Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive
Municipal Class Environmental Assessment
Technical Agency Consultation (TAC) Contact List

12-Dec-25

Organization	Name	Role	Email Contact	Attended Kick-off Meeting?	Comments
City of Brampton	Diana Glean	Project Manager, Engineering	Diana.Glean@brampton.ca	yes	
	Bishnu Parajuli	Manager, Engineering	Bishnu.Parajuli@brampton.ca	yes	
	Shahid, Mahmood	Sr Project Engineer, Engineering	shahid.a.mahmood@brampton.ca		
	Nelson Cadete	Manager, Transportation Planning	Nelson.Cadete@brampton.ca	yes	
	Brian Lakeman	Transportation Planner, Policy	Brian.Lakeman@brampton.ca	not at kick-off mtg	
	David Monaghan	Supervisor, Traffic Planning	David.Monaghan@brampton.ca	yes	
	Vanthuong Thai	Supervisor, Street Lighting	Vanthuong.thai@brampton.ca	not at kick-off mtg	taken over from Shane Beirnes who retired
	Nelson Melendez	Supervisor, Traffic Signals	Nelson.Melendez@brampton.ca	yes	
	Ghazi Ashrafi	Supervisor, Traffic Ops	Ghazi.Ashrafi@brampton.ca	yes	Out-of-office from September 17th, 2025 to January 11th, 2026. Contact Nigel Cutler, nigel.cutler@brampton.ca, for any inquiries or updates.
	Adam Davidson	Traffic Planning Technologist	adam.davidson@brampton.ca	no	
	John Allison	Landscape Architect	John.Allison@brampton.ca	yes	
	Kumar Ranjan	Manager, Higher Order Transit EA	Kumar.Ranjan@brampton.ca	not at kick-off mtg	
	Alex Sepe	Manager, Development Services and Design	Alex.Sepe@brampton.ca	not at kick-off mtg	
	Nicole Hanson	Supervisor, Development Services and Design	Nicole.Hanson@brampton.ca	not at kick-off mtg	
	Loui Pastor	Supervisor, Surveys & Technical Support	Loui.Pastor@brampton.ca	not at kick-off mtg	
	Ramandeep Singh	Design Technologist	Ramandeep.b.singh@brampton.ca	yes	
	Olivia Sparrow	Manager, Stormwater Programs	Olivia.Sparrow@brampton.ca	yes	
	Kevin Thavarajah	Manager, Stormwater Programs	kevin.thavarajah@brampton.ca	no	For infrastructure maintenance or inspection matters, please contact: Trevor Swift – trevor.swift@brampton.ca For urgent matters, please contact: Michael Heralall – michael.heralall@brampton.ca
	Reshma Fazlullah	Engineer, Enviromental Compliance	Reshma.fazlullah@brampton.ca	yes	
	Gurmeet Singh	Senior Real Estate Coordinator	Gurmeet.singh@brampton.ca	not at kick-off mtg	
	Charlton Carscallen	Surpervisor, Heritage Planner	Charlton.Carscallen@brampton.ca	not at kick-off mtg	
	Andrew Charles	Surpervisor, Planning Transit	andrew.charles@brampton.ca	yes	
	Aaron Hill	PC Specialist	Aaron.Hill@brampton.ca	yes	
	Karley Cianchino	Supervisor, Wetlands & Environmental Projects	Karley.Cianchino@brampton.ca	no	
	Tom (Ngoc Cuong) Tran	Heritge Planner	ngoccuongtom.tran@brampton.ca	no	Charlton Carscallen requested that Tom Tran be added to the Project File Report circulation
	Marji Sheth	Water Resources Engineer	margi.sheth@brampton.ca	no	
	Karley Cianchino	Supervisor, Wetlands & Environmental Projects	Karley.Cianchino@brampton.ca	no	
Region of Peel	Melvin Gonzalez	Program Manager, Water Linear	Melvin.Gonzalez@peelregion.ca	yes	
	Gage Thomson	Project Manager for Gorewood Dr Watermain Project	gage.thomson@peelregion.ca	not at kick-off mtg	
	Jay Christy	Project Manager, Water Linear	Jay.Christy@peelregion.ca	not at kick-off mtg	Region of Peel Project Manager, replaced Melvin Gonzalez
	Devon DeCraemer	Technical Analyst	devon.decraemer@peelregion.ca	not at kick-off mtg	taken over from Asha Sadi in November 2025
	Priynka Patil	Analyst, Research and Policy	priynka.patil@peelregion.ca	not at kick-off mtg	taken over as new Transportation Analyst at Peel Public Health working with Kayle McMillien as of Nov 2025
	Felipe Serna	Project Manager, Water & Wastewater	felipe.serna@peelregion.ca	not at kick-off mtg	

	Nicole Capogna	Junior Planner at Region of Peel	nicole.capogna@peelregion.ca	not at kick-off mtg	
	Denise Dang-Williams	Technical Analyst, Traffic Operations	denise.dang-williams@peelregion.ca	not at kick-off mtg	
	Frank Pugliese	Manager - Contract Administration & Oversight	frank.pugliese@peelregion.ca	not at kick-off mtg	
	Sean Nix	Transportation Operations & Region of Peel	sean.nix@peelregion.ca	not at kick-off mtg	
	Kayle McMillen	Region of Peel – Research & Policy Analyst – Public Health & Built Environment	kayle.mcmillen@peelregion.ca	nott at kick-off mtg	
Bell Canada	Kenneth Henshaw	Bell Canada, Implementation Manager	Kenneth.henshaw@bell.ca	not at kick-off mtg	yes, Jack Malcolmson contacted Diana and included this contact on 2024-01-31
	Bhabaniprasad Padhi	Technicien CAO, Ingénierie - Centre du Canada	bhabaniprasad.padhi@telecon.ca	not at kick-off mtg	contact added in 3rd TAC comment round in November 2025
	Jacqueline Purcell	Associate, Bell	jacqueline.purcell@bell.ca	not at kick-off mtg	Kenneth Henshaw included them in the email response to Project File Report comments
Telecon	Shafiq Majeed		shafiq.majeed@telecon.ca bell.moc@telecon.ca	not at kick-off mtg	yes, Jack Malcolmson contacted Diana and included this contact on 2024-01-31. Shafiq and Telecon MOC should be circulated prior to any Bell management with regards to conflict markups/files.
Alectra	Max Watters	Alectra Utilties, Supervisor, Distribution Design, Customer Capital	max.watters@alectrautilities.com	yes	
	Cody Fisher	Alectra Utilties, Supervisor, Distribution Design, Customer Capital	cody.fisher@alectrautilities.com	no	
	Chris Kafel	Alectra Utilties, Manager, Distribution Design, Customer Capital	chris.kafel@alectrautilities.com	not at kick-off mtg	
	Igor Volkov	Alectra Utilities, Design Technologist, Customer Capital	Igor.Volkov@alectrautilities.com	no	requested to be added to the TAC group on 2025-04-16
Enbridge	Emilio Labra	Enbridge Gas, Senior Advisor Construction Project Management (CPM)	Emilio.Labra@enbridge.com	yes	Emilio requested that detailed design be sent to Mark-ups@enbridge.com – to request information on assets / review of Designs (30%/60%/90% phase)
	Evguenia Clark	Enbridge, Supervisor Construction Project Manager	Evguenia.Clark@enbridge.com	not at kick-off mtg	
TRCA	Shirin Varzgani	Senior Planner, Infrastructure Planning and Permits, Development and Engineering	shirin.varzgani@trca.ca	not at kick-off mtg	Indicated by email on 2024-06-17 that they will be the main contact from TRCA for this project.
	Deanna Cheriton	Manager, Conservation Lands	deanna.cheriton@trca.ca	not at kick-off mtg	Shirin in the primary contact; however, Deanna and Sven can be contacted directly abouit any parks management questions
	Sven Pittelkow	Supervisor, Conservation Parks	sven.pittelkow@trca.ca	not at kick-off mtg	Shirin in the primary contact; however, Deanna and Sven can be contacted directly abouit any parks management questions

MTO	Paul Nunes	Senior Project Manager, Corridor Management West (Tranpsortation)	paul.nunes@ontario.ca	not at kick-off mtg	yes, Marek Wiesek confirmed on 2024-05-02 that Paul Nunes will be the 'one window' contact with MTO for the Intermodal Dr. ext.
CN	Salar Zulfiquar	Senior Public Works Officer	salar.zulfiquar@cn.ca	not ak kick-off mtg	Salar Zulfiquar confirmed on 2025-01-17 that CN did not have any comments on the PIC materials.
Arcadis	Scott Johnston	Consultant Project Director	scott.johnston@arcadis.com	yes	
	Richard Morales	Consultant Project Manager	richard.moreales@arcadis.com	yes	
	Ben Pascolo-Neveu	Consultant Deputy Project Manager (EA)	ben.pascoloneveu@arcadis.com	yes	

Additional Attendees of Kick-off Meeting who were not Listed as Members of the Project Team ** Not Part of TAC

Organization	Name	Role	Email Contact	Notes
City of Brampton	Matthew Allcock	City of Brampton, Traffic Signals Technologist	Matthew.Allcock@brampton.ca	works under Nelson Melendez
	Hatem Abdelaty	City of Brampton, Transit Planning Coordinator	Hatem.abdelaty@brampton.ca	works under Nelson Cadete
	Scott McIntyre	City of Brampton, Transportation Planning Technologist	Scott.McIntyre@brampton.ca	works under David Monaghan
	Bill Allison	City of Brampton, Development Engineering Approvals	Bill.Allison@brampton.ca	

January 30, 2024

Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study

Dear Sir / Madam:

Arcadis has been retained by the City of Brampton to undertake a Municipal Class Environmental Assessment for the extension of Intermodal Drive and Region of Peel watermain to Gorewood Drive. As part of this process, we invite you to participate in the upcoming round of consultation which includes a Technical Agency Committee (TAC). Please advise one of the key project contacts below if you wish to participate in this engagement meeting.

The Notice of Study Commencement is attached.

Diana Glean, CET
Project Manager

City of Brampton
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: 416 505 6376
Email: diana.glean@brampton.ca

Richard Morales, P.Eng
Consultant Project Manager

Arcadis Professional Services Inc.
55 St. Clair Avenue West, 7th Floor
Toronto, ON M4V 2Y7
Tel: 647 649 5023
Email: richard.morales@arcadis.com

January 30, 2024

Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study

Dear Sir / Madam:

Arcadis has been retained by the City of Brampton to undertake a Municipal Class Environmental Assessment for the extension of Intermodal Drive and Region of Peel watermain to Gorewood Drive. As part of this process, we invite you to participate in the upcoming round of consultation which includes a Utility Coordination Group Meeting. Please advise one of the key project contacts below if you wish to participate in this engagement meeting.

The Notice of Study Commencement is attached.

Diana Glean, CET
Project Manager

City of Brampton
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: 416 505 6376
Email: diana.glean@brampton.ca

Richard Morales, P.Eng
Consultant Project Manager

Arcadis Professional Services Inc.
55 St. Clair Avenue West, 7th Floor
Toronto, ON M4V 2Y7
Tel: 647 649 5023
Email: richard.morales@arcadis.com

ARCADIS

500–333 Preston Street
Ottawa ON K1S 5N4 Canada
Tel 613 225 1311 fax 613 225 9868

City of Brampton
Municipal Class Environmental Assessment for Intermodal Drive and Watermain Extension to Gorewood Drive

TAC Meeting #1 – Part 1 (MS Teams)
Date: Thursday, June 27, 2024
Time: 1:00 to 2:30pm

AGENDA

1. **Introductions**
2. **Background & Planning Context**
3. **Transportation Analysis**
4. **Problem Statement**
5. **Alternative Solutions**
6. **Alternative Alignments**
7. **Active Transportation**
8. **Preferred Design**
9. **Next Steps**
10. **Questions & Discussion**

ARCADIS

500–333 Preston Street
Ottawa ON K1S 5N4 Canada
Tel 613 225 1311 fax 613 225 9868

City of Brampton
Municipal Class Environmental Assessment for Intermodal Drive and Watermain Extension to Gorewood Drive

TAC Meeting #1 – Part 2 – Utilities (MS Teams)
Date: Thursday, June 27, 2024
Time: 2:30pm to 4:00pm

AGENDA

1. **Introductions**
2. **Background & Planning Context**
3. **Transportation Analysis**
4. **Problem Statement**
5. **Alternative Solutions**
6. **Alternative Alignments**
7. **Active Transportation**
8. **Preferred Design**
    a. **Preliminary Utility Conflict Plan**
    b. **Preliminary Watermain Alignment**
9. **Next Steps**
10. **Questions & Discussion**

ARCADIS
500–333 Preston Street
Ottawa ON K1S 5N4 Canada
Tel 613 225 1311 fax 613 225 9868

Meeting Minutes – TAC Meeting Part 1
Intermodal Drive and Watermain Extension to Gorewood Drive
Municipal Class Environmental Assessment

Arcadis Project No: 145609
Date of Meeting: Thursday, June 27, 2024
Location: MS Teams
Time: 1:00pm to 2:30pm
Date Minutes Circulated: Wednesday, July 3, 2024
Updated Circulation: Wednesday, July 31, 2024

Attendees - 30

Name	Organization, Role	Contact Information
Diana Glean	City of Brampton, Project Manager, Public Works Project Leader	diana.glean@brampton.ca
Bishnu Parajuli	City of Brampton, Manager of Engineering	Bishnu.Parajuli@brampton.ca
Korosh Shahbazi	City of Brampton	Korosh.shahbazi@brampton.ca
Rowaidah Chaudhry	City of Brampton, Transportation Planner	Rowaidah.Chaudhry@brampton.ca
Kumar Ranjan	City of Brampton – Manager, Higher Order Transit EA	Kumar.ranjan@brampton.ca
Reshma Fazlullah	City of Brampton, Environmental Compliance Engineer	Reshman.fazlullah@brampton.ca
Ramandeep Singh	City of Brampton, Capital Works Design Engineering Technologist	Ramandeep.B.Singh@brampton.ca
Gurmeet Singh	City of Brampton, Realty Department	Gurmeet.singh@brampton.ca
Kevin Thavarajah	City of Brampton, Asset Management	Kevin.Thavarajah@brampton.ca
Richa Dave	City of Brampton, Transportation Planning	Richa.Dave@brampton.ca
Kristen Sullivan	TRCA, Planner	kristen.sullivan@trca.ca
Gage Thomson	Region of Peel, Project Manager	Gage.Thomson@peelregion.ca
Emily Nix	Region of Peel, Junior Planner	Emily.nix@peelregion.ca
Jagwinder Dhensa	Region of Peel	jagwinder.dhensa@peelregion.ca
Denise Dang-Williams	Region of Peel – Technical Analyst, Traffic Operations	Denise.Dang@peelregion.ca
Akash Kochar	Region of Peel	Akash.kochar@peelregion.ca
Sabrina Khan	Region of Peel, Project Manager	Sabrina.khan@peelregion.ca
Shahid Quraishi	Region of Peel	Shahid.Quraishi@peelregion.ca
Sean Nix	Region of Peel – Manager, Transportation Operations	Sean.nix@peelregion.ca
Olek Garbos	Region of Peel – Project Manager	Olek.Garbos@peelregion.ca
Abdalla Zubedi	Region of Peel	Abdalla.Zubedi@peelregion.ca
Steven Kovach	Region of Peel – Manager, Capital Acquisitions	Steven.Kovach@peelregion.ca
Umair Keen	Region of Peel	Umair.keen@peelregion.ca
Abdalla Zubedi	Region of Peel	Abdalla.Zubedi@peelregion.ca
Kyle Van Boxmeer	Region of Peel – Senior Transportation Planner	kyle.vanboxmeer@peelregion.ca
William Toy	Region of Peel – Supervisor, Traffic Safety	William.Toy@peelregion.ca
Kayle McMillen	Region of Peel – Research & Policy Analyst – Public Health & Built Environment	Kayle.mcmillen@peelregion.ca
Scott Johnston	Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Sindy Chong Jie	Arcadis, Project Coordinator	sindy.chongjie@arcadis.com
Yvonne Mihajlovic	Arcadis, Admin Assistant	Yvonne.mihajlovic@arcadis.com
Ben Pascolo-Neveu	Arcadis, Deputy PM (EA)	Ben.pascoloneveu@arcadis.com

