided over a 12-year lifetime per fire truck.\***

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

## Brampton Eco Park

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

**The City received \$1.2M in federal funding through the Growing Canada's Forests program.**

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

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

- **Fallingdale, Earnscliffe and Eastbourne Eco Park Revitalization:** An Eco Park revitalization, in conjunction with the scheduled Toronto and Region Conservation Authority (TRCA) channel remediation on-site.
- **Eco Park Education Centre:** Development of a flagship trailhead Eco Space to the Credit River Valley will be a prominent, publicly accessible centre for environmental learning and outdoor recreation.
- **Riverwalk:** A 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.

Establishing Eco Parks across Brampton will help leverage the city's natural heritage and recreation goals. The City is seeking funding for these important Eco Park initiatives.



2020 → 2040  
*A conceptual image of the evolution of Brampton Eco Park*

### OUR ASKS

The City requests the provincial government deliver funds to municipalities to improve parks and other open spaces to provide nature-based play, and restore ecosystems, such as the Eco Park Education Centre, the proposed Fallingdale, Earnscliffe, and Eastbourne Parks Eco Space Retrofit projects in the Bramalea area of Brampton.

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

### OUR ASKS

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.





**AUTO INSURANCE**

## SUMMARY

- In 2021, the cost of insuring a vehicle in the City of Brampton was approximately 27% higher than Ontario's average, which was \$1,555 per year.
- Today, Brampton residents pay Ontario's most expensive average premium of \$2,707, up nearly 40% from \$1,976 in 2021.
- Brampton continues to see varying rates across the City, as high as \$3,301.

## OPPORTUNITY

In 2020, Brampton residents had the highest rates in Ontario, ranking fourth highest in 2021. By 2023, Brampton drivers were paying more for auto insurance than anyone else in Ontario, with the city holding the highest auto insurance premiums as of May 2023.

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 families continue to endure high costs for auto insurance with some postal codes consistently paying twice the provincial average.

Approximately 20,000 residents signed the City's petition for auto insurance reform launched back in 2020 - #FairDealForBrampton.

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

## GOAL

Brampton residents deserve and call for decisive and prompt action on 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 ASKS

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

## Most expensive car insurance premiums in Ontario 2023

| Rank | City  | Average 2023 estimated premium | Average 2021 estimated premium  | Change (%)   |
|------|---|--------------------------------|---|--|
| 1    | Brampton  | \$2,707                        | \$1,976   | 37%  |
| 2    | Toronto   | \$2,325                        | \$1,953   | 19%  |
| 3    | Mississauga   | \$2,311                        | \$1,971   | 17%  |
| 4    | Richmond Hill                                       | \$2,188                        | \$2,025   | 8%   |
| 5    | Vaughan   | \$2,158                        | \$2,179   | -1%  |
| 6    | Pickering   | \$1,985                        | \$1,959   | 1%   |
| 7    | Markham   | \$1,870                        | \$1,744   | 7%   |
| 8    | Oshawa  | \$1,839                        | \$1,833   | 0%   |
| 9    | Hamilton  | \$1,810                        | \$1,564   | 16%  |
| 10   | Schomberg, King City, Stouffville, Aurora, Nobleton | \$1,801                        | \$1,766 (Schomberg, King City, Nobleton), \$1,582 (Stouffville, Aurora) | 2% (Schomberg, King City, Nobleton), 14% (Stouffville, Aurora) |

Rate estimates are based on a 35-year-old driver of a 2019 four-door Honda Civic with a clean driving record.



**COMMUNITY  
SAFETY ADVOCACY**



## SUMMARY

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

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

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

## OPPORTUNITY

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

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

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

## GOAL

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

The work in these areas should align with the provincial Community and Well-Being Safety framework. The city will also work towards improving the social determinants of health, reducing the probability of harm and victimization, and providing community-based supports and resources.

## KEY INITIATIVES

The 2023 Ontario Budget commits \$425M over three years for mental health and addictions services. The City requests the Province of Ontario ensures 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 as a result of the pandemic, such as isolation and uncertainty due to changing norms (for example, the shift of the schooling model to virtual learning).

The work of the Mayor's COVID-19 Youth Support Task Force aligns with the social development and prevention areas of the Community Safety and Well-Being Planning Framework. It is essential for work to continue through the recovery phases of COVID-19 and beyond. Adequate resources and collaboration with the Province of Ontario will be essential to continue the initiatives of the Mayor's COVID-19 Youth Support Task Force as our youth play a significant role in post-pandemic recovery.

### Enhancing the Experience for International Students

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

Living conditions and barriers to affordable housing and accommodation are significant challenges for international students. The cost of housing is a substantial portion of expenses that international students pay during their studies. To address these barriers, an integrated approach is needed, from pre-arrival to post-graduation, between all levels of government, educational institutions, the local community, and employers.

The City of Brampton and Sheridan College convened a Roundtable in 2021. Using a collective impact approach, the Roundtable brought together a wide range of community leaders to develop an integrated strategy to help international students thrive. The Roundtable hosted a summit and developed a Charter for concrete actions that will make a positive difference in the lives of international students who choose to study and stay in Brampton.

The Charter identifies several goals and actions, some of which require support and commitment from the Province, for example: upholding ethical recruitment standards and practices, creating academic and wrap-around supports for learners, promoting safe and affordable housing and financial stability, providing opportunities for legal and reliable work, and championing well-defined and transparent pathways to citizenship for international students.

