



Report
Staff Report
 The Corporation of the City of Brampton
 11/26/2025

Date: 2025-11-12

Subject: **Downtown Transit Hub Project - Update**

Contact: Kumar Ranjan, Manager Higher Order Transit EA

Report number: Brampton Transit-2025-888

RECOMMENDATIONS:

1. That the report from Kumar Ranjan, Manager Higher Order Transit EA to the Committee of Council Meeting of November 26, 2025, re: **Downtown Transit Hub Project - Update**, be received.

OVERVIEW:

- The project team continues to advance the Downtown Transit Hub Study from the last update to Council provided in October of 2024.
- The Downtown Transit Hub (Bus Terminal) has progressed from identification of the long-list options, screened to a short-list of options that were analyzed to identify an emerging preferred option. The emerging option was further refined by developing alternatives and evaluated to identify a draft preferred-alternative.
- Staff will present the alternatives, along with the draft preferred-alternative, at the second Public Information Centre (PIC) in early December for public review and feedback. The draft preferred alternative outlines the Downtown Transit Hub concept, and key terminal features.
- City Planning (Urban Design) staff have developed the Brampton Innovation District GO Station Development Vision that outlines key principles to ensure that transit hub design achieves the objectives of a technically and operationally feasible layout and design, informed by City's plans and policies and is flexible for integration with transit-oriented communities (TOC) development.
- The downtown transit hub design has been developed in consultation with Metrolinx staff to help coordinate the planning and design of other major higher order transit infrastructure in Downtown Brampton. There has also been significant input from various stakeholders, helping to narrow down

the long list of options towards a single preferred design. Consultation has also occurred with the proponent of major development application to the south of Railroad Street.

- **Further updates to Council will be provided as the project advances. Following the second PIC, staff will identify a preferred delivery model for Council endorsement. This will be followed by the regulatory Transit & Rail Project Assessment Process (TRPAP) later in 2026.**

BACKGROUND:

The project team continues to advance the Downtown Transit Hub Study from the last update to Council provided in October of 2024

The long-list of transit hub options was presented at the first PIC in November 2023, and following the screening that identified the short-list options, the project team has been carrying out analysis to identify emerging draft-preferred options.

In October 2024, staff provided a status update on the Downtown Transit Hub project to the Committee of Council. The staff report outlined the transit hub infrastructure delivery stages, the TRPAP process, key principles guiding the design, and stakeholder engagement. It also highlighted the coordination of ongoing City and Metrolinx higher order transit projects in downtown Brampton, as well as nearby redevelopment.

In this same update to Council, staff had indicated that a future update to Council would be provided in advance of the second PIC, where the draft-preferred option(s) would be presented for review and feedback.

The Downtown Transit Hub study continues to be advanced with significant input from the public and various stakeholders, helping to assess and narrow down the long list of options towards a single preferred design, and preferred infrastructure delivery model.

CURRENT SITUATION:

This report provides an update following the analysis of the short-list options and further refinements through alternatives development and evaluation leading to the identification of a draft preferred-alternative, which is planned to be presented at a second PIC for public review and feedback.

Brampton Innovation District GO Station, Area Vision

Staff have developed a vision for Brampton Innovation District GO Station area along with key principles to ensure that the transit hub design achieves the objectives of technically and operationally feasible layout and design, informed by City's plans and

policies, and adaptable and flexible for integration with transit-oriented-communities (TOC) development. Figure 1 below outlines the vision and the guiding principles.

