





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

Kumar Ranjan, P. Eng.

Manager Higher Order Transit EA City of Brampton 905-874-2130

Kumar. Ranjan@brampton.ca

Dan Ross, P. L. Eng., RPP

Consultant Project Manager HDR Corporation 236-485-5330

Dan.Ross@hdrinc.com



Scan this to visit the study webpage

Study Overview





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) 2022 **Determine Goals and Objectives Long-List Evaluation** 2023 Identify Options Sketch Design Evaluate Options Public Information Centre 1 (November 2023) **Short-List Evaluation** 2025 Conceptual Design We are Public Information Centre 2 here Preferred Option and Environmental 2026 **Project Review (EPR)** Evaluate Options through Business Case Approach OPreliminary 30% Design Public Information Centre 3 Submit Environmental Project Report (EPR - TRPAP) O Notice of Completion Review Period

Minister's Decision

Project Completion

Design Process



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



Environmental Studies



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.

Natural Environment



Socio-Economic and Land Use Characteristics Assessment



Stage 1 Archaeological Assessment



Noise & Vibration



Multi-Modal Transportation Analysis



Air Quality



Cultural Heritage



Climate Change and Sustainability



Phase 1 Environmental Site Assessment

What We've Heard (So Far)





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

Key activities included the following:



WebEx Live Presentation (November 22, 42 attendees 2023)



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





Brampton Mobility Plan (2025)

The Mobility Plan supports transitoriented 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.

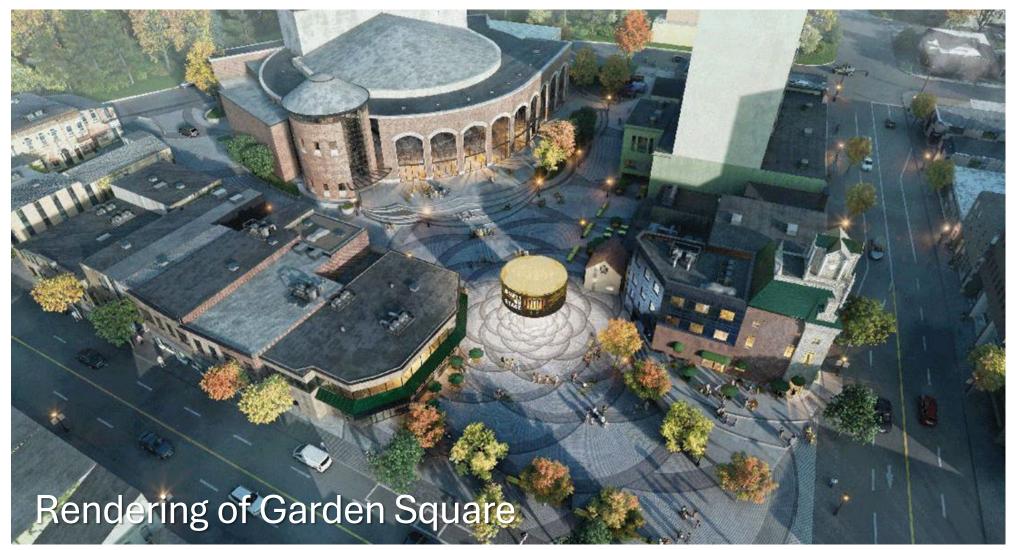
Downtown Brampton Streetscape Project (2024 – 2027)

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 yearround 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