## OUR ASKS

- Collaborate and provide funding related to supports for learners.
- Prevent and reduce exploitation of international students through stronger enforcement of provincial labour laws, especially as they relate to temporary work that many international students rely on during their studies.
- Provide clarity to post-secondary graduates on dates and application procedures through the Ontario Immigrant Nominee Program (ONIP).

### Strengthening the Housing Continuum

Like many communities across Ontario, non-market housing, including homeless encampments used by individuals in need of shelter and supports, has increased since the onset of the COVID-19 pandemic. This trend highlights the growing demand for affordable housing.

The Brampton Municipal Housing Pledge demonstrates the City's commitment to unlock more housing, streamline development approvals, remove barriers, and accelerate planning to support the province's housing target to build 1.5 million homes in Ontario over the next ten years. Brampton continues to advocate for funding for soft infrastructure, including healthcare, transit and

transportation, education, and social services, along with large-scale intensification projects and investment in economic growth to accommodate the significant increases in housing, population, and workforce.

Brampton aims to support residents' housing needs and remain socially, environmentally, and economically sustainable and competitive.

## OUR ASKS

- Multi-ministry supportive housing initiative that includes improved supportive housing access, improved efficiency, and better supports for people with complex needs.
- Develop a toolbox that compiles conventional and non-conventional resources, with a specific focus on tools centered on the experiences of individuals with lived experiences of homelessness. Provide intentional compensation for their contributions.
- Develop a strategy and provide direction to municipalities on the approach to responding to encampments in Ontario.
- Provide additional tools and supports for municipalities to address and manage encampments.

### Increased Supports for Gender-Based Violence and Intimate Partner Violence

Gender-based violence and intimate partner violence are growing forms of violence, both globally, and in our local communities. In response to this concerning trend, in 2019 Brampton City Council unanimously passed a motion for the City of Brampton to continue to support and work with existing programs at the Region of Peel, and support public awareness and advocacy work regarding domestic violence and violence against women. In 2020, Brampton City Council unanimously passed a motion to work with the Region of Peel, Peel Regional Police, and community organizations to develop and strategize a public education and awareness campaign to tackle the issue of domestic violence in Brampton and Peel Region. From this collaborative, the "It's Not Okay" and "Break the Silence" public awareness

campaigns have been launched annually for the past three years during the 16 Days of Activism Against Gender-based Violence.

Recognizing the increasing need for more action to prioritize this crisis, in June of this year, the City of Brampton declared gender-based violence and intimate partner violence an epidemic in our community. This work must be addressed with increased supports and comprehensive measures by all levels of government.

## OUR ASKS

- Increase funding and support for local organizations and agencies providing vital supports and safe spaces for individuals seeking to escape violent relationships.
- Join the 24 municipalities and regions in declaring gender-based violence and intimate partner violence as an epidemic.
- Provide the appropriate supports necessary to address the epidemic.

## OUR ASKS

- Increase Ontario Works allowance for individuals and families.
- Combine the Ontario Works basic needs and shelter allowance into a single flat rate.
- Invest in worker protection to build a stronger workforce.
- Invest in Ontario's non-profit sector, starting with food banks.
- Create incentives for businesses to become living wage employers.

### Cost of Living: Emerging Crisis

Economic uncertainty continues to grow across the country, impacting Ontarians and residents in Brampton, among other communities. The rising cost of living has resulted in demands from workers across Brampton and Ontario; they are asking the government to take meaningful action to raise wages, improve working conditions, invest in good public housing, legislate rent control, and adequately fund education, healthcare, and social services.

Food insecurity is on the rise with growing numbers of people turning to food banks for support and households relying on food banks for more extended periods. While food banks are working hard to meet the increasing need for services, this demand is putting significant strain on the capacity and infrastructure of hunger-relief organizations. Food banks have always relied on generous donations from their communities, but as many Ontarians experience significant struggles with the rising cost of living, it impacts their ability to give food, money, and their time.





# MUNICIPAL FISCAL SUSTAINABILITY



# BRAMPTON FIRE AND EMERGENCY SERVICES

*Fiscal Impacts of Regulatory Changes*

## NFPA Transition

In 2015, the Office of the Fire Marshal and Emergency Management (OFMEM) announced the transition from Ontario Fire Service Standards (OFSS) to the National Fire Protection Association Professional Qualifications Standard (NFPA), including legislation that made certification mandatory in the province.

The legislation was temporarily rescinded to allow for each Fire Department to develop and implement a transition plan. In July of 2022, the legislation was reintroduced. There is a significant training gap between the OFSS and the NPFA Professional Qualifications requiring all employees to be evaluated and receive updated skills training, testing and annual competency. This transition equates to approximately 1,900 hours per employee, covering all applicable NFPA standards.

## Ontario Fire College Closure

In January 2021, the OFMEM announced the Ontario Fire College (OFC) closing while moving to a regional training centre (RTC) model.

With the introduction of the RTC model, costs of NFPA courses and testing average \$300-\$500 per student, with some specialty rescue courses costing as much as \$2,500 compared to \$65 per student through the OFC.

This change drastically outpaces the Brampton Fire and Emergency Services' (BFES) annual operating budget for courses.



**OUR ASKS**

The City requests the Province of Ontario work with the Brampton Fire and Emergency Services to address fiscal impacts from the NFPA transition and Ontario Fire College Closure.





## HEADS & BEDS LEVY

This levy is charged at \$75 per head/bed and has remained unchanged for over 35 years. If it had kept up with inflation the rate would be at \$160.23 in 2022.

