

Date: 2021-10-29

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

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Report Number: Brampton Transit-2021-1113

Recommendations:

1. That the report titled: **Downtown Transit Hub Project - Update** to the Committee of Council Meeting of November 17, 2021, be received.

Overview:

- The new Downtown Transit Hub was originally envisioned to be integrated with the Centre for Innovation (CFI). With Metrolinx's plans for track expansion through Downtown Brampton, the location of the CFI was relocated, which then decoupled the two projects.
- Staff have been performing background work to initiate a Transit Project Assessment Process (TPAP) that will help guide the new Downtown Transit Hub infrastructure planning and preliminary design. The project is being coordinated under the Integrated Downtown Plan (IDP) objectives for Transportation and Connectivity. Staff plans on working in close coordination with various City related downtown projects in concert with the IDP staff.
- A number of key planning documents will support and help guide the development of the Downtown Transit Hub, including the City's Official Plan, Brampton 2040 Vision, Peel Region's Major Transit Station Area (MTSA) Study, the 2041 Regional Transportation Plan and Metrolinx's approach to Transit Oriented Communities.
- The preliminary study area for the Downtown Transit Hub focuses on the significant lands owned by Metrolinx and the City in the vicinity of the GO Station. Preliminary discussions with Metrolinx have already begun and Metrolinx (and CN) will remain a key stakeholder as the study advances, particularly given their work related to the third track expansion. The study

will also explore potential opportunities to deliver the infrastructure through an integrated Transit Oriented Community.

- Key factors influencing the planning, design and construction of the Downtown Transit Hub include the development style; standalone (e.g. Gateway Transit Terminal) or with a mixed-use development (e.g. the new Union Station Bus Terminal), and the procurement method; traditional or through a potential public private partnership. These factors could heavily influence infrastructure costs and the timelines for this project.
- Staff is developing the work plan and terms of reference for the TPAP, which is planned to be initiated by mid-2022. Broader stakeholder consultation with Metrolinx (and CN), regulatory agencies, and other key stakeholders including the downtown BIA, and the public is planned to be carried out as part of the TPAP. Further updates to Council are anticipated as this project advances over the next 12-18 months.

Background:

The downtown transit terminal at 8 Nelson Street West was opened in 1990 and currently accommodates Brampton Transit and GO Transit bus services. With the significant growth in ridership since this date, the terminal is now operating at capacity. The need for a new transit hub was identified to alleviate capacity constraints and to meet the anticipated ridership growth and increase in transit service levels along routes connecting downtown Brampton, with other destinations within the City and the GTA. As such, in 2019 the City initiated a new downtown transit hub study project coupled with the Centre for Innovation building project that was to be located on the City owned lands at 8 and 14 Nelson Street West.

In 2020 Metrolinx advised of the plans for track expansion along the Kitchener Line through the Downtown Brampton to support future two way, all day GO Train service through downtown Brampton. Metrolinx further indicated that this expansion would require a third track to the south of the existing tracks that could potentially impact the 8 and 14 Nelson Street West lands, due to rail set-back requirements. The proposed Centre for Innovation building that was earlier planned to be coupled with the transit hub was relocated to adjacent site thus decoupling the two projects. Also, the City was successful in securing the ICIP (Investing in Canada Infrastructure Program) funding in the amount of \$30 million for a new downtown transit hub. In light of all this new information, the 2019 study was cancelled and staff began the planning to initiate a Transit Project Assessment Process (TPAP) to guide the new Downtown Transit Hub infrastructure planning and preliminary design.

Planning Context

The City's Official Plan recognizes the area around the downtown Brampton GO station as the location for Mobility Hub which will connect the Brampton's Urban Growth Centre to other parts of the City and the GTA through significant regional rapid transit programs provided by both Metrolinx (GO Transit) and the City. The Official Plan sets out specific policies envisioning the highest number of people and jobs per hectare within the downtown Mobility Hub and the Urban Growth Centre through intensification.

One of the key directions of the ongoing Official Plan update is the nodes and corridors vision wherein the new developments in Brampton would be focused around key areas (nodes) and streets (corridors) supported by high quality transit service.

