Welcome to the
Downtown Brampton Transit Hub

TRPAP, Preliminary Design, and Business Case Study

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

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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.

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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

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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.

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Options Development

Long-list → **Short-list** → **Emerging Draft-Preferred** → **Draft-Preferred** → **Preferred**

9 Options

2 Options

Option 2D
(Alternatives and refinements)

★ **PIC 1**
(Fall 2023)

★ **PIC 2**
We are here

☆ **PIC 3**

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

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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.

2022 **Determine Goals and Objectives**

2023 **Long-List Evaluation**

- Identify Options
- Sketch Design
- Evaluate Options
- Public Information Centre 1 (November 2023)

2025 **Short-List Evaluation**

- Conceptual Design
- Public Information Centre 2

2026 **Preferred Option and EPR (TPAP)**

- Evaluate Options through Business Case
- Preliminary 30% Design
- Public Information Centre 3
- Submit Environmental Project Report (EPR)
- Notice of Completion Review Period
- Minister's Decision

Project Completion

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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

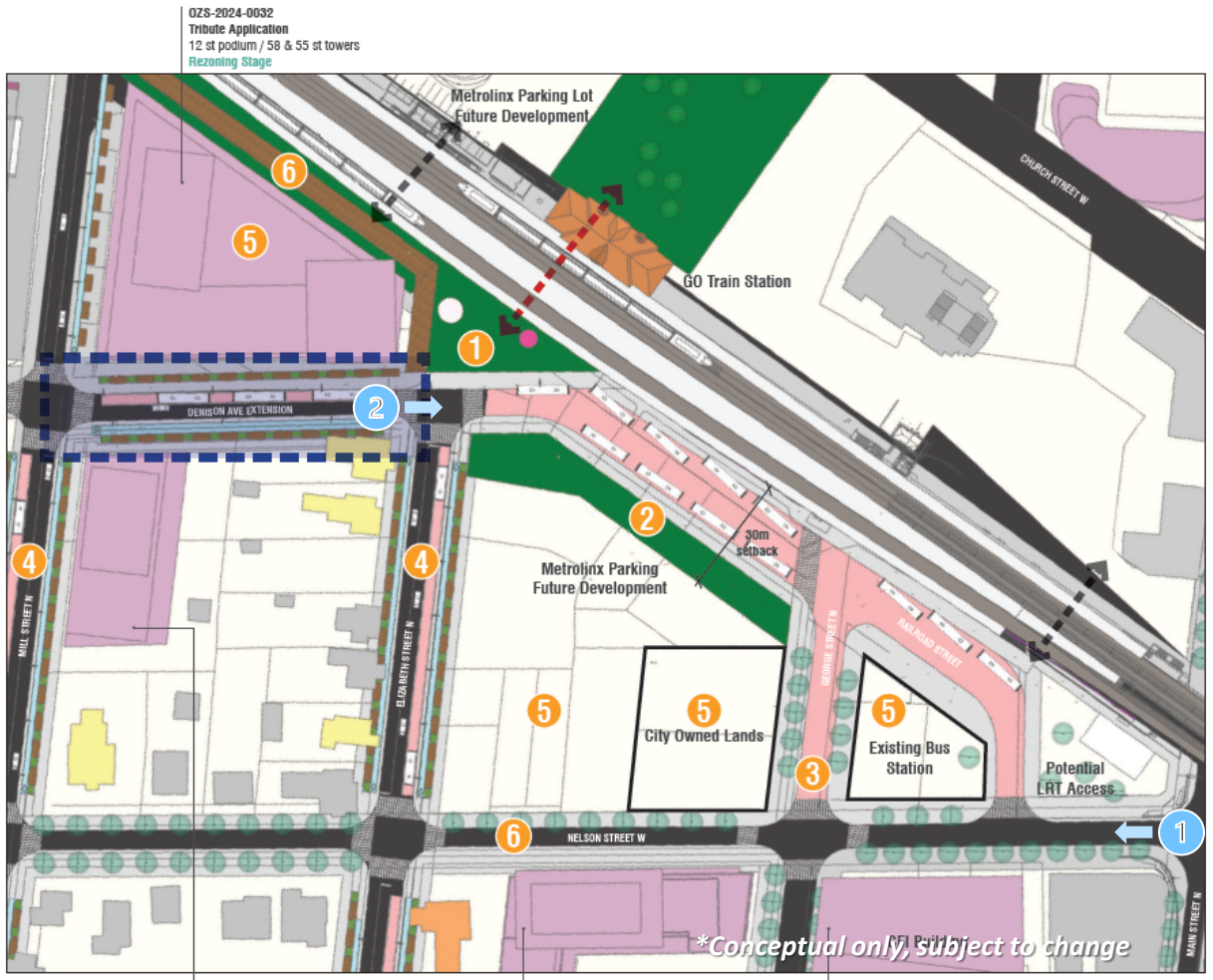
Noise & Vibration Technical Report

Cultural Heritage Report

Climate Change and Sustainability

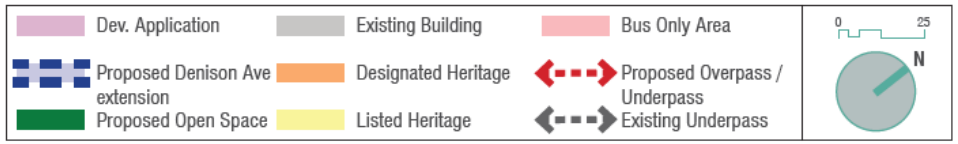
Phase 1 Environmental Site Assessment Report

Brampton Innovation District GO, Area Vision



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 inreased 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 Orangeville Line Linear Park through new MUP and AT facilities along Nelson Street.



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3D VIEWS PROPOSED STREET DESIGN

