



Transportation Overview

2023

The Brampton Board of Trade's *Transportation Overview* is intended to provide a brief overview of selected transit projects relevant to the community. The information contained within these pages is based on publicly available sources, including various government agency websites and documents posted within, media websites, Public Information Centres for ongoing projects, communication with officials of public agencies, as well as archival documents in private collections.

Given that all of these projects are in various stages of development, it stands to reason that the information contained within this document is subject to change. While we have done our best to ensure that the content of this document is both accurate and up to date, we are limited to publishing only information that is known by us to be in the public realm, and, at times, interpreting it to the best of our abilities. As such, we welcome any updates and/or corrections. Please send any relevant material (along with your contact information, should we have questions) to office1@bramptonbot.com.

Thank you.

Navigating this Document

This PDF includes clickable links as follows:

- Click on the large arrows on the front cover (page 1) to get to page 2.
- Click on the BBOT logos (pages 1 and 18) to go to the BBOT website.
- Click on the CN and 407 ETR logos (below) to go to their websites.
- Click on the footer on the lower left area of pages 2–17 to return to the table of contents.
- Click on the right/left-pointing arrows near the bottom of each page to go forward/backward.
- On the Contents page, click on a project name to go to that project.
- Click on a footnote number to access the related footnotes list within that section. To get back to the page you were on, click on the number next to the footnote details you were looking for.

This edition of The Brampton Board of Trade's *Transportation Overview* was made possible through the generous support of our sponsors:



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Buses will travel between downtown Brampton and the Vaughan Metropolitan Centre via an optimized corridor design that supports robust frequencies. The Preliminary Design Business Case is in the process of being written.

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Passenger rail provided by GO Transit is set to expand between Bramalea Station and Union Station, and west to Kitchener.

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Roads

A proposed 400-series highway will run for 52 kilometres between Milton and Vaughan, traveling through parts of Halton, Peel and York regions. The project would contain features such as electric vehicle charging infrastructure, service centres and carpool lots. A separate corridor beside the highway would be reserved for buses or future light rail transit options.

16 **Highway 413**

Light Rail Transit (LRT)

Hazel McCallion Line¹

Project Overview

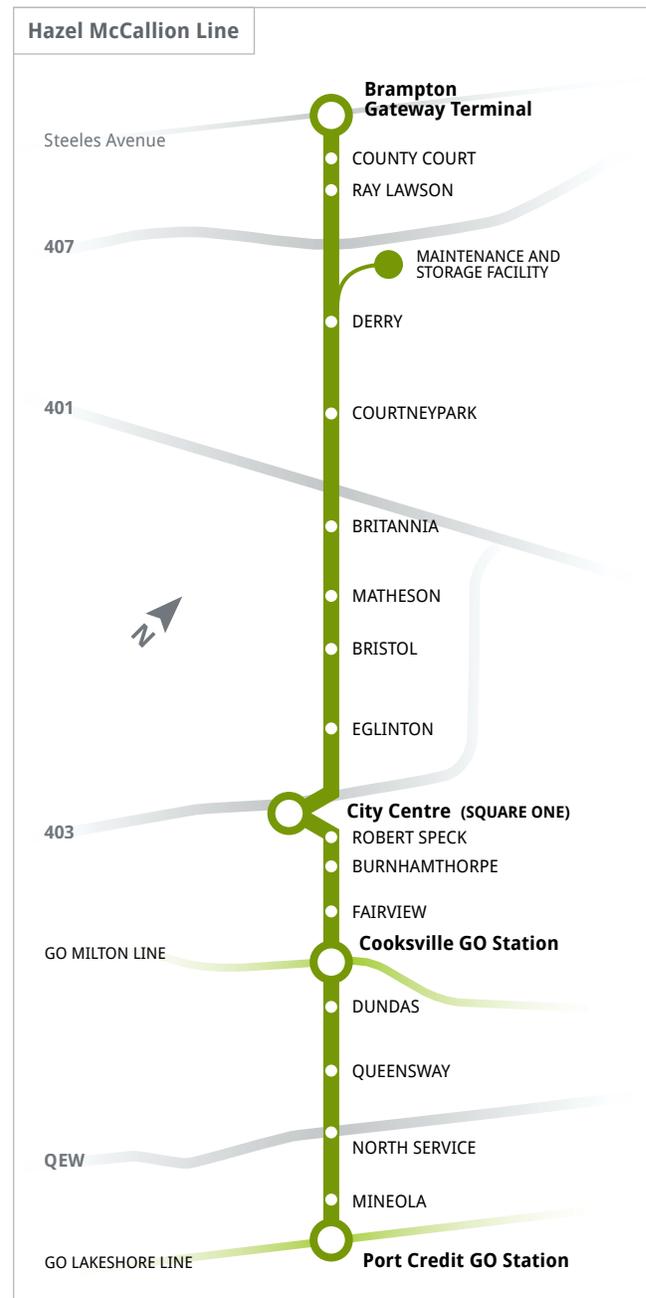
The Hazel McCallion Line is a Light Rail Transit project, previously known as the Hurontario LRT. Upon its expected completion in Fall 2024, it will connect the Port Credit GO Station to the Brampton Gateway Terminal via an 18-kilometre, 19-stop route on Hurontario Street. The system will integrate with local bus services and GO Train corridors. Within Brampton, it will include stops at Ray Lawson Drive, County Court Boulevard and Gateway Station on the south side of Steeles Avenue.

Capital funding for the Hurontario-Main LRT corridor was committed in full in April 2015, spanning from the Port Credit GO Station to the Brampton GO Station. Brampton City Council subsequently decided in October 2015 to reject the portion of the project allocated for Brampton due to ongoing debate over alternate route options. While the segment from Port Credit to Steeles that has since been named the Hazel McCallion Line is undergoing construction, Brampton Council is once again considering approving a Steeles to Brampton GO segment along Main Street, though a funding partner would be needed.

Upon its projected completion by approximately the Fall of 2024, the system will run on Hurontario Street from Port Credit GO Station to Brampton Gateway Terminal. The initially planned operating scenario “may include weekday/Saturday service from 5:00 a.m. to 1:30 a.m. and on Sunday from 7:00 p.m. to midnight, with an operating frequency of every 5 minutes during the peak hours.” Off-peak operating frequency was expected to be every ten minutes. The revised operating scenario that the project is working towards will see peak service of every 7.5 minutes and off-peak of every 10–12 minutes.² The Hurontario LRT will integrate with local bus services and GO Train corridors. In addition to the LRT tracks and stops, the project will include new sidewalks, separated bike lanes, and “streetscape and public realm improvements.”