	Item Discussed	Action By	Date of Action Initiation	Action Due Date
1	**Introductions & Presentation Overview**			
	S. Johnston (Arcadis) welcomed everyone, briefly introduced key members of the project team and then handed over to B. Pascolo-Neveu (Arcadis) to deliver the presentation which included the following topics: ➢ Background Review & Context ➢ Transportation Analysis ➢ EA Problem Statement ➢ Refinements to the Preferred Alternative (At Facility Selection) ➢ Proposed Functional Design ➢ Typical Cross-sections ➢ Next Steps			
3	**Traffic & Active Transportation**			
	S. Nix (Region of Peel) inquired about potential refinements to phasing at the intersection of Gorewood & Steeles Ave E. He requested a brief meeting with the project's traffic team to optimize Synchro results and discuss further. ***(Action: Arcadis to request a follow-up meeting with S. Nix).*** S. Nix added that anything beyond simple paint line modifications would need to be circulated to Region of Peel staff for formal review and approval and that he would not be comfortable removing signage prohibiting truck traffic along Gorewood Drive until a proper functional design can be conducted at a later date. B. Parajuli (City of Brampton) reiterated that the scope of this assignment only included a high-level traffic review of the Gorewood Dr. & Steeles Ave. E intersection and not a functional design of the intersection. K. Van Boxmeer (Region of Peel) asked if a MUP (multi-use path) is planned further south to Steeles Ave E along Gorewood Drive. B. Parajuli responded that this section of Gorewood Drive will require future study and that this EA really only includes the tie-in portion to this north-south local street. R. Dave (City of Brampton) inquired about the Pedestrian Crossover (PXO) location and asked if it could be moved closer to the TRCA access. B. Pascolo-Neveu explained that in order to meet sightline and stopping sight distance criteria with a 40km/h design speed per the City's Complete Streets Guide (2023), the PXO location could not be located within the curve and therefore was required to be offset.	**Arcadis**	**(2024-06-27)**	**(2024-07-11)**

	Item Discussed	Action By	Date of Action Initiation	Action Due Date
4	**Stormwater Discussion**			
	K. Thavarajah (City of Brampton) – The Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA water quality requirements would need to be reviewed due to the increase in imperviousness that would result from the Intermodal Dr. extension. The potential need for Low Impact Development (LID) features in the proposed design should be investigated as well. D. Glean (City PM) noted that Appendix G of the RFP references these conditions. B. Pascolo-Neveu or the project stormwater team will reach out to K. Thavarajah if further information is needed. K. Thavarajah indicated that an important finding of the Stormwater Management Report will be to determine whether the capacity of the existing infrastructure can accommodate the proposed design. B. Pascolo-Neveu indicated that this will be addressed in the Stormwater Management Report.			
6	**TRCA**			
	Kristen Sullivan (TRCA) – Water Resources are currently reviewing the flood plain mapping overlaid onto the 4 alternatives and the Natural Environment Report that were circulated to TRCA. K. Sullivan (TRCA) inquired if the City's real estate department has been engaged in the process of property acquisition yet. B. Parajuli indicated that we are still in the process of finalizing the preferred design and therefore it is still early a bit too early in the process for any property acquisition to occur.			
7	**Swept Path Analysis**			
	K. Van Boxmeer (Region of Peel) – Requested that a Long Combination Vehicle (LCV) be tested in AutoTURN to determine if this vehicle type can navigate the horizontal alignment (curve) in the road without crossing the centreline. B. Pascolo-Neveu indicated that a WB-20 design vehicle is shown as the preferred control vehicle in the Brampton Complete Streets Guideline. S. Johnston concluded that the project team will run revised turning templates for LCVs around the tight curve, but cautioned that regardless of the results it is not recommended to widen vehicle lanes much beyond 5.5m as this would cut into the boulevard space and result in a road that is too wide. Results of the revised swept path analysis will be shared during the next team progress meeting. ***(Action: Arcadis to re-run turning templates with LCV).***	**Arcadis**	**(2024-06-27)**	**(2024-07-11)**
10	**Meeting Conclusion**			
	S. Johnston and D. Glean thanked everyone for their attendance and noted that slides would be circulated to all attendees, encouraging all members of the TAC to review the			

Item Discussed	Action By	Date of Action Initiation	Action Due Date
slide-deck appendices which provide supplementary material which was not specifically discussed during the presentation.			

Attachment: Presentation Slides

If any of the items noted above are not as per the discussion, kindly notify Ben Pascolo-Neveu (ben.pascoloneveu@arcadis.com) within 10 business days. If no issues are noted, then these minutes will be deemed to be an accurate summary of the discussion which took place.

Intermodal Drive and Watermain Extension to Gorewood Drive

City of Brampton

Municipal Class Environmental Assessment

TAC Meeting #1

PRESENTED BY ARCADIS

THURSDAY, JUNE 27, 2024

Agenda

1.0 Background & Planning Context

2.0 Transportation Analysis

3.0 Problem Statement

4.0 Alternative Solutions

5.0 Alternative Alignments

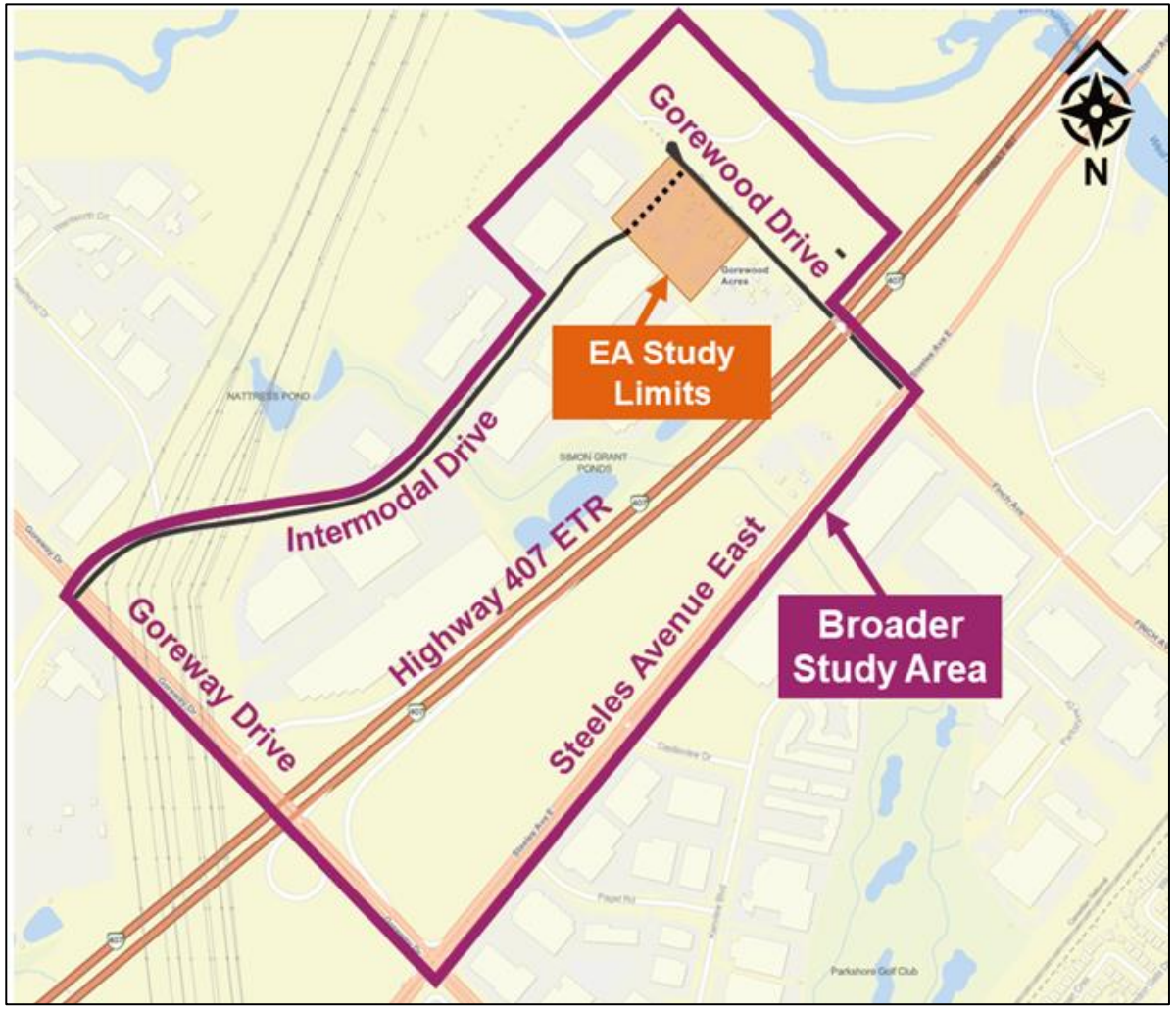
6.0 Active Transportation

7.0 Preferred Design

8.0 Next Steps

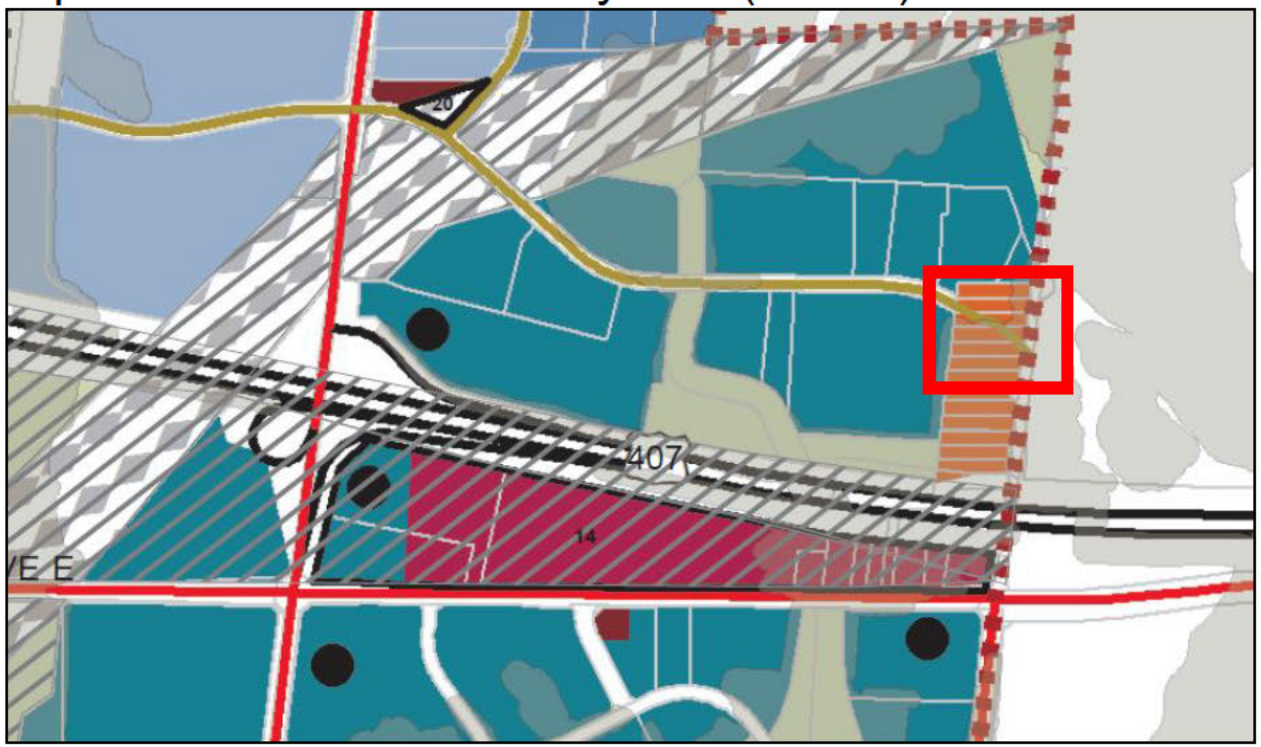
Background & Planning Context

- Intermodal Dr terminates ~160m west of Gorewood Dr
- City of Brampton has initiated a Schedule ‘B’ EA process to evaluate the need for a connection to Gorewood Drive
- Current EA will be carried through to detailed design, if a connection is determined to be appropriate
- Project identified in City policy documents:
  - Brampton Plan (2023)
  - Airport Intermodal Secondary Plan (Area 4)
- First of two TAC Meetings, with the second tentatively planned for late Summer 2024



Background & Planning Context (Cont'd)

Airport Intermodal Secondary Plan (Area 4)

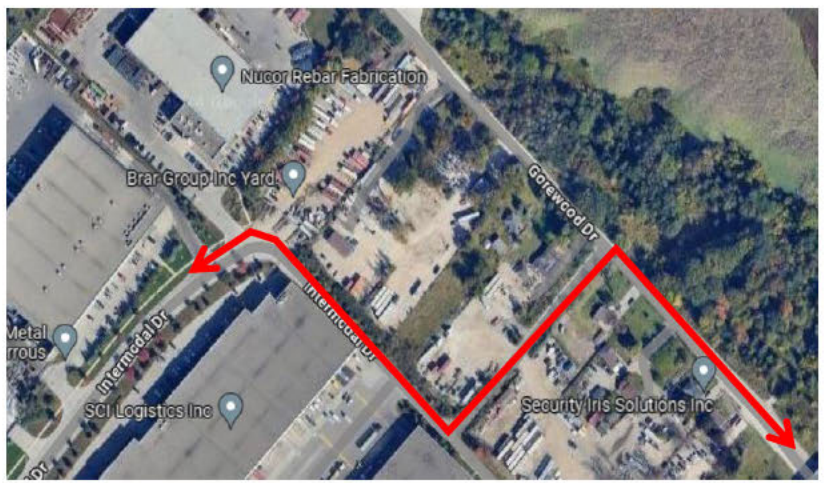


Source: Airport Intermodal Secondary Plan (Area 4) Schedule

- Secondary Plan identifies lands along Gorewood Dr as 'Service Commercial'
- Intermodal Dr extension shown schematically within the upper block of Gorewood Properties