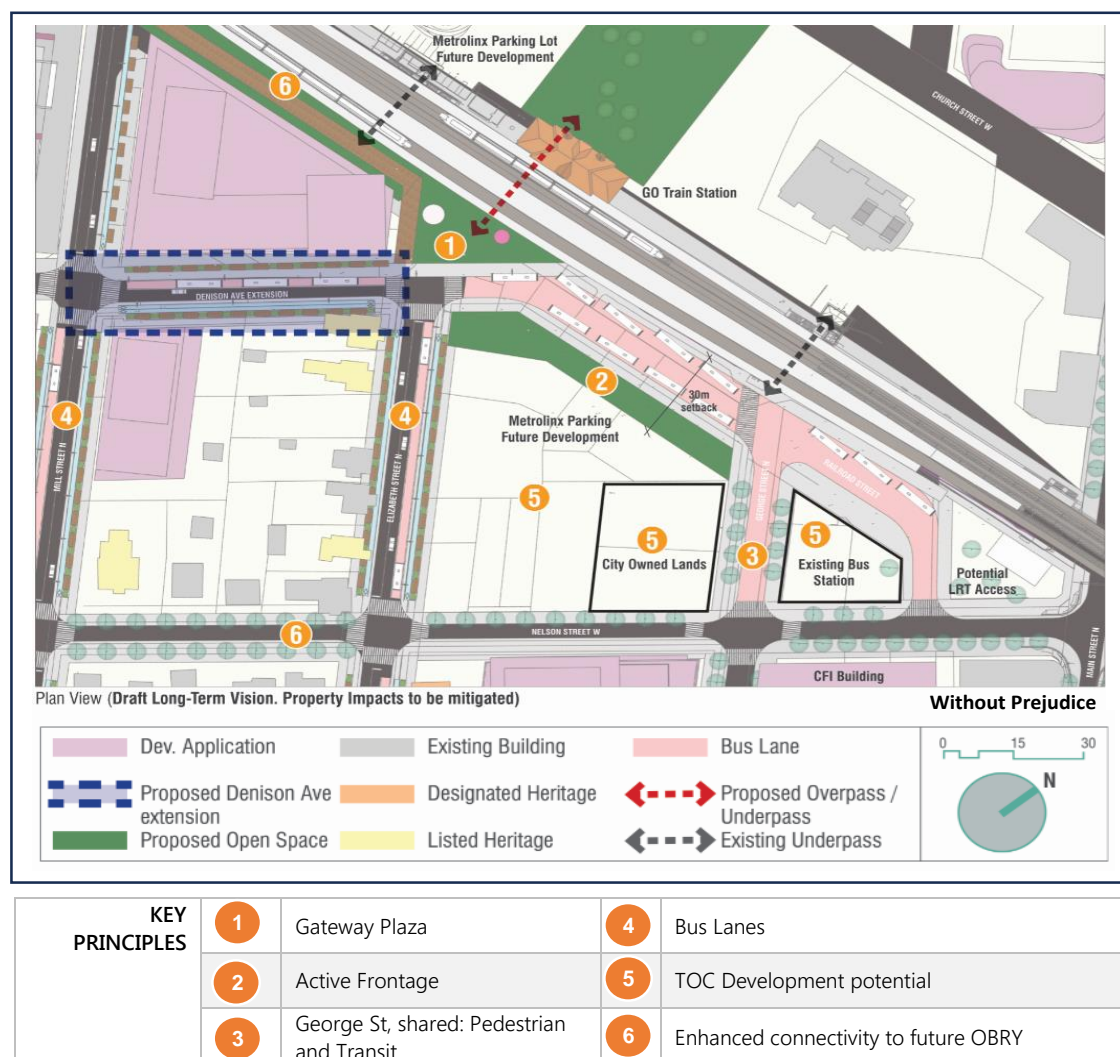


Figure1: Brampton Innovation District GO station area – Development Vision

Guiding Principles

1. Inclusion of a Gateway Plaza at the terminus of Elizabeth Street to enhance travel experience while providing for a resting area and AT facilities.
2. Active frontage along Railroad Street featuring retail uses at grade and an enhanced public realm that provides for seamless integration with the bus station.
3. Convert George Street to the north of Nelson Street as a shared street for pedestrians and transit users, facilitating buses short-turn for an increased service efficiency and customer experience.

