

City of Brampton

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# STEPPING UP TOGETHER

PARTNER. BUILD. GROW.





## MEET CANADA'S SECOND FASTEST GROWING CITY

In Brampton, people are at the centre of everything we do. Our residents are among the youngest and most diverse in the country, a highly talented workforce to attract investment from across Canada and beyond.

Our focus on technology and sustainable infrastructure is unlocking economic potential and reinforcing Brampton's unique position in the centre of the Innovation Corridor. The new Centre for Innovation in our downtown will be an iconic project for learning, collaboration, digital creation and programming.

Partnering with Ryerson University, Rogers Communications and Royal Bank of Canada, we are establishing a national centre for cybersecurity, creating jobs, expertise and resources to tackle this pressing global challenge.

Over the next two decades, Brampton will strengthen our environment, transportation, job creation, recreation, health, and arts and culture landscapes in accordance with our 2040 Vision. With ample developable lands and a robust workforce, Brampton will continue to be a key contributor to the provincial economy and a willing partner to drive growth and jobs of the future.

The issues highlighted in this brochure are all a critical part of ensuring that Brampton is ready for business retention, expansion and attraction.

We look forward to working with the Province and all partners to harness the immense opportunities that are before us. Let's work together for the people of Brampton and beyond.

# In Brampton, opportunity always adds up



## 2<sup>ND</sup> FASTEST GROWING CITY IN CANADA

Approx. 14,000 new residents per year

## LOWEST AVERAGE AGE IN CANADA



36.5



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

## YOUNG, MULTICULTURAL WORKFORCE

234 different cultures, speaking 115 languages



115

234

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



## 7 TRANSCONTINENTAL HIGHWAYS

accessing 158 million North American consumers



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



## HOME TO CN

The largest Intermodal Railway terminal in Canada

**70,421**

**DIVERSE ECONOMIC BASE WITH OVER 70,000 BUSINESSES**

**RANKED TOP 10 OVERALL MID-SIZED CITY TOP 10 BEST BUSINESS FRIENDLINESS & CONNECTIVITY**

FDI Magazine



**AAA**

Credit Rating (Standard & Poor's)



5,600

**INCREASE IN BUSINESSES**  
from 2017- 2018

**INCREASE IN JOBS**  
from 2017-2018



7,000

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# City of Brampton

## TRANSIT

### Brampton is creating a modern, integrated transit system by:

- Enhancing regional transit connections
- Increasing connectivity to transit infrastructure
- Offering sustainable transportation alternatives
- Implementing environmentally-friendly and advanced technologies

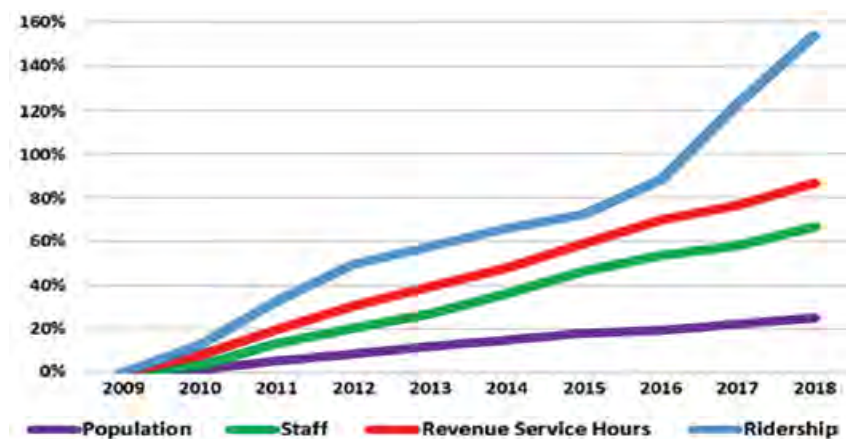
### Driven by high ridership growth:

- Transit ridership per capita has doubled over the last decade
- Brampton Transit's ridership increased by almost 50% between 2015 and 2018.
- Züm rapid transit express service, a project funded by all three levels of government, has seen average daily ridership increases of more than 130% between 2008-2018.

## Opportunity

Meeting the future demands for transit in Brampton requires extensive investments in both conventional and higher order transit to enhance regional connections. Brampton is one of the fastest growing cities in Canada and significant funding from all levels of government is required now to meet these growth demands.

Percentage Growth in Ridership, Service Hours, Staff, and Population since 2009



## Goal

A modern transit system that meets the demands of a diverse, young, dynamic and fast-growing city. Increase environmentally-friendly modes of transportation to improve accessibility to services and jobs, reduce traffic congestion and GHG emissions, and provide a good quality of life for residents.

## Priority Projects

To meet the demands of our growing transit users and to provide a safe and reliable transit system, the City of Brampton's priority transit-related projects are:

- A 3<sup>rd</sup> Maintenance and Storage Facility for Brampton Transit
- Expanded bus fleet
- Expansion of Züm rapid transit express service to other high transit growth corridors within the City
- Refurbishment and replacement of buses
- Higher order transit services on Main St. and Queen St.
- Smartbus and Fare Collection Technology
- Downtown Mobility Hub