Highlights

- 19 stops
- 18 kilometres with service beginning in Fall 2024
- Dedicated operations and maintenance facility at Hurontario/407 in Brampton
- Regional connections available through access to the Port Credit and Cooksville GO Stations, Mississauga Transitway, MiWay, MiWay Express, Brampton Transit and Züm routes



Project Status

In October 2019, Infrastructure Ontario and Metrolinx awarded a \$4.6 billion 30-year contract to Mobilinx, a consortium that had bid to design, build, finance, operate and maintain the project. Major construction began in 2021 and continues today towards an expected completion in Fall 2024.³ A community relations and public awareness campaign is in place, including community offices, information stands, virtual open houses during the COVID-19 pandemic and other outreach to residents and businesses.

As of January 2023, significant progress has been made along the entire route, specifically in terms of work related to relocations of underground utilities (water, gas, hydro, telecom), and will continue through 2023. Construction of the Operations, Maintenance & Storage structure within the City of Brampton is well underway, and 2022 saw the first tracks laid at the facility. The light rail vehicles will be delivered from Alstom’s Brampton plant.⁴

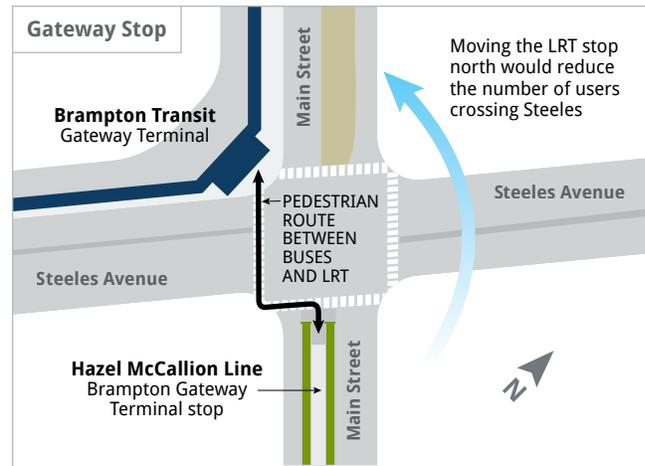
Community Outreach

A community office in Brampton directly serves residents and businesses that have questions. Due to the on-going COVID-19 pandemic it is advisable to check their public hours, or appointment-making process, online before going to the office:

Phone: 416-202-7500 / Email: peel@metrolinx.com
17 Ray Lawson Blvd, Unit 9, Brampton, ON L6Y 5L7

Gateway Stop

There remains significant interest from the City of Brampton and Peel Region over the location of the Gateway stop, which is presently the northern terminus of the Hazel McCallion Line.⁵ The location of the stop is in the median of Hurontario Street, south of Steeles Avenue, while Brampton Transit’s Gateway bus terminal is on the northwest corner of Steeles and Main. Concern has been raised that the current location of the stop presents a danger to passengers using both systems because it requires them to cross both Steeles and Main when transferring between buses and the LRT. Moving the LRT stop to the north side of Steeles could partially mitigate these concerns. At the present time, Metrolinx has not agreed to move the stop.



Business Implications

“The Hazel McCallion Line is an important regional and local project, and its completion will bring widespread benefits. Unfortunately, due to the decision in 2015 of Brampton City Council to decline the provincial capital funding commitment for the Steeles to Brampton GO Brampton segment, these economic benefits may not be realized as fully as they would have been had Brampton Council not stopped the line at Steeles Avenue. The Brampton Board of Trade looks forward to the completion of the Hazel McCallion Line and is keenly focused on the unfolding discussion and studies for the Main Street Extension, covered in the next section of this overview.”

Footnotes

Click the footnote number to return to the page it's located on.

1. <https://www.thestar.com/news/gta/2022/02/14/new-lrt-line-named-after-hazel-mccallion-the-same-day-she-turns-101.html>
2. BBOT correspondence with Metrolinx, May 2022.
3. <https://www.infrastructureontario.ca/Contract-Awarded-for-Hurontario-LRT/>
4. <https://www.alstom.com/alstom-canada>
5. <https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=43324>

Main Street LRT Extension

Project Overview¹

The Main Street LRT Extension would connect the Brampton Gateway Terminal stop on the Hazel McCallion Line to the downtown Brampton GO Station. The extension would consist of either a surface-level route between the two stops, or a combination of surface and tunnel designs. The project is currently in its early stages, with design, funding and projected completion date yet to be determined.

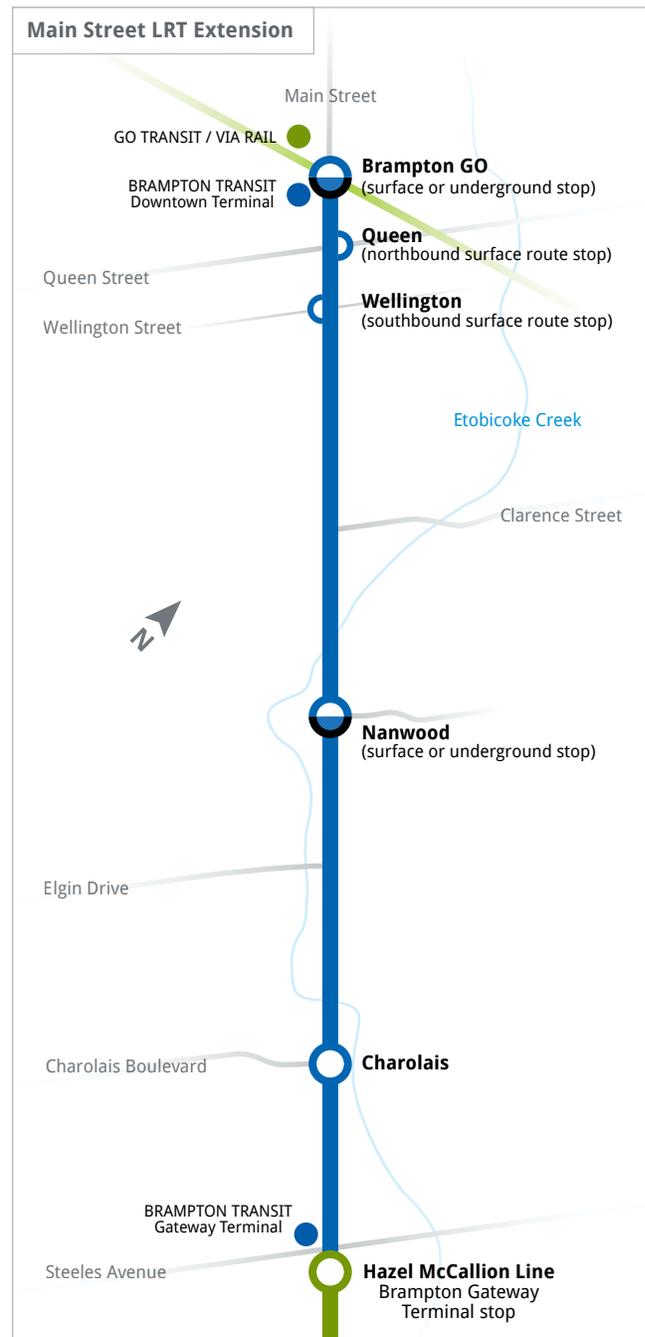
After Council voted 6 to 5 to decline funding for the Main Street segment in 2015 (part of the overall Hurontario-Main LRT funding commitment offered by the Province), debate ensued over potential alternate routes along McLaughlin and Kennedy. Once the 2018–22 Council took office, they voted in favour 11–0 for the Main Street alignment and directed staff to look at tunnel and surface options.² Construction continues to move ahead on the Hurontario segment of the project, now named the Hazel McCallion Line, as described earlier.