In 2022, five institutions paid total levies of \$646,800, of which the City of Brampton retained \$340,947, and \$305,853 was received by the Region of Peel. Should the levy be adjusted to inflation, the total levy would more than double to \$1,381,824.

While provincial facilities and institutions provide economic benefit and contribute to community building, an updated 'heads & beds levy' would more accurately reflect the municipal costs associated with demand placed by these institutions on local infrastructure, increased demand for public transit, and other municipal services.

### OUR ASKS

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

## JOINT & SEVERAL LIABILITY

Liability and risks are one major driver of exponentially increasing insurance costs for the municipal sector.

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

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

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

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

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

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





**BRAMPTON FORWARD:  
FAIR DEAL FOR  
INDEPENDENCE**

## **BILL 112, HAZEL MCCALLION ACT (DISSOLUTION OF THE REGION OF PEEL)**

The Hazel McCallion Act was recently enacted, effectively establishing that on January 1, 2025, The Regional Municipality of Peel is to be dissolved and the City of Mississauga, the City of Brampton, and the Town of Caledon are to continue as single-tier municipalities.

The City has made significant progress in streamlining processes, reducing red tape, identifying efficiencies to deliver on key priorities, and supporting provincial policy directives. Through Brampton's Municipal Housing Pledge, the City is taking action to meet our targets for new residential units while at the same time advancing a diverse mix of housing for current and future residents.

As a standalone city, Brampton requires all the tools necessary to realize our full potential by enabling growth, supporting economic development and delivering strong value for the investments taxpayers make in our city. The City is squarely focused on ensuring local needs are addressed right here in Brampton as we work with the provincial government on the dissolution of the Region of Peel.

### **Fairness and Efficient Service Delivery**

The dissolution of the Peel Region needs to position all three municipalities for success, while protecting delivery of essential services to our residents. For decades, Brampton residents have contributed to regional growth and infrastructure, directly supporting Mississauga's residential and economic expansion, while also playing a role in positioning Caledon as the next growth area. Today, our City is experiencing rapid growth, and it is imperative we ensure our residents and businesses reap the same benefits, supporting infrastructure, and growth opportunities that Mississauga has enjoyed.

A better, more efficient governance model means the ability to make major infrastructure decisions locally to maximize benefits and meet community needs. An example of such a model is the lack of water and wastewater infrastructure in our city. Dissolution of the Region of Peel potentially means that Brampton will lose important assets such as water and waste treatment plants to Mississauga. Having control over the water and wastewater systems is crucial, considering that the facilities which Brampton and Caledon contributed to building in Mississauga have now reached their limits. This situation has necessitated us to halt critical housing projects amidst an ongoing housing crisis. As per Brampton's projected growth by 2051, the City estimates it would cost \$4B to build new water and wastewater treatment facilities:

- Water Treatment Plant (WTP) approximately \$1.0 Billion
- Wastewater Treatment Plant (WWTP) approximately \$3.0 Billion

Effective and community-sensitive policing service is vital for community safety and well-being. The current Peel Regional Police Headquarters is in the City of Mississauga. Furthermore, policing costs across the region have been calculated on a per capita basis, meaning that every household in Peel pays the same amount of \$1,168. When entering into a shared service agreement for policing with the City of Mississauga, Brampton believes our current assessment-based funding formula with 3,300 uniformed civilian members and an operating budget of \$524.6M would be a good model for both municipalities.

We need accurate numbers for policing costs in each of our communities before we can truly understand what independence will mean for delivery and associated costs of these services. Brampton looks forward to working with the transition board to ensure our taxpayers are treated fairly and policing is delivered efficiently and effectively.

### **Supporting Provincial Priorities**

In 2020, the Building Industry and Land Development Association (BILD) Municipal benchmarking study demonstrated that Mississauga and Brampton ranked eleventh and twelfth respectively in overall development approval timelines within the GTA. By 2022, Brampton had lowered our average processing timelines from 20 months to 13 months, improving 8 spots to fourth out of 16 municipalities in the GTA.

In 2022, Brampton issued over 10,000 building permits representing construction value investments of over \$2B with \$1.2B for residential projects. In the first five months of 2023 alone, permit activity is adding over \$1.3B in construction value to the city putting Brampton on pace for over \$2.6B this year.

At the same time, the lack of adequate servicing is a major impairment to Brampton's ability to deliver on our commitments to create new housing and the ability to support the provincial priority of more housing options. There are many examples where proposed development is not able to proceed due to a lack of capacity and/or inadequate servicing.

Brampton is booming and we welcome the government's desire to provide the local municipalities with more autonomy with respect to decisions on future growth. Our track record speaks directly to working collaboratively and efficiently to facilitate new development, supporting key provincial initiatives and streamlining service delivery.

