



Driving Change. Stronger Together.

2021 FCM Conference & AGM





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Message from the Mayor



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

For a fast-growing city as Brampton, it is important to have sustainable and well-connected transit. This helps boost economic prospects and quality of living. Continued, equitable and timely funding for the Queen Street-Highway 7 BRT and a 2 km tunnelled Hurontario-Main Street LRT, will support growth and sustainability in the City. Strengthening the broader regional transportation system, connecting the Greater Toronto Area (GTA) to mass rapid transit, all day two way GO service and the Innovation Corridor.

Brampton is centrally located along the Innovation Corridor with ready access to the GTHA talent pool and markets. Boosting critical innovation and technology infrastructure is the pathway to building a stronger workforce and attracting new investment.

We apply a sustainability lens to our projects such as the electrification of the new Transit Maintenance & Storage Facility, and Riverwalk, which addresses climatic impacts and enhances economic opportunities in the downtown. Brampton is addressing the challenges associated with climate change and we look to Federal government for support and funding.

The funding received from the Governments of Canada, is helping to build an inclusive, healthy and sustainable Brampton. The City has put forward a number of initiatives that are strongly aligned with the recent 2021 Federal budget priorities.

We look forward to strengthening our partnership to advance priority initiatives and secure a stronger future together.

- Mayor Patrick Brown



Summary of Asks

Transit

The City of Brampton is asking for a commitment from the Federal government to:

1. Work on a successor agreement to the Safe Restart Agreement, which must include funding for Transit operations until ridership returns to pre-COVID levels.
2. Immediate approval of the final pending Brampton ICIP project - the purchase of new growth buses to support future ridership growth.
3. Invest in strategic green infrastructure projects to create jobs and reduce GHG emissions such as the electrification of the new Transit Maintenance & Storage Facility, the upgrade/retrofit of existing Transit facilities/in-depot infrastructure and the transition to a zero emissions fleet.
4. Work collaboratively with the City of Brampton on program design for the newly announced Permanent Transit Fund to ensure a fair share of funding to one of the fastest growing systems in Canada.

Higher-Order Transit

The City of Brampton is asking for a commitment from the Federal government to the inter-regional, higher-order transit network, including:

- The City of Brampton is seeking up to \$1.7 billion, through funding partners in the Federal and Provincial government, in order to proceed with a fully funded Light Rail Transit on Main Street.
- Improve regional connections by investing in the Queen Street-Highway 7 BRT.
- Invest in express transit service to meet rider demands along major corridors - support the launch of Züm bus rapid transit along Chinguacousy Road and Bramalea Road.

Active Transportation

Include longer-term sustainable funding to implement active transportation infrastructure and programs as part of the Federal Government's recent announcement to establish a national active transportation strategy.

Climate Change Adaptation, Resilience, and Public Health

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

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

- Sustainable mobility and active transportation components (Etobicoke Creek trail and connections, walkways, pedestrian bridges, improved transit stops)
- Feasibility studies and implementation of stormwater management and low impact development features (bio swales, pervious pavement, channel treatments)
- Implementation of the Eco Park concepts: vegetation and habitat improvements, nature integration, education, interpretation
- Open space and public realm improvements

Addressing the Climate Change Emergency

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

- To establish an energy excellence institute (e.g. Centre for Community Energy Transformation)
- To undertake Integrated Energy Plans for the Heritage Heights Secondary Plan, Queen Street Corridor, Downtown Brampton, Uptown Brampton, and Bramalea
- To establish low-carbon district energy systems informed by District Energy Business Case for urban centres, mobility hubs, and intensification corridors
- To support the establishment of the Peel Residential Energy Program to facilitate energy efficiency and GHG reduction in Brampton's residential sector
- To support the City's one million tree goal by funding expansive tree planting initiatives over the next 20 years
- To support the establishment of Eco Parks across Brampton to realize the City's natural heritage and recreation goals
- To support the expansion of the City's Sustainable Neighbourhood Action Plan (SNAP) program to other neighbourhoods across Brampton

- To support the implementation of current Bramalea SNAP initiatives including the Fallingdale and Earncliffe Park Stormwater Management and Channel Rehabilitation Retrofit, and Complete Streets initiatives to increase active transportation infrastructure and pedestrian safety

- To support the Stormwater Retrofit Program including green infrastructure improvements in vulnerable neighbourhoods to prepare for climate change

Economic Development and Recovery

The City of Brampton requests that the Federal government continue to invest in the Rogers Cybersecure Catalyst and its initiatives based in Brampton.

The Federal government maintain the Start Up Visa Program to continue creating jobs, and support innovative entrepreneurs.

That the Federal Government engage with the business community and economic development stakeholders to streamline and improve access to supports provided by Business Development Bank of Canada.

Work with municipal and provincial governments on an economic growth strategy and support programs that offer post COVID-19 mitigation.

Innovation District

Support the City's joint application through Innovation, Science and Economic Development Canada to establish the Black Entrepreneurship Knowledge Hub in Brampton.

Infrastructure Cornerstone

City of Brampton requests the Government of Canada proceed with an Environmental Impact Assessment of the proposed GTA West Transportation Corridor and include an Urban Boulevard option.

Moving Forward

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

INFRASTRUCTURE

📍 Transit



Building a Seamless Regional Transit System

The City of Brampton is creating a modern, integrated transit system by enhancing Regional Transit Connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing environmentally friendly and advanced technologies. Brampton Transit is the fastest-growing extensive transit system in Canada, with ridership significantly outpacing the population growth. Brampton's ridership growth of 38% over the three years before COVID-19 (2016-2019) was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over the same period (as per the Canadian Urban Transit Association).

CONTINUING IMPACT OF COVID-19

Enhanced Sanitizing of Vehicles/Facilities

Brampton Transit's goal is to disinfect all hard surfaces, operator compartments and seats every 48 hours. The majority of buses are currently sanitized every 24 hours. Facilities and terminals that have hard surfaces are wiped down and sanitized daily.

Revenue Loss

- Reduced on-board passenger loads – currently in lockdown: approximately 48% of 2020 ridership, when compared to the same period last year (Q1 2021 vs Q1 2020).
- Until further notice, service reductions in place are currently operating ~80% of budgeted service (April 2021). On-board passenger load restrictions equate to a full-seated load only; this means the system's carrying capacity is about 50% of pre-COVID levels.
- Passenger revenues will remain significantly below pre COVID levels this year and may take several years to recover fully.



RIDERSHIP GROWTH

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

Safe Restart Funding

- Safe Restart funds are expected to cover losses until December 31, 2021.
- The City is eligible to receive up to \$30.1 million for COVID-19 municipal transit pressures incurred from October 1, 2020 to March 31, 2021 under Phase 2 of the Safe Restart Agreement and an additional \$23.5M for COVID-19 municipal transit pressures incurred from April 1, 2021 to December 31, 2021 under Phase 3 of the Safe Restart Agreement.
- In addition to the Safe Restart Agreement, ongoing upper-level government funding support is needed from January 1, 2022, until return to normal from the pandemic to offset transit losses and avoid possible significant service cuts.
- Ongoing funding is also needed to ensure essential workers riding public transit have the means to get to and from work and for others to take essential trips.
- Ongoing operating funding for public transit systems would also help support transit service for essential sectors of the economy.

OUR ASKS

1. Work on a successor agreement to the Safe Restart Agreement, which must include funding for Transit operations until ridership returns to pre-COVID levels.
2. Immediate approval of the final pending Brampton ICIP project - the purchase of new growth buses to support future ridership growth.
3. Invest in strategic green infrastructure projects to create jobs and reduce GHG emissions such as the electrification of the new Transit Maintenance & Storage Facility, the upgrade/retrofit of existing Transit facilities/in-depot infrastructure and the transition to a zero emissions fleet.
4. Work collaboratively with the City of Brampton on program design for the newly announced Permanent Transit Fund to ensure a fair share of funding to one of the fastest growing systems in Canada.

Fair Funding Allocation

Brampton Transit continues to request a fair share of funding for major infrastructure projects and funding sources.

PROJECT	YORK REGION (SUBWAY EXTENSION)	BRAMPTON (ZÜM)**	KITCHENER/ WATERLOO ION LRT	TORONTO (SCARBOROUGH SUBWAY)
Funding Date	2007	2008	2010	2013
Total	\$2.6B	\$295M	\$818M	\$3.56B
Federal	\$697M	\$95M*	\$265M	\$660M
Province	\$870M	\$95M	\$3B	\$1.99B
External Funding as % of Total Cost	60%	64%	69%	74%

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

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

Permanent Transit Funding:

- The City of Brampton thanks the Government of Canada for their commitment of \$14.9B to public transit over the next eight years and looks forward to receiving additional information and program details in the near future.
- The \$2.75B of funding earmarked for zero-emission buses is a huge step in the right direction towards reducing our carbon footprint. That being said, critical infrastructure is required to support the transition to a zero-emission bus fleet. The electrification of Brampton's new maintenance and storage facility (estimated at \$150M) as well as upgrades/retrofits to existing facilities are a couple examples of critical infrastructure, which is currently unfunded, that is required to support the implementation of additional zero-emissions vehicles.
- The growth in transit ridership in Brampton has been exceptional; from 2009-2019 ridership has grown 160 per cent compared to the 27 per cent in population growth and transit ridership per capita doubled over the same time
- We are excited for the many upcoming transit projects in Brampton including the electrification of our fleet, new Transit Maintenance and Storage Facility, LRT, Queen Street-Hwy 7 BRT, Downtown Transit Hub.
- Reliable transit is vital in increasing accessibility to services and jobs, reducing greenhouse gas emissions and improving the overall health of our community. We look forward to working with the Federal Government in supporting the community here in Brampton with these upcoming transit initiatives, helping to meet the future demands for transit, enhancing regional connections and supporting the growth of a diverse, dynamic and fast growing city.