After reviewing multiple concepts for the Main Street route, including various surface and tunneled alignments, options were narrowed down to two alternatives: a surface alignment on Main Street that terminates with a stop adjacent to the Brampton GO/VIA Station, versus an alignment along Main Street that is underground between Nanwood and Brampton GO.

The surface option would include stops at Charolais, Nanwood, Wellington (southbound), Queen (northbound), and Brampton GO. The tunnel option would include stops at Charolais (ground level), Nanwood (underground), and Brampton GO (underground – under Main Street). Note that the tunnel option does not include a stop at Queen or Wellington, a point raised during debate over the two options.

Highlights

- A significant cost difference between the two options, potentially going as high as \$1 billion
- There are no stops at Queen or Wellington in the tunnel option, leaving a 1.7-km stretch with no access from the LRT to destinations such as Gage Park, City Hall or Queen Street
- Faster travel time for the tunnel option versus the surface option (north of Nanwood)
- Regional connections available through access to the Gateway Bus Terminal, Brampton Bus Terminal, Brampton GO, Brampton Transit and Züm



Project Status

The project remains in planning stages, and if approved would require a funding partner for a cost that could range from more than \$400 million to \$1.7 billion depending on the option ultimately chosen. In June 2021, Council directed staff to complete 30% engineering design work on the two preferred options – a common feature of large infrastructure projects, where the project is designed to approximately 30% completion in order to better refine operational and cost issues. At the same meeting, Council stated its preference for the tunnel option when lobbying for funding.³ A report on the 30% engineering design work is expected in 2023, perhaps within the first quarter. A Virtual Open House was held online from April 22 to May 13, 2021.⁴

A best-case scenario could see the project operating around 2030. This date would be specified during the funding announcement and after the procurement process. The City of Brampton’s 2022 Pre-Budget Submissions to the federal and provincial governments requested \$1.7 billion in total for the project, with \$850 million intended to come from the Province and \$850 million intended to come from the federal government.⁵

The two options would impact Main Street as follows:

Surface Option

FROM GATEWAY TO NANWOOD

- LRT: 1 lane northbound + 1 lane southbound
- Bicycles: 1 lane northbound + 1 lane southbound
- Vehicles: 2 lanes northbound + 2 lanes southbound

FROM NANWOOD TO WELLINGTON

- LRT: 1 lane northbound + 1 lane southbound
- Bicycles and vehicles (mixed traffic): 1 lane northbound + 1 lane southbound

FROM WELLINGTON TO BRAMPTON GO

- LRT and vehicles (mixed traffic): 1 lane northbound + 1 lane southbound
- Bicycles: 1 lane northbound + 1 lane southbound

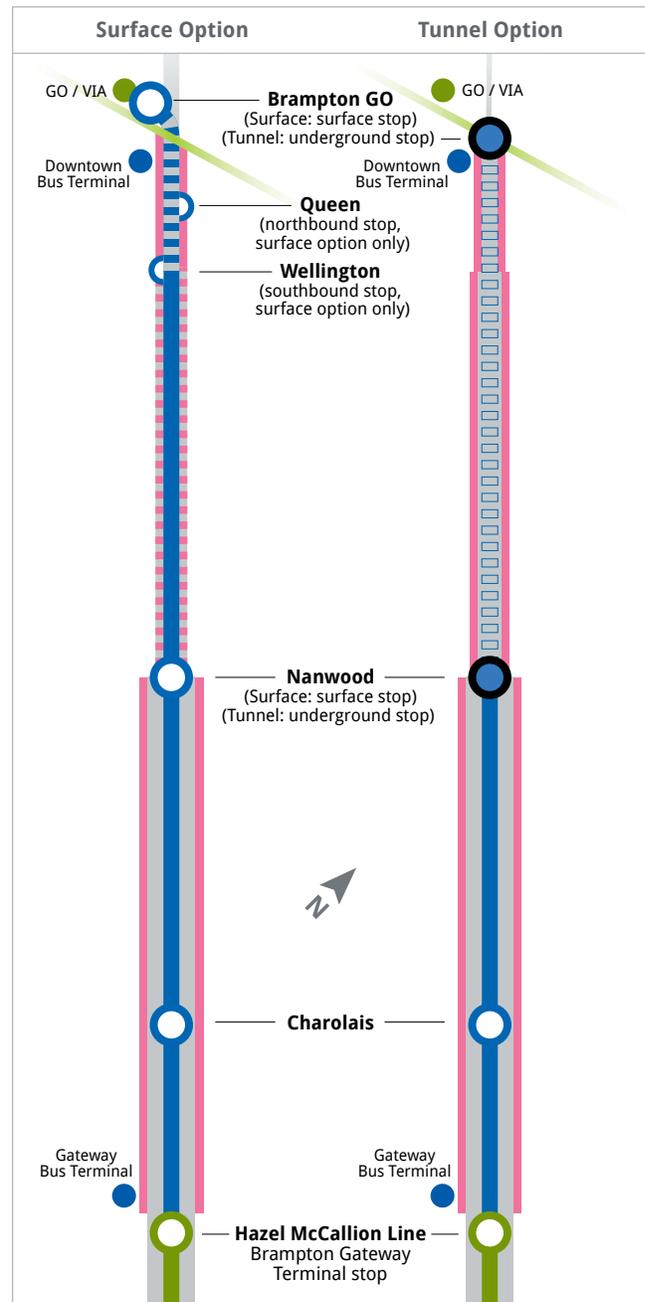
Tunnel Option

FROM GATEWAY TO NANWOOD

- LRT: 1 lane northbound + 1 lane southbound, with transition to/from tunnel at Nanwood
- Bicycles: 1 lane northbound + 1 lane southbound
- Vehicles: 2 lanes northbound + 2 lanes southbound