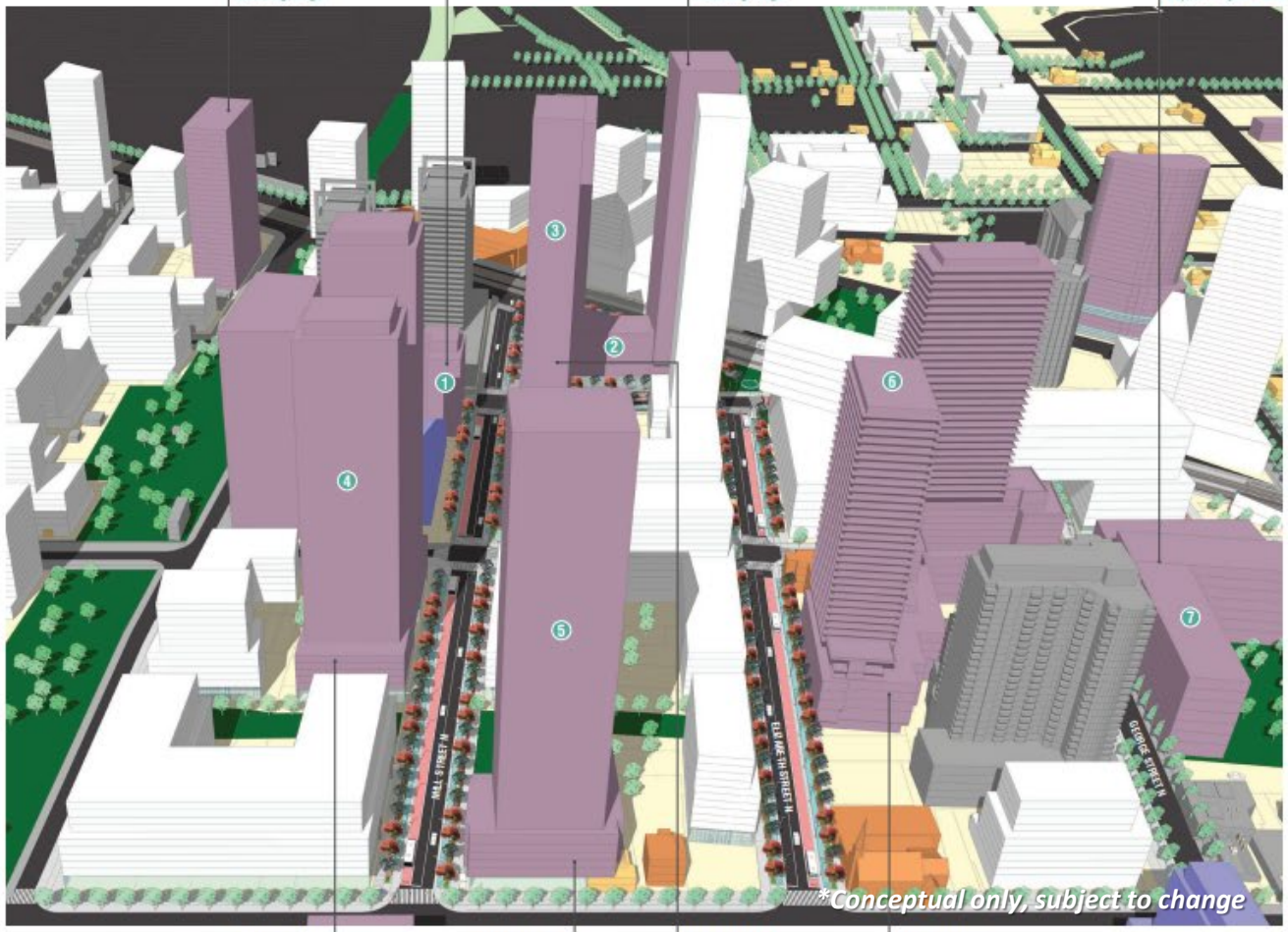
07-03-2025
Draft for Discussion

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



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


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

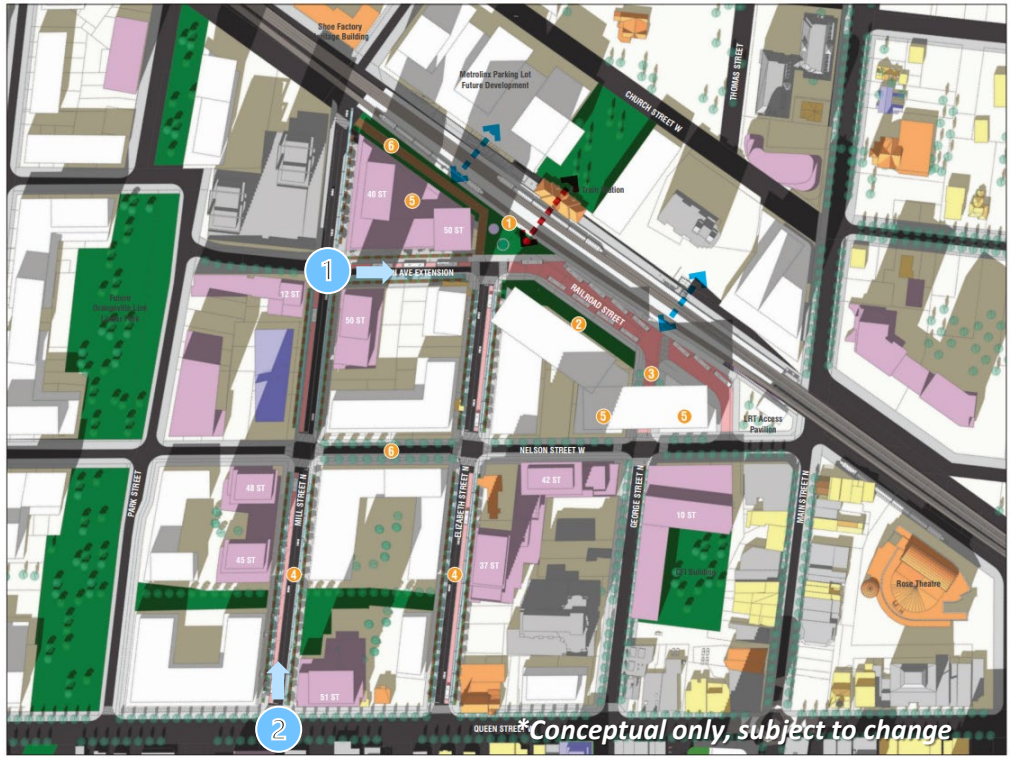

6 Sweeny & Co Application


7 CFI Building

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