In 2019, Brampton Transit's ridership was up to 47% higher than YRT, London or Hamilton, but Brampton received 6% less funding through the Investing in Canada Infrastructure - Public Transit Stream.

Pending ICIP Approvals (Public Transit Stream):

Key Brampton Transit project applications, submitted for funding through the Public Transit Stream of the ICIP, which have not yet received Federal approval:

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

3rd Transit Maintenance & Storage Facility

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

Phase 1 will provide space for 250 standard bus equivalents (SBE=40ft bus)

- Construction beginning in 2022 with an opening in late 2024
Costs: Estimated at \$175M - the required business case has been completed and submitted to the Province



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

2019 BRAMPTON TRANSIT

UP TO
47% ↑

RIDERSHIP

higher than YRT, London or Hamilton

6% ↓

LESS FUNDING

through the PTS

31.9M RIDERS
2019

51% ↑ SINCE
2015

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

FUND MODEL

accounted for ridership growth, could result in an additional

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

Opportunity for Electrification

Brampton's 3rd Transit Maintenance & Storage Facility electrification is aligned with federal targets of electrifying public transit infrastructure and reducing GHG emissions. It is also a prime example of projects that would benefit from the Federation of Canadian Municipalities' (FCM) recommendations in Building Back Better Together. It includes the modernization of public transit, including significant transit expansions by launching the promised Permanent Transit Fund and adopting low and zero emission transit vehicles (ZEV) across Canada.

Electrification of this facility is estimated at \$150M, which does not include the additional investments required to introduce a fully electric zero-emission bus fleet, electric buses, facility retrofits, or additional infrastructure. Studies are underway to help refine this estimate.

Additional Brampton Transit Electrification projects:

- Fleet electrification and on-street infrastructure
- Electric Bus Pilot - Phase II
 - Additional buses and chargers



Higher-Order Transit

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



1 Funding for a Modern Light Rail Transit on Main Street

- The Hurontario-Main Street Light Rail Transit (LRT) will be an integral part of the overall GTHA transportation network
- The Hurontario North Extension will fill a notable gap in the regional rapid transit network by connecting the Hurontario LRT line directly to the Kitchener GO Rail line (Brampton GO Station), existing Züm service, and future higher order transit service on Queen Street. It will improve the functionality, resiliency, efficiency, and convenience of the higher-order transit network in Brampton and beyond.
- The LRT connects to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor. This project will connect the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre to the Hurontario-Steeles Gateway Mobility Hub.
- The City is assessing various options, including a tunnelled option as agreed by Council, to extend the LRT on Main Street, north of Steeles Avenue to the Brampton GO station in Downtown Brampton.

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

2 Queen Street Highway 7 BRT

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

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

The City of Brampton has requested that Metrolinx expedite the Preliminary Design Business Case stage for the Queen Street-Highway 7 BRT study and prepare for the Design & Procurement Preparation stage.

OUR ASKS

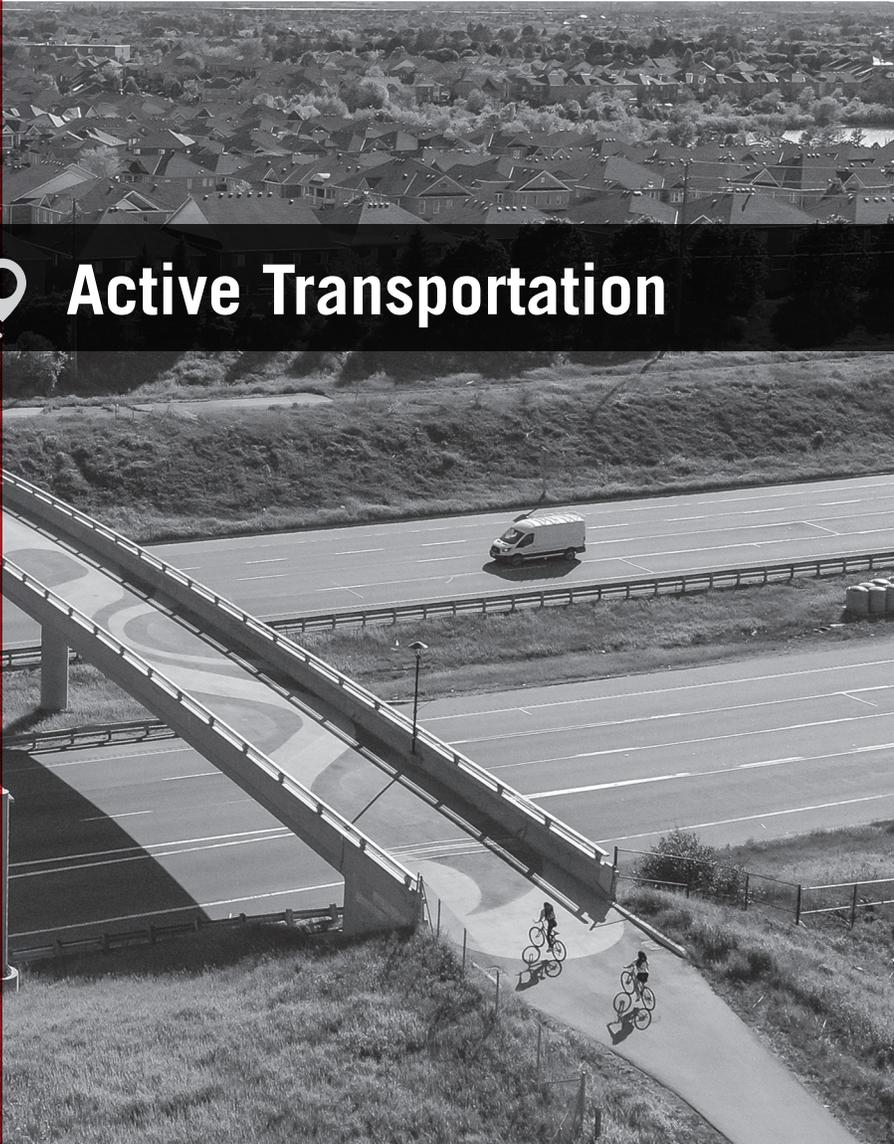
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- Improve regional connections by investing in the Queen Street-Highway 7 BRT.
- Invest in express transit service to meet rider demands along major corridors – support the launch of Züm bus rapid transit along Chinguacousy Road and Bramalea Road.





Active Transportation



National Cycling Strategy

The City of Brampton supports the Federal Government's announcement to establish a national active transportation strategy, and calls for the inclusion of longer-term sustainable funding to implement active transportation infrastructure and programs. The City looks forward to partnering with higher levels of government to expand and promote active transportation infrastructure.

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

The decrease in traffic volumes along City roads as a result of COVID-19 lockdown measures has provided a unique opportunity for the City to successfully advance the implementation of over 19 km of planned cycling infrastructure.

Immediately after the initial lockdown orders were in place (March/April 2020), the City implemented a 7 km east-west cycling connection that was intended to provide a safe connection for people on bicycles to essential amenities and to the City’s recreational trail network. In its first three months in operation, this corridor experienced a doubling in use.

The approved 2021 Capital Budget includes approximately \$4.9M for active transportation. The City’s proposed 20-year active transportation network has been costed at approximately \$126.6M.

Cycling Infrastructure Network

In 2021 the City will continue the momentum gained in 2020 by expanding its cycling infrastructure network. The primary focus for the delivery of the cycling network is the City’s Priority Cycling Network which is planned to be constructed within five years.

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

The City’s Active Transportation Master Plan (ATMP) recommends developing a priority cycling network centred around a central “signature” loop and several key east-west routes as a short-term priority.

To prioritize and direct the cycling network development, a core network of higher-order cycling facilities was identified (Priority Cycling Network). This network consists of existing and proposed multi-use paths, buffered bike lanes and protected bike lanes intended to be completed over the shorter-term (five-year) horizon. The priority network’s central component is the City’s signature loop, connecting east-west routes that provide access to the loop and connect several existing north-south corridors (recreational trails).

The development of the signature loop (Brampton Loop) includes trail connectivity and accessibility improvements between the Etobicoke Creek, Chinguacousy Recreational Trail and Esker Lake Recreational Trail. The objective is to connect the three trail systems to create a 38 km loop. The loop would link to amenities such as Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village and a number of recreation centres and schools. The loop would be promoted and marketed by the City and Regional partners as a safe and viable option.

National Cycling Strategy

Include longer-term sustainable funding to implement active transportation infrastructure and programs as part of the Federal Government’s recent announcement to establish a national active transportation strategy.

Once completed, the priority network will be subject to a pilot to receive enhanced maintenance year-round.

