



Public Information Centre (PIC) #2 – Engagement Summary Report

City of Brampton

Downtown Transit Hub Study

Prepared by HDR

February 2026

Final



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1.0 Engagement Overview

1.1 Background

The new Downtown Transit Hub will increase the capacity and quality of the transit service in Brampton, doubling the number of bus bays while featuring passenger and operator amenities such as ticketing area, indoor waiting area, washroom and lunchroom facilities, concessions, and covered platform waiting areas. The new transit hub will also be planned and designed to accommodate electric bus technologies.

This summary report outlines the engagement activities that took place since the first Public Information Centre (PIC) meeting in November 2023 to inform stakeholders and the public of the study, how to get involved, and the feedback received.

Figure 1: Downtown Transit Hub Preliminary Study Area



1.2 Organization of Engagement

The second PIC engagement session was held between December 3, 2025, and January 15, 2026, and provided both virtual and in-person opportunities for the public and stakeholders to get involved in the project study.

The second, in-person Public Information Centre (PIC) was held on the evening of December 3, 2025, at the Brampton City Hall Conservatory between 6:30 pm and 8:30 pm, where the project team shared progress on the project. Members of the public were encouraged to review the display materials, speak with staff, and submit comments to help inform the next phases of the project.

An online survey was available from December 4, 2025, to January 15, 2026, through the City of Brampton’s project webpage at: www.brampton.ca/transithub. This provided an on-demand experience for the community to review project information and provide feedback electronically at their convenience. The online survey solicited opinions on the evaluation of short-list Transit Hub options, the preliminary recommended option, as well as the potential extension of

Denison Avenue between Mill Street and Elizabeth Street.

In addition to the public engagement activities mentioned above, a virtual Technical Advisory Committee (TAC) meeting was held on November 14, 2025, to provide stakeholders with a forum to share their insights and questions regarding the study. The TAC is composed of staff from various City departments, representatives from Peel Region, Metrolinx, and provincial agencies, as well as utility companies, with the objective of gathering feedback from technical experts.

An overview of the second round of engagement activities is provided in **Table 1**, and a copy of the material presented at the PIC (both the display boards and the presentation PowerPoint) are attached in **Appendix A – In-person PIC Materials**.

Table 1: Key Engagement Activities

Engagement Activity	Date/Time
In-person Public Information Centre (PIC)	December 3, 2025, from 6:30 p.m. to 8:30 p.m.
Online Survey (hosted at www.brampton.ca/transithub)	December 4, 2025 to January 15, 2026
Technical Advisory Committee (TAC)	November 14, 2025

1.3 Communication Tactics

To promote the engagement activities, the City of Brampton used traditional media, social media, digital ads, project website, and mailers, summarized as follows:

- **Postcards:** 12,848 physical-copy postcards were also mailed out to residents and businesses within an approximate 1 km radius of the Downtown Brampton Terminal at 8 Nelson Street West on November 10, 2025.
- **Newspaper advertisement:** An advertisement for the PIC appeared in the Toronto Star on November 19 and 26, 2025, and in the Brampton Guardian on November 19, 2025. The advertisement also appeared in the ethnic newspaper Midweek on November 26, 2025.
- **Social media posts:** The Brampton Transit Facebook, Instagram, and X (formerly known as Twitter) social media accounts had various posts between November 19, 2025 and December 3, 2025 promoting the upcoming in-person PIC event, and posts between December 4, 2025 and January 15, 2026 promoting the online survey.
- **Digital ads:**
 - Digital ads were placed at Garden Square from November 19 to December 3, 2025, and December 4 to January 15, 2025.
 - Digital ads were displayed on hospital digital TV screens at Peel Memorial Hospital and Brampton Civic hospital from November 19 to December 3, 2025, and December 4 to January 15, 2025, promoting awareness about the transit hub study as a whole.
- **Email to agencies:** A notice advertising the in-person PIC event and online survey was circulated on November 19, 2025 to elected officials, government agencies, citizen advocacy groups, educational facilities, project steering committee, Brampton Board of

Trade, and the Downtown Brampton Business Improvement Area (BIA).

- **Email to Indigenous Groups:** A notice advertising the in-person PIC event and online survey was circulated to Indigenous groups on November 19, 2025, including Missisaugas of the Credit First Nation, Six Nations of the Grand River, the Métis Nation of Ontario, the Haudenosaunee Development Institute, and Huron-Wendat Nation.
- **Communication with Potentially Impacted Property Owners:** Three (3) potentially impacted property owners were identified due to the proposed extension of Denison Avenue and the proposed bus bays along Railroad Street. The following steps were undertaken in advance of the PIC to engage with the property owners.
 - Of the two (2) properties facing potential impacts due to the extension of Denison Avenue, both were contacted by the City project staff and invited to meet with the City separately before the PIC. The owner of one (1) property was unavailable for a meeting, in which case the City shared an information package via mail. The City met with the owner of the other property on November 19, 2025, to discuss the project, potential impacts, and mitigation measures.
 - The property adjacent to Railroad Street between Mill Street and Elizabeth Street currently has an active development application. The City met with the development application proponent on November 20, 2025, to discuss the project, potential impacts, and mitigation measures.

All promotional materials are provided in **Appendix B – Communication Tactics and Statistics**.

2.0 Feedback Summary

All personal information received as part of public engagement activities is kept confidential to protect participants' privacy.

2.1 Online Survey

The online survey was live for six (6) weeks and received twelve total responses.

The themes that emerged from the online survey are summarized as follows:

- General support for the recommended Short List Option 2D.
- Desire for accessible, clean, and safe public washrooms.
- Desire for improved first-and-last-mile connectivity.
- Desire for improved pedestrian and cyclist facilities at – and connecting to – the Transit Hub.
- Desire for pick-up-drop-off areas, as well as areas that support carpooling facilities.
- Desire for coordination between the City, Peel Region, and Metrolinx to ensure the design of a Transit Hub and effectively integrate local and regional transit services.
- Desire for open space and improved public realm, including an expanded ticket area, public art, street furniture, greenery, lighting, and commercial space.
- Concerns for additional traffic in the area due to projected residential growth.
- Desire for improved transit speed, potentially through the use of dedicated facilities separated from mixed-traffic, and desire a future-proof Transit Hub design that can

accommodate transit growth and fleet electrification.

- Among the three (3) alternatives for Option 2D, the Preliminary Draft Preferred option received the most support, followed by Alt 3, and lastly Alt 1.
- General support for the potential future extension of Denison Avenue between Mill Street and Elizabeth Street, depending on costs and impacts.
- Concern that the distance between the eastern extent (Mill Street) and western extent (east of George Street) is too long of a distance to navigate for pedestrians as they transfer between buses.

For a full list of survey responses, see **Appendix C – Online Survey Results**.

2.2 In-Person Public Information Centre (PIC)

2.2.1 Display Boards and Feedback Forms

An in-person PIC was held on December 3, 2025, from 6:30 pm to 8:30 pm, at the Brampton City Hall Conservatory. There were 45 participants in attendance. The purpose of this PIC was to present and gather feedback on the following items:

- 1) Project overview and history
- 2) Short-list evaluation methodology and criteria
- 3) Short-list evaluation options
- 4) Evaluation of short-list options
- 5) Refinements to the emerging preferred option
- 6) Preliminary draft preferred alternative

Project information was presented on 15 display boards positioned throughout the venue for attendees to review and comment on. Project staff were scattered amongst the attendees to answer questions and gather feedback. The following comments were received via sticky-notes on the physical display boards (**Table 2**).

Table 2: Sticky-note Responses

Prompt Question	Sticky-note Responses (copied verbatim, illegible responses excluded)
Are there any additional objectives/criteria you think should be considered?	<ul style="list-style-type: none"> • Is this to modify Brampton’s plan for 15-min City?
What features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use?	<ul style="list-style-type: none"> • There has to be a safer way for “kiss’ n’ ride” passengers to be dropped off and picked up by automobiles/private vehicles. • Secure bike parking either indoor, or highly visible / access to high foot traffic areas. • No U.N. flags. • Protected intersections!

	<ul style="list-style-type: none"> • Car/truck/vehicle parking. • Secure bike parking spaces where people with expensive bikes feel their bike would be there when they get back (min 70 spots).
Do you support the potential future extension of Denison Avenue?	<ul style="list-style-type: none"> • The extension of Denison makes sense but concern about the increase in bus traffic through residential area and park and the change in car traffic.

Six (6) physical feedback forms were received during the in-person PIC, recurring themes among the feedback received include:

- Uncertainty regarding whether Option 2D should be the recommended short-list option.
- General support for the potential future extension of Denison Avenue between Mill Street and Elizabeth Street.
- Concern for additional traffic in the residential area.
- Concerns regarding the projected residential growth in the area.
- Desire for improved public realm and improved pedestrian facilities as well as sheltered waiting areas.
- Desire for pick-up-drop-off facilities.
- Desire for efficient pedestrian and transit flow in and through the Transit Hub.
- Desire for integration between different transit facilities (i.e., buses, LRT, GO trains).
- Desire for bike repair facilities and secure bike parking facilities.

See **Appendix A.1** for the display boards, and **Appendix A.2** for an image of sticky notes received and images of the physical feedback forms received.

2.2.2 In-person Presentation

A half-hour in-person presentation was given at 7:20 p.m. during the in-person PIC on December 3, 2025. The presentation provided more details about the project to supplement the information shared on the 15 display boards. The presentation was followed by a Question-and-Answer (Q&A) period, during which attendees were encouraged to share their comments and questions with the project team.

A summary of feedback received from the Q&A period is provided below:

- Desire for pick-up-drop-off area,
- Desire for accessibility for people with disabilities.
- Concerns regarding safety
- Desire for bike parking facilities that protects against theft.
- Desire for integrated fare systems with neighboring municipalities and other transit agencies that operate in the Transit Hub.

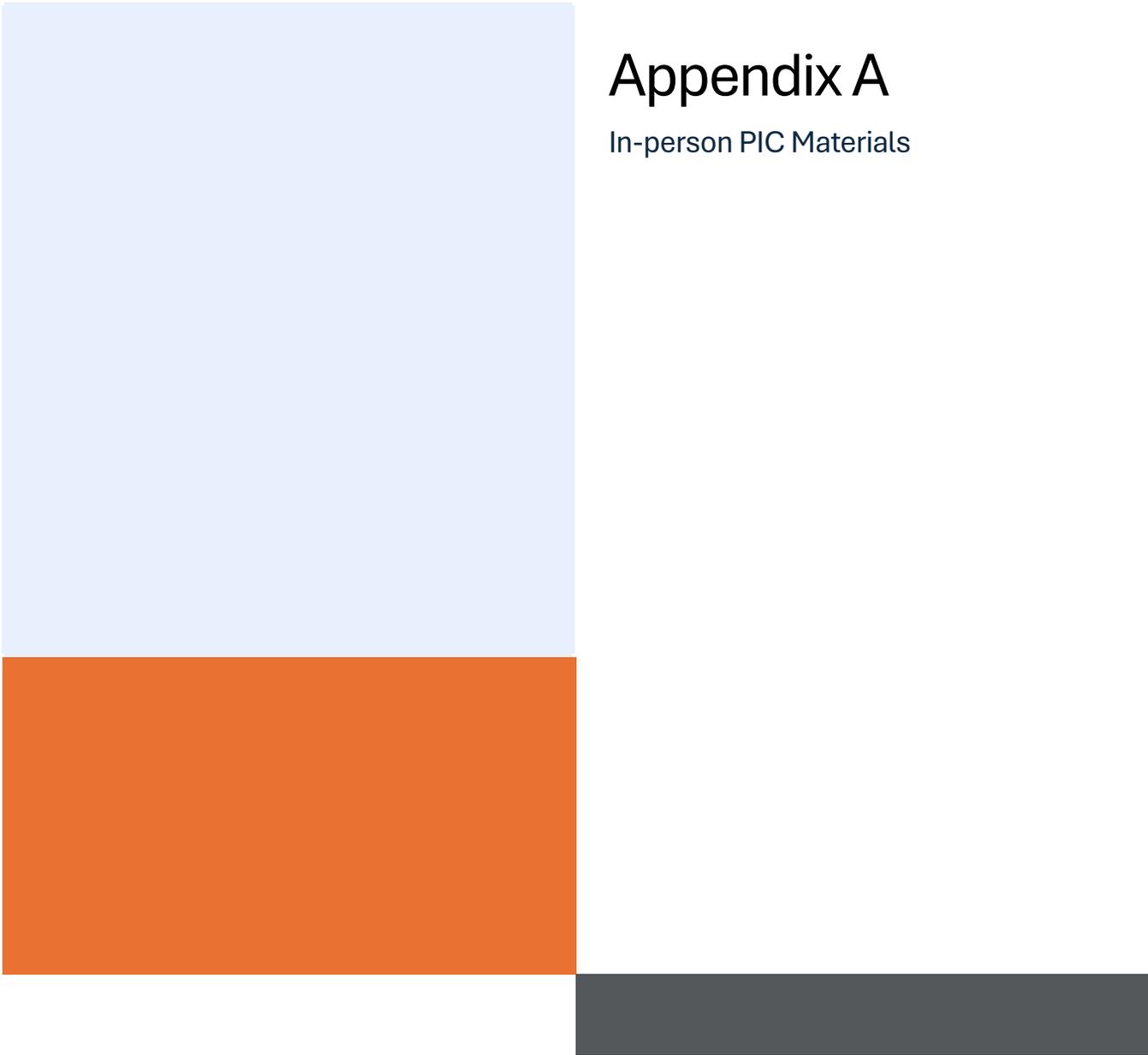
A recording of the presentation was posted on the project website shortly after the in-person PIC, available here: [PIC 2 Recording](#).

The presentation materials are included in **Appendix A.3**. For a full list of questions and answers, see **Appendix A.4**.

3 Next Steps

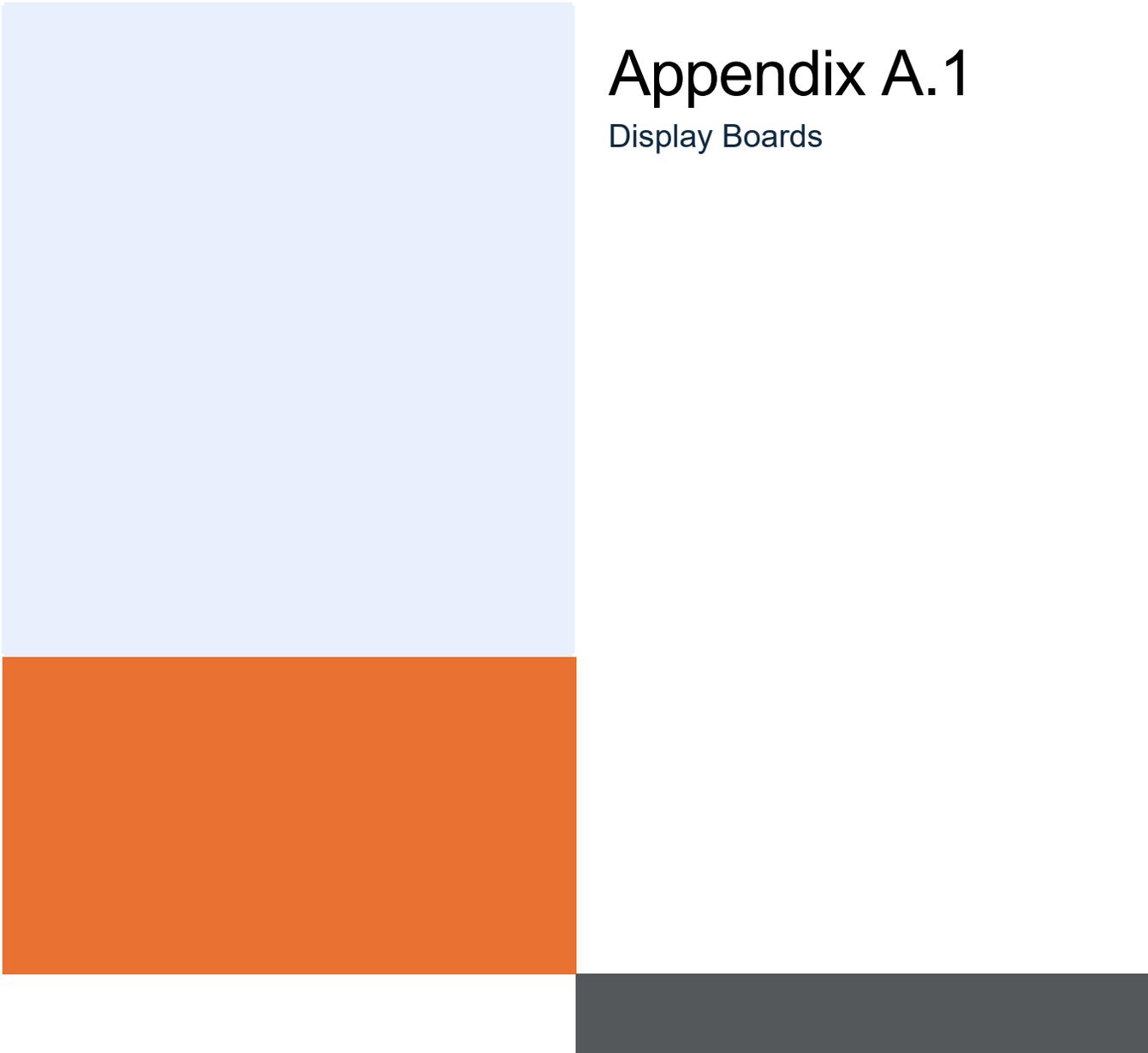
The next steps for the Downtown Transit Hub Study are to review and respond to all comments received from stakeholders and the public. Then, the project team will confirm the preferred design alternative, develop a preliminary design, and assess its impacts on the surrounding environment.

A third PIC will take place in Summer 2026 as part of the official Transit and Rail Project Assessment Process (TRPAP) to share these updates with stakeholders and the public, as well as to obtain any outstanding inputs before completing the Environmental Project Report (EPR) and the TRPAP.



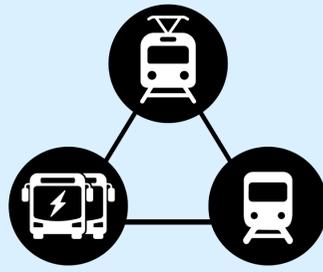
Appendix A

In-person PIC Materials



Appendix A.1

Display Boards



Downtown Brampton Transit Hub

Transit and Rail Project Assessment Process (TRPAP),
Preliminary Design, and Business Case Study

Public Information Centre (PIC) #2

December 3, 2025

Welcome and thank you for your participation in tonight's PIC .

We want your input on the evaluation and design process of the Downtown Brampton Transit Hub and emerging Preferred Option. What do you like? What is unclear? What can improve?



How to Participate

Please visit each board to find out more about the study.

Provide your comments through the comment forms, activities at each board, or email the study team.

A recording of the presentation will be available on the study website.

<http://www.brampton.ca/transithub>



How to Stay in Touch

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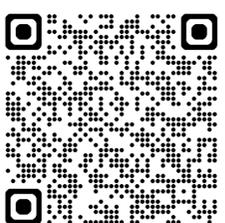
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Scan this to visit the
study webpage

Problem / Opportunity Statement

The existing Downtown Brampton Transit Terminal needs to **expand its capacity** for current and future transit services. New rapid transit services, increased GO Train service, the proposed new Brampton Light Rail Transit (LRT), and the Queen St-Highway 7 Bus Rapid Transit (BRT) will **increase demand on the local transit network**. The proposed widening of the GO rail corridor next to the terminal will also affect operations.

The **new Transit Hub will address these capacity constraints, improve local connections** between municipal and interregional transit networks, and **support** the land use and mobility **objectives** listed in municipal and regional planning policies.

Study Purpose

Through this study, the City will:

-  Identify future transit hub requirements
-  Determine the right site for the transit hub
-  Identify the best delivery model for the hub (stand-alone facility or integrated with new development)
-  Determine the procurement model (traditional vs Public-Private Partnership)



Design Process

The Downtown Brampton Transit Hub Study follows the **Transit and Rail Project Assessment Process (TRPAP)**.

What is a TRPAP?

A provincial environmental assessment process specifically for the approval of **public transit projects**. Environmental impacts of the proposed Transit Hub are assessed per *Ontario Regulation 231/08: Transit and Rail Project Assessment Process (TRPAP)*, under the Environmental Assessment Act. It includes a pre-planning phase followed by up to 120 days for public consultation, assessing impacts, developing measures to mitigate negative impacts, and documentation.

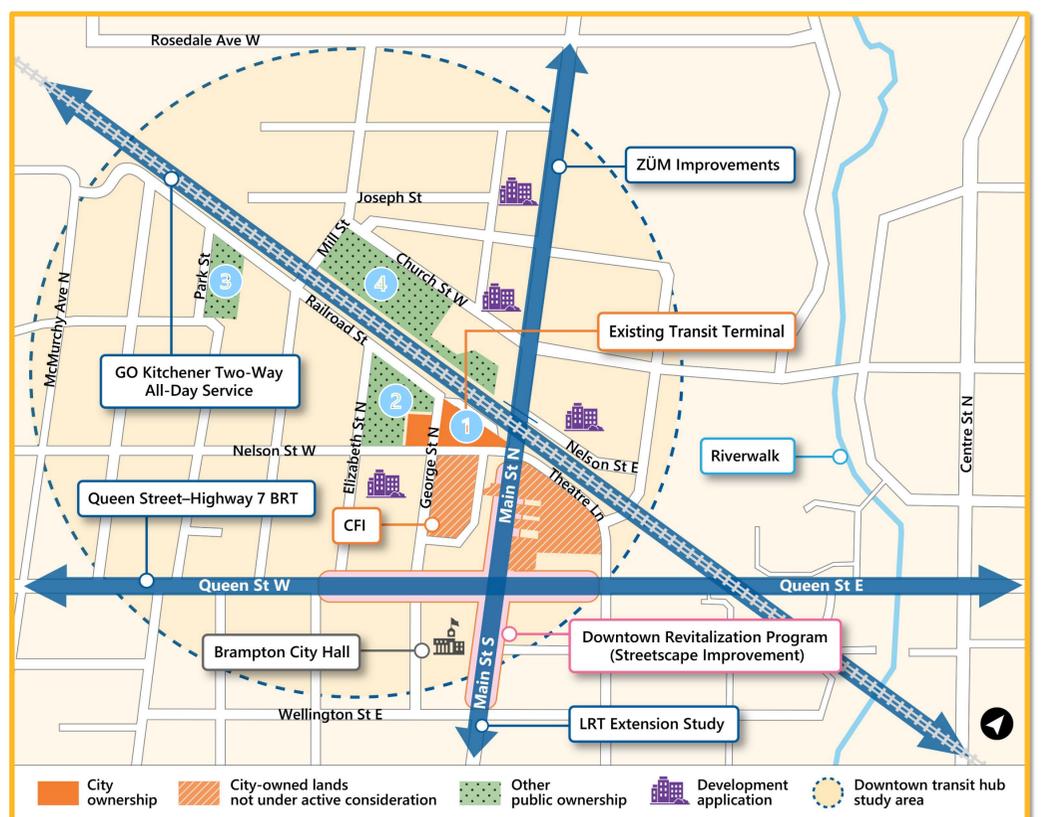
Transit Hub Site Selection

The following sites were considered for the Transit Hub:

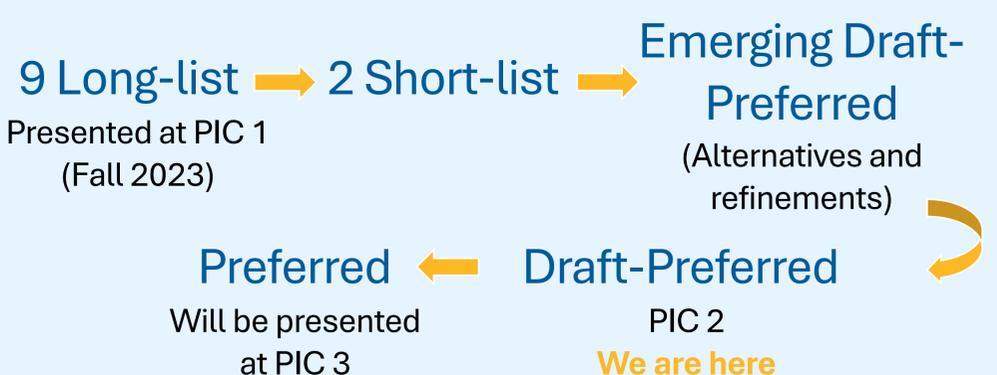
- 1 8 Nelson Street
- 2 Elizabeth / George Block
- 3 Park Street
- 4 Brampton Innovation District GO Station

Site 3 is too small for program requirements, is disconnected from the GO Rail and proposed LRT station, and has fewer access/egress routes

As such, the long-list of transit hub options was developed focusing on Sites 1, 2, and 4 as they are most feasible



Transit Hub Layout Options Development



Matters of Provincial Importance

The project is required to consider matters of provincial importance and constitutionally protected Aboriginal or Treaty rights, including:



Indigenous Relations

Constitutionally protected Aboriginal or Treaty rights and areas of concern.



Natural Heritage

- Park, conservation, or protected area.
- Species at risk or of special concern and their habitat.
- Wetland, woodland, wildlife habitat, or other natural heritage areas.
- Areas of natural or scientific interest.
- Rivers, tributaries, or lakes containing fish and fish habitat.



Hydrology

Surface or groundwater features that are hydrologically important, and areas that may be affected by known, suspected, or off-site contamination sources.



Cultural Heritage and Archaeology

- Protected heritage properties and built heritage resources.
- Cultural heritage landscapes.
- Archaeological resources and areas of potential archaeological interest.



Environmental Studies

Environmental studies document **existing conditions, assess potential project impacts**, and **identify mitigation measures** to reduce them.

Their recommendations will inform design improvements and form part of the EPR posted for 30-day public review during the 120-day TRPAP period.



Socio-Economic and Land Use Characteristics Assessment



Stage 1 Archaeological Assessment



Noise & Vibration



Climate Change and Sustainability



Natural Environment



Multi-Modal Transportation Analysis



Air Quality



Cultural Heritage



Phase 1 Environmental Site Assessment

What We've Heard (So Far)



Recap of PIC #1

Public Information Centre #1 was held virtually from November 22 to December 20, 2023.

Key activities included the following:



WebEx Live Presentation (November 22, 2023)

42 attendees



Online Survey and Comment Form
(November 22, 2023 to December 20, 2023)

19 responses

PIC #1 Engagement Summary Report available on the study website:
<http://www.brampton.ca/transithub>

Key Themes of What We've Heard to Date



Ensuring pedestrian safety at busy intersections.



Improve pedestrian connections to transit.



Improve transit accessibility for those with mobility needs.



Convenient connections to other transit services such as Light Rail Transit (LRT), GO Transit, and other Bus Rapid Transit (BRT).



Operator safety, and adding cameras on buses to record any incidents that might occur.



Transit routing/scheduling suggestions.