4. Provide for dedicated bus lanes along Mill Street and Elizabeth Street for efficient access and egress to and from the Downtown Transit Hub.
5. Maximize development potential both for public and private lands.
6. Enhance connectivity from transit hub to future Orangeville Line Linear Park through new multi-use-path and active transportation facilities along Nelson Street.

Major Influencing Factors

There are several factors that have a significant influence on the design of the future transit hub, including:

- Metrolinx GO Kitchener Line improvements – which includes the provision of an additional track along the south side of the rail corridor
- Potential terminus of the Hazel McCallion LRT Extension at Main and George Streets
- Queen Street – Highway 7 BRT connection
- Major development applications to the south of the existing Railroad Street

Draft-Preferred Alternative

Following the presentation of the nine long-list¹ options, a short-list of two options was screened and subsequently analyzed to select the option that aligned with the transit hub objectives, and the Brampton GO development vision. Attachment 1 shows the two short-listed options – Option 2C, and Option 2D. The short-listed options were further evaluated to move forward with one option as the emerging preferred - Option 2D.

Option 2D was further refined by developing alternatives that best addresses the transit hub objectives and vision. The three alternatives developed and evaluated are attached as Appendices, namely:

- Attachment 2: Option 2D, Alternative 1 Railroad Street,
- Attachment 3: Option 2D, Alternative 3 Denison Avenue Extension, and
- Attachment 4: Option 2D, Alternative 4 Hybrid

Alternative 4 (Hybrid) has been identified as draft-preferred alternative to be carried into the second PIC for review and feedback. Figure 2 below shows the transit hub draft preferred-alternative concept.

¹ The detailed Long-list options can be seen on the project website: [PIC 1 Presentation Deck](#)