Fix-it Program

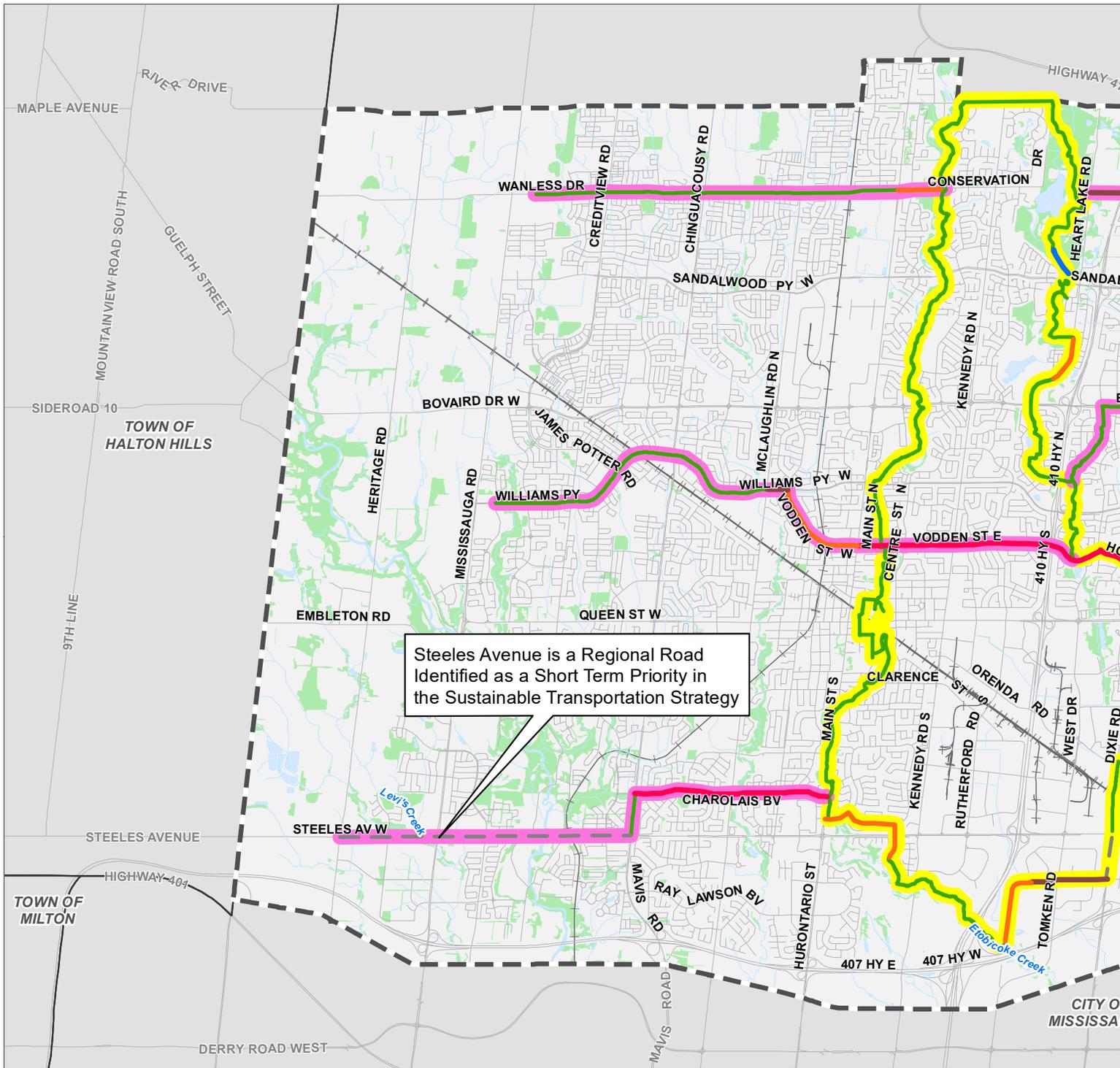
The ATMP’s “Fix-it Program” is an implementation tactic that focuses on enhancing the existing network by completing critical gaps with proper pedestrian and/or cycling crossings. In 2021 the City of Brampton will be implementing proper crossings (pedestrian crossings, signalized crossings or uncontrolled crossings) at 37 locations where recreational trails or major park paths intersect with existing roadways.

Inter-Regional Connections

Fletcher’s Creek Recreational Trail and Bramalea GO Connection;

The City is currently undertaking the necessary due diligence/review to develop a concept and detailed design for the following inter-regional cycling connections:

- 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.
- A connection between the south limit of Bramalea 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 uses adjacent to the north side of Steeles.



Steeles Avenue is a Regional Road Identified as a Short Term Priority in the Sustainable Transportation Strategy

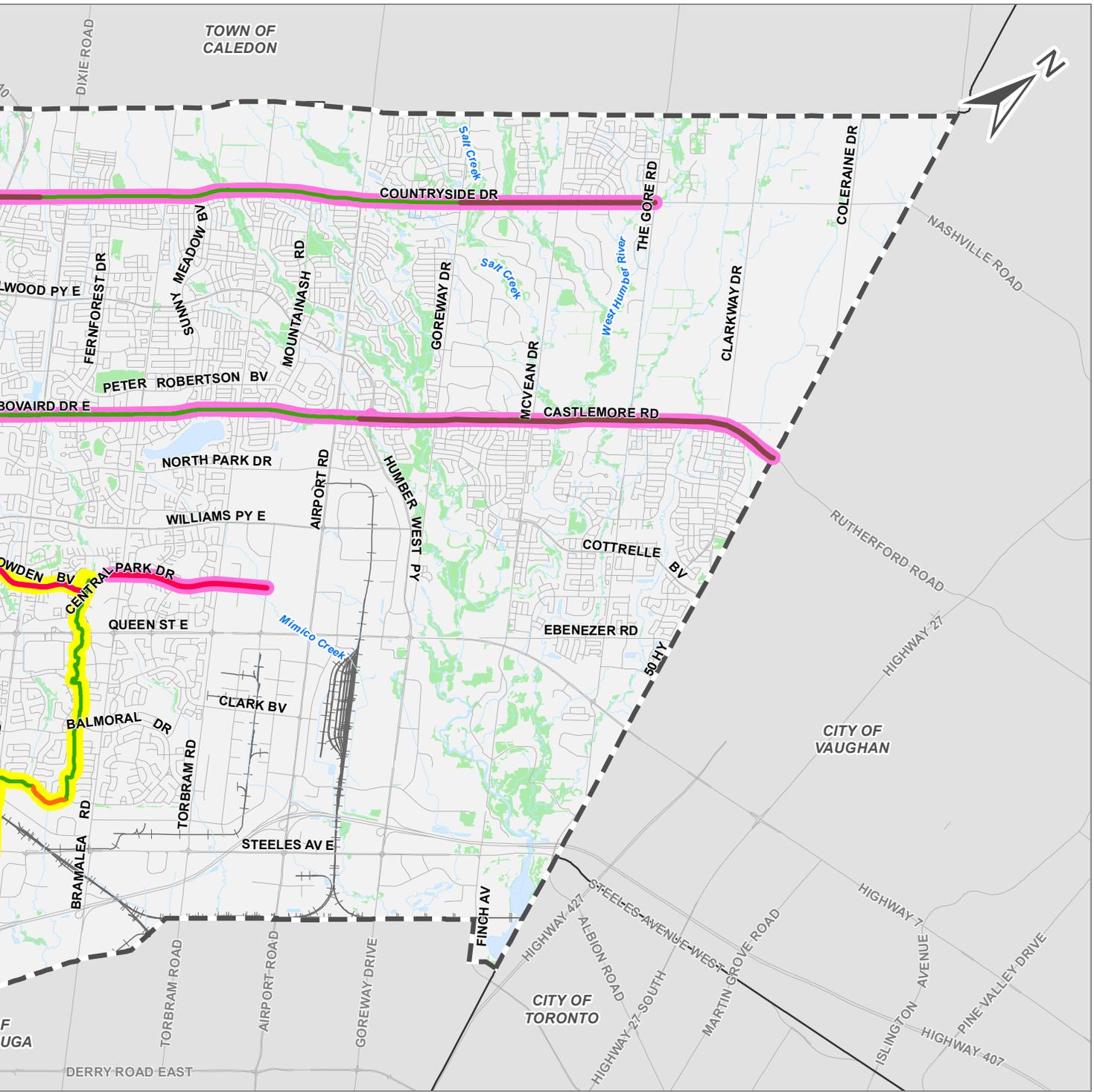


Facility Type

-  Multi-Use Path / Boulevard Path
-  Protected Bike Lane or Cycle Track (Separated)
-  Bike Lane or Buffered Bike Lane (Designated)
-  Recreational Trail
-  Existing Network Link
-  Regional Connection

-  Brampton Trail Loop
-  East-West Connection Desired

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N

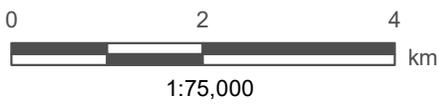


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-  Watercourse
-  Road
-  Rail Line
-  Waterbody
-  Wooded Area

Priority Cycling Network: Loop Route and East-West Connections

Brampton ATMP
City of Brampton



GREEN INITIATIVES

📍 Climate Change Adaptation, Resilience, & Public Health



Riverwalk

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

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

Flood Mitigation

- An Environmental Assessment (EA) to look at alternatives for providing flood mitigation in Brampton commenced in 2018, and was approved in September 2020. The EA identified a flood mitigation solution consisting of widening and deepening the Etobicoke Creek, replacing existing bridges with larger spans, and making local modifications to adjacent roadways.
- The City has secured funding through the Federal Disaster Mitigation and Adaptation Fund (DMAF) towards a portion of the cost for implementing the flood protection solution developed in the Environmental Assessment.
- This transformational project requires support from all levels of government to fully realize the economic and social potential of Downtown Brampton, and a Provincial funding partner would further strengthen the project and ensure the economic, social and environmental benefits are maximized.

Riverwalk Urban Design Master Plan

In conjunction with the Environmental Assessment a complementary Urban Design Master plan is being completed. The Master Plan studies the treatment of the flood mitigation solutions, the Open Space system programming and design along the valley, active transportation and provides the design solutions for the implementation of the Eco-Park concept and principles.

The Environment, Resilience Sustainability and Public Health framework is a main deliverable of the Master Plan with provisions for environmental and ecological improvements, climate change mitigation (gas emissions and heat island reduction), sustainable mobility and accessibility improvements, storm water management and low impact development, economic resilience and social sustainability as well as public health improvements (public space and amenities for diverse population, access to nature and open space, active and healthy living opportunities).