## Our Ask

- 1. A fair funding allocation method for Rapidly Growing Transit Systems**
  - In 2018 Brampton Transit ridership was as much as 45% higher than YRT, London and Hamilton but is receiving 6% less funding
- 2. Funding allocation for Public Transit Stream (PTS)**
  - Brampton Transit ridership in 2018 was 31.2M, a 48% increase over 2015
  - Brampton Transit allocation of \$350M (\$190 Federal, \$160 Province) is based on 2015 ridership data of 21.2M
- 3. A modern Light Rail Transit on Main Street**
  - The City of Brampton is assessing various options to extend the LRT on Main Street, north of Steeles Avenue to the Brampton GO station in Downtown Brampton. Options include both surface and sub-surface routes.
  - The City of Brampton is seeking approximately \$1.7 billion through funding partners in the Federal and Provincial government in order to proceed with a fully-funded Light Rail Transit on Main Street, extending to the Brampton GO station, and a future Downtown Brampton Mobility Hub that connects to the GTHA and beyond.
  - A funding model based on ridership growth would result in an additional \$160 M to help fund a required third Maintenance and Storage Facility
- 4. Gas Tax Funding**
  - The Province has committed to consulting with municipalities to review the program parameters and identify opportunities for improvement. It is important to note over the past several years of high growth, Brampton Transit was able to expand service thanks to the gas tax funding.



## City of Brampton

# GO EXPANSION PROGRAM

- Expediting upgraded GO Rail service as soon as possible, is a priority for the City of Brampton to stimulate economic growth, job creation and development in Brampton along Canada's Innovation Super Corridor.
- GO Rail improvements, coupled with other regional and local transit service improvements, are critical to shifting trips from the predominant single-occupant vehicle mode to more sustainable modes of transportation.

## Opportunity

- Frequent two-way all-day GO service will provide Brampton residents and businesses with more convenient and faster transit options. This will support Brampton's city-building objectives (such as planning for increased density around all GO stations), and stimulate economic growth and development, including jobs along Canada's Innovation Super Corridor.
- GO Rail improvements, other regional transit improvements outlined in Metrolinx's Regional Transportation Plan, and improved local transit service are critical to shifting to more sustainable modes of transportation.
- The 2019 Ontario Budget commits to infrastructure work to help expand GO Rail services across the network. Metrolinx is advancing the GO Expansion Program, and recently issued the Requests for Proposals to design, build, finance, operate, and maintain the upgraded network.
- In December 2018, the Province cancelled the proposed freight bypass ("missing link") that had been seen as critical for achieving two-way all-day GO Rail service on the Kitchener line. Instead, the Province indicated that it would work with CN, to allow a significant acceleration in service improvements on the line.
- The City welcomes the recent announcement of construction for two rail tunnels under Hwy 401 and Hwy 409 to make way for added GO train service along the Kitchener corridor.

## Goal

Two-way all-day GO Rail service and significant improvement of mobility between Brampton and other municipalities along Canada's Innovation Super Corridor supporting economic growth, job creation and development.

## Priority Projects

To meet the needs of our growing ridership and to provide a safe and reliable transit system, Brampton Transit's priority projects are:

- Light Rail Transit on Main Street
- Higher Order transit services on Queen St.
- Downtown Mobility Hub

## Our Ask

The City of Brampton requests that the Province:

- Expedite the completion of the GO Expansion Program along the Kitchener GO Rail line to facilitate frequent two-way all day GO Rail service to Bramalea
- Expedite the Environmental Assessment Studies and any resultant infrastructure improvements required to extend two-way all-day GO Rail service west of Bramalea along the remainder of the Toronto-Waterloo Innovation Super Corridor
- Expedite negotiations with Canadian National Railway to allow for interim increases in GO Rail service to stations in Brampton and beyond as work on the GO Expansion Program progresses.



## City of Brampton

# METROLINX BUILDINGS (20 NELSON ST. & 37 GEORGE ST.)

- As a part of unlocking the economic potential of downtown Brampton, the City is investing \$160 million for the Centre for Innovation (CFI) and Downtown Transit Terminal.
- The City is actively collaborating with numerous partners including post-secondary institutions, community groups and businesses to help lay the foundation for success.
- As Brampton continues to solidify its place within the Innovation Corridor, Metrolinx owned buildings at 20 Nelson Street and 37 George Street will help address the growing demand for education, innovation, collaboration and community spaces in the downtown.

## Opportunity

The Metrolinx buildings on 20 Nelson Street and 37 George Street are currently boarded up and not in use, attracting unwanted attention, break-ins and vandalism. Metrolinx is weighing the option of demolishing the structure, which can cost around \$2 million or continue maintaining the property as it is.

The City is proposing taking over the buildings and re-purposing them to meet the growing demand for education, innovation, collaboration and community spaces in downtown Brampton.

### Post-secondary Education in Downtown Brampton

Rogers Cybersecure Catalyst, to be located in downtown Brampton, secured funding of \$30 M, including \$10 M each from the Federal government and Rogers Communications, \$5 M from the Royal Bank of Canada and \$5 M from the City of Brampton. This project is the result of an ongoing collaboration between Ryerson and the City, to make Brampton a destination for learning and innovation.

Ryerson University's Chang School of Continuing Education offers two cybersecurity and a Business of Cannabis courses, representing the initial presence of University in Downtown Brampton.

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

## Goal

As part of Brampton 2040 Vision, Brampton is investing heavily to build and nurture a creative, innovative and entrepreneurial environment in the city. We are building a City of Opportunities by revitalizing existing neighbourhoods and creating model new developments, providing flexible spaces and engaging with partners to co-locate facilities and service, ensuring plans and policies that prioritize job growth within urban and town centres.

The Centre for Innovation will be an iconic gateway building with a new central library that may offer community assets including digital creation tools and programming, performance and audio recording spaces, assistive technologies for various abilities, and culture days. The library will provide flexible spaces to engage residents and community partners. The CFI will also be a landmark for transit users entering or departing the city from Downtown Brampton, including the GO station.).