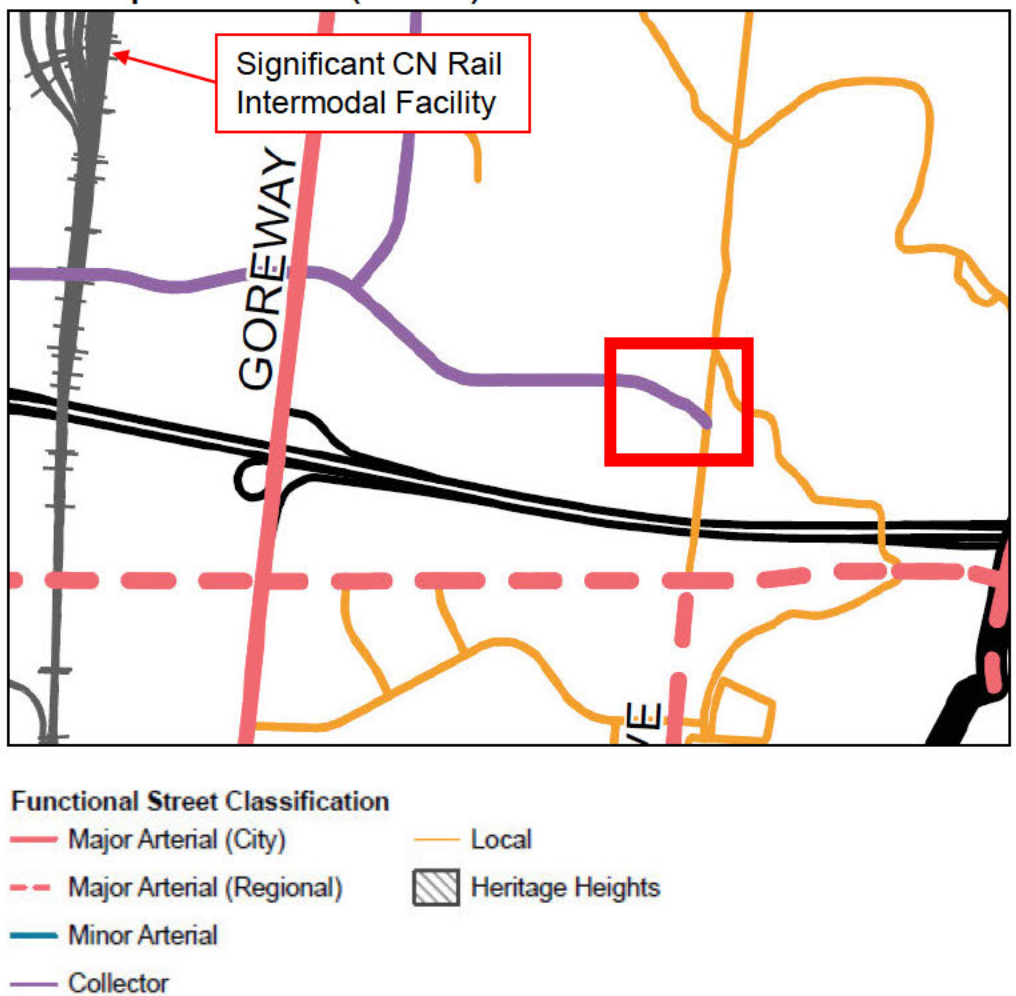
Background & Planning Context (Cont'd)

- Brampton Plan shows schematically the extension and connection to Gorewood Dr
- Intermodal Dr identified as Collector, Gorewood Dr as Local road
- There is a private laneway used by local traffic, but is unsuitable for expansion or public use



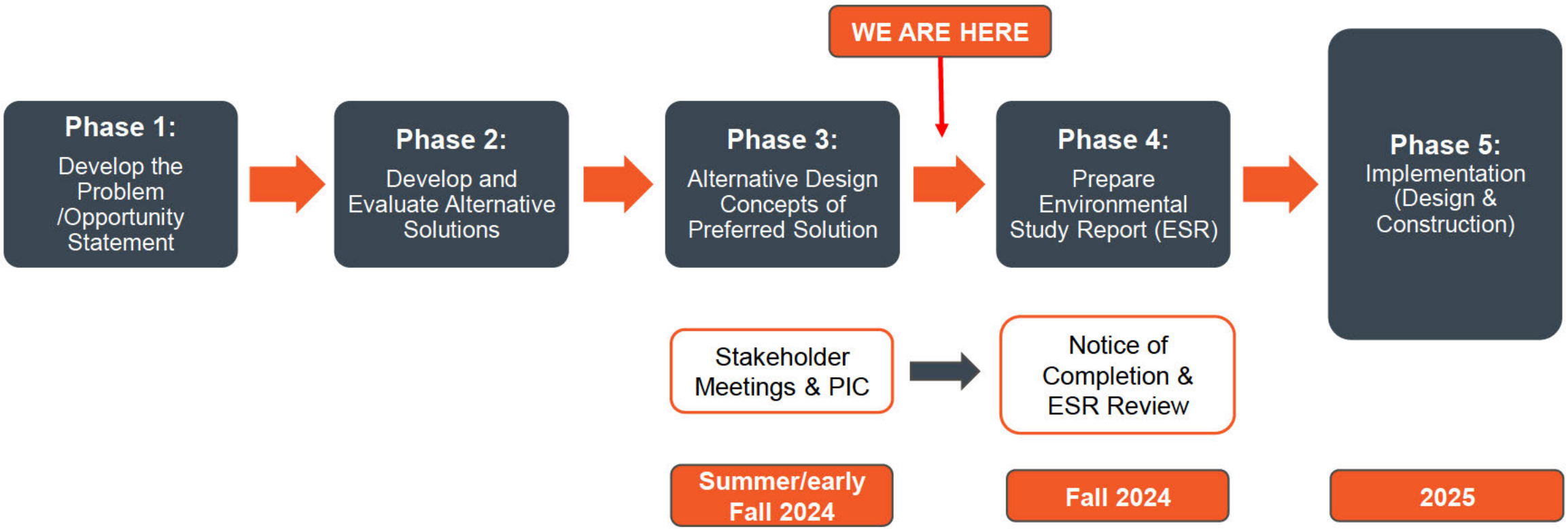
Private laneway between Intermodal Dr & Gorewood Dr

Brampton Plan (2023)



MCEA Planning Process

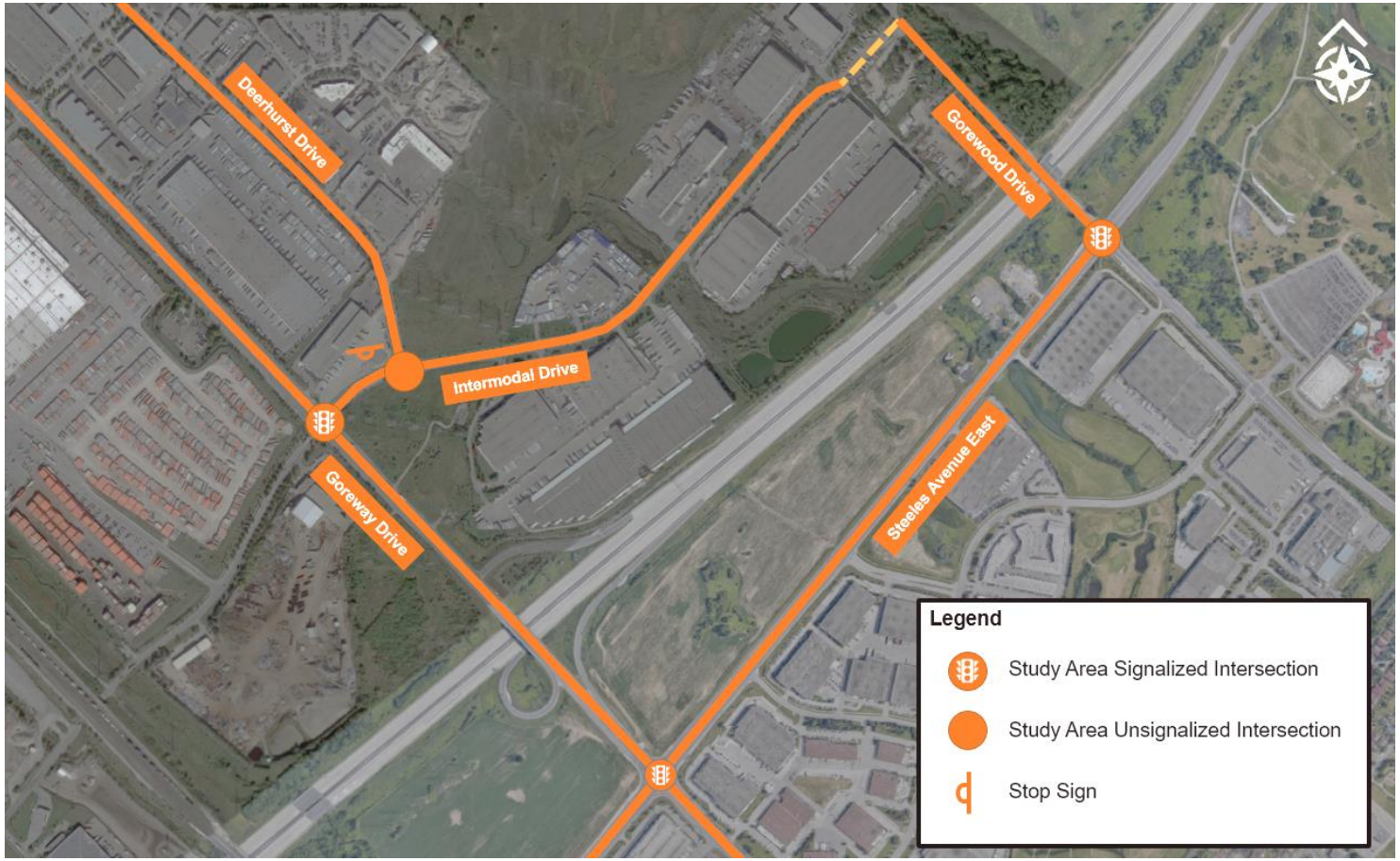
This project is classified as a Schedule 'B' Municipal Class EA (Class EA) Project and is subject to Phases 1 through 4 of Municipal Class EA.



Upon completion of Phase 4, the Environmental Study Report (ESR) will be made available for a 30-day public review period.

Transportation Analysis

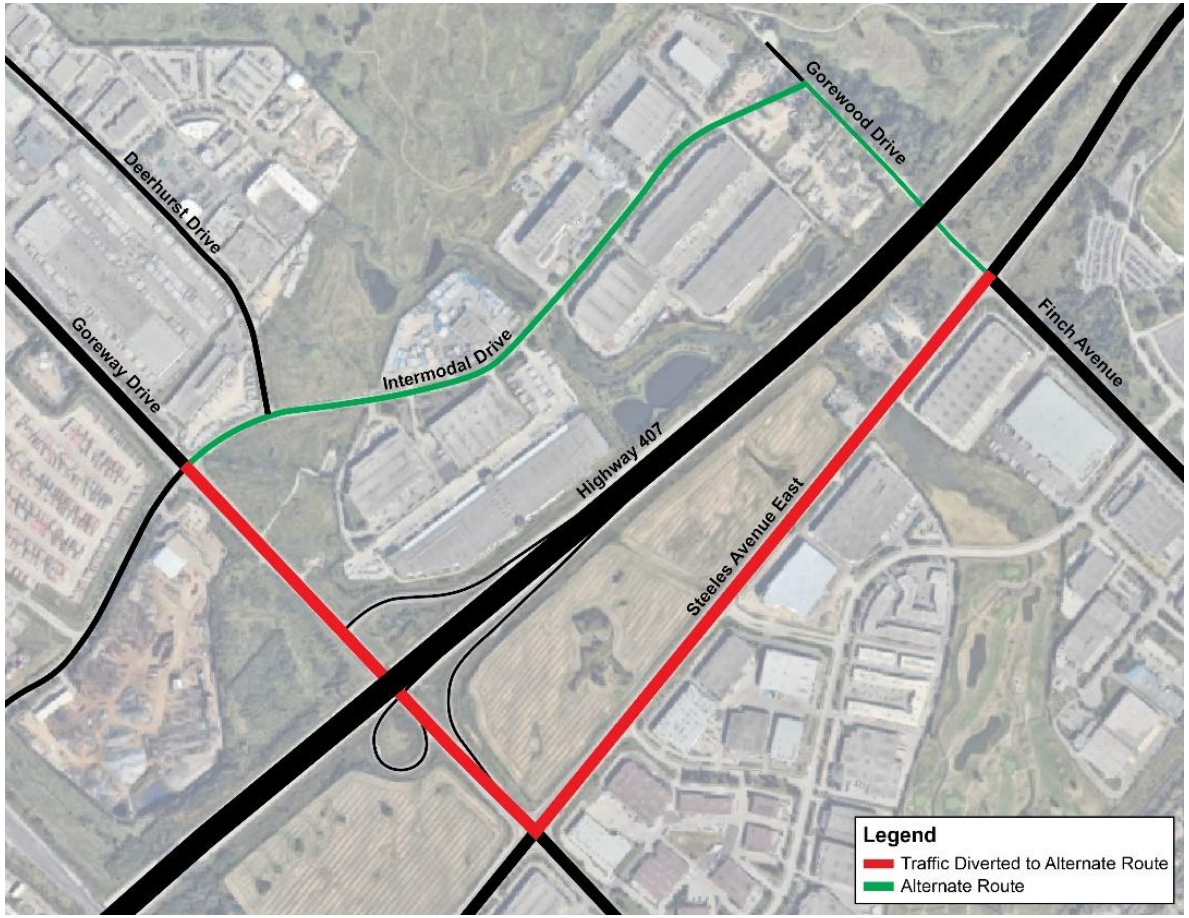
- Study Area:
  - Goreway Drive & Steeles Avenue East (signalized)
  - Goreway Drive & Intermodal Drive (signalized)
  - Intermodal Drive & Deerhurst Drive (stop-controlled)
  - Gorewood Drive & Steeles Avenue East/Finch Avenue (signalized)



Transportation Analysis (Cont'd)

Network Analysis

- A ~5.4% diversion from Goreway Dr and Steeles Ave E was determined based on a comparison of EMME plots with/without Intermodal Dr extension
- A two-step growth rate was also determined based on City modelling projections
  - 2.0% per year to 2031 & 0.25% per year after 2031
- Existing, 2031, 2041, and 2051 weekday AM and PM peak hour analysis was conducted in Synchro v11



Transportation Analysis (Cont'd)

Future (2051) Total Traffic Conditions - Without Intermodal Dr Ext

- Without Intermodal Dr, study area intersections operate at LOS D or better, except for Steeles Ave E & Goreway Dr (LOS E)
- At Steeles Ave E & Goreway Dr, EBL, NBL, NBT, SBL all operate at LOS F or v/c > 1.0
- Steeles Ave E & Goreway Dr tested with dual EBL and WBR overlapping phasing
  - EBL, NBL, SBL continue to operate at LOS F

Intersection	Critical Movements	AM Peak Hour (PM Peak Hour)						Storage (m)
		Int. Delay (s)	Int. LOS	Delay (s)	LOS	v/c Ratio	SimTraffic Queue (m)	
Steeles & Goreway	EBL	40.6 (58.7)	D (E)	30.5 (103.9)	C (F)	0.61 (1.03)	99.6 (116.0)	115
	WBR			14.3 (65.1)	B (E)	0.57 (1.03)	112.1 (117.6)	110
	NBL			82.1 (79.9)	F (E)	0.61 (0.78)	47.7 (101.7)	120
	NBT			71.6 (88.9)	E (F)	0.54 (1.03)	50.2 (467.1)	-
	NBR			1.2 (5.6)	A (A)	0.16 (0.16)	6.0 (87.6)	80
	SBL			75.7 (112.8)	E (F)	0.85 (1.02)	135.4 (130.9)	130
Steeles & Finch/ Gorewood	NBL	31.4 (30.3)	C (C)	71.0 (74.1)	E (E)	0.85 (0.90)	121.1 (150.4)	-
	SBTRL			69.7 (59.6)	E (E)	0.41 (0.41)	34.4 (27.8)	-
Goreway & Intermodal	EBL	25.1 (19.5)	C (B)	55.5 (84.6)	E (F)	0.25 (0.73)	44.4 (79.8)	85
	WBL			95.1 (87.9)	F (F)	0.80 (0.80)	81.2 (78.1)	75
	SBR			6.9 (4.4)	A (A)	0.16 (0.12)	107.6 (61.8)	100
Intermodal & Deerhurst	SBRL	3.8 (4.3)	A (A)	11.8 (11.6)	B (B)	0.19 (0.23)	39.7 (30.5)	-

Transportation Analysis (Cont'd)

Future (2051) Total Traffic Conditions with Intermodal Dr Ext

- Traffic diversion reported previously has a small but positive impact on the critical Steeles Ave E and Goreway Dr intersection
  - Overall LOS PM peak improves from 'E' to 'D'.
- All other study area intersections operate well with some critical movements