**The City of Brampton requests the government work with local municipalities to identify and put forward a government model and solutions that ensure best and most efficient service delivery, while protecting Brampton taxpayers and ensuring fairness for our residents.**





**PRIORITY  
PROJECTS LIST**



# TRANSIT

| Project   | Description  | Location  | Total Est. Cost* | Anticipated Project |           |
|---|--|---|------------------|---------------------|-----------|
|   |  |   |                  | Start**             | End       |
| ICIP Growth Buses   | Purchase of 40ft and 60ft buses for Transit service expansion (combination of diesel, diesel-hybrid buses and BEBs).   | City Wide   | \$171M           | 2023                | 2026+     |
| Third Maintenance & Storage Facility  | Estimated additional funding required  | 10192 Highway 50 (North of Castlemore Rd)             | TBD              | 2023                | 2026/2027 |
| Electrification of new Maintenance & Storage Facility                           | Electrification of phase 1 build   | 10192 Highway 50 (North of Castlemore Rd)             | \$150M           | 2023                | 2026/2027 |
| Hurontario LRT Extension  | Tunnel option  | Hurontario St (North of Steeles to Downtown Brampton) | \$2.8B           | 2025+               | TBD       |
| Queen Street-Highway 7 Bus Rapid Transit  | Scenario 5 costing as per Metrolinx IBC.   | Queen St/Hwy 7  | \$500M           | 2026+               | TBD       |
| Purchase of approx 100 ZEB's (Combination of 40ft and 60ft)                     | Within ZETF timeframe  | City Wide   | \$180M           | 2023                | 2026      |
| Additional ZEB's (Combination of 40ft and 60ft)                                 | Beyond ZETF time frame, budget years 2026-2027+ , QSBRT & spares   | City Wide   | \$450M+          | 2026+               | TBD       |
| On-Street Charging Infrastructure   | High-powered overhead chargers for full ZEB rollout  | City Wide   | \$63M            | 2026+               | TBD       |
| Electrification Retrofit - Sandalwood Facility                                  | High order of magnitude cost estimate for upgrades/retrofits to allow facility to accommodate ZEBs.  | 130 Sandalwood Parkway                                | \$60M            | 2023                | 2025+     |
| Electrification Retrofit - Clark Facility                                       | High order of magnitude cost estimate for upgrades/retrofits to allow facility to accommodate ZEBs.  | 185 Clark Boulevard                                   | \$60M            | 2026                | TBD       |
| Fuel Cell Electric Bus Trial (2 FCEBs)  | 2 bus trial to test hydrogen fuel cell electric buses  | City Wide   | \$4M             | TBD                 | TBD       |
| Additional electrification planning/studies                                     | ZEB implementation strategies and other planning work as required  | City Wide   | \$1M             | 2023+               | TBD       |
| Chinguacousy Road Züm   | Implementation of Züm service on Chinguacousy Road   | Chinguacousy Road                                     | \$18.7M          | 2022                | TBD       |
| Bramalea Road Züm   | Implementation of Züm service on Bramalea Road   | Bramalea Road   | \$21.6M          | 2024                | TBD       |
| Phase II build - Maintenance & Storage Facility                                 | Additional costs to fully build and electrify phase II   | 10192 Highway 50 (North of Castlemore Rd)             | TBD              | 2027+               | TBD       |
| New Transit Terminals (2)   | A terminal in both Northeast and Northwest Brampton. High-level estimate based on \$30M per terminal depending on size and location.   | Northeast and Northwest Brampton                      | \$60M            | 2028+               | TBD       |
| Future Züm Line   | Implementation of Züm service on Kennedy Road  | Kennedy Road  | \$25M+           | 2027+               | 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+           | 2026+               | TBD       |
| Clark Facility Expansion and Renovations  | Expansion and renovation of the Clark Transit Facility including; Operator lounge/Dispatch expansion, gasoline fueling system, maintenance washroom upgrades, additional diesel fuel dispenser.  | 185 Clark Boulevard                                   | \$3M             | 2023+               | TBD       |
| Sandalwood Facility Renovations   | Installation of digital signage for communication for vehicles related to parking and fire alarm. Also, includes resizing of quiet room and wellness area.   | 130 Sandalwood Parkway                                | \$200K           | 2023+               | TBD       |
| Hoist Replacements  | Possible replacement of Transit hoists at end of useful life   | Clark/Sandalwood Facilities                           | \$11M            | 2028                | 2029      |
| Terminal Upgrades   | Terminal Upgrades at Bramalea and Gateway Terminal   | Bramalea & Gateway Transit Terminal                   | \$5M             | 2023+               | TBD       |
| Transit IT Initiatives  | Build a Data Warehouse   | Clark/Sandalwood Facilities                           | \$7M             | 2024                | TBD       |
| Transit IT Initiatives  | Build a Data Lake  | Clark/Sandalwood Facilities                           | \$5M             | 2025                | TBD       |
| Other IT Initiatives  | Fuel management, work orders system and video wall upgrades.   | Clark/Sandalwood Facilities                           | \$600K           | 2025                | 2026      |
| Washroom Facilities   | Would include constructing more permanent washroom facilities at strategic locations (e.g. Sandalwood Loop).   | City Wide   | \$500K           | 2023+               | TBD       |
| Transition to shorter bus life for Artic buses                                  | Estimated funding required to procure additional buses in order to reduce the life of an artic bus from 18 to 12 years. Based on current diesel/hybrid fleet, does not provision for ZEBs.   | City Wide   | \$100M+          | 2024                | 2028      |
| Additional Replacement buses beyond ICIP funding (combination of 40ft and 60ft) | Purchase of base buses only (diesel and hybrid) to replace current rolling stock at the end of 18 year useful life. Does not include incremental cost of ZEBs.   | City Wide   | \$200M+          | 2024                | 2028      |
| Additional Growth Buses beyond ICIP funding (combination of 40ft and 60ft)      | Purchase of base buses only (diesel and hybrid) for Transit service expansion. Does not include incremental cost of ZEBs.  | City Wide   | \$300M+          | 2024                | 2028      |
| Additional Bus Refurbishments beyond ICIP funding                               | Refurbishment of major bus components including (structure, engine/transmission, hybrid battery, hybrid drive/system and articulation joint). Based on current diesel/hybrid fleet, additional refurbishment types/costs could be required as Transit moves towards a zero-emission bus fleet. | City Wide   | \$70M+           | 2024                | 2028      |

