

**BRAMPTON: THE
FUTURE OF REGIONAL
CONNECTIVITY AND
SUSTAINABILITY**
HURONTARIO LRT EXTENSION,
QUEEN STREET-HWY 7 BRT
AND ELECTRIFICATION



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BUILDING A CONNECTED COMMUNITY

The City of Brampton is the fastest-growing large municipality in Canada. To address this rapid growth, we are creating a modern, integrated transit system by enhancing regional transit connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing advanced and environmentally-friendly technologies.

Brampton Transit is the fastest-growing big city transit system in Canada, with ridership significantly outpacing population growth. During the decade leading up to the COVID-19 pandemic (2009-2019), Brampton's ridership grew by 160%, with a 38% increase in the three years (2016-2019) leading up to the pandemic. This ridership growth was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over that same period (as per the Canadian Urban Transit Association).

Brampton Transit is also the first transit system in the country to not only fully recover, but also exceed its pre-pandemic ridership levels. Brampton is currently experiencing ridership of 110% to 115% of pre-COVID levels.



RIDERSHIP GROWTH & RECOVERY

- 160% ↑ Overall Ridership
2009-2019
- 38% ↑ Pre-COVID Ridership
2016-2019
- 115%+ ↑ Ridership Rebound
of pre-COVID levels

With the new provincial growth targets, fair and adequate funding for public transit will contribute to vital infrastructure in our communities and help build complete and connected neighborhoods, while supporting economic recovery.

While the City has received some funding in the past, it has not received the same level of funding as other municipalities. Refer to chart below for details.

Funding Overview

Project	York Region (Yonge Subway Extension)	Brampton (Züm)	Kitchener/Waterloo (Ion LRT)	Toronto (Scarborough Subway)	Hamilton LRT
Funding Date	2021	2008	2010	2013	2021
Total	\$5.6B	\$295M	\$818M	\$5.5B	\$3.4B
Federal	\$2.24B	\$95M	\$265M	\$2.26B	\$1.7B
Provincial	\$1.86B	\$95M	\$300M	\$3.24B	\$1.7B
External Funding as % of Total Cost	73%	64%	69%	100%	100%

BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

A renewed provincial investment in key infrastructure for our rapidly growing community will ensure Brampton's success and continued contribution to the provincial economy.

Light Rail Transit (LRT) Extension

The Hurontario-Main Street Light Rail Transit (LRT), known as the Hazel McCallion Line, will be an integral

part of the overall GTHA transportation network. The Hazel McCallion Line connects to GO Transit's Milton and Lakeshore West rail lines, Mississauga's MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor.

This line also connects to the Hurontario-Steeles Gateway Mobility Hub, an integral connection in the

The LRT extension (tunnel option) is expected to generate over 17,000 job-years!

city and a gateway to the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre.

The LRT Extension from Steeles Avenue to Brampton GO Station, fills a notable gap in the regional rapid transit network by connecting the Hazel McCallion Line directly to the Kitchener GO Rail line (Brampton GO Station), existing Brampton Transit and Züm service, and future higher order transit service on Queen Street. It will improve the functionality, resiliency, efficiency, and convenience of the higher-order transit network in Brampton and beyond. The re-location of the Brampton Gateway Terminal stop on Steeles Avenue remains a crucial element in supporting the preferred alignments, planned growth and other future projects within Brampton.

OUR ASK

Hazel McCallion LRT Line:
Relocation of the Brampton Gateway Terminal stop remains a crucial element in supporting the preferred alignments, planned growth and other future projects within Brampton.

Light Rail Transit (LRT) Extension Investment Needed: \$2.8B
\$1.4B - Provincial funding required
\$1.4B - Federal funding required

LRT PREFERRED TUNNEL ALIGNMENT

The tunnel alignment has distinct benefits for a vibrant downtown:

- **Time savings.** The tunnel alignment will travel from Steeles to downtown Brampton in about 7 minutes. This is:
 - o almost 40% faster than current Züm BRT service (11 mins)
 - o almost 25% faster than proposed surface alignment of the LRT (9 mins)
 - o and almost 3.5x faster for auto trips travelling the same corridor with the surface LRT (24 mins)
- It is **easier to extend** the line further north along Main Street as intensification builds north of downtown Brampton.