Intersection	Critical Movements	AM Peak Hour (PM Peak Hour)						Storage (m)
		Int. Delay (s)	Int. LOS	Delay (s)	LOS	v/c Ratio	SimTraffic Queue (m)	
Steeles & Goreway	EBL	37.5 (50.1)	D (D)	31.0 (80.1)	C **(F)**	0.61 (0.90)	88.6 **(115.7)**	115
	WBR			11.5 (37.3)	B (D)	0.43 **(0.91)**	84.0 **(117.6)**	110
	NBL			82.1 (77.6)	**F (E)**	0.61 (0.76)	53.2 (101.6)	120
	NBT			61.7 (59.9)	**E (E)**	0.38 (0.90)	45.9 (192.1)	-
	NBR			0.8 (4.6)	A (A)	0.13 (0.14)	5.8 **(87.6)**	80
	SBL			69.0 (115.9)	**E (F)**	0.74 (0.90)	121.8 (121.6)	130
Steeles & Finch/ Gorewood	NBL	37.8 (31.6)	D (C)	71.6 (72.0)	**E (E)**	0.83 (0.86)	105.9 (120.3)	-
	NBTR			58.3 (45.8)	**E** (D)	0.70 (0.53)	93.6 (84.6)	-
	SBTRL			89.9 (82.0)	**F (F)**	0.79 (0.70)	78.6 (56.9)	-

Transportation Analysis (Cont'd)

Future (2051) Total Traffic Conditions with Intermodal Dr Ext (Cont'd)

Traffic Study Recommendations:

- Protected-permitted phasing for SBL at Goreway Dr & Intermodal Dr
- Formalize SBT/R & SBL through lane markings to mitigate unpredictable traffic operations at Gorewood Dr & Steeles Ave E

Intersection	Critical Movements	AM Peak Hour (PM Peak Hour)						Storage (m)
		Int. Delay (s)	Int. LOS	Delay (s)	LOS	v/c Ratio	SimTraffic Queue (m)	
Goreway & Intermodal	EBL	21.0 (23.2)	C (C)	73.4 (130.8)	E (F)	0.44 (0.95)	44.8 (86.9)	85
	EBT			65.0 (53.8)	E (D)	0.38 (0.30)	54.3 (103.8)	-
	WBL			105.6 (61.1)	F (E)	0.75 (0.54)	73.2 (71.6)	-
	NBR			0.3 (2.1)	A (A)	0.11 (0.13)	30.2 (106.9)	100
	SBR			4.7 (4.1)	A (A)	0.15 (0.11)	107.0 (27.3)	100
Intermodal & Deerhurst	SBRL	3.2 (3.6)	A (A)	12.7 (13.1)	B (B)	0.21 (0.26)	42.5 (32.2)	-
Intermodal & Gorewood	EBRL	8.1 (7.7)	A (A)	9.3 (9.1)	A (A)	0.16 (0.13)	35.8 (26.6)	-

Problem Statement

- A lack of direct, multi-modal and public access exists between eastern terminus of Intermodal Dr and Gorewood Dr
- Disconnect among adjacent, complementary land uses results in the following transportation and infrastructure network deficiencies under existing conditions:
  - Imposes barriers for active users
  - Poses challenges for efficient goods movement circulation
  - Inhibits optimal routing City transit/maintenance vehicles
  - Does not allow for the necessary redundancy in the transportation network in event of an emergency
  - Compromises the performance of underground infrastructure (i.e. gap in watermain)

Source: Google Streetview of easternmost section of Intermodal Dr (Oct 2019)

Alternative Solutions

Alternative Solutions

Per the EA process, four Alternative Solutions were assessed:

1. Do Nothing
2. Improve existing network (no extension)
3. Active transportation connection
4. Extend Intermodal Drive to Gorewood Drive

Alternative alignments (designs) are provided later in this presentation.

Evaluation Criteria

Evaluation criteria were developed for four categories:

Transportation & Traffic Analysis

- Connectivity for Active Transportation, Traffic Operations, Goods Movement Efficiency

Environmental & Social Impacts

- Development Potential, Property Impacts, Utility Impacts, Watermain Alignment, Alignment with Planning Policy Documents

Natural/ Physical Environment

- Significant Natural Areas & Resource Disruption, Potential Impacts to Species at Risk (SAR), Environmental Contamination, Archaeological Potential

Cost

- Construction & Long-Term Maintenance Costs

Scoring:

● Positive impact / Best addresses factor (+2 points)

◕ Slight positive impact / Addresses factor (+1 points)

◑ Neutral impact / Moderately addresses factor (0 points)

◔ Slight negative impact / Does not adequately address factor (-1 points)

○ Negative impact / Does not address factor (-2 points)

Evaluation of Alternative Solutions

Transportation & Traffic Analysis

- Alt. 1 (Do Nothing) – performs poorly in all transportation and traffic criteria
- Alt. 2 (Isolated Improvements) – local improvements, partially addresses traffic but does not improve connectivity and access
- Alt. 3 (AT Only) – does not address vehicular connectivity
- Alt. 4 (Road Ext.) – operates well for all transportation criteria

Environmental and Social Impacts

- Alt. 1 (Do Nothing) - performs well for property and utility impacts, but poorly for other criteria
- Alt. 2 (Isolated Improvements) - does not provide for watermain extension or support City policies and development
- Alt. 3 (AT Only) - performs well in this category, though only partially supports development and watermain improvements
- Alt. 4 (Road Ext.) - performs well throughout with the exception of property impacts

Evaluation of Alternative Solutions

Natural and Physical Environment

- Alt. 1 (Do Nothing) – lowest impacts on natural and physical environment
- Alt. 2, 3 & 4 provide varying levels of impact, though it is noted that natural environment impacts can generally be mitigated or compensated for

Cost

- Alt. 1 (Do Nothing) has lowest overall cost, while Alt. 2 (Isolated Improvements) & Alt. 3 (AT Only) have moderate costs and Alt. 4 (Road Ext.) has highest overall cost

Evaluation of Alternative Solutions

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE SOLUTIONS			
		ALTERNATIVE 1 – 'DO NOTHING'	ALTERNATIVE 2 – ISOLATED TRANSPORTATION NETWORK IMPROVEMENTS (NO EXTENSION)	ALTERNATIVE 3 – ACTIVE TRANSPORTATION LINK ONLY	ALTERNATIVE 4 – ALTERNATIVE ALIGNMENTS
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	○	○	●	●
	TRAFFIC OPERATIONS	○	◔	○	●
	GOODS MOVEMENT EFFICIENCY	○	○	○	●
	TRANSPORTATION & TRAFFIC ANALYSIS SCORE	-6 points	-5 points	-4 points	+6 points
ENVIORNMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	◔	◔	◔	◕
	PROPERTY IMPACTS/ CONSTRAINTS	●	◕	◑	◔
	UTILITY IMPACTS	●	◕	◕	◑
	WATERMAIN ALIGNMENT	○	○	◑	●
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	○	○	◑	●
	ENVIRONMENTAL & SOCIAL IMPACTS SCORE	-1 points	-3 points	0 points	+4 points
NATURAL/ PHYSICAL ENVIRONMENT	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	◕	◕	◑	◔
	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	●	◕	◕	◑
	ENVIRONMENTAL CONTAMINATIMON	●	◕	◑	◔
	ARCHAEOLOGICAL POTENTIAL	●	◕	◕	◑
	NATURAL/ PHYSICAL ENVIRONMENT SCORE	+7 points	+4 points	+2 points	-2 points
COST	CAPITAL COST (CONTSRUCTION & LONG-TERM MAINTENANCE)	●	◔	◑	○
	COST SCORE	+2 points	-1 points	0 points	-2 points
TECHNICALLY PREFERRED ALIGNMENT		✗ (+2 points)	✗ (-5 points)	✗ (-2 points)	✓ (+6 points)

Scoring:

- ● +2 points
- ◕ +1 point
- ◑ 0 points
- ◔ -1 point
- ○ -2 points

Top Score

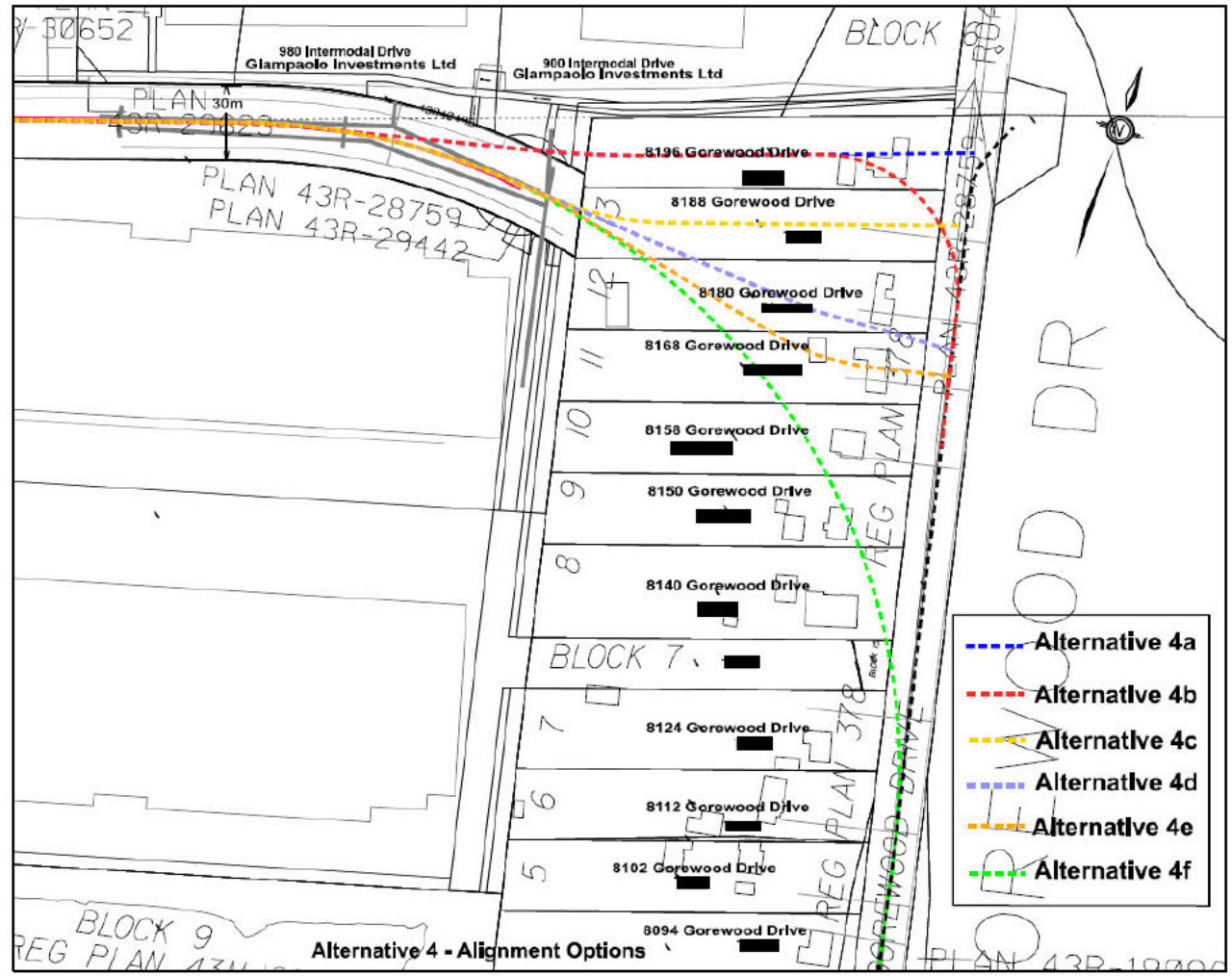
Alternative Alignments

Alternative Alignments

Four alternative alignments were developed for detailed evaluation:

- Alternative 4A – Realign Intermodal Dr. to a Tight 80-degree Turn (Elbow)
- Alternative 4B – Realign Intermodal Dr. to a Tight Curved Alignment
- Alternative 4D – Extend Intermodal Dr. to a T-intersection
- Alternative 4F – Extend Intermodal Dr. to a Large Curved Alignment

Alternatives 4C and 4E were pre-screened as being similar to and inferior to adjacent alternatives



Evaluation of Alternative Alignments

Alternative alignments were evaluated using the same criteria and approach as alternative solutions:

Transportation & Traffic Analysis

- Active Transportation – Alt. 4A (Elbow), Alt. 4B (Tight Curve), and Alt. 4D (T-intersection) can accommodate AT, however Alt. 4F (Large Curve) performs poorly
- Traffic Operations – Alt. 4B & 4D perform well in terms of traffic operations. Alt. 4A causes potential safety concerns from poor visibility, while Alt. 4F results in elevated safety risks from higher operating speeds
- Goods Movement – Alt. 4B & 4F offer reduced impact to trucking and therefore score highly
- Overall, Alt. 4B (tight curved alignment) performs best

Environmental and Social Impacts

- Alt. 4F performs poorly due to high property impacts
- Alt. 4A, 4B & 4D perform similarly with neutral scoring in most sub-criteria

Evaluation of Alternative Alignments

Natural and Physical Environment

- Alt. 4F performs poorly due to increased likelihood of encountering contaminated soil
- Alt. 4A, 4B & 4D perform similarly

Cost

- Alternative 4F performs poorly due to high property costs
- Alternative 4D costs more than Alternatives 4A and 4B due to cost of implementing a protected intersection and additional property
- Alternatives 4A and 4B perform similarly (best among alternatives)

Evaluation of Alternative Alignments

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENT			
		ALTERNATIVE 4A – REALIGN INTERMODAL DR. TO A TIGHT 80-DEGREE TURN (ELBOW)	ALTERNATIVE 4B – REALIGN INTERMODAL DR. TO A TIGHT CURVED ALIGNMENT	ALTERNATIVE 4D – EXTEND INTERMODAL DR. TO A T-INTERSECTION	ALTERNATIVE 4F – EXTEND INTERMODAL DR. TO A LARGE CURVED ALIGNMENT
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	◕	◕	●	○
	TRAFFIC OPERATIONS	○	●	●	◔
	GOODS MOVEMENT EFFICIENCY	◔	●	○	●
	TRANSPORTATION & TRAFFIC ANALYSIS SCORE	-2 points	+5 points	+2 points	-1 points
ENVIORNMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	●	●	●	○
	PROPERTY IMPACTS/ CONSTRAINTS	●	◕	◑	○
	UTILITY IMPACTS	◑	◑	◕	◔
	WATERMAIN ALIGNMENT	◑	◑	◔	◔
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	●	●	●	○
	ENVIORNMENTAL & SOCIAL IMPACTS SCORE	+6 points	+5 points	+4 points	-8 points
NATURAL/ PHYSICAL ENVIRONMENT	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	◔	◔	◔	◔
	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	◑	◑	◑	◑
	ENVIRONMENTAL CONTAMINATIMON	◔	◔	◔	○
	ARCHAEOLOGICAL POTENTIAL	◑	◑	◑	◑
	NATURAL/ PHYSICAL ENVIRONMENT SCORE	-2 points	-2 points	-2 points	-3 points
COST	CAPITAL COST (CONTSRUCTION & LONG-TERM MAINTENANCE)	◑	◑	◔	○
	COST SCORE	0 points	0 points	-1 points	-2 points
TECHNICALLY PREFERRED ALIGNMENT		✗ (+4 points)	✓ (+8 points)	✗ (+3 points)	✗ (-14 points)

Scoring:

● +2 points

◕ +1 point

◑ 0 points

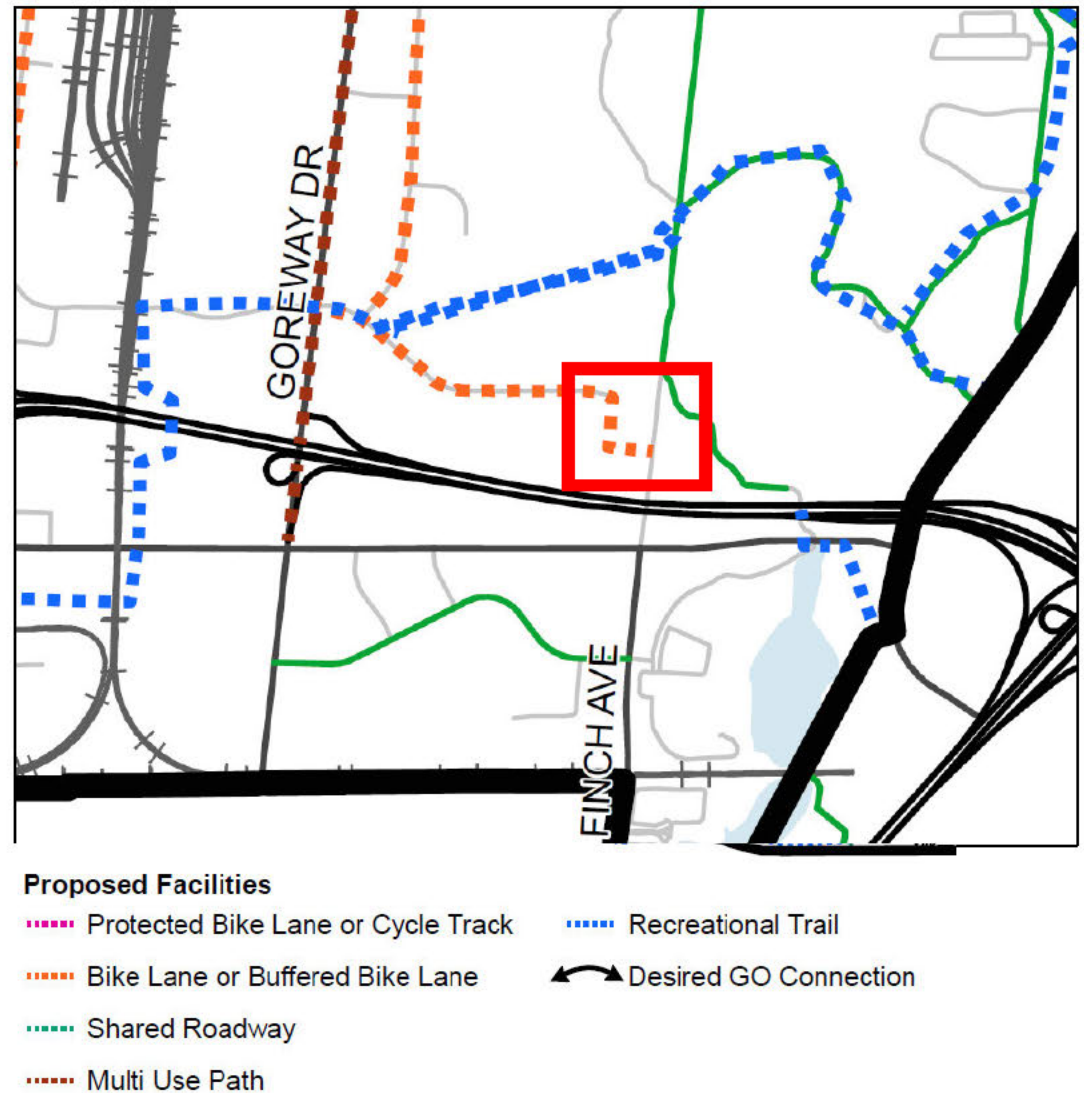
◔ -1 point

○ -2 points

Top Score

Active Transportation

- Brampton Plan – Schedule 3A shows a Bike Lane or Buffered Bike Lane on Intermodal Drive link to Gorewood Drive along a private segment of Intermodal Drive
- Opportunity to consolidate active transportation linkage shown in Brampton Plan with potential Preferred Alternative developed through EA process
- Provide a more direct pedestrian & cycling connection to Claireville Conservation Area



Source: Brampton Plan, Schedule 3A – Active Transportation Network

AT Facilities Selection

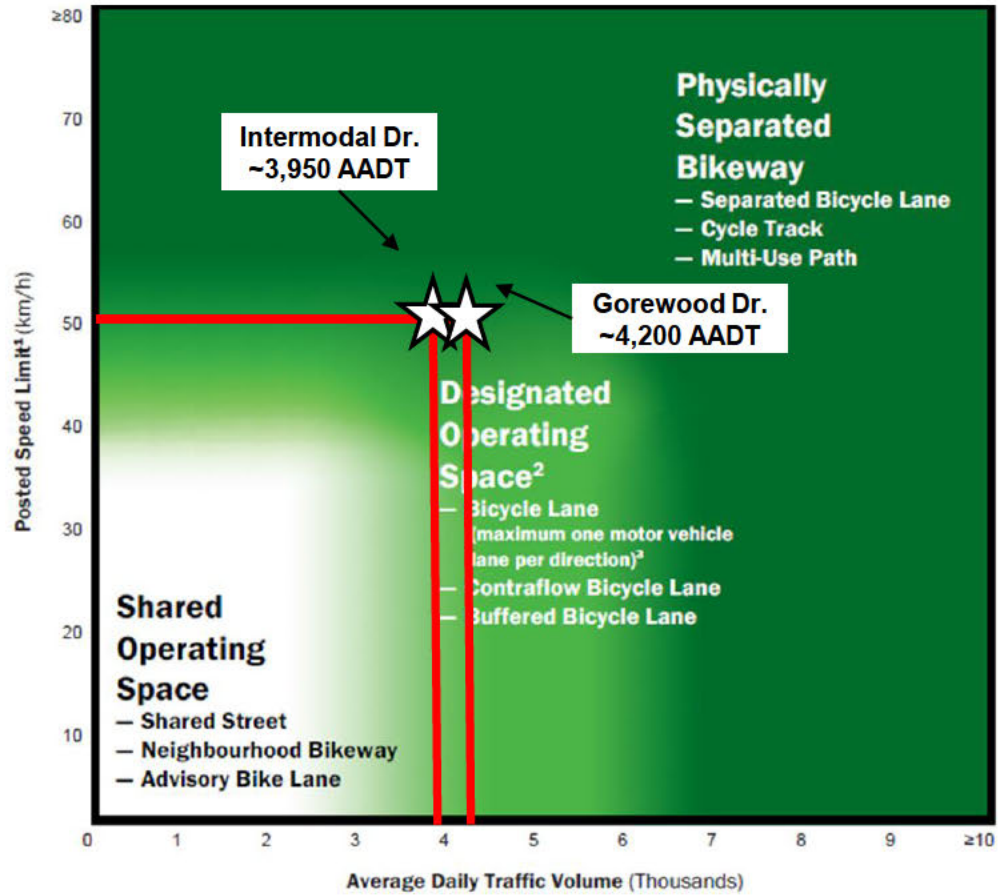
OTM Book 18 - Protected vs. Shared Cycling Facility

- Based on the nomograph, physically separated cycling facilities are recommended
- Cycle tracks, buffered protected bike lanes, and in-boulevard MUP were assessed

Brampton Complete Streets Guide (2023 Draft)

- For Employment Collectors, generally recommend either a 4-5m MUP on one side of street or a 3.0m MUP when implemented on both sides.
- 2.1m sidewalk & 1.8m cycle track desired width

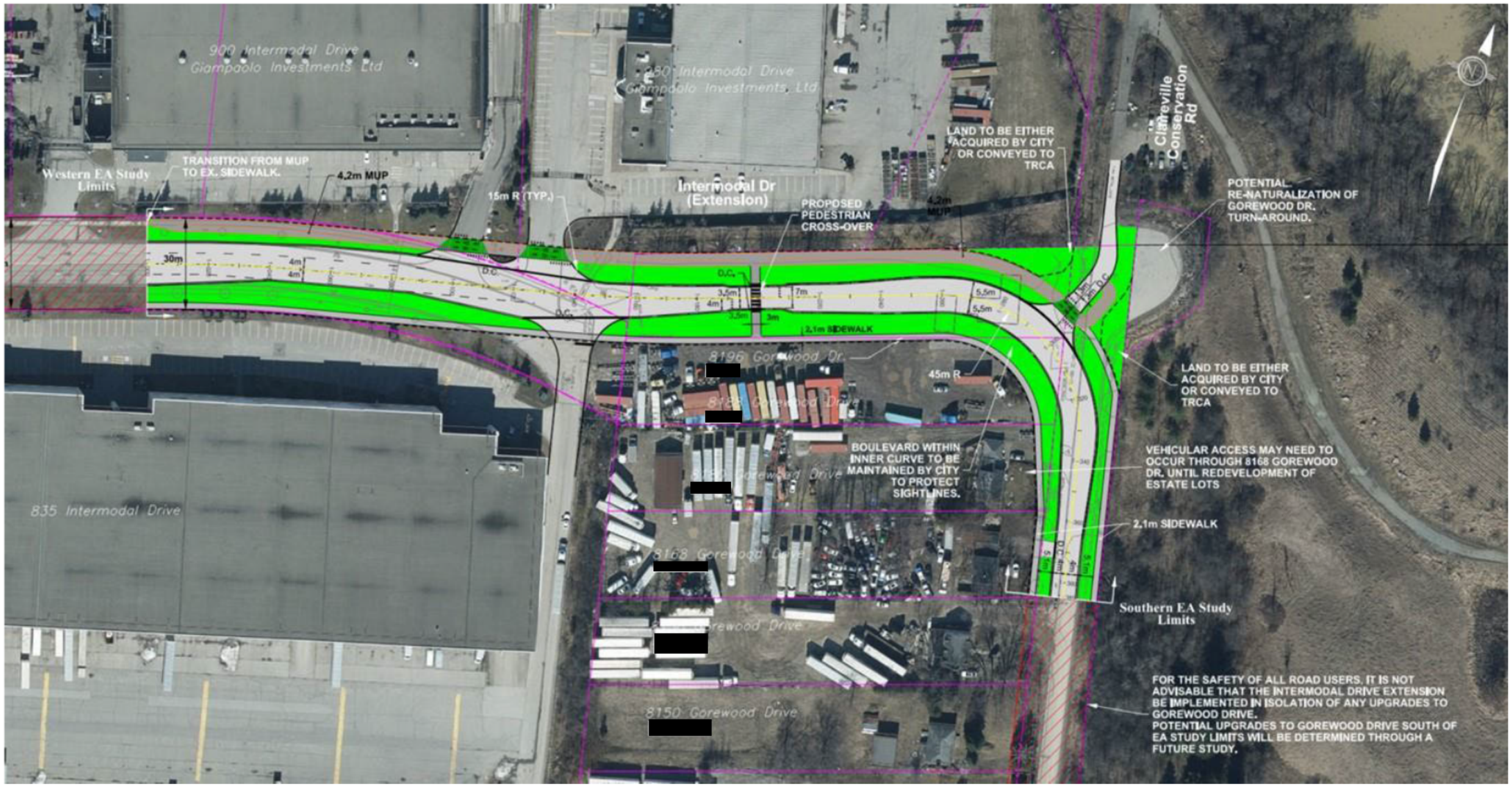
Recommendation: A 4.2m north side MUP and a 2.1m south sidewalk on Intermodal Dr. satisfies both OTM Book 18 and the recently-published Brampton Complete Streets Guide.