An investment of \$160 million by the City of Brampton in Centre for Innovation will result in significant one-time and ongoing return to the City, with the following impacts:

- \$168 million in value added, approximately 79% of this impact is expected to occur in Brampton.
- \$118 million in 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), approximately 1,160 of these positions will be located within Brampton.
- \$77 million in revenues in taxes, majority of the provincial and municipal revenues will be captured in Ontario and Brampton

## Priority Projects

- Centre for Innovation (Brampton Central Library and Downtown Transit Terminal)
- Hurontario-Main LRT to Downtown Brampton GO station
- Two-Way All-Day GO Transit Service
- Queen Street Bus Rapid Transit
- Building an Innovation Ecosystem (Rogers Cybersecure Catalyst, Pilot Incubation Hub & Coworking Space, CBA Catalysts of Brampton, Chang School of Continuing Education, Algoma University)
- Continue to work on bringing a large, competitive university to Brampton

## Our Ask

The City of Brampton is seeking to take over the two Metrolinx-owned buildings at 20 Nelson Street and 37 George Street. The City would like to repurpose the building and use the space to meet the demands of our residents, post-secondary partners and businesses in the innovation and technology sector.

# City of Brampton

## HEALTH CARE

**“I spent a total of five days being treated in the Hospital’s hallways with no privacy or comfort; over 5000 patients have experienced Hallway medicine in Brampton. Brampton deserves better. We need a fair deal.”**

**— Jamie-Lee Ball, Hallway Patient Number One, and a proud ambassador of the #FairDealForBramptonCampaign**

City of Brampton is committed to accessible, quality health care for its growing population. The City has been significantly impacted by the ‘hallway medicine’ crisis facing our health care system.

- Brampton is one of Canada’s fastest growing cities projected to grow by 45% to nearly 900,000 residents by 2041
- The Region of Peel has the highest prevalence of diabetes in Ontario at 16% compared to the provincial average of 13%
- There has been a 73% increase in emergency department visits for mental health and addictions diagnosis in Brampton since 2011
- Brampton has the highest projected prevalence of dementia in the province between 2015 and 2025, at 66% compared to the provincial average of 29%
- In the current funding model, Brampton receives almost \$1000 less in funding per person than the provincial average for all healthcare services including hospitals, community support and mental health and addictions. Provincial average - \$1907/person. Brampton - \$936 per person
- Brampton receives \$39-\$60 less per person in community health care services funding than the provincial average. These services include home and community care, and community mental health and addictions
- Brampton has about 55% fewer hospital beds per person than the provincial average. Provincial average – 2.19 beds/1000 people. Brampton – 0.96 beds/1000 people.

Brampton is underfunded and its residents underserved across a variety of health care services. Actual patient visits to acute care facilities continue to exceed funding levels. Community-based health services are underfunded in comparison to the rest of Ontario.

## Opportunity

Making investments now will support accessible, quality health care for Brampton residents, bridging the current service gap and preparing for new approaches to health care service delivery and ongoing population growth. To compete for jobs, investment and economic growth, Brampton needs a health care system that is funded equitably compared to other Ontario communities.

In the context of growth and pressure, new and innovative care pathways have helped to improve access to care, including:

- A leading-edge, cancer-related immunotherapy program, provides test results in days instead of weeks
- Healthy communities initiative leveraging community partnerships to address population health outcomes and help children and families make healthier choices
- Same-day discharge program for knee replacement surgery patients
- Endovascular aortic aneurysm repairs reducing patient recovery time from one week to a single overnight stay.

Innovations like these help Brampton maintain some of the lowest length of stay times for patients compared to the rest of Ontario, but sheer numbers and population growth, combined with unique health challenges, means Brampton is continuing to fall behind in service delivery to residents.

## Goal

An efficient, accessible and compassionate health care system with comprehensive community-based support services in Brampton that are funded equitably to other communities and meets the needs of current and future Bramptonians.

## Priority Projects

The City, supported by community volunteers, is undertaking a campaign – #FairDealForBrampton – to raise awareness of the City’s health care underfunding issues

## Our Ask

1. Immediate funding to bridge the gap in Brampton, as compared to the rest of Ontario, for a range of health services, including community health services, home care and acute care pressures at Brampton’s Peel Memorial Centre.
2. Peel Memorial Phase II: Fund the construction of an expanded Phase II of Peel Memorial Centre for Integrated Health and Wellness to include post-acute beds that support comprehensive rehabilitation, seniors care, complex continuing care, and mental health and addictions services. Moving forward with Phase II will help improve transitions for patients back to their homes or to community-based support services. Bringing these services to Peel Memorial will help alleviate the area’s hallway medicine pressures by also increasing bed capacity in areas of increased demand at Brampton Civic like surgical and medicine beds.
3. Ontario Health Team: Support for equitable funding in community-based health services aligns with local health care providers’ vision for an Ontario Health Team. Improving care pathways and addressing the area’s high prevalence of diabetes and chronic disease means better care and supports at earlier stages, and will keep people healthier at home and in the community.
4. Funding for a third health care facility in Brampton, developed to meet the current and growing needs of the community and support new approaches to health care service delivery.

# City of Brampton

## HOUSING

### The Housing Brampton Strategy

Brampton's Housing Strategy will support creation of additional rental and affordable ownership units, while bolstering partnerships with housing providers, community stakeholders, and all levels of government to improve the state of housing affordability in the City.