Other Projects in the Study Area



City-Led Projects

Brampton Mobility Plan (2025)

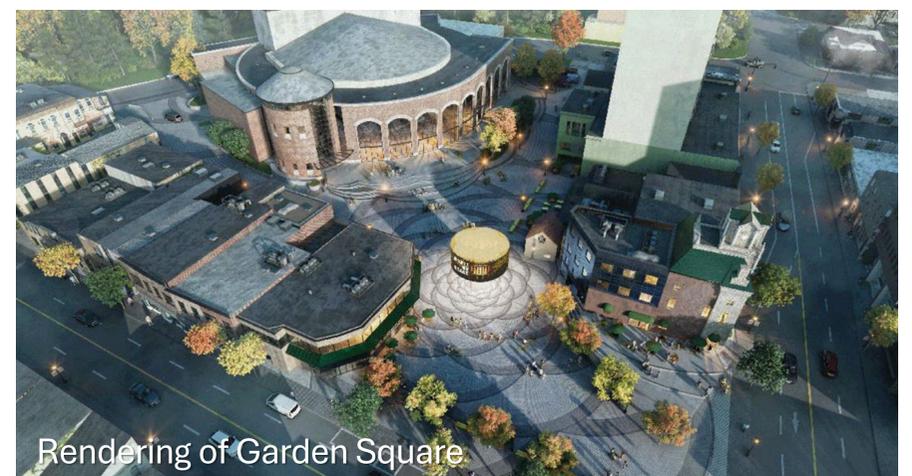
The Mobility Plan supports transit-oriented growth by improving multimodal connectivity and access while addressing future travel demand. Together, these enhancements promote sustainable travel and accommodate population and employment growth in the area.

Downtown Brampton Streetscape Project (2024 – 2027)

The Streetscape Project (2024–2027) will upgrade infrastructure, widen sidewalks, and enhance public spaces along Main Street between Nelson and Wellington, and Queen Street between Mill Street and Chapel Street.

Redevelopment of Ken Whillans Square and Garden Square

Proposed improvements include year-round usage, dynamic programming, and the Shimmer Stage.



Metrolinx Projects

Light Rail Transit Extension Study

Hazel McCallion Line terminus at Brampton District Innovation GO Station.

GO Kitchener Line Upgrades, All-day Two-way Improvements

Metrolinx is considering options for a third track in downtown Brampton.

Queen Street Highway 7 Bus Rapid Transit

Bus Rapid Transit route planned to connect with new interchange station for seamless transfers between different transit systems.

Peel Region Projects

Watermain and Sanitary Sewer Replacement

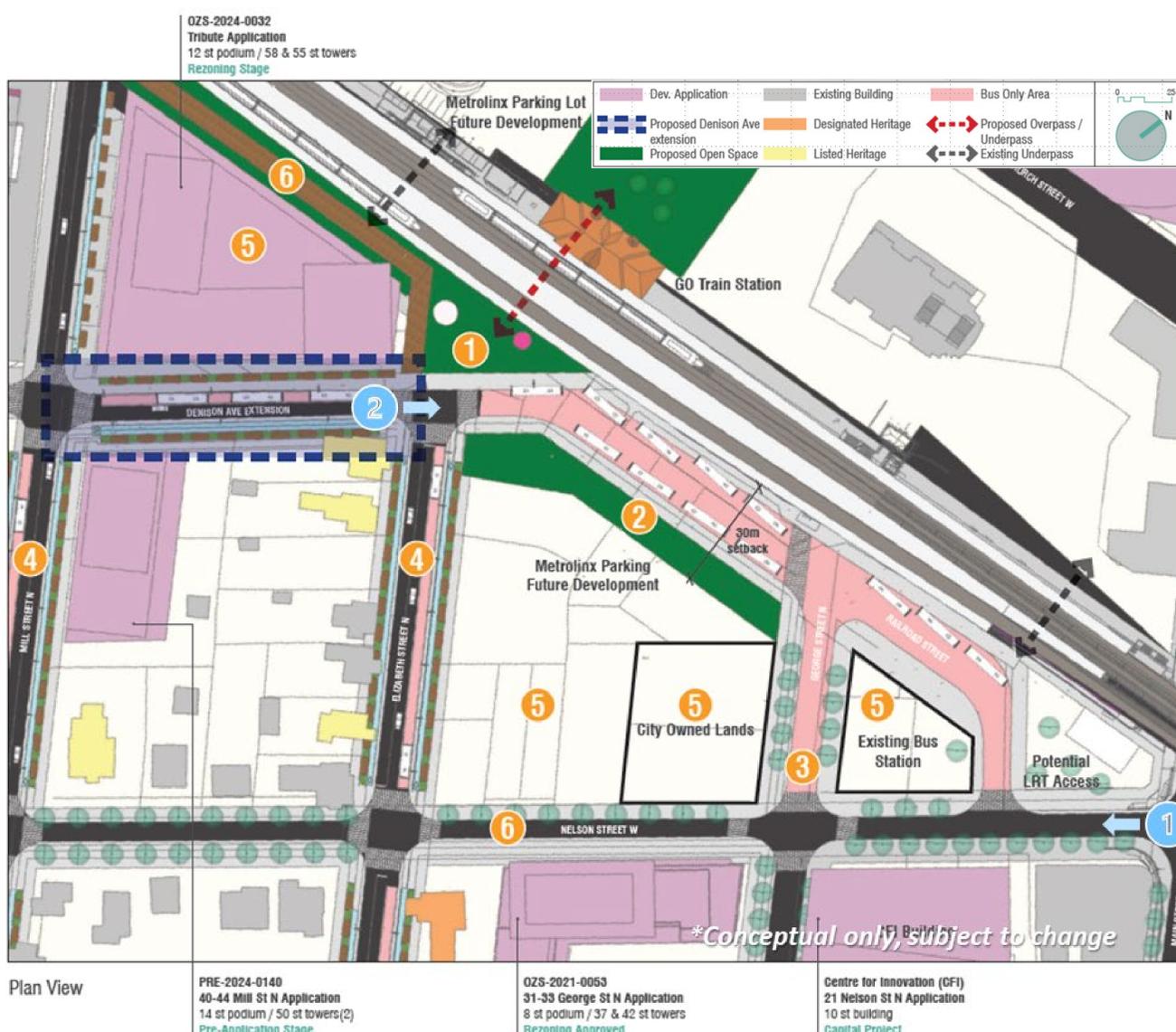
FLOW Program Central Brampton to deliver 30+ water and wastewater project primarily in Brampton, with some projects in vicinity of Brampton GO station.

Brampton Innovation District GO, Area Vision



The City envisions the Transit Hub to support transit-oriented mixed-use development with enhanced public spaces, following the key design principles below:

- 1 Inclusion of a Gateway Plaza at the terminus of Elizabeth Street to enhance the travel experience while providing a resting area and Active Transportation (AT) facilities.
- 2 Active frontage along Railroad Street featuring retail uses at grade and an enhanced public realm that provides seamless integration with the bus station.
- 3 George Street to become a shared street for pedestrians and transit users, facilitating buses short-turning for increased service efficiency.
- 4 Provide dedicated bus lanes along Mill and Elizabeth Streets to achieve a higher Level of Service.
- 5 Maximize development potential for both City lands and private development areas.
- 6 Enhance connectivity from the Transit Hub to the future Orangeville Line Linear Park through a new Multi-Use-Path and AT facilities along Nelson Street.



Long List Evaluation Summary

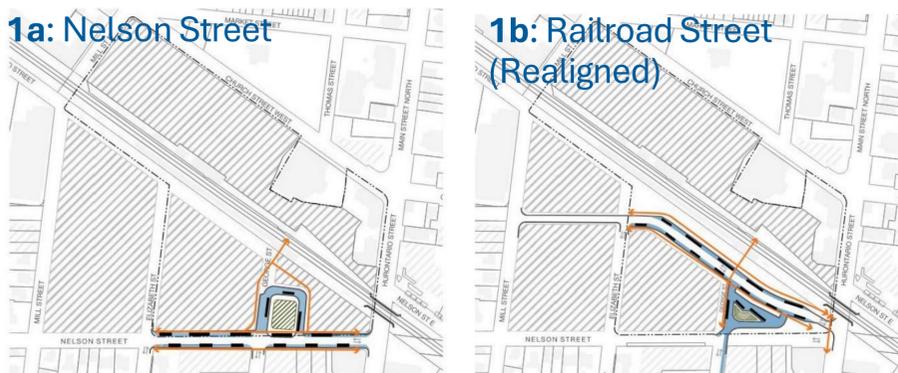


The following long list options were considered and evaluated earlier in the Study. The evaluation results were presented in detail during PIC #1.

Long List Options



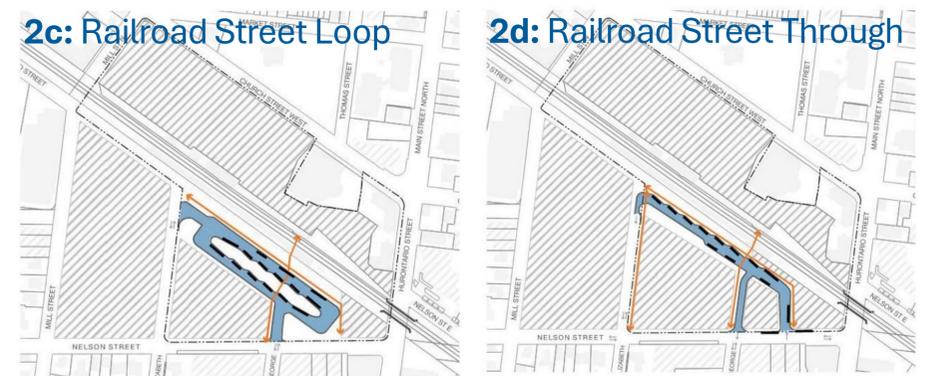
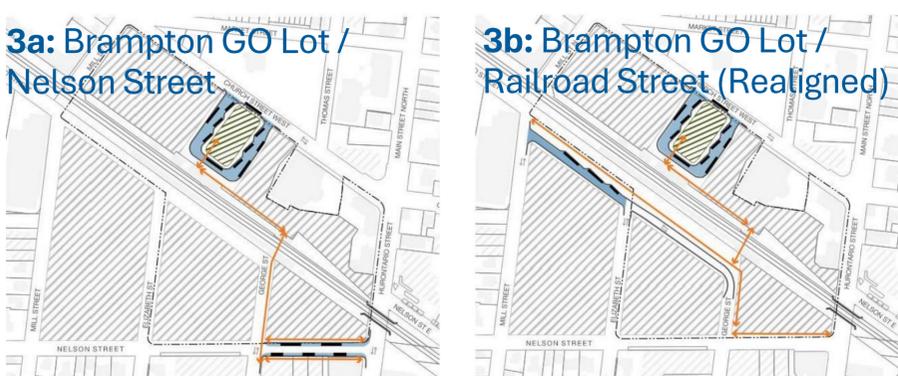
OPTION 1: On-Street Exchanges



OPTION 2: Off-Street Exchanges



OPTION 3: Split Exchanges



Long List Evaluation Summary



The Long List Evaluation generally follows the Metrolinx Business Case structure, which focuses on **four areas** to shape the evaluation criteria:

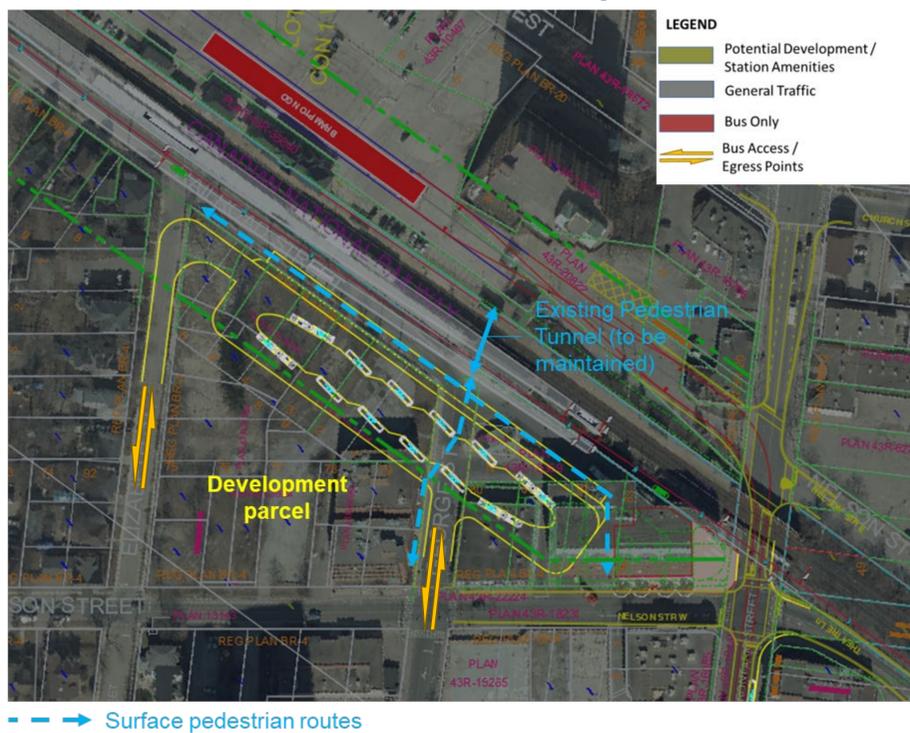
Business Case	Key Themes	Do Nothing	1a	1b	2a	2b	2c	2d	3a	3b
Strategic Case	Support City building and urban planning objectives		Red	Red	Green	Red	Red	Green	Green	Green
	Improving passenger experience		Green	Green	Red	Red	Green	Green	Red	Red
Economic Case	Minimizing travel time for buses and passenger transfers		Green	Green	Red	Red	Green	Green	Red	Red
Financial Case	Minimizing capital costs		Green	Green	Green	Red	Red	Green	Red	Red
Deliverability and Operations	Accommodating future functional requirements		All options can accommodate future functional requirements							
	Minimizing Property Impacts		Red	Green	Green	Green	Red	Green	Red	Red
Evaluation Summary			Red	Green	Green	Green	Green	Green	Red	Red

CARRIED FORWARD

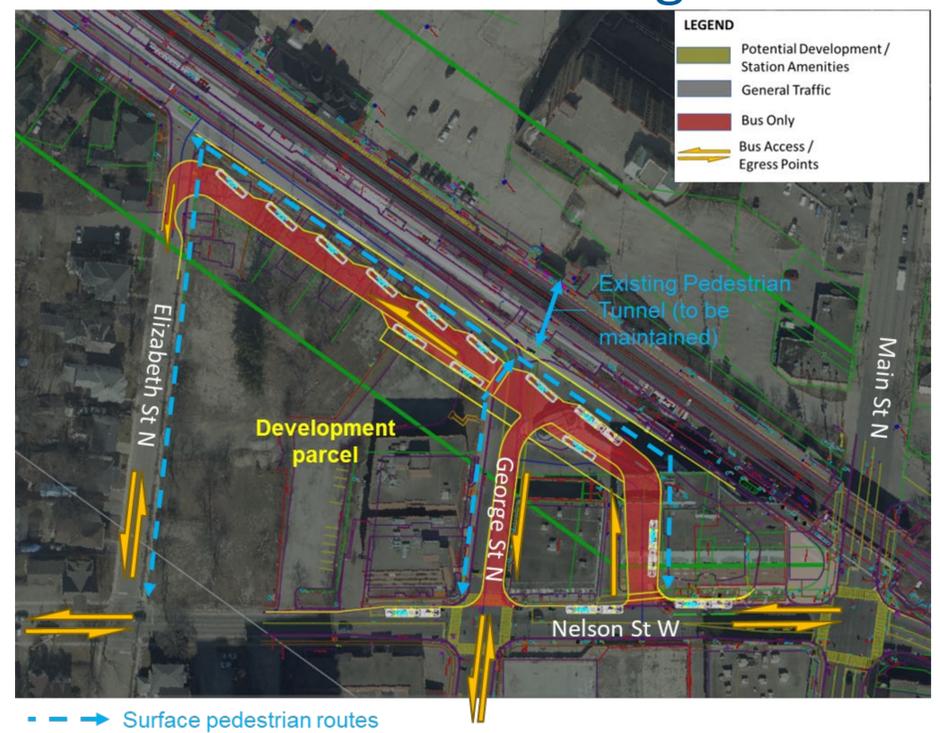
Short List Options

Options 2c and 2d were further developed and evaluated.

2c: Railroad Street Loop



2d: Railroad Street Through



Key Considerations	2c: Railroad Street Loop	2d: Railroad Street Through
Impacts to Property	Impacts 40% of GO Park and Ride Lot (south) site	
Impacts to Transit Operations	No significant change to bus routes from existing	Increases circulation required for buses
Impacts to Traffic / Road Network	Requires closure of George Street and Railroad Street east of Elizabeth Street.	
Compatibility with Proposed Light Rail Transit (LRT)	Compatible with both surface and below-grade LRT alignments	
Connectivity	<ul style="list-style-type: none"> • Bus-to-bus transfers are close and convenient • Bus-to-rail transfers require crossing bus path and layover • Substantially increases pedestrian crossings through the terminal area, not just for transit passengers, but pedestrians from developments to the south wanting to access Station 	<ul style="list-style-type: none"> • Bus-to-bus transfer distances are increased over existing condition • Bus to rail transfers and most bus to LRT transfers do not cross bus path
Development Potential	<ul style="list-style-type: none"> • Retains 60% of GO Park and Ride Lot (south) Site • Maintains desirable Nelson Street frontage for development • Potential to integrate with new land uses 	

Short List Criteria



The Short List Evaluation continues to follow the Metrolinx Business Case structure using the following Objectives and Criteria.

	Objectives	Criteria
STRATEGIC CASE	Integrating the transit network in downtown Brampton	Access to LRT and GO train/bus platforms Distance from Transit Hub to LRT Distance from Transit Hub to GO train/bus platforms
	Enabling multi-modal access and egress to transit	Distance to nearby bike lanes, sidewalks, and trails Space available for passenger pick up and drop off Space available for bike parking
	Support city-building objectives by connecting with future mixed-use development	Supporting the City's Official Plan vision for downtown Brampton Supporting the Brampton 2040 Vision Supporting the City of Brampton Transportation Master Plan
	Increase hub capacity to support service growth for Brampton	Number of bus bays Number of buses per hour
	Reduce transfer times	Platform to platform distance
	Improve comfort and quality of service	Provides shelter from poor weather conditions Space available for seating Space available for washrooms
	Provide safe and efficient access and transfers for transit passengers	The need to cross the street and/or railroad tracks to access platforms Provides a sense of safety from traffic by being in an enclosed space away from the streets
	Improve energy efficiency and minimal impacts to natural and cultural environment	Size of the Transit Hub Impacts to the natural environment Impacts to noise and air quality Impacts to cultural heritage and archaeology
	Supports transition to more sustainable transit technologies	Enroute charging opportunities
	Improve quality of life and public health	Retail opportunities Public space opportunities
	Integrate transit and land-use to form sustainable, transit-oriented communities	Integrate feedback from public consultation Size of developable area
ECONOMIC CASE	User Benefits	Bus to Bus Pedestrian transfer times
		Bus to Light Rail Transit Pedestrian transfer times
		Bus to GO Train Pedestrian transfer times
		Additional bus travel time
		Impacts to auto traffic
FINANCIAL CASE	High Level Cost	Approximation of capital costs
		Approximation of operating and maintenance costs
		Approximation of opportunity cost of land
DELIVERABILITY & OPERATIONS CASE	Design/ Operational Trade-offs	Property impacts
		Ability for future expansions
	Operation	Staff facilities
		Functional requirements
	Construction and Mitigation	Constructability
		Construction traffic management
		Construction impacts to nearby businesses Construction impacts to transit operations

Are there any additional objectives/criteria you think should be considered?



Short List Evaluation



The Short List Evaluation is summarized below. **Option 2d** is carried forward.

	Criteria	2c	2d
STRATEGIC CASE	Access to LRT and GO train/bus platforms		
	Distance from Transit Hub to LRT		
	Distance from Transit Hub to GO train/bus platforms		
	Distance to nearby bike lanes, sidewalks, and trails		
	Space available for passenger pick up and drop off		
	Space available for bike parking		
	Supporting the City's Official Plan vision for downtown Brampton		
	Supporting the Brampton 2040 Vision		
	Supporting the City of Brampton Transportation Master Plan		
	Number of bus bays		
	Number of buses per hour		
	Platform to platform distance		
	Provides shelter from poor weather conditions	To be accommodated in preliminary design	
	Space available for seating		
	Space available for washrooms		
	The need to cross the street and/or railroad tracks to access platforms		
	Provides a sense of safety from traffic by being in an enclosed space away from the streets		
	Size of the Transit Hub		
	Impacts to the natural environment		
	Impacts to noise and air quality		
	Impacts to cultural heritage and archaeology	No impacts anticipated.	
Enroute charging opportunities			
Retail opportunities			
Public space opportunities			
Integrate feedback from public consultation			
Size of developable area			
ECONOMIC CASE	Bus to Bus Pedestrian transfer times		
	Bus to LRT Pedestrian transfer times	Minimal change	
	Bus to GO Train Pedestrian transfer times	Minimal change	
	Additional bus travel time		Minimal change
	Impacts to auto traffic		
FINANCIAL CASE	Approximation of capital costs		
	Approximation of operating and maintenance costs		
	Approximation of opportunity cost of land		
DELIVERABILITY & OPERATIONS CASE	Property impacts		
	Ability for future expansions		
	Staff facilities	To be accommodated in preliminary design	
	Functional requirements		
	Constructability		
	Construction traffic management		
	Construction impacts to nearby businesses		
	Construction impacts to transit operations		
Summary			CARRIED FORWARD

Refinement of Emerging Preferred Option

Option 2d: Railroad Street Through was further refined to reflect the Urban Design vision for the Transit Hub and to include some key attributes that would improve the Transit Hub's functions.



Key Principles for Transit Hub Design



Improve Transit Operations

- Increase hub capacity to support service growth
- Enable efficient transit bus routing
- Minimize conflicts with general traffic
- Provide staff and public amenity space



Improve User Experience

- Improve comfort and quality of service
- Enable safe and efficient multi-modal access for transit passengers

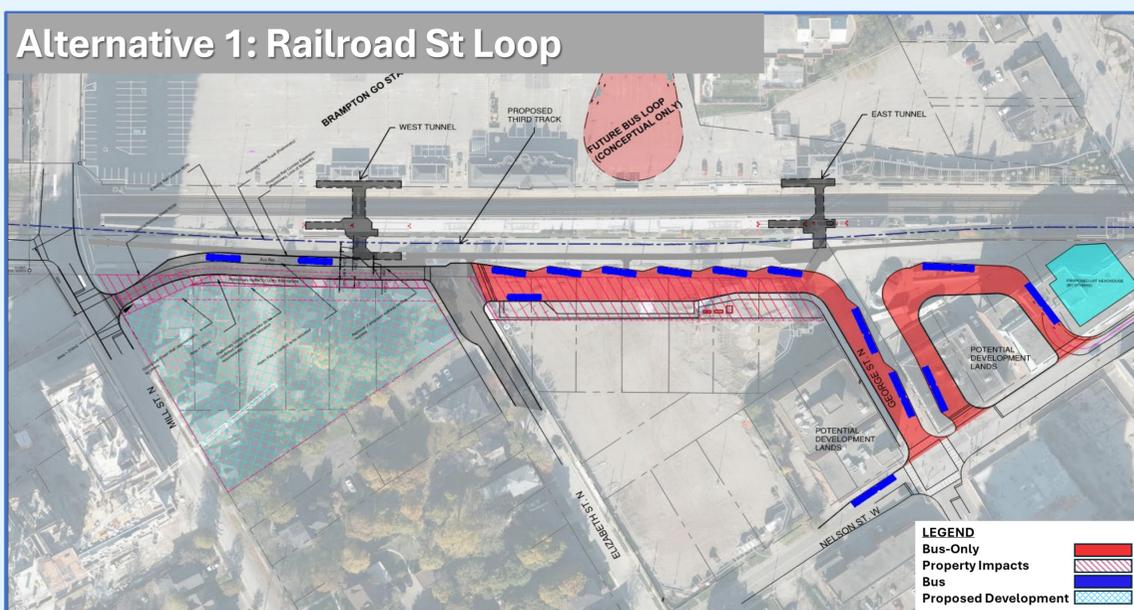


Improve Urban Design

- Minimize the footprint of the Transit Hub
- Minimize impacts on pedestrian movement
- Protect for redevelopment and animate Railroad Street

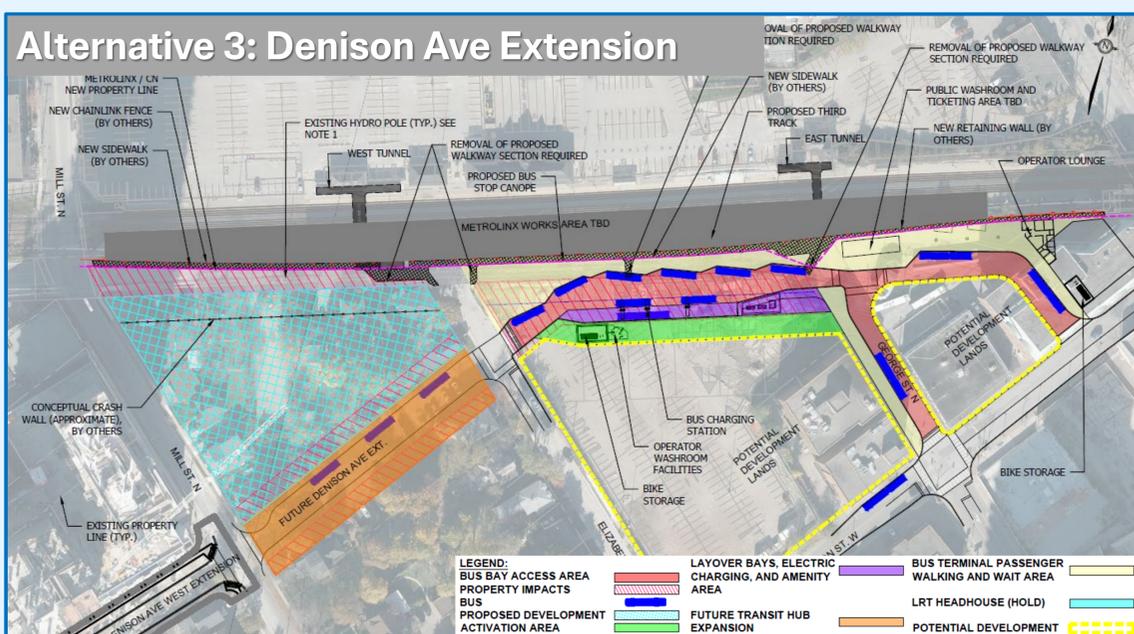
Option 2d Alternatives

Alternative 1: Railroad St Loop



This option permits **multiple accesses on Nelson Street** but breaks up the frontage and pedestrian realm. It **supports the Innovation Corridor** but **does not align with the City's vision for George Street**.

Alternative 3: Denison Ave Extension



This option supports the Innovation Corridor, **aligns with the City's vision for George Street**, and includes **extending Denison Avenue** from Elizabeth to Mill Street to connect with the planned westward extension.