- It will be **more reliable** compared to a surface alignment as all of the supporting infrastructure is underground.
- Peak **ridership will increase** by a further 5% over the surface alignment.

By comparison, the surface alignment:

- Will require Main Street to be closed to traffic through the downtown when maintenance needs to be performed on both the LRT and other City infrastructure (e.g. street lighting).
- Has various operations and maintenance risks, particularly through downtown Brampton when the LRT will be in mixed traffic (e.g. accidents can affect LRT operations or disabled LRT vehicle could stop traffic).
- Has impacts to heritage listed properties close to downtown Brampton.
- Makes it more challenging to harness downtown Brampton as a place-making destination (e.g. farmer's market and New Year's Eve celebrations) which would attract more intensification and more passengers on the LRT.

The LRT Extension will support higher-density, mixed-use, and pedestrian-friendly development oriented to transit. This higher level of transit will be attractive to particular segments of the population Brampton is and hoping to attract to its Downtown core, and below are the various projects the LRT will support.

DOWNTOWN DEVELOPMENT

Brampton's downtown is on the brink of major investments that will redefine our City core and facilitate further growth and new residential and commercial development.

Our blueprint for the Downtown Brampton accounts for significant private sector investments. Currently there are 18 active development applications with an additional 546,000 m2 of GFA or a total number of almost 7,000 units being built.

Downtown Transit Hub

- The City is in the process of implementing a new Transit Hub near the Brampton GO Station which will form part of the downtown Mobility Hub.
- This project will significantly improve the capacity and quality of the transit system, while also enhancing intermodal connectivity and supporting active transportation. The terminal will accommodate electric bus technologies and will support downtown revitalization, economic growth and development as well as enable transit-oriented communities.
- The new Transit Hub will address future transit needs and integrate with other initiatives such as the Queen Street-Highway 7 BRT, LRT extension, Two-Way All-Day GO service as well as the Downtown Revitalization Program.
- This initiative will positively impact businesses, employment opportunities, land value, and improve the lives of the downtown community.