### Opportunity

Over over a decade, the rate of increase for housing prices in Brampton and across the GTA far outpaces the rate of growth in household income.

**The 2018 Brampton housing needs assessment found that:**

- 35% of Brampton households are facing challenges with shelter costs where they are spending more than 30% of their income on housing
- 44% of renters are spending more than 40% of their income on shelter costs
- Brampton's rental vacancy rate is 1.1%, down from 1.3% in 2017. 3% represents a healthy vacancy rate.

**Priority needs identified as part of Brampton's housing needs assessment, include:**

- youth homelessness
- housing affordability for both low-income families and medium income families

**Annual affordable housing targets for the City of Brampton:**

HOUSING TARGETS				
Emergency Temporary/ Transitional Housing	Low Income	Middle Income	Middle Income and Greater	Supportive Housing
18	316	410	2255	82

**The City is seeking opportunities for ongoing funding investments, to achieve local housing targets, satisfy local housing affordability needs and increase supply.**

**Bill 108 Limits Affordable Housing Tools**

According to the Ministry of Municipal Affairs and Housing: "Inclusionary zoning (IZ) is a land-use planning tool that a municipality may use to require affordable housing units (IZ units) to be included in residential developments of 10 units or more."

Under Bill 108, changes to the provisions in the Planning Act will limit the City's ability to determine areas where IZ could apply, which may reduce the potential number of IZ units that can be required overall.

Under Bill 108, IZ can only be implemented in major transit station areas, where the local municipality has adopted a development permit system and in locations where the Minister orders a development permit to be in place. The current IZ permissions are preferred as municipalities can currently require IZ units to be provided in broader situations rather than those ordered by the Minister.

The change appears to be contrary to the stated intentions of Bill 108.

### Goal

Brampton's Housing Strategy aims to respond to the varying housing needs of our residents and improve housing choices for all, with an end goal to raise the quality of life for residents.

### Priority Projects

Bramalea Christian Fellowship (Developer): A 90-unit affordable housing project within Brampton recently received approval for funding through the Investment in Affordable Housing Program, with 45 new below-market rental units and 45 at-market rental units planned.

### Our Ask

Provide direct funding and support to municipalities through regulation and land use planning tools that actually support building affordable housing maximize local impact and improve affordability.

Consider re-instatement of the IZ authority municipalities had prior to Bill 108, to allow flexibility to address local needs.





## City of Brampton

# COMMUNITY SAFETY

- The City of Brampton continues to support Peel Public Health and Peel Regional Police in leading the first integrated Community Safety and Well-Being Plan for the Region of Peel.
- The City of Brampton is committed to working with all levels of government and service providers to address specific community safety needs.
- The City of Brampton acknowledges the importance of collaboration and building strong relationships across government, service providers, and community groups due to the inter-related nature of community safety.

### Opportunity

Through the Police Services Act, municipalities are required to develop and adopt a Community Safety and Well-Being Plan by January 2021. The City is committed to achieving this goal and is working to align internal priorities with priorities outlined in the provincial framework through a comprehensive, multifaceted approach to community safety and well-being.

Financial security for individuals, families and communities is a foundational component of the well-being of Brampton's residents. The City is working to unlock its economic potential, making life more affordable in Brampton.

**Personal safety has been intrinsically linked to a sense of well-being. According to the 2017 United Way Report:**

- 1 in 5 children in Peel Region live in poverty
- Only 20% of children and youth in Canada who need mental health services get access to them
- More than 50% of people are one paycheck away from a financial crisis
- 30% of senior kindergarten children in Peel Region are categorized as “vulnerable” on one or more Early Development Instrument (EDI) domains

According to a collaborative report lead by United Way Greater Toronto, the nature of the work environment has changed, from a majority of steady, long-term, and living-wage opportunities to employment that is increasingly short-term, precarious, and low-wage. This change has resulted in a decrease of income for young adults (aged 25-34).

**Brampton's population is among the youngest in the country, requiring accelerated actions on two fronts:**

Stable, affordable housing

- Improved access to affordable, quality, licensed child care.
- The Housing First principle states that people feel more secure and enjoy higher quality of life if they have access to affordable and secure housing. However, the 2018 Brampton housing needs assessment found that 35% of Brampton households are facing challenges with shelter costs where they are spending more than 30% of their income on housing, while the City's rental vacancy rate is 1.1%, down from 1.3% in 2017.

Improved access to affordable, quality, licensed child care is required to help increase participation in the labour market as well as positively contribute to the physical, emotional, social, linguistic, and intellectual development of children. An investment in quality child care will benefit the community as a whole by enhancing economic growth and employment income, which in turn raises tax revenues and reduces expenditures on income support programs, healthcare, and social services. Every dollar of public investment in child care reaps at least two dollars in social and economic returns (United Way Greater Toronto, 2019).

### Goal

The City of Brampton aims to actively enhance social capital within the community for more connected and engaged citizens, while becoming a national leader in supporting young adults and their families.

### Related Priority Projects

- Community Safety and Well-Being Plan
- The Lighthouse Project – a program that builds the capacity of faith-based organizations to allow members of the community to seek refuge during times of community-wide emergencies in Brampton
- Brampton Community Safety Advisory Committee as an established committee for education and advocacy

### Our Ask

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

- Increased sharing of Brampton-specific data between various levels of government, agencies and sectors.
- Province to provide municipalities with tools to encourage private, affordable, quality, licensed child care providers.
- Province to take deliberate actions to create pathways to well-being, security, and stability for individuals, families, and communities with policies related to making life more sustainably affordable.
- Collaboration, engagement and funding support among all levels of government to enable a holistic approach to community safety and well-being.