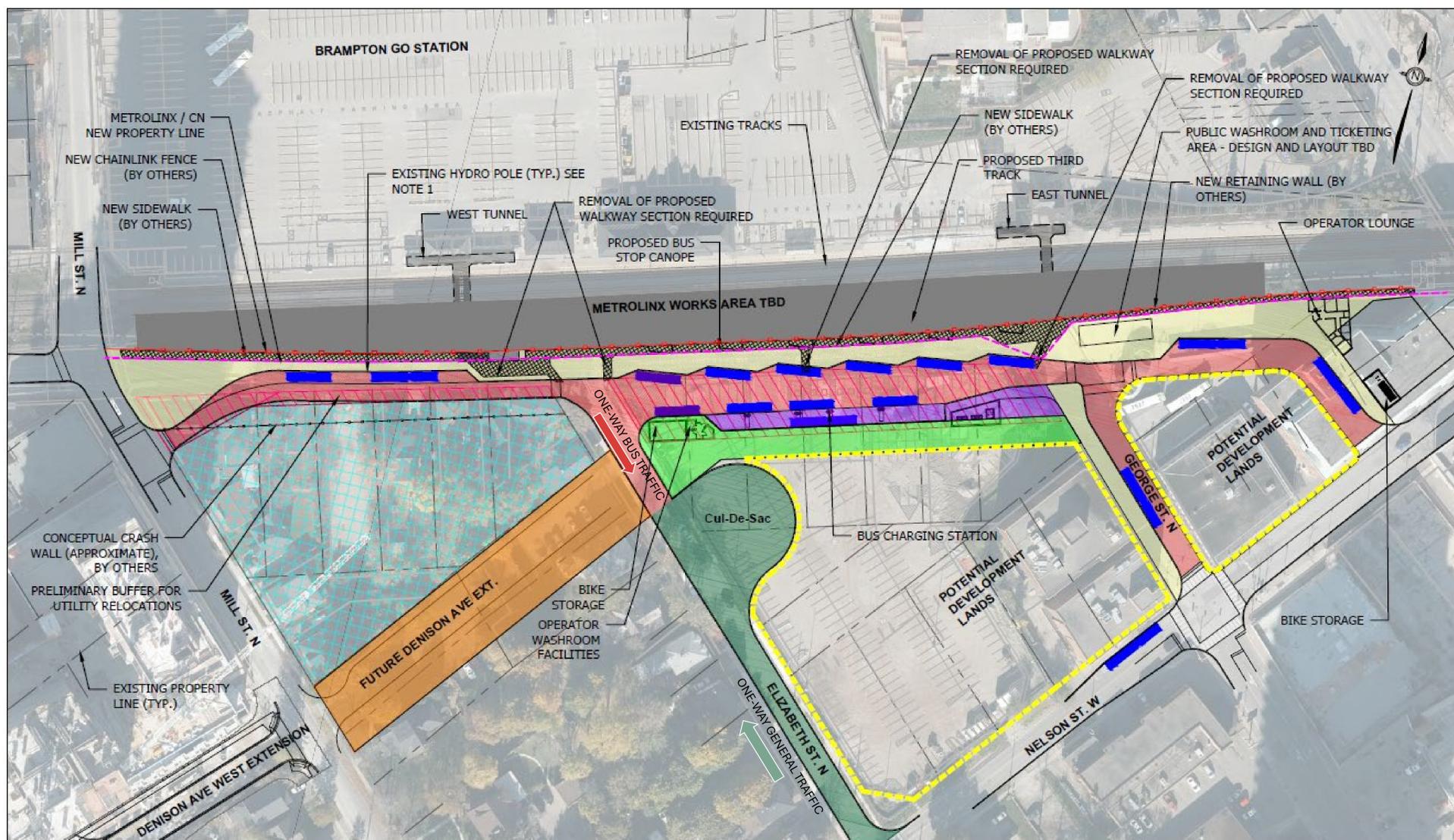
Both options were carried forward for further refinement.

Alternative 2 was developed but was eliminated as it poses higher operational costs, less efficient travel time for buses, and greater potential for pedestrian-bus conflicts.

Preliminary Draft Preferred Variant



The study team took aspects of **Option 2d: Alternative 1- Railroad St Through** and **Alternative 3 - Denison Ave Extension** and developed a preliminary draft preferred variant that reflects the positives of both alternatives while meeting the study timeline.



LEGEND:			
BUS BAY ACCESS AREA		LAYOVER BAYS, ELECTRIC CHARGING, AND AMENITY AREA	
PROPERTY IMPACTS		FUTURE TRANSIT HUB EXPANSION	
BUS PROPOSED DEVELOPMENT ACTIVATION AREA			
		BUS TERMINAL PASSENGER WALKING AND WAIT AREA	
		POTENTIAL DEVELOPMENT FIRE TRUCK ACCESS	

Additional studies are required to examine the impacts of the proposed potential future Denison Avenue extension between Elizabeth Street and Mill Street.

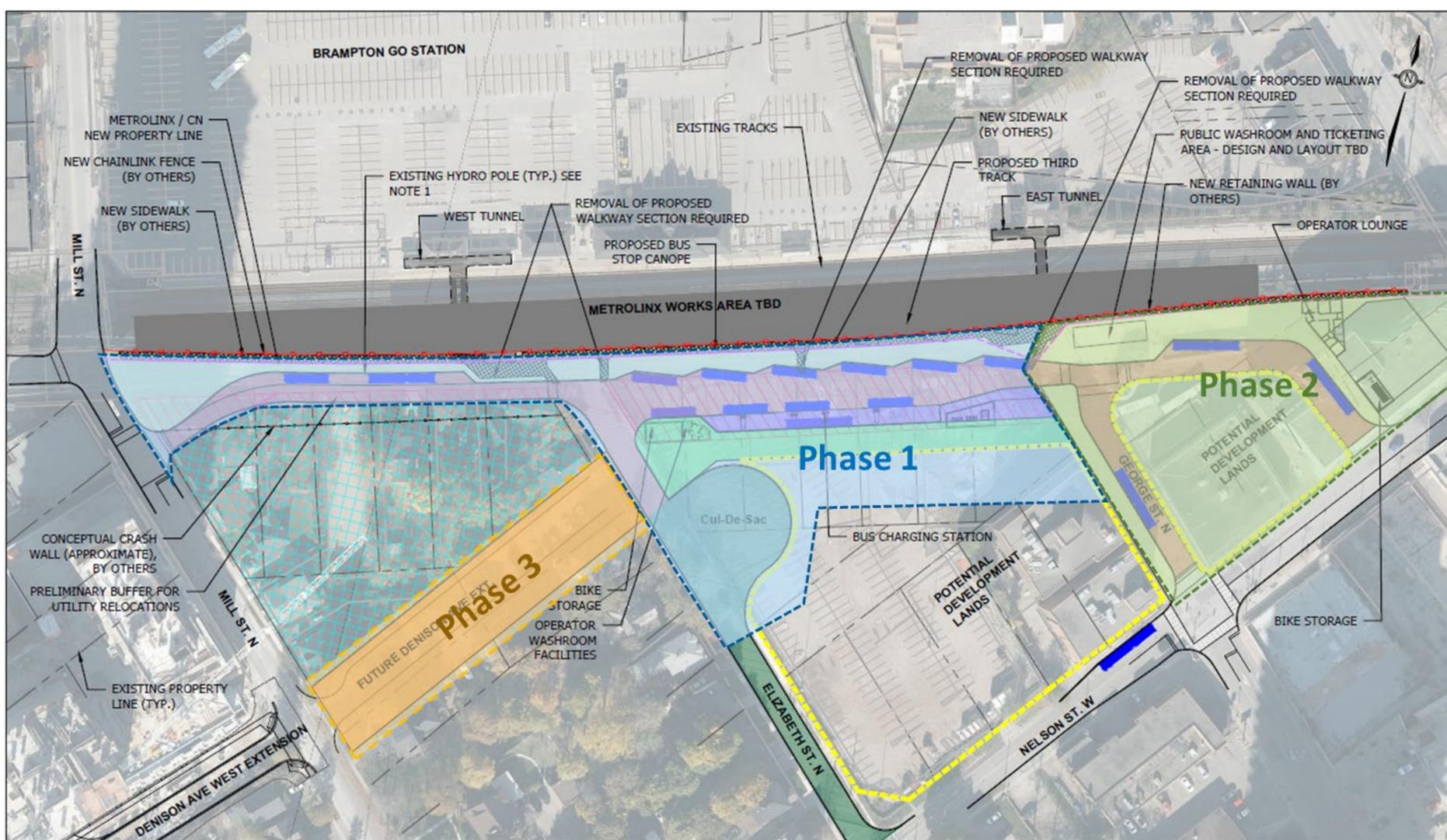
Comments received will inform a more detailed design of the preferred option layout.

What features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use?

Potential Phasing

The Downtown Brampton Transit Hub is tentatively proposed to be delivered in three phases.

Phase 1	To proceed after TRPAP Study is approved and funding secured.
Phase 2	To be delivered in coordination with Metrolinx regarding the Light Rail Transit Extension Terminal, Queen St BRT, and GO Kitchener Line upgrades.
Phase 3	<ul style="list-style-type: none"> • Long-term and need based. • The extension would require the City to undertake a separate Municipal Class Environmental Assessment for the future extension of Denison Avenue. • The extended Denison Avenue would connect to Elizabeth Street and the proposed cul-de-sac on Elizabeth Street would be decommissioned.



Do you support the potential future extension of Denison Avenue?



The input from this PIC will be taken into consideration along with the findings of various ongoing and upcoming technical studies to inform the selection of a confirmed preferred design.



Future Tasks

- The pedestrian crossing at Railroad Street and George Street poses a risk of conflict with maneuvering buses through the intersection.
- A Pedestrian Safety Study was completed to inform the recommended traffic control strategy for that intersection.



Pedestrian Safety Study

- Preliminary cost estimates.
- Update traffic analyses.
- Metrolinx inputs.
- Discussion with utilities staff.



Complete Alternatives Evaluation

- Metrolinx Business Case evaluation.
- Select Preferred Site Layout.



Final Evaluation

- Complete 30% design and more detailed cost estimates.



Preliminary Design

- Assess the potential impacts of the preliminary design on the surrounding environment.



Impact Assessment

- Gather feedback on the preliminary design and present the potential impacts.



PIC #3

- Infrastructure Delivery Model.
- Delivery Phasing.



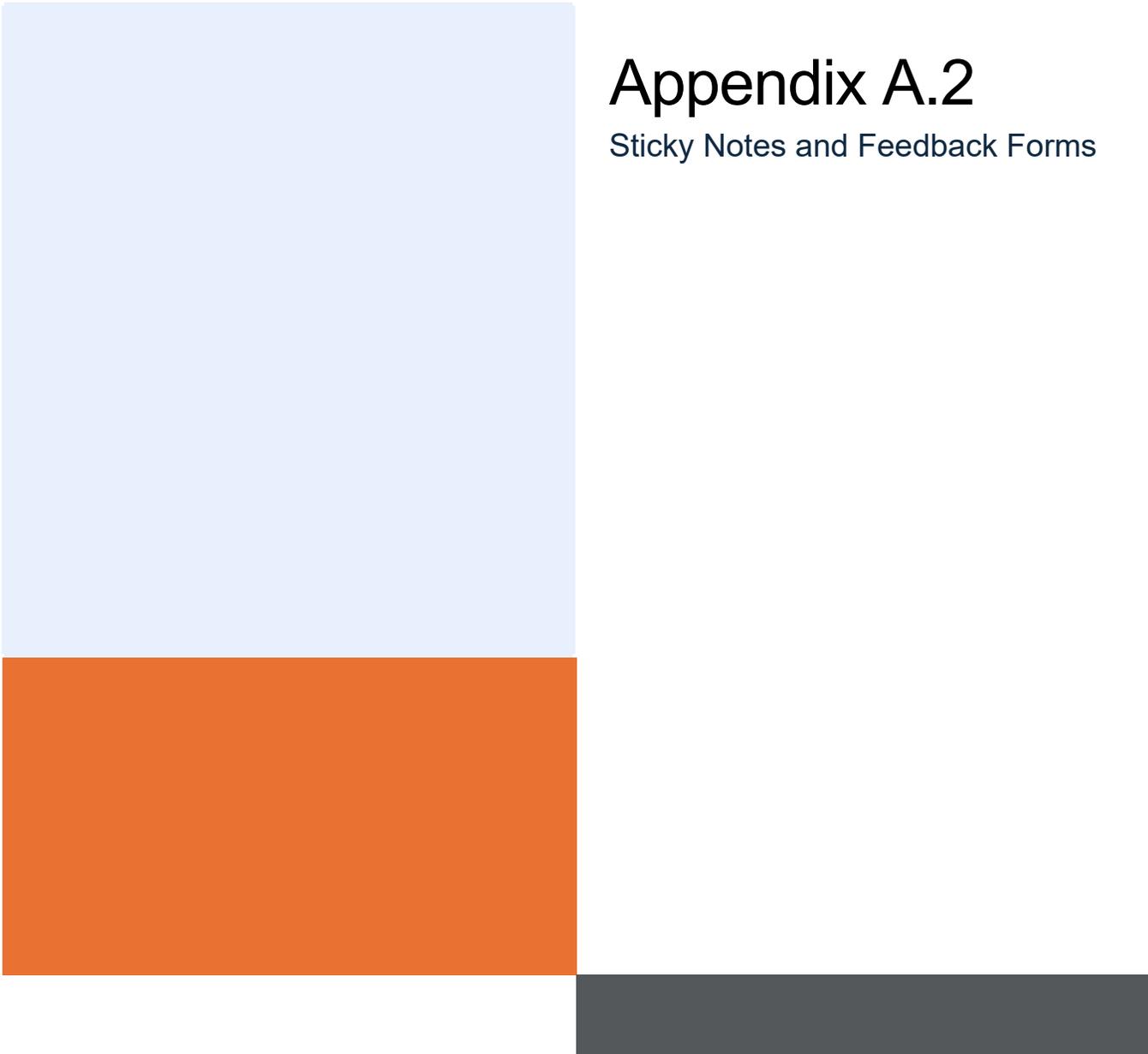
Infrastructure Delivery Phasing (Bus Terminal)

- Complete the Environmental Project Report (EPR).
- Notice of Commencement, Public review of EPR and Notice of Completion.



Initiate TRPAP





Appendix A.2

Sticky Notes and Feedback Forms

Image of Sticky Note Responses Received on the Display Boards

*Secure Bike Parking
People
Spaces where people
with expensive bikes
(2 min to spots)
could feel their bike
would be there when
they get back.

IS THIS
TO MODIFY
BLAMPTON'S
PLAN FOR
15 MIN CITY.

CAR-
TRUCK
VEHICLE
PARKING

There has to be
a safer way for
"Kiss n' Ride"
passengers to be dropped
off and picked up by
automobiles/private vehicles.

The extension
of Denison makes
sense but concern
about the increase
of bus traffic
through residential
area and park
and the change
in car traffic.

NO U.N.
FLAGS.

PROTECTED
INTERSECTIONS
!

*secure Bike parking.
Either indoor, or
highly visible/access
to high foot traffic
areas



416

12/69 in de
Some decrease → velocity
regular Bank → Abb
Storm Water → No Comments.
→ more - hydraulic drop
larger X-section -

Images of Feedback Forms Received



Downtown Brampton Transit Hub Public Information Centre #2 Feedback Form

1. Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (e.g., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?

Please Select: Yes | No | Not Sure

2. Are there any additional factors you think should be considered for the evaluation?

~~Not~~

3. Do you have a preference among the three Option 2D alternatives (Alt 1, Alt 3, and the Preliminary Draft Preferred)?

Please Select: Option 2D- Alt 1 | Option 2D- Alt 3 | Preliminary Draft Preferred

4. Referring to Display Board on Short List Criteria, are there any additional objects/criteria you think should be considered?

5. Referring to Display Board on Preliminary Draft Preferred Variant. Regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use? (Example features such as ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.)

Continue Having a Bike Repair / Wash and / or Repair
Cafe as part of transportation formal makes sense to
Reduce Pressure on local streets

Also, for the amount of car parking please consider
at least 100 secure bike parking spaces.

Adding
6. Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?

Please Select: Yes | No | Depends on Costs and Impacts | Not Sure

Those with expensive bikes, ~~some~~ who would want
to leave their bikes long term or visit Downtown
businesses, will want to come in groups. We need
parking spots for them.



Downtown Brampton Transit Hub Public Information Centre #2 Feedback Form

1. Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (e.g., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?

Please Select: Yes | No | Not Sure

2. Are there any additional factors you think should be considered for the evaluation?

traffic on mill!!!!

3. Do you have a preference among the three Option 2D alternatives (Alt 1, Alt 3, and the Preliminary Draft Preferred)?

Please Select: Option 2D- Alt 1 | Option 2D- Alt 3 | Preliminary Draft Preferred

4. Referring to Display Board on Short List Criteria, are there any additional objects/criteria you think should be considered?

5. Referring to Display Board on Preliminary Draft Preferred Variant. Regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use? (Example features such as ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.)

6. Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?

Please Select: Yes | No | Depends on Costs and Impacts | Not Sure



Downtown Brampton Transit Hub Public Information Centre #2 Feedback Form

1. Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (e.g., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?

Please Select: Yes | No | Not Sure

2. Are there any additional factors you think should be considered for the evaluation?

NEW BUS HUB SHOULD BE CLOSE TO THE BUSINESSES

3. Do you have a preference among the three Option 2D alternatives (Alt 1, Alt 3, and the Preliminary Draft Preferred)?

Please Select: Option 2D- Alt 1 | Option 2D- Alt 3 | Preliminary Draft Preferred

4. Referring to Display Board on Short List Criteria, are there any additional objects/criteria you think should be considered?

CONVERT TRENDS BETWEEN AN AVENUE BUS LRT TRAIN
THE LRT SHOULD BE ABLE CROSS RT IN A TUNNEL!

5. Referring to Display Board on Preliminary Draft Preferred Variant. Regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use? (Example features such as ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.)

PASSENGER GUIDANCE

6. Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?

Please Select: Yes | No | Depends on Costs and Impacts | Not Sure



Downtown Brampton Transit Hub Public Information Centre #2 Feedback Form

1. Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (e.g., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?

Please Select: Yes | No | Not Sure

You've covered a lot of factors. My main concerns are:

2. Are there any additional factors you think should be considered for the evaluation?

- 1) Placement of transit station, less private vehicle to public transit
- 2) Mitigation of and integration of likely bottlenecks to flow
- 3) Consideration of population increase & projected usage.

3. Do you have a preference among the three Option 2D alternatives (Alt 1, Alt 3, and the Preliminary Draft Preferred)?

Please Select: Option 2D- Alt 1 | Option 2D- Alt 3 | Preliminary Draft Preferred

4. Referring to Display Board on Short List Criteria, are there any additional objects/criteria you think should be considered?

More alt - contained
The priority should be a high efficiency flow transit but a all required amenities specific to a transport hub.

5. Referring to Display Board on Preliminary Draft Preferred Variant. Regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use? (Example features such as ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.)

Example features such as ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.
Think "Big Box" enclosed just north
Not "Boutique"
We are not a small town anymore.
We're the 4th largest city in Ontario.

6. Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?

Please Select: Yes | No | Depends on Costs and Impacts | Not Sure



Downtown Brampton Transit Hub Public Information Centre #2 Feedback Form

1. Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (e.g., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?

Please Select: Yes | No | Not Sure

A 3D model could explain better

2. Are there any additional factors you think should be considered for the evaluation?

- 1. Existing cross street Nelson St main st is not congested as the history of busse is proposed from it's
- 2. Bus or wheelchair is not directly integrated. However, people can still walk down the pedestrian paths not a problem

3. Do you have a preference among the three Option 2D alternatives (Alt 1, Alt 3, and the Preliminary Draft Preferred)?

Please Select: Option 2D- Alt 1 | Option 2D- Alt 3 | Preliminary Draft Preferred

I feel Option 3a would completely take up the busse supported from the existing junction and good scope of future transit hub

4. Referring to Display Board on Short List Criteria, are there any additional objects/criteria you think should be considered?

pedestrian Disposal flow

5. Referring to Display Board on Preliminary Draft Preferred Variant. Regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use? (Example features such as ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.)

A Plaza like the city hall Plaza on saskatoon street

6. Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?

Please Select: Yes | No | Depends on Costs and Impacts | Not Sure

Maneuverability - bus from south of main street would take left and then after a meter or so would take right to enter the terminal.



Downtown Brampton Transit Hub Public Information Centre #2 Feedback Form

1. Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (e.g., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?

Please Select: Yes | No | Not Sure

2. Are there any additional factors you think should be considered for the evaluation?

My concern for Traffic on the residential area

3. Do you have a preference among the three Option 2D alternatives (Alt 1, Alt 3, and the Preliminary Draft Preferred)?

Please Select: Option 2D- Alt 1 | Option 2D- Alt 3 | Preliminary Draft Preferred

4. Referring to Display Board on Short List Criteria, are there any additional objects/criteria you think should be considered?

5. Referring to Display Board on Preliminary Draft Preferred Variant. Regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use? (Example features such as ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.)

6. Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?

Please Select: Yes | No | Depends on Costs and Impacts | Not Sure

Any other thoughts on the future Transit Hub you'd like to share with the project team?

Take your time to run your simulations to determine functional outcomes.

AI should be able to do that.

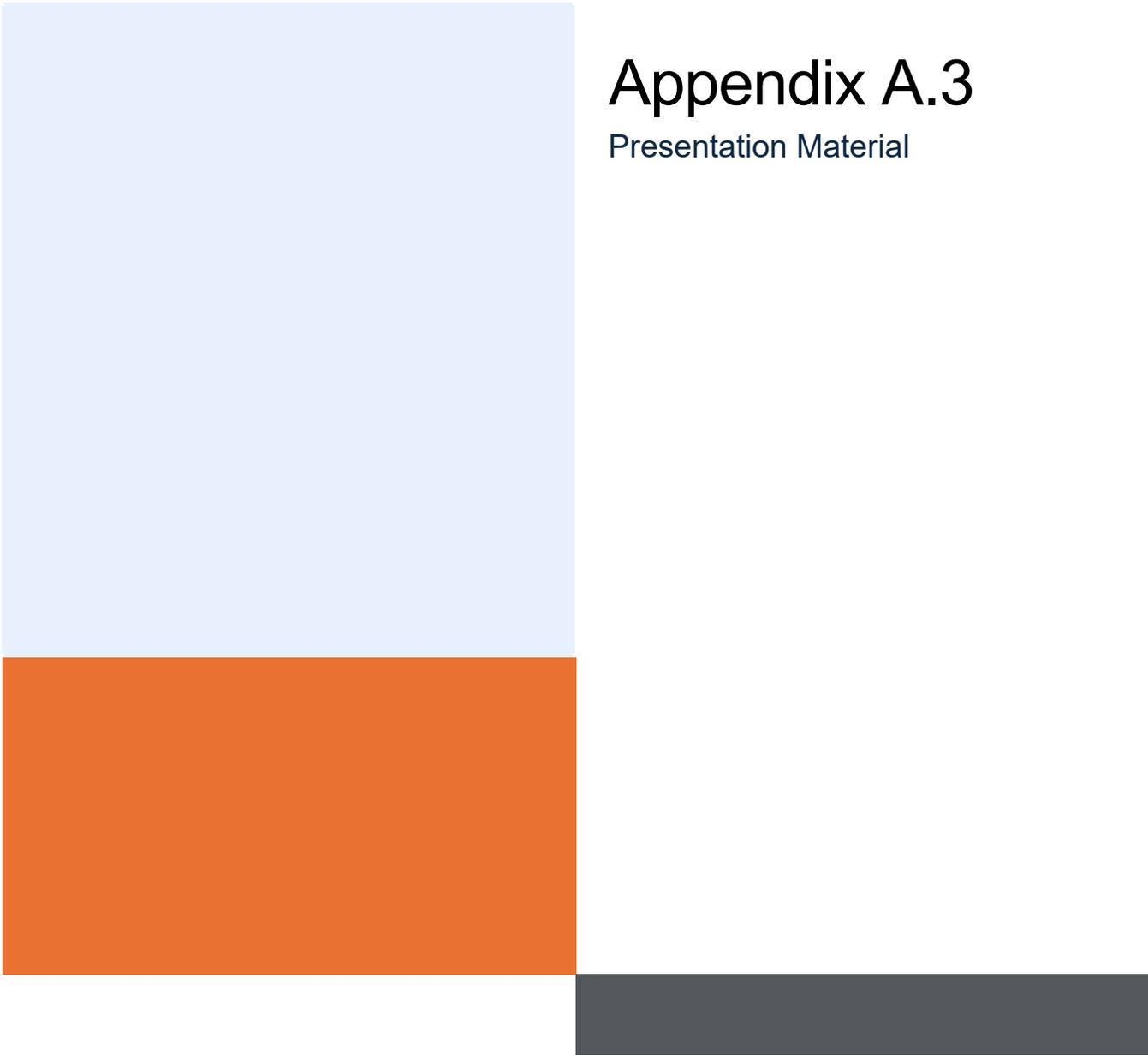
Consider what other GTA hubs have done, what has worked, what hasn't.

Thank you.

Any other thoughts on the future Transit Hub you'd like to share with the project team?

1. Future Developments, ^{including residential buildings} and its impact on study streets.
2. Impact analysis in terms of pedestrian footfall and total vehicles on study streets for all the options 1, 2, 3 etc.
3. Dispersal Flow of Pedestrians
4. 3D representation of options gives more clarity.
5. Would suggest to revisit option 3 - utilizing go station parking plaza.

Any other thoughts on the future Transit Hub you'd like to share with the project team?



Appendix A.3

Presentation Material

Welcome to the
Downtown Brampton Transit Hub

TRPAP, Preliminary Design, and Business Case Study

Public Information Centre (PIC) #2
December 3, 2025





CITY OF BRAMPTON

LAND ACKNOWLEDGEMENT

The City of Brampton is located on the traditional territories of the Mississaugas of the Credit, Haudenosaunee and Wendat Nations who have called this land home since time immemorial.

We recognize the Mississaugas of the Credit as the original rights holders and the signatories of Treaty 19 - the Ajetance Purchase of 1818 - and that the agreements made therein are foundational to our nation-to-nation relationship.

As a City, we are committed to our ongoing role in reconciliation through meaningful action rooted in truth, justice and respect. We are grateful to the original caretakers of this land who have ensured we are able to work, play and live in Brampton now and in the future.