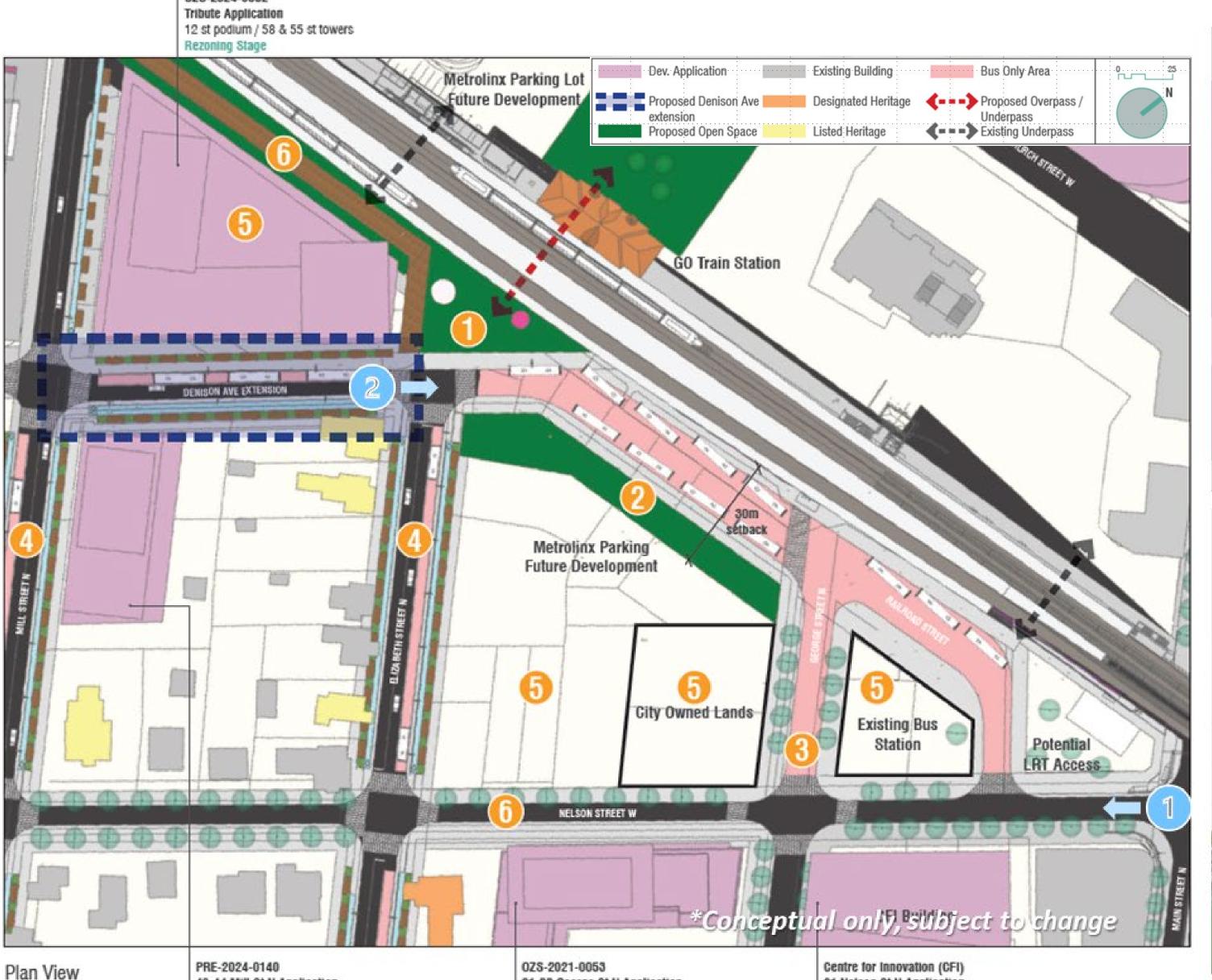
The City envisions the Transit Hub to support transit-oriented mixed-use development with enhanced public spaces, following the key design principles below:

- 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.
- Active frontage along Railroad Street featuring retail uses at grade and an enhanced public realm that provides seamless integration with the bus station.
- George Street to become a shared street for pedestrians and transit users, facilitating buses short-turning for increased service efficiency.
- Provide dedicated bus lanes along Mill and Elizabeth Streets to achieve a higher Level of Service.
- Maximize development potential for both City lands and private development areas.
- 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.

21 Nelson St N Application

10 st building

Capital Project



31-33 George St N Application

8 st podium / 37 & 42 st towers

Rezoning Approved

40-44 Mill St N Application

Pre-Application Stage

14 st podium / 50 st towers(2)





Long List Evaluation Summary

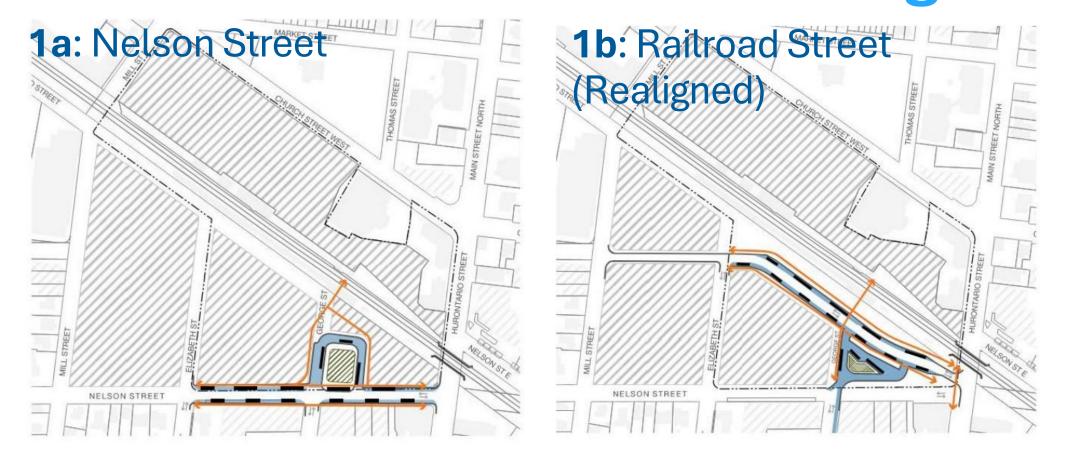


The following long list options were considered and evaluated earlier in the Study. The evaluation results were presented in detail during PIC #1.