# City of Brampton

## FLOOD MITIGATION

### A Transformative Impact

The downtown Brampton Etobicoke Creek flood mitigation project, is a catalytic project that will eliminate the flood risk, remove the Special Policy Area (SPA) designation and remove development restrictions in downtown Brampton, and ultimately lead to the creation of the Riverwalk.

Current estimates indicate a transformative impact, with potential for 2,700 new housing units, 2,200 new jobs, and \$1.7 billion to the Canadian economy from the ongoing economic contributions of business activities within new non-residential gross floor area in Downtown Brampton.

### Opportunity

Downtown Brampton is within a designated Special Policy Area (SPA) due to historical flood hazards. As a result, development within the 31 ha area of the downtown is restricted. The EA for flood mitigation is underway and expected to be completed by 2020. Once the EA is completed, funds are required for:

- Detailed flood mitigation design (2021-22)
- Flood mitigation construction (2023-24)

Riverwalk is a catalytic project that will significantly improve the resiliency and sustainability of Downtown Brampton, while creating vibrant public spaces that enable residents to work, live and play. The construction of Riverwalk would eliminate the potential for upwards of \$226 million in direct and indirect flood damages to residents and businesses located in the SPA.

The project is a key to enabling priority projects in downtown Brampton such as pilot Incubator Hub, Centre for Innovation, Heritage Theatre Block redevelopment and higher order transit Improvements (Light Rail Transit - Steeles to Downtown Brampton, and Queen Street Brampton Rapid Transit).

By removing the SPA designation through the construction of flood mitigation works, Downtown Brampton has the potential to accommodate approximately 17,700 additional persons and 23,800 additional jobs at full build-out. This represents a 76% increase in the population and 62% increase in employment compared to status quo.

The construction of the Riverwalk would result in a **value added (GDP) impact of \$256 million** to the Canadian economy and create approximately 2,200 full-time jobs, while enabling the development of an additional 3.6 million square feet of residential and non-residential gross floor space on properties in Downtown Brampton. This volume of new construction would result in a GDP impact of \$1.4 billion and create approximately 12,000 full-time years of employment.

### Goal

Through flood mitigation projects, and ultimately, the development of Riverwalk, the City will unlock Brampton's economic, environmental, social and cultural opportunities, and support the development of a new sustainable and vibrant Downtown Brampton. Removal of the SPA designation will lift development restrictions in Downtown Brampton.

The Riverwalk project will also advance a range of municipal, provincial and federal priorities, across a variety of different focus areas. Some of these areas of focus include environmental sustainability, social cohesion and risk mitigation.

### Priority Projects

The City, in partnership with TRCA, continues the work to advance the Downtown Brampton flood mitigation project:

- Environmental Assessment in progress, to be completed summer 2020
- Urban Design Master Plan including a resilience, sustainability and healthy development framework

### Our Ask

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

In 2018, the project was deemed eligible for Federal funding through the Disaster Mitigation & Adaptation Fund, however due to high demand only projects starting construction in 2019 and 2020 were selected. The City's EOI application was retained and will be considered in the second intake expected in fall 2019.

This transformational project requires support from all levels of government to fully realize the economic and social potential of Downtown Brampton.

# Unlocking Potential and Growth

# Riverwalk

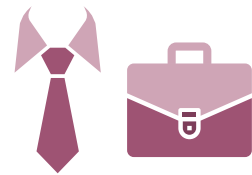
## Unlocking Downtown Brampton

(Artist rendering featured below)

### FLOOD MITIGATION DOWNTOWN BRAMPTON



**17,700 + PERSONS**  
76% INCREASE



**23,800 + JOBS**  
62% INCREASE

### RIVERWALK CONSTRUCTION



**adds \$256 MILLION**  
to CANADIAN ECONOMY



**creates 2,200**  
FULL-TIME JOBS

### RIVERWALK DEVELOPMENT



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

**\$1.4 BILLION**  
**GDP**  
**IMPACT**

**12,000**  
**PERSON**  
YEARS OF  
EMPLOYMENT



# City of Brampton

## CLIMATE CHANGE

- Climate change is a global problem felt at the local scale, and poses serious threats to urban infrastructure, quality of life, and entire urban systems.
- Climate change mitigation must connect with and support actions that produce stronger communities, improve public health, reduce municipal operating and capital costs, and cultivate innovation. Inaction will lead to greater costs, both in the short and long term.
- City of Brampton has joined 35 other municipalities to declare a climate emergency.
- The City of Brampton has a number of strategic plans that provide overarching principles and direction to mitigate climate change, but more neighbourhood-focused strategies are a key to the on-the-ground actions that achieve real results.
- The City also requires the right data to understand and plan for the impacts climate change has on Brampton specifically.

### Opportunity

- Local governments are at the forefront of experiencing and responding to its impacts.
- Responding to climate change provides opportunities to reduce risk, save money, support the economy, and build stronger and more resilient communities.
- Responding to climate change involves two primary approaches:
  - a) mitigation: reducing greenhouse gas emissions
  - b) adaptation: anticipating the adverse effects of climate change and taking appropriate action to prevent or minimize the damage they can cause
- The City's Grow Green Environmental Master Plan, Sustainable Communities Program, and upcoming Community Energy and Emissions Reduction Plan provide a roadmap for reducing our contribution to climate change (mitigation).
- Neighbourhood-level strategies are needed to foster targeted on-the-ground action, manage risks, engage communities, and achieve results related to both mitigation and adaptation.
- Identifying projects that achieve multiple objectives (social, economic, environmental) is necessary to increase funding opportunities and partnerships.