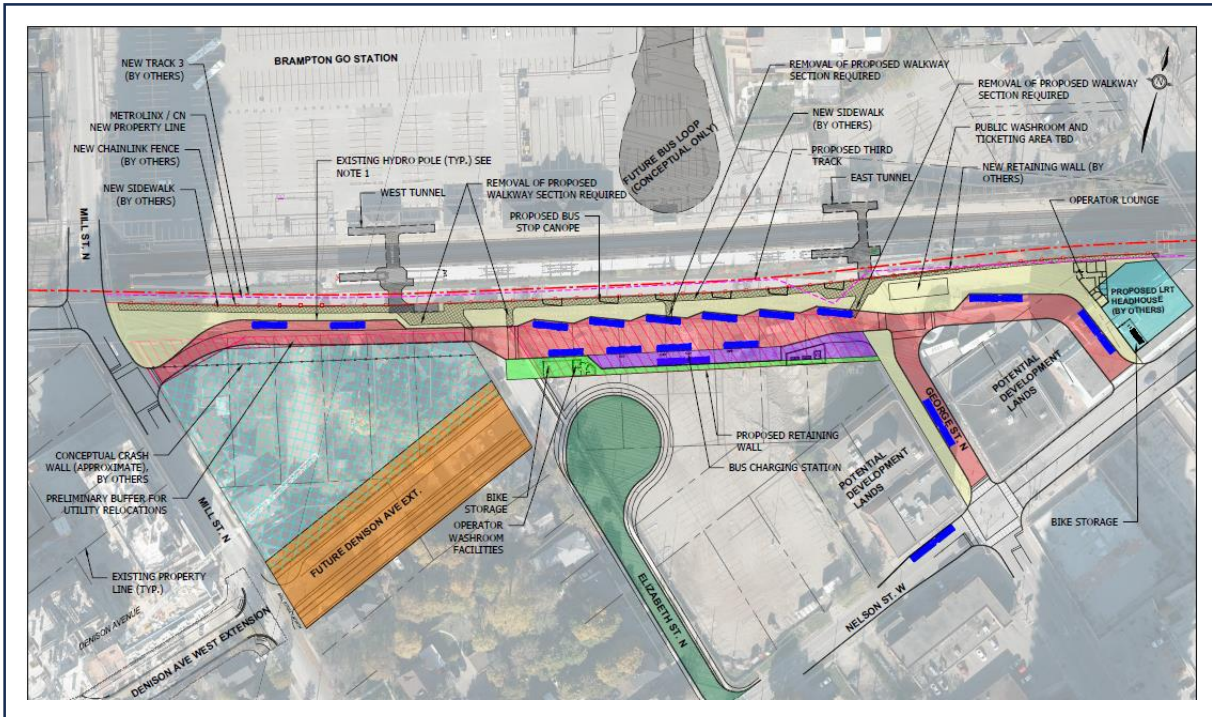


Figure 2: Downtown Transit Hub - Alternative 4 HYBRID (draft preferred-alternative)

Transit Hub Bus Terminal - Key features of the Draft Preferred Alternative

- Bus Bays:**
 The proposed new bus terminal will feature 16 bus-bays, with a mix of 12M, and 18M articulated bays. The bays are planned to primarily serve Brampton Transit and GO Bus Service. The bus terminal is also planned to accommodate other carriers subject to available capacity. The terminal will be compliant with all accessibility design standards.
- Facility Space programming**
 The bus terminal needs programming identified the space requirements 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 as the design develops further.
- Common Concourse**
 The transit hub is designed so that the bus terminal can be integrated as part of transit-oriented communities (TOC) programming, leveraging available publicly held lands. A common concourse to provide a seamless customer journey experience along with common waiting areas for GO/ LRT/ and Bus passengers that is envisioned to be integrated with the building development. Potential locations are shown as for placeholder purposes only. Staff anticipate further

discussion with Metrolinx as the LRT terminus and the GO Rail Kitchener improvements designs advance.

- **Railroad Street Reconfiguration**
Metrolinx proposed design option to implement a new track to the south of existing tracks significantly impacts the Railroad Street existing right-of-way between Main Street and Mill Street. The Transit Hub design developed is being informed by these property impacts along Railroad Street. As such, Railroad Street is being reconfigured by shifting the alignment south, and for transit vehicle use only.
- **Elizabeth Street Reconfiguration**
Elizabeth Street will be closed to traffic at the intersection of Railroad Street. A cul-de-sac has been incorporated into the design to facilitate traffic that would serve the residences along Elizabeth Street.
- **Future Proofing**
The Transit Hub project scope considers the needs and capacity based on the 2041 horizon year. As this study progressed, the 2051 Brampton Mobility Plan was under development in parallel and now endorsed by Council. Additionally, there is the need to protect lands for delivering the Brampton GO station area vision outlined above. There is also the need to protect for future transit connections from the north of the CNR Tracks.

To protect for the future needs, a potential extension of Denison Avenue extending from Mill Street to Elizabeth Street has been identified along with the future bus loop shown on Metrolinx lands to the north the tracks. The Denison Avenue Extension will be evaluated through a future class environmental assessment or any applicable legislation at the time.

Infrastructure Coordination

The future Transit Hub will see the convergence of three major transit spines (GO Rail, Hazel McCallion LRT Extension and the Queen St - Highway 7 BRT) and provides a unique opportunity to ensure seamless multi-modal connections through the development of an interchange transit station. Staff have been coordinating with Metrolinx staff through design development. The transit hub bus terminal design has been developed as a component that can be integrated with future *Brampton Innovation District GO Station* as interchange encompassing the GO Rail, LRT, and BRT services. Key points of each of these elements are as follows

Queen Street - Highway 7 BRT: The proposed Transit Hub is planned to functionally and operationally support high frequency BRT buses with a quick in and out of the terminal using a shorter loop via George Street. Additionally, bus lanes are envisioned on Elizabeth Street and Mill Street for improved operational efficiency.

GO Kitchener Line: Brampton Innovation District GO Station Upgrades

As noted above, the proposed Transit Hub design is informed by property impacts arising out of potential new track to the south of the existing CNR tracks and the resulting extension of the existing underground pedestrian tunnels. The tunnels are an integral part of pedestrian crossings of the rail tracks.