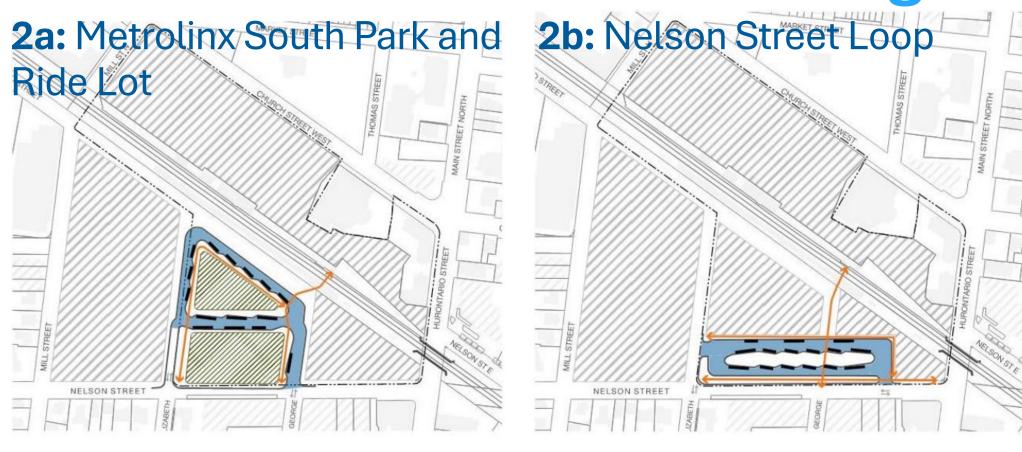




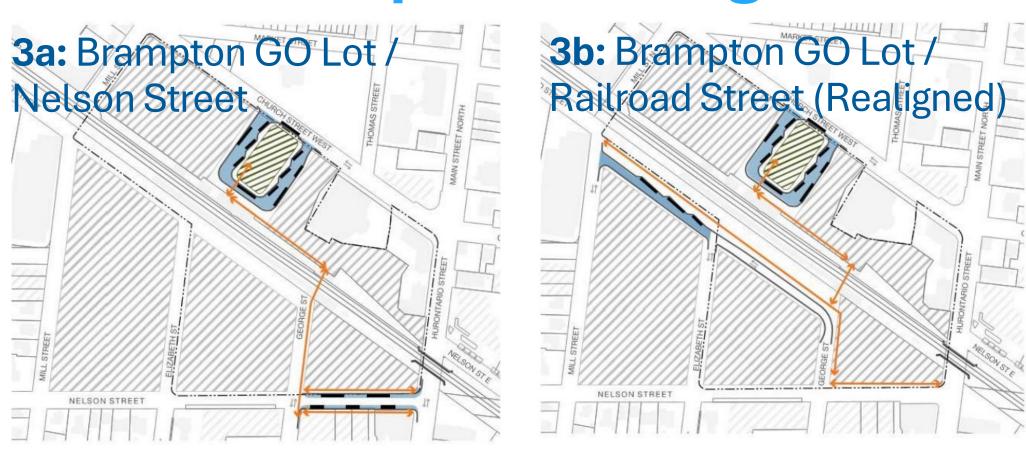
OPTION 1: On-Street Exchanges

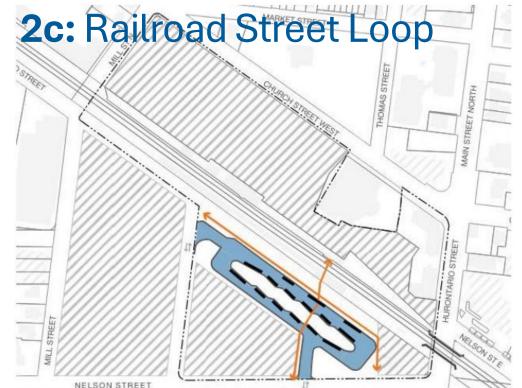


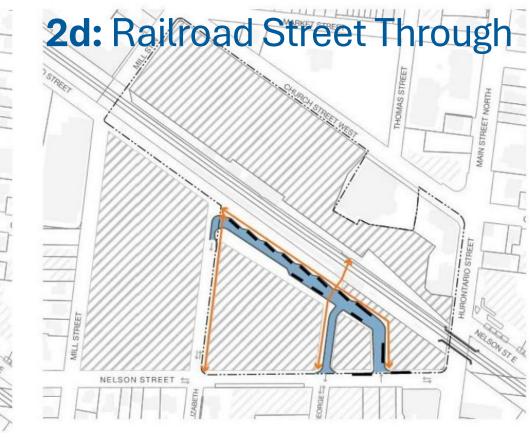
OPTION 2: Off-Street Exchanges



OPTION 3: Split Exchanges







CARRIED FORWARD



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	2 a	2b	2c	2 d	3a	3b
->	Support City building and urban planning objectives									
Strategic Case	Improving passenger experience									
Economic Case	Minimizing travel time for buses and passenger transfers									
Financial Case	Minimizing capital costs									
	Accommodating future functional requirements		All options can accommodate future functional requirements							
Deliverability and Operations	Minimizing Property Impacts									
Evaluation Summary										