### Goals

Reduce our energy dollars and GHG emissions	Plan, design and retrofit neighbourhoods and buildings that make it easy to be energy efficient and green.
Manage our stormwater	Develop infrastructure that is resilient, functional, and flexible
Invest in our communities	Create walkable communities that are cool, safe, and prepared
Leverage funding and partnerships	Align and attract international, national, provincial, and regional funding sources and partnerships
Become a leader	Cultivate expertise and sell it to the world

## Brampton's Green Initiatives

### Brampton Grow Green Environmental Master Plan

The Brampton Grow Green Environmental Master Plan is the City's sustainability framework. It sets out strategic principles, goals, actions, and targets to make a healthier, sustainable, and resilient Brampton. Brampton Grow Green acts as a catalyst to engage, involve and support City staff, residents, businesses and other stakeholders in improving the environment.

### Community Energy and Emissions Reduction Plan

The City of Brampton, in partnership with Sheridan College, is developing a Community Energy & Emissions Reduction Plan. This Plan aims to integrate efforts of the municipality, local utilities, and the community, and 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.

### Sustainable Neighbourhood Action Plans

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



## Priority Projects

### Climate Change Mitigation (2020 - 2021)

- Update and implement the City's Corporate Energy Conservation and Demand Management Plan
- Update and implement the Corporate Green Fleet Strategy
- Implement the Vodden Bike Lane project
- Install Electric Vehicle Charging infrastructure at City facilities
- Establish an Institute for Sustainable Brampton
- Develop and implement an Energy Retrofit Plan for South Fletcher's Sportsplex, with consideration for district energy connection with Sheridan College
- Develop an Uptown Community Energy Management Strategy
- Develop an Uptown Community Transportation Strategy
- Develop a Bramalea Community Energy Management Strategy
- Develop a Bramalea Community Transportation Strategy
- Develop a Heritage Heights Community Energy Management Strategy
- Develop a District Energy Utility Strategy
- Develop a Business Case for Citywide Residential Energy Retrofit Program

### Climate Change Adaptation (2020 - 2021)

- Develop a Climate Change Adaptation Plan
- Undertake and implement a Bramalea Flood Mitigation Strategy
- Implement Brampton Urban Forestry Strategy (1 Million Trees)
- Implement Brampton's Eco Park Plan
- Initiate a Riverwalk Development Potential Study

## Our Ask

### Information sharing:

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

### Funding

- To establish an energy excellence institute (e.g. Institute for Sustainable Brampton)
- To undertake neighbourhood-level studies related to energy efficiency, stormwater management, and transportation
- To retrofit our municipal facilities and neighbourhoods for better energy and water performance
- To complete implementation projects related to district energy, tree planting, pollinator gardens, flood mitigation, Low Impact Development, and active transportation

### Legislative/Regulatory Change

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



# City of Brampton

## BILL 108

Based on the information currently available, Bill 108 will have a serious impact on the City of Brampton as it will:

- Cut the financial tools available to the City to fund parks, libraries, recreation centres and other community infrastructure
- Reduce the amount of parkland in our city
- Decrease the protection of Brampton's heritage properties
- Limit the City's decision-making process when it comes to how we plan and develop.

The deferral and early freezing of Development Charges (DC) rates will also negatively impact the City's ability to fund the essential infrastructure.

These changes could mean a significant tax increase for Brampton residents or make it more challenging to create complete, livable communities.

## Opportunity

Over the past decade, the rate of increase in housing prices in Brampton and across the GTA has far outpaced the rate of growth in household income. The City supports the Provincial goal of housing affordability and appreciates further opportunity to provide input through the formal consultation process on Bill 108.

### Community Benefits Charge (CBC)

The new Community Benefits Charge (CBC) needs to raise sufficient revenue so that growth pays for growth. If it does not, municipalities will be faced with:

- Delaying the construction of infrastructure
- Transferring the cost burden to tax/rate payers
- Choosing not to provide the service at all.

### Development Charges

Additionally, the City estimates that \$390 million of anticipated revenue over ten years from soft DCs is now at risk under the new rules imposed through Bill 108. The City could be underfunded for land for community facilities, or revenue to build community facilities.

### Secondary Units

Through Bill 108 the Province is authorizing additional residential units in both primary dwellings and ancillary buildings or structures. Brampton already permits second units subject to specific zoning requirements meant to ensure that the property can support an additional unit. Permitting more than two residential units on detached, semi-detached and townhouse lots without any review by municipalities will have significant impact on neighbourhoods, including altered character, increased density and added parking.

Housing supply is not the real issue! In Brampton, there are approximately 24,000 units of various residential types that have been approved, but not yet built. The issue is the willingness of partners to build the type of development that is required in Brampton – high-density multi-residential dwelling units.

There also is no mechanism in Bill 108 that would ensure any “savings” achieved by developers will be passed onto homebuyers or renters. This is a missed opportunity.

Through its Housing Strategy, Brampton supports the creation of additional rental units and affordable home ownership through partnerships with housing providers, community stakeholders and all levels of government to ensure municipal fiscal sustainability.