The Brampton 2040 Vision sets out the big-picture for the downtown with expected growth of +55,000 population and +26,000 employment by 2040+ in the downtown area.

The Region of Peel is also carrying out the Major Transit Station Area (MTSA) Study and the Brampton GO Station is identified as an MTSA. The City is supporting the MTSA study by developing a framework to guide strategic future growth and investment to 2051, based on the boundaries and density targets proposed by the Region of Peel's MTSA Study.

Metrolinx 2041 Regional Transportation Plan contains the integration of transportation and land use especially around the transit stations and mobility hubs as one for the five strategic directions of the plan. The Metrolinx 2016 GO Station Access Plan envisions targeting station access to maximize return on investment, supporting the shift to transit and active transportation, and promoting higher density communities surrounding the GO stations. Collaboration with key local and provincial partners to support transportation and land use objectives forms an important aspect of this vision.

Metrolinx has also embarked upon a Transit Oriented Communities approach to their rail stations, which can have multiple benefits including increasing ridership, reducing congestion, catalyzing complete communities, offsetting the station construction costs, and stimulating the economy through major projects after COVID-19.

Current Situation:

The new Downtown Transit Hub is planned to increase the capacity and quality of the transit system by potentially doubling the number of bus bays while featuring passenger and operator amenities such as ticketing area, waiting area, washroom facilities, and concessions, and canopies. The terminal will also be planned and designed to accommodate electric bus technologies. The Figure 1 below shows the preliminary Downtown Transit Hub study area.



Figure 1: Downtown Transit Hub preliminary Study Area

The graphic in attached Appendix-1 shows key higher order transit projects and initiatives currently under consideration through various plans and studies in addition to the current transit services that will connect the downtown Brampton – as can be seen, the Downtown Transit Hub is a key piece of infrastructure linking regional and local transit services and the following higher order transit project and initiatives:

- Züm Service Improvements
- Future LRT Extension EA
- Future Queen St – Hwy 7 BRT
- All Day Two Way GO

Downtown Transit Hub Project Approach

A number of factors need to be evaluated to plan, design, and construct the Downtown Transit Hub facility, some key considerations are broadly outlined below.

- ◆ Selection of the Transit Hub infrastructure Delivery Model guided by the choice of building architecture and the procurement method for infrastructure delivery, outlined further below in this report.
- ◆ Influencing factors such as potential opportunities for maximizing value by delivering the infrastructure through an integrated Transit Oriented Community.

- ◆ Leveraging the potential for the Downtown Transit Hub through land consolidation and/or utilizing existing City-owned or Metrolinx-owned properties. Of note is that the Metrolinx and the City own significant lands around the GO station.
- ◆ The transportation and connectivity efficiencies between the Transit Hub and the associated higher order transit infrastructure converging in downtown Brampton identified in Appendix-1. In particular connectivity between the future Transit Hub, the future LRT Terminal and the GO station, and the nearby buildings and local transit and transportation facilities for a seamless customer experience with emphasis on optimizing active transportation.

In light of the above considerations, staff has developed an approach as part of the project plan, that will also to help build common ground with key stakeholders including, Metrolinx (and CN), known as the Project Approach.

This Project Approach involves placing the Downtown Transit Hub within the context of the downtown Mobility Hub (Brampton GO Mobility Hub), identifying the project objectives, delivery options for the core transit infrastructure and any associated building architecture for the Downtown Transit Hub. For clarity, the Downtown Transit Hub references a bus terminal (hub). The Project Approach is outlined below.

- i. Downtown Transit Hub - a component of Brampton GO Mobility Hub
 The Table-1 below conceptually delineates the major components collectively forming the Mobility Hub infrastructure for the GO Station (major transit node). This delineation will help advance the planning and design for the Downtown Transit Hub in alignment with the requirements of the rail, light rail transit, and allied transportation infrastructure, and contributing to the shared supporting infrastructure.