Short List Options

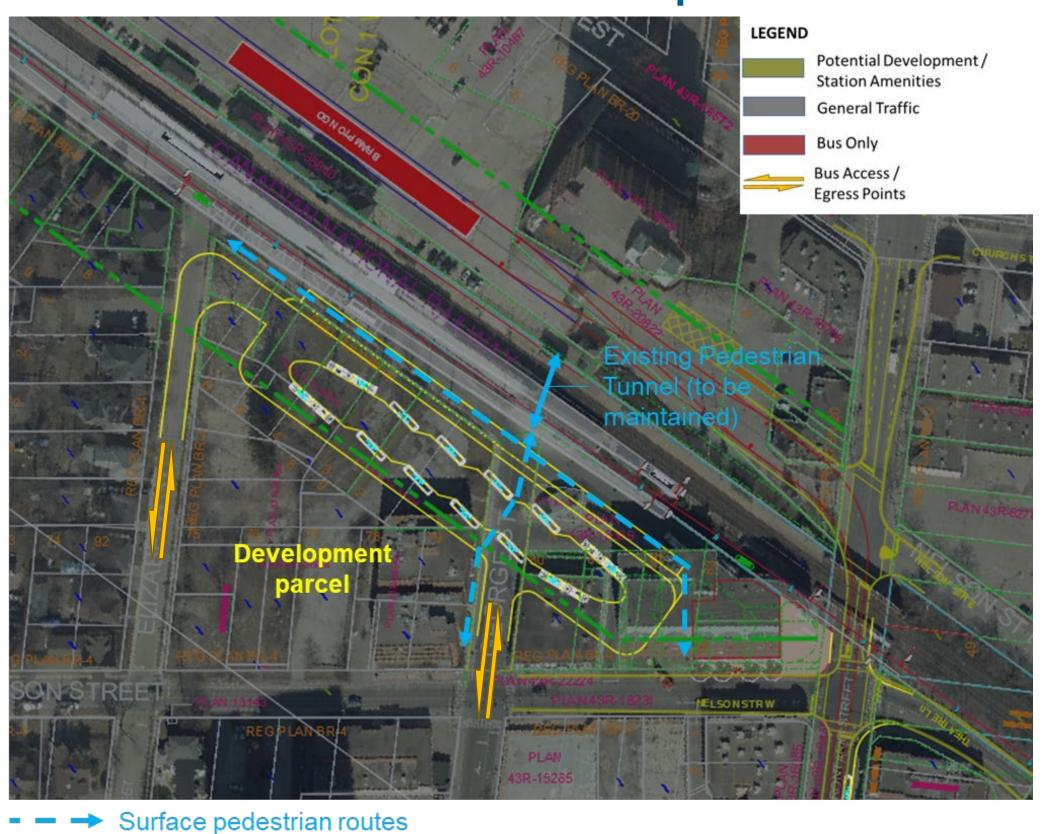


Options 2c and 2d were further developed and evaluated.