Riverwalk will provide extensive benefits through flood and disasters protection, revitalized Downtown, access to nature and open space, and an attractive, safe place for all.

Riverwalk

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

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

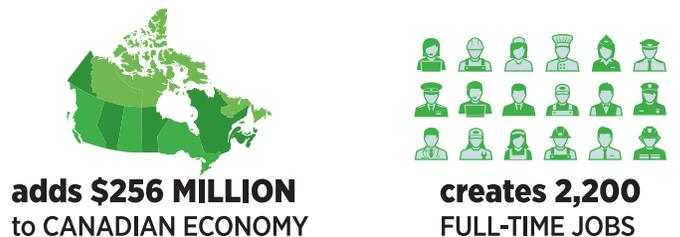
- Sustainable mobility and active transportation components (Etobicoke Creek trail and connections, walkways, pedestrian bridges, improved transit stops)
- Feasibility studies and implementation of stormwater management and low impact development features (bio swales, pervious pavement, channel treatments)
- Implementation of the Eco Park concepts: vegetation and habitat improvements, nature integration, education, interpretation
- Open space and public realm improvements

Unlocking Potential and Growth

FLOOD MITIGATION DOWNTOWN BRAMPTON



RIVERWALK CONSTRUCTION



RIVERWALK DEVELOPMENT



Community Energy and Emissions Reduction Plan (CEERP)

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

Much like Canada's Climate plan, the CEERP includes strategic directions that focus on green communities, home and building efficiency, transportation efficiency, industrial efficiency and green infrastructure.

There are six priority projects to complete within the next five years, including:

1. Ensure City of Brampton policies and programs align with supporting the CEERP Objectives and Targets;
2. Establish a system to deliver standardized retrofits to Brampton homeowners;
3. Update the Transportation Master Plan (TMP) to reflect complete streets and the integrated nature of mobility and built form;
4. Integrate District Energy Systems in appropriate locations within the City of Brampton;
5. Develop Integrated Energy Master Plans for public facilities and private development; and
6. Establish a community organization to lead the development and implementation of select priority projects.

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

Centre for Community Energy Transformation (CCET)

One priority project from the CEERP is to establish a community organization to lead development and implementation of select priority projects. The Centre for Community Energy Transformation (CCET) will be an action-oriented organization focused on convening partners, including business, institutions and residents, to develop and implement select priority projects from CEERP. The CCET will help Brampton accelerate its response to the climate emergency by advancing the CEERP. This initiative supports and is strongly aligned with the Federal climate plan and would benefit from collaboration and measures such as the Strategic Innovation Fund announced in 2021 Budget.

Transforming our City will require collective action including:

- Dedicated resources/skills/knowledge
- Community leadership

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

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

Home Retrofit Program:

Residential homes represent 26% of energy use and 21% of GHG emissions in Brampton. To achieve our energy conservation and GHG emission reduction targets, the CEERP states that 80% of existing homes in Brampton must be retrofitted. One priority is for Brampton to establish a system to deliver standardized retrofits to Brampton homeowners. This is a consistent set of modifications to existing buildings designed to improve energy efficiency or decrease energy demand. The scope and scale of such an undertaking is beyond the capacity of any municipal budget. To achieve success, a funding partnership strategy must be established. The CCET is the ideal organization to deliver such a program, and could partner with the Federal government through Deep Home Retrofit investments announced in the 2021 Budget. The City of Brampton has already developed a Feasibility Study and applied to Federation of Canadian Municipalities' Green Municipal Fund for Design Program funding.



Addressing the Climate Change Emergency

Addressing the Climate Change Emergency

The City of Brampton Council declared a Climate Change Emergency in August 2019. In response, Brampton is moving quickly to implement both strategic studies and plans as well as on-the-ground actions that achieve quantifiable GHG reductions and meaningful community benefits.

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

Successfully addressing climate change depends on collaboration among community partners, including businesses, institutions, non-profits, residents, and other levels of government.

Net Zero Energy Community Centre Retrofits

The City's Energy Management Team has completed a carbon neutral study on a community centre and approval for partial study funding was given by FCM (i.e. Green Municipal Fund). This community centre is currently in the design planning stage. Two more carbon neutral studies are scheduled to be completed in summer 2021. There is a broader corporate plan called a "Zero Carbon Transition" which lists the top emitting facilities for the City of Brampton.

Priority Projects include:

- Zero Carbon Retrofit of South Fletcher's Sportsplex
- Zero Carbon Retrofit of Century Gardens Recreation Centre
- Zero Carbon Retrofit of Earnscliffe Recreation Centre



Greening our Fleet

The City recognizes that fleet operations impact our environment, particularly through the generation of GHG emissions. With the population projected to reach almost 900,000 by 2041, the need for these services will increase. This in turn will increase the size, requirements, and pressures put on the City's fleet for the provision of services. In 2021, the City of Brampton commenced the development of a Sustainable Fleet Strategy to foster reduced GHG and air pollutant emissions, enhanced operational efficiency and service excellence, improved lifecycle asset management, and demonstrated leadership in environmental sustainability.

Supporting Electric Vehicle Uptake

The City's Energy Management Team has 40+ public charging stations that are located at community centres, transit and administrative buildings. There are plans to install 12 more stations across four sites this year which are approved for partial funding by the Federal Government through ZEVIP (Zero Emission Vehicle Infrastructure Program). There was a partnership with the Region of Peel to pursue this funding and also to shortlist pre-qualified EV charging station vendors. The partnership continues based on funding opportunities.

There is a broader plan for public stations that is based on a number of factors, including green vehicle ownership data which is sourced from the Ministry of Transportation.

Sustainable Neighbourhood Action Plans

A partnership initiative between the City of Brampton, local Conservation Authorities (TRCA and CVC) and the Region of Peel, SNAP is an innovative, collaborative model for sustainable urban renewal and climate action that focuses on the neighbourhood scale. Guided by a customized Action Plan for the selected neighbourhood, the program aligns municipal sustainability priorities with community needs, identifies integrated retrofit solutions, and fosters partnerships between public agencies, community organizations, businesses and residents. As a result, SNAPs help deliver program efficiencies, empower residents, showcase innovation, and achieve tangible results. Brampton currently has three SNAPs: County Court SNAP, Fletchers Creek SNAP, and Bramalea SNAP.

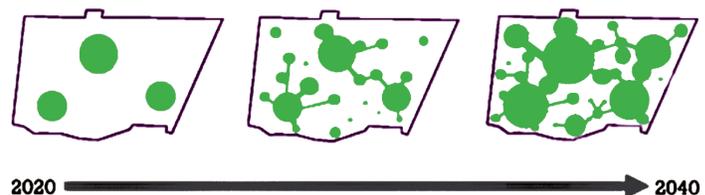
Brampton Eco Park

Brampton Eco Park is made up of a network of sustainable urban/green spaces that reflect Brampton's character, provide unique social opportunities, and support city infrastructure. This is achieved while conserving and enhancing the natural landscapes. The majority of Brampton's 2,500 hectares of Natural Heritage System (NHS) forms the backbone of the Brampton Eco Park. From this foundation, Brampton Eco Park will expand and evolve into parks, streetscapes, and other city spaces to form a comprehensive network of green spaces and natural reserve throughout the city building a green framework for Brampton.

While the Eco Park Principles are being integrated into many urban and green spaces across the city through leveraging existing and new City programs and initiatives, a number of larger Eco Park projects are currently being implemented, these include:

- Jefferson, Jordan, and Jayfield (JJJ) Eco Park Revitalization: An Eco Park revitalization at the JJJ Parks, in conjunction with the scheduled TRCA channel remediation on site.
- Eco Park Education Centre: The development of a flagship trailhead Eco Space to the Credit River Valley that would 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 that integrates the Eco Park Principles.
- Lake Enhancements: A strategy to enhance the City's lakes and transform them into signature features of Brampton's Eco Park.

Establishment of Eco Parks across Brampton will help realize the City's natural heritage and recreation goals. The Brampton Eco Park initiative is strongly aligned with the Federal goals and could benefit from funding through the Natural Infrastructure Fund and Canada Community Revitalization Fund.



A conceptual image of the evolution of Brampton Eco Park

Brampton One Million Trees Program

The City has embarked on planting one million trees by 2040 to grow the urban forest, mitigate and adapt to climate change and foster the delivery of ecosystem services. Under current programs, the City and its partners plant approximately 43,000 trees per year. To achieve one million trees by 2040, the number of trees planted annually will need to increase by at least 7,000 trees per year to achieve a total of 50,000 new trees annually. This target supports the Governments of Canada's target of 2 billion trees being planted by 2030.

The City has taken a number of steps to increase tree plantings within the city, including but not limited to developing a tree planting program for existing parks, improving tree planting standards and requirements for City road and capital projects and new development, initiating a Residential Tree Planting Program, and actively supporting tree planting initiatives and projects of City partners and local organizations.

Federal funding and support can help the City meet its one million trees target as an important step in building a sustainable and healthy community. The City of Brampton has recently applied for funding for its planting initiatives for 2021 through the Federal Growing Canada's Forests Program: Early Starts Project for 2021.

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 that were built prior to current stormwater management practices. The City has reviewed these areas and identified opportunities for new stormwater management infrastructure to be installed and to capture pollutants from urban runoff before entering the natural environment. Overall, these retrofits will provide additional stormwater control and treatment in underserved neighbourhoods such that they will be more prepared for climate change. Federal funding and support can help the City accelerate and increase the scope of Stormwater Retrofit Program to include additional opportunities.