Major Downtown Brampton Investments

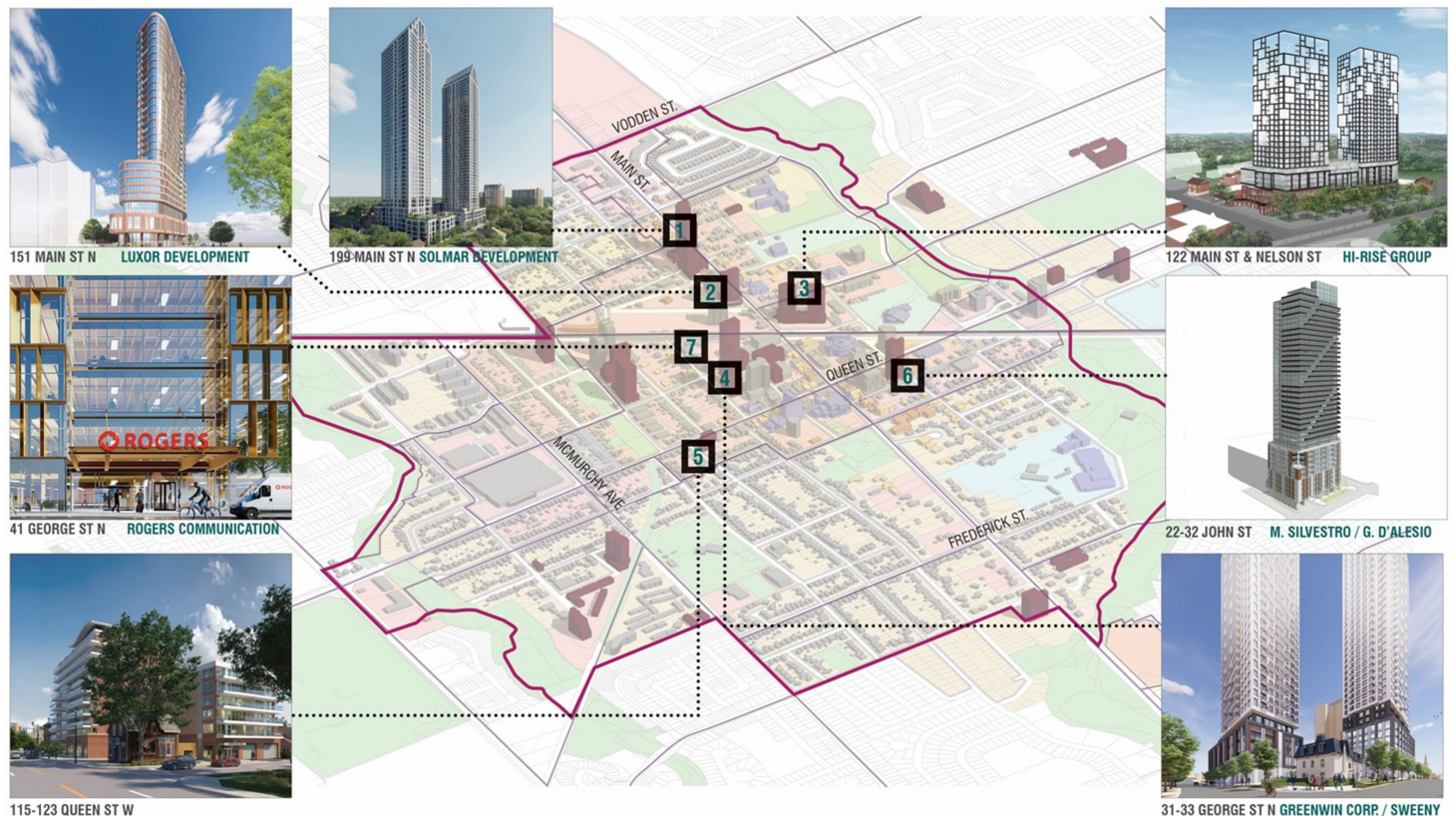
Rogers Campus

- Rogers Communications is planning an office complex (minimum 200,000 sq.ft) that would also include retail, residential and additional offices spaces adjacent to the Brampton GO station within downtown Brampton.
- This would result in thousands of tech jobs in downtown Brampton.

Centre for Innovation (CFI)

- The CFI is a proposed 9-storey, 230,000 square foot development in downtown Brampton that will introduce a new central library for the City in the North wing along with several other public uses, such as a café, gallery, conference area and event space. The South wing and tower is intended to be a new academic facility, which will be integrated into the library and share some facilities.

Major Active Development Applications





Algoma University - Brampton Campus

To respond to the growing needs of the City of Brampton, Algoma University is proposing to expand its academic offerings by creating a Centre for Social, Cultural & Economic Innovation in the heart of downtown Brampton. In addition to its School of Business & Economics, Algoma University offers programs, degrees and certificates in Computer Science and Psychology, with additional, new programs to follow in 2023.

Downtown Brampton Revitalization

The City is working on a numbers of initiatives that will revitalize Downtown Brampton and make it more attractive as a destination for residents and visitors by creating modern, attractive public spaces surrounded by vibrant and well connected amenities including:

Streetscaping on Queen Street and Main Street

- Construction started in April 2022 and is expected to be completed in Spring 2025.

Redevelopment of Garden Square


- Complete detailed design in Q3-2025; Start construction in Q4-2025 and complete in Q2-2028.

Redevelopment of Ken Whillans Square

- Complete detailed design in Q3-2025; Start construction in Q4-2025 and complete in Q2-2028.

Innovation District

The City's focus on revitalization and unlocking the economic potential of our downtown includes building an innovation and entrepreneurship ecosystem: the Brampton Innovation District.

 **594** Trained Graduates
from Rogers Cybersecure Catalyst and Algoma University

 **157** People Employed
by Innovation District Partners

 **128** start-ups launched
and businesses started

 **53** patents filed
by companies/alumni

51 International start-ups accepted into BHive



Brampton has committed to investing approximately \$20.5 million in its Innovation District, with an additional approximately \$55.2 million in investments being drawn in by Innovation District partners.

