



Date: 2024-10-09

Subject: Downtown Transit Hub Project - Update

Secondary Title: Downtown Transit Hub (Bus Terminal) Preliminary Design, TRANSIT AND RAIL PROJECT ASSESSMENT PROCESS (TRPAP), Project Update

Contact: Kumar Ranjan, Manager Higher Order Transit EA

Report number: Brampton Transit-2024-836

RECOMMENDATIONS:

1. That the report from Kumar Ranjan, Manager Higher Order Transit EA to the Committee of Council Meeting of October 23, 2024, re: **Downtown Transit Hub Project - Update**, be received.

OVERVIEW:

- On November 17, 2021, Committee of Council received an update on the status of the Downtown Transit Hub project. The report outlined that a Transit and Rail Project Assessment Process (TRPAP) would be required to help guide the new Downtown Transit Hub infrastructure planning and preliminary design. On January 26, 2022, City Council authorized staff to commence the procurement for a Downtown Transit Hub study.
- In Nov 2022 through the RFP process a consultant team led by HDR was selected to carry out the TRPAP which would include a 30% Preliminary Design, Preliminary Design Business Case and supporting technical studies for the preferred option for the Downtown Transit Hub and identify the appropriate infrastructure delivery model.
- The Preliminary Design (30% design) will identify the optimal location and layout of the core-transit-infrastructure and help inform the infrastructure delivery model selection. The infrastructure delivery model selection will identify the procurement method from a range of options between traditional design-bid-build to public private partnerships. The completion of the core-transit-infrastructure Preliminary Design will

inform the subsequent phase of architectural reference concept design, and the stages of procurement, detailed design, and construction.

- 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.
- The future Transit Hub will see the convergence of three major transit spines (GO Rail, Hurontario LRT Extension and Queen St Hwy 7 BRT) and provides a unique opportunity to ensure seamless multi-modal connections through the development of an interchange transit station.
- Future updates to Council are currently planned that will follow a second PIC for the study in early 2025, where the draft-preferred option(s) will be presented for review and feedback. A further update is planned when the delivery model for the Transit Hub will be selected.

BACKGROUND:

On November 17, 2021, Committee of Council received an update on the status of the Downtown Transit Hub project. The report outlined that a Transit and Rail Project Assessment Process (TRPAP) would be required to help guide the new Downtown Transit Hub infrastructure planning and preliminary design. On January 26, 2022, City Council authorized staff to commence the procurement for a Downtown Transit Hub study.

These reports outlined how a staged approach would guide the progression of the Downtown Transit Hub infrastructure delivery through from design to construction and commissioning. Figure 1 below depicts the stages and where the Downtown Transit Hub project currently sits in the project lifecycle.

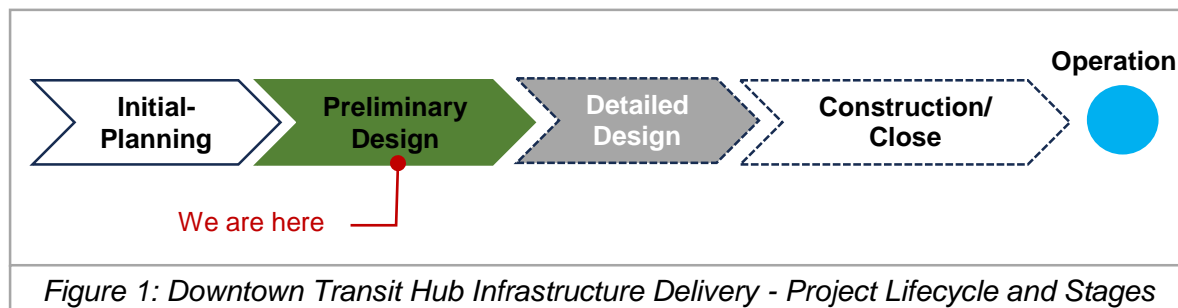


Figure 1: Downtown Transit Hub Infrastructure Delivery - Project Lifecycle and Stages

The initial-planning stage concluded around mid-2022 and consisted of consultations with internal and key external stakeholders (including Metrolinx). A terms of reference was developed, which included two main objectives:

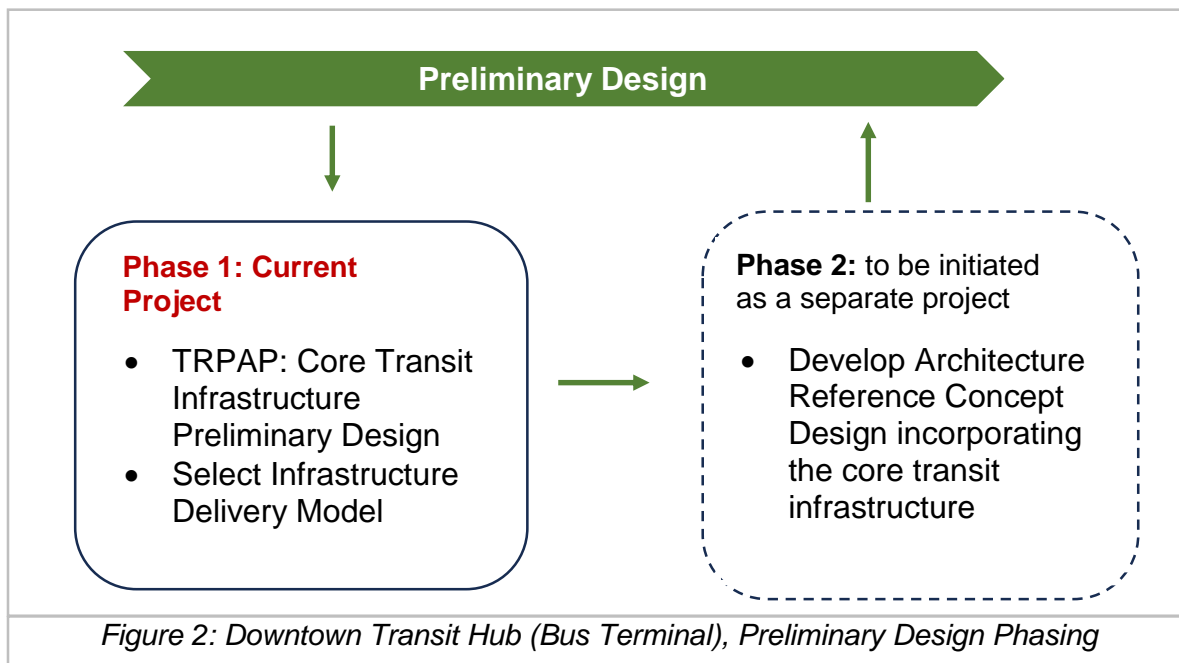
- To develop the preliminary design for the core-transit-infrastructure such as the bus-bays, the platform areas, circulation bays, passenger, operator amenity areas and so forth through the TRPAP.
- To identify the infrastructure delivery model selection to inform the procurement process from a range of choices from traditional-design-bid-build to public-private-partnerships.

In November 2022 following the RFP process, staff hired a multi-disciplinary team led by HDR as the prime consultant to carry out the TRPAP to develop the preliminary design for the Downtown Transit Hub core-transit-infrastructure, along with the associated business case and the supporting studies (Transit Hub Study). Through a Council Workshop held in February of 2023, transit staff provided an overview of the Transit Hub Study objectives and the timelines.

CURRENT SITUATION:

1. Preliminary Design

As outlined in Figure 2 below, the Preliminary Design stage is split in two phases.



Phase 1 will develop the core-transit-infrastructure preliminary design through the TRPAP and identify infrastructure delivery model. The core-transit-infrastructure preliminary design will identify preferred location and layout for bus bays, circulation areas, and passenger and operator amenity area programming, and so forth. The core-transit-infrastructure design is being developed considering the transit hub options from

stand-alone facility to mixed-use facility, compatible with transit-oriented-communities development. This phase will also select the infrastructure delivery model that will consider the choice of facility as stand-alone or mixed-use, and range of procurement options from the traditional design-bid-build to public-private-partnership.

The scope of work for the Transit Hub Study is limited to Phase 1 only and the output will inform the architecture reference concept design to be developed in a subsequent Phase 2 as separate project, thus completing the Preliminary Design stage. Completion of the Preliminary Design stage will inform the subsequent stages of procurement, detailed design, and construction.

2. Study Process

The TRPAP involves undertaking certain pre-planning activities including stakeholder consultation prior to initiating the regulatory process. Upon completion of the Pre-Planning phase, a notice is issued to announce commencement of the regulatory TRPAP that is time limited (6 months), with time-out if required under certain conditions.

The Transit Hub Study is currently in the Pre-Planning phase. Activities are ongoing with long-list option screening complete, and short-list (conceptual design) options being evaluated to identify high performing candidates, also called as the draft-preferred options. The best performing draft-preferred option(s) will be taken forward to a second Public Information Centre (PIC 2) for review and feedback from stakeholders and public.