1 Denison Ave Extension

2 Mill St at Queen St W

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.**

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Recap of PIC #1

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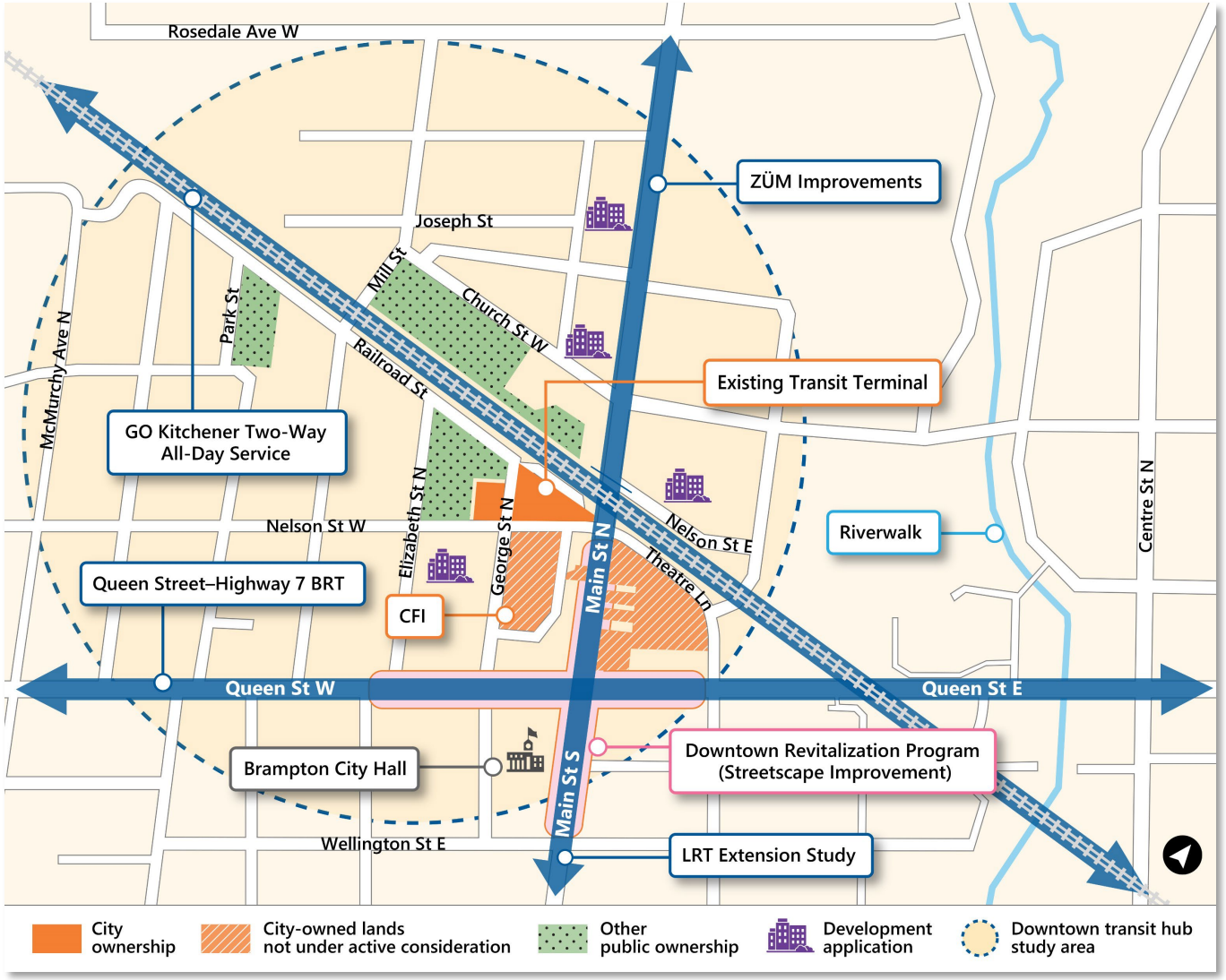
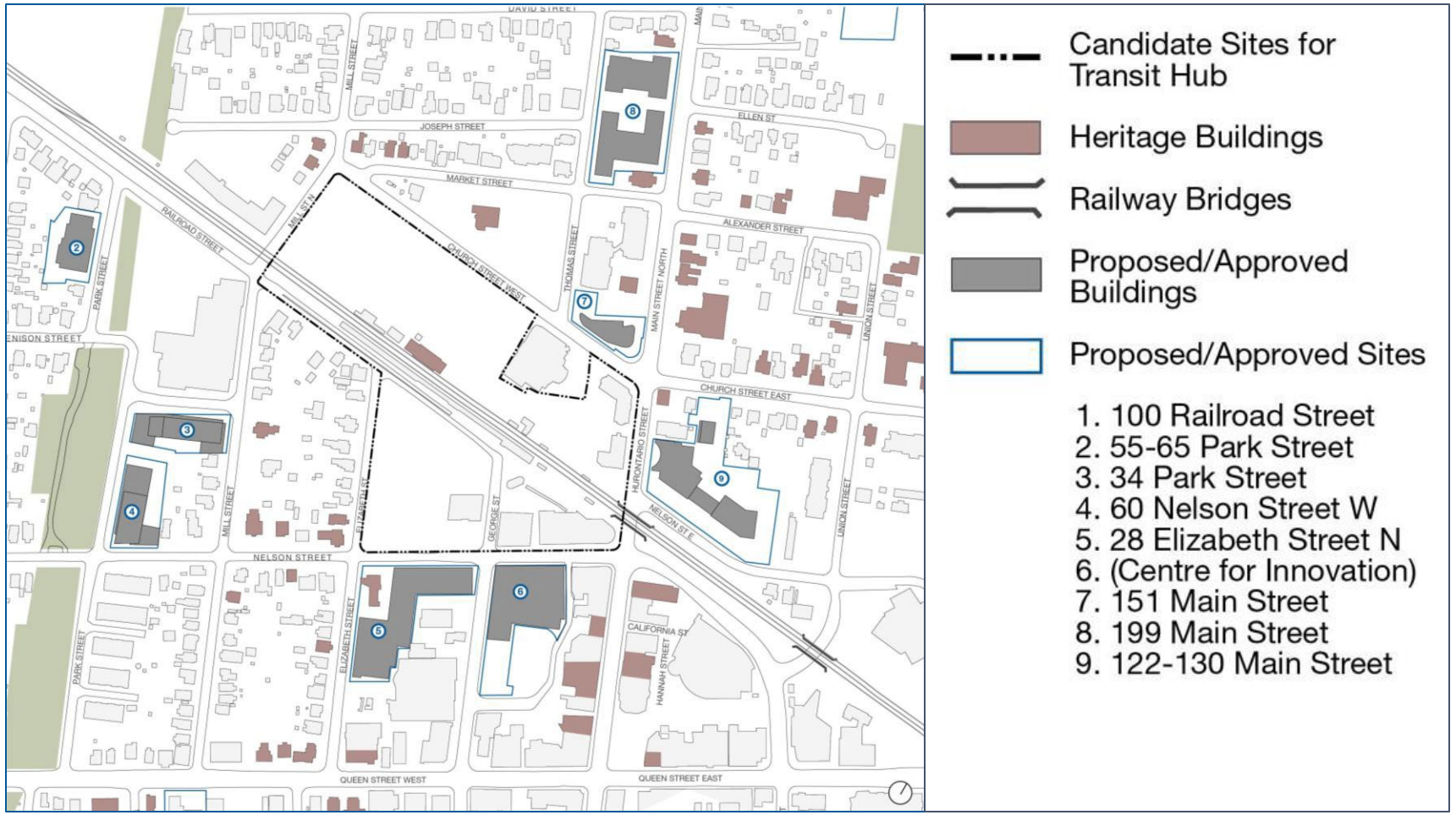
Study Area

- 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.