The City has built strong partnerships, and many of our partners are steadily growing in demand for their services and supports as the city leads Canada with big city growth of 10.6% according to the latest 2021 Census data. Provincial support is essential to ensure Brampton's Innovation District continues to develop and scale-up, making a meaningful contribution to the regional and provincial economy, and helping further the province's ambition to support 10,000 companies and 50,000 jobs.

Several exciting partnership models have been established that have given rise to increased investment activity and vitality. The City is actively soliciting tech companies, start-ups, funding allocators, and/or developers.



- 1 Brampton Entrepreneur Centre
- 2 RIC Centre
- 3 Founders Institute
- 4 Brampton Venture Zone by TMU
- 5 Rogers Cybersecure Catalyst Headquarters
- 6 Rogers Cybersecure Catalyst Cyber Range and Accelerator
- Led by The Rogers Cybersecure Catalyst and Ryerson's DMZ
- 7 Sheridan Edge
- 8 Rogers Cybersecure Catalyst Accelerated Cybersecurity Training Centre
- 9 TMU
- 10 Sheridan College
- 11 Algoma University
- 12 Brampton Economic Development Office
- 13 Downtown Brampton BIA
- 14 Brampton Board of Trade
- 15 Future Centre for Innovation - COMING SOON!
- 16 BHIVE



UNLOCKING DOWNTOWN BRAMPTON

Investment in the Riverwalk project will address the flood risk in Downtown Brampton, and unlock growth potential in the entire area with thousands of new housing units.

Riverwalk alone could enable the construction and market absorption of **nearly 9.0 million square feet of new residential and non-residential Gross Floor Area (GFA)**. This represents a 67% increase to the baseline level of development which could be achieved within current Special Policy Area 3 (SPA3) flood-plain provisions. This volume of **new construction would result in a GDP impact of \$1.4 billion** and create approximately **12,000 full-time years of employment**.

The federal government committed up to \$38.8 million towards Riverwalk flood mitigation.

Without securing provincial funding and removing the flood risk in SPA 3 the above residential units and non-residential GFA are impossible due to restrictions on development in the downtown area. Furthermore Brampton's density targets will be **limited to a maximum of 1,085 new residential units and only *1,870,000 sqft (174,000 m2) of non residential development** in the heart of downtown Brampton.

The Project

Riverwalk Phase I (the downtown Brampton Flood Protection) will support densification of downtown residential and commercial development through the removal of flood risk restrictions in the planning realm.

Riverwalk Phase II (the Urban Design Master Plan) will create components integrated into a downtown urban profile that provides public realm opportunities and amenities.

A transit system that is an integral part of the regional network, allowing seamless and reliable travel across the region is critical for our economic growth, entrepreneurial activity and development. Investment in the Light Rail Transit (LRT) Extension will support jobs, economic growth and entrepreneurship and new residential and commercial development in downtown Brampton.

QUEEN STREET - HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving close to 30,000 transit customers per day (pre-COVID) on Züm and local routes and providing connections to York Region, the TTC Subway System, as well as major north-south transit routes.

The busiest transit corridor in Brampton, serving close to 30,000 transit customers per day!

The Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre at Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan.

OUR ASK

Queen Street—Highway 7 BRT Investment Needed: \$500M*
\$250M provincial funding required.
\$250M federal funding required.

**Total costs anticipated for these projects are currently under review and will become better known as the EA process is finalized.*

The Queen Street BRT represents a major opportunity to introduce the next level of transit service along a corridor in Brampton that will see significant population growth and development.

THE QUEEN STREET CORRIDOR

The Queen Street corridor is expected to see nearly 50% population growth in the next 25 years, having already seen 174% transit ridership growth in the 10 years prior to the pandemic (2009-2019).

Queen Street Corridor is expected to see nearly 50% population growth in the next 25 years!

Transit demand will continue to increase as the Queen Street Corridor is planned to attract significant growth through revitalization and intensification that will continue transforming the area into a transit and pedestrian oriented district.

The Main St LRT Extension, Queen St - Highway 7 BRT and electrification of the Third Transit Facility directly support Ontario's Bill 23. The City of Brampton will need provincial support and funding to make these projects a reality.