## Goal

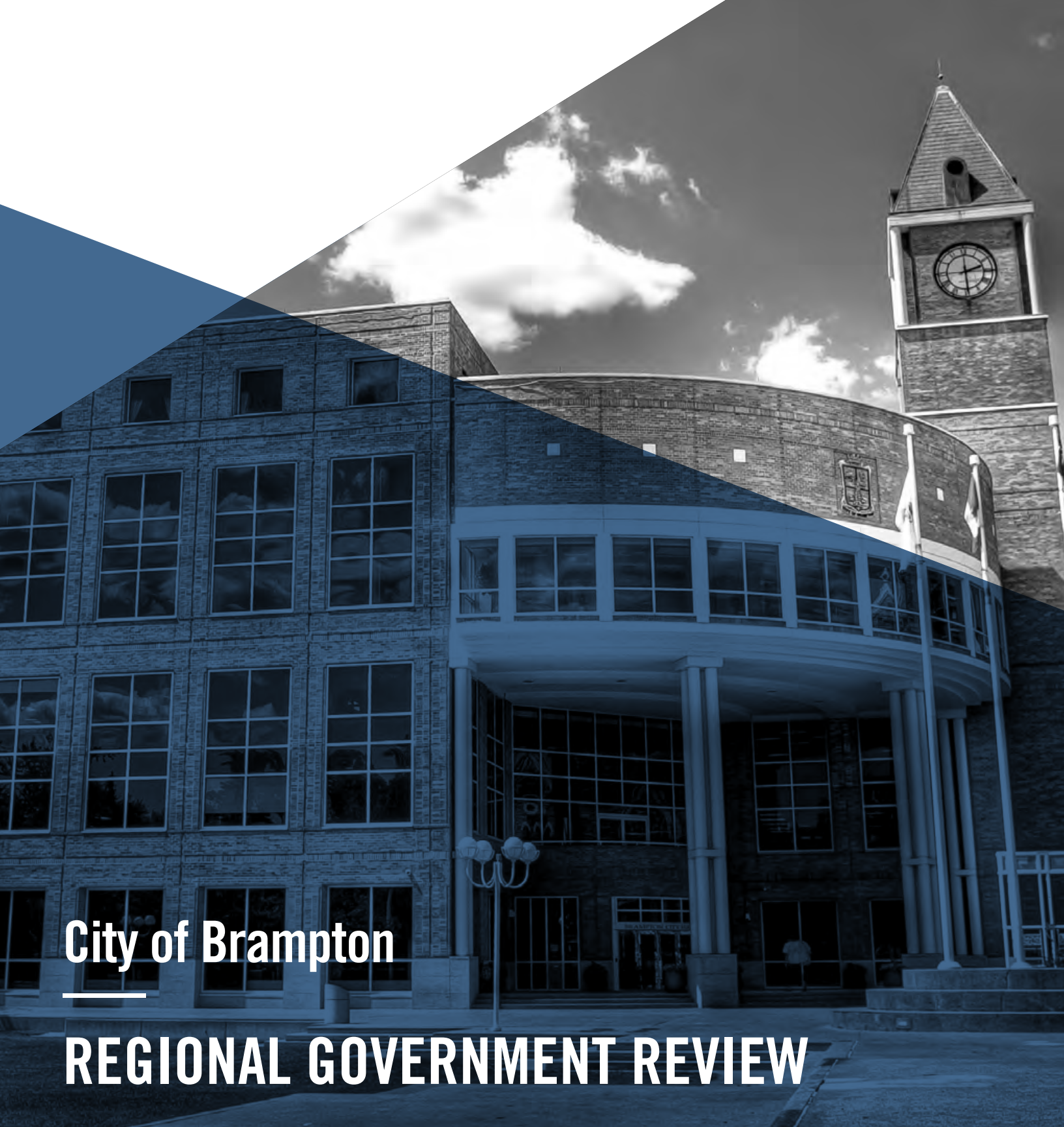
Brampton's Housing Strategy aims to respond to the varying housing needs of our residents and improve housing choices for all, with an end goal to raise the quality of life for residents. Bill 108 needs to recognize the pressures faced by municipalities, while providing tools to create complete, livable communities.

## Priority Projects

- Housing Brampton Strategy looks to provide a long term vision for affordable housing in the city
- City of Brampton is reducing planning approval times, but the extremely short timelines implemented through Bill 108 mean that developers will often be able to appeal before municipal councils have made a decision, resulting in an overall increase in approval times.

## Our Ask

- Instead of imposing a standard cap on CBCs, allow for a variable cap. This is a more equitable approach because:
  - o Municipalities will need to charge a higher rate of CBC in high-density areas where the cost of soft services is higher than in newer subdivisions
  - o Basing CBCs only on land value is a major loss for growing cities like Brampton, because land values here are lower than in places like Toronto, yet the cost of construction is similar across the Greater Toronto Area (GTA).
- The City requests the Province remove the mandatory delay of payment of DCs, and allow municipalities to continue the current DC deferral authority in the Act as incentives in appropriate circumstances, particularly with respect to industrial and commercial development DC deferrals.



# City of Brampton

## REGIONAL GOVERNMENT REVIEW

- Brampton City Council endorsed maintaining the upper tier governance structure of Region of Peel and the lower tier structure of City Council.
- City of Brampton supports the overall objective of the Regional Governance Review to ensure the affected municipalities work well, supporting the future economic prosperity of residents and businesses.

### Opportunity

The outcome of the Regional Government Review could significantly impact service delivery, costs and governance structure of the Region of Peel, made up of the Cities of Brampton, Mississauga, and the Town of Caledon.

The Region of Peel commissioned Ernst and Young (EY) to provide a report on the Financial Impact Analysis of Service Delivery Models, to better understand the cost implications of various governance scenarios.