Hazel McCallion LRT Extension: In 2023 City staff had developed LRT extension preliminary designs including a tunnel alignment that identified the LRT head-house on the 8 Nelson property. In early 2025, the Province and Federal government announced funding commitment for a tunneled LRT to downtown Brampton. Subsequently, Metrolinx is in the process of initiating planning studies for the Hazel McCallion LRT extension to Brampton GO utilizing a tunnel alignment. The proposed Transit Hub design shows a hold for future LRT head house at the location identified through the City's EA.

Transit Oriented Communities Planning: Both the City and Metrolinx have significant land parcels in the area of the *Brampton Innovation District GO Station*. City and Metrolinx staff have had several discussions on how the Transit Hub design can be integrated with potential mixed-use development and also integrated with the future LRT extension and *Brampton Innovation District GO Station* upgrades.

Coordination with Active Development Applications: City staff from Transit and Development Services & Design along with the project Consultants (HDR) have met with landowners with active development applications in proximity to the Transit Hub to coordinate private developments and transit hub work. .

Next Steps and Timelines

The draft-preferred option(s) with supporting documentation will be presented at a second PIC for review and feedback from broader stakeholders and public in December of 2025. Following PIC 2, staff will identify the transit hub infrastructure delivery models and recommend a preferred delivery model for Council endorsement. This will be followed by the regulatory TRPAP process.

Given the complexities of the several ongoing higher order transit downtown projects, and the opportunities for developing the Transit Hub design as component of an integrated interchange at the *Brampton Innovation District GO Station*, staff have outlined the updated timelines to complete the TRPAP in Table 1 below.

Table 1 – TRPAP Timelines	
PIC2 (tentative)	December 2025
Infrastructure Delivery Model selection	Q1 2026
Initiate Regulatory TRPAP	Q2 2026
Transit Hub Study Project Completion	Q4 2026

CORPORATE IMPLICATIONS:

Financial Implications:

There are no immediate financial implications related to this information report.

The Transit Hub project is funded through the Investing in Canada Infrastructure Program (ICIP); a breakdown of the funding commitments from each level of government is below:

Table 2 – Downtown Transit Hub, Funding Sources			
Federal	Provincial	Municipal	Total
\$12,000,000	\$9,999,000	\$8,001,000	\$30,000,000
40.00%	33.33%	26.67%	100%

Capital cost estimate continues to be developed and refined based on the draft preferred-alternative. Staff are also anticipating that the delivery of the Transit Hub components will be completed in phases. This will help ensure core elements of a new Transit Hub can be delivered within the ICIP funding noted above and within the prescribed ICIP timelines. More information on costs and phasing of the project will be provided to Council in Q1 of 2026 as part of the recommendation of the preferred delivery model.

STRATEGIC FOCUS AREA:

The Downtown Transit Hub is identified as a term of Council priority under Transit and Connectivity to enhance transit services.

CONCLUSION:

The Downtown Transit Hub study continues to be advanced with significant input from the public and various stakeholders, helping to assess and narrow down the long list of options towards a single preferred design. Future updates to Council are planned as the project progresses, the next update is planned for when the delivery model for the Transit Hub is selected following consideration of feedback from the second PIC, and further discussions with Metrolinx.

Authored by:

Reviewed by:

Kumar Ranjan, Manager Higher
Order, Transit EA

Doug Rieger, Director, Transit
Development

Submitted by:

Approved by:

Heidi Dempster, General Manager,
Transit

Marlon Kallideen, Chief Administrative
Officer

Attachments:

- Attachment 1: Short-list Options
- Attachment 2: Alternative 1 Railroad Street,
- Attachment 3: Alternative 3 Denison Avenue Extension
- Attachment 4: Alternative 4 Hybrid