- The Queen St. BRT will help foster intensification along this Major Transit Station Area (MTSA) and will connect a number of residential, employment, community and recreational destinations within Brampton and York Region.
- The BRT will also help achieve the City of Brampton's 2040 Vision of integrated transportation choices and new modes, sustainability, and emphasis on walking, cycling and transit by adding a higher level of transit service tightly linked to the regional transit network.

CURRENT & ANTICIPATED GROWTH

Data was collected to identify the number of residential as well as Industrial, Commercial and Institutional (ICI) developments located along a 500m radius* of Queen Street (from Mississauga Rd to Highway 50).

** A 500m radius represents about a 5-7 min walk*

Table 1: Existing and Anticipated Growth along the Queen St. Corridor

Development	Existing	Proposed	Total
Residential	18,305 units	32,380 units	50,685 units
	65,898 residents	116,568 residents	184,050 residents
Industrial, Commercial, Institutional	2,133 units	8,460,574 sq.ft.	2,133 units
			8,460,574 sq.ft.

MAJOR PROJECTS ALONG THE QUEEN STREET CORRIDOR

In addition to the existing and proposed development activity captured in the table above, there are a number of additional projects and initiatives underway in downtown along the Queen Street Corridor which further support the demand for bus rapid transit and directly complements the development and the planned LRT extension in the downtown core.

Toronto Metropolitan University (TMU) Medical School

- Brampton Civic Centre will welcome a new 250,000 square foot development as the future site of TMU's proposed School of Medicine to accommodate classrooms, offices, research facilities and an integrated health clinic.
- This site was chosen for its accessibility to public transit, amongst other things.

Rogers Campus

- Rogers Communications is planning an office complex (minimum 200,000 square feet) that would also include retail, residential and additional offices spaces adjacent to the Brampton GO station within downtown Brampton.
- This would result in thousands of tech jobs in downtown Brampton.

Peel Memorial Centre Expansion

- The Peel Memorial Centre Expansion contemplates a new 11-storey wing to accommodate 250 inpatient care beds and a wide range of services.
- The new 760,000 square foot facility will be a detached complex with connecting links to the existing centre.

The proposed Centre for Innovation, Toronto Metropolitan University's Medical School, Rogers Campus, Riverwalk project and Peel Memorial Centre Expansion are all anticipated to spark significant growth and investment along the Queen St.

corridor through the development of new housing and employment opportunities, the creation of academic opportunities, and increased access to medical services and recreational spaces.

The Queen Street corridor will be a place where Brampton residents can live, work and play. Without improved transportation options, the livability and economic development of the corridor will be significantly constrained.

The BRT along Queen Street will maximize private, institutional and government investment along this corridor and enable smooth and efficient movement of people to facilitate business and entrepreneurial activity.

Approximately 8.5 million sq ft of Industrial, Commercial and Institutional (ICI) development in the pipeline.

DECADES OF UNREALIZED POTENTIAL

The City of Brampton is the fastest growing of Canada's 25 largest cities and one of the youngest with an average age of 36.5 years. Brampton's multicultural workforce boasts a rich background with 250 different cultures, speaking 171 languages positioning the City in an ideal place to attract innovation, as well as stimulate growth and economic development.

After decades of inadequate funding support, the LRT extension and Queen St. - Hwy 7 BRT put in place the critical transit infrastructure to move people along high growth areas, and connects urban growth centres as well as economic activity hubs, while supporting both provincial and federal priorities such as economic growth, housing and sustainability.

Transit Investments Comparison Table

GTHA Rapid Transit Projects	Municipal Population (2021 Census)	Total Cost of Project(s)	Provincial Funding	Federal Funding	Provincial & Federal Funding per Capita	Change in Transit demand between 2009 and 2019	Covid Ridership Recovery (Dec. 2022)
City of Toronto* <ul style="list-style-type: none"> • Scarborough Subway Extension • Ontario Line • Finch West LRT • Eglinton Crosstown 	2,794,356	\$39.8B	\$31.32B	\$8.48B	\$14,240	12%	-31%
City of Hamilton Hamilton LRT	569,353	\$3.4B	\$1.7B	\$1.7B	\$5,970	3%	-18%
City of Brampton <ul style="list-style-type: none"> • Brampton LRT Extension (Tunnel) • Queen St-Highway 7 BRT 	656,480	\$3.3B	\$1.65B	\$1.65B	\$5,030	160%	+16%