FROM NANWOOD TO BRAMPTON GO

- LRT: underground (no impact on surface traffic)
- Bicycles: 1 lane northbound + 1 lane southbound
- Vehicles:
 - south of Wellington: 3 lanes north/southbound
 - north of Wellington: 1 lane northbound + 1 lane southbound



Considerations

- The surface option proposes that bicycles and vehicles operate in mixed traffic between Nanwood and Wellington, and that vehicles and the LRT operate in shared lanes between Queen and Brampton GO. Perhaps the City could consider moving the bicycle traffic north of Nanwood to the valley lands instead. This could serve two purposes: increase cyclist safety through this area, while benefiting vehicular traffic flow between Nanwood and Wellington. It may also free up lane space for vehicular traffic north of Wellington, potentially reducing impacts to travel times through this section.
- Choice of the tunnel option could negatively impact cost of any future northward expansion toward Mayfield, since it would need to start from an underground location at Brampton GO.

Business Implications

"The 2015 Brampton Council decision to decline committed funding for the Main Street segment of the then-Hurontario-Main LRT was a significant missed opportunity for our City. The route could presently be under construction alongside the Hurontario segment known as the Hazel McCallion Line, but a decision to move forward is still months away or longer, with the beginning of construction even further in the future.

The two different options offer potentially different opportunities to the downtown area. The tunnel option's only downtown stop will be at Brampton GO, making it more suitable for users whose sole goal is to connect with other regional transit infrastructure. The surface option will have additional downtown stops, including Queen Street and Wellington Street, offering the potential to better serve shoppers, day visitors and others traveling to festivals or events.

The Brampton Board of Trade has a long-standing position on the Main Street LRT: Just build it. Brampton businesses support whichever option has the stronger business case and is ultimately funded. That said, the cost difference between the two options warrants serious consideration. Would picking an option \$1 billion more expensive offer a correlating improvement in service? Would it impair the City's ability to fund other infrastructure priorities, such as additional healthcare capacity? Would it delay extension of the LRT north to Mayfield? Would the more expensive option hamper Brampton's ability to find a funding partner, in a world where every municipality is competing for funding for priority projects? Council would do well to consider these questions before making a final decision. Light rail along Hurontario/Main has many job creation, investment and place-making benefits. It also allows re-allocation of buses along east-west routes to better serve residents and employers throughout the city."

Footnotes

Click the footnote number to return to the page it's located on.

1. <https://pub-brampton.escribemeetings.com/FileStream.ashx?DocumentId=27711#page=438>
2. <https://www.brampton.ca/EN/City-Hall/meetings-agendas/Committee%20of%20Council%202010/20181205cwmn.pdf>
3. <https://pub-brampton.escribemeetings.com/FileStream.ashx?DocumentId=27711#page=362>
4. https://www.brampton.ca/EN/residents/transit/Projects-Initiatives/LRT-Extension-Study/Documents/Virtual%20Open%20House%20202/Brampton%20LRT%20Extension%20Executive%20Summary%20Virtual%20Open%20House%20_Spring%202021.pdf
5. https://www.brampton.ca/en/city-hall/relations/documents/2022%20ontario%20pre-budget%20submission_city%20of%20brampton.pdf

Queen Street Bus Rapid Transit

Project Overview

After reviewing various service and infrastructure options for transit on Queen Street, the City of Brampton and Metrolinx have narrowed their preference to Bus Rapid Transit (BRT) and are in the process of completing further technical studies. There is a broader vision to evolve service with a dedicated multi-modal corridor extending from Mississauga Road to mobility hubs in Downtown Brampton and the Vaughan Metropolitan Centre. The City’s current work builds on the 2015 Metrolinx Regional Transportation Plan and the Brampton 2040 Vision, published in 2018. It is also being coordinated with the LRT Extension Study, as well as the Downtown Re-imagined Project.

Project Status

In October 2020, Metrolinx published an Initial Business Case looking at BRT options along Queen Street, along with recommended models for transit service and infrastructure design.¹ (See below.)

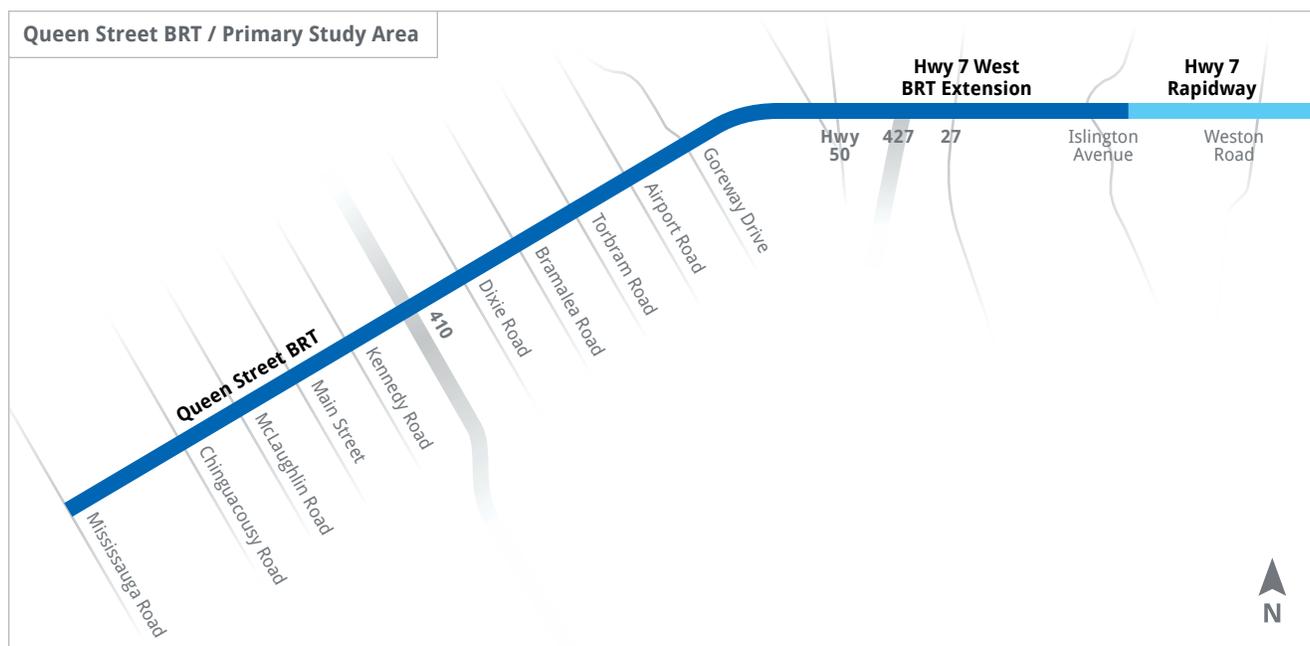
Metrolinx accepted bids for the completion of the Preliminary Design Business Case (PDBC) through the middle of February, 2022. The City of Brampton requested \$850 million for the project in its 2022 Ontario Pre-Budget Submission and has requested matching federal money. In May 2022, Metrolinx awarded a contract to a consultant to write the PDBC. The course of engagement will be very similar to that of other Bus Rapid Transit Projects. In the coming months, the project timeline, including the Transit Project Assessment Process (TPAP), will be posted to the project’s Metrolinx Engage site.² Metrolinx will be engaging in virtual open houses and public information centres through January and February of 2023.³