Upon consideration of the feedback from PIC 2 and following this, the preferred option will be determined and taken through the regulatory process. This regulatory process will involve a third PIC, where the preferred option with the accompanying Environmental Project Report (EPR) will be presented for final stakeholder and public reviews, before submitting to the Ministry of the Environment, Conservation and Parks (MECP) for approval.

In summary, the outcome of the TRPAP will see the options screened and refined through feedback obtained through stakeholder and public consultation from:

- Long-list alternatives (PIC 1) - complete
 - ↳ Short-list and draft-preferred options (PIC 2) – in progress
 - ↳ Preferred option (also called as the Preferred Alternative) (PIC 3)

A long-list of the Downtown Transit Hub concept options was presented at the PIC 1 in November 2023. A copy of the [Engagement Summary Report, Downtown Transit Hub Study](#) can be accessed from the project webpage, and study specific key comments are summarized below:

- Ensure 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

3. Key Principles

Through the study process, which has included broad stakeholder engagement, a list of key principles and objectives were developed that outline various priorities for the hub concepts and in developing the vision for the area. These principles will assist in the evaluation of all transit hub concepts and are currently as follows:

- 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
- 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 Streets connected with the transit Hub

4. Infrastructure Coordination

There are three major higher order transit projects currently being studied that converge in downtown Brampton. The implementation and coordination of these higher order transit projects are critical towards achieving the Council approved 2040 Vision.

Figure 3 below illustrates these projects that are being coordinated with the Transit Hub design development. These projects are concurrently being carried out though in different stages of infrastructure planning, design development and implementation. This offers a unique opportunity to tie-in the three converging major transit spines of GO Rail, Hurontario LRT Extension and Queen St Hwy 7 BRT with Brampton Innovation District GO station. The City and Metrolinx staff are coordinating on their respective projects.

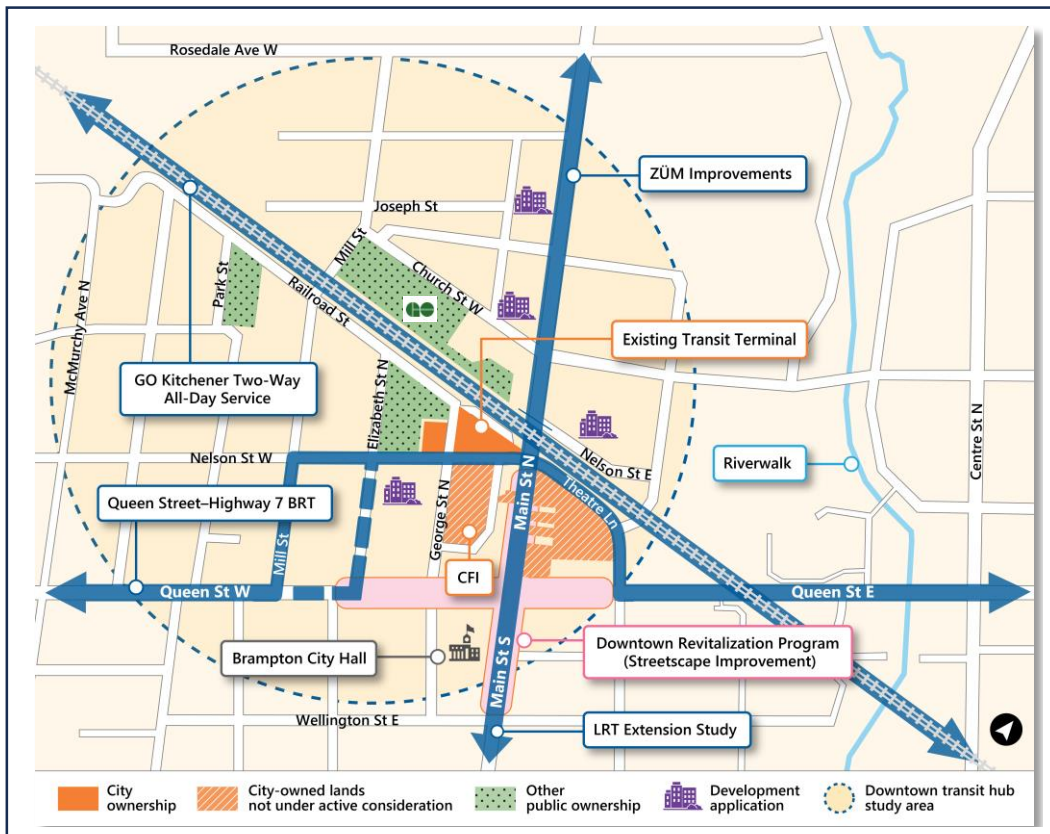


Figure 3: Higher Order Transit Projects, Brampton Innovation District GO station

As part of the Kitchener line All-Day/Two-Way GO train service enhancement, Metrolinx and CN are in the process of developing rail infrastructure upgrades, in parallel with ongoing negotiations. These upgrades include implementing a new third track in the existing CN railway corridor, expansion of the existing rail bridges at Centre St, Etobicoke Creek, Queen St, Union St, and Main St, and platform modifications at Brampton Innovation District GO. The evaluation of the Downtown Transit Hub design options are informed by the Brampton Innovation District GO platform design being developed by Metrolinx.