**Notes:**

\*Estimates are in 2023 dollars

\*\*Estimated start dates assume funding is available

## ACTIVE TRANSPORTATION

| Project   | Description  | Location   | Total Est. Cost | Anticipated Project |      |
|---|--|--|-----------------|---------------------|------|
|   |  |  |                 | Start               | End  |
| Central Park Drive Protected Bike Lanes                         | Implementation of protected bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.  | Bramalea Road to Torbram Road                        | \$91,000        | 2023                | 2023 |
| 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        | 2024                | 2024 |
| 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       | 2023                | 2023 |
| 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        | 2024                | 2024 |
| 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        | 2023                | 2023 |
| 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        | 2024                | 2024 |
| 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        | 2024                | 2024 |
| 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        | 2024                | 2024 |
| 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        | 2024                | 2024 |
| 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        | 2025                | 2025 |
| 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        | 2025                | 2025 |
| 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       | 2025                | 2025 |
| 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       | 2025                | 2025 |
| 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        | 2025                | 2025 |
| 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        | 2025                | 2025 |
| Fletcher's Creek Recreational Trail - Inter-Regional Connection | A detailed design and construction of a 3.0 metre wide trail, continuing the Fletcher's Creek Recreational Trail from its existing terminus at Steeles Avenue, providing a connection through the Sheridan College Campus lands and a second connection into the City of Mississauga.  | Steeles Avenue to the City's south limit             | \$400,000       | 2027                | 2027 |
| Bramalea GO Connection  | A detailed design and construction of a 3.0 metre wide trail to provide a much needed protected AT connection from the adjacent communities (served by the Chinguacousy/Esper Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land uses adjacent to the north side of Steeles Avenue. | Victoria Crescent to Bramalea GO Station             | \$280,000       | 2027                | 2027 |
| Williams Parkway Redevelopment Project - 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 Dixie Road                        | \$4,000,000     | 2024                | 2025 |
| Williams Parkway (West) - Multi-use Path                        | Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.  | McLaughlin Road to Personna Circle/Abbotsbury Drive  | \$1,280,000     | 2025                | 2025 |
| 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     | \$1,000,000     | 2024                | 2025 |
| James Potter Road Multi-use Path                                | Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.  | Charolais Boulevard to Steeles Avenue                | \$235,875       | 2027                | 2027 |
| Williams Parkway Enhancements to Multi-use Path                 | Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network   | Personna Circle/Abbotsbury Drive to Mississauga Road | \$547,500       | 2025                | 2025 |
| 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     | 2025                | 2026 |
| Countryside Drive Enhancements to Multi-use Path                | Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network   | Heart Lake Road to Goreway Drive                     | \$2,576,250     | 2025                | 2026 |
| Castlemore Road Enhancements to Multi-use Path                  | Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network   | Airport Road to Highway 50                           | \$2,343,750     | 2025                | 2026 |
| Orangeville Brampton Railway (OBRY) corridor                    | Detailed design and construction of a 3.0 metre wide trail through the future linear park from North to South City's limits  | North to South City's limits                         | \$12,000,000    | 2030                | 2030 |
| Claireville Recreational Trail - South Connection               | A detailed design and construction of a 3.0 metre wide trail, continuing the Claireville Recreational Trail from its existing terminus at Steeles Avenue, providing a connection to the Humber Valley trail system   | Steeles Avenue to Humber Valley trail system         | \$1,000,000     | 2027                | 2027 |