Transit Service Model

Metrolinx recommends designing the service around a “single main BRT trunk route with the addition of feeders.”

Infrastructure Model

Metrolinx concludes that boardings would be maximized through the use of different models of centre median operation, but that specific decisions will need to be considered in more detailed stages of consultation.



Highlights

- Preferred option features to be narrowed through completion of the Preliminary Design Business Case (PDBC)
- Likelihood of centre median operation based on some of the preliminary options brought forward

Considerations

- The proposed downtown Transit Hub may impact the routing of the Queen buses in the area. As such, adjacent streets that could serve the adjusted Queen BRT route may need to accommodate additional and/or bus traffic. This is especially true in light of new and planned development in the surrounding area.

Business Implications

“While still in early stages, BRT on Queen Street is an important piece of infrastructure for both the city and broader region. BBOT looks forward to seeing the PDBC and better understanding the preferred option along with its implications for the corridor.”

Footnotes

Click the footnote number to return to the page it’s located on.

1. <https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Queen-St-Hwy-7-BRT-IBC-Final.pdf>
2. BBOT correspondence with Metrolinx, May 2022.
3. <https://www.metrolinx.com/en/projects-and-programs/queen-st-hwy-7-brt>

Expanded Kitchener Line GO Train Service (Two-Way, All-Day GO)

Project Overview

As part of its plan to provide increased service and more choice for commuters across the GO Transit rail network, Metrolinx is considering options that would allow for greater train frequency and an expanded schedule across its Toronto-Brampton-Kitchener-London corridor. Metrolinx is balancing service and cost with design improvements that would provide increased train frequency – an interim step toward eventual full two-way, all-day service.

Project Status

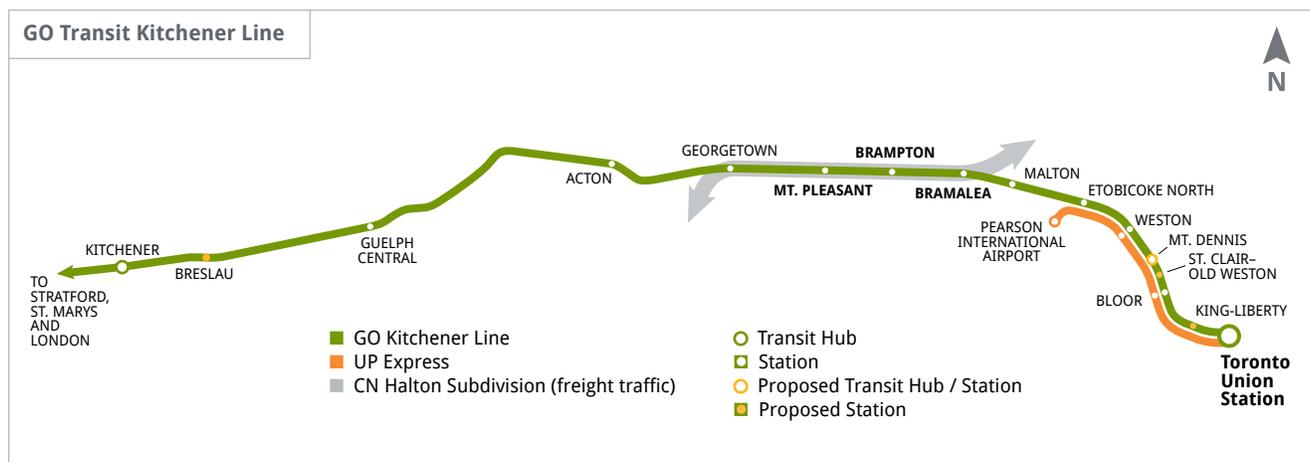
BRAMALEA – UNION STATION

This segment will receive electrified service that will enable more frequent GO trains. It is part of the GO Transit “On Corridor”, (or “On Corr”) contract. On February 23, 2022, Infrastructure Ontario announced that ONxpress Transportation Partners has been selected as the first negotiations proponent for the next phase of this work. GO Transit owns the tracks for this segment. As part of the On Corridor project, a new layover facility to store GO trains will be built near Heritage Road. Consultation recently wrapped up for this part of the project.¹

BRAMALEA – GEORGETOWN

CN Rail owns the tracks for this segment. A Preliminary Design Business Case (PDBC), published in March of 2021², went into considerable depth, identifying the importance of the role of CN as a technical stakeholder and partner in operating under the envisioned expansion. “Business As Usual with State of Good Repair Improvements” (BAU + SOGR) was identified as the easiest to implement, but would only result in off-peak service. Two-way service along the Kitchener corridor will require enhanced Environmental Assessments (EAs) plus technical collaboration with CN Rail. Metrolinx presented to Brampton Council on September 22, 2021³, outlining proposed future service levels along this corridor as well as the expected economic benefit.

In the Spring of 2022, Metrolinx published expropriation notices for properties in the Halton Hills area that are intended to be used for a “grade separation” east of Georgetown, which would allow GO trains to cross over (or under) freight traffic via an overpass or underpass. At this time, the design of the grade separation has not been specified. The \$1.4 billion Kitchener Extension Program⁴, which is separate from the On Corr program/package/funding, includes a third track through downtown Brampton but does not formally include the grade separation. Metrolinx says that they are further reviewing the project to see if they can fit it into the \$1.4 billion budget. They are doing the expropriation at/near it to help with certainty and understanding of the cost for this grade separation. The Kitchener Extension project also includes adding more passing tracks and other upgrades between Kitchener and Georgetown to allow for service enhancements and more frequency.