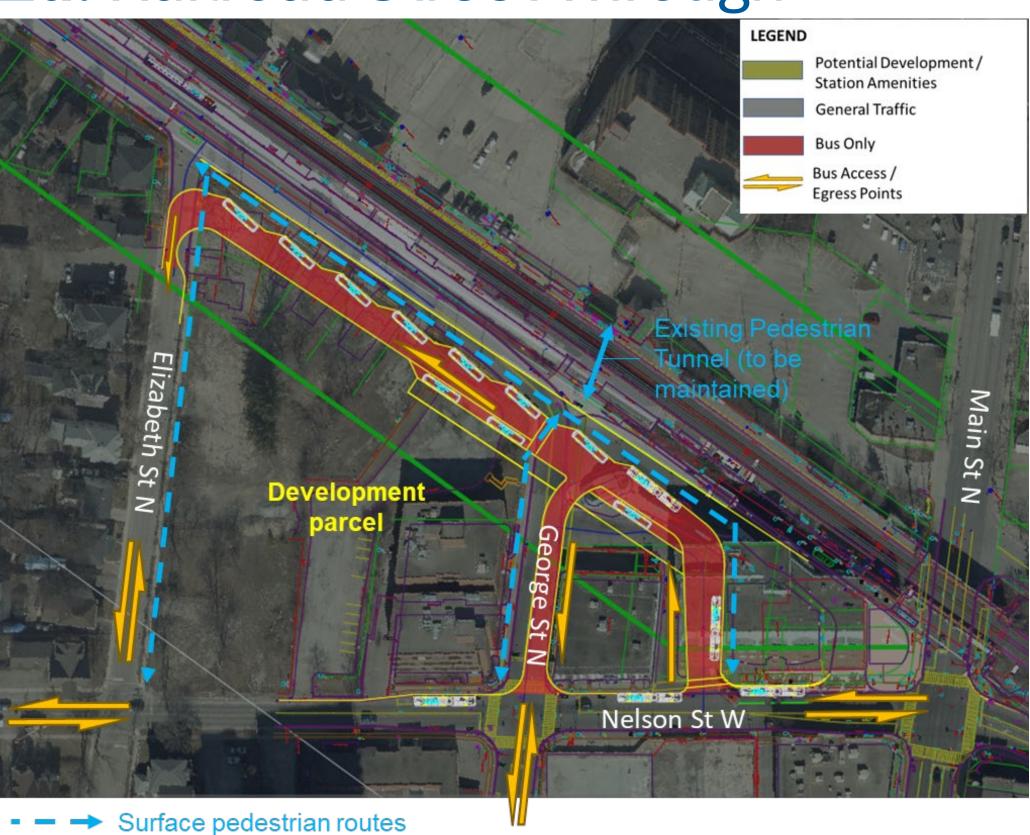
2c: Railroad Street Loop

Development

Potential



2d: Railroad Street Through



Key Considerations 2c: Railroad Street Loop 2d: Railroad Street Through Impacts 40% of GO Park and Ride Lot (south) site **Impacts to Property** No significant change to bus Increases circulation required **Impacts to Transit** routes from existing **Operations** for buses Requires closure of George Street and Railroad Street east of Impacts to Traffic / **Road Network** Elizabeth Street. **Compatibility with** Compatible with both surface and below-grade LRT alignments **Proposed Light Rail** Transit (LRT) Connectivity Bus-to-bus transfers are Bus-to-bus transfer close and convenient distances are increased over Bus-to-rail transfers require existing condition crossing bus path and layover Bus to rail transfers and most Substantially increases bus to LRT transfers do not pedestrian crossings through cross bus path the terminal area, not just for transit passengers, but pedestrians from

developments to the south

wanting to access Station

Retains 60% of GO Park and Ride Lot (south) Site

Potential to integrate with new land uses

Maintains desirable Nelson Street frontage for development

Short List Criteria



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

		Objectives	Criteria				
			Access to LRT and GO train/bus platforms				
		Integrating the transit network in	Distance from Transit Hub to LRT				
		downtown Brampton	Distance from Transit Hub to GO train/bus platforms				
	Enabling multi model access and agrees	Distance to nearby bike lanes, sidewalks, and trails					
	Enabling multi-modal access and egress	Space available for passenger pick up and drop off					
		to transit	Space available for bike parking				
		Support city-building objectives by	Supporting the City's Official Plan vision for downtown Brampton				
		connecting with future mixed-use	Supporting the Brampton 2040 Vision				
		development	Supporting the City of Brampton Transportation Master Plan				
		Increase hub capacity to support service	Number of bus bays				
L	Ш	growth for Brampton	Number of buses per hour				
<u> </u>	CASE	Reduce transfer times	Platform to platform distance				
			Provides shelter from poor weather conditions				
	<u> </u>	Improve comfort and quality of service	Space available for seating				
Ļ	Д П		Space available for washrooms				
STRATEGIC	Provide safe and efficient access and	The need to cross the street and/or railroad tracks to access platforms					
F	_ 	transfers for transit passengers	Provides a sense of safety from traffic by being in an enclosed space				
		·	away from the streets				
	Improve energy efficiency and minimal	Size of the Transit Hub					
		impacts to natural and cultural	Impacts to the natural environment Impacts to noise and air quality				
		environment	Impacts to noise and air quality Impacts to cultural heritage and archaeology				
		Supports transition to more sustainable	Enroute charging opportunities				
		transit technologies	Lindate charging opportantios				
		Improve quality of life and public health	Retail opportunities				
			Public space opportunities Integrate feedback from public consultation				
		Integrate transit and land-use to form	Integrate feedback from public consultation Size of developable area				
		sustainable, transit-oriented communities					
2			Bus to Bus Pedestrian transfer times				
	SE		Bus to Light Rail Transit Pedestrian transfer times				
Ž	Ä	User Benefits	Bus to GO Train Pedestrian transfer times				
ECONOMIC			Additional bus travel time				
Ш			Impacts to auto traffic				
AL			Approximation of capital costs				
FINANCIAL	SASE	High Level Cost	Approximation of operating and maintenance costs				
	O		Approximation of opportunity cost of land				
∞	SE	Design/ Operational Trade-offs	Property impacts				
	CA		Ability for future expansions				
NERABILITY RATIONS CA		Operation	Staff facilities				
AE	<u> </u>		Functional requirements				
ËR	ATIC		Constructability				
		Construction and Mitigation	Construction traffic management				
DE)PE	o o i i di	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	2 c	2 d
	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		
ш	Number of buses per hour		
CAS	Platform to platform distance		
	Provides shelter from poor weather conditions		
310	Space available for seating		nmodated in
) H	Space available for washrooms	prelimina	ry design
STRATEGIC	The need to cross the street and/or railroad tracks to access platforms		
ST	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 the hatarat sirving in the land air quality		
	Impacts to noise and archaeology	No impacts	anticipated.
	Enroute charging opportunities	140 impaoto	arreiorpacoa.
	Retail opportunities		
	Public space opportunities		
	Integrate feedback from public consultation		
	Size of developable area		
S	Bus to Bus Pedestrian transfer times		
XX	Bus to LRT Pedestrian transfer times	Minima	ohongo
<u>0</u>			change
Σ	Bus to GO Train Pedestrian transfer times	Minima	change
ECONOM	Additional bus travel time		Minimal change
EC	Impacts to auto traffic		
AL	Approximation of capital costs		
JCI,	Approximation of operating and maintenance costs		
FINANCIAL	Approximation of opportunity cost of land		
	Property impacts		
Y & ASE	Ability for future expansions	To be accord	nmodated in
	Staff facilities		ry design
RABIL IONS	Functional requirements		
DELIVEF OPERATI	Constructability		
ELI'	Construction traffic management		
DE	Construction impacts to nearby businesses		
	Construction impacts to transit operations		
			CARRIED
	Summary		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