## COMMUNITY, CULTURE & RECREATION

| Project   | Description   | Location                                   | Total Est. Cost | Anticipated Project |      |
|---|---|--|-----------------|---------------------|------|
|   |   |  |                 | Start               | End  |
| Sesquicentennial Park - Activity Hub"               | A destination area for the surrounding communities as well as citywide park visitors  | 11333 Bramalea Rd                          | \$2,475,000     | 2021                | 2023 |
| Gore Meadows Outdoor Facilities and Parks           | Cricket fields (3), Comfort building (washrooms/change rooms), Tennis courts (9), Pickle ball courts (6), Fieldhouse building (tennis), Tennis dome/bubble (winter use), skateboard park, Junior and senior playgrounds, Shade shelters, Soccer fields (two junior), Fitness trail with exercise stations.<br><br>Picnic area, Environmental/Restoration landscape plantings, Parking lots, Public gathering plaza. | 10150 The Gore Rd                          | \$22,000,000    | 2020                | 2025 |
| Gore Meadows Activity Hub                           | The hub will be fully compliant with the Accessibility for Ontarians with Disabilities Act (AODA), with inclusive play and recreational spaces for people of all ages and developmental abilities. Will include a splash pad, playground structure, basketball courts, Zen garden, adult outdoor fitness area, amphitheatre, and enhanced greenspace.   | 10150 The Gore Rd                          | \$6,600,000     | 2021                | 2023 |
| Technology Lending Program                          | Funding will support capital to purchase Chromebooks and mobile hotspots that will be circulated to Brampton residents in need, as COVID-19 has highlighted the digital divide experienced by many residents.   | All Library Branches                       | \$41,000        | 2021                | 2022 |
| Golden Age Village for the Elderly (GAVE)           | Support of GAVE project to construct 140 units of affordable senior housing in conjunction with a 160 bed LTC home to serve the aging Vietnamese community in Brampton/Peel   | 8895 Hurontario Rd (FCCC)                  | \$35,000,000    | 2021                | 2022 |
| Century Gardens Recreation Centre                   | Youth Hub at this location in collaboration with Region of Peel   | 340 Vodden St E                            | \$18,500,000    | 2023                | 2024 |
|   | Box Soccer Court  | 340 Vodden St E                            | \$1,000,000     | 2022                | 2023 |
| Susan Fennell                                       | Energy Efficiency retrofit  | 500 Ray Lawson Blvd                        | \$1,100,000     | 2020*               | 2021 |
|   | Youth Hub at this location in collaboration with Region of Peel   | 500 Ray Lawson Blvd                        | \$1,412,500     | 2022                | 2022 |
|   | Project: Susan Fennell Recreation Centre Net Zero Energy Retrofit   | 500 Ray Lawson Blvd                        | \$5,000,000     | 2020*               | 2021 |
| Fire Stations                                       | Williams Parkway Fire Campus - Training facility and new station 203 (construction to be completed in phases)   | 425 Chrysler Dr                            | \$59,560,000    | 2019                | 2023 |
| Williams Parkway Works                              | Yard Phase 3 construction   | 425 Chrysler Dr                            | \$17,000,000    | 2023                | 2024 |
| Balmoral Recreation Centre                          | Expansion and renovation of community centre, with new full gymnasium and community meeting spaces, as well as outdoor splash pad, etc  | 225 Balmoral Dr                            | \$24,880,000    | 2022                | 2023 |
| Chris Gibson Recreation Centre                      | Expansion of existing community centre to add: fully accessible arena, new gymnasium, and additional community meeting room spaces, and fitness/dance studio spaces   | 125 McLaughlin Rd N                        | \$47,000,000    | 2022                | 2024 |
| Victoria Park Recreation Centre                     | New indoor pad for indoor lacrosse, ball hockey, indoor field hockey  | 20 Victoria Cres                           | \$34,650,000    | 2022                | 2023 |
|   | Relocation of Sports Hall of Fame to be built as part of Victoria Park indoor sports complex  | 20 Victoria Cres                           | \$3,600,000     | 2022                | 2023 |
| Howden Recreation Centre                            | Demolition and construction of new community centre with expanded spaces including gymnasium, multipurpose room space, etc.   | 150 Howden Blvd                            | \$27,200,000    | 2023                | 2024 |
| Brampton Tennis Club - New clubhouse                | New modular tennis clubhouse at Rosalea Park  | 38 Union St                                | \$1,430,000     | 2022                | 2022 |
| Embleton Community Centre                           | Building of new Community Centre to meet growth in Brampton's southwest part of the City  | 200 Lionhead Golf Club Rd                  | \$132,000,000   | 2024                | 2026 |
| Centre for Innovation                               | Proposed downtown building to develop a Centre for Innovation that will incorporate Brampton Library and academic partners  | Downtown Brampton (8,14,16 & 21 Nelson St) | \$239,400,000   | 2023                | 2026 |
| Flower City Community Centre                        | 1-2 Courtyard infill - additional administrative space for By-Law and Building Dept   | 8850 McLaughlin Rd S                       | \$7,500,000     | 2023                | 2024 |
| Central Peel Secondary School                       | Collaborative Learning and Technology Centre - Partnership project with PDSB to develop a new centre to enhance learning in the STEM area and facilitate City programming in this area and service underserved community  | 32 Kennedy Rd N                            | \$3,200,000     | 2021                | 2023 |
|   | Artificial turf field - Partnership project with PDSB to construct a new artificial turf field and track to be shared by the board and City. Field will be added to City's permitted inventory to meet growing demand of sports groups  | 32 Kennedy Rd N                            | \$1,500,000     | 2022                | 2023 |
| Memorial Arena                                      | Junior A/B Expansion - Construction   | Memorial Arena                             | \$3,180,000     | 2023                | 2024 |
| Fire Station 215                                    | Land selection and acquisition due diligence, design and construction of Fire Station 215.  | 10539/0 Goreway Drive (Ward 10)            | \$12,900,000    | TBD                 | TBD  |
| Sandalwood Works Yard Vehicle Maintenance Expansion | To expand the existing City Fleet services maintenance building located at the Sandalwood Works Yard to meet current needs and future demand based on a Garage Bay Capacity Study, conducted by Richmond sustainability initiatives. The existing garage footprint will be extended to provide an additional 6 service bays, equipment storage, parts handling, staff and associated building areas.                | 120 Sandalwood Parkway West                | \$10,500,000    | TBD                 | TBD  |
| Animal Shelter                                      | The design and construction of a new 25,000 sq. ft. animal shelter facility that includes an animal clinic and training facility to serve Brampton's growing population.  | TBD  | \$36,000,000    | TBD                 | TBD  |
| Winter Optimization of Recreation Amenities         | To provide year round usage of various outdoor sports citywide  | TBD  | TBD             | 2023                | 2023 |
| New Amenity - Ward 4                                | Development of a new neighbourhood park in Ward 4   | TBD  | \$2,750,000     | 2023                | 2024 |
| Eldorado Park Improvements                          | Improvements to existing playground, additional parking, picnic shelters, splash pad, washroom building, establishment of trails and more.  | 8520 Creditview Rd                         | \$9,300,000     | 2021                | 2025 |
| Cassie Campbell Field Hockey Dome                   | Development of a field hockey air supported dome to provide year round play   | 1050 Sandalwood Pkwy W                     | TBD             | 2024                | 2025 |
| Sandalwood Heights Adventure Park                   | Outdoor adventure park with parkour apparatus, off-leash dog park, community garden, playground, splash pad, basketball and tennis courts   | 10475 Torbram Rd                           | \$7,500,00      | 2022                | 2025 |
| Arts and Culture Centre                             | Expand access to Arts and Culture space through the design and construction of a new arts and culture centre at the Flower City Community Campus.   | McLaughlin Rd S                            | TBD             | 2024                | 2027 |