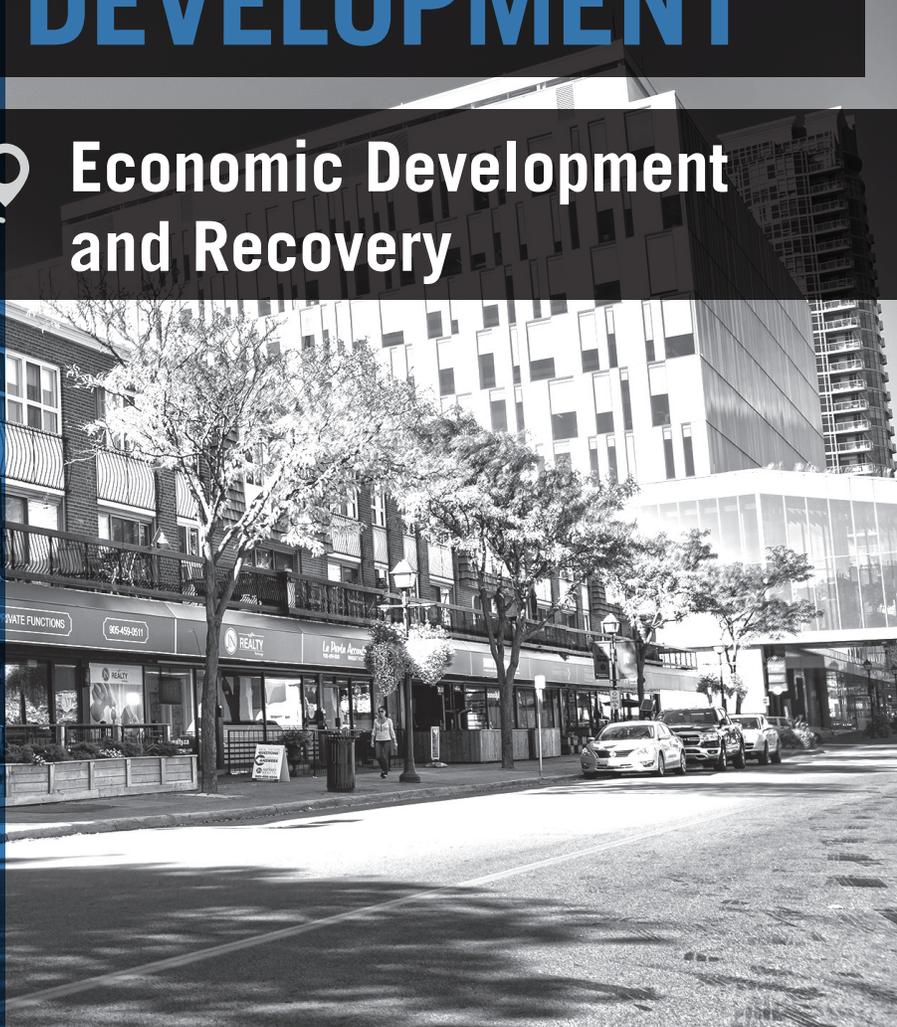
OUR ASKS

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

- To establish an energy excellence institute (e.g. Centre for Community Energy Transformation)
- To undertake Integrated Energy Plans for the Heritage Heights Secondary Plan, Queen Street Corridor, Downtown Brampton, Uptown Brampton, and Bramalea
- To establish low-carbon district energy systems informed by District Energy Business Case for urban centres, mobility hubs, and intensification corridors
- To support the establishment of the Peel Residential Energy Program to facilitate energy efficiency and GHG reduction in Brampton's residential sector
- To support the City's one million tree goal by funding expansive tree planting initiatives over the next 20 years
- To support the establishment of Eco Parks across Brampton to realize the City's natural heritage and recreation goals
- To support the expansion of the City's Sustainable Neighbourhood Action Plan (SNAP) program to other neighbourhoods across Brampton
- To support the implementation of current Bramalea SNAP initiatives including the Fallingdale and Earnscliffe Park Stormwater Management and Channel Rehabilitation Retrofit, and Complete Streets initiatives to increase active transportation infrastructure and pedestrian safety
- To support the Stormwater Retrofit Program including green infrastructure improvements in vulnerable neighbourhoods to prepare for climate change

ECONOMIC DEVELOPMENT

📍 Economic Development and Recovery



The pandemic has hit City of Brampton hard and our already stretched health care resources have been significantly impacted. Our businesses are essential to keeping our goods moving, keeping our supermarket shelves stocked and supporting national logistics and supply chains, but our businesses and their employees have been impacted by the COVID-19 pandemic.

Economic Recovery Strategy

The City welcomed the extending of Federal support programs for businesses and workers, as well as the Provincial announcement of three days of paid sick leave.

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



The City of Brampton requests that the Federal government continue to invest in the Rogers Cybersecure Catalyst and its initiatives based in Brampton.

The Federal government maintain the Start Up Visa Program to continue creating jobs, and support innovative entrepreneurs.

That the Federal Government engage with the business community and economic development stakeholders to streamline and improve access to supports provided by Business Development Bank of Canada.

Work with municipal and provincial governments on an economic growth strategy and support programs that offer post COVID-19 mitigation.

Innovation, Technology & Entrepreneurship



Arts, Culture & Tourism



Infrastructure



Investment



Innovation District



Innovation, Technology and Entrepreneurship Cornerstone

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



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

Innovation District

The City is building an innovation and entrepreneurship ecosystem in the heart of downtown Brampton, 'The Innovation District' with 10 partners – and still more to join, including the newly announced BHive, a soft landing pad for international entrepreneurs. More than \$21M is being invested in the Innovation District, a key piece of our Economic Recovery Strategy, which will help us move forward from the impacts of the pandemic.

The City is fast tracking plans to build an innovation ecosystem that produces innovative talent with the goal of supporting start-ups from across the region as well as international newcomers. Brampton is well positioned to accelerate these companies from ideation all the way to success, capitalizing on the strategic location right in the middle of Canada's Innovation Corridor. We will do this

by supporting companies across all sectors and sizes of business in their recovery strategies, and by investing in and nurturing the growth of the up-and-coming Brampton Innovation District.

'The Innovation District' Main Partners:

1. Brampton Entrepreneur Centre (BEC)

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

2. RIC (Research Innovation Commercialization) Centre

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

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

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

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

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

5. Rogers Cybersecure Catalyst Headquarters

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

6. Rogers Cybersecure Catalyst - Accelerator

Rogers Cybersecure Catalyst, has launched the first cybersecurity accelerator of its kind in Canada. This one-of-a-kind Accelerator will deliver cutting edge, interactive cybersecurity training for those entering or looking to expand in the cyber field. The multi-disciplinary and interactive environment will provide training, growth strategies, mentorship and resources to support the most promising cybersecurity scale-ups and help them succeed nationally and internationally.

7. Sheridan EDGE Programming

Led by Sheridan College, the EDGE entrepreneur programming connects start-ups with resources from within the Sheridan network and provides work-shops, seminars and training to support development and growth of businesses.

16. The BHIVE - International Start-up Incubator

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

Post Secondary Opportunities and Skill Training:

8. Rogers Cybersecure Catalyst - Cyber Range Training Centre

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

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

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

10. Sheridan Continuing and Professional Studies

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

11. Algoma University –Downtown Brampton Campus

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

Integrated Downtown Plan

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

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

BLACK ENTREPRENEURSHIP KNOWLEDGE HUB

In January 2021, the City of Brampton partnered for an application through the Innovation, Science and Economic Development Canada to form the Black Entrepreneurship Knowledge Hub in Brampton. The Hub will conduct large-scale qualitative and quantitative research on Black Entrepreneurship Ecosystems across the country, and identify critical gaps where Black entrepreneurs are facing the greatest challenges.

The City of Brampton is proud to be a founding member of the partnership between the Black Business & Professionals Association, a well established Black community organization and the Ryerson University Diversity Institute.

**OUR
ASKS**

Support the City's joint application through Innovation, Science and Economic Development Canada to establish the Black Entrepreneurship Knowledge Hub in Brampton.

Located in the middle of Canada's Innovation Corridor



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



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

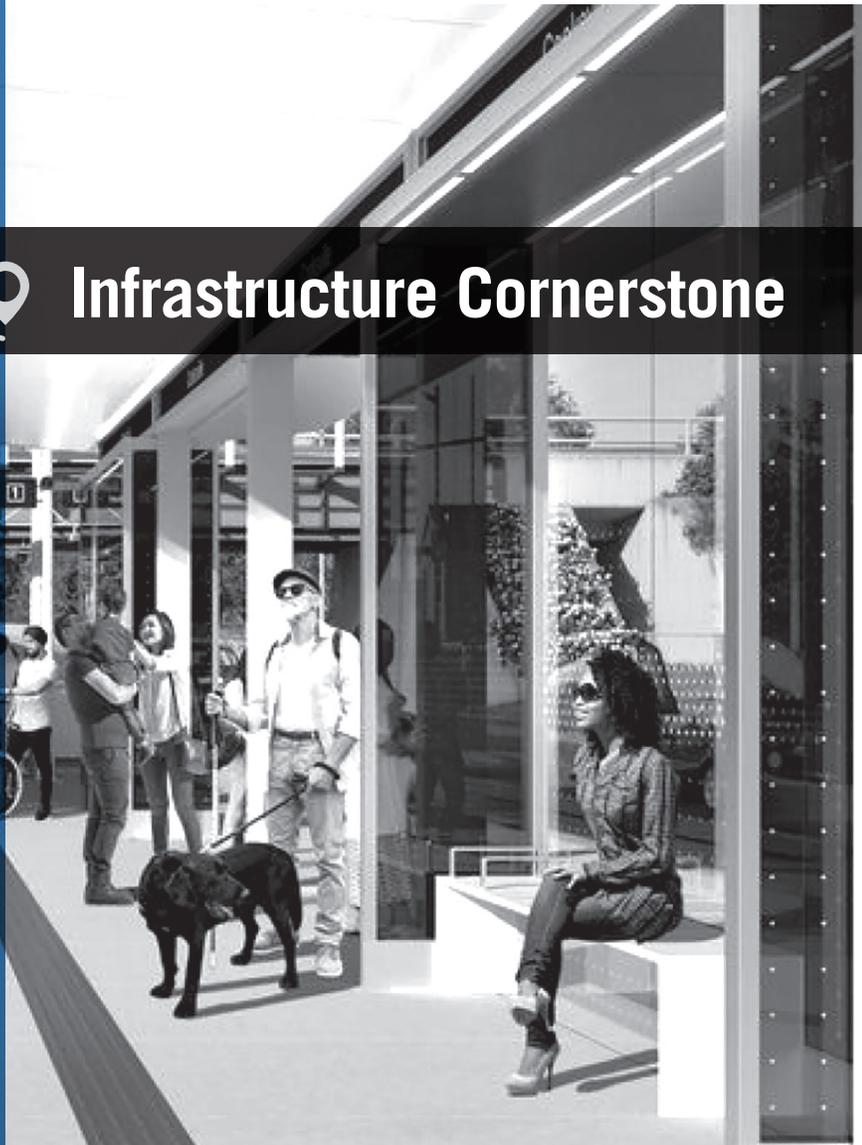


**ADJACENT TO
CANADA'S LARGEST
INTERNATIONAL AIRPORT
TORONTO PEARSON**





Infrastructure Cornerstone



Centre for Innovation (CFI)