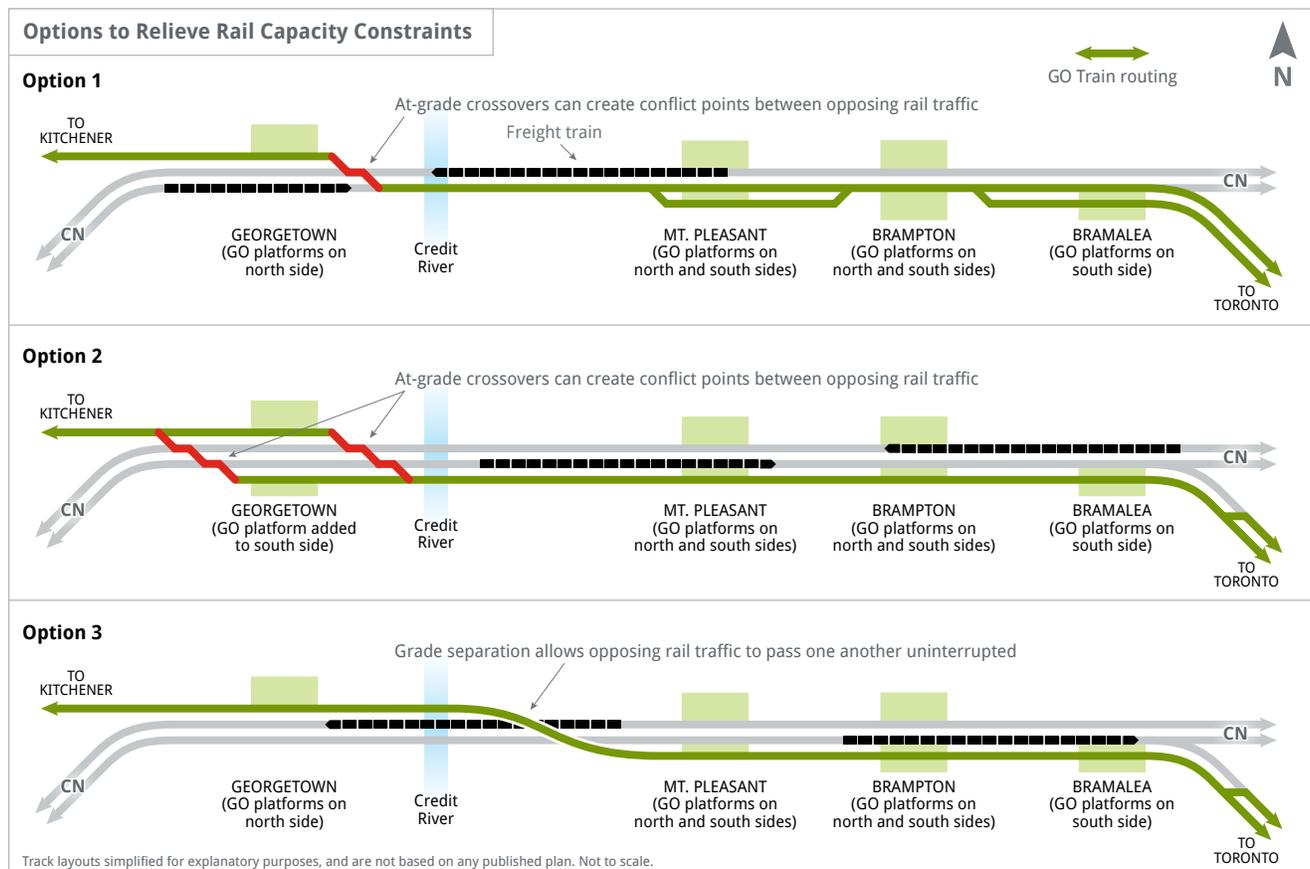


The Challenge

Between Bramalea and Georgetown, GO and VIA trains must cross between the north and south sides of CN's busy mainline in order to access the Kitchener corridor west of Georgetown. This occurs while competing for space with a steady stream of long freight trains. Without significant upgrades, there are physical limits as to how much traffic will fit into that stretch of track. Between Bramalea and Georgetown, CN's Halton Subdivision is composed of two or three mainline tracks. It is a major thoroughfare for freight trains hauling domestic and international traffic. In addition, it hosts GO and VIA service. At present, typical weekday traffic on the line can include more than 20 CN freight trains plus 29 GO trains and 2 VIA trains. As such, there are instances when one or more trains must be stopped to allow other traffic to pass.

Options

- 1. Business as usual** — “Maintaining the status quo while pursuing state of good repair maintenance and upgrades” is the least expensive and least disruptive option but has little upside from a system-wide perspective. The status quo is constrained by insufficient capacity for GO trains to pass between the north and south sides of the line, resulting in delays.
- 2. Two-way service to Kitchener with existing rail crossing at Georgetown** — This option requires opposing GO trains to/from Kitchener to cross over CN's tracks simultaneously, per capacity limits on CN tracks. (The westbound train crosses to the north side; the eastbound to the south side.) This operation may be complicated by the presence of other traffic.
- 3. Two-way Service to Kitchener with rail-over-rail grade separation at Georgetown** — This option calls for GO trains to cross over (or under) freight traffic via an underpass or overpass (the “grade separation”). Such a crossing would be the most effective way to minimize delays and pave the way for service level expansion.