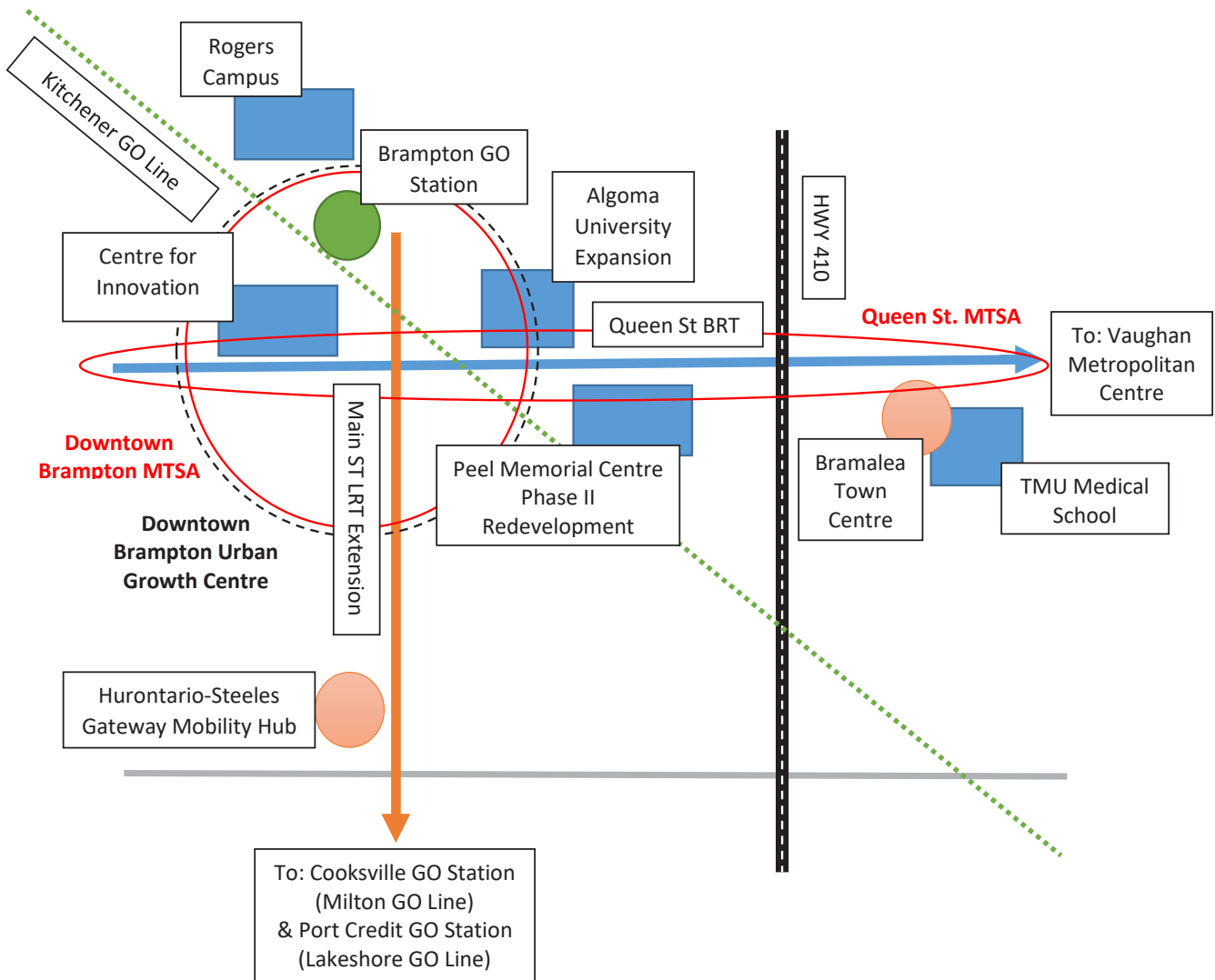
Notes: *City of Toronto projects does not include Yonge Subway Extension as it is primarily a York Region Project.