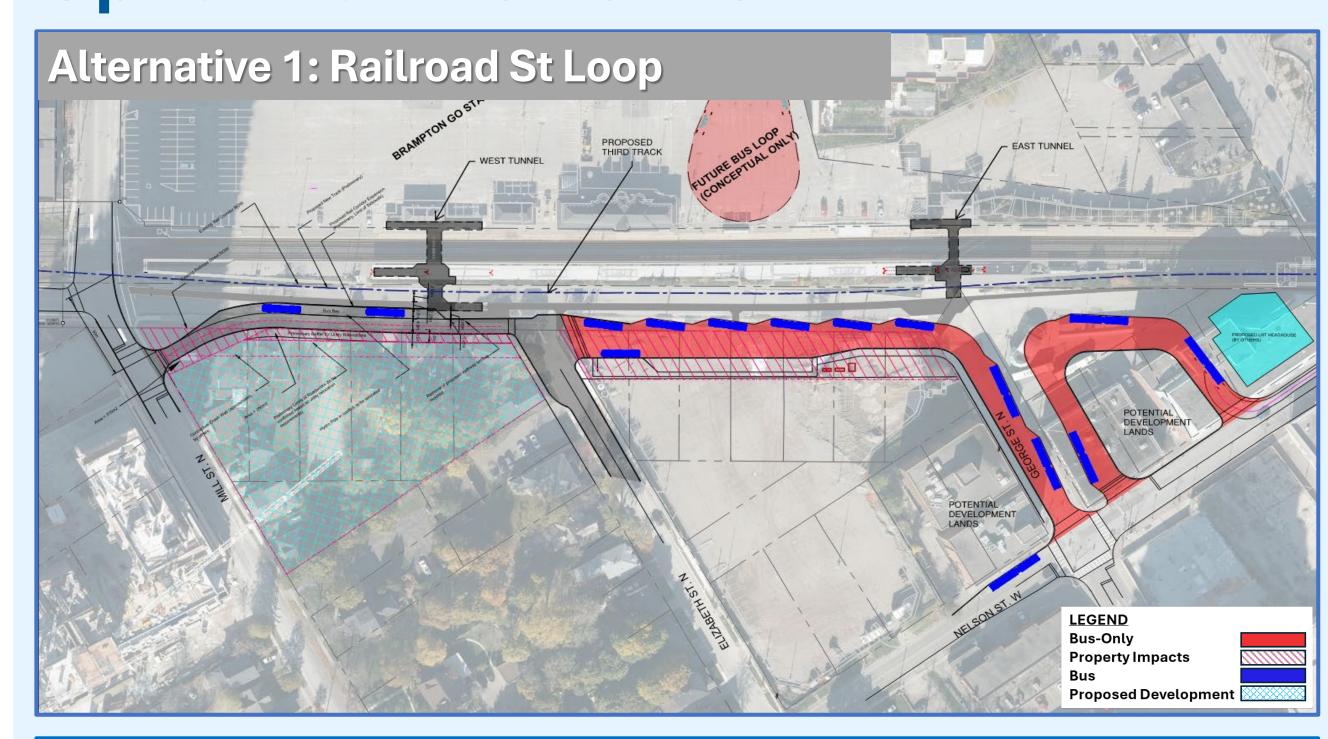
Improve User Experience



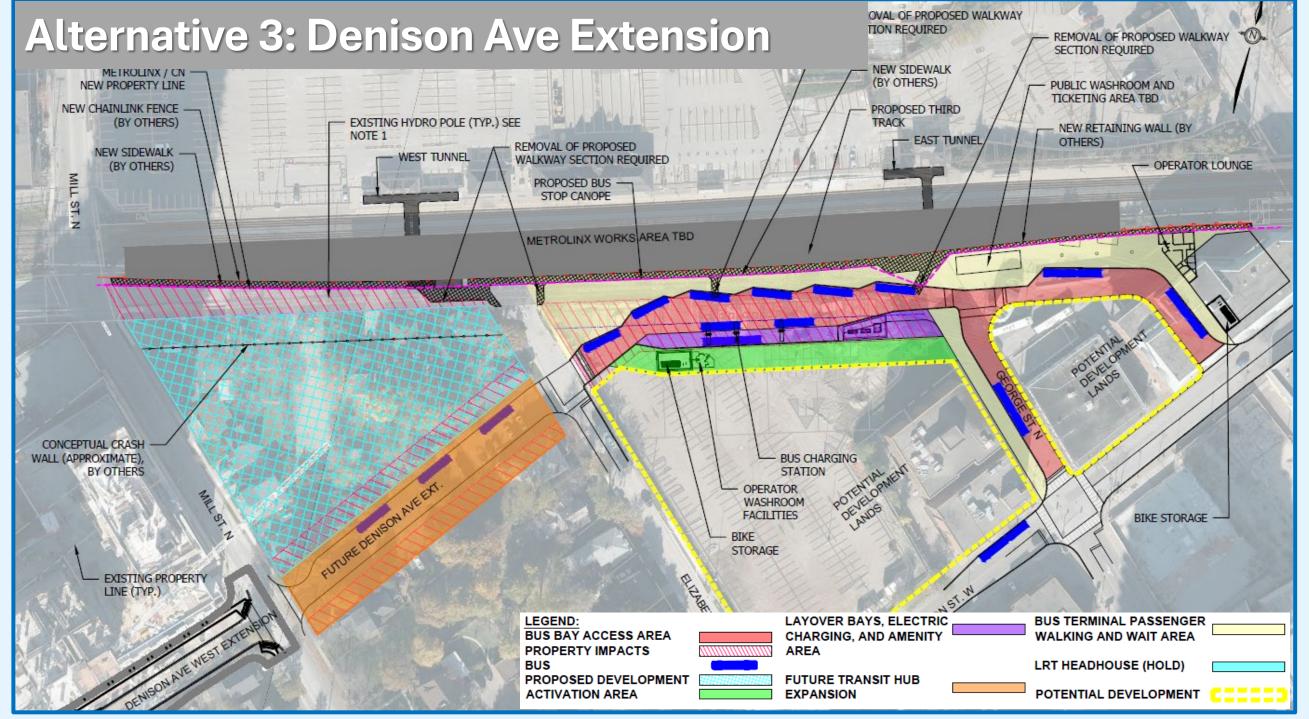
Improve Urban • Design •

- Increase hub capacity to support service growth
- Enable efficient transit bus routing
- Minimize conflicts with general traffic
- Provide staff and public amenity space
- Improve comfort and quality of service
- Enable safe and efficient multi-modal access for transit passengers
- Minimize the footprint of the Transit Hub