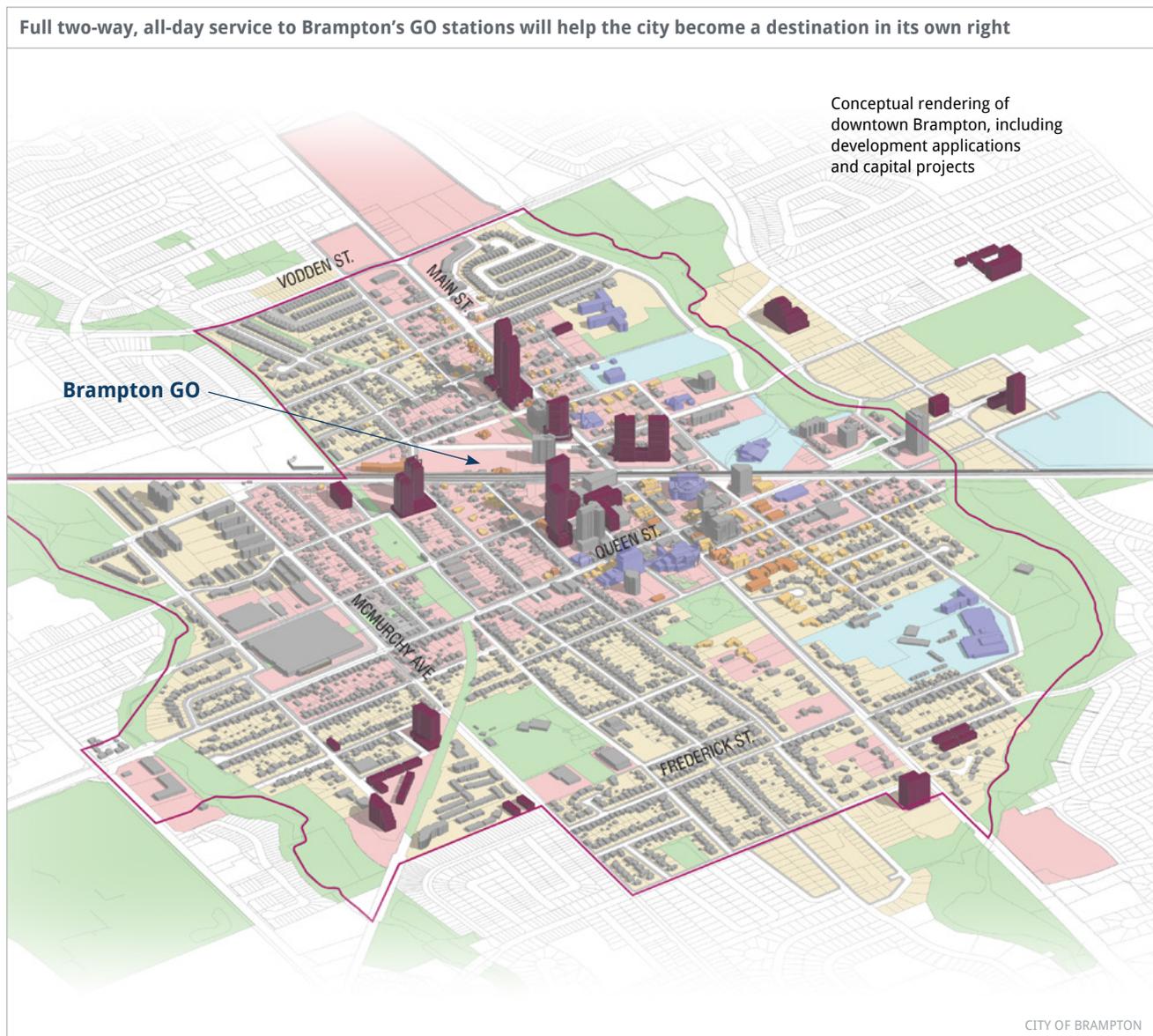


Considerations

- Any improvements to service levels should include a solution to the existing Mill Street level crossing in Brampton. If GO, VIA and freight traffic increases through this corridor (especially if a third or fourth track is added), eliminating the grade crossing will be essential to enhancing public safety, not to mention helping to ensure the uninterrupted flow of rail traffic.

Business Implications

“While expanding two-way all day GO service across the region is important, in Brampton it is a particularly high priority to expand service west of Bramalea to downtown Brampton, Mount Pleasant and eventually Heritage Heights. Full service to Brampton, including weekend GO train service, is what will allow the city to grow into more of a destination in its own right rather than a waypoint on the way in and out of Toronto.”



Expanded Kitchener Line GO Train Service (Two-Way, All Day GO)

Footnotes

Click the footnote number to return to the page it's located on.

1. <https://www.metrolinxengage.com/en/content/kitchener-corridor-heritage-road-layover>
2. <https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2021-03-04-Kitchener-Mid-Term-Service-Expansion-PDBC-FINAL.pdf>
3. <https://pub-brampton.escribemeetings.com/Meeting.aspx?Id=a10934b6-51bd-46fd-aebd-9382e7ad0180&Agenda=Agenda&lang=English>
4. <https://blog.metrolinx.com/2022/05/03/first-phase-of-work-to-expand-kitchener-go-line-service-kicks-off/>

Highway 413

Project Overview

Highway 413 is an important infrastructure investment consisting of a 52-kilometre 400-series highway, extensions to connect with Highways 410 and 427, plus an allowance for a future transitway. A parallel utility corridor may also be included. Despite the highway having attracted considerable opposition from various groups and political parties, it remains an important piece of infrastructure to support the economic development of the region. Its primary aim is to save commuters time and ease the flow of goods across the region, helping to alleviate the annual loss of billions of dollars in productivity to gridlock, most recently estimated at \$11 billion¹.

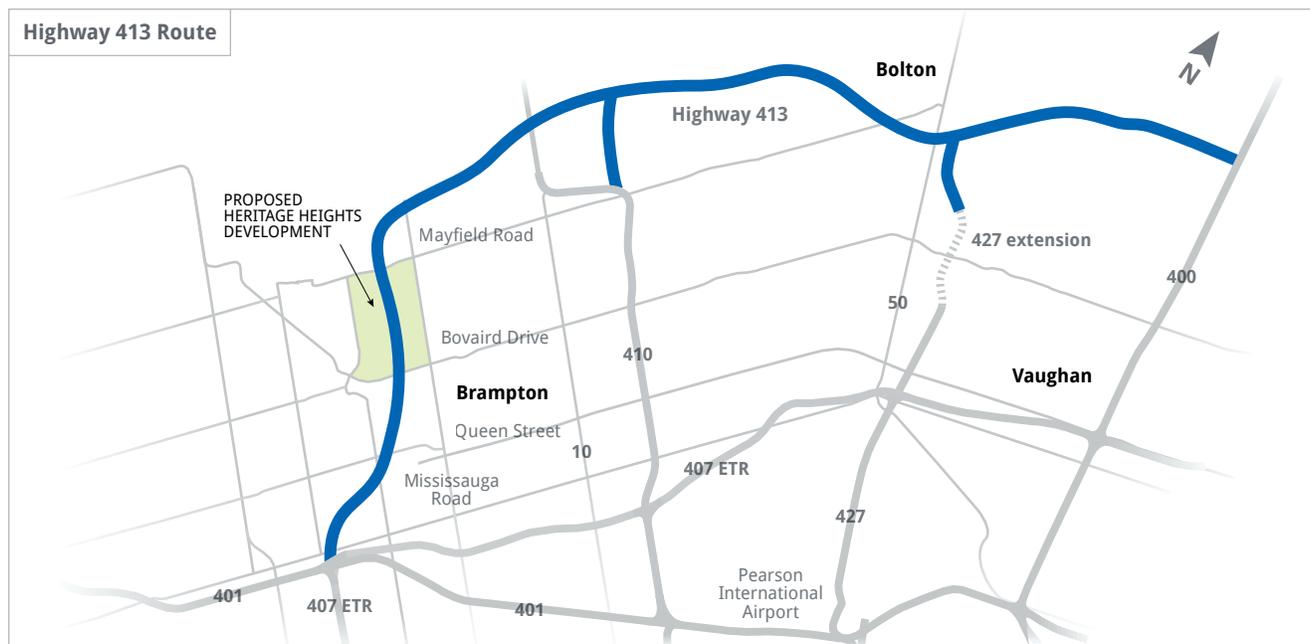
The Technically Preferred Route released in 2020 calls for a four-to-six lane highway with a 170-metre wide right-of-way, made up of 15 interchanges including four freeway-to-freeway ones, and a hydro corridor. Highway 413 would run between the current 407/401 interchange where Mississauga, Halton Hills and Milton meet, and Highway 400 in Vaughan².