Agenda

1. Project Overview
2. Recap of PIC 1
3. Long List Evaluation Summary
4. Short List Evaluation Methodology & Criteria
5. Short List Options
6. Evaluation of Short List Options
7. Refinement of Emerging Preferred Option
8. Next Steps
9. Questions and Answers



Purpose of Consultation

The purpose of this PIC is to explain the TRPAP, introduce project options, present the work completed to date, and receive input on future considerations, such as:

- ❖ Why this study is taking place
- ❖ Determining optimal configuration and location of the future transit hub
- ❖ Balancing the needs of all stakeholders
- ❖ Documenting all questions and comments received, and addressing them in the final study report
- ❖ Next steps

www.Brampton.ca/TransitHub





Project Overview and History

Project Overview

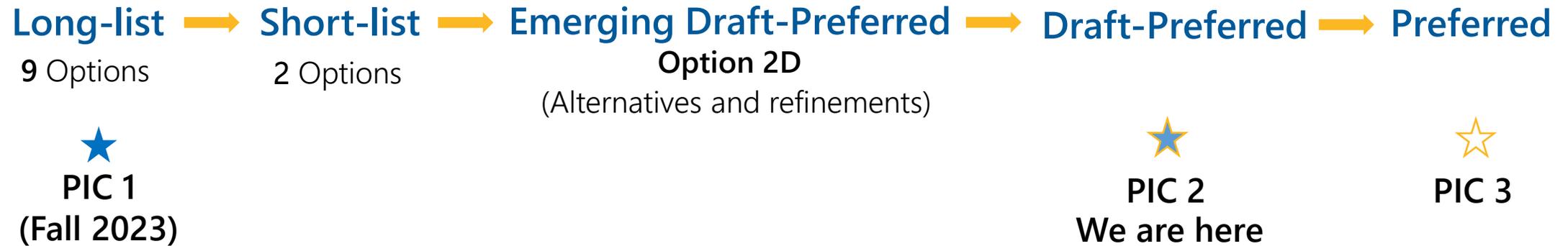
The City is undertaking a study to design a new transit hub in the Downtown Core, to address future transit needs and take advantage of opportunities to better integrate with other initiatives in Downtown Brampton.

- ❖ Through this study, the City will:
 - ❖ Identify future transit hub requirements
 - ❖ Determine the right site for the transit hub
 - ❖ Identify the most appropriate delivery model for the hub (stand-alone facility or integrated with new development)
 - ❖ Determine the procurement model (traditional vs Public-Private Partnership)

Since PIC 1, the project team evaluated the long list of options presented in PIC 1, developed a short list of options, and identified a preferred alternative.



Options Development



Terminal Key Attributes

- ❖ Shorter loop for faster turnaround of Zum/BRT buses
- ❖ 16 bus bays total, including 2 Bays for GO Buses
- ❖ Staff and public amenity space

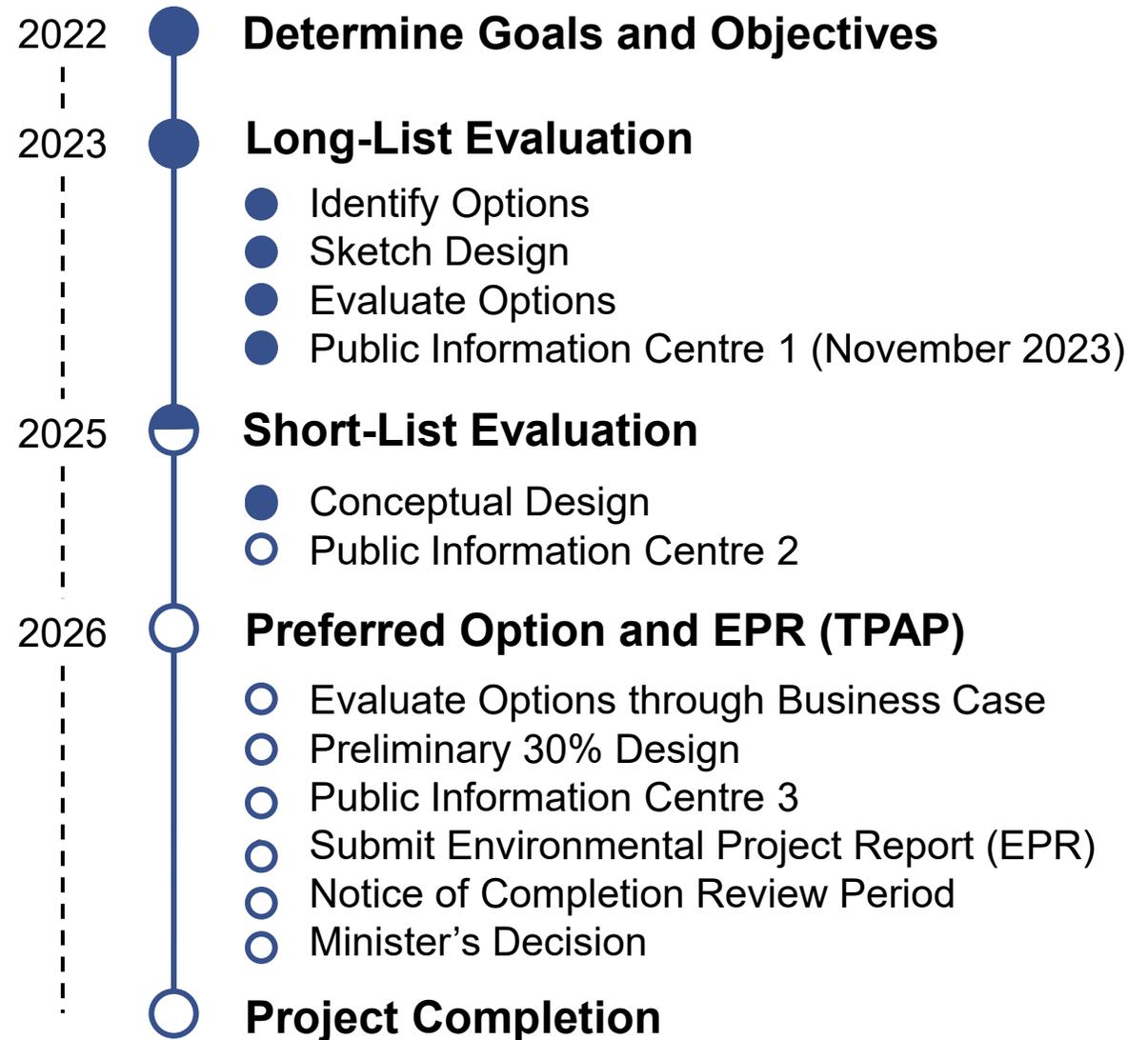
Study Process

The evaluation of options is a multi-level process that will occur over the course of the study.

Through the three-level process, the long list of Downtown Transit Terminal options will be evaluated and narrowed down to a short list. The long list was presented at Public Information Centre 1 (PIC1). The short list and preliminary preferred option will be presented in Public Information Centre 2 (PIC2)

Transit and Rail Project Assessment Process (TRPAP) is a provincial environmental assessment process developed specifically for the approval of public transit projects.

Proponents must complete the prescribed steps of the process within specified time frames.



What is the Transit and Rail Project Assessment Process?

Environmental impacts of the proposed Transit Hub are being assessed in accordance with Ontario Regulation 231/08: *Transit and Rail Project Assessment Process* (TRPAP), under the Environmental Assessment Act. This process involves a pre-planning phase followed by a regulated timeline (up to 120 days) for public consultation, assessing impacts, developing measures to mitigate negative impacts, and documentation.



Field work and information gathering has commenced for preparing studies. Reviewing and examining Project components and activities also includes:

1. Understanding local environmental conditions through desktop reviews and field studies;
2. Assessing and evaluating potential impacts that project components and activities may have on the environment;
3. Proposing mitigation measures to reduce impacts and recommending monitoring activities to verify effectiveness of mitigation measures;
4. Identifying municipal, provincial, federal, or other permits and approvals that may be required to support project planning and implementation; and,
5. Engagement with Agencies, Municipalities, Indigenous Nations, Property owners, and members of the public.

Problem / Opportunity Statement

*The existing downtown Brampton transit terminal is facing difficulties in accommodating the capacity needed for current and future transit services. Specifically, anticipated rapid transit services, including increased service frequency on the GO rail corridor immediately north of the site, the introduction of the Brampton LRT, as well as the Queen St-Highway 7 BRT, will lead to **an increase in demand on the local transit network**. Furthermore, the existing transit terminal is anticipated to be impacted by the proposed widening of the rail corridor.*

*Consequently, the **new proposed Transit Hub can address the capacity constraints** while also presenting the opportunity to provide improved connection between municipal and interregional transit networks, as well as supporting the intensification and mobility objectives listed in municipal and regional planning policies.*

Matters of Provincial Importance

The project is required to consider matters of provincial importance and constitutionally protected Aboriginal or Treaty rights, including:



Indigenous Relations

- Constitutionally protected Aboriginal or Treaty rights and areas of concern.



Natural Heritage

- Park, conservation, or protected area.
- Species at risk or of special concern and their habitat.
- Wetland, woodland, wildlife habitat, or other natural heritage areas.
- Areas of natural or scientific interest.
- Rivers, tributaries, or lakes containing fish and fish habitat.



Hydrology

- Area of surface water or groundwater or other important hydrological feature.
- Areas that may be impacted by a known, suspected, or off-site source of contamination.



Cultural Heritage and Archaeology

- Protected heritage properties and built heritage resources.
- Cultural heritage landscapes.
- Archaeological resources and areas of potential archaeological interest.

Environmental Studies

- ❖ Environmental studies document existing conditions, assess potential construction or operations impacts from the project, and identify mitigation measures to reduce or eliminate potential impacts.
- ❖ Study recommendations and identified mitigation measures will be used by the design team to improve the design.
- ❖ These studies form part of the **EPR** that will be posted for **30-day** public review, during the 120-day TRPAP period, and once all studies are complete.



Natural Environment
Technical Report



Socio-Economic and
Land Use Characteristics
Assessment



Multi-Modal
Transportation
Analysis



Stage 1
Archaeological
Assessment



Air Quality
Technical Report



Noise & Vibration
Technical Report



Cultural Heritage
Report



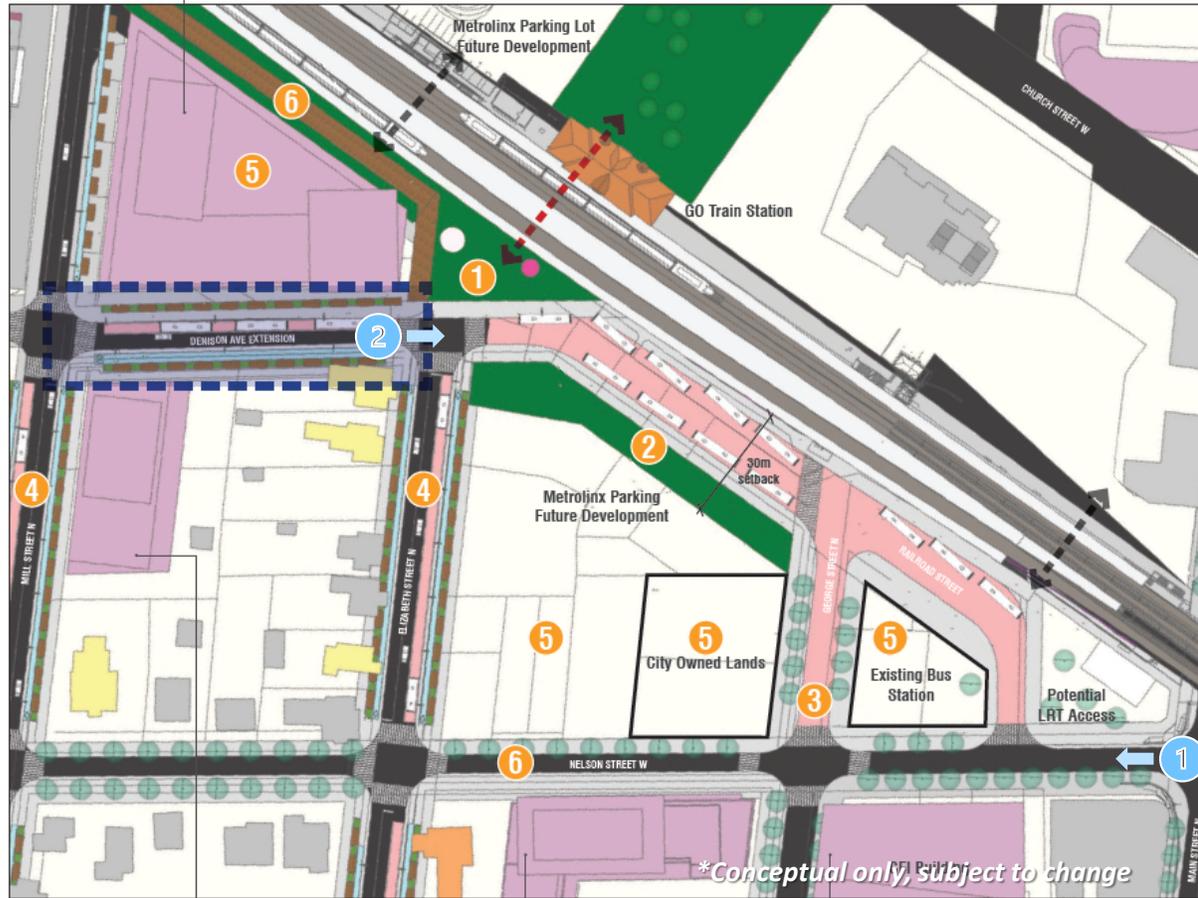
Climate Change
and Sustainability



Phase 1
Environmental Site
Assessment Report

Brampton Innovation District GO, Area Vision

OZS-2024-0032
Tribute Application
12 st podium / 58 & 55 st towers
Rezoning Stage



Plan View

PRE-2024-0140
40-44 Mill St N Application
14 st podium / 50 st towers(2)
Pre-Application Stage

OZS-2021-0063
31-33 George St N Application
8 st podium / 37 & 42 st towers
Rezoning Approved

Centre for Innovation (CFI)
21 Nelson St N Application
10 st building
Capital Project

**Conceptual only, subject to change*

- Dev. Application
- Existing Building
- Bus Only Area
- Proposed Denison Ave extension
- Designated Heritage
- Proposed Overpass / Underpass
- Proposed Open Space
- Listed Heritage
- Existing Underpass

KEY DESIGN PRINCIPLES

- 1 Inclusion of a Gateway Plaza at the terminus of Elizabeth St to enhance travel experience while providing for a resting area and AT facilities.
- 2 Active frontage along Railroad st featuring retail uses at grade and an enhanced public realm that provides for seamless integration with the bus station.
- 3 George Street to become a shared street for pedestrians and transit users, facilitating buses short-turn for an increased service efficiency.
- 4 Provide for dedicated bus lanes along Mill and Elizabeth streets in order to achieve a higher LOS.
- 5 Maximize development potential both for City Lands and private development areas.
- 6 Enhance connectivity from Transit Hub to future Oranville Line Linear Park through new MUP and AT facilities along Nelson Street.



3D VIEWS PROPOSED STREET DESIGN

07-03-2025
Draft for Discussion

OZS-2024-0001
55-65 Park St Application
3 st podium / 30 st tower
Rezoning Stage

Algoma Student Residence
12 st building
Fast-Track Approval Process

OZS-2024-0032
Tribute Application
12 st podium / 58 & 55 st towers
Rezoning Stage

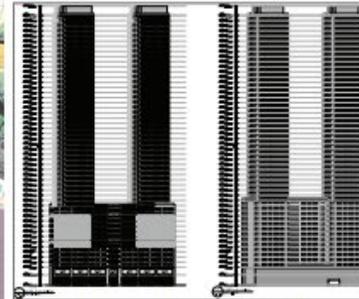
Centre for Innovation (CFI)
21 Nelson St N Application
10 st building
Capital Project 100% DD



1 Algoma's Residence



2 Tribute Application (Mill St View)



3 40-44 Mill St N Pre-Application



4 17-29 Mill St N 5 Dialog Application



6 Sweeny & Co Application



7 CFI Building

OZS-2024-0033
17-29 Mill St N Application
4 st podium / 45 & 48 st towers
Rezoning Stage

OZS-2024-0034
104-118 Queen St W Application
6 st podium / 51 st tower
Rezoning Stage

PRE-2024-0140
40-44 Mill St N Application
14 st podium / 50 st towers(2)
Pre-Application Stage

OZS-2021-0053
31-33 George St N Application
8 st podium / 37 & 42 st towers
Rezoning Approved

Dev. Application	Existing Building	Proposed Massing
Existing Open Space	Designated Heritage	Proposed Community Hub
Proposed Open Space	Listed Heritage	N

Eye Bird's View showing proposed massing along Mill Street N

Proposed 3D views



Dev. Application	Existing Building	Proposed Massing
Existing Open Space	Designated Heritage	Proposed Com. Hub
Proposed Open Space	Listed Heritage	Bus Only Area

0 25 50
N



Other Ongoing City-Led Projects in the Area

❖ Downtown Brampton Streetscape Project (2024 – 2027)

Infrastructure upgrades | Wider sidewalks | Enhanced public spaces



Queen Street between Mill Street and Chapel Street



Main Street between Nelson Street and Wellington Street

❖ Redevelopment of Ken Whillans Square and Garden Square

The squares are just south of the Downtown Transit Hub; Proposed improvements include year-round usage, dynamic programming, and the Shimmer Stage

Rendering - Ken Whillans Square



Rendering - Garden Square



❖ Centre For Innovation

to be located at the south-east corner of Denison St, and George St, feature a new central library, collaborative workspaces, digital innovation labs and flexible space for community, business and academic use

Region of Peel and Metrolinx Projects in the Area

Light Rail Transit Extension Study (Metrolinx)

- ❖ Hazel McCallion Line terminus at Brampton District Innovation GO Station
- ❖ Province and Federal governments have announced funding for tunneled LRT
- ❖ Metrolinx has subsequently taken over the project

Kitchener Line GO Expansion (Metrolinx) Downtown Brampton Segment

- ❖ Agreement in principle with CN to purchase land to construct a dedicated track between Bramalea and Georgetown GO stations.
- ❖ Metrolinx considering potential options on track alignment and associated platform upgrades in downtown Brampton.

Queen Street Highway 7 BRT

- ❖ BRT route planned to connect with Brampton GO interchange station for seamless transfers between conventional bus, LRT, and GO Rail systems

Watermain and Sanitary Sewer Replacement (Region of Peel)

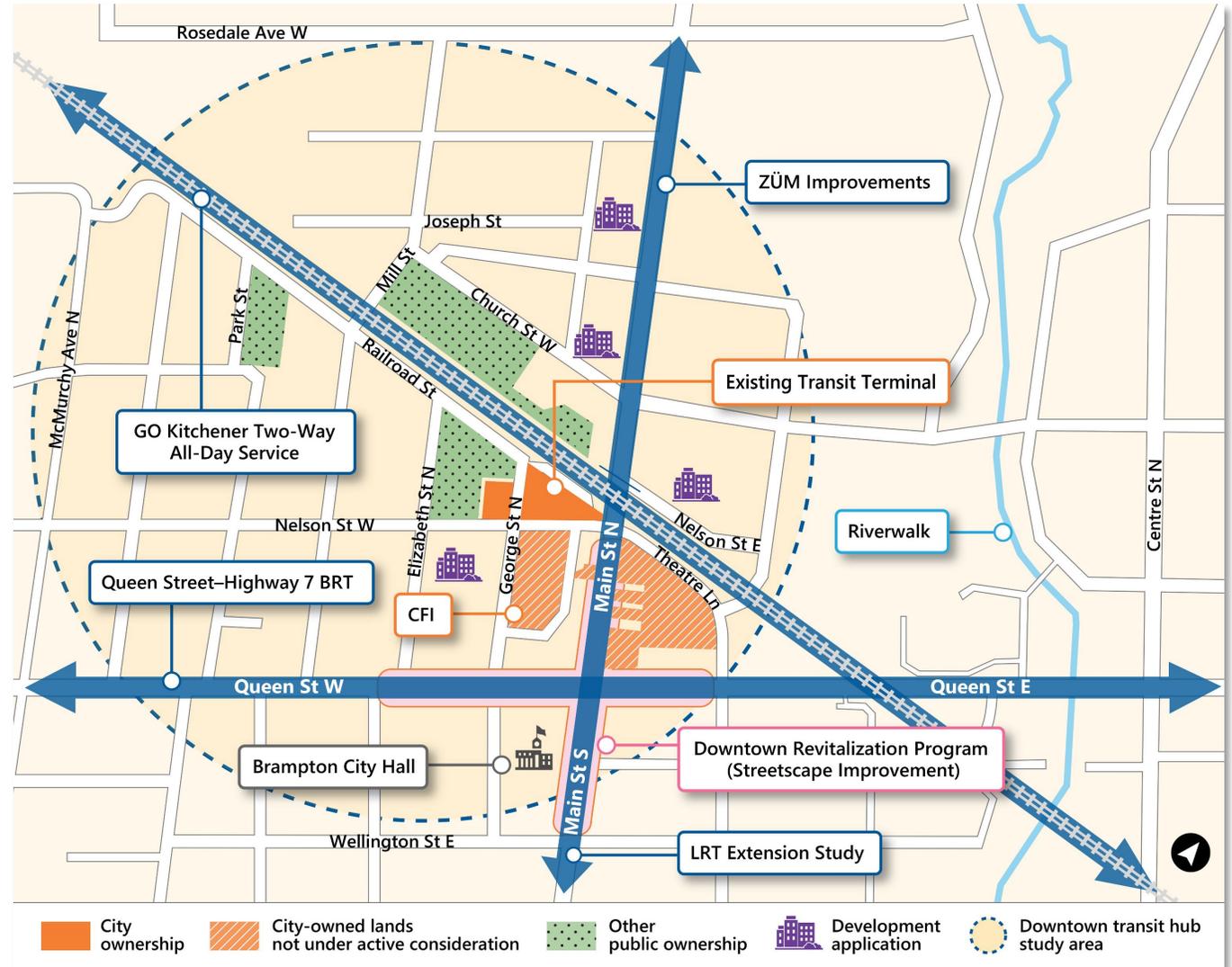
- ❖ FLOW Program Central Brampton to deliver 30+ water and wastewater project primarily in Brampton, with some projects in vicinity of Brampton GO station
- ✓ **Transit Hub Study project team is coordinating with Region of Peel staff, Metrolinx staff.**



Recap of PIC #1

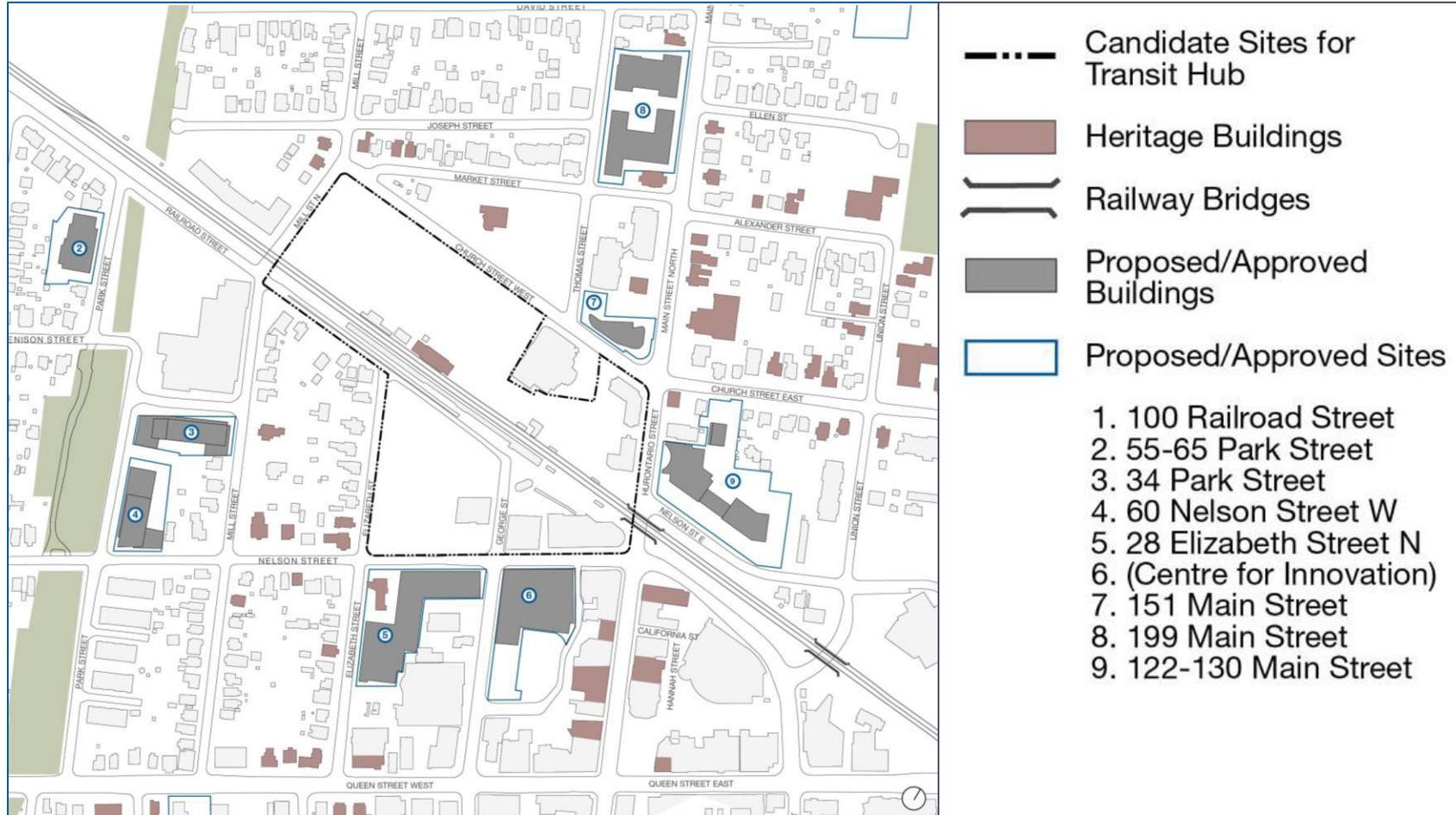
Study Area

- ❖ Potential Sites for Transit Hub
 1. 8 Nelson Street
 2. Elizabeth / George Block
 3. Park Street
 4. Brampton GO Station
- ❖ Preliminary screening of sites indicated that Sites 1, 2, and 4 offer sufficient size to accommodate the transit hub.
- ❖ Site 3 is too small to accommodate program requirements, is disconnected from the GO Rail and proposed LRT station, and has fewer access/egress routes
- ❖ As such, the long-list of transit hub options was developed focusing on Sites 1, 2, and 4 as they are most feasible



Study Area Context

Planned and Approved Developments

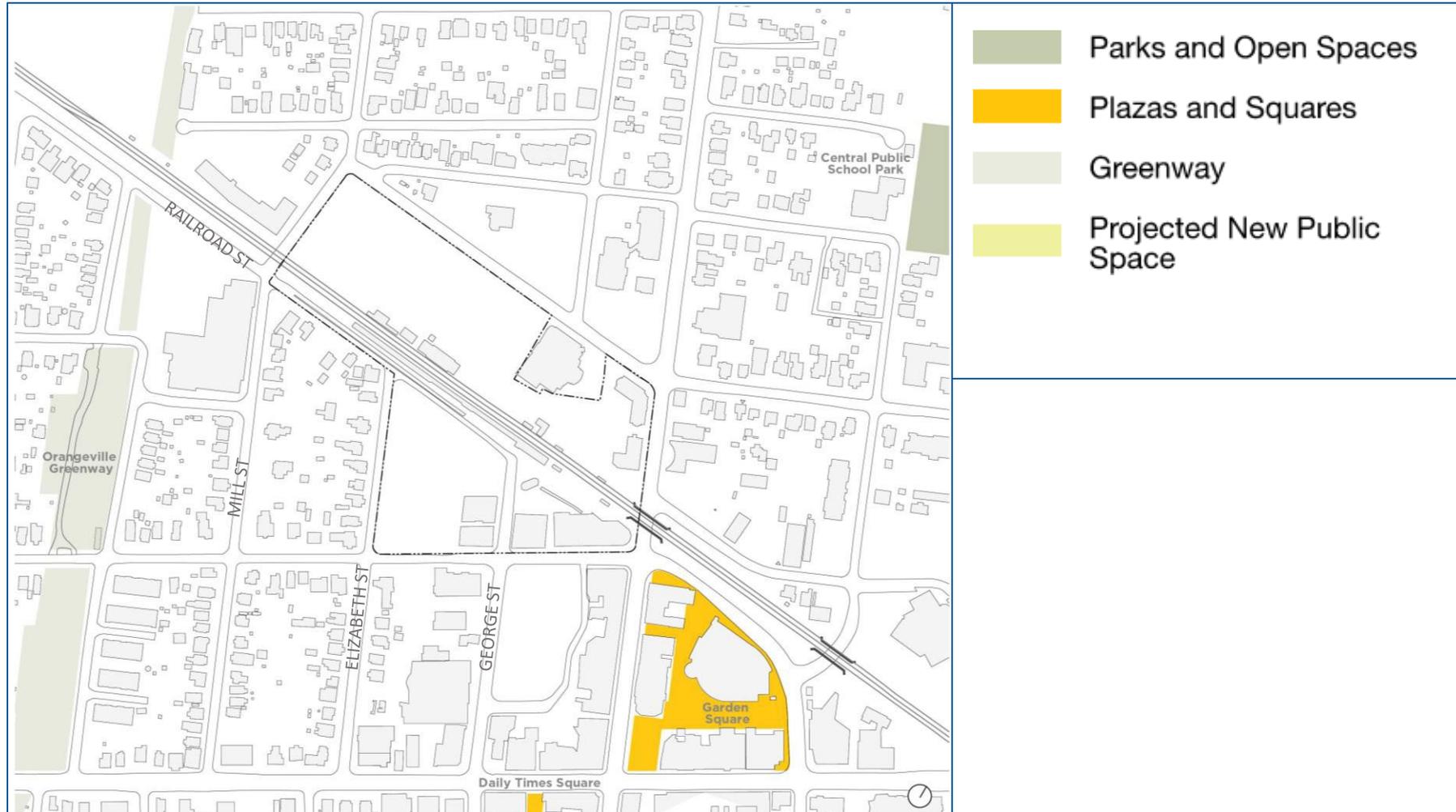


Nearly a dozen development projects have been identified around the study area.