Short-listed Options

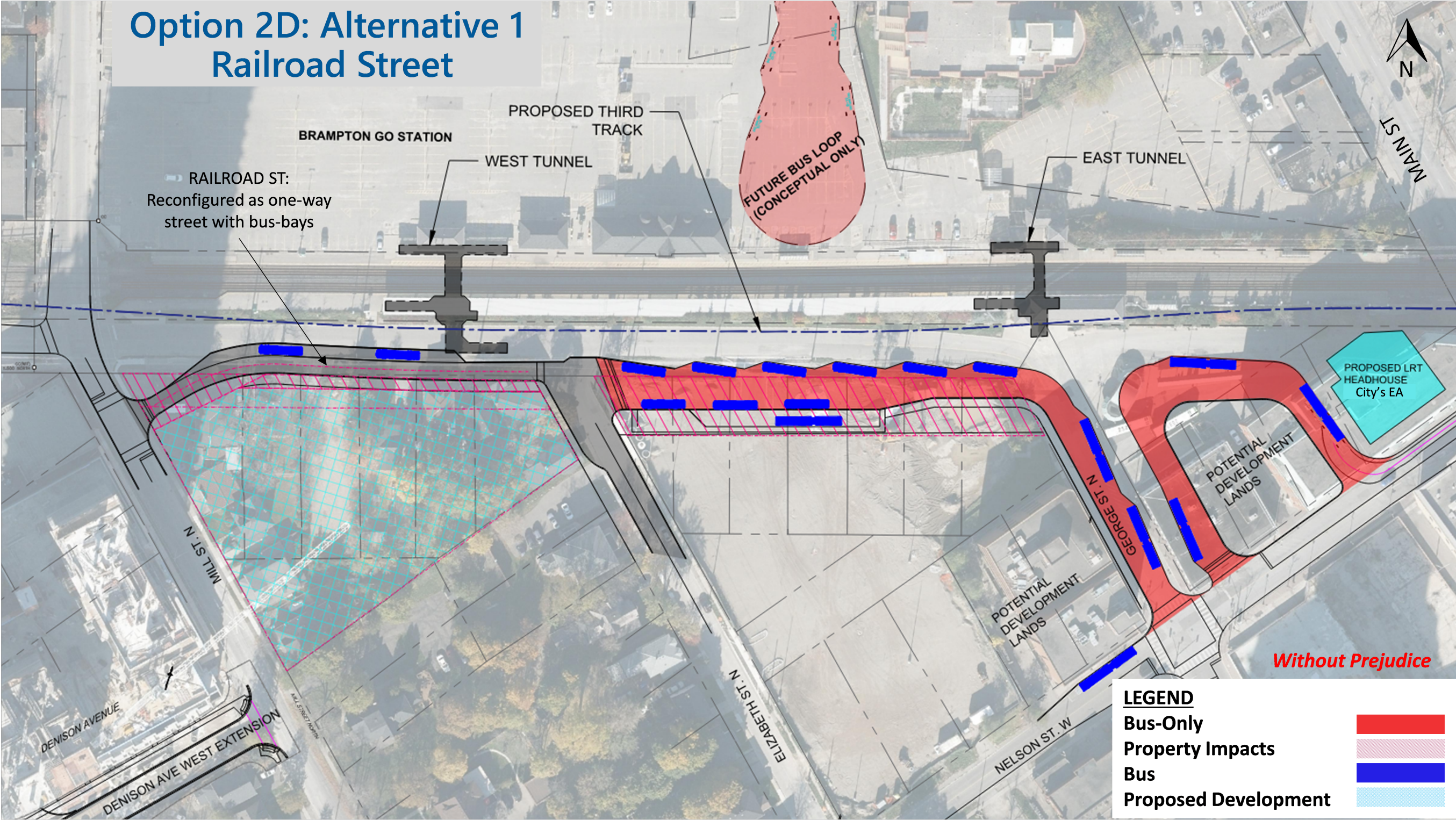


Option 2C – Railroad St Loop



Option 2D – Railroad St Through (selected)

Detailed short-list options evaluation table will be presented at PIC 2.



Option 2D: Alternative 3 Denison Avenue Extension