Table-1: Brampton GO Mobility Hub Component Infrastructure			
Rail	Light Rail Transit	(Bus) Transit	Allied Transportation Modes
<ul style="list-style-type: none"> • GO Station Buildings (North/South) • In-corridor works such as new tracks • Off-corridor works such as platforms 	<ul style="list-style-type: none"> • LRT Extension to Brampton GO • LRT Terminal 	<ul style="list-style-type: none"> • Züm and local transit, GO Bus • Bus Rapid Transit • Transit Bus Terminal (Downtown Transit Hub) 	<ul style="list-style-type: none"> • Auto • Active Transportation (pedestrian and cycling) • Ridesharing and ride hailing services
Shared Infrastructure support: <ul style="list-style-type: none"> • Building Architecture • Streetscape improvements • Public Realm Passenger pick-up and drop off Parking 			

- | |
|---|
| <ul style="list-style-type: none">• Customer service, ticketing, and administrative areas, and customer waiting areas, and amenities such as washrooms, and concession areas• Potential electric charging infrastructure |
|---|

The core transit infrastructure for the Transit Hub will be planned through the TPAP. A context plan shall be developed providing a conceptual idea showing how the physical form of the proposed developments fit within the existing and planned context around the GO station.

ii. Downtown Transit Hub Objectives

The transit hub objectives have been identified to deliver the appropriate infrastructure that will serve the bus service needs and be integrated with other modes and with surrounding developments. The Downtown Transit Hub key objectives will be:

- Technically and operationally feasible location and design,
- Informed by key Provincial, Regional, and City Policies: the Metrolinx 2041 Regional Transportation Plan, MTSA vision, City's Official Plan, and Brampton 2040 Vision,
- Aligned with integrated land-use and planning, adaptable and flexible for Transit Oriented Communities Integration, transportation system optimization, and offer frequent rapid transit connectivity,
- Future proofed to accommodate electric bus technology.

iii. Transit Hub Infrastructure Delivery Model Selection

A transit terminal (transit hub) could be delivered in a number of ways. Figure 2 below conceptually outlines the Transit Hub Infrastructure Delivery Model selection process that involves a TPAP to confirm the location and capacity and recommend the preferred reference concept design for the core transit infrastructure (the bus-bays, access and circulation areas, and the amenities areas and so forth) that informs the selection of the Delivery Model Alternatives.

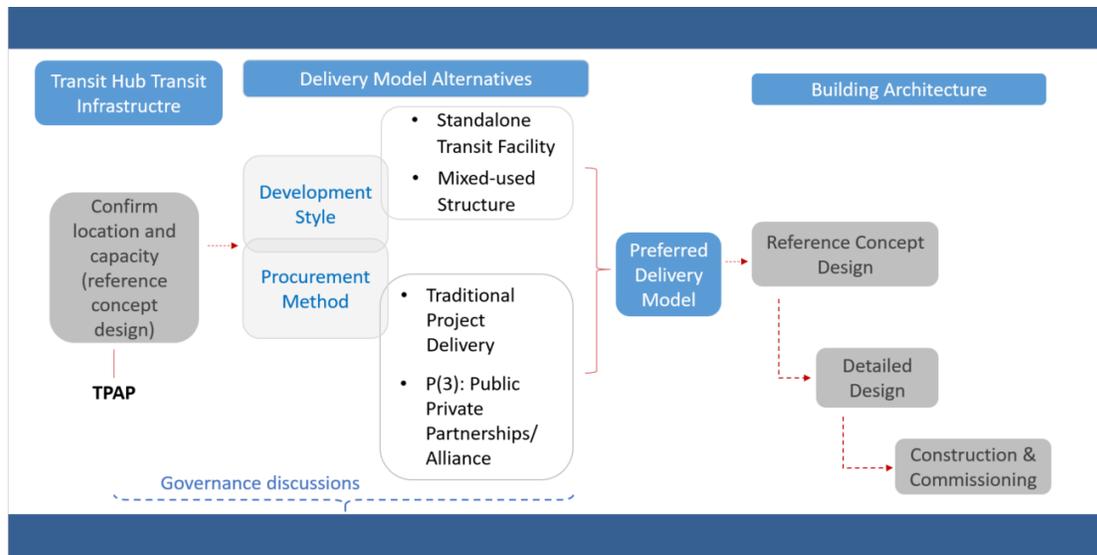


Figure 2: Transit Hub Infrastructure Delivery Model

As seen in the Figure 2 above the Delivery Model Alternatives will depend on:

- Development Style: depending on the choice of transit hub building architecture such as a standalone facility (e.g. the Shoppers World Terminal), or within a mixed-use development (e.g. the new Union Station Bus Terminal), or a combination of this, and
- Procurement Method: dependent on choice between traditional project delivery such as different variations of design-bid-build contracts, or through Public Private Partnerships.