They are mostly high-rise residential buildings that can include commercial ground floors. They range in height from around 25 to 48 storeys. Proposed buildings are mostly towers with 4-8 storey podiums.

Study Area Context

Parks and Open Spaces



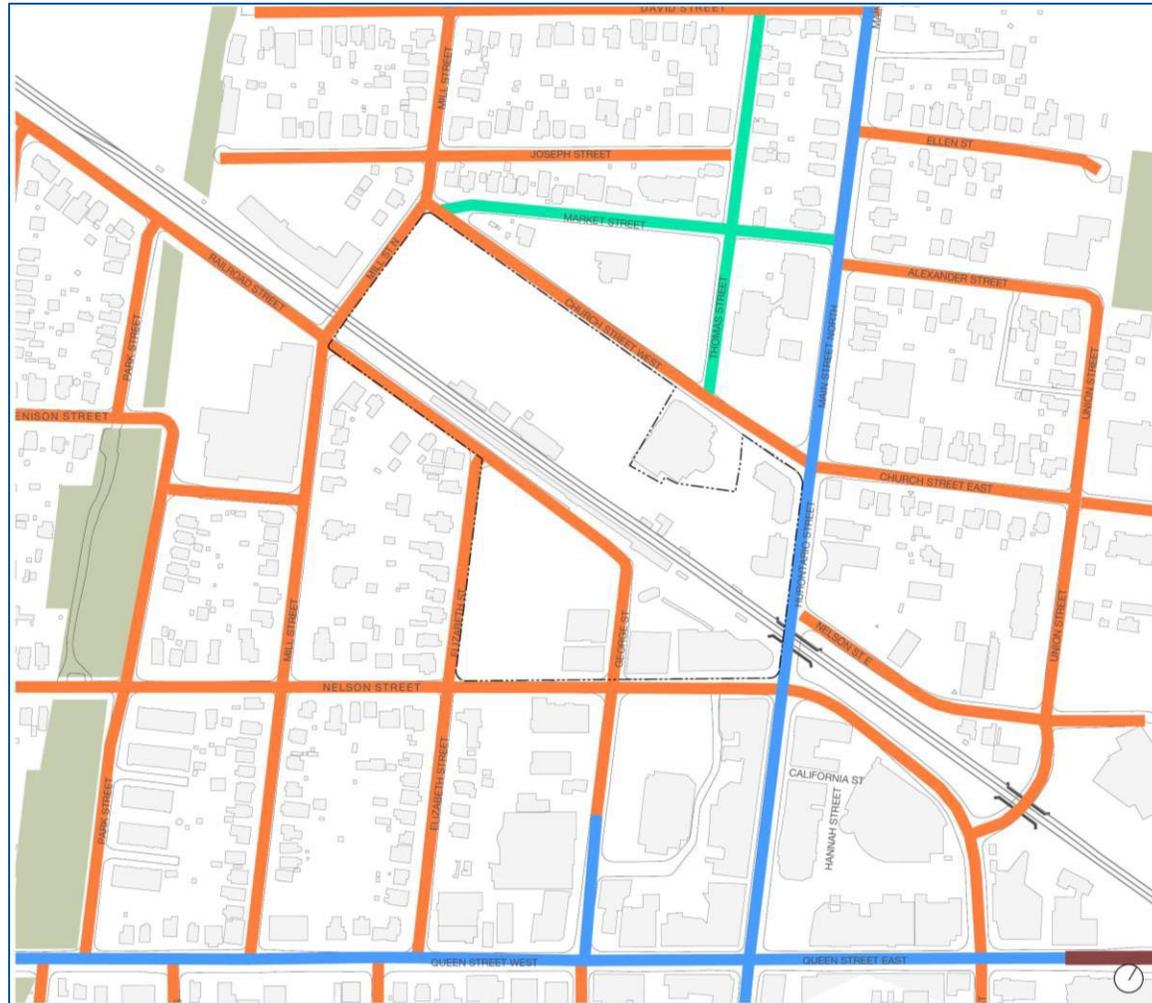
The main public space around the study area is the Garden Square.

A few hundred metres further, Central Public School Park offers green space as well as the Orangeville Greenway.

Daily Times Square on Queen Street, a small urban plaza, is also within walking distance from the study area.

Study Area Context

Roads Rights-of-Way



Existing

- Over 20m wide
- 19-20m wide
- 15-17m wide
- 12-15m wide

Downtown Brampton has the narrowest streets in the City. Many streets around the study area are as narrow as 15-17 m. The Official Plan identifies potential streets to be widened, notably Church West and Mill streets (23-26 m), and Hurontario / Main Street and Queen Street (26-30 m).

Note that many of these suggested widenings are unlikely in their historical urban fabric context and their associated building setbacks.

What We Heard

- **Key Study-Specific Comments / Themes:**
 - Ensuring pedestrian safety at busy intersections
 - Accessibility (both accessible pedestrian considerations as well as accessible transit)
 - Convenient connections to other transit services such as LRT, GO, and other BRT
- **Additional Comments Received:**
 - Operator safety, and adding cameras on busses to record any incidents that might occur
 - Transit routing/scheduling suggestions

PIC 1 Engagement Summary Report available at:
<https://www.brampton.ca/EN/residents/transit/Projects-Initiatives/Pages/Downtown-Brampton-Transit-Hub.aspx>

Key Engagement Activities – PIC 1

- PIC 1 held on WebEx (11/22 /2023)
- 42 attendees (excluding staff);
 - Live Presentation (~40 minutes)
- **Opportunities for Feedback**
 - Live Q&A (~30 minutes) – 9 Q&A
 - Online Survey and Comments Form - 19 responses

Engagement Activity	Date/Time
Online Survey and Comment Form (hosted at www.brampton.ca/transithub)	November 22, 2023 to December 20, 2023



Long List Evaluation Summary

Long List Options

Legend

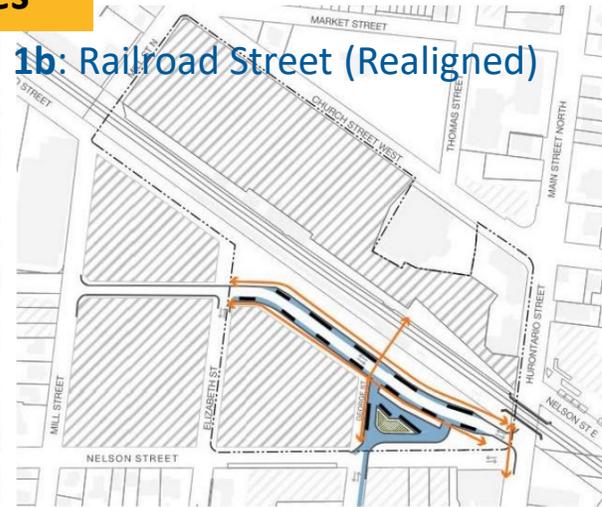
-  Candidate Sites for Transit Hub
-  Development Blocks
-  Pedestrian Circulation
-  Railway Bridges
-  Potential Development / Station Amenities
-  New Street Curbs
-  Bus Only
-  Vehicular Direction of Travel

OPTION 1: On-Street Exchanges

1a: Nelson Street

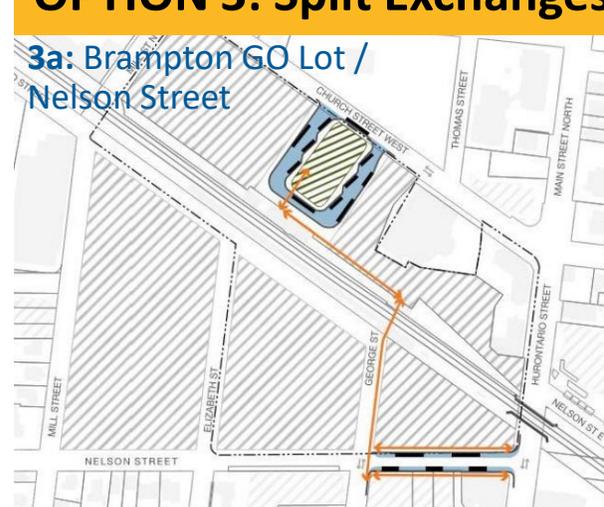


1b: Railroad Street (Realigned)



OPTION 3: Split Exchanges

3a: Brampton GO Lot / Nelson Street

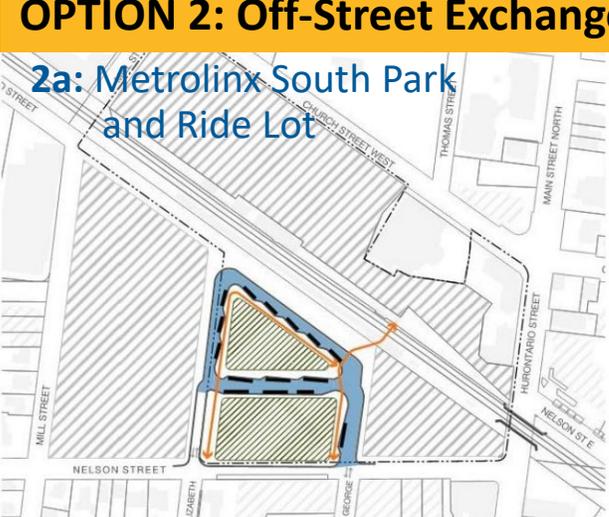


3b: Brampton GO Lot / Railroad Street (Realigned)



OPTION 2: Off-Street Exchanges

2a: Metrolinx South Park and Ride Lot



2b: Nelson Street Loop



2c: Railroad Street Loop



2d: Railroad Street Through



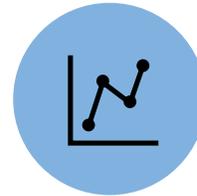
Long List Evaluation Methodology & Criteria

The Long List Evaluation will generally follow the Metrolinx Business Case structure, which focuses on **four areas** to shape the evaluation criteria:



Strategic Case:

- Support City building and urban planning objectives
- Improving passenger experience



Economic Case:

- Minimizing travel time for buses and passenger transfers



Financial Case:

- Minimizing capital costs



Deliverability and Operations Case:

- Accommodating future functional requirements
- Minimizing property impacts

Long List Evaluation Summary



Business Case	Key Themes	Do Nothing	Option 1a: Nelson Street	Option 1b: Railroad Street (Realigned)	Option 2a: Metrolinx S Park'n'Ride Lot	Option 2b: Nelson Street Loop	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through	Option 3a: GO Lot/Nelson Street	Option 3b: GO Lot/Railroad Street
Strategic Case	Support City building and urban planning objectives									
	Improving passenger experience									
Economic Case	Minimizing travel time for buses and passenger transfers									
Financial Case	Minimizing capital costs									
Deliverability and Operations	Accommodating future functional requirements		All options can accommodate future functional requirements							
	Minimizing Property Impacts									
Evaluation Summary			Poor-performing under key criteria	Fair-performing under key criteria	Good-performing under key criteria	Average-performing under key criteria	Good-performing under key criteria	Best-performing under key criteria	Worst-performing under key criteria	Worst-performing under key criteria

Good-performing under key criteria Best-performing under key criteria

Carry Forward

Evaluation Summary – Key Findings



Supporting City-building and urban design objectives, Options 2C and 2D that position the bus platforms along the rail corridor are preferred in that they impact less-desirable development lands, potential active frontages on Nelson Street, and limit impacts to critical links in the road network.



Passenger experience, options that position the bus platforms closer to the rail corridor and closer to the proposed LRT station perform better, however, some of these require introducing more roadway crossings for passengers which can be considered a negative.



Economic Case, the options that provide for the shortest/most efficient passenger transfers, as well as least vehicle circulation requirements performed better. These tended to be the options with the bus platforms aligned against the rail corridor, positioned easterly near George Street.



Capital Costs, Option 1: On-street stops perform best, while off-street facilities with large footprints tend to perform worse.

On balance of the benefits and drawbacks of the options, it is recommended that Options 2C and 2D be carried forward as the short-list options for further development and evaluation through the Initial Business Case process.

Option 2C



Option 2D





Short List Options and Evaluation Methodology

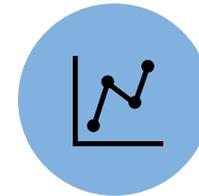
Short List Evaluation Methodology & Criteria

The Short List Evaluation will continue to follow the Metrolinx Business Case structure but with different objectives and criteria for a more detailed evaluation:



Strategic Case:

- Integrating the transit network in downtown Brampton
- Enabling multi-modal access and egress to transit
- Support city-building objectives by connecting with future mixed-use development
- Increase hub capacity to support service growth for Brampton
- Reduce transfer times
- Improve comfort and quality of service
- Provide safe and efficient access and transfers for transit passengers
- Improve energy efficiency and minimal impacts to natural and cultural environment
- Supports transition to more sustainable transit technologies
- Improve quality of life and public health
- Support the needs of transit-dependent individuals
- Integrate transit and land-use to form sustainable, transit-oriented communities



Economic Case:

- Minimizing travel time for buses and passenger transfers



Financial Case:

- Minimizing capital costs

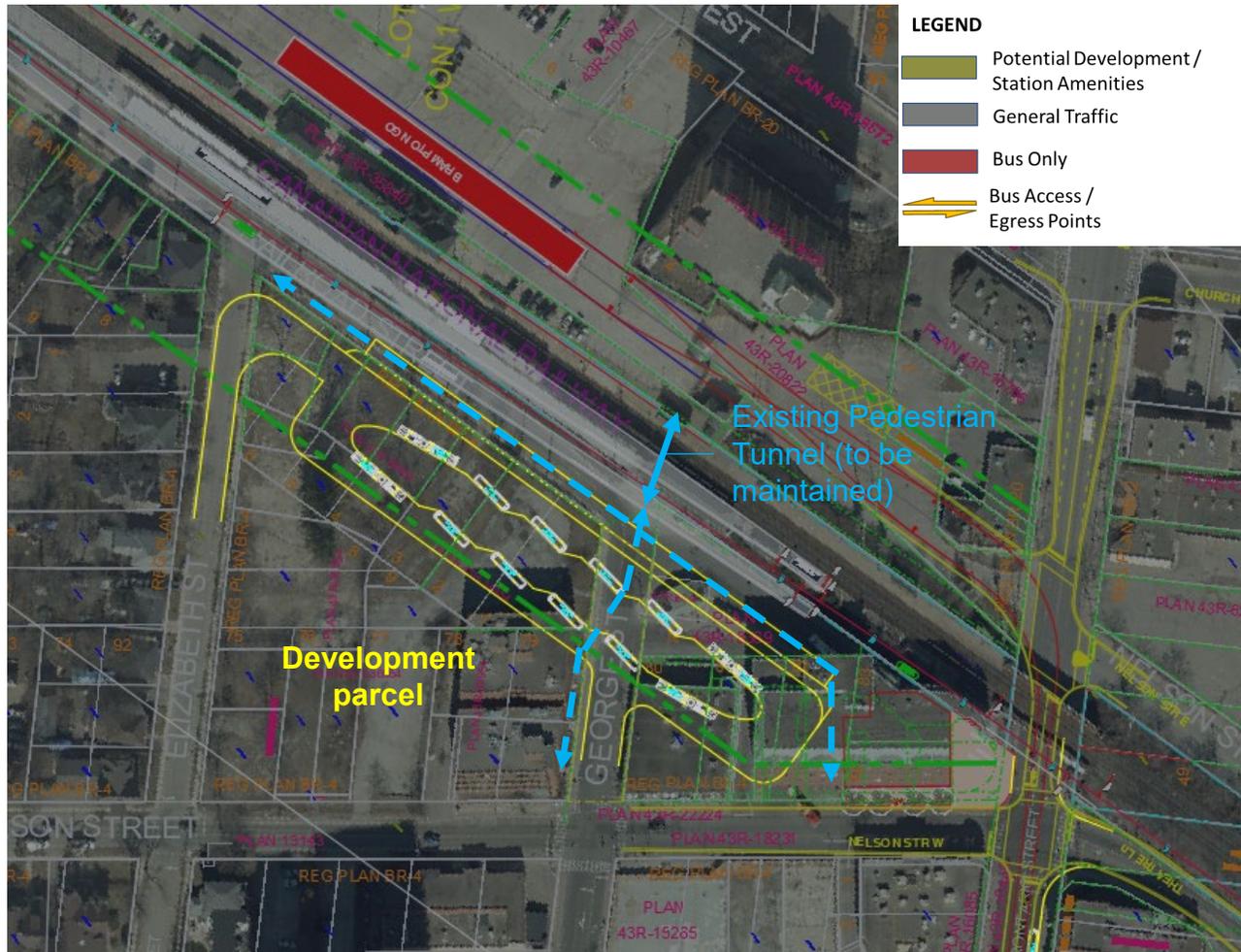


Deliverability and Operations Case:

- Accommodating future functional requirements
- Minimizing property impacts

Option 2c

Railroad Street Loop



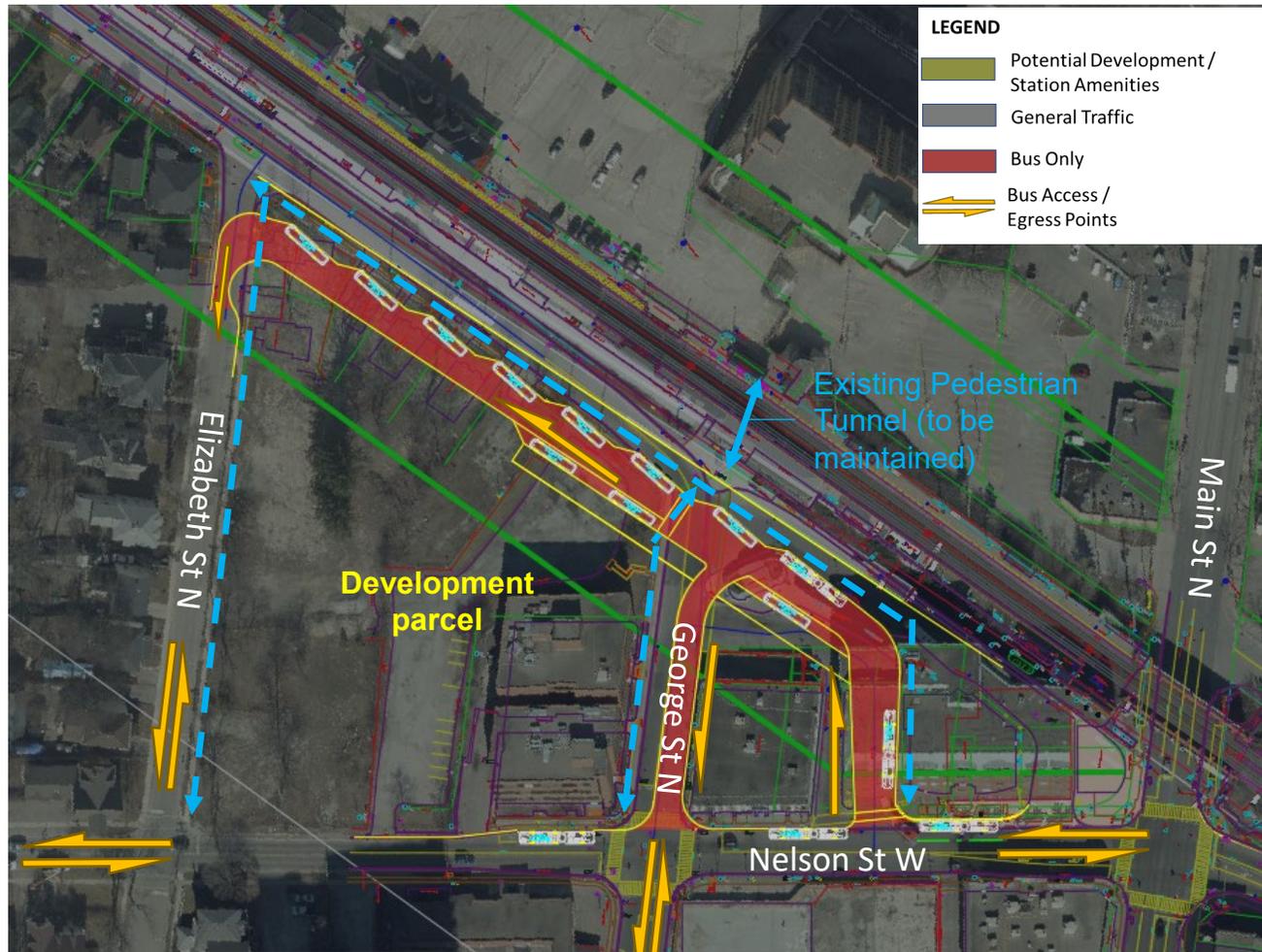
— — — — — Surface pedestrian routes

Key Considerations

- | | |
|--|---|
| Impacts to Property | <ul style="list-style-type: none"> Impacts 40% of GO Park and Ride Lot (south) site |
| Impacts to Transit Operations | <ul style="list-style-type: none"> No significant change to bus routes from existing |
| Impacts to Traffic / Road Network | <ul style="list-style-type: none"> Requires closure of George Street and Railroad Street east of Elizabeth Street. |
| Compatibility with Proposed LRT | <ul style="list-style-type: none"> Compatible with both surface and below-grade LRT alignments |
| Connectivity | <ul style="list-style-type: none"> Bus-to-bus transfers are close and convenient Bus-to-rail transfers require crossing bus path and layover Substantially increases pedestrian crossings through the terminal area, not just for transit passengers, but pedestrians from developments to the south wanting to access Station |
| Development Potential | <ul style="list-style-type: none"> Retains 60% of GO Park and Ride Lot (south) Site Maintains desirable Nelson Street frontage for development Potential to integrate with overhead development |

Option 2d

Railroad Street Through



• - - - -> Surface pedestrian routes

Key Considerations

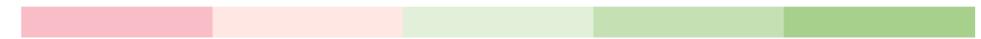
- | | |
|--|--|
| Impacts to Property | <ul style="list-style-type: none"> Impacts 40% of GO Park and Ride Lot (south) site |
| Impacts to Transit Operations | <ul style="list-style-type: none"> Increases circulation required for buses |
| Impacts to Traffic / Road Network | <ul style="list-style-type: none"> Requires closure of George Street and Railroad Street east of Elizabeth Street. |
| Compatibility with Proposed LRT | <ul style="list-style-type: none"> Compatible with both surface and below-grade LRT alignments |
| Connectivity | <ul style="list-style-type: none"> Bus-to-bus transfers are increased over existing condition Bus to rail transfers and most bus to LRT transfers do not cross bus path |
| Development Potential | <ul style="list-style-type: none"> Retains 60% of GO Park and Ride Lot (south) Site Maintains desirable Nelson Street frontage for development Potential to integrate with overhead development (partial) |



Evaluation of Short List Options

Short List Evaluation Summary

Worst Performing  Best Performing



STRATEGIC CASE	Objectives	Criteria	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through
	Integrating the transit network in downtown Brampton	Access to LRT and GO train/bus platforms		
		Distance from Transit Hub to LRT		
		Distance from Transit Hub to GO train/bus platforms		
	Enabling multi-modal access and egress to transit	Distance to nearby bike lanes, sidewalks, and trails		
		Space available for passenger pick up and drop off		
		Space available for bike parking		
	Support city-building objectives by connecting with future mixed-use development	Supporting the City's Official Plan vision for downtown Brampton		
		Supporting the Brampton 2040 Vision		
		Supporting the City of Brampton Transportation Master Plan		
Increase hub capacity to support service growth for Brampton	Number of bus bays			
	Number of buses per hour			
Reduce transfer times	Platform to platform distance			
Improve comfort and quality of service	Provides shelter from poor weather conditions	Passenger shelters will be accommodated in the preliminary design		
	Space available for seating	Seating will be accommodated in the preliminary design		
	Space available for washrooms	Washrooms will be accommodated in the preliminary design		
Provide safe and efficient access and transfers for transit passengers	The need to cross the street and/or railroad tracks to access platforms			
	Provides a sense of safety from traffic by being in an enclosed space away from the streets			
Improve energy efficiency and minimal impacts to natural and cultural environment	Size of the Transit Hub			
	Impacts to the natural environment			
	Impacts to noise and air quality			
	Impacts to cultural heritage and archaeology	No impacts to cultural heritage and archaeological features anticipated.		
Supports transition to more sustainable transit technologies	Enroute charging opportunities			
Improve quality of life and public health	Retail opportunities			
	Public space opportunities			
Support the needs of transit-dependent individuals	Integrate feedback from public consultation			
Integrate transit and land-use to form sustainable, transit-oriented communities	Size of developable area			

Short List Evaluation Summary



	Objectives	Criteria	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through
ECONOMIC CASE	User Benefits	Pedestrian transfer times: • Bus to Bus		
		Pedestrian transfer times: • Bus to LRT	Minimal change	Minimal change
		Pedestrian transfer times: • Bus to GO Train	Minimal change	Minimal change
		Additional bus travel time		Minimal change
		Impacts to auto traffic		
FINANCIAL CASE	High Level Cost	Approximation of capital costs		
		Approximation of operating and maintenance costs		
		Approximation of opportunity cost of land		
DELIVERABILITY & OPERATIONS CASE	Design/ Operational Trade-offs	Property impacts		
		Ability for future expansions		
	Operation	Staff facilities	Staff facilities will be accommodated in the preliminary design	
		Functional requirements		
	Construction and Mitigation	Constructability		
		Construction traffic management		
		Construction impacts to nearby businesses		
	Construction impacts to transit operations			
Summary			Technically viable but more expensive and less aligned with city planning objectives	Viable and more aligned with city planning objectives

Supplemental Analysis

Additional analysis was conducted to supplement the evaluation and lead to a refined preliminary preferred option. These analysis are ongoing.