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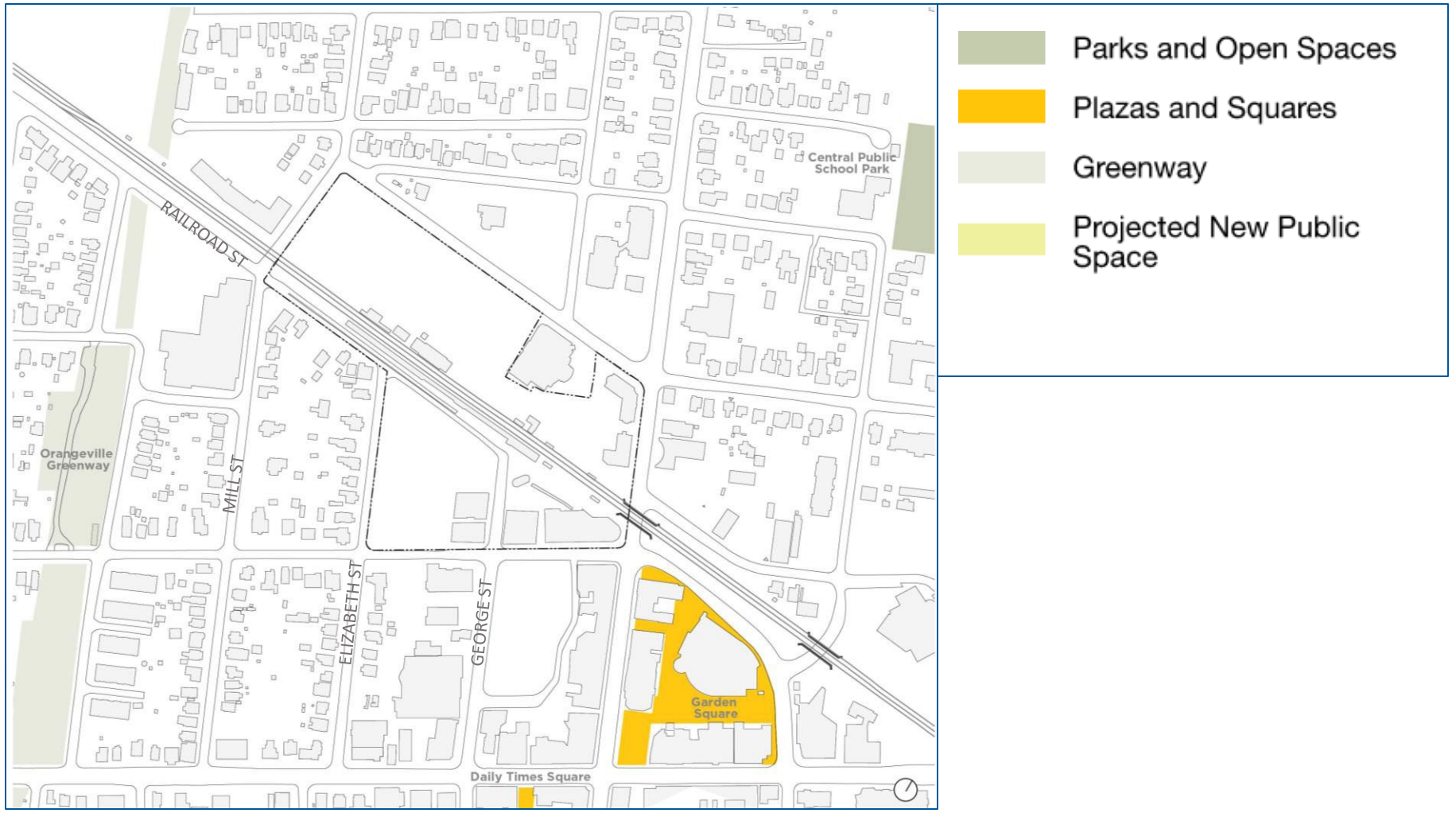
Study Area Context | Parks and Open Spaces



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.

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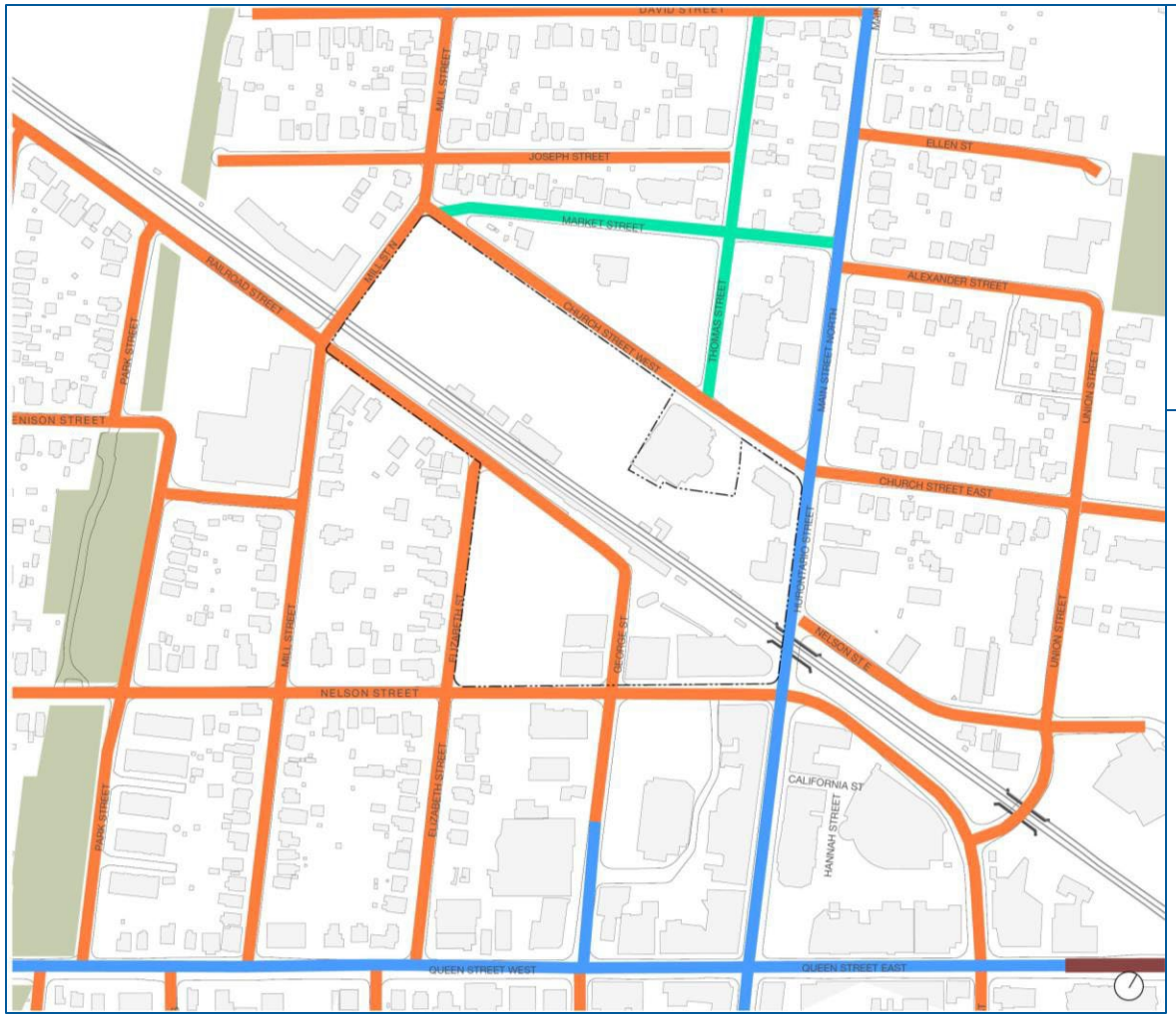
Study Area Context | Roads Rights-of-Way



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.