The selection of the Development Style and the Procurement Method informs the Infrastructure Delivery Model selection leading to the development of the Downtown Transit Hub building architecture (facility) reference concept design, detailed design, and construction & commissioning.

The preferred Infrastructure Delivery Model will be confirmed in consultation with Metrolinx referenced in Figure 2 as the governance discussions are finalized.

Transit Project Assessment Process (TPAP)

A Transit Project Assessment Process (TPAP) under the O. Reg. 231/08 will be carried out to recommend the Transit Hub preferred reference concept design and site plan for the core transit infrastructure. The TPAP will also confirm the Transit Hub location and capacity. The TPAP will involve wider stakeholder consultation with Metrolinx (and CN), regulatory agencies, First Nations, and public. The downtown BIA will be considered as a key stakeholder. Staff is developing the terms of reference to select a multi-disciplinary consulting team to carry out the TPAP and anticipates it's initiation by mid-2022.

Coordination with Downtown Projects and Initiatives

The Downtown Transit Hub project is being coordinated under the Integrated Downtown Plan (IDP) objectives for Transportation and Connectivity. In addition to the higher order transit projects and initiatives noted above, staff plans on working in close coordination with the projects below in concert with the IDP staff.

<ul style="list-style-type: none">• Downtown Revitalization – Streetscaping (Phase 1 of IDP)• Centre for Innovation – building project• Downtown Flood Protection• Riverwalk Urban Design and Open Space Master Plan	<ul style="list-style-type: none">• MTSA Study• City-wide Municipal Parking Strategy• Downtown Heritage Master Plan• Metrolinx Kitchener GO Rail Expansion: segment through downtown Brampton
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Project Budget

The Transit Hub project is funded through the Investing in Canada Infrastructure Program (ICIP); Table 2 below shows a breakdown of the funding commitments from each level of government:

Federal	Provincial	Municipal	Total
\$12,000,000	\$9,999,000	\$8,001,000	\$30,000,000
40.00%	33.33%	26.67%	100%

Details of the capital cost estimate for the Transit Hub infrastructure will be identified following the completion of the TPAP and the selected delivery approach.

Next Steps:

As next steps staff is developing the terms of reference for the Downtown Transit Hub TPAP. Discussions with Metrolinx are anticipated as the terms of reference are developed. Work to complete the Pre-planning stage will also continue.

Further updates to Council are anticipated as this project advances over the next 12-18 months. When appropriate, staff will also seek required approvals from Council for any potential agreements, memorandum of understandings, or other documents required to support the advancement of the project.

Corporate Implications:

N/A

Term of Council Priorities:

The Downtown Transit Hub project is in alignment with the 2019-2022 Term of Council Priority (Mid-term Evaluation & Refresh) – Brampton is a Green City. The Downtown Transit Hub will provide a key transit link in the regional transit network connecting Brampton to the Greater Toronto and Hamilton Area (GTHA).

Conclusion:

This report provides an update to the Downtown Transit Hub project outlining the project approach that conceptualizes the Downtown Transit Hub as part of Brampton GO Mobility Hub. The report summarizes the Transit Hub project objectives, and identifies a high level process for the Transit Hub infrastructure delivery model selection. Staff is developing the work plan and terms of reference for the TPAP, which is planned to be initiated by mid-2022. Broader stakeholder consultation with Metrolinx (and CN), regulatory agencies, and other key stakeholders including the downtown BIA, and the public is planned to be carried out as part of the TPAP.

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Appendix 1 - Downtown Brampton Higher Order Transit Projects under Implementation and Planning