|   |   |                        |             |      |      |
|---|---|------------------------|-------------|------|------|
| St. Edmund Campion Secondary School Partnership | Artificial turf field - Partnership project with DPCDSB to construct a joint-use sports field to be shared by the board and City. Field will be added to City's permitted inventory to meet growing demand of sports groups | 275 Brisdale Dr        | \$1,500,000 | 2023 | 2025 |
| Turner Fenton Cricket Pitch                     | Cricket field - Partnership project with PDSB to construct a new lit cricket field to be shared by the board and City. Field will be added to City's permitted inventory to meet growing demand of sports groups            | 7935 Kennedy Rd S      | \$1,100,000 | 2022 | 2024 |
| Sandalwood Heights Track Renovation             | Track Repair - Partnership project with PDSB to renovate and repair the track at Sandalwood Heights Secondary School.   | 2671 Sandalwood Pkwy E | \$300,000   | 2023 | 2023 |

## GREEN INITIATIVES

| Project   | Description  | Location   | Total Est. Cost | Anticipated Project |         |
|---|--|--|-----------------|---------------------|---------|
|   |  |  |                 | Start               | End     |
| Brampton Valley and Parks Naturalization Program              | Designed to restore native plant communities in valleys and parks that were stripped of native vegetation by past agricultural practices and development. The new plantings, over time, restore the vegetation in these areas to a pre-agricultural state, dramatically improving their ecological value by introducing new wildlife habitat, improving fish habitat, and flood plain stabilization. City is entering Phase 17 of this program, which will plant 2500-3000 trees and 2000 - 3000 shrubs. | 9 sites across the city (Phase 17)   | \$750,000       | 2021                | Ongoing |
| 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    |
| Brampton Eco Park Strategy Implementation: Donnelly Ponds     | Guided by the Eco Park Principles, the Eco Park retrofits and ecological enhancements to Loafers Lake will create a natural oasis for Bramptonians to enjoy. The project will help provide a beautiful scenic lake setting that is physically connected to many recreational amenities through trails, add active recreational programming around the lake, and shoreline restoration  | Sandalwood Parkway and Heartlake Rd  | \$5,000,000     | 2023                | 2025    |
| Lake Enhancement Strategy: Lakes Habitat and Water Monitoring | Monitoring of four priority lakes to assess water quality, lake habitat and pollution sources to help inform and guide management and restoration decisions in and around the lakes.   | 4 Lakes: Norton Place Park, Loafers Lake, Professor's Lake, Donnelly Ponds | \$100,000       | 2022                | Ongoing |
| Develop the Peel Residential Efficiency Program               | The City of Brampton is part of the development of a Peel-wide retrofit program to undertake residential energy retrofits to improve energy efficiency in existing housing stock in order to meet emissions reduction targets.   | Citywide   | \$10,000,000    | 2024                | 2040    |
| Zero Carbon Retrofit of Susan Fennell Sportsplex              | This project includes the design and implementation of a zero carbon retrofit for the Susan Fennell Sportsplex using conservation and renewables.  | 500 Ray Lawson Blvd  | \$39,000,000    | 2023                | 2025    |
| Priority 4: Greening Fleet                                    | Purchasing roughly 40 electric vehicles over the next 5 years, also securing 20 EV chargers for City Fleet. This an action identified in our Community Energy and Emissions Reduction Plan (CEERP) towards achieving our emission and energy targets.  | Citywide   | \$3,000,000     | 2021                | 2026    |

## PLAYGROUNDS

| Various Locations - City wide |  | Location             | Total Est. Cost | Anticipated Project |      |
|-------------------------------|--|----------------------|-----------------|---------------------|------|
|                               |  |                      |                 | Start               | End  |
| Old Fairgrounds               | Playground replacements include new playground equipment, new surfacing, and new park benches and repairs to any trail that is damaged during construction | 46 McMurchy Ave S.   | \$250,000       | 2023                | 2023 |
| Van Scott Park                |  | 144 Van Scott Dr     | \$250,000       | 2023                | 2023 |
| Gold Park                     |  | 33 Gold Park Pl      | \$200,000       | 2021                | 2023 |
| Burnt Elm Park                |  | 45 Burnt Elm Drive   | \$250,000       | 2021                | 2023 |
| Black Forest Park South       |  | 74 Black Forest Dr   | \$250,000       | 2021                | 2023 |
| Maplehurst Park               |  | 50p Sparklett Cres   | \$150,000       | 2021                | 2023 |
| Dexfield Park                 |  | 22 Burnley Place     | \$150,000       | 2021                | 2023 |
| Fiddlers Parkette             |  | 10 Fiddlers Green Dr | \$200,000       | 2021                | 2022 |
| Beatty Fleming Park           |  | 21 Campbell Dr       | \$225,000       | 2023                | 2023 |
| Northwood Park                |  | Parkway Ave          | \$255,000       | 2023                | 2023 |
| Gatesgill Park                |  | Park Estates Ct      | \$150,000       | 2023                | 2023 |
| Rollingwood Park              |  | Lennon Trail         | TBD             | 2023                | 2023 |
| Don Minaker                   |  | Don Minaker Dr       | TBD             | 2023                | 2023 |