- Minimize impacts on pedestrian movement
- Protect for redevelopment and animate Railroad Street

Option 2d Alternatives



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 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.

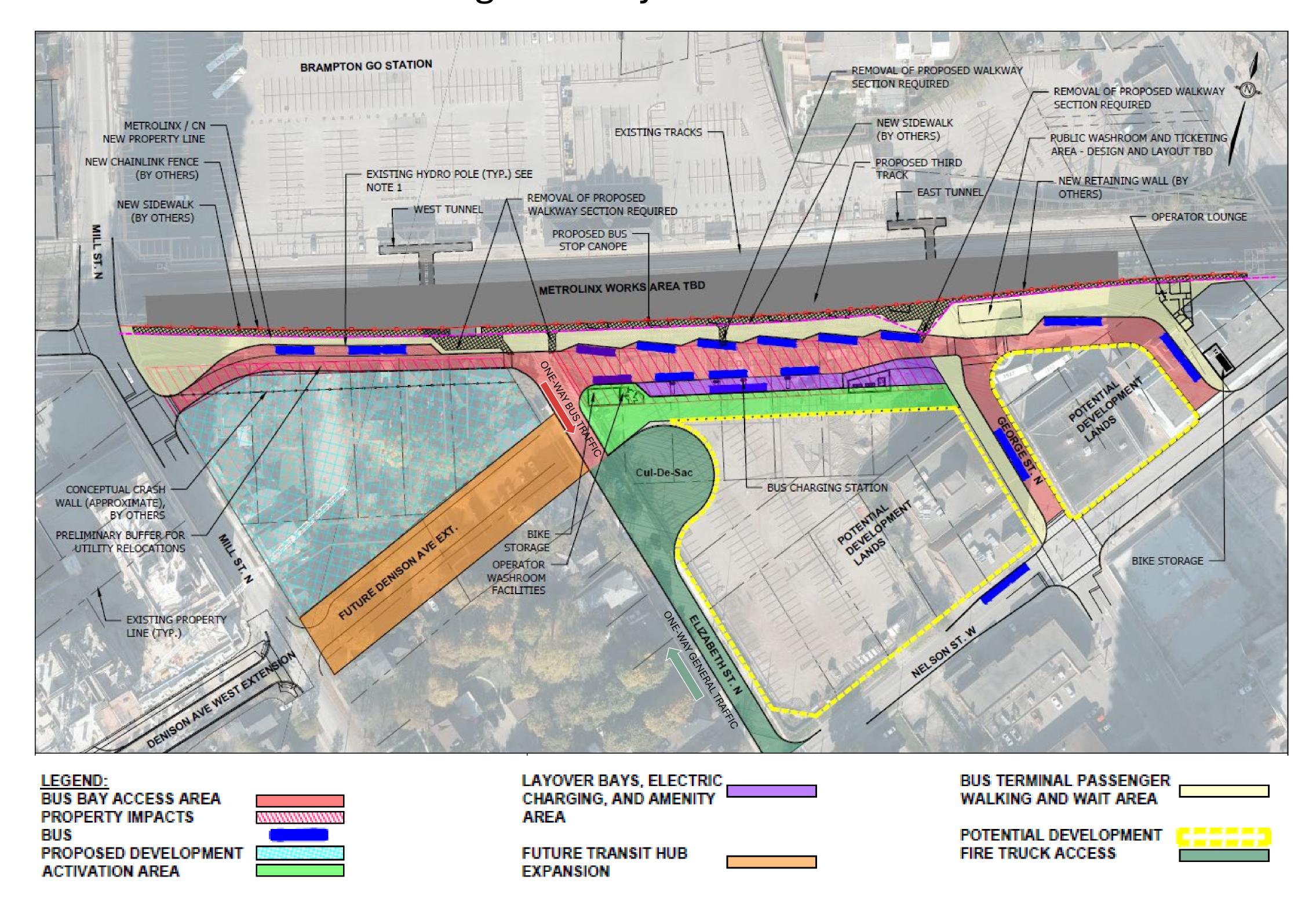
This option supports the Innovation Corridor, aligns with the City's vision for George Street, and includes extending Denison Avenue from Elizabeth to Mill Street to connect with the planned westward extension.