Source: Figure 6.1 in OTM Book 18

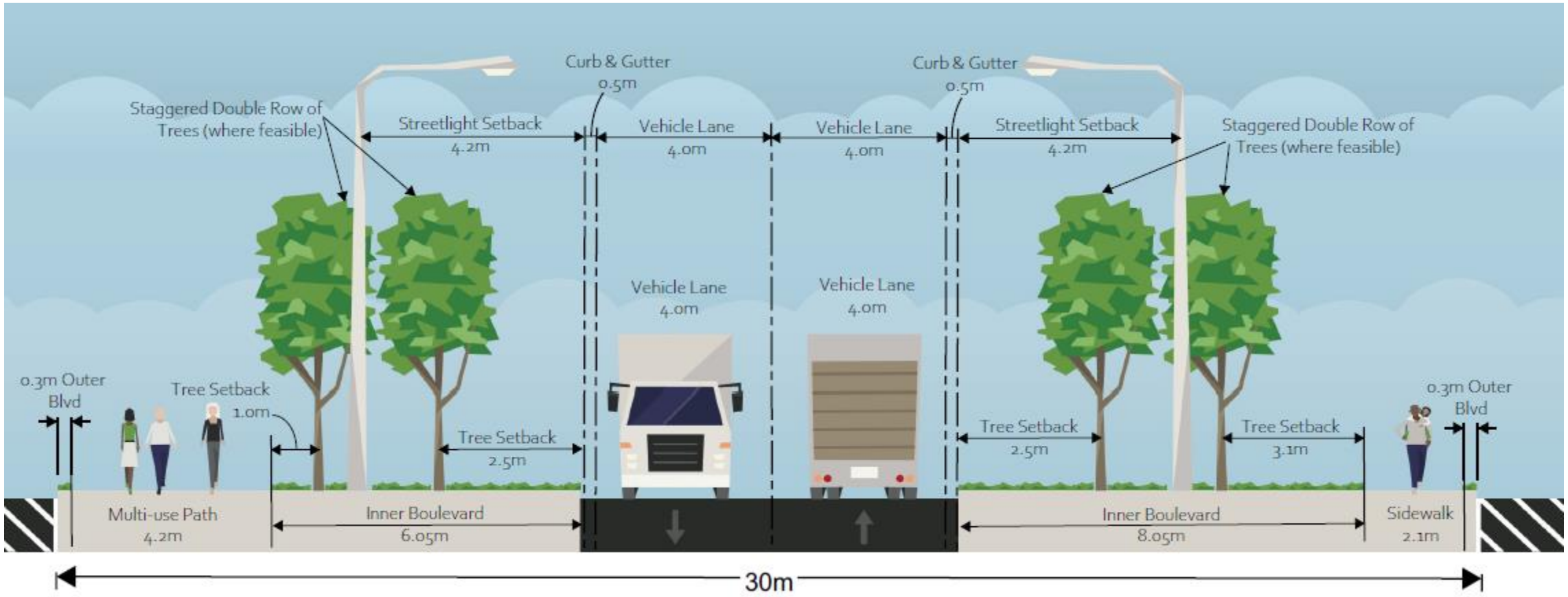
Preferred Design

Preferred Alternative



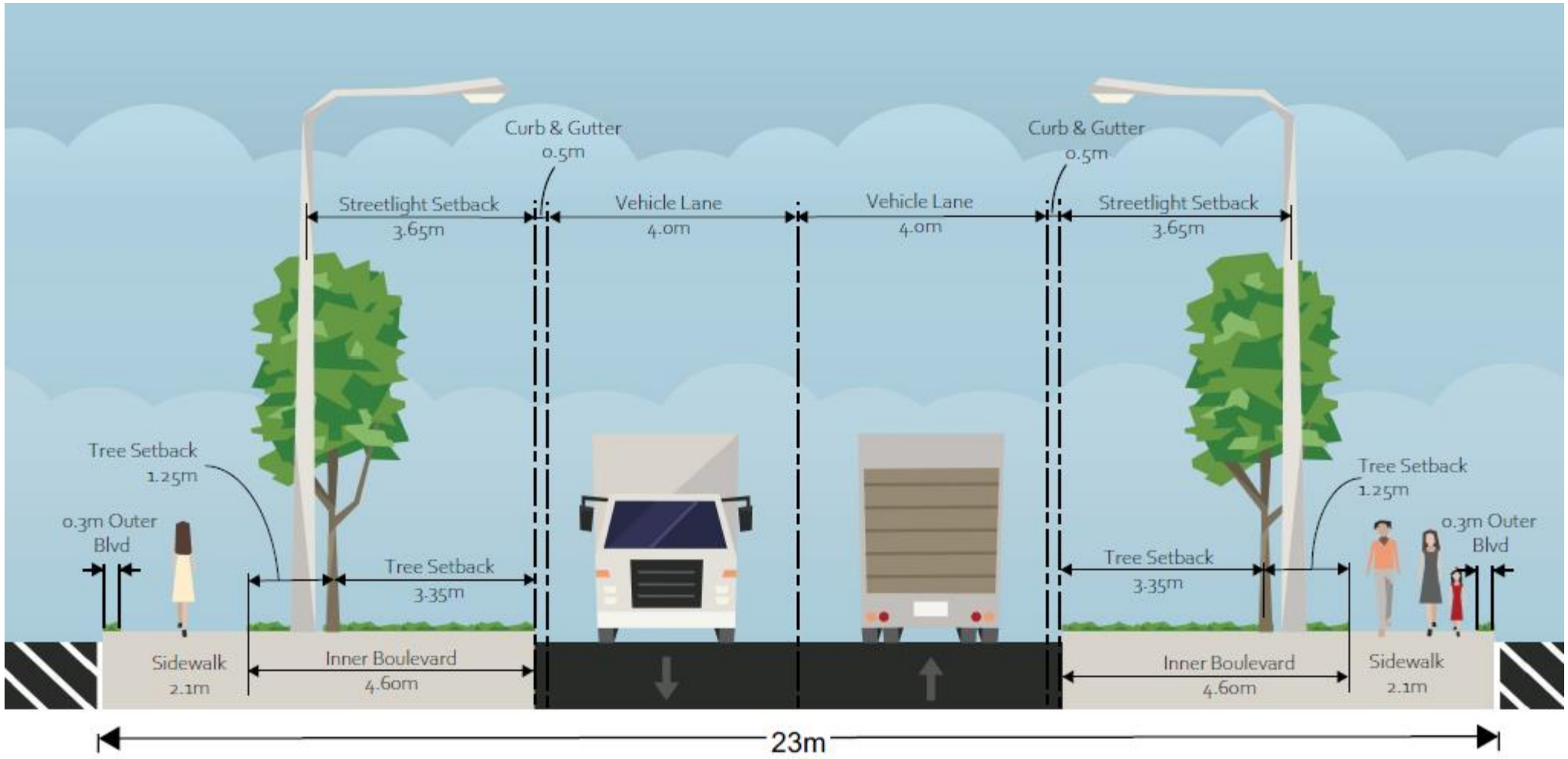
Preferred Alternative

Intermodal Drive Ext. – Recommended Typical Cross-section



Preferred Alternative

Gorewood Drive – Recommended Typical Cross-section



Next Steps

- Consolidate Comments received from today's TAC Meetings
- Continue to advance Functional Design ~ July 2024
  - Streetlighting Design and Pole Locations
  - Stormwater Management Features
  - Preliminary Landscaping Design
- Stakeholder Group Meeting ~ July 2024
- Finish Outstanding Technical Studies ~ end of July 2024
  - Utility Relocation Report
  - Air Quality Report
  - Stormwater Management Report
- TAC Meeting #2 ~ August 2024
- Public Information Centre (PIC) ~ August 2024
- Environmental Study Report (ESR) document ~ July to September 2024

Thank You!

ARCADIS

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Appendix

Evaluation of Alternative Solutions (1/3)

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE SOLUTIONS			
		ALTERNATIVE 1 – 'DO NOTHING'	ALTERNATIVE 2 – ISOLATED TRANSPORTATION NETWORK IMPROVEMENTS (NO EXTENSION)	ALTERNATIVE 3 – ACTIVE TRANSPORTATION LINK ONLY	ALTERNATIVE 4 – ALTERNATIVE ALIGNMENTS
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	○	○	●	●
		• Does not provide an active transportation connection between TRCA and Intermodal Dr.	• Does not provide an active transportation connection between TRCA and Intermodal Dr.	• Provides opportunities to achieve a more cohesive environment for active users.	• Provides opportunities to achieve a more cohesive environment for active users.
	TRAFFIC OPERATIONS	○	◔	○	●
		• Does not provide a continuous vehicular connection between Gorewood Dr. and Intermodal Dr or redundancy in case of an emergency.	• Slight improvements to traffic operations at Goreway Dr & Steeles Ave E but does not address vehicular connectivity issues between Gorewood Dr & Intermodal Dr.	• Does not provide a continuous vehicular connection between Gorewood Dr. and Intermodal Dr or redundancy in case of an emergency.	• Closes gap in transportation network between Intermodal Dr. and Gorewood Dr. and facilitates improved traffic operations and redundancy, particularly in the case of bottleneck or in case of an emergency.
	GOODS MOVEMENT EFFICIENCY	○	○	○	●
		• Does not resolve inefficient access to the eastern portion of Intermodal Dr.	• Does not resolve inefficient access to the eastern portion of Intermodal Dr.	• Does not resolve inefficient access to the eastern portion of Intermodal Dr.	• Opportunities for improved access to eastern portion of Intermodal Dr. to facilitate goods movement operations.

Evaluation of Alternative Solutions (Cont'd 2/3)

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE SOLUTIONS			
		ALTERNATIVE 1 – 'DO NOTHING'	ALTERNATIVE 2 – ISOLATED TRANSPORTATION NETWORK IMPROVEMENTS (NO EXTENSION)	ALTERNATIVE 3 – ACTIVE TRANSPORTATION LINK ONLY	ALTERNATIVE 4 – ALTERNATIVE ALIGNMENTS
ENVIORNMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	◔	◔	◔	◕
		• Existing Gorewood Dr. alone frontage provides less flexibility to facilitate redevelopment in comparison with Alt. 4.	• Existing Gorewood Dr. alone frontage provides less flexibility to facilitate redevelopment in comparison with Alt. 4.	• Existing Gorewood Dr. alone frontage provides less flexibility to facilitate redevelopment in comparison with Alt. 4.	• Increased property frontage and potential development options with Intermodal Dr. extension. •
	PROPERTY IMPACTS	●	◕	◑	◔
		• No property impacts.	• Minor property impacts associated with potential intersection upgrades.	• Minor property impacts which would likely impact just one Gorewood Dr. property.	• Moderate property impacts impacting at least 2 Gorewood Dr. properties.
	UTILITY IMPACTS	●	◕	◕	◑
		• No utility impacts.	• Minor utility relocation may be required to accommodate geometric design changes at Steeles Ave. E. & Goreway Dr. intersection.	• Minor utility relocations may be required to accommodate AT link but lower potential than Alt. 4.	• Highest potential for utility impacts on Intermodal Dr. eastern terminus or Gorewood Dr.
	WATERMAIN ALIGNMENT	○	○	◑	●
		• Does not allow for watermain looping.	• Achieves Region of Peel's objective to close the gap in the existing watermain network between Gorewood Dr. and Intermodal Dr. • Watermain alignment lengths of Alt. 4A and 4B are similar.	• Depending on the location of the connection, Alt. 3 could provide an opportunity to close gap in existing watermain.	• Achieves Region of Peel's objective to close the gap in the existing watermain network between Gorewood Dr. and Intermodal Dr.
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	○	○	◑	●
		• Not compatible with the vision of the Brampton Plan (2023) Airport Road Secondary Plan.	• Not compatible with the vision of the Brampton Plan (2023) Airport Road Secondary Plan.	• Satisfies Brampton AT Plan (2019) with respect to the development of an active transportation connection between Intermodal Dr. and Gorewood Dr.	• Satisfies the overall vision of the Brampton Plan (2023) and Airport Road (Area 4) Secondary Plan with regards to extension of Intermodal Dr. to Gorewood Dr.

Evaluation of Alternative Solutions (Cont'd 3/3)

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE SOLUTIONS			
		ALTERNATIVE 1 – 'DO NOTHING'	ALTERNATIVE 2 – ISOLATED TRANSPORTATION NETWORK IMPROVEMENTS (NO EXTENSION)	ALTERNATIVE 3 – ACTIVE TRANSPORTATION LINK ONLY	ALTERNATIVE 4 – ALTERNATIVE ALIGNMENTS
NATURAL/ PHYSICAL ENVIRONMENT	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	◕	◕	◑	◔
		• No further encroachment on floodplain area; however, maintains existing Gorewood Dr. turn-around which is not ideal from a stormwater management perspective. • No tree removals required.	• No further encroachment on TRCA floodplain Regulation Area; however, maintains existing Gorewood Dr. turn-around which is not ideal from a stormwater management perspective. • Likely no tree removals required.	• Minor potential encroachment on TRCA floodplain Regulation Area. • May require removal of trees which should not be of concern if completed outside of the breeding season (April 1 to Aug. 31). • Minimal tree removals required.	• Alignment has highest encroachment on the TRCA floodplain Regulation Area; however, provides opportunities to re-naturalize Gorewood Dr. floodplain area. • Tree removals required; however, opportunities exist to incorporate a more diverse canopy of native trees within the proposed ROW.
	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	●	◕	◕	◑
		• Maintains status quo – no further impacts to Species at Risk (SAR).	• Low potential impact to Species at Risk (SAR).	• Low potential impact to Species at Risk (SAR).	• Low potential impact to Species at Risk (SAR) but slightly higher than Alt. 1 to 3.
	ENVIRONMENTAL CONTAMINATIMON	●	◕	◑	◔
		• Lowest potential impact to areas of environmental contamination.	• Limited potential impacts to areas of environmental contamination.	• Limited potential impacts to areas of environmental contamination.	• Increased likelihood of encountering contaminated soil than Alt. 1, 2 & 3.
	ARCHAEOLOGICAL POTENTIAL	●	◕	◕	◑
		• Lowest potential impact to archaeological resources.	• Potential for slight impacts to archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise.	• Potential for slight impacts to archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise.	• Higher potential impact to archaeological resources in comparison with Alt. 2 & 3 until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise.
COST	CAPITAL COST (CONTSRUCTION & LONG-TERM MAINTENANCE)	●	◔	◑	○
		• Lowest overall cost, however, maintenance costs might be slightly higher than Alternatives 2 and 4 due to increased usage of infrastructure above and below ground.	• Isolated transportation network improvements are expected to require geometric modifications at the Steeles Ave & Goreway Dr. intersection.	• Lower cost compared with Alt. 4; however, maintenance of above and below ground infrastructure might be higher due to increased usage among vehicular traffic.	• Highest cost in comparison with other alternatives.
TECHNICALLY PREFERRED ALIGNMENT		✘ (+2 points)	✘ (-5 points)	✘ (-2 points)	✓ (+6 points)

Evaluation of Alternative Alignments (1/3)

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENT			
		ALTERNATIVE 4A – REALIGN INTERMODAL DR. TO A TIGHT 80-DEGREE TURN (ELBOW)	ALTERNATIVE 4B – REALIGN INTERMODAL DR. TO A TIGHT CURVED ALIGNMENT	ALTERNATIVE 4D – EXTEND INTERMODAL DR. TO A T-INTERSECTION	ALTERNATIVE 4F – EXTEND INTERMODAL DR. TO A LARGE CURVED ALIGNMENT
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	◕	◕	●	○
		• North-south AT crossing location is not ideal.	• North-south AT crossing location is not ideal.	• Maximizes AT connectivity within the vicinity of Gorewood Dr. TRCA trail network entrance	• Significant barrier in developing a safe north-south AT crossing by inducing higher vehicular operating speeds among motorists.
	TRAFFIC OPERATIONS	○	●	●	◔
		• Poor sightlines between EBL and NBL traffic. Poses a safety risk for all road users. • Minor traffic delay.	• Tight curve promotes lower vehicular operating speeds but still allows for continuous traffic flow. • Minor sightline issues are resolvable through limiting placement of obstructions on the inner radius.	• Proposed Intermodal Dr. & Gorewood Dr. stop-controlled intersection expected to operate at LOS 'A' beyond 2051.	• Maintains traffic flow, however AT users are diverted away from destinations.
	GOODS MOVEMENT EFFICIENCY	◔	●	◔	●
		• Lost efficiency resulting from potential uncertainty among road user priority.	• Continuous flow of vehicular traffic along the curved transition between Gorewood Dr. through Intermodal Dr. ext.	• Requires all vehicles to stop prior to passing through new intersection.	• Continuous flow of vehicular traffic along curved alignment.

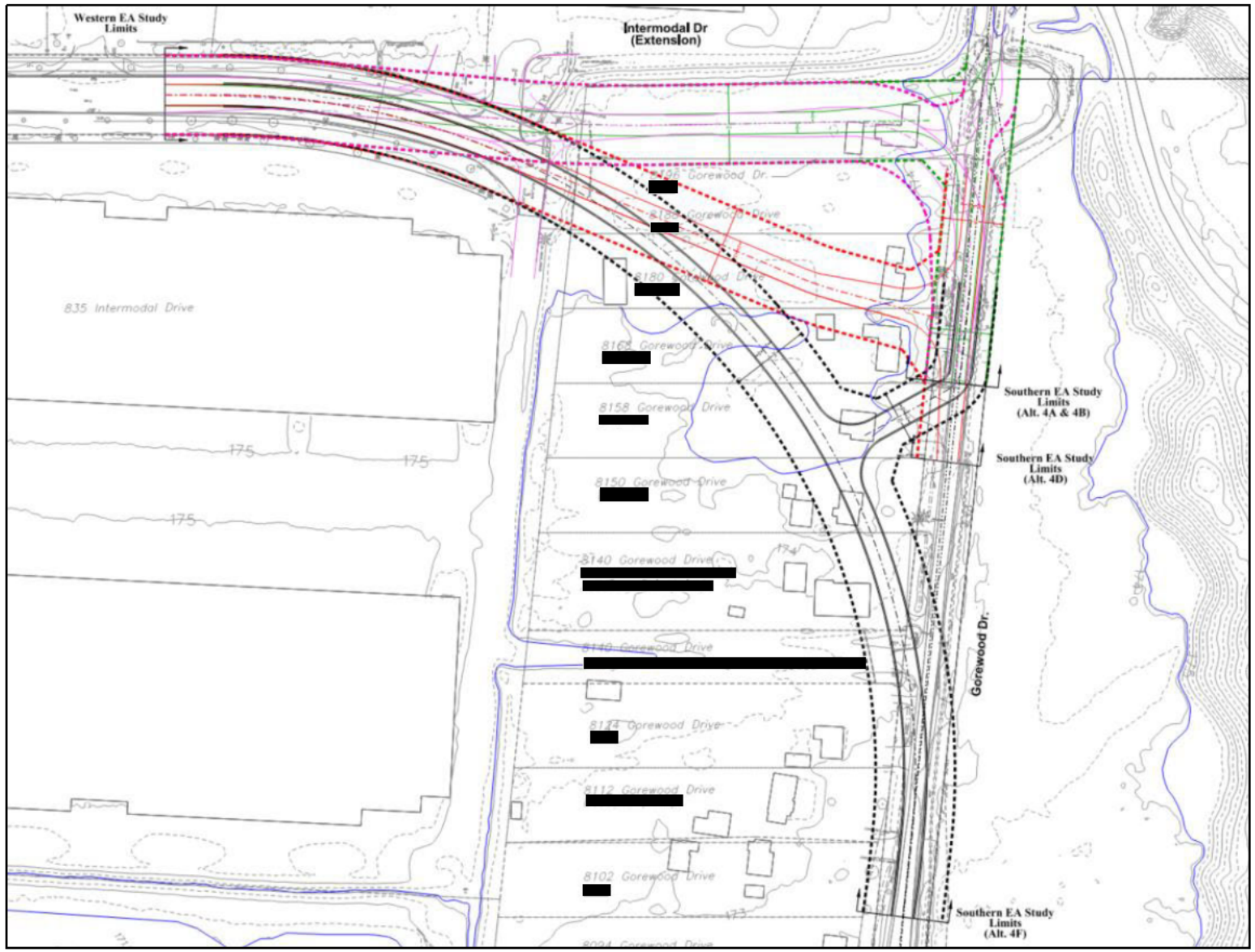
Evaluation of Alternative Alignments (Cont'd 2/3)

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENT			
		ALTERNATIVE 4A – REALIGN INTERMODAL DR. TO AN 80-DEGREE TURN (ELBOW)	ALTERNATIVE 4B – REALIGN INTERMODAL DR. TO A TIGHT CURVED ALIGNMENT	ALTERNATIVE 4D – EXTEND INTERMODAL DR. TO A T-INTERSECTION	ALTERNATIVE 4F – EXTEND INTERMODAL DR. TO A LARGE CURVED ALIGNMENT
ENVIORNMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	●	●	●	○
		• Parcels are adequately sized to support a variety of commercials uses per the Airport Rd SP.	• Parcels are adequately sized to support a variety of commercials uses per the Airport Rd SP.	• Parcels are adequately sized to support a variety of commercials uses per the Airport Rd SP.	• Significant impacts to Gorewood Dr. properties may result in remnant/ undevelopable parcels.
	PROPERTY IMPACTS	●	◕	◑	○
		• Minor property impacts – 1 to 2 properties.	• Minor property impacts – 2 to 3 properties.	• Moderate property impacts – 4 properties.	• Significant property impacts - 8 properties.
	UTILITY IMPACTS	◑	◑	◕	◔
		• Minor utility relocation within Intermodal Dr. realigned section.	• Minor utility relocation within Intermodal Dr. realigned section.	• Maintains eastern Intermodal Dr., minimizing need for utility relocations.	• Higher potential utility impacts on Gorewood Dr with realignment.
	WATERMAIN ALIGNMENT	◑	◑	◔	◔
		• Watermain alignment lengths of Alt. 4A and 4B are similar.	• Watermain alignment lengths of Alt. 4A and 4B are similar.	• Shorter watermain than Alt. 4A & 4B; however, potential need for section on Gorewood Dr. north of the Intermodal Dr. ext.	• Shorter watermain than Alt. 4A & 4B; however, potential need for section on Gorewood Dr. north of the Intermodal Dr. ext.
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	●	●	●	○
		• Satisfies overall vision of OP, Airport Road SP and 2023 BCSG.	• Satisfies overall vision of OP, Airport Road SP and 2023 BCSG.	• Satisfies overall vision of OP, Airport Road SP and 2023 BCSG.	• Not compatible with overall vision of 2023 BCSG 40km/h design speed.