Traffic Analysis

- ❖ Traffic operations analysis for Option 2d
- ❖ Forecasts future traffic patterns and transit needs
- ❖ Examines opportunities to improve pedestrian and cyclists experience

Pedestrian Safety Analysis

- ❖ Assesses the risk of conflict between pedestrians and buses at the intersection of Railroad Street and George Street

Business Case

- ❖ Evaluates the benefits and drawbacks of a standalone bus terminal as compared to a bus terminal that is integrated with mixed-use development
- ❖ Factors considered include improving connection and travel experience, costs, highest and best use of land, and deliverability

Pedestrian Safety Study

Alternative 3 includes a pedestrian crossing component and risk of conflict with maneuvering buses through the intersection of Railroad St & George St

A combined pedestrian and vehicular microsimulation was developed as part of this Study to evaluate a range of traffic control strategies and **inform the recommended traffic control strategy** for the Railroad St & George St intersection.

Six traffic control scenarios were considered for the intersection:

- ❖ Scenario 1A: Traffic Signal Rest in Pedestrian Walk - *preferred*
- ❖ Scenario 1B: Traffic Signal Rest in Vehicular Green - *preferred*
- ❖ Scenario 2: Intersection Pedestrian Signal (IPS)
- ❖ Scenario 3: Pedestrian Crossover (PXO)
- ❖ Scenario 4A: All-way Stop Control
- ❖ Scenario 4B: Stop-controlled West Crosswalk

The preferred option is either Scenario 1A or Scenario 1B. By separating directional phases and eliminating sight visibility constraints, both provide the greatest mitigation against the hub’s collision risks.

	Scenario 1A	Scenario 1B	Scenario 2	Scenario 3	Scenario 4A	Scenario 4B
Pedestrian delay (peak hour)	Low	Medium	Medium	None	None	None
Bus passenger delay (peak hour)	Medium	Low	Medium	High	Highest	High
Combined pedestrian and bus-passenger delay	Medium	Lowest	Low-medium	High	Highest during PM peak	Highest during AM peak
Geometric feasibility of bus bay for route 1 at the intersection	No	No	no	Yes, with sightline concerns	No	Yes, with sightline concerns
Capital cost	High	High	Medium	Medium	Low	Low
Opportunities for redevelopment	Maximized	Maximized	Maximized	Maximized	Maximized	Maximized

Preferred



Refinement of Emerging Preferred Option

Key Principles for Transit Hub Planning

Planning and Urban Design

- ❖ Minimize the footprint of the Transit Hub
- ❖ Minimize impacts on pedestrian movement
- ❖ Minimize vehicular access driveways that conflict with pedestrian circulation
- ❖ Protect for redevelopment
- ❖ Animate Railroad Street

Transit

- ❖ Increase hub capacity to support service growth for Brampton Transit
- ❖ Enable safe and efficient multi-modal access for transit passengers
- ❖ Enable efficient transit bus routing
- ❖ Minimize conflicts with general traffic
- ❖ Improve comfort and quality of service

Transit Hub Bus Terminal – some key features

- ❖ Bus Bays: Approx. 16 bus-bays, with a mix of 12M, and 18M articulated bays;
- ❖ Facility Space: to accommodate staff facilities such as operator lunch-room, mechanical room, washrooms, storage, garbage room, and public facilities, and room for electric charging infrastructure.
 - The terminal needs requirement and facility location will be refined in consultation with Metrolinx as the design develops further;
- ❖ Activation Space for pedestrian movements, placemaking, and integration with development;
- ❖ Common Concourse: The transit hub design will keep in view potential common concourse to provide seamless customer journey experience with common waiting areas for GO/ LRT/ and Bus passengers;
- ❖ Streets reconfiguration: Railroad Street, George St, and Elizebeth St
- ❖ Future Proofing: to addresses future capacity needs based on the 2051 Mobility Plan

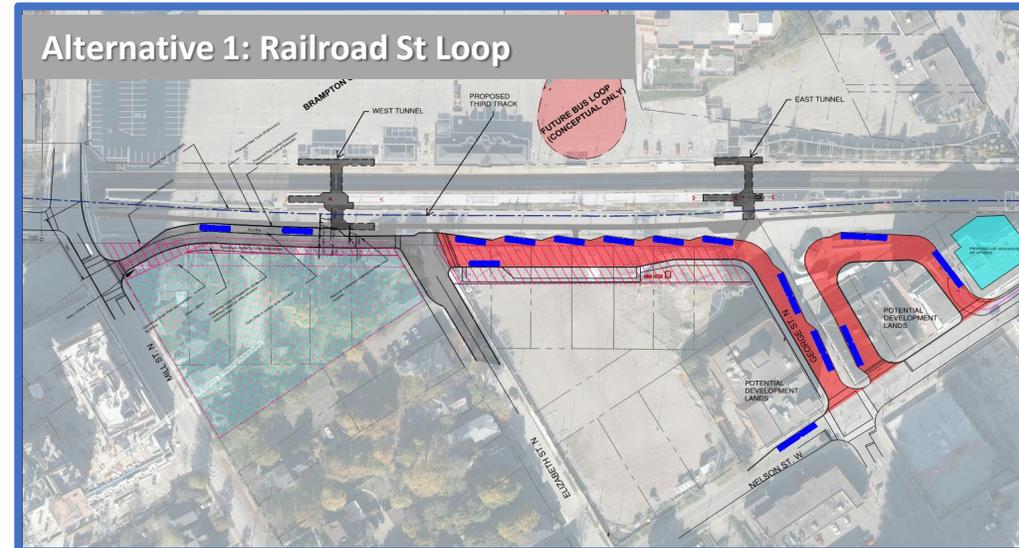
Option 2d Alternatives

Although 2d was the preferred concept, several alternatives were further developed to address issues:

Issues with Option 2d:

- ❖ Potential pedestrian/vehicle conflicts at the GO Station access tunnel
- ❖ Protection for additional transit capacity / extension to Mill Street
- ❖ Integration with Innovation Corridor
- ❖ Protection for development opportunities

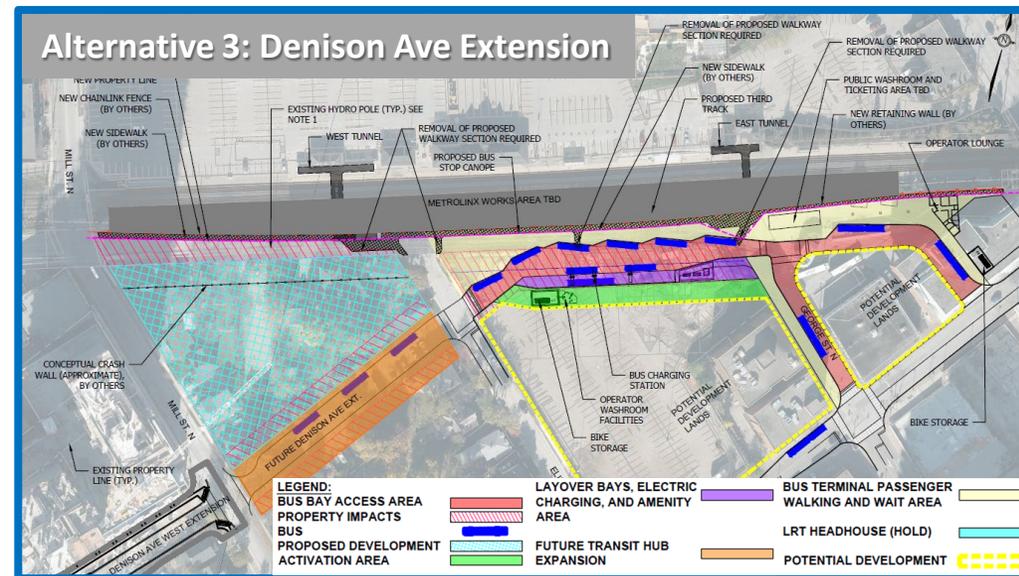
Three 2d alternatives were developed for additional evaluation.



This alternative allows for multiple accesses on Nelson Street; but fractures frontage and pedestrian realm

Though this variant accommodates Innovation Corridor, it does not align with the City's Vision for George Street.

Mix of advantages and disadvantages – keep for further refinement.



This alternative accommodates the Innovation Corridor and fulfills the City's Vision for George Street.

This variant also proposes an extension of Denison Avenue from Elizabeth Street to Mill Street, which will connect into the extended Denison Avenue west of Mill Street.

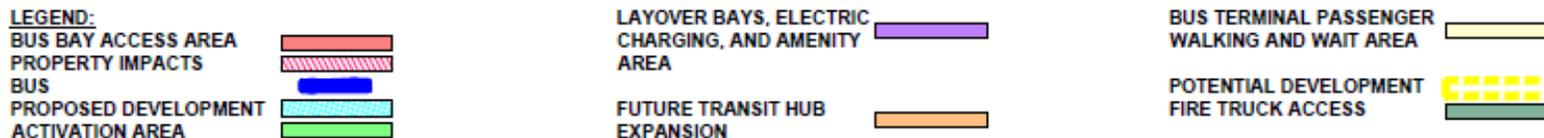
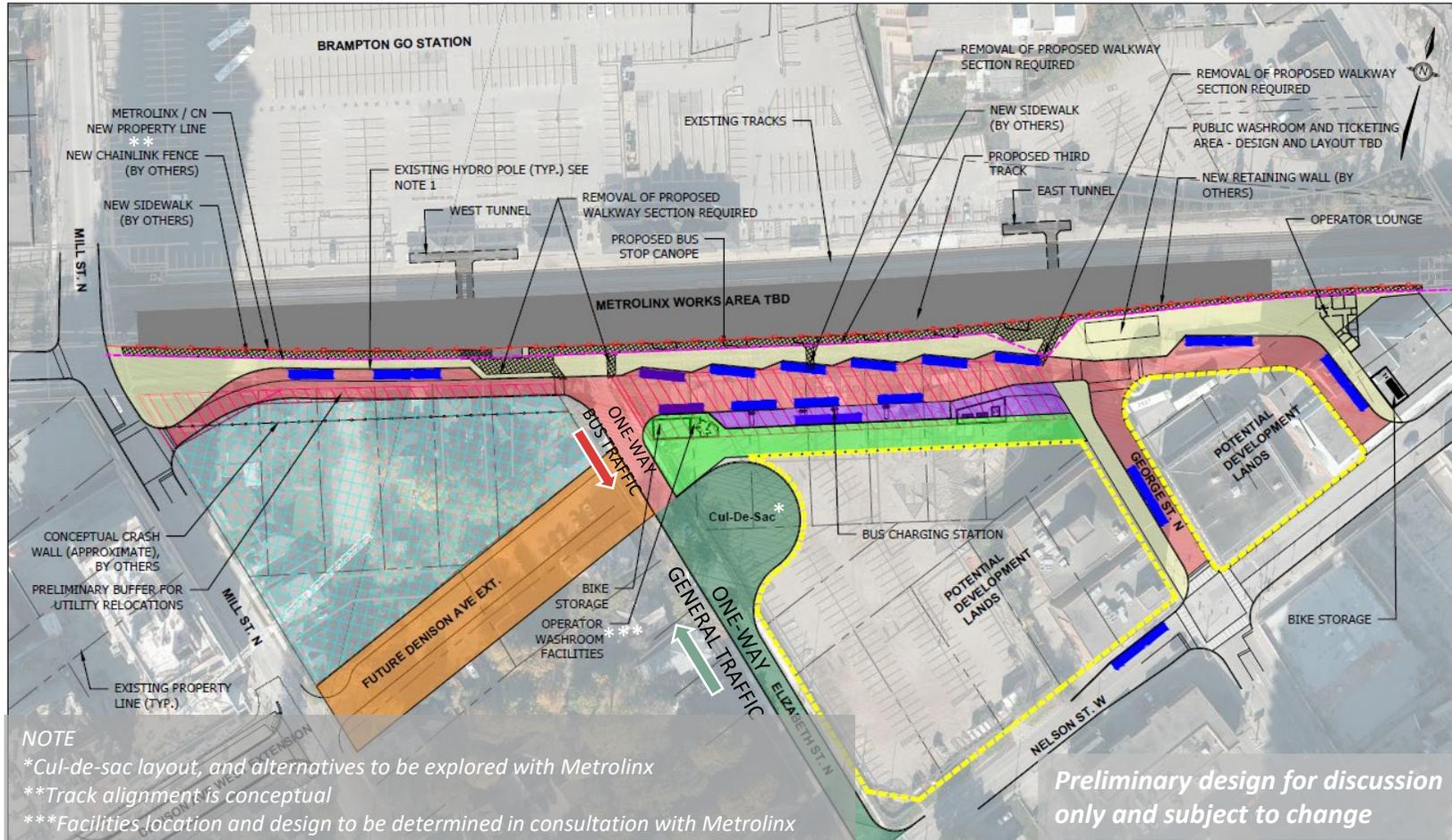
Screened Out Variations of Option 2d

Other variations of Alternative 2d were considered but eliminated.



Option 2d- Alternative 2 was screened out as it poses higher operational costs, less efficient travel time for buses, and greater potential for pedestrian-bus conflicts.

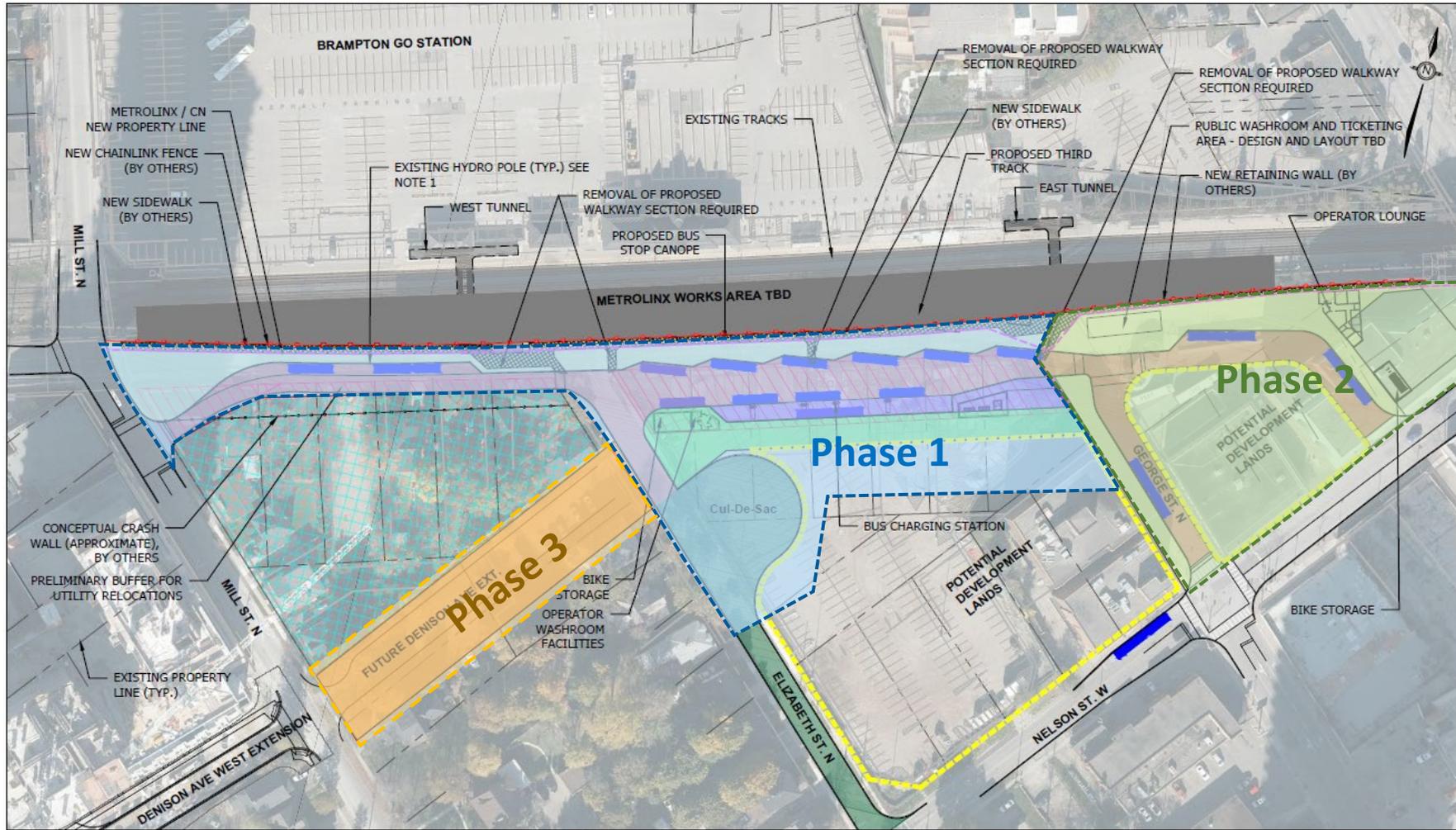
Preliminary Draft Preferred Alternative



As additional studies are required to examine the impacts of the proposed future Denison Avenue extension between Elizabeth Street and Mill Street, a hybrid option is proposed as the preliminary preferred refined option to meet the project timelines.

A preliminary design will be developed based on the preferred refined option, which will be updated based on the input received from this PIC.

Infrastructure Delivery Potential Phasing



Phase 1: To proceed after TRPAP Study is approved and funding secured.

Phase 2: To be delivered in coordination with Metrolinx regarding the Light Rail Transit Extension Terminal, Queen St BRT, and GO Kitchener Line upgrades.

Phase 3: long-term and need based; The extension would require the City to undertake a separate Municipal Class Environmental Assessment for the future extension of Denison Avenue.

Upcoming Technical Work

1. Complete Alternatives Evaluation

- ❖ Class 4 estimates
- ❖ Update traffic analyses
- ❖ Metrolinx Inputs
- ❖ Discussion with Utilities (Alectra, Peel Region, City stormwater staff)

2. Final Evaluation

- ❖ Metrolinx Business Case Evaluation
- ❖ Select Preferred Site Layout

3. Design and Environmental Assessment

- ❖ Confirm Layout Impacts
- ❖ 30% Design and Estimates

4. Infrastructure Delivery Phasing (Bus Terminal)

- ❖ Infrastructure Delivery Model
- ❖ Delivery Phasing

Next Steps



- ❖ Finalize evaluation for Option 2d alternatives
- ❖ Review and respond to comments received from stakeholders and public
- ❖ Perform preliminary design on preferred option
- ❖ Initiate TRPAP

Questions and Answers

Downtown Brampton Transit Hub



Thank you for attending this PIC



We want to hear from you. Please use the comment form on the project webpage to provide your input.



Alternatively, you can e-mail your comment to the project team at the address below:

Kumar.Ranjan@brampton.ca

Dan.Ross@hdrinc.com



Next Steps

- ❖ All information from today's meeting will be available on the [project webpage](#)



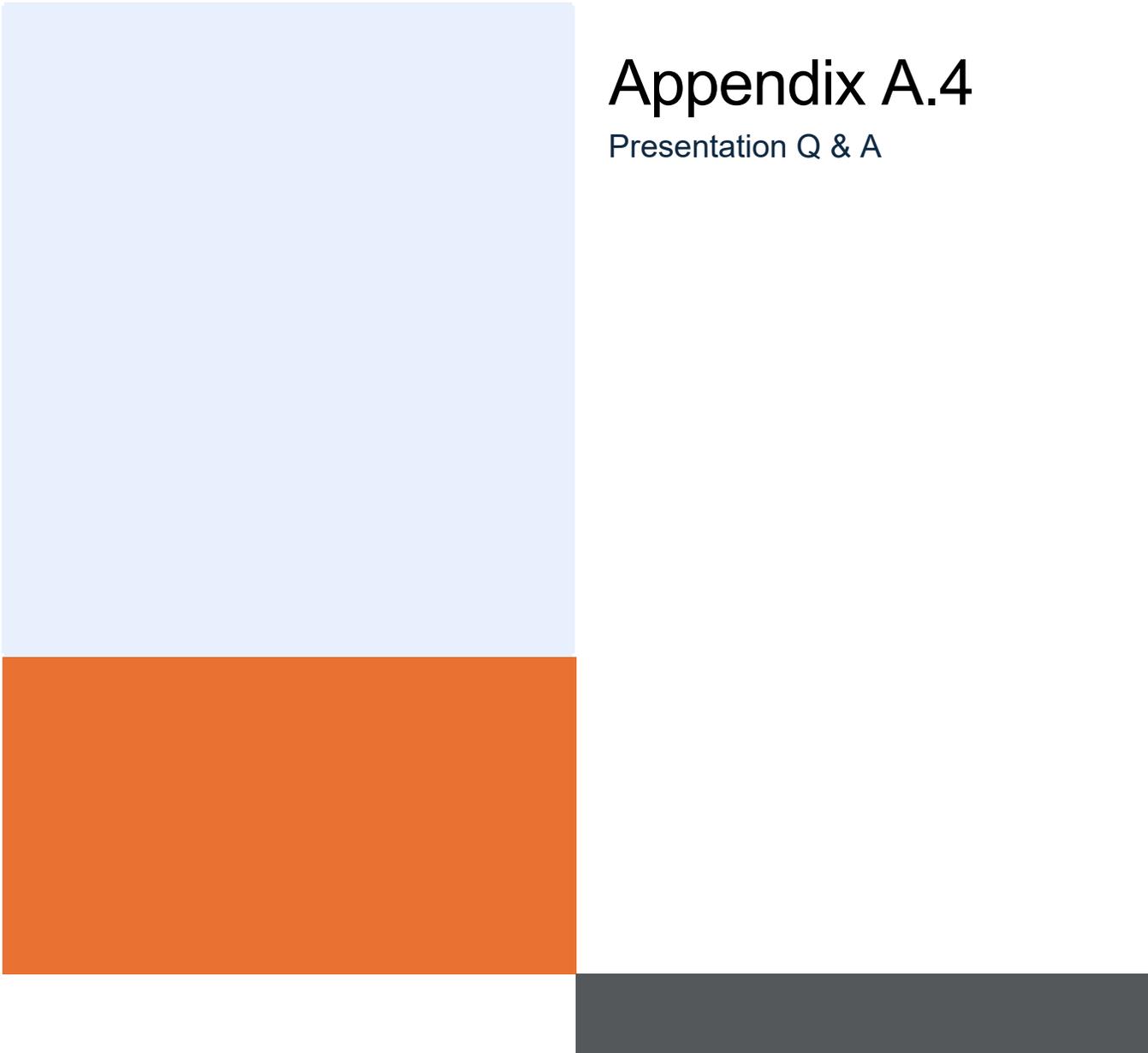
Stay up to date by

- ❖ Visiting the [project webpage](#)

Thank You

Downtown Brampton Transit Hub





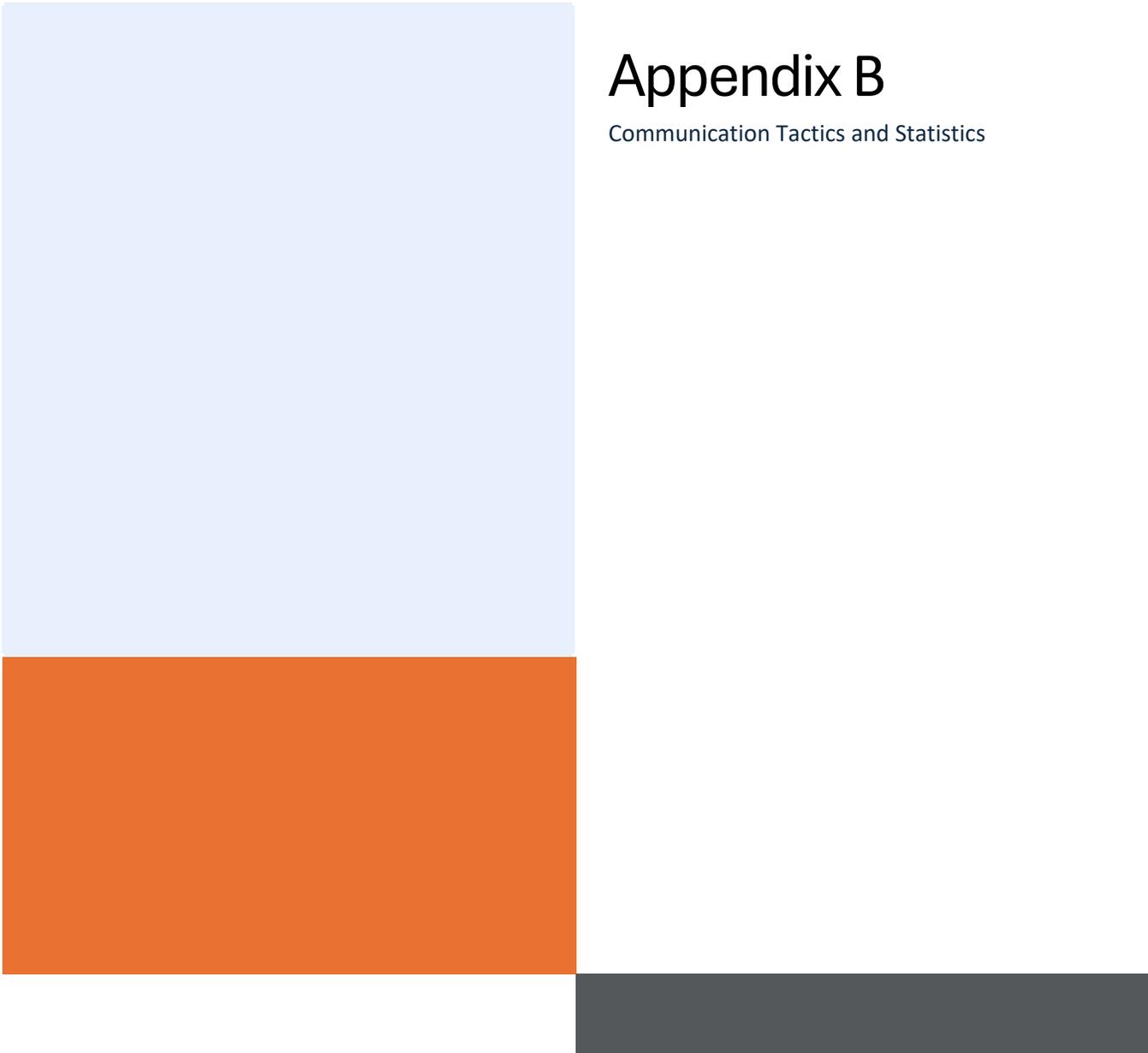
Appendix A.4

Presentation Q & A

Questions and answers noted in the table below are rephrased in some instances for clarity and to remove personal information.