## PARKS, PATHWAYS, TRAILS

| Various Locations - City wide |   | Location               | Total Est. Cost | Anticipated Project |      |
|-------------------------------|---|------------------------|-----------------|---------------------|------|
|                               |   |                        |                 | Start               | End  |
| Bloore Pond                   | 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. | L6R 2G8                | \$185,837       | 2022                | 2023 |
| Ching Sandalwood Pk           |   | 1060 Sandalwood Pky W  | \$87,865        | 2024                | 2025 |
| Conservation Pk               |   | 290 Conservation Drive | \$399,201       | 2024                | 2025 |
| Dearbourne Park               |   | 29 Drum Oak Cres       | \$160,705       | 2024                | 2025 |
| Durham Park                   |   | 227 Bramalea Road      | \$98,789        | 2023                | 2024 |
| Earncliffe Park               |   | 46 Eastbourne Dr       | \$303,258       | 2023                | 2024 |
| Ernest Majury Park            |   | 8201 Dixie Road        | \$177,148       | 2023                | 2024 |
| Fallingdale Park              |   | 620 Clark Blvd         | \$178,034       | 2023                | 2024 |
| Hickory Wood Park             |   | 658 Ray Lawson Blvd    | \$148,335       | 2024                | 2025 |
| Laurelcrest Pk South          |   | 51 Laurelcrest St      | \$43,441        | 2024                | 2025 |
| Loafers Lake Park             |   | 20 Loafers Lake Lane   | \$369,390       | 2024                | 2025 |
| Meadowland Park               |   | 28 Eldomar Ave         | \$114,147       | 2023                | 2024 |
| Dunblaine Park                |   | 697 Balmoral Drive     | \$39,386        | 2024                | 2025 |
| Hesp Valley                   |   | 790 Sandalwood Pky     | \$191,707       | 2024                | 2025 |
| Lundy Parkette                |   | 42 Nottingham Cres     | \$9,843         | 2024                | 2025 |
| North Fletchers Creek         |   | 175 Dusty Lane         | \$90,000        | 2023                | 2023 |
| Fred Kee Channel              |   | 550 Williams Pky       | \$300,000       | 2023                | 2023 |
| Watson Valley                 |   | 0 Somerset Dr          | TBD             | 2024                | 2024 |
| Clark Park                    |   | 43P Cavendish Cres     | TBD             | 2024                | 2024 |
| Dearbourne Park               |   | 29 Drum Oak Cres       | TBD             | 2024                | 2024 |
| Treeline Park                 |   | 0 Linstock Drive       | TBD             | 2024                | 2024 |
| Meadowland Park               |   | 28 Eldomar Ave         | TBD             | 2024                | 2024 |
| John G Hooper                 |   | 109 Don Minakar Drive  | TBD             | 2024                | 2024 |
| Bloore Pond                   |   | 10150 Dixie Road       | TBD             | 2024                | 2024 |
| Earncliffe Park               |   | 46 Eastbourne Drive    | TBD             | 2024                | 2024 |
| William Hostrawser Valley     | 109 Don Minakar Drive   | TBD                    | 2024            | 2024                |      |
| Fletchers Creek Valley        | 0 Marycroft Crt   | TBD                    | 2024            | 2024                |      |

## DOWNTOWN REVITALIZATION

| Project  | Description  | Location   | Total Est. Cost | Anticipated Project |              |
|--|--|--|-----------------|---------------------|--------------|
|  |  |  |                 | Start               | End          |
| Downtown Revitalization (Partial Streetscape Improvements) | Complete streetscaping (Option 2) at Queen Street and Main Street to include an enhanced streetscape with new pavers, wider sidewalks, new street furniture, and new bike lanes.   | Downtown Brampton (Main Street and Queen Street)                   | \$24M           | 2022                | 2025         |
| Redevelopment of Garden Square and Ken Whillans Square     | The City will be undertaking the redevelopment of Garden Square and Ken Whillans Square located in the heart of historic Brampton by redesigning both squares into unique, vibrant and urban public spaces that will serve current and future residents.   | Garden Square (12 Main St N)<br>Ken Whillans Square (41 Main St S) | \$21M           | 2024                | 2027         |
| Integrated Downtown Plan                                   | Develop and implement a coordinated Integrated Downtown Plan which is a strategic roadmap for action to guide future growth and strategic investment till the year 2051.   | Downtown Brampton  | \$90,000        | 2021                | 2023 Ongoing |
| Downtown Public Realm Plan and Streetscape Manual          | Complete the Downtown Brampton Streetscape Manual to guide streetscape design and public realm design.   | Downtown Brampton  | \$395,500       | 2022                | 2023         |
| Downtown Brampton Secondary Plan Review                    | The purpose of the Downtown Brampton Secondary Plan (DBSP) Review is to update the DBSP guided by precinct planning for the Downtown and to implement the Integrated Downtown Plan, address recent development proposals, considering Downtown's role as a regional economic, cultural and transportation hub and its unique heritage character. | Downtown Brampton  | \$500,000       | 2024                | 2026         |











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