Both options were carried forward for further refinement.

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.



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.

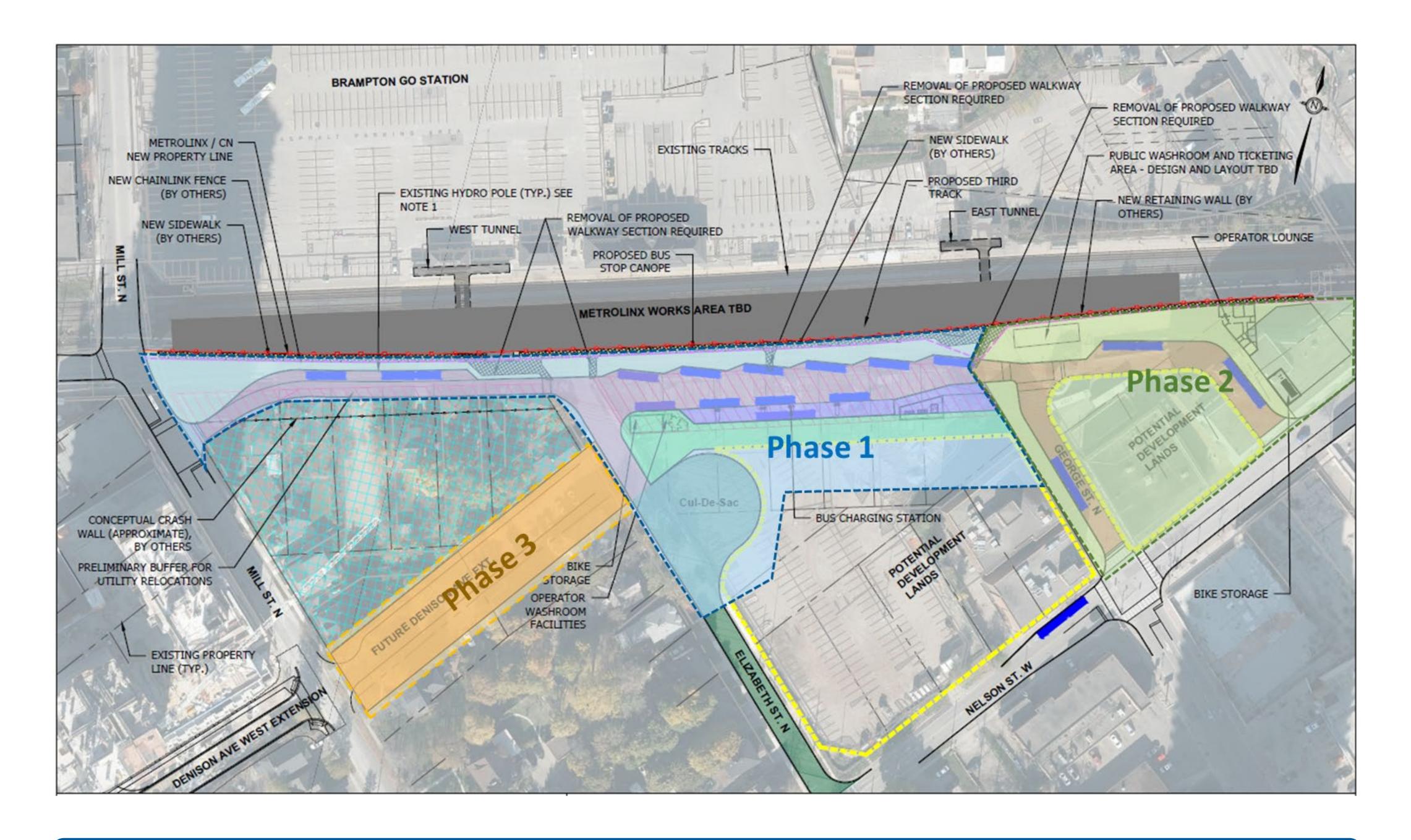
Phase 2 To be delivered in coordination with Metrolinx regarding the Light Rail Transit Extension Terminal, Queen St BRT, and GO Kitchener Line upgrades.

• Long-term and need based.

Phase 3

 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?



Next Steps

Initiate TRPAP



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.



Complete the Environmental Project

of EPR and Notice of Completion.

Notice of Commencement, Public review

Report (EPR).