Participants' Questions	Project Team Response
How is the Transit Hub project protecting for the Metrolinx fourth track?	The project team is working with Metrolinx to reflect the needs of local and regional transit services.
Do you have more information on the Orangeville rail line?	We can pass your question on to the city staff who would have more information on this topic, as this is out of the scope of the Transit Hub project.
Would there be pick-up-drop-off areas?	Yes, there will be.
Will there be protected intersection in the study area?	Yes, protected intersections will be considered in the Transit Hub area, but the project team cannot speak for the City as a whole regarding protected intersections.
The intersection of Mill Street at Railroad Street feels unsafe due to proximity to railroad tracks.	A grade separation was considered for that crossing but was screened out. The intersection is subject to the downtown Secondary Plan review process, which will be followed by its own Environmental Assessment
Will cash fares be eliminated? I would like to see integrated fares between Brampton and Mississauga.	As an equity consideration, cash fares will still be accepted. The City is working with Mississauga on potential fare integration.
Bike theft is a concern, will there be secure bike storage at the Transit Hub?	Yes, bike storage will be considered.
What kind of bus shelters will there be?	There will be shelters, bathrooms, and ticketing kiosks. However, the designs of the amenities are not yet confirmed.
What will be the impact on the channelized creek in the study area?	Impacts will be assessed.
How will the Transit Hub impact traffic in the area?	From the traffic analysis conducted for this project, there has not been much impact on traffic due to transit. However, more traffic can be expected due to intensification in the area.
What is the timeline for construction?	Construction timelines are tentative, currently hoping to complete preliminary design in 2026, and will take another three to four years

Participants' Questions	Project Team Response
	to develop the detailed design before construction can begin.
Concerns regarding traffic north of Church Street.	Noted.
Concerns regarding speeding at the Mill Street and Queen Street intersection area.	Noted.



Appendix B

Communication Tactics and Statistics

Downtown Transit Hub – Public Information Centre #2

Media		
Tactic	Dates	Details
Toronto Star – Public Notice	Nov 19 Nov 26	Published Published
Brampton Guardian (digital)	Nov 19	Published
Half Page Ethnic Ad in <i>Midweek Newspaper – Ethnic English</i>	Nov 26	Published
Social Media		
Tactic	Dates	Details
Social Ads: Organic Engagement <i>Facebook / Instagram X/Twitter</i>	Nov 19 – Dec 3 Dec 4 – Jan 15	Published
Social Ads: Paid Engagement	Nov 19 – Dec 3 Dec 4 – Jan 15	Published
Digital Ads		
Tactic	Dates	Details
Garden Square	Nov 19 – Dec 3 Dec 4 – Jan 15	Published
In-hospital digital TV screens <ul style="list-style-type: none"> Peel Memorial Hospital Brampton Civic Hospital 	Nov 19 – Dec 3 Dec 4 – Jan 15	Published
Website		
Tactic	Dates	Details
Project Website	Nov 19 – onwards	Ongoing
Mailers		
Tactic	Dates	Details
Notice Mail-out	Week of November 10	Complete

Media

Toronto Star Ad (November 19)

CLIMATE CHANGE

Brazil releases draft proposal for COP30 talks

Major issues facing negotiators include \$300B in aid, trade barriers, transparency

MIRIAM BELLING, SENIOR EDITOR AND ARTIST, BELLEROS

Brazil's draft proposal for the climate summit in Rio de Janeiro, scheduled for next week, is a 100-page document that outlines the country's position on a range of issues, including climate change, trade, and transparency. The document is a key negotiating tool for the country, which is one of the world's largest emerging economies. It outlines Brazil's vision for a global climate agreement, including a goal of limiting global warming to 1.5 degrees Celsius. The document also addresses issues such as climate finance, loss and damage, and adaptation. Brazil's proposal is seen as a significant step towards a more balanced and equitable climate agreement. It emphasizes the need for developed countries to provide financial support to developing nations, particularly in the form of a \$300 billion fund. The document also calls for greater transparency in climate negotiations and a focus on practical measures to reduce emissions. Brazil's proposal is expected to be a key point of discussion at the COP30 summit, which is set to be held in Rio de Janeiro in November 2025.

BUSINESS

Microsoft, Nvidia to invest \$15B in AI firm Anthropic

BRADY FORD

Microsoft Corp. and Nvidia Corp. are investing to invest in a new artificial intelligence (AI) firm called Anthropic. The investment is valued at \$15 billion. Anthropic is a leading AI research company, known for its work on large language models. The investment is expected to accelerate Anthropic's research and development efforts. Microsoft and Nvidia are both major players in the AI industry, and this investment is seen as a significant move to support the growth of the AI ecosystem. Anthropic's models are widely used by developers and researchers, and this investment is expected to further solidify its position as a leader in the field. The investment is also expected to create new jobs and opportunities in the AI sector. Anthropic's work is focused on creating AI systems that are safe, reliable, and helpful. The investment is expected to be a key factor in Anthropic's continued success and growth.



Downtown Transit Hub - Bus Terminal
Public Meeting Notice - Public Information Centre #2 (PIC #2)

The City of Brampton is conducting the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton including the possible realignment of Railroad Street. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring enhanced passenger and operator amenities. The new transit hub will also be planned and designed to accommodate electric bus technologies. The study is expected to be completed in 2026. The preliminary study area for the new Downtown Brampton Transit Hub is shown below.

Public Meeting
Date: December 3, 2025
Location: City of Brampton, 100 York Boulevard, Brampton, ON L6Y 4R2
Time: 6:30 pm - 8:30 pm

Online Feedback Form
A recorded presentation about the project will be made available on the project website: www.brampton.ca/transit/hub on December 4, 2025. A feedback form will be available on the project website from December 4, 2025, to January 15, 2026.

In-person Open House
Date: December 3, 2025
Location: City of Brampton, 100 York Boulevard, Brampton, ON L6Y 4R2
Time: 6:30 pm - 8:30 pm

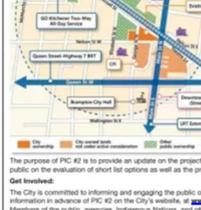
The Study:
The City of Brampton is undertaking the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton including the possible realignment of Railroad Street. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring enhanced passenger and operator amenities. The new transit hub will also be planned and designed to accommodate electric bus technologies. The study is expected to be completed in 2026. The preliminary study area for the new Downtown Brampton Transit Hub is shown below.



Map Legend:
 - City of Brampton
 - City of Waterloo
 - City of Wellington
 - City of York
 - City of Peel
 - City of Halton
 - City of Brant
 - City of Dufferin
 - City of Simcoe
 - City of York Region
 - City of Halton Region
 - City of Brant Region
 - City of Dufferin Region
 - City of Simcoe Region



Hanuha Ocean



KSS-III
CANADIAN PATROL SUBMARINE

PROVEN IN-SERVICE. FASTEST DELIVERY. FULLY MAINTAINED IN CANADA. BEST ECONOMIC PLAN FOR CANADA.

KSS-III.ca



Map Legend:
 - City of Brampton
 - City of Waterloo
 - City of Wellington
 - City of York
 - City of Peel
 - City of Halton
 - City of Brant
 - City of Dufferin
 - City of Simcoe
 - City of York Region
 - City of Halton Region
 - City of Brant Region
 - City of Dufferin Region
 - City of Simcoe Region

Toronto Star Ad (November 26)

TECHNOLOGY
Google steps up in the AI race
 Release of Gemini 3 software, chip deals show internet giant is ready for growth

By Ben Elwood
 Google has stepped up its efforts to compete with OpenAI and Microsoft in the AI race, releasing Gemini 3 software and announcing deals for its Gemini 3 hardware. The company's new Gemini 3 software is designed to be more powerful than its previous Gemini 1.5 software, and is expected to be released in the next few months. Google is also working on a new Gemini 3 hardware chip, which is expected to be released in the next few years. The company's new Gemini 3 software is designed to be more powerful than its previous Gemini 1.5 software, and is expected to be released in the next few months. Google is also working on a new Gemini 3 hardware chip, which is expected to be released in the next few years.



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KSS-III.ca

BRAMPTON
Transit

Downtown Transit Hub - Bus Terminal
Public Meeting Notice - Public Information Centre #2 (PIC #2)

The Corporation of the City of Brampton is undertaking the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton including the possible realignment of Railroad Street. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring enhanced passenger and operator amenities. The new transit hub will also be planned and designed to accommodate electric bus technologies. The study is expected to be completed in 2025. The preliminary study area for the new Downtown Brampton Transit Hub is shown below.

The purpose of PIC #2 is to provide an update on the project and receive feedback from the public on the evaluation of short list options as well as the preliminary preferred option.

Get Involved:
 The City is committed to informing and engaging the public on the study and will be posting information in advance of PIC #2 on the City's website at www.brampton.ca/transit/hub. Members of the public, agencies, Indigenous Nations, and other interested parties are encouraged to participate by attending engagement opportunities or by contacting staff directly with information, comments, or questions. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act and will be considered in the refinement of the preferred option and the preliminary design for the Downtown Transit Hub Study. If you have project-related questions, would like to be added to the project mailing list, or would like to provide input, please contact us.

For more information about the project, visit www.brampton.ca/transit/hub

Kumar Ranjan, P. Eng., M. Eng., PMP
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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.
 Released on November 19, 2025.
 The Corporation of the City of Brampton
 2 Wellington Street West, Brampton, ON L6Y 4R2 T: 905.874.2000 TTY: 905.874.2130

Readership for Toronto Star

- Toronto Star GTA readership (for weekday) is **440,000 readers**

Brampton Guardian Ad (November 19)

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 Discuss budget/fees Jan 19-30 at City Hall or online. Delegations Jan 20 & 23. Register to speak or comment.
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 Congratulations to our Reader's Choice WINNER! Explore the full list of winners here!

BRAMPTON PUBLIC NOTICES
Public Meeting Notice - Public Information Centre #2 (PIC #2)
 Downtown Transit Hub - Bus Terminal
 Wednesday, November 19, 2025 | 2 min to read
 Article was updated Nov 19, 2025

in [social icons]



X
 in [social icons]

Downtown Transit Hub - Bus Terminal
 The City of Brampton holds public consultations to engage with residents about their city. We invite you to the second Downtown Transit Hub Public Information Centre (PIC #2) to get involved and share your input. See below the opportunities to provide your input as part of PIC #2.

In-person Open House
 ARTICLE CONTINUES BELOW



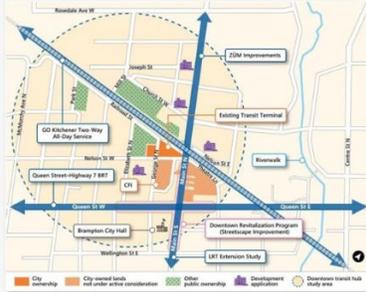
Date: December 3, 2025
 Location: Conservatory, Brampton City Hall
 Time: 6:30 pm - 8:30 pm

Online Feedback Form
 A recorded presentation about the project will be made available on the project website (www.brampton.ca/transithub) on December 4, 2025. A feedback form will be available on the project website from December 4, 2025, to January 15, 2026.

ARTICLE CONTINUES BELOW

Tatoo, sa Olay, kahit na sino ay maaaring manalo. Maaaring ikaw na ang susunod!
 PLAY YOURS

The Study:
 The City of Brampton is undertaking the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton including the possible realignment of Railroad Street. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring enhanced passenger and operator amenities. The new transit hub will also be planned and designed to accommodate electric bus technologies. The study is expected to be completed in 2026. The preliminary study area for the new Downtown Brampton Transit Hub is shown below.



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For more information about the project, visit www.brampton.ca/transithub

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 Consultant Project Manager

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PUBLIC NOTICE

Statutory Public Meeting



opportunities or by contacting staff directly with information, comments, or questions. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act and will be considered in the evaluation of the long and short list of options and the determination of preferred options for the Downtown Transit Hub Study. If you have project-related questions, would like to be added to the project mailing list, or would like to provide input, please contact us.

For more information about the project, visit www.brampton.ca/transithub.

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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Released on November 08, 2023.

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PUBLIC NOTICE

NOTICES OF STUDY COMPLETION

Finch Stormwater Pumping Station Upgrades, Schedule B Class Environmental Assessment

READ MORE

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Released on November 19, 2025.

It's true, with OLG anyone could win. You could be next!

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PUBLIC NOTICE

Statutory Public Meeting
Mon, Jan 19, 2026
at 7:00 pm

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Get our free morning newsletter

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Yes, I'd also like to receive customized content suggestions and promotional messages from BramptonGuardian.com.

- For digital, the BramptonGuardian.com has on average: **190** monthly unique visitors, and **222** monthly page views.
- Backend Link of the online notice: https://www.bramptonguardian.com/news/public-notices/brampton/public-meeting-notice-public-information-centre-2-pic-2/article_8877bc8c-6b29-5b14-a108-765a3e721d04.html

Midweek Newspaper – Ethnic English Ad (November 26)

14 MidWeek WORLD



US CLAIMS \$2.5 MILLION IN JUDICIAL SALES TO REPAIR AND IMPROVE THIS DEPOT

OTTAWA (AP) — The United States has filed a lawsuit with the International Trade Commission to force India to pay \$2.5 million in judicial sales to repair and improve a transit depot in Brampton, Ontario.

The lawsuit, filed on Tuesday, is the latest in a series of trade disputes between the two countries. It follows a similar case filed by the U.S. against India in 2018 over the same depot.

The U.S. claims that India's actions violate trade agreements and that the depot is in poor condition, posing a safety risk to passengers. The U.S. is seeking a ruling that would allow it to force India to pay for the repairs.

India's government has denied the claims, stating that the depot is being upgraded and that the U.S. is oversteering its jurisdiction. The case is expected to be heard by the International Trade Commission in the coming months.

WORLD MidWeek 15



INDIA PRIME MINISTER MEETS SOUTH AFRICAN PRESIDENT RAMAPHOSA AT G20, HALLS SOUTH AFRICAN ROLE AND RENOVES STRATEGIC PARTNERSHIP

NEW DELHI (AP) — Indian Prime Minister Narendra Modi and South African President Cyril Ramaphosa met on Tuesday at the G20 summit in Cape Town, South Africa, to discuss bilateral relations and the role of South Africa in the world.

Modi and Ramaphosa held a one-on-one meeting, followed by a joint press conference. They discussed the current state of India-South Africa relations and the challenges facing both countries.

Modi praised South Africa's leadership in the G20 and its commitment to global peace and stability. He also highlighted the growing trade and investment ties between the two countries.

Ramaphosa expressed his appreciation for India's support and leadership in the G20. He also discussed the role of South Africa in the African continent and the need for international cooperation to address global challenges.

INDIA USES AI TO ENHANCE COOPERATION WITH USA (AND LEGAL ISSUES)

NEW DELHI (AP) — India is using artificial intelligence (AI) to enhance its cooperation with the United States, particularly in the areas of law enforcement and intelligence gathering.

The Indian government has announced a series of initiatives to strengthen its AI capabilities and share them with its allies. This includes joint research and development projects, as well as training programs for Indian officials.

The use of AI in law enforcement and intelligence gathering has become a major focus for both India and the U.S. as they seek to combat transnational crime and terrorism.

India's AI initiatives are seen as a key part of its strategy to build a strong partnership with the U.S. and other major powers. This cooperation is expected to lead to more effective and efficient law enforcement and intelligence operations.



COUNTRY WITH DEEPLY STRAINED RECORD OF INDUSTRY AND REPRESSION, PAKISTAN HAS NO MORAL STANDING TO LECTURE OTHERS, INDIA

NEW DELHI (AP) — India's Prime Minister Narendra Modi has accused Pakistan of hypocrisy for lecturing other countries on human rights and democracy.

Modi made the remarks during a speech at a public event in New Delhi. He pointed to Pakistan's long history of repression and human rights abuses, including the treatment of its minority communities and its role in supporting terrorism.

He said that Pakistan has no moral standing to lecture other countries on these issues, especially when it is itself a violator of human rights. He called for Pakistan to focus on improving its own human rights record.

The speech came in the wake of a recent report by the United Nations Human Rights Council, which criticized Pakistan for its human rights record. Pakistan has consistently rejected such reports and has accused other countries of similar abuses.

PRESIDENT TRUMP MEETS WITH ZERHAN SALEMANSI MAYOR, ELIOT, NEW YORK CITY

NEW YORK (AP) — President Donald Trump met on Tuesday with Mayor Zoran Samardzija of New York City's Elmhurst neighborhood. The meeting took place at the White House.

Trump and Samardzija discussed the challenges facing the Elmhurst community and the role of the federal government in addressing these issues. They also discussed the impact of the COVID-19 pandemic on the neighborhood.

Samardzija praised Trump's leadership and his commitment to the people of New York City. He also expressed his appreciation for the support of the federal government.

Trump thanked Samardzija for his leadership and his commitment to the community. He also promised to continue to support the people of New York City.

BRAMPTON DOWNTOWN TRANSIT HUB - BUS TERMINAL PUBLIC MEETING NOTICE - PUBLIC INFORMATION CENTRE #2 (PIC #2)

The City of Brampton holds public consultations to engage with residents about their city. We invite you to the second Downtown Transit Hub Public Information Centre (PIC #2) to get involved and share your input. See below the opportunities to provide your input as part of PIC #2.

Public Meeting Details:
 Date: December 3, 2025
 Location: Conservatory, Brampton City Hall
 Time: 6:30 pm - 8:30 pm

Online Feedback Form
 A recorded presentation about the project will be made available on the project website (www.brampton.ca/transithub) on December 4, 2025. A feedback form will be available on the project website from December 4, 2025, to January 15, 2026.



Link: <https://online.fliphtml5.com/oihtb/jdsm/> (e-paper link - page 15)

DOWNTOWN TRANSIT HUB - BUS TERMINAL PUBLIC MEETING NOTICE - PUBLIC INFORMATION CENTRE #2 (PIC #2)

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The Study:
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The purpose of PIC #2 is to provide an update on the project and receive feedback from the public on the evaluation of short list options as well as the preliminary preferred option.

Get Involved:
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For more information about the project, visit www.brampton.ca/transithub

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Released on November 19, 2025.

The Corporation of the City of Brampton
 2 Wellington Street West, Brampton, ON L6Y 4R2 T: 905.874.2000 TTY: 905.874.2130

Volume	Run Date:	Metrics
Half Page	November 26, 2025	40,000 copies distributed weekly

Social media

Organic Engagement

Facebook / Instagram

November 19 – Dec 3

Brampton Transit
November 19, 2025

The Downtown Brampton Transit Hub Study will help plan a new transit hub that meets the City's future transit needs.

We're looking for your input to help determine the optimal location and configuration for the hub. Join us for Public Information Centre #2 on Wednesday, December 3, from 6:30 to 8:30 pm, located in the Conservatory at City Hall to learn more about the study and share your input.

Details: <https://www.brampton.ca/~/Downtown-Brampton-Transit-Hub...>



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
In-person Public Information Centre #2
December 3

[brampton.ca/transithub](https://www.brampton.ca/transithub)

21 comments 4 shares

Brampton Transit
November 25, 2025

We're planning for a new transit hub in the heart of downtown Brampton and need your input to help determine the best location and configuration for the hub! ... [See more](#)



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
In-person Public Information Centre #2
December 3

[brampton.ca/transithub](https://www.brampton.ca/transithub)

10 5 shares

Brampton Transit
November 28, 2025

The next Public Information Centre for the Downtown #BramptonTransit Hub Study takes place Wednesday, December 3 from 6:30 to 8:30 pm, located in the Conservatory at Ci... [See more](#)



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
In-person Public Information Centre #2
December 3

[brampton.ca/transithub](https://www.brampton.ca/transithub)

4

Brampton Transit
December 2, 2025

Join us tomorrow for the Downtown #BramptonTransit Hub Study Public Information Centre. Learn how the study is shaping plans for a new transit hub that will suit the City's future transit needs and provide your input on the optimal configuration and location of the hub.

Location: Conservatory, Brampton City Hall
Time: 6:30 – 8:30 pm
Learn more: www.brampton.ca/transithub



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
In-person Public Information Centre #2
December 3

[brampton.ca/transithub](https://www.brampton.ca/transithub)

8

Dec 4 – January 15 (Feedback Period)

Brampton Transit
December 3, 2025

Today join us for the Downtown #BramptonTransit Hub Study Public Information Centre. ... See more



**DOWNTOWN BRAMPTON
TRANSIT HUB (BUS TERMINAL)**
In-person Public Information Centre #2
December 3

  **BRAMPTON** brampton.ca/transithub   

5

Brampton Transit
December 4, 2025

The Downtown Brampton Transit Hub Study will determine the configuration and location of a new transit hub in the city centre. ...
Share your feedback for the project by Thursday, January 15 and help guide the future of transit in Brampton.
Learn more www.brampton.ca/transithub



**DOWNTOWN BRAMPTON
TRANSIT HUB (BUS TERMINAL)**
Public Information Centre #2
Share Your Feedback Online by January 15.

  **BRAMPTON** brampton.ca/transithub   

7 1 share

Brampton Transit
December 10, 2025

The Downtown Brampton Transit Hub Study is planning a new transit hub to suit the City's future transit needs.
Your input will help guide the next steps.
Share your feedback online by Thursday, January 15 at www.brampton.ca/transithub



**DOWNTOWN BRAMPTON
TRANSIT HUB (BUS TERMINAL)**
Public Information Centre #2
Share Your Feedback Online by January 15.

  **BRAMPTON** brampton.ca/transithub   

5

Brampton Transit
January 10 at 2:00 PM

There's still time to share your feedback on the Downtown Brampton Transit Hub Study! ... See more



**DOWNTOWN BRAMPTON
TRANSIT HUB (BUS TERMINAL)**
Public Information Centre #2
Share Your Feedback Online by January 15.

  **BRAMPTON** brampton.ca/transithub   

7

Like Comment Share



Facebook - Brampton Transit Promotion of In-Person PIC #2

Duration	Impressions	Engagements	Engagement Rate (ER)
Nov 19 – Dec 3	20,301	959	4.7%

Facebook - City of Brampton Promotion of Online Feedback

Duration	Impressions	Engagements	Engagement Rate (ER)
Dec 4 – Jan 15	12,143	598	4.9%

Instagram Stories - Brampton Transit Promotion of In-Person PIC #2

Duration	Impressions	Engagements	Engagement Rate (ER)
Nov 19 – Dec 3	2,282	49	2.1%

Instagram Stories - City of Brampton Promotion of Online Feedback

Duration	Impressions	Engagements	Engagement Rate (ER)

Dec 4 – Jan 15	1,671	81	4.8%
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Twitter/X:

November 19 – Dec 3

Brampton Transit @Br... · 2025-11-19

The Downtown Transit Hub Study will help plan a new transit hub that meets Brampton's future transit needs.

Join us at Brampton City Hall on Wednesday, December 3 at 6:30 pm to provide your input on the best location and configuration for the hub!

Visit: brampton.ca/transithub



4 replies, 7 likes, 536 views

Brampton Transit @Br... · 2025-11-25

We're planning a modern transit hub in downtown Brampton. 🚌

Join us on Wednesday, December 3, 6:30–8:30 pm in the Conservatory at City Hall to provide your input on the best location and configuration for the hub!

More info [🔗: brampton.ca/transithub](https://brampton.ca/transithub)



4 replies, 4 likes, 275 views

Brampton Transit @Br... · 2025-11-28

Public Information Centre #2 for the Downtown Transit Hub Study takes place Wednesday, December 3 at 6:30 pm, located in the Conservatory at City Hall.

Learn about the project and share input on the optimal configuration and location of the hub.

Details: brampton.ca/transithub



2 replies, 3 likes, 184 views

Brampton Transit @... · 2025-12-02

Join us tomorrow for the Downtown #BramptonTransit Hub Study Public Information Centre. 📍

Learn how the study is shaping plans for a new transit hub and provide your input on the optimal configuration and location of the hub.

Details [🔗: brampton.ca/transithub](https://brampton.ca/transithub)



2 replies, 3 likes, 229 views



Dec 4 – January 15 (Feedback Period)





Twitter/X - Brampton Transit Promotion of In-Person PIC #2			
Duration	Impressions	Engagements	Engagement Rate (ER)
Nov 19 – Dec 3	1,414	119	8.4%
Twitter/X - City of Brampton Promotion of Online Feedback			
Duration	Impressions	Engagements	Engagement Rate (ER)
Dec 4 – Jan 15	1,621	112	6.9%

Organic content performed strongly across platforms for both phases of the campaign, particularly on X and Facebook, where engagement rates consistently exceeded typical benchmarks. X saw the highest engagement rates in both phases, indicating strong interest from users seeking timely project updates and opportunities to provide input.

Nov 19 – Dec 3



Dec 4 – Jan 15



Paid Advertisement: Promotion of In-Person PIC			
Duration	Impressions	Engagements	Engagement Rate (ER)
Nov 19 – Dec 3	106,907	180	0.2%

**Paid Advertisement:
Promotion of Online
Feedback**

Duration	Impressions	Engagements	Engagement Rate (ER)
Dec 4 – Jan 15	362,745	459	0.1%

Digital Ads

Digital screens at Garden Square

Nov 19 – Dec 3



**DOWNTOWN
BRAMPTON
TRANSIT HUB
(BUS TERMINAL)**

In-person Public
Information Centre #2

December 3

brampton.ca/transithub

BRAMPTON

Dec 4 – Jan 15



**DOWNTOWN
BRAMPTON
TRANSIT HUB
(BUS TERMINAL)**

Public Information Centre #2

Share Your Feedback
Online by January 15.

brampton.ca/transithub

BRAMPTON

Regarding the Garden square screens, there is no method to track/know the amount of people who frequent the area or look at the screen. The banner ads are on a rotation, and played no

less than 10 times per hour, based on averages (and dependent on how many messages are in the display queue).