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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**

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Long List Evaluation Summary

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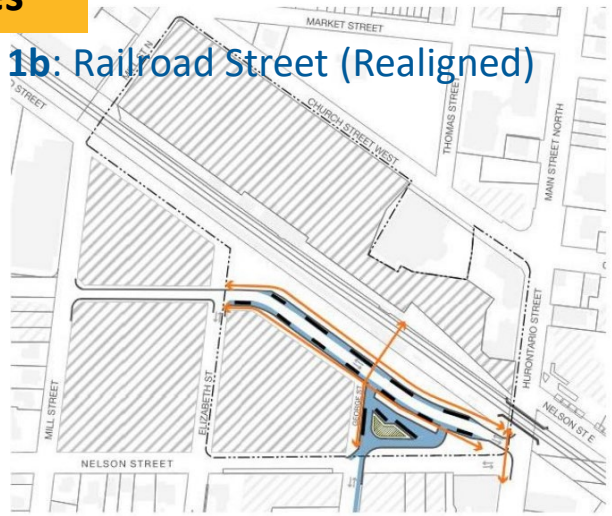
Long List Options

OPTION 1: On-Street Exchanges

1a: Nelson Street

1b: Railroad Street (Realigned)



OPTION 3: Split Exchanges

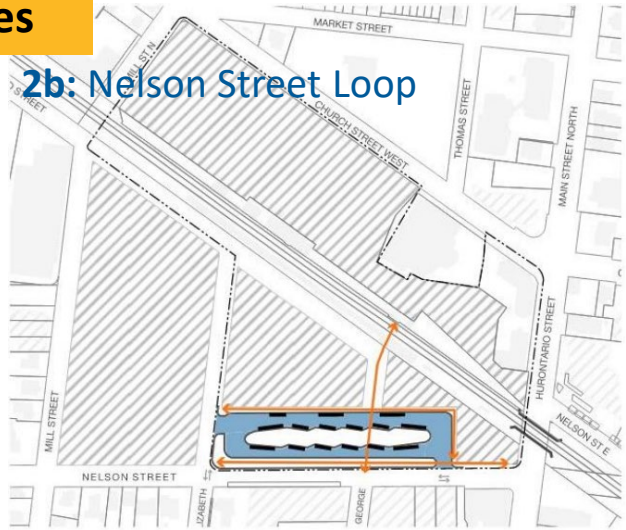
3a: Brampton GO Lot / Nelson Street

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

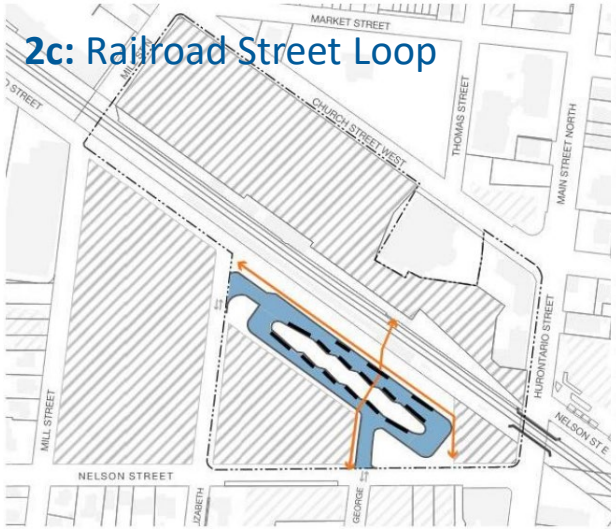
OPTION 2: Off-Street Exchanges

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

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Long List Evaluation Summary

Worst Performing → Best Performing

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**

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 <u>Options 2C and 2D</u> 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

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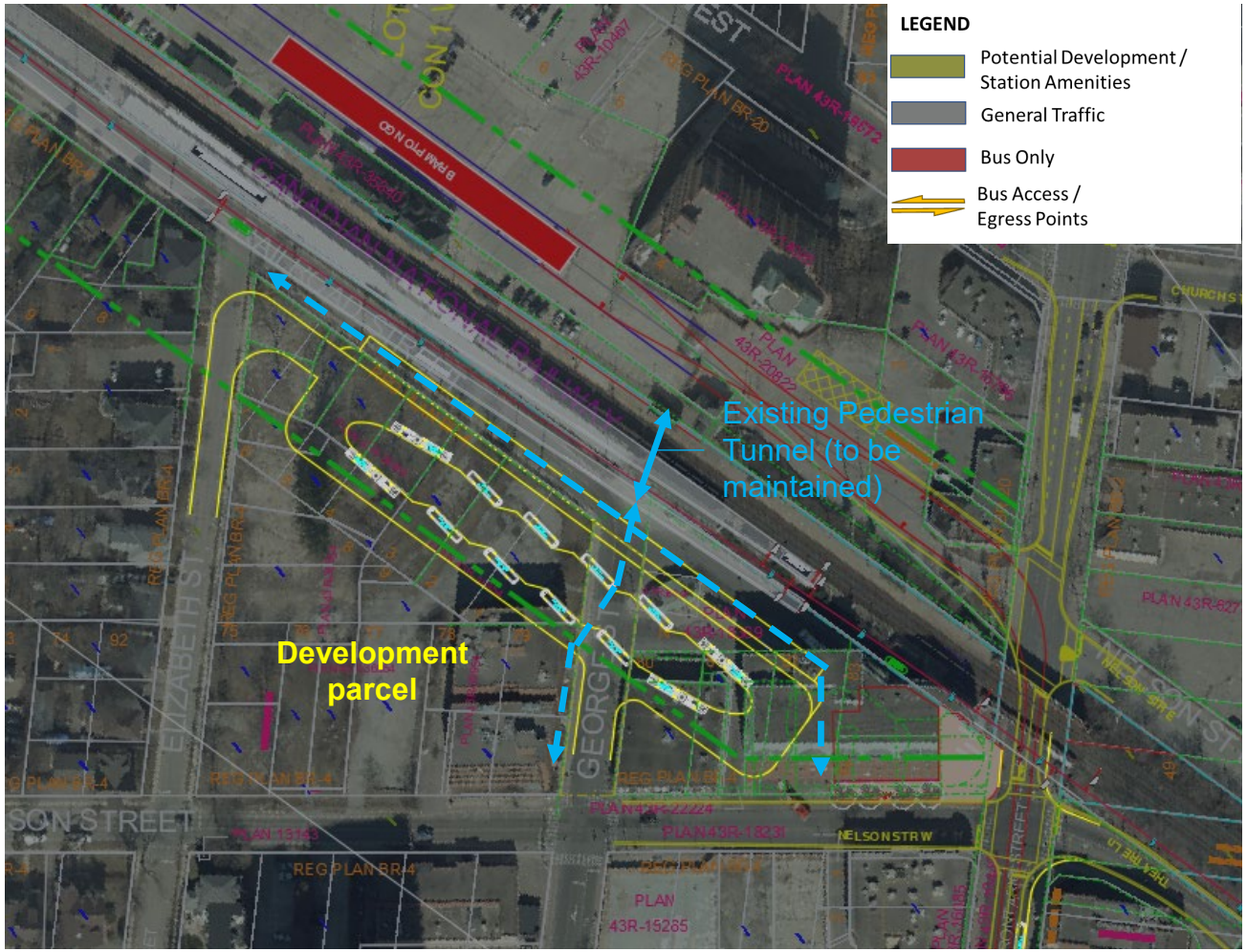
Option 2c