THE BIG PICTURE

Investment in higher order transit, including the LRT extension, Queen Street-Hwy 7 BRT and electrification of our transit system ensures Brampton continues to grow and attract well paying jobs, while enabling new growth and development to help meet the provincial policy priorities.

The Huroptario-Main Street LRT extension and Queen Street-Hwy 7 BRT are crucial components of Brampton's transit network that will ensure connectivity between major public, corporate and institutional investments in our City.



THIRD TRANSIT FACILITY

The City of Brampton is building a third transit facility because Transit cannot accommodate future growth in its two existing facilities. Brampton’s recovery from the pandemic and continued ridership growth has further demonstrated the urgent need for this facility. The City has secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one facility build. Design of the phase 1 base build is currently underway. As the design progresses, the cost of the base facility will become better known.

The City is also working with senior level governments to obtain \$150M required to electrify this new facility, in order for Brampton Transit to accommodate additional electric buses in its fleet.

OUR ASK

The electrification of Brampton’s Third Transit Facility. Needed: \$150M. \$75M provincial funding required. \$75M federal funding required.

LEADING IN TRANSIT ELECTRIFICATION

Brampton is committed to decarbonizing its transit fleet and facilities in order to meet the City’s corporate GHG emission reduction targets. Over the past several years, Brampton has continued to be a leader in electrification within the transit industry.

- In 2021, Brampton launched the largest global deployment of interoperable battery electric buses and high-powered overhead opportunity chargers.
- In 2022, Brampton:
 - o Secured financing of up to \$400M from the Canada Infrastructure Bank to support the purchase of up to 450 electric buses by the end of 2027 - largest municipal transit investment to date.
 - o Submitted a funding application for \$75M (50% of total project costs) for its third transit facility electrification through the federal Zero-Emission Transit Fund (ZETF).
 - o Submitted a consolidated expression of interest for various electrification projects through ZETF (50% federal funding contribution).
 - o Initiated a Zero Emission Bus Implementation Strategy & Rollout Plan with CUTRIC, which will guide the transition to a fully electric zero emission fleet (funded 80% through ZETF) and provide a blueprint for electrifying the City's transit facilities.
- This year, the City is working on procuring an additional 10 battery electric buses, which will maximize the capacity of current charging infrastructure.
- The City is also exploring new technologies such as hydrogen fuel cell electric buses and diesel to electric bus conversions to expedite the transition to zero tailpipe emissions.

Despite significant federal investments towards transit electrification, municipalities are still facing a significant

provincial funding gap. Federal funding programs like the Zero Emission Transit Fund will provide up to 50% funding towards eligible costs associated with municipal electrification projects. While this is a big step in the right direction, municipalities are not in a position to fund the other 50% of these large transit infrastructure projects; they need help from the province.

PROVINCIAL CONTEXT

- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) identifies Downtown Brampton as an Urban Growth Centre, which must achieve a minimum density of 200 residents and jobs combined, per hectare, by 2031.
- Recent legislation from the Province [Bill 23] has set a target of building 1.5 million new homes, condos and rental units across Ontario by 2031, with 113,000 to be built in Brampton.
- In order to meet the provincial government's housing target, most of this growth is anticipated to take place in the City's Major Transit Station Areas (MTSA's) and Urban Growth Centres.
- Now, more than ever, higher order transit needs to be built to support Brampton's planned development and Bill 23.
- Downtown Brampton is currently planned to be home to at least 30,000 people and 15,000 jobs by 2051. These figures will be significantly higher with implementation of Bill 23 and the City's new housing target. The LRT will directly support Bill 23 and housing growth in Downtown Brampton.

OUR ASK

Brampton needs the province to commit to Transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund, in order for municipalities to implement critical electrification projects.

In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:

- Purchase of approx. 100 ZEBs (40ft and 60ft) - \$90M (\$180M total costs)
- On-Street Charging Infrastructure - \$31.5M (\$63M total costs)
- Electrification Retrofit - Sandalwood Facility - \$30M (\$60M total costs)
- Electrification retrofit - Clark Facility - \$30M (\$60M total costs)

Total costs anticipated for these projects are currently under review and will become better known as project planning continues.



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