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

Riverwalk

A key City initiative contributing to the redevelopment and beautification of the downtown. Its goal is to provide long-term flood risk solutions while at the same time establishing incredible public spaces for people to enjoy, allowing more residential development, creating more jobs, and strengthening the character and identity of the downtown.

More than \$45M has been invested by all partners, including the Federal and Provincial governments, including \$38M in funding through the Disaster Mitigation and Adaptation Fund. The City is looking to build on existing partnerships and realize the flood risk solution to enable development, economic growth and create livable sustainable neighbourhoods.

Transit Infrastructure

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

Key Infrastructure Investments:

Downtown Transit Mobility Hub

Centred by a new regional Transit Hub, a strategically planned growth area where different modes of transportation come together seamlessly, integrating with pedestrian-friendly features.

Light Rail Transit Extension Study

Examining and recommending a preferred Main Street alternative to extend Hurontario Light Rail Transit (HuLRT) from Brampton Gateway Terminal to Brampton GO station in Downtown Brampton.

Queen Street- Highway 7 Bus Rapid Transit (BRT)

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

Centre for Innovation Impact

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

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

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

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

Brampton in Numbers



3.6 M sq ft

Residential, Commercial & Retail Space in the downtown



+ 23,000 jobs



\$1.4 B
impact on the GDP

GTA WEST CORRIDOR

The Heritage Heights project is the City's last undeveloped area, located in northwest Brampton. Its area makes up 1/16 of Brampton's total land area and was highlighted in the Brampton 2040 Vision as the proposed location for a new town centre – a complete, compact, mixed-use, transit-oriented community with work and housing options, that will implement City, Regional and Provincial planning objectives.

Heritage Heights will be developed to create walkable communities for people to gather, recreate, work, and live. The project will include arts and cultural uses that will leverage Brampton's diversity and attract investment, while conserve the natural and cultural heritage of the area, creating a destination for local and regional visitors. This approach will foster a competitive environment for employment and economic development.

The GTA West Transportation Corridor has been a significant impediment to getting on with things in Brampton. Investments in infrastructure drive land use outcomes. Currently, the Province is conducting an EA to build a high speed 400-series highway through the middle of where Brampton wishes to build a complete community (one of the largest remaining greenfield sites in the GTA). Investing in a highway will drive the wrong kind of outcomes for Brampton – it will encourage sprawl, increase auto-dependency and contribute to the worsening of the City's declared emergencies in health care and the environment. Brampton wishes to pursue smarter, greener, more sustainable infrastructure investments and as such has proposed an urban boulevard instead of a highway. A boulevard will connect, instead of divide the community, promote active transportation and complete communities and set the stage for more sustainable catalytic investments. More importantly, it will facilitate higher density development around transit, that will make better use of land and potentially protect more land from development.

On May 3, 2021 the Minister of Environment and Climate Change has determined that the GTA West Project proposed by the Ontario Ministry of Transportation warrants designation under the Impact Assessment Act. This decision respects Brampton Council's request in the motion dated March 3, 2021 that the GTA West project be designated, and the Boulevard option be considered.

Investment, Recovery Strategy Cornerstone

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

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

Central Area Community Improvement Plan

The Central Area Community Improvement Plan (CIP) was approved by Council in November 2007 and came into effect in January 2008. The CIP establishes a toolbox of programs designed to support specific planning objectives by aligning financial incentives with the identified planning goals. The following Programs within the CIP are active:

- Facade Improvement Program
- Building Improvement Program
- Development Charges Incentive Program
- Sign Permit Fee Subsidy Program

The combination of investments in key infrastructure, innovation and private investment will be a key driver for Brampton's recovery and economic growth, while supporting development of healthy and sustainable neighbourhoods.

Healthcare in Brampton

The City of Brampton welcomes the 2021 budget announcement from the provincial government to fund expansion of a new wing at William Osler Health System's Peel Memorial Centre for Integrated Health and Wellness.

OUR ASKS

City of Brampton requests the Government of Canada proceed with an Environmental Impact Assessment of the proposed GTA West Transportation Corridor and include an Urban Boulevard option.

Ryerson University

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

The proposal will detail Ryerson's approach to health education, with a focus on primary care, expanded use of technology to better meet patient needs, inter-professional practice and the provision of culturally competent care.

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

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

Economic Impact Analysis

The recent announcements of provincial funding for expansion of a new wing at Pee Memorial Centre and a planning grant for a new Ryerson institute of medical education in Brampton represent significant developments. Associated infrastructure updates in Brampton downtown area, such as extension of Clarke Boulevard, will be essential to ensure access and growth.



Real GDP
\$35 T
2017 - 2041

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



Expected GDP
\$1.9 B
2031 - 2041

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



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

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



EMPLOYMENT
19,098
Full-Time Jobs

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



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

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



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

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



PROPERTY TAX
\$16.4 M

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

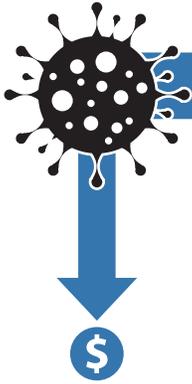


Moving Forward



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

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



COVID-19 IMPACT IN BRAMPTON

BRAMPTON'S CURRENT PROJECTION OF REVENUE LOSSES AND COST PRESSURES

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

DEPENDS ON HOW LONG THE PANDEMIC LASTS

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

City of Brampton's COVID-19 Impacts

COVID-19 has had a significant impact on the City. The funding received through the Safe Restart Agreement helped the City to mitigate the 6.9% loss in its 2020 operating budget due to the pandemic.

A large contributor of these deficits was due to the decline of user fee revenues in the areas of Transit and Recreation as a result of efforts to support the evolving Provincial lockdown restrictions throughout the year and maintain social distancing to mitigate the spread of the pandemic. In addition, the City recognized unbudgeted incremental costs in response to COVID-19. These deficits were partially offset by the City's COVID-19 mitigation measures and expenditure savings as a result of reduced service offerings.

The City welcomes the support from the federal and provincial governments through its commitment of funding through Phase 2 and 3 of the Safe Restart Agreement for Transit-specific operational pressures as well as the 2021 COVID-19 Recovery Funding for Municipalities program for all other Municipal losses.