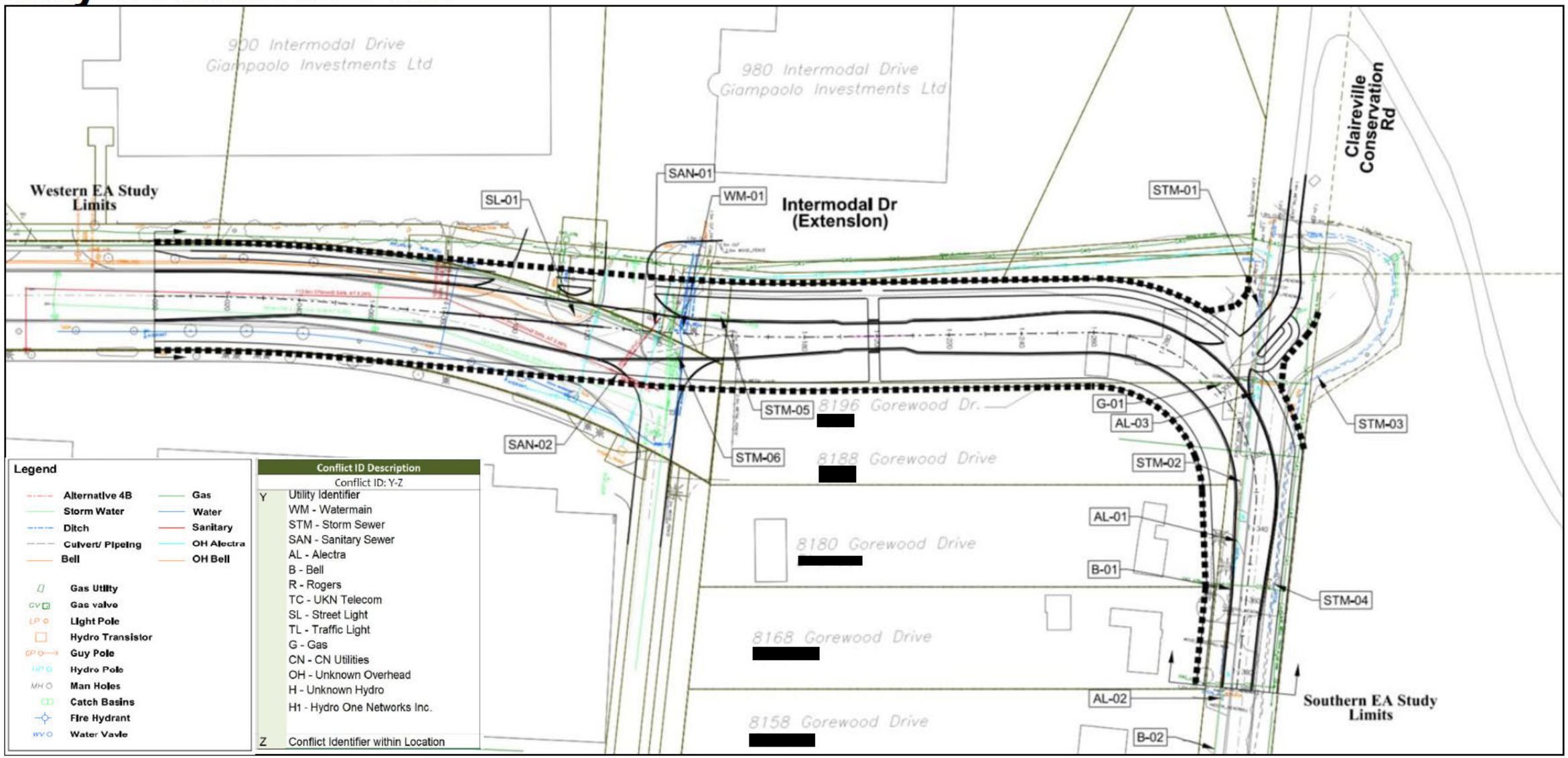
Evaluation of Alternative Alignments (Cont'd 3/3)

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENT			
		ALTERNATIVE 4A – REALIGN INTERMODAL DR. TO A TIGHT 80-DEGREE TURN (ELBOW)	ALTERNATIVE 4B – REALIGN INTERMODAL DR. TO A TIGHT CURVED ALIGNMENT	ALTERNATIVE 4D – EXTEND INTERMODAL DR. TO A T-INTERSECTION	ALTERNATIVE 4F – EXTEND INTERMODAL DR. TO A LARGE CURVED ALIGNMENT
NATURAL/ PHYSICAL ENVIRONMENT	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	◑	◑	◔	○
		• Low encroachment on the TRCA floodplain Regulation Area. • Allows for the restoration of Gorewood Dr. turn-around as a permeable surface.	• Low encroachment on the TRCA floodplain Regulation Area. • Allows for the restoration of the turn-around area on Gorewood Dr. as a permeable surface.	• Moderate encroachment on the TRCA floodplain Regulation Area. • Retaining Gorewood Dr. turn-around not ideal for stormwater management.	• Alignment has highest encroachment on the TRCA floodplain Regulation Area. • Retaining Gorewood Dr. turn-around not ideal for stormwater management.
	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	◑	◑	◑	◑
		• All alignments have low potential impact to Species at Risk (SAR).	• All alignments have low potential impact to SAR.	• All alignments have low potential impact to SAR.	• All alignments have low potential impact to SAR.
	ENVIRONMENTAL CONTAMINATIMON	◔	◔	◔	○
		• Extends primarily through 8196 Gorewood Dr. which is identified in Phase 1 ESA as overlapping with 2 Areas of Potential Environmental Concern (APEC).	• Extends primarily through 8196 Gorewood Dr. which is identified in Phase 1 ESA as overlapping with 2 APEC.	• Alternative 4D extends through the western portion of 8188 Gorewood Dr. which are identified in Phase 1 ESA as overlapping with 2 APEC.	• Extends through 8188, 8150 & 8140 Gorewood Drive which are identified in Phase 1 ESA as overlapping with 4 APEC.
	ARCHAEOLOGICAL POTENTIAL	◑	◑	◑	◑
		• All alignments are identified as having 'equal potential' to impact archaeological resources until Stage 2 AA complete.	• All alignments are identified as having 'equal potential' to impact archaeological resources until Stage 2 AA complete.	• All alignments are identified as having 'equal potential' to impact archaeological resources until Stage 2 AA confirms otherwise.	• All alignments are identified as having 'equal potential' to impact archaeological resources until Stage 2 AA confirms otherwise.
COST	CAPITAL COST (CONTSRUCTION & LONG-TERM MAINTENANCE)	◑	◑	◔	○
		• Alt. 4A & 4B have shortest alignment; considered to be roughly equal in construction & maintenance cost.	• Alt. 4A & 4B have shortest alignment; considered to be roughly equal in construction & maintenance cost.	• Higher cost than Alt. 4A & 4B resulting from new intersection, moderate property acquisition/ impact & maintenance of Gorewood Dr. turn-around.	• Highest cost: extensive property impacts, site remediation, longer alignment & maintenance of Gorewood Dr. turn-around.
TECHNICALLY PREFERRED ALIGNMENT		✘ (+4 points)	✓ (+8 points)	✘ (+3 points)	✘ (-14 points)

Floodplain Mapping



Utility Conflict ID Plan



Utility Conflict Matrix

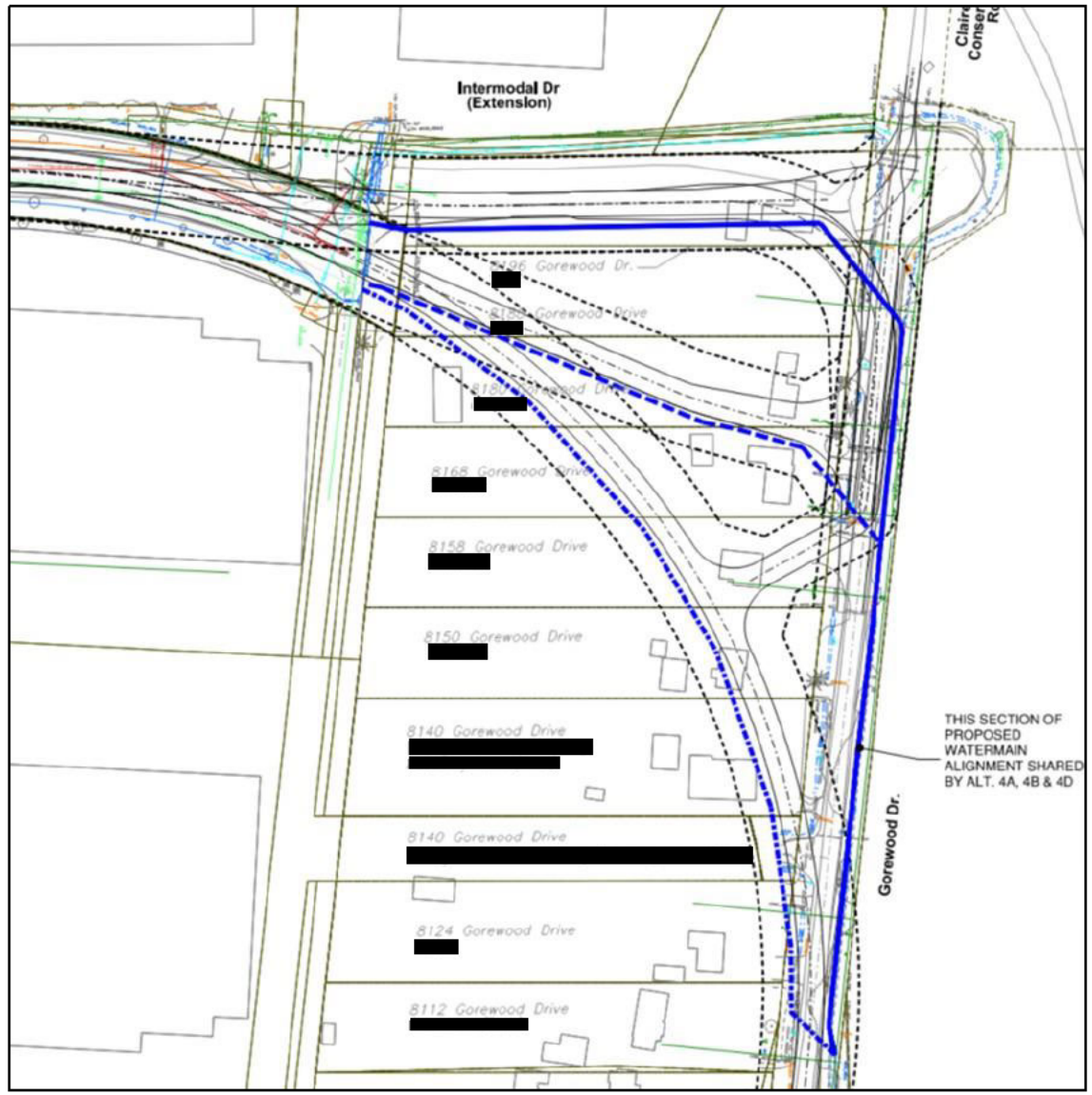
BRAMPTON Flower City — brampton.ca

Public Works and Engineering
Capital Works

Conflict Number #	Sheet #	Conflict Range		Test Pit #	Utility	Confirmed Conflict Station	Location	Offset	Conflict Description	Potential Actions	Strategy Action
		STA From	STA T				Lt / CL / I	m			
AL-01		1+320*	1+385	N/A	*1+320 (18m north of Gorewood Dr)		Lf	4.0	Hydro pole line in conflict with proposed road design.	Permanent relocate	
AL-02		1+385		N/A	38m South of Gorewood Dr		Lf	4.0	Hydro pole line being impacted. Conflict with proposed road design	Permanent relocate	
AL-03		1+320		N/A	18m north of Gorewood Dr		Lf	4.0	Hydro guy & anchor in conflict with proposed road design.	Permanent relocate	
B-01		1+320*	1+385	N/A	*1+320 (18m north of Gorewood Dr)		Lf	4.0	Bell attachments on hydro pole in conflict with proposed road design.	Permanent relocate	
B-02		1+385		N/A	38m South of Gorewood Dr		Lf	4.0	Bell attachments on hydro poles in conflict with proposed road design	Permanent relocate	
G-01		1+299		N/A			Rt	1.5	Gas Valve in conflict with proposed road design	Permanent relocate	
SAN-01		1+139		N/A	1.5m North of Intermodal Dr		CL		Sanitary MH in conflict with proposed road design	Permanent relocate	
SAN-02		1+129		N/A	12m South of Intermodal Dr		CL		Sanitary MH in conflict with proposed road design	Permanent relocate	
SL-01		1+113		N/A	2m North of Intermodal Dr		CL		Streetlight pole in conflict with proposed road design	Permanent relocate	
STM-01		1+320		N/A	63m north of Gorewood Dr		Lf	4.8	Ditch & CSP Pipe in conflict with proposed road design & MUP	Permanent relocate	
STM-02		1+320	1+385	N/A			Lf	4.8	Ditch/CSP pipe in conflict with proposed road design	Permanent relocate	
STM-03		1+320		N/A	64m North of Gorewood Dr		Rt	7.4	Ditch pipe in conflict with proposed road design	Permanent relocate	
STM-04		1+320	1+385	N/A			Rt	7.4	Ditch pipe in conflict with proposed road design	Permanent relocate	
STM-05		1+156		N/A	5.5m North of Intermodal Dr		CL		Catch basin in condlict with the proposed road design	Permanent relocate	
STM-06		1+144		N/A	5m South of Intermodal Dr		CL		Catch basin in condlict with the proposed road design	Permanent relocate	
WM-01		1+145		N/A	1.6m North of Intermodal Dr		CL		Water Chamber & Water Valve in conflict with	Permanent relocate	

Conflict ID Description	
Conflict ID: Y-Z	
Y	Utility Identifier
	WM - Watermain
	STM - Storm Sewer
	SAN - Sanitary Sewer
	AL - Alectra
	B - Bell
	R - Rogers
	TC - UKN Telecom
	SL - Street Light
	TL - Traffic Light
	G - Gas
	CN - CN Utilities
	OH - Unknown Overhead
	H - Unknown Hydro
	H1 - Hydro One Networks Inc.
Z	Conflict Identifier within Location