In Fall of 2020, Council voted 11–0 on a resolution accepting the GTA West Corridor plan while maintaining support for an urban boulevard within the City of Brampton limits and further calling for the EA process to continue to unfold in a way that examines the merits of the urban boulevard concept as envisioned by the City³.

Project Status

An Environmental Assessment (EA), that had been stopped and started in the past based on changes in government priorities, is currently underway with the expectation of completion by the end of 2022. The Ontario government’s 2021 Fall Economic Statement committed funding to the project as part of a package of highway rehabilitation and the construction of the Bradford Bypass⁴.

In May 2021, the Federal Minister of the Environment announced that he was designating the project for review⁵. The federal review will be led by the Impact Assessment Agency of Canada. Once the provincial EA is completed, the federal impact assessment, if warranted, will be the largest remaining regulatory hurdle.



Highlights

- 52-kilometre 400-series highway spanning the 401/407 interchange and the 400
- Expected 3,500 jobs created per year during construction and generate up to \$350 million in annual GDP
- Forecast savings of 30 minutes each way for people traveling the length of the corridor
- Potential for \$1 billion annual GDP boost from enhanced economic activity and a reduction in \$11 billion in productivity lost to gridlock once the project is complete
- No construction budget has been announced by the current government.
- The 401/407/413 interchange may become a source of congestion.
- Highway 413 would not extend east of Highway 400.
- As currently designed, Highway 413 would be built “at grade” (at surface level) meaning that without mitigation measures such as tree planting, noise could be a larger issue than with a below-grade highway.

Considerations

- If, for some reason, the 413 project does not proceed, alternatives to address existing congestion should be pursued. For example, portions of the 413 route should be earmarked for an alternative option to ease congestion on the west side of Brampton and provide relief to Highway 410.

Business Implications

“BBOT has long supported the GTA West Transportation Corridor. It will help to further unlock the region’s economic potential and assist employers in attracting and retaining talent. A frequent complaint from Brampton’s business community is that top talent decline job offers or resign due to the difficulty of commuting to Brampton. The GTA West project will help alleviate that. It will also offer a solution to Ontario’s already burdened supply chain and spur further economic activity in the manufacturing, logistics and transportation industries.

A key concern is the development of Heritage Heights. This pocket of northwest Brampton, where a modern and economically diverse community has been planned, is being held back by a City proposal that includes a boulevard-style street through a portion of the GTA West Corridor. The province has deemed this fundamentally incompatible with the 400-series highway that is planned, and as a result development has been at a stand-still. Given the government’s support for the highway, it is imperative that the City of Brampton pursue alternatives for Heritage Heights, such as placing the boulevard below or adjacent to the highway, so that development can continue.”

Footnotes

Click the footnote number to return to the page it’s located on.

1. <https://www.highway413.ca> (project homepage)
2. https://www.highway413.ca/wp-content/uploads/2020/08/Preferred-Route-and-2020-FAA-Bulletin_Aug-2020_Final.pdf
3. <https://pub-brampton.escribemeetings.com/Meeting.aspx?Id=9f675b83-c689-410e-984c-8124ac170e3f&Agenda=Agenda&lang=English>
4. <https://budget.ontario.ca/2021/fallstatement/pdf/2021-fall-statement-build-en.pdf>
5. <https://iaac-aeic.gc.ca/050/evaluations/proj/81381>

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Smart businesses are Board of Trade members.
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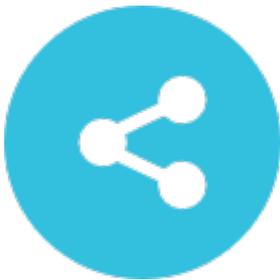
Make change happen

Knock-down barriers to growth at all 4 levels of government. Stand together to encourage economic growth and pro-business policies that make it easier for your business to thrive



Build partnerships

Take advantage of our local, national, and global connections to stay informed and help you to find new partners to reach your business aspirations.



Attract new clients

Find potential new clients and customers through our online member directory or at our many business development opportunities



Grow your network

Meet fellow members, local community leaders, and decision-makers at monthly events. Connect directly with Brampton's business leaders.

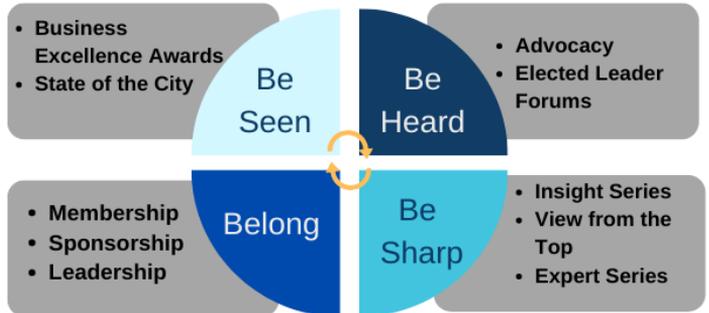
LEADERSHIP MAKES A DIFFERENCE

Smart Leaders are Board of Trade members.

Join a Committee! Sponsor an Event!



STRONG ENGAGEMENT = STRONG ECONOMY



Community partnerships with leading companies are important to support initiatives that help businesses grow, become more productive, and enhance the prosperity of Brampton.



BRAMPTON
BOARD OF TRADE



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BRAMPTON BOARD OF TRADE

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