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



Over **600,000** People



2nd Fastest Growing City in Canada



234
Cultures

115
Languages

Young, Diverse Workforce

OUR ASKS

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



50% of New Immigrants to Brampton



Priority Projects List

Transit

PROJECT	DESCRIPTION	LOCATION	TOTAL EST. COST*	ANTICIPATED PROJECT		POTENTIAL EXTERNAL FUNDING
				START**	END	
Transit Maintenance & Storage Facility	Design and construction of a bus operation, maintenance and storage facility designed to store and maintain both 40' and 60' buses	10192 Highway 50 (North of Castlemore Rd)	\$189,780,000	2022	2024	Application pending approval (ICIP - public transit stream)
Growth Buses	Purchase of 40ft and 60ft buses for Transit service expansion (combination of diesel and diesel-hybrid buses).	City Wide	\$170,878,000	2021	2025	Application pending approval (ICIP - public transit stream)
Electrification of new Maintenance & Storage Facility		10192 Highway 50 (North of Castlemore Rd)	\$150,000,000	2021	2025	TBD
Hurontario LRT Extension	Tunnel option	Hurontario St (North of Steeles to Downtown Brampton)	\$1,700,000,000	2025+	TBD	TBD
LRT Stop North of Steeles	Estimated additional cost to have the LRT stop relocated as part of current HuLRT project.	Hurontario St (North of Steeles)	\$15,000,000	2022+	TBD	TBD
Queen Street-Highway 7 Bus Rapid Transit	Scenario 5 costing as per Metrolinx IBC.	Queen St/Hwy 7	\$500,000,000	2026+	TBD	TBD
E-bus Pilot Phase II	Includes additional buses, charger and power upgrades.	City Wide	\$31,700,000	2022	2024	TBD
Sandalwood Electrical Substation and Chargers	This upgrade would include a 10 MW power substation and approx. 175 additional plug-in chargers and all the necessary civil works. Once completed, this would allow Sandalwood to accommodate approx. 200 e-buses.	130 Sandalwood Parkway	\$50,000,000	2021	2023	TBD
Phased transition to Zero-emissions fleet (up to 2028)	Including on-street charging infrastructure	City Wide	\$300M+	2022	2028	Canada Infrastructure Bank, \$2.75B in Federal Funding
Chinguacousy Road Züm	Implementation of Züm service on Chinguacousy Road	Chinguacousy Road	\$17,000,000	2022	TBD	TBD
Bramalea Road Züm	Implementation of Züm service on Bramalea Road	Bramalea Road	\$18,000,000	2024	TBD	TBD
Phase II build - Maintenance & Storage Facility	Additional costs to fully electrify phase II build	10192 Highway 50 (North of Castlemore Rd)	TBD	2026+	TBD	TBD
New Transit Terminals (2)	A terminal in both Northeast and Northwest Brampton. High-level estimate based on \$25M per terminal depending on size and location.	Northeast and Northwest Brampton	\$50,000,000	2028+	TBD	TBD
Kennedy Road Züm	Implementation of Züm service on Kennedy Road	Kennedy Road	\$20,000,000	2028+	TBD	TBD
Smart Vehicle Pilot	Estimate for a pilot to test full/partial autonomous buses and other related smart vehicles technology. Scope, timing and budget to be determined.	City Wide	\$10M+	2025+	TBD	TBD
Clark Facility Expansion and Renovations	Expansion and renovation of the Clark Transit Facility including; Operator lounge/Dispatch expansion, gasoline fueling system, maintenance washroom upgrades, additional diesel fuel dispenser.	185 Clark Boulevard	\$3,000,000	2021	2022	TBD
Sandalwood Facility Renovations	Installation of digital signage for communication for vehicles related to parking and fire alarm. Also, includes refurbishment of aging hoists and resizing of quiet room and wellness area.	130 Sandalwood Parkway	\$200,000	2021	2022	TBD
Terminal Upgrades	Terminal Upgrades at Bramalea and Gateway Terminal	Bramalea & Gateway Transit Terminal	\$5,000,000	2021	2022	TBD
Washroom Facilities	Would include constructing more permanent washroom facilities at strategic locations (e.g. Sandalwood Loop).	City Wide	\$500,000	2021	2022	TBD
Transition to shorter bus life for Artic buses	Reducing the life of an artic bus from 18 to 12 years	City Wide	\$100M+	2024	2028	TBD
Additional Replacement buses (beyond ICIP)	Purchase of buses (diesel and diesel-hybrid) to replace current rolling stock at the end of 18 year useful life.	City Wide	\$200M+	2022	2028	TBD
Additional Growth Buses (beyond ICIP)	Purchase of 40ft and 60ft buses for Transit service expansion (combination of diesel and diesel-hybrid buses).	City Wide	\$300M+	2024	2028	TBD
Additional Bus Refurbishments (beyond ICIP)	Refurbishment of major bus components including (structure, engine/transmission, hybrid battery, hybrid drive/system and articulation joint).	City Wide	\$70M+	2024	2028	TBD

Notes:

*Estimates are in 2020 dollars

**Estimated start dates assume funding is available

Active Transportation

PROJECT	DESCRIPTION	LOCATION	TOTAL EST. COST*	ANTICIPATED PROJECT		POTENTIAL EXTERNAL FUNDING
				START**	END	
Charolais Boulevard Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	James Potter Road to Main Street South	\$195,650	2021	2021	Canada's First Active Transportation Fund
Central Park Drive Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Bramalea Road to Torbram Road	\$91,000	2021	2021	Canada's First Active Transportation Fund
Avondale Boulevard Bike Lanes	Implementation of bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Birchbank Road to Bramalea Road	\$62,595	2021	2021	Canada's First Active Transportation Fund
Westcreek Boulevard (the Loop) Bike Lanes	Implementation of bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Steelwell Road to south limit of the road	\$44,280	2021	2021	Canada's First Active Transportation Fund
Finchgate Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Queen Street East to Central Park Drive	\$30,940	2021	2021	Canada's First Active Transportation Fund
Balmoral Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Torbram Road	\$123,370	2021	2021	Canada's First Active Transportation Fund
Eastbourne Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Balmoral Drive to Clark Boulevard	\$40,820	2021	2021	Canada's First Active Transportation Fund
Avondale Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Balmoral Drive	\$116,740	2021	2021	Canada's First Active Transportation Fund
Dearbourne Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Balmoral Drive	\$82,420	2021	2021	Canada's First Active Transportation Fund
Glenvale Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Clark Boulevard to Queen Street East	\$46,670	2021	2021	Canada's First Active Transportation Fund
Jordan Boulevard Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Williams Parkway to North Park Drive	\$57,395	2022	2022	Canada's First Active Transportation Fund
North Park Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Bramalea Road to Torbram Road	\$84,500	2022	2022	Canada's First Active Transportation Fund
Ganton Heights Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Creditview Road to Commuter Drive	\$22,945	2022	2022	Canada's First Active Transportation Fund
Elgin Drive Buffered Bike Lanes/Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Main Street South to McLaughlin Road	\$87,880	2022	2022	Canada's First Active Transportation Fund
Sir Lou Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Malta Avenue to Hurontario Street	\$24,050	2022	2022	Canada's First Active Transportation Fund
Malta Avenue Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Ray Lawson Boulevard to Tina Court	\$44,655	2022	2022	Canada's First Active Transportation Fund
Ray Lawson Boulevard Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.	Mavis Road to Hurontario Street	\$185,900	2022	2022	Canada's First Active Transportation Fund
Great Lakes Drive Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.	Sandalwood Parkway to Bovaird Drive	\$111,410	2022	2022	Canada's First Active Transportation Fund
Edgeware Road Protected Bike Lanes	Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.	Mississauga Road to Heritage Road	\$90,740	2022	2022	Canada's First Active Transportation Fund

PROJECT	DESCRIPTION	LOCATION	TOTAL EST. COST*	ANTICIPATED PROJECT		POTENTIAL EXTERNAL FUNDING
				START**	END	
Chrysler Drive Buffered Bike Lanes	Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.	Queen Street East to Williams Parkway	\$98,995	2022	2022	Canada's First Active Transportation Fund
Fletcher's Creek Recreational Trail - Inter-Regional Connection	A detailed design and construction of a 3.0 metre wide trail, continuing the Fleckers 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	2022	2023	Canada's First Active Transportation Fund
Bramalea GO Connection	A detailed design and construction of a 3.0 metre wide trail to provide a much needed protected AT connection from the adjacent communities (served by the Chinguacousy/Esper Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land uses adjacent to the north side of Steeles Avenue.	Victoria Crescent to Bramlea GO Station	\$280,000	2022	2023	Canada's First Active Transportation Fund
Williams Parkway Multi-use Path	Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	McLaughlin Road to Personna Circle/Abbotsbury Drive	\$1,280,000	2023	2023	Canada's First Active Transportation Fund
Advance Boulevard/ West Creek Drive Multi-use Path	Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Dixie Road to the south limit of Westcreek Drive	\$860,000	2023	2023	Canada's First Active Transportation Fund
James Potter Road Multi-use Path	Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.	Charolais Boulevard to Steeles Avenue	\$235,875	2023	2023	Canada's First Active Transportation Fund
Williams Parkway Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network	Personna Circle/Abbotsbury Drive to Mississauga Road	\$547,500	2023	2023	Canada's First Active Transportation Fund
Wanless Drive Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network	Mississauga Road to Huronatrio Street	\$2,055,000	2023	2023	Canada's First Active Transportation Fund
Countryside Drive Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network	Heart Lake Road to Goreway Drive	\$2,576,250	2023	2023	Canada's First Active Transportation Fund
Castlemore Road Enhancements to Multi-use Path	Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network	Airport Road to Castlemore Road	\$2,343,750	2023	2023	Canada's First Active Transportation Fund