Railroad Street Loop

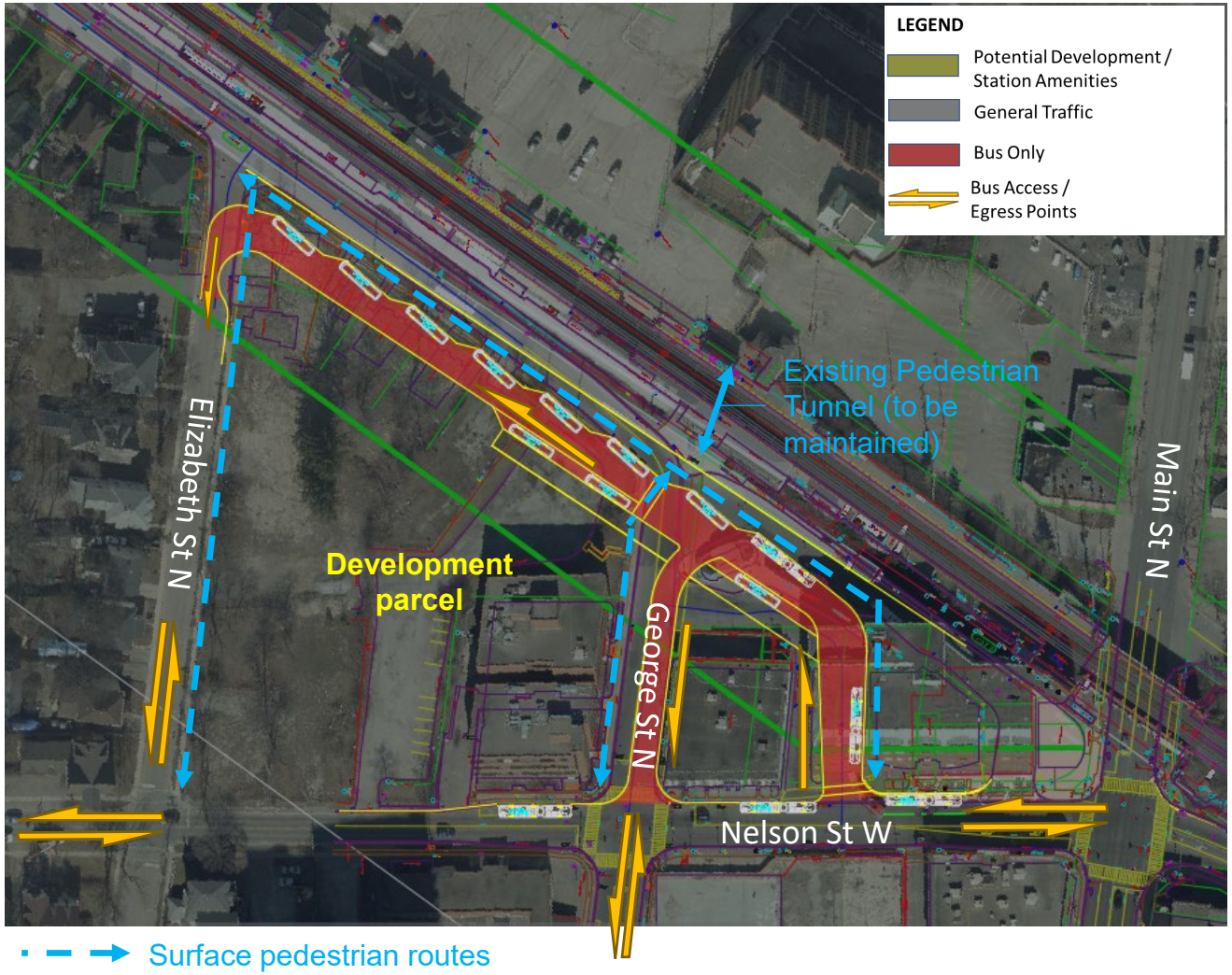


Key Considerations

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
Impacts to Traffic / Road Network	• Requires closure of George Street and Railroad Street east of Elizabeth Street.
Compatibility with Proposed LRT	• Compatible with both surface and below-grade LRT alignments
Connectivity	• 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	• 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	• Impacts 40% of GO Park and Ride Lot (south) site
Impacts to Transit Operations	• 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 LRT	• Compatible with both surface and below-grade LRT alignments
Connectivity	• 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	• Retains 60% of GO Park and Ride Lot (south) Site • Maintains desirable Nelson Street frontage for development • Potential to integrate with overhead development (partial)

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Evaluation of Short List Options

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Short List Evaluation Summary

Worst Performing → Best Performing

	Objectives	Criteria	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through
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	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

Worst Performing → Best Performing

	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		
FINANICAL 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

Carry Forward

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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

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Refinement of Emerging Preferred Option

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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