Following an announcement from the Province to advance planning to extend the Hazel McCallion line to downtown Brampton (LRT Extension), City staff continue to be engaged with Metrolinx sharing information and supporting Metrolinx led planning, design and delivery of the LRT Extension. The LRT alignment, and the location and design of the LRT terminus at Brampton GO could be an important factor influencing the Transit Hub design offering opportunities for integrating the respective designs and staff are closely coordinating with Metrolinx LRT Extension team.

The City is also engaged as a key stakeholder on the Queen St Hwy 7 BRT project led by Metrolinx. In downtown Brampton, the BRT route is planned to be diverted from

Queen Street to connect with the Downtown Transit Hub offering seamless multi-modal connection that will help with ease of transfers and provide a better customer experience.

5. Stakeholder Engagement

Stakeholder engagement is a critical piece of the pre-planning process, as it plays a key role in screening and refining the various design options. While PIC's offer an opportunity for all interested parties to be informed and provide feedback on the direction of the study, staff also understand that various stakeholders will have a heightened level of interest, given some of the interdependencies with this study. Recognizing this, more targeted outreach has been done with numerous stakeholders which include Metrolinx/CN, TRCA, First Nations, Downtown Brampton BIA and the Downtown Brampton Stakeholder Advisory Group.

Proponents of major development applications around Brampton GO are also identified as key stakeholders for the Transit Hub Study. This includes development application proponent (Proponent) for the lands comprising 17-35 Railroad Street, 48-50 Mill Street North, and 55-59 Elizabeth Street North collectively called as the 35 Railroad St site. This proposed site is proximate to the CN rail corridor and under the Transit Hub Study area where bus platforms (bays) are under active investigation along Railroad Street.

Staff had shared concept schematics with 35 Railroad Street Proponent for review and feedback. This was as part of stakeholder engagement on an emerging concept, as this option could potentially impact the 35 Railroad Street Site, and to help coordinate the designs.

The Proponent has submitted comments on this emerging concept which have also been submitted to Council. Staff have reviewed these comments and have clarified the Transit Hub Study process with them, including that no single preferred option has been identified to date and the TRPAP process has not yet commenced. Staff greatly appreciate the comments and will be considering and addressing each of them through the study process. The project team will continue to engage and respond to question and comments from the proponent as the study progresses.

Next Steps and Current Project Timelines

For next steps, staff will complete the ongoing consultations with internal and key agency stakeholders, and any impacted landowners to confirm the draft-preferred design concepts (draft-preferred-options). Supporting documentation and preliminary design (up to 30%) for the core-transit-infrastructure will also be developed as required.

The draft-preferred option(s) with supporting documentation will be presented at PIC 2 for review and feedback from broader stakeholders and public. Staff will identify various infrastructure delivery models from the traditional design-bid-build to public-private-

partnership, which will be presented to Council prior to their advancement. Staff will then initiate the regulatory TRPAP Process as outlined above.

Given the complexities of the several ongoing higher order transit projects in downtown, 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 below for Phase 1 work:

PIC2 (tentative)	Q1 2025
Infrastructure Delivery Model selection	Q2 2025
Initiate Regulatory TRPAP	Q3 2025
Project Completion	Q1 2026

CORPORATE IMPLICATIONS:

N/A

STRATEGIC FOCUS AREA:

The Downtown Transit Hub is identified as a Strategic Focus Area 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. The future Transit Hub will see the convergence of three major transit spines (GO Rail, Hurontario LRT Extension and Queen St Hwy 7 BRT) and provides a unique opportunity to ensure seamless multi-modal connections through the development of an interchange transit station. Future updates to Council are currently planned following the second PIC for the study in early 2025, where the draft-preferred option(s) will be presented for review and feedback. A further update is planned when the delivery model for the Transit Hub will be selected.

Authored by:

Kumar Ranjan, Manager Higher
Order Transit EA

Reviewed by:

Doug Rieger, Director, Transit
Development

Submitted by:

Heidi Dempster, General Manager,
Transit

Approved by:

Marlon Kallideen, Chief Administrative
Officer