Community, Culture & Recreation

PROJECT	DESCRIPTION	LOCATION	TOTAL EST. COST*	ANTICIPATED PROJECT		POTENTIAL EXTERNAL FUNDING
				START**	END	
"Sesquicentennial Park - Activity Hub"	A destination area for the surrounding communities as well as citywide park visitors	11333 Bramalea Rd	\$2,475,000	2019	2022	"Funding Application: ICIP, CCR Stream"
"Gore Meadows Outdoor Facilities and Parks"	"Cricket fields (2), Comfort building (washrooms/change rooms), Tennis courts (6), Pickle ball courts (4), Fieldhouse building (tennis), Tennis dome/bubble (winter use), skateboard park, Junior and senior playgrounds, Shade shelters, Soccer fields (junior), Fitness trail with exercise stations Picnic area, Environmental/Restoration landscape plantings, Parking lots, Public gathering plaza"	10150 The Gore Rd	\$22,000,000	2020	2022	"Funding Application: ICIP, CCR Stream"
"Gore Meadows Library Renovation - MakerSpace addition and space optimization project"	Revised Library entry and smaller MakerSpace utilizing existing open area - Phase I Expansion of Makerspace room with folding partition divider, providing additional study space for residents during library hours and for after hours study - Phase II	10150 The Gore Rd	\$543,176	2020	2022	"Funding Application: ICIP, CCR Stream"
"Golden Age Village for the Elderly (GAVE)"	"Support of GAVE project to construct 140 units of affordable senior housing in conjunction with a 160 bed LTC home to serve the aging Vietnamese community in Brampton/Peel"	8895 Hurontario Rd (FCCC)	\$35,000,000	2021	2022	"Funding Application: ICIP, CCR Stream"
	Sub-metering	1050 Sandalwood Pkwy W	\$16,000	2020*	2021	TBD
	Sub-metering	340 Vodden St E	\$16,000	2020*	2021	TBD
Century Gardens	Rink Controllers	340 Vodden St E	\$56,666	2020*	2021	TBD
	Lighting Retrofit	340 Vodden St E	\$125,000	2020*	2021	TBD
	"Youth Hub at this location in collaboration with Region of Peel"	340 Vodden St E	\$11,540,000	2022	2023	"Funding Application: ICIP, CCR Stream"
South Fletchers	Energy Efficiency retrofit	500 Ray Lawson Blvd	\$1,100,000	2020*	2021	TBD
	Youth Hub at this location in collaboration with Region of Peel	500 Ray Lawson Blvd	\$1,412,500	2022	2023	"Funding Application: ICIP, CCR Stream"
	Project: South Fletchers Recreation Centre Net Zero Energy Retrofit	500 Ray Lawson Blvd	\$5,000,000	2020*	2021	TBD
Fire Stations	Williams Parkway Fire Campus - Training facility and new station 203 (construction to be completed in phases)	425 Chrysler Dr	\$59,130,000	2020*	2023	TBD
Williams Parkway Works	Yard Phase 3 construction	425 Chrysler Dr	\$13,000,000	TBD	TBD	TBD
"Balmoral Recreation Centre"	Expansion and renovation of community centre, with new full gymnasium and community meeting spaces, as well as outdoor splash pad, etc	225 Balmoral Dr	\$20,700,000	2021	2023	TBD
"Chris Gibson Recreation Centre"	Expansion of existing community centre to add: fully accessible arena, new gymnasium, and additional community meeting room spaces, and fitness/dance studio spaces	125 McLaughlin Rd N	\$29,000,000	2022	2024	TBD
"Victoria Park Recreation Centre"	New indoor pad for indoor lacrosse, ball hockey, indoor field hockey	20 Victoria Cres	\$23,450,000	2021	2023	TBD
	Relocation of Sports Hall of Fame to be built as part of Victoria Park indoor sports complex	20 Victoria Cres	\$2,800,000	2021	2023	TBD
Howden Recreation Centr	Demolition and construction of new community centre with expanded spaces including gymnasium, multipurpose room space, etc	150 Howden Blvd	\$27,000,000	2021	2024	TBD
"Brampton Tennis Club - New clubhouse"	New modular tennis clubhouse at Rosalea Park	38 Union St	\$520,000	2022	2022	TBD
Mississauga Embleton	Building of new Community Centre to meet growth in Brampton's southwest part of the Cit		\$70,000,000	TBD*	TBD*	TBD
Centre for Innovation	Proposed downtown building to develop a Centre for Innovation that will incorporate Brampton Library and academic partners	Downtown Brampton (8,14,16 & 21 Nelson St)	\$130,000,000	TBD	TBD	"Funding Application: ICIP, CCR Stream"
"Flower City Community Centre"	1-2 Courtyard infill - additional administrative space for By-Law and Building Dept	8850 McLaughlin Rd S	\$3,600,000	2023	2024	TBD
Central Peel Public School	Collaborative Learning and Technology Centre - Partnership project with PDSB to develop a new centre to enhance learning in the STEM area and facilitate City programming in this area and service underserved community	32 Kennedy Rd N	\$3,000,000	2020*	2021	TBD
	"Artificial turf field - Partnership project with PDSB to construct a new artificial turf field and track to be shared by the board and City. Field will be added to Cit's permitted inventory to meet growing demand of sports groups"	32 Kennedy Rd N	\$1,500,000	2020*	2021	TBD

Green Initiatives

PROJECT	DESCRIPTION	LOCATION	TOTAL EST. COST*	ANTICIPATED PROJECT		POTENTIAL EXTERNAL FUNDING
				START**	END	
Brampton Valley and Parks Naturalization Program	Designed to restore native plant communities in valleys and parks that were stripped of native vegetation by past agricultural practices and development. The new plantings, over time, restore the vegetation in these areas to a pre-agricultural state, dramatically improving their ecological value by introducing new wildlife habitat, improving fish habitat, and flood plain stabilization. City is entering Phase 17 of this program, which will plant 2500-3000 trees and 2000 - 3000 shrubs.	9 sites across the city (Phase 17)	\$750,000	2021	2021	TBD
Brampton One Million Trees Program	A framework for the City and its partnering organizations to increase tree plantings and meet its one million tree planting target outlined in the Brampton 2040 Vision: Living the Mosaic. It contains goals, strategies, and actions including but not limited to, planting opportunities within streetscapes, parks, new and existing development, as well as community education and engagement.	City Wide	\$5,000,000	2020	2040	Funding Application: Growing Canada's Forests Program
Sustainability Metrics and Thresholds Update	In support of the City's commitment to elevate the level of sustainable development in Brampton, the City of Brampton in partnership with the Cities of Vaughan, Richmond Hill, and Markham are working together to update a series of sustainability performance metrics and thresholds, which evaluate and score the sustainability performance of new development and encourage builders/developers to achieve a minimum level of performance.	City Wide	\$80,000	2020	2022	TBD
Fallingdale, Earncliffe, and Eastbourne Parks Eco Space Retrofit Project	In support of the Brampton Eco Park Strategy and an action identified in the Bramalea Sustainable Neighborhoods Action Plan, the retrofit will include removal of the degraded concrete-lined channel and re-naturalization of the creek and floodplain, as well as other park improvements.	Fallingdale, Earncliffe, and Eastbourne Parks	TBD	2023	2025	Natural Infrastructure Fund
Brampton Eco Park Strategy Implementation: Donnelly Ponds	Guided by the Eco Park Principles, the Eco Park retrofits and ecological enhancements to the Donnelly Ponds will create a natural oasis for Bramptonians to enjoy. The project will establish a nature-based picnicking destination, offering safe and comfortable spaces and options for residents to engage with nature, responsibly. It project will also include habitat restoration, nature lookouts and boardwalks, picnicking infrastructure, trail upgrades, outdoor education and environmental stewardship opportunities, and more.	Sandalwood Parkway and Heartlake Rd	\$5,000,000	2023	2025	Natural Infrastructure Fund
Lake Enhancement Strategy: Lakes Habitat and Water Monitoring	"Monitoring of four priority lakes to assess water quality, lake habitat and pollution sources to help inform and guide management and restoration decisions in and around the lakes."	4 Lakes: Norton Place Park, Loafers Lake, Professor's Lake, Donnelly Ponds	\$100,000	2022	On-going	TBD
Develop the Peel Residential Efficiency Program	The City of Brampton is part of the development of a Peel-wide retrofit program to undertake residential energy retrofits to improve energy efficiency in existing housing stock in order to meet emissions reduction targets.	Citywide	\$10,000,000	2023	2040	TBD
Zero Carbon Retrofit of South Fletcher's Sportsplex	This project includes the design and implementation of a zero carbon retrofit for the South Fletcher's Sportsplex using conservation and renewables.	500 Ray Lawson Blvd	\$14,000,000-\$20,000,000	2021	2022	TBD
Priority 4: Greening Fleet	Purchasing roughly 40 electric vehicles over the next 5 years, also securing 20 EV chargers for City Fleet. This 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	Zero Emission Vehicle Infrastructure Program

Playgrounds

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

Parks, Pathways, Trails

VARIOUS LOCATIONS - CITY WIDE		LOCATION	TOTAL EST. COST*	ANTICIPATED PROJECT		POTENTIAL EXTERNAL FUNDING
				START**	END	
Lakelands Park	"Replacement of trails at their end of life and do not meet the City's 3 meter wide requirement; new culverts are added; and replacement of bench pads to make the facilities more usable. Additional and specific work may be required on a project by project basis."	74 Southlake Blvd	\$263,495	2022	2023	TBD
Bloore Pond		L6R 2G8	\$185,837	2022	2023	TBD
Ashurst Park		98 Ashurst Crescent	\$74,930	2022	2023	TBD
Bellini Valley		Goreway Dr and Countryside Dr	\$14,224	2022	2023	TBD
Brookbank Parkette		16 Brookbank Crt	\$3,288	2022	2023	TBD
Centennial Park		53 Centre St. s.	\$292,734	2022	2023	TBD
Ching Sandalwood Pk		1060 Sandalwood Pky W	\$87,865	2024	2025	TBD
Conservation Pk		290 Conservation Drive	\$399,201	2024	2025	TBD
Dearbourne Park		29 Drum Oak Cres	\$160,705	2024	2025	TBD
Durham Park		227 Bramalea Road	\$98,789	2023	2024	TBD
Earncliffe Park		46 Eastbourne Dr	\$303,258	2023	2024	TBD
Ernest Majury Park		8201 Dixie Road	\$177,148	2023	2024	TBD
Fallingdale Park		620 Clark Blvd	\$178,034	2023	2024	TBD
Fanshawe Parkette		71p Fanshawe	\$20,540	2022	2023	TBD
Glenforest Park S		91 Glenforest Road	\$157,413	2022	2023	TBD
Hickory Wood Park		658 Ray Lawson Blvd	\$148,335	2024	2025	TBD
Laurelcrest Pk South		51 Laurelcrest st	\$43,441	2024	2025	TBD
Loafers Lake Park		20 Loafers Lake Lane	\$369,390	2024	2025	TBD
Major William Sharpe		37 Major William Sharpe Drive	\$96,799	2023	2024	TBD
Massey Park		39 Mackay St. North	\$178,302	2023	2024	TBD
Meadowland Park	28 Eldomar Ave	\$114,147	2023	2024	TBD	
Glenforest Park N	1375 Willimas Pky	\$37,148	2022	2023	TBD	
Berkshire Parkette	38p Barrington Cres	\$24,853	2022	2023	TBD	
Dunblaine Park	697 Balmoral Drive	\$39,386	2024	2025	TBD	
Edgebrooke Park	664 Balmoral Drive	\$84,374	2023	2024	TBD	
Hesp Valley	790 Sandalwood PKY	\$191,707	2024	2025	TBD	
Lundy Parkette	42 Nottingham Cres	\$9,843	2024	2025	TBD	



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