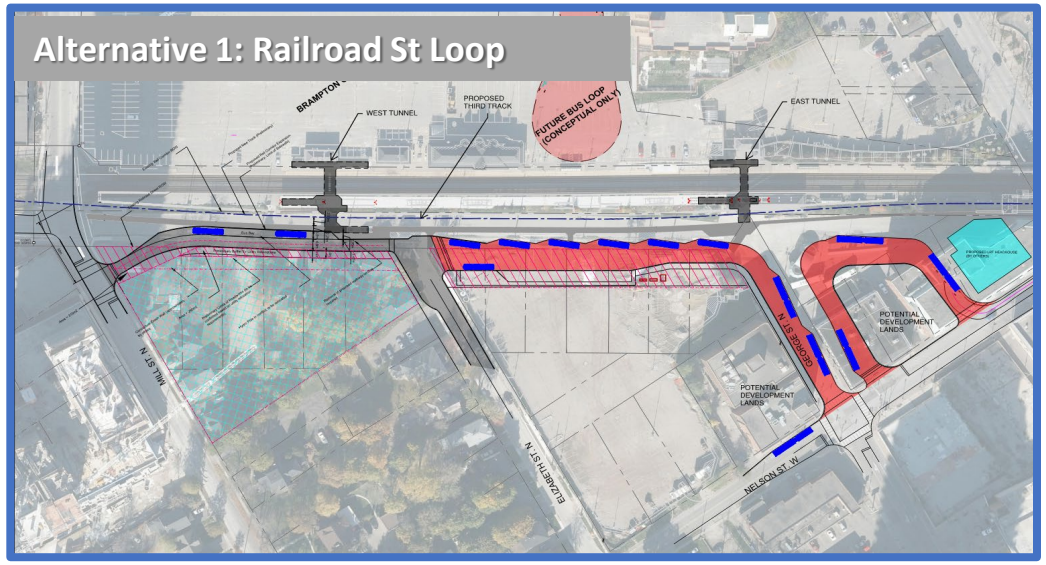
Option 2d Alternatives

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

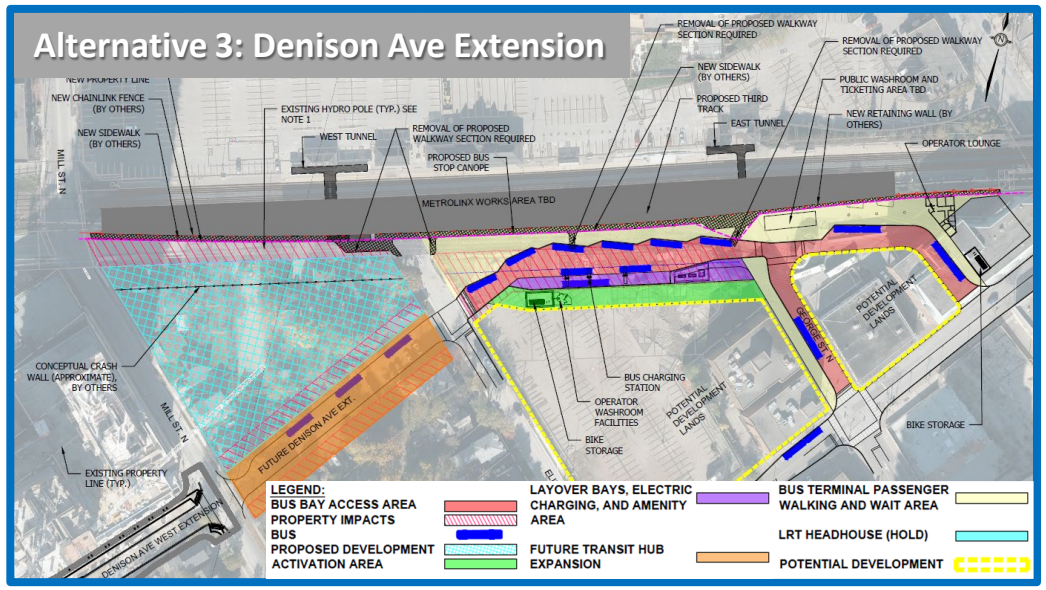
Three 2d alternatives were developed for additional evaluation.



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.

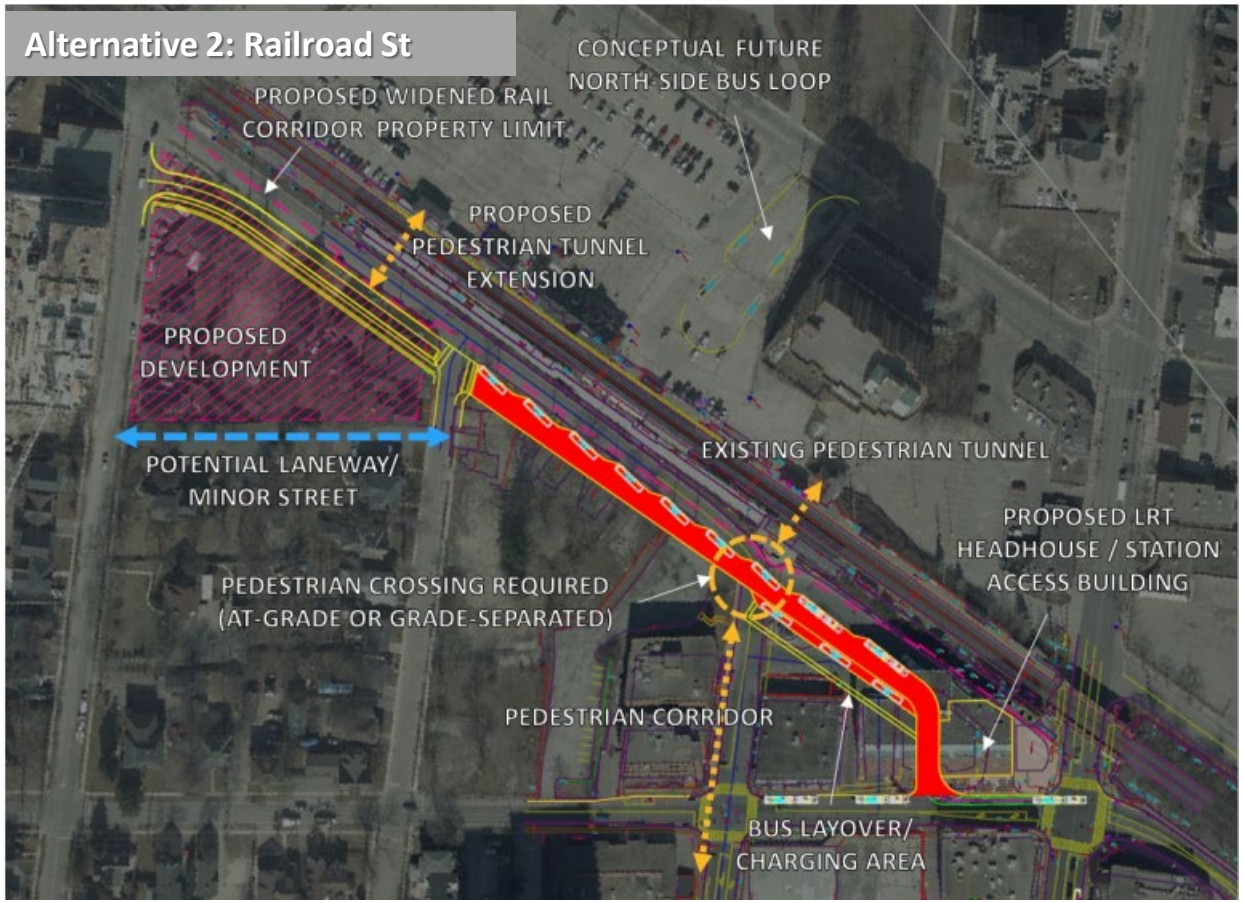


This alternative accommodates the Innovation Corridor and fulfills the City's Vision for George Street.

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.