The report reveals that dissolving the Region of Peel would lead to a higher cost impact to the taxpayers of Brampton, Mississauga and Caledon.

The current net cost of providing services (status quo) from 2020 to 2028 is \$26.1 billion. Under the other two scenarios looked at – amalgamation and dissolution -- EY forecasts a net cost of providing service to all ratepayers in the Region of Peel as follows:

- Amalgamation: costs range from an increase of upwards of \$500 million to a decrease of approximately \$100 million
- Dissolution: costs could increase to upwards of \$600 million or remain about the same as the status quo.

Through an extensive City-wide public consultation, Brampton residents clearly stated their preference for the status quo. In the interest of protecting Peel Region taxpayers, Brampton City Council endorsed maintaining the upper tier governance structure of Peel Region and the lower tier structure of City Council.

### Goal

The City of Brampton strives to be a well-run city, continuously improving the day-to-day operations of the City by streamlining service delivery, effectively managing municipal assets, and leveraging partnerships for collaboration and advocacy with the Region of Peel.

### Priority Projects

- 2020 City Budget process
- City Operations Audit

### Our Ask

Rather than changing the Regional governance structure, the Province should consider a fair and equal representation at the Region of Peel Council and require ongoing effort to identify efficiencies. This would be a significant step towards empowering the regional economy to meet the current and future needs of the population and employment growth, while respecting the taxpayer and keeping taxes low.

## Transit

- A fair funding allocation method for Rapidly Growing Transit Systems – in 2018 Brampton Transit ridership was as much as 45% higher than YRT, London and Hamilton but is receiving 6% less funding
- Funding allocation for Public Transit Stream (PTS) - Brampton Transit allocation is based on 2015 ridership data of 21.2M, but with increased 2018 ridership (31.2M), Brampton funding could be as much as \$160M higher than what is currently allocated
- A modern Light Rail Transit on Main Street - The City of Brampton is seeking approximately \$1.7 billion through funding partners in the Federal and Provincial government in order to proceed with a fully-funded Light Rail Transit on Main Street, extending to the Brampton GO station, and a future Downtown Brampton Mobility Hub that connects to the GTHA and beyond.
- Gas Tax Funding – The Province has committed to consulting with municipalities to review the program parameters and identify opportunities for improvement.

## GO Expansion Program

- Expedite the completion of the GO Expansion Program along the Kitchener GO Rail line to facilitate frequent two-way all day GO Rail service to Bramalea
- Expedite the Environmental Assessment Studies and any resultant infrastructure improvements required to extend two-way all-day GO Rail service west of Bramalea along the remainder of the Toronto-Waterloo Innovation Super Corridor
- Expedite negotiations with Canadian National Railway to allow for interim increases in GO Rail service to stations in Brampton and beyond as work on the GO Expansion Program progresses.

## Metrolinx Buildings

The City of Brampton is seeking to take over the two Metrolinx-owned buildings at 20 Nelson Street and 37 George Street. The City would like to repurpose the building and use the space to meet the demands of our residents, post-secondary partners and businesses in the innovation and technology sector.

## Health Care

- Immediate funding to bridge the gap in Brampton, as compared to the rest of Ontario, for a range of health services, including community health services, home care and acute care pressures at Brampton's Peel Memorial Centre.
- Peel Memorial Phase II: Fund the construction of an expanded Phase II of Peel Memorial Centre for Integrated Health and Wellness to include post-acute beds that support comprehensive rehabilitation, seniors care, complex continuing care, and mental health and addictions services.
- Ontario Health Team: Support for equitable funding in community-based health services aligns with local health care providers' vision for an Ontario Health Team.
- Funding for a third health care facility in Brampton, developed to meet the current and growing needs of the community and support new approaches to health care service delivery.

## Housing

Provide direct funding and support to municipalities through regulation and land use planning tools that actually support building affordable housing maximize local impact and improve affordability.

Consider re-instatement of the IZ authority municipalities had prior to Bill 108, to allow flexibility to address local needs.

## Community Safety

- Increased sharing of Brampton-specific data between various levels of government, agencies and sectors
- Province to provide municipalities with tools to encourage private, affordable, quality, licensed child care providers
- Province to take deliberate actions to create pathways to well-being, security, and stability for individuals, families, and communities with policies related to making life more sustainably affordable
- Encouraged collaboration and engagement among all levels of government to enable a holistic approach to community safety and well-being.

## Flood Mitigation

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

## Bill 108

- Instead of imposing a standard cap on CBCs, allow for a variable cap for a more equitable approach
- The City requests the Province remove the mandatory delay of payment of DCs, and allow municipalities to continue the current DC deferral authority in the Act as incentives in appropriate circumstances, particularly with respect to industrial and commercial development DC deferrals.

## Climate Change

- Information sharing - Standardized provincial and regional modelling for climate change, accompanied by the parameters and tools to downscale models to the municipal level
- Funding – for an energy excellence institute, neighbourhood-level studies, to retrofit our municipal facilities and neighbourhoods and for climate change mitigation and adaptation implementation projects
- Legislative/Regulatory Change - Grant authority to municipalities to develop formal criteria to prioritize and expedite planning proposals that achieve climate change objectives, and increase powers of lower-tier municipalities to foster and locate future growth where it best serves the municipality and its climate change objectives.

## Regional Government Review

Rather than changing the Regional governance structure, the Province should consider a fair and equal representation at the Region of Peel Council and require ongoing effort to identify efficiencies. This would be a significant step towards empowering the regional economy to meet the current and future needs of the population and employment growth, while respecting the taxpayer and keeping taxes low.





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