In hospital ads on digital screens

Nov 19 – Dec 3



Dec 4 – Jan 15



November Statistics:

Indoor Digital Screen at William Osler Health System Brampton Civic Hospital

Image	Start Date	End Date	Total Plays	Average per day
	11/19/2025	11/30/2025	3,016	215

	<p>DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL) In-person Public Information Centre #2 December 3</p>				
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Indoor Digital Screen at William Osler Health System Peel Memorial Hospital

Image	Start Date	End Date	Total Plays	Average per day
	11/19/2025	11/30/2025	2,230	185

December Statistics:

Indoor Digital Screen at William Osler Health System Brampton Civic Hospital

Image	Start Date	End Date	Total Plays	Average per day
	12/1/2025	12/4/2025	873	218
	12/4/2025	12/31/2025	6,891	246

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Indoor Digital Screen at William Osler Health System Peel Memorial Hospital

Image	Start Date	End Date	Total Plays	Average per day
	12/1/2025	12/4/2025	699	174
	12/4/2025	12/31/2025	5,624	200

Website: www.brampton.ca/transithub

Downtown Brampton Transit Hub Project Website – PIC #2 Information (November 19 – December 3)



The screenshot shows the website interface for the Downtown Brampton Transit Hub. At the top, there is a navigation bar with links for Residents, Business, Arts, Culture, Tourism, City Hall, and Online Services, along with a 311 icon. The main header features a large image of a red and white Brampton ZUM bus. Below the image, the text reads "Projects and Initiatives" and "Downtown Brampton Transit Hub". On the left side, there is a sidebar menu with the following items: "Brampton Transit", "Plan your Trip", "Service Alerts", "Fares", and "Projects and Initiatives". Under "Projects and Initiatives", there are links for "Chinguacousy Road ZUM Project" and "Hazel McCallen Line". The main content area contains a circular diagram with three bus icons and a text block describing the new proposed Downtown Transit Hub (Bus Terminal), mentioning its capacity, connections to local and inter-regional transit systems, and future LRT extension.

Current Status

Following the first PIC in November 2023, the project team has screened the long-list options to a short-list. The short-list was run through various criteria to identify the option that best addresses the project objectives. Different alternatives of that option are now being developed and analyzed to identify which preferred option would best fit the project objectives and how best to build the hub. The options will be presented at the second PIC on December 3 for review and feedback.

In-Person Public Information Centre #2

Date: December 3, 2025

Location: Conservatory, Brampton City Hall

Time: 6:30 p.m. to 8:30 p.m

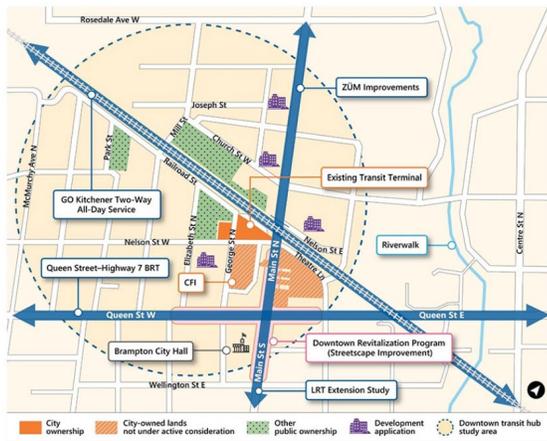
Project Overview

The City is undertaking a study to plan and design a new transit hub in the Downtown Core, to address future transit needs and take advantage of opportunities to better integrate with other initiatives in Downtown Brampton. Such as the Brampton LRT, GO Kitchener Two-Way All-Day service, Queen Street-Highway 7 BRT and Downtown Revitalization Program.

Through this study, the City will identify future transit hub requirements, such as operational, passenger amenities, operator facilities, etc., determine the right site for the transit hub, identify the most appropriate delivery model for the hub – either as a stand-alone facility or integrated with new development, and procurement model (traditional vs Public-Private Partnership) for the hub.

The transit hub plan will be developed in coordination with other projects in the area, and in consultation with area stakeholders, throughout the pre-TPAP technical analyses and subsequent formal Transit Project Assessment Process.

This initiative will support positive business impacts, employment opportunities, land value, and improve the lives of the downtown community.



Documents and Reports

- [November 26, 2025: Committee of Council Report - Downtown Transit Hub Project - Update](#)
- [November 19, 2025: Public Information Centre #2 - Update Notice](#)
- [October 23, 2024: Committee of Council Report - Downtown Transit Hub Project - Update](#)
- [May 23, 2024: PIC #1 Engagement Summary Report- Downtown Transit Hub](#)
- [November 22, 2023: Public Information Centre #1 - Presentation Materials](#)
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- [November 8, 2023: Public Information Centre #1 - Update Notice](#)
- [March 23, 2023: Introductory Notice of Pre-Transit Project Assessment Process Study \(TPAP\) Downtown Transit Hub – Bus Terminal](#)
- [February 27, 2023: Brampton Transit Updates Council Workshop - Transit Hub Slides](#)
- [November 17, 2021: Committee of Council Report- Downtown Transit Hub Project – Update](#)

Related Projects



Riverwalk

A transformative opportunity to help revitalize Brampton's downtown and make it healthy, sustainable and resilient.

[Learn More](#)



Integrated Downtown Plan

The IDP is a roadmap for action - coordinating Downtown Brampton's many ongoing initiatives and infrastructure projects.

[Learn More](#)



Hurontario LRT

Providing 18km of Light Rail Transit from Brampton Gateway Terminal to Port Credit GO.

[Learn More](#)



LRT Extension Study

Examining and recommending a preferred Main Street alternative to extend light rail transit from Brampton Gateway Terminal to Brampton GO.

[Learn More](#)



Queen Street- Highway 7 BRT

A proposed rapid transit line in the cities of Brampton and Vaughan.

[Learn More](#)



Major Transit Station Areas

MTSAs are planned to be vibrant public destinations supporting a mix of uses, a variety of housing types and amenities.

[Learn More](#)

Contact the Project Team

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 Manager, Higher Order Transit EA
 City of Brampton
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 905.874.2771

Andrew Shea, P.Eng.
 Consultant Project Manager
 HDR Corporation
andrew.shea@hdrinc.com
 613.907.7379

Downtown Brampton Transit Hub Project Website – PIC #2 (December 4 – January 15)

Webtile :



Projects and Initiatives

Downtown Brampton Transit Hub



A new proposed **Downtown Transit Hub (Bus Terminal)** is planned to nearly double existing capacity, provide improved connections to local and inter-regional transit systems including Two-Way All-Day GO, future LRT extension, and future Queen Street-Highway 7 BRT. The facility will include amenity space for passengers and staff and will be future-ready for electric bus charging. The new transit hub will support City's intensification and mobility objectives, and downtown revitalization.

Current Status

Following the first Public Information Centre for the Downtown Transit Hub in November 2023, the project team screened the long-list options to a short-list. The short-list was run through various criteria to identify options that best addressed the project objectives. These options were then presented at the second Public Information Centre (PIC) on December 3, 2023. The Public Information Centre (PIC) #2 materials can be accessed via the links below:

- [Display Boards](#)
- [Presentation Slides](#)
- [Presentation Video](#)

We want to hear from you.

The project team is seeking feedback on the Downtown Transit Hub concepts presented at the Public Information Centre (PIC) #2. Please take a few minutes to share your input via our feedback form.

[Share your feedback](#)

By clicking the above button, you will be redirected to an external site under a new tab. Feedback and comments will be accepted until 4:30 p.m. on Thursday, January 15, 2025.

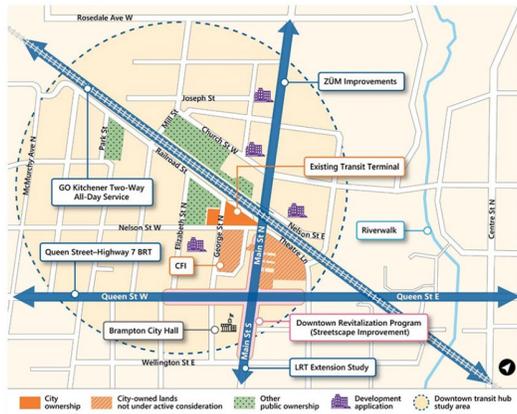
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Related Projects

	<p>Riverwalk A transformative opportunity to help revitalize Brampton's downtown and make it healthy, sustainable and resilient.</p> <p>Learn More</p>		<p>Integrated Downtown Plan The IDP is a roadmap for action - coordinating Downtown Brampton's many ongoing initiatives and infrastructure projects.</p> <p>Learn More</p>
	<p>Hazel McCallion Line Providing 18km of Light Rail Transit from Brampton Gateway Terminal to Port Credit GO.</p> <p>Learn More</p>		<p>Hazel McCallion LRT Extension Study Examining and recommending a preferred Main Street alternative to extend light rail transit from Brampton Gateway Terminal to Brampton GO.</p> <p>Learn More</p>
	<p>Queen Street - Highway 7 BRT A proposed rapid transit line in the cities of Brampton and Vaughan.</p> <p>Learn More</p>		<p>Major Transit Station Areas MTSAs are planned to be vibrant public destinations supporting a mix of uses, a variety of housing types and amenities.</p> <p>Learn More</p>
	<p>Kitchener Line GO Expansion The Kitchener GO Line is transforming into a two-way, all-day rapid transit service with increased service and connections from Union Station to Kitchener GO Station.</p> <p>Learn More</p>		<p>The Flow Program The Flow Program accelerates water and wastewater projects to support Peel Region's communities.</p> <p>Learn More</p>

Contact the Project Team

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905.874.2771

Dan Ross, P.Eng., RPP, MCIP
Consultant Project Manager
HDR Corporation
dan.ross@hdrinc.com
236.485.5330

Feedback Form (December 4 – January 15)



City of Brampton
Downtown Brampton Transit Hub Public Information Centre #2 Feedback Form

1. Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (i.e., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?

Please Select:

2. Are there any additional factors you think should be considered for the evaluation?

0/5000

3. Do you have a preference among the three Option 2D alternatives (A1, A1.3, and the Preliminary Draft Preferred)?

Please Select:

4. Referring to Display Board on Short List Criteria—are there any additional objects/criteria you think should be considered?

0/5000

5. Referring to Display Board on Preliminary Draft Preferred Variant—regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use?
Example features such as: ticketing area, common concourse, public realm, pedestrian space, gateway plaza, street furniture, and so forth.

0/5000

6. Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?

Please Select:

7. Any other thoughts on the future Transit Hub you'd like to share with the project team?

0/5000

Thank you

January 15 – onwards



A new proposed **Downtown Transit Hub (Bus Terminal)** is planned to nearly double existing capacity, provide improved connections to local and inter-regional transit systems including Two-way All-day GO, future LRT extension, and future Queen Street Highway 7 BRT. The facility will include amenity space for passengers and staff and will be future-ready for electric bus charging. The new transit hub will support City's intensification and mobility objectives, and downtown revitalization.

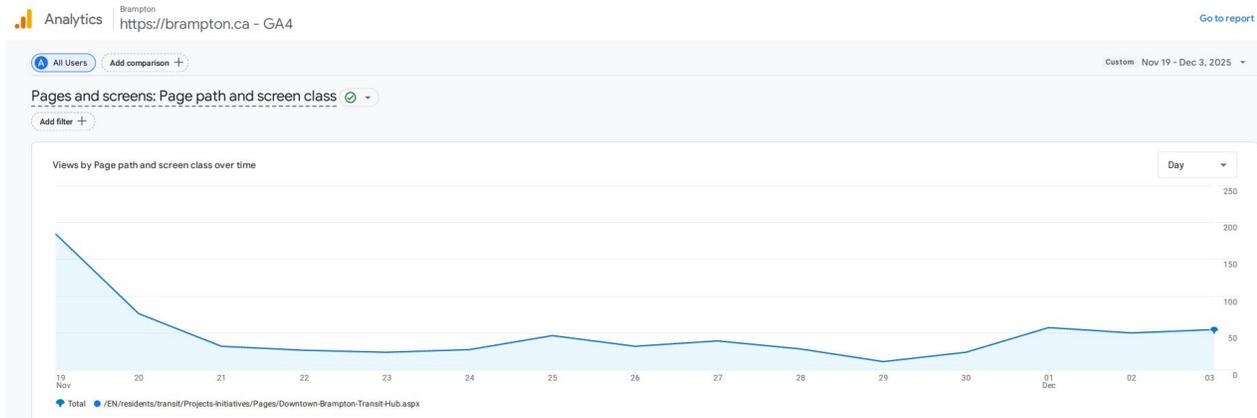
Current Status

The project team is reviewing the feedback received on the Public Information Centre (PIC) #2 materials to identify potential design refinements. An engagement summary report outlining the feedback received will be posted in the coming weeks.

If you are interested in receiving alerts regarding project updates, please contact either of the project managers using the contact information provided below.

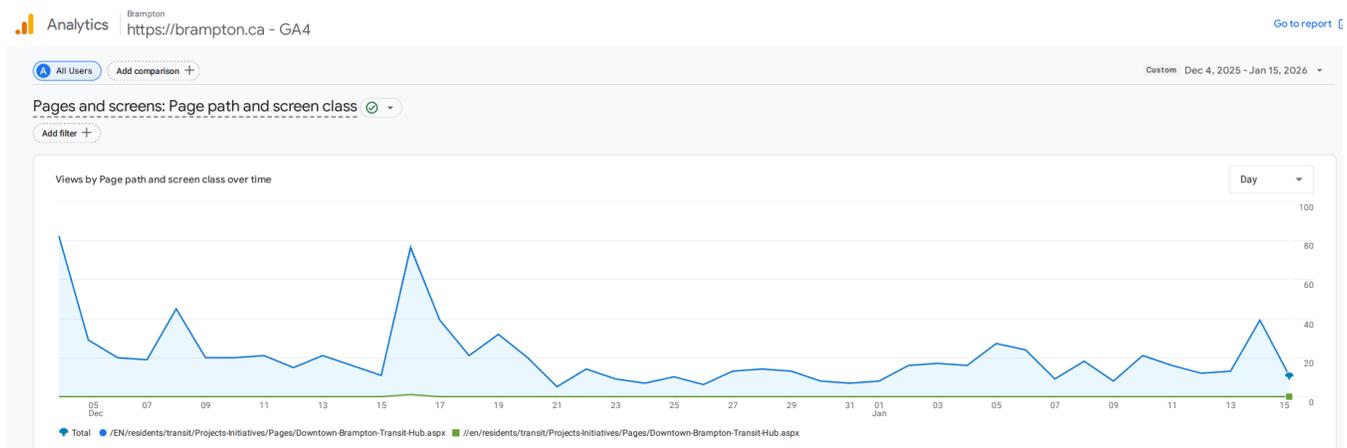
Website Statistics from November 19 – December 3, 2025

Views	Users	Views per user	Average Engagement Time	Event counts	Conversions
710 100% of total	354 100% of total	2.01 Avg 0%	1m 00s	2,242 100% of total	0.00



Website Statistics from December 4, 2025 – January 15, 2026

Views	Users	Views per user	Average Engagement Time	Event counts	Conversions
869 100% of total	620 100% of total	1.40 Avg 0%	22s	2,709 100% of total	0.00



Canada Post

Quantity – 12,848 cards


Transit

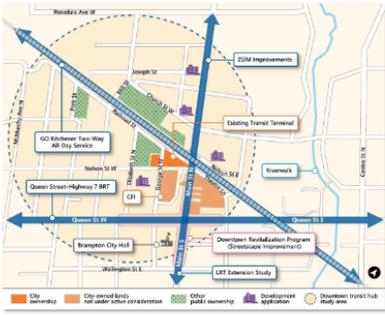
**Downtown Transit Hub – Bus Terminal
Public Meeting Notice – Public Information Centre #2 (PIC #2)**

The City of Brampton holds public consultations to engage with residents about their city. We invite you to the second Downtown Transit Hub Public Information Centre (PIC #2) to get involved and share your input. See below the opportunities to provide your input as part of PIC #2.

<p>In-person Open House Date: December 3, 2025 Location: Conservatory, Brampton City Hall Time: 6:30 pm - 8:30 pm</p>	<p>Online Feedback Form A recorded presentation about the project will be made available on the project website (www.brampton.ca/transithub) on December 4, 2025. A feedback form will be available on the project website from December 4, 2025, to January 15, 2026.</p>
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The Study:

The City of Brampton is undertaking the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton including the possible realignment of Railroad Street. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring enhanced passenger and operator amenities. The new transit hub will also be planned and designed to accommodate electric bus technologies. The study is expected to be completed in 2026. The preliminary study area for the new Downtown Brampton Transit Hub is shown below.



The Corporation of the City of Brampton
2 Wellington Street West, Brampton, ON L6Y 4R2 T: 905.874.2000 TTY: 905.874.2130

The purpose of PIC #2 is to provide an update on the project and receive feedback from the public on the evaluation of short list options as well as the preliminary preferred option.

Get Involved:

The City is committed to informing and engaging the public on the study and will be posting information in advance of PIC #2 on the City's website, at www.brampton.ca/transithub. Members of the public, agencies, Indigenous Nations, and other interested parties are encouraged to participate by attending engagement opportunities or by contacting staff directly with information, comments, or questions. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act and will be considered in the refinement of the preferred option and the preliminary design for the Downtown Transit Hub Study. If you have project-related questions, would like to be added to the project mailing list, or would like to provide input, please contact us.

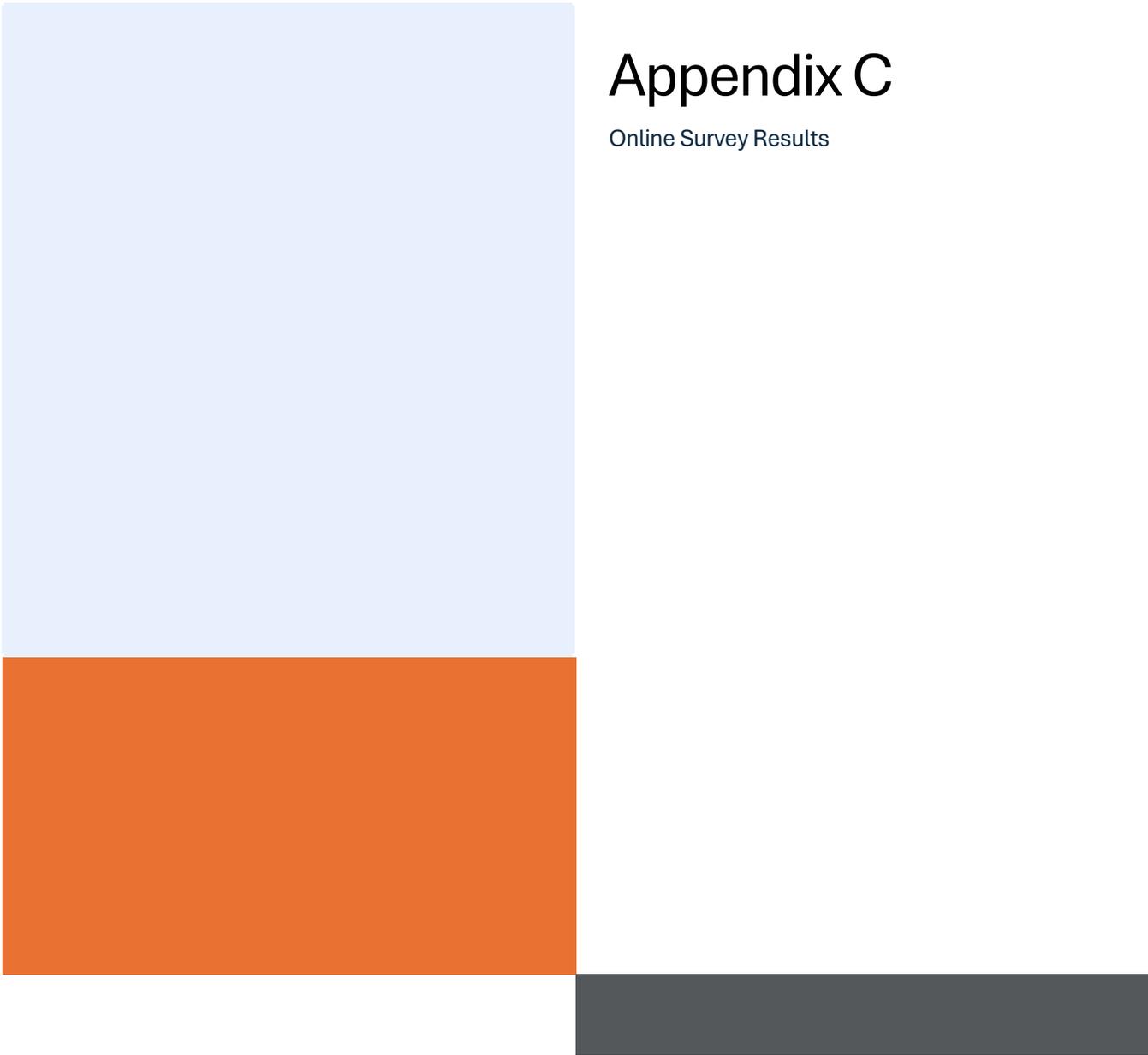
For more information about the project, visit www.brampton.ca/transithub

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Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Released on November 19, 2025.



Appendix C

Online Survey Results

Submission Date	Do you agree with the recommended Short List Option 2D produced by the project's evaluation approach (e.g., Strategic Case, Economic Case, Financial Case, and Deliverability and Operations Case)?	Are there any additional factors you think should be considered for the evaluation?	Do you have a preference among the three Option 2D alternatives (Alt 1, Alt 3, and the Preliminary Draft Preferred)?	Regardless of which alternative is ultimately carried forward, what features or amenities would you like to see in the future Transit Hub to be better integrated with the surrounding downtown and support community use?	Do you support the potential future extension of Denison Avenue between Mill Street and Elizabeth Street?	Any other thoughts on the future Transit Hub you'd like to share with the project team?
1/15/2026	Yes		Preliminary Draft Preferred	1. Expanded Councourse/Ticket Area (Current Footprint looks small) 2. Potential for commercial space within/around the transit hub. (Coffee Shop etc.) 3. PPUDO area for Passenger Vehicles (Currently a big issue in the area)	Depends on Costs and Impacts	An operators perspective: 1. Future Proof Fully! All Current Terms. at/exceed capacity!: Maximize layover spaces/bus bays. Ex: Expand 60ft bays, total 5 units possible. More 40ft bays. 2. Proper E-Charger Placement: No wasted layover space. Ex: Current MP Village setup limits 3rd unit within layby. 3. Inbound Buses from George St (Reduce run times). Rework Bus Lanes NB on George, SB on Elizabeth? 4. Centrally locate Drivers Lounge (W/of George)? 5. PPUDO for Pass. Vehs. (Within Cul-De-Sac?). =)
1/15/2026	Yes		Preliminary Draft Preferred	A pedestrian space, a gateway plaza, and non-hostile street furniture. A pedestrian space along with non-hostile street furniture would help make it more friendly and possibly help with third spaces. The key for the furniture is that it is non-hostile, as such it can't negatively impact homeless people or anyone and should not have inconvenient features such as short arm rests. A gateway plaza would also be nice as it would help liven up the area.	Depends on Costs and Impacts	Something for consideration in this, and in public transit projects in general, is expanding bus-only areas that would help prevent them from being caught in regular car traffic. It would speed them up and make them much more appealing. Lastly, I just want to express my support for the increase in public transit. It covers multiple areas that will help improve our lives, from reducing car use, thereby reducing our emissions, and so helping us fight climate change to safety. It's a good thing.
1/15/2026	Yes	Add on a more accessible, modern, clean and safe wash room facility to the hub. Widen the public walkways/streets around the area.				
1/14/2026	Yes	From a regional perspective, consideration of first- and last-mile connectivity would strengthen the evaluation, including how the hub supports ridesharing, carpooling, and active transportation connections beyond immediate pedestrian access. Evaluating how these elements contribute to safety, congestion management, and regional accessibility may further support the project's multimodal objectives.	Preliminary Draft Preferred	Features that support intuitive wayfinding, safe and generous pedestrian spaces, and clear connections to surrounding streets would strengthen integration with downtown. Dedicated passenger pick-up and drop-off areas, high-quality public realm elements, and well-integrated cycling facilities could further enhance multimodal access while supporting community use and user comfort	Depends on Costs and Impacts	The PIC #2 materials present a strong foundation for advancing the project. Continued coordination between the City, Peel Region, Metrolinx, and other partners will be important as the project progresses, particularly to manage dependencies, phasing, and regional service integration as designs are refined.
1/13/2026	Yes	Kiss & ride drop off / pick up from cars, including waiting for 15 minutes. Evening safety / lighting (currently some of the underpass is closed by a certain time). Grade changes (Railroad Street as it approaches George St is on a downhill grade). How is this accessible if you have to walk 3 city blocks to get to another bus in all weather? Cross Railroad Street to get from the north side to the south side, how safe is this for the transit user?	Preliminary Draft Preferred	Street furniture, public art, water feature to mitigate noise, urban size shade trees and native plants for colour, wind and texture.	Yes	The 3 blocks long is too long to find your bus! I always interpret that those planning bus terminals never use public transit themselves. I totally agree that the current configuration does not work!
12/22/2025	No		Option 2D- Alt 1	make bus speed faster	Yes	
12/19/2025	Yes	Add longer routes	Preliminary Draft Preferred			
12/18/2025	Not Sure	I believe the new transit hub should integrate the LRT and room to expand the Kitchener line with either covered walkway Bridges or tunnels do interchange between modes of transport	Option 2D- Alt 3	One of the things I think should be considered Is a Shopping Center or shopping area for example coffee shops if possible	Depends on Costs and Impacts	I Envision a nice area what's up modern lighting and welcoming Ambience and or atmosphere as well as a lot of open and natural lighting
12/16/2025		Display Board shows designs that makes this station feel very confined - pushed to the edge and integrated with limited space. It feels very uninviting and alongside GO station experiences and designs, very cold. As if it was designed primarily to get people moving rather than lingering. This has made the commuting quite terrible, cold, and unwelcoming. Like a place to never stay and get out of as quickly as possible. We should use trees as bollrds and protections against the wind, insulating.		Public education (i.e. vertical gardens, construction history and samples [geology of area], heated areas, plants and trees, murals)	Yes	Instead of scary, isolating, and cold tunnels, could we do an iconic pedestrian bridge expanding on greenery (i.e. similar to animal crossings on highways)? If we must do a tunnel, a mural inside would be great. Something to lighten the cold, concrete atmosphere shared in current GO stations.
12/11/2025	Yes		Preliminary Draft Preferred			
12/7/2025	Yes		Option 2D- Alt 3		Depends on Costs and Impacts	
12/5/2025	No	It doesn't streamline with the objective of integration and providing open spaces. It missed analyzing the impact of additional traffic in peak hours to the residential units, especially the mill street which gets chocked during the passing of GO train. Study area assumed is wide, may be of a radius 1km but no suggestions are given on how the dispersal will happen. Will there be any one way streets? How local people (other than pedestrian and interchange passengers) will the access the terminal.		1. Open spaces not interfering with the vehicular or pedestrian traffic. 2. Lesser impact on residential area - do not take the hub further to the residential area. 3. Integrated hub - metrolinx and city collectively plan it 4. Study team should have a urban designer with them to be have more vast ideas. Our city Brampton has so much potential, its just needs to be explored and planned	Depends on Costs and Impacts	