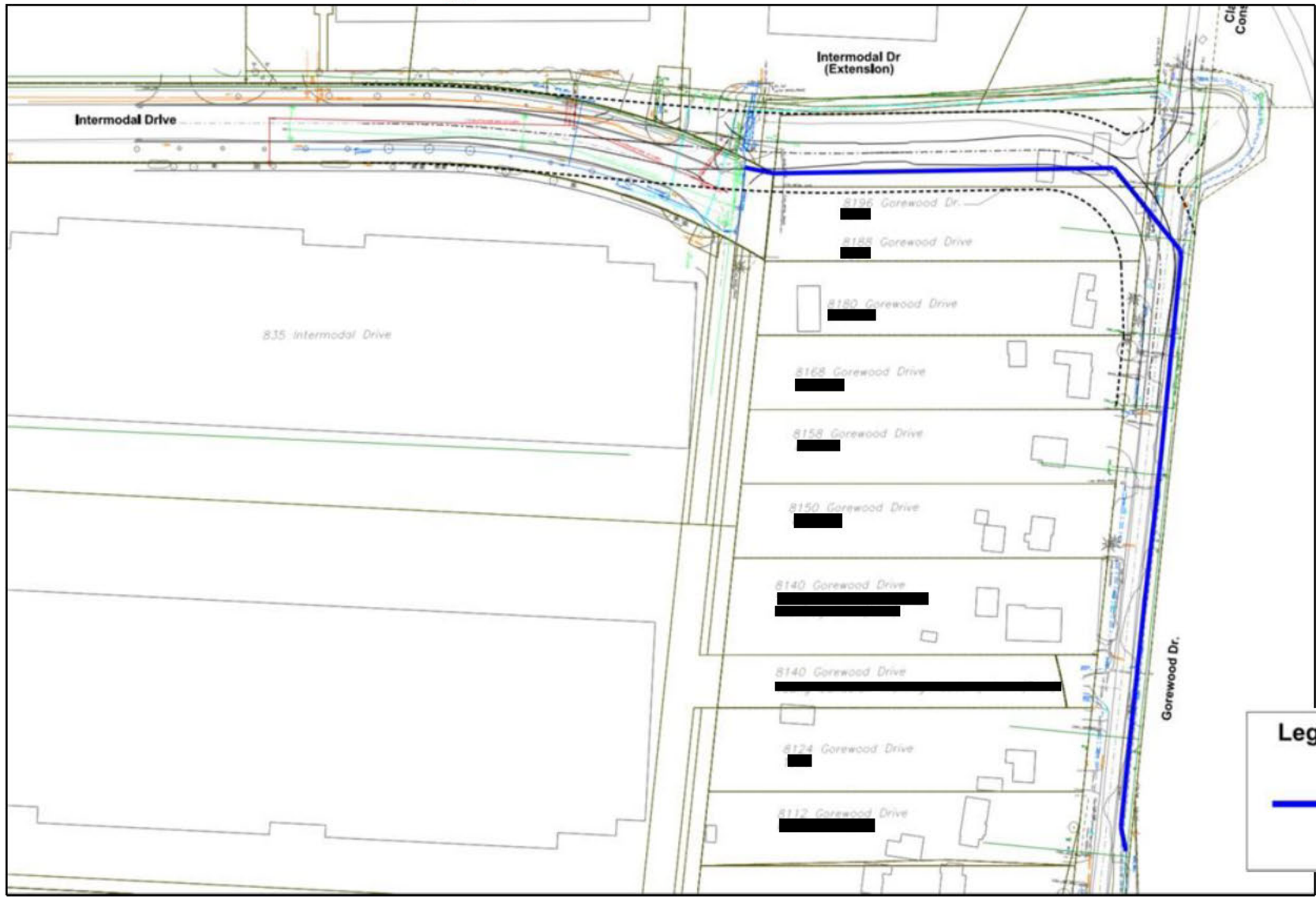
Proposed Watermain Alignment - Alternatives 4A, 4B, 4D & 4F



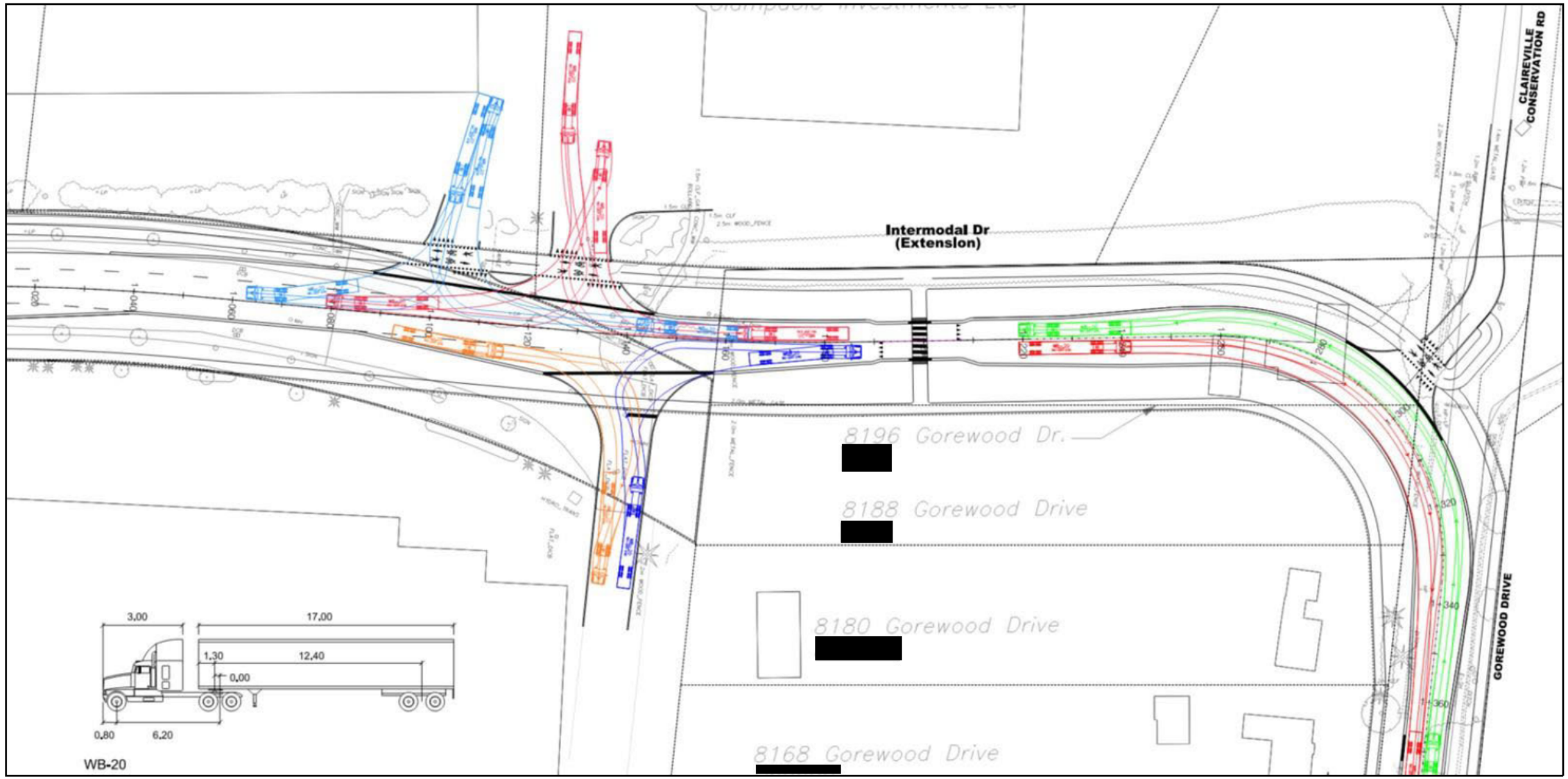
Legend

- WATERMAIN ALIGNMENT ALTERNATIVE - 4A & 4B
- WATERMAIN ALIGNMENT ALTERNATIVE - 4D
- WATERMAIN ALIGNMENT ALTERNATIVE - 4F

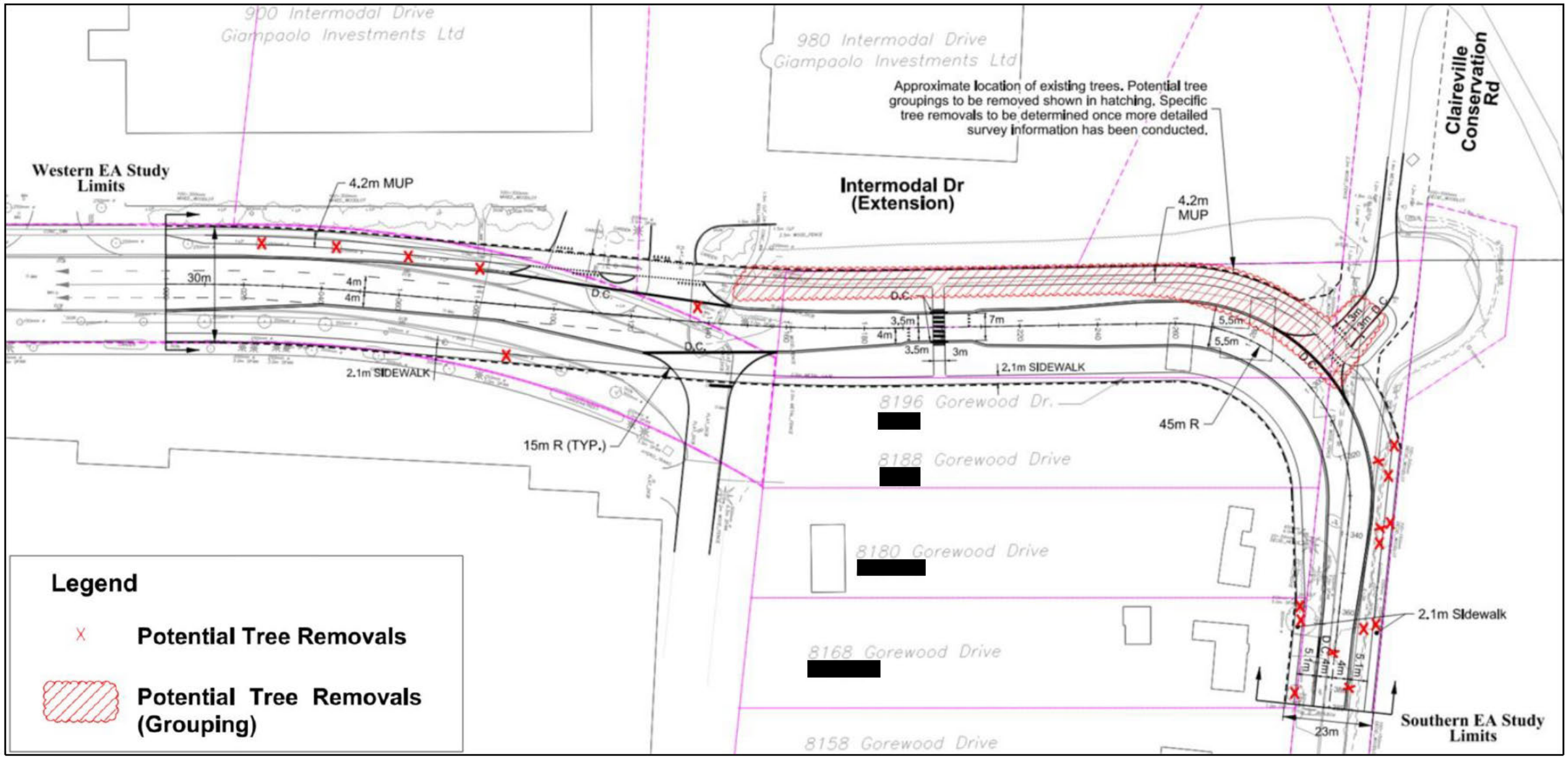
Proposed Watermain Alignment – Alternative 4B



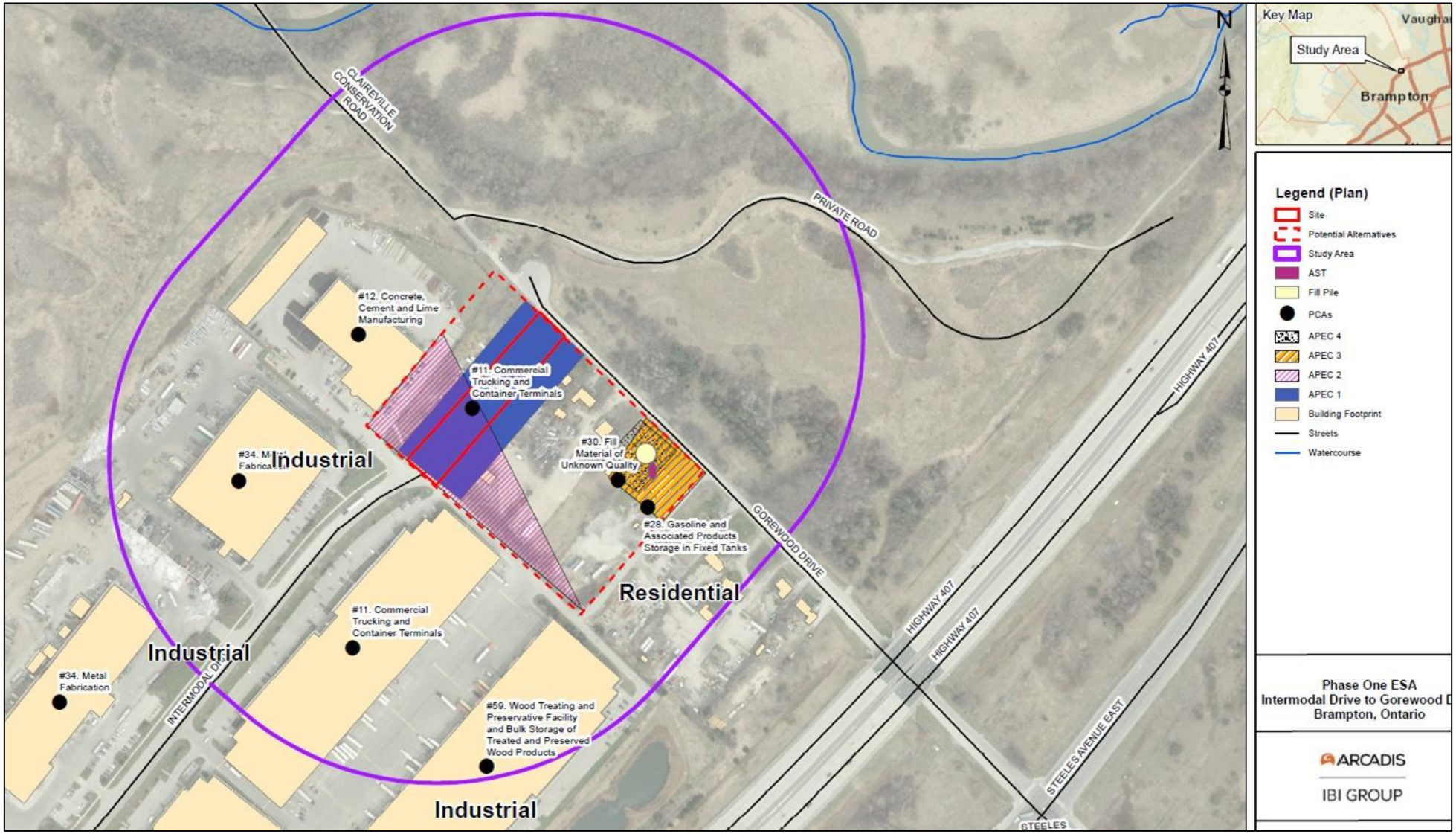
Swept Path Analyses – Alternative 4B