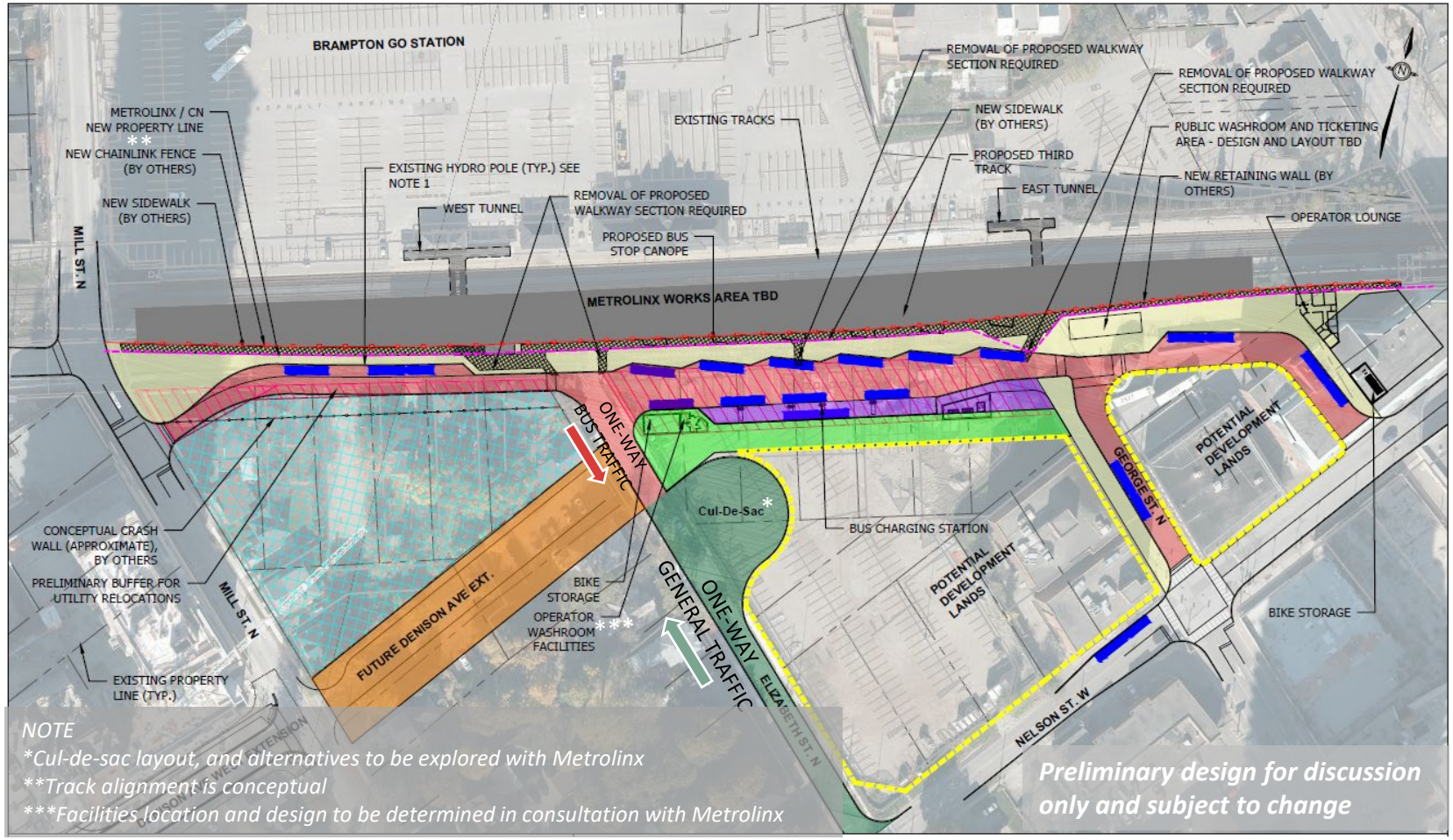
Screened Out Variations of Option 2d

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



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

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.

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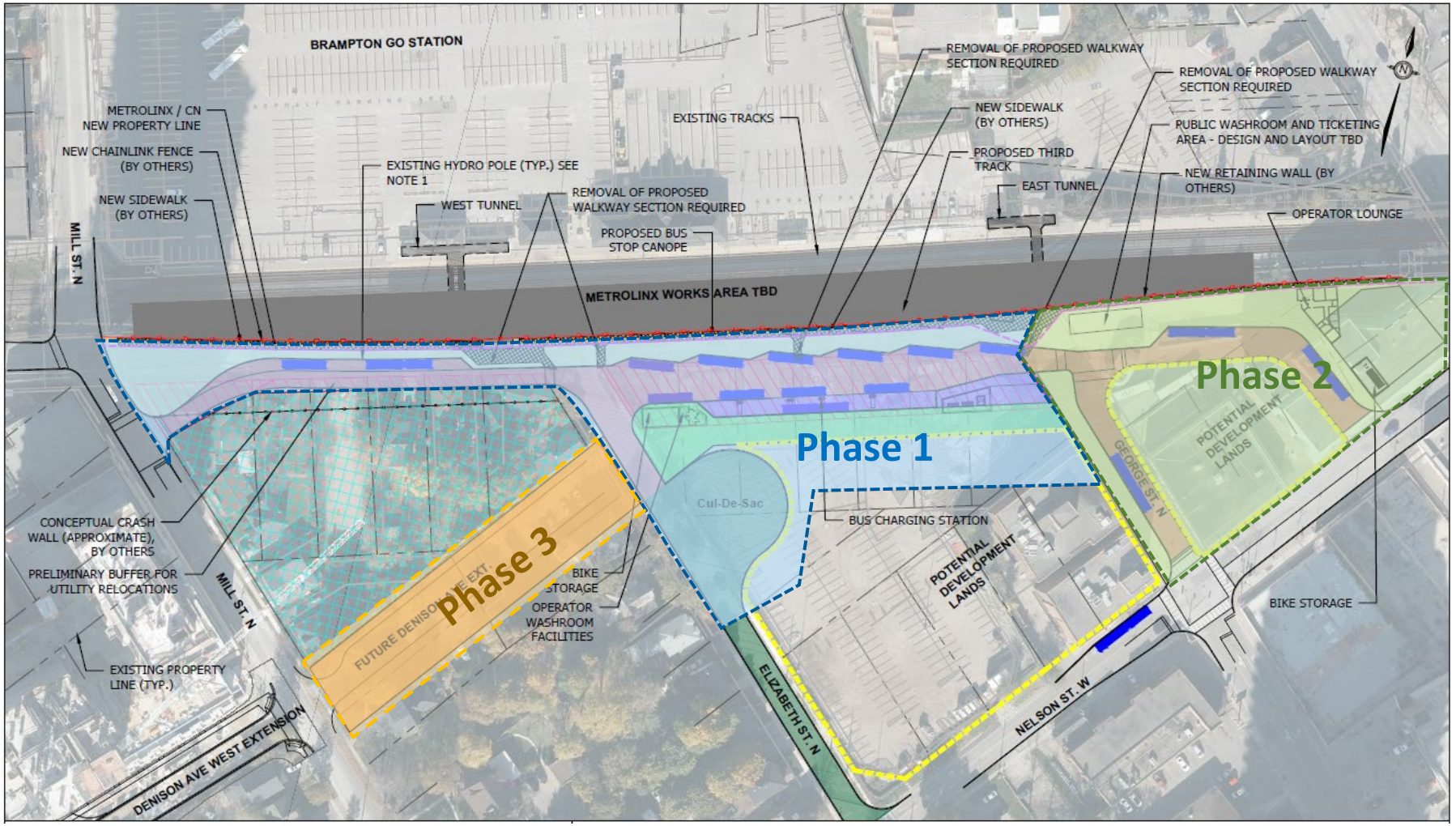
Infrastructure Delivery Potential Phasing



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

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Questions and Answers

Downtown Brampton Transit Hub

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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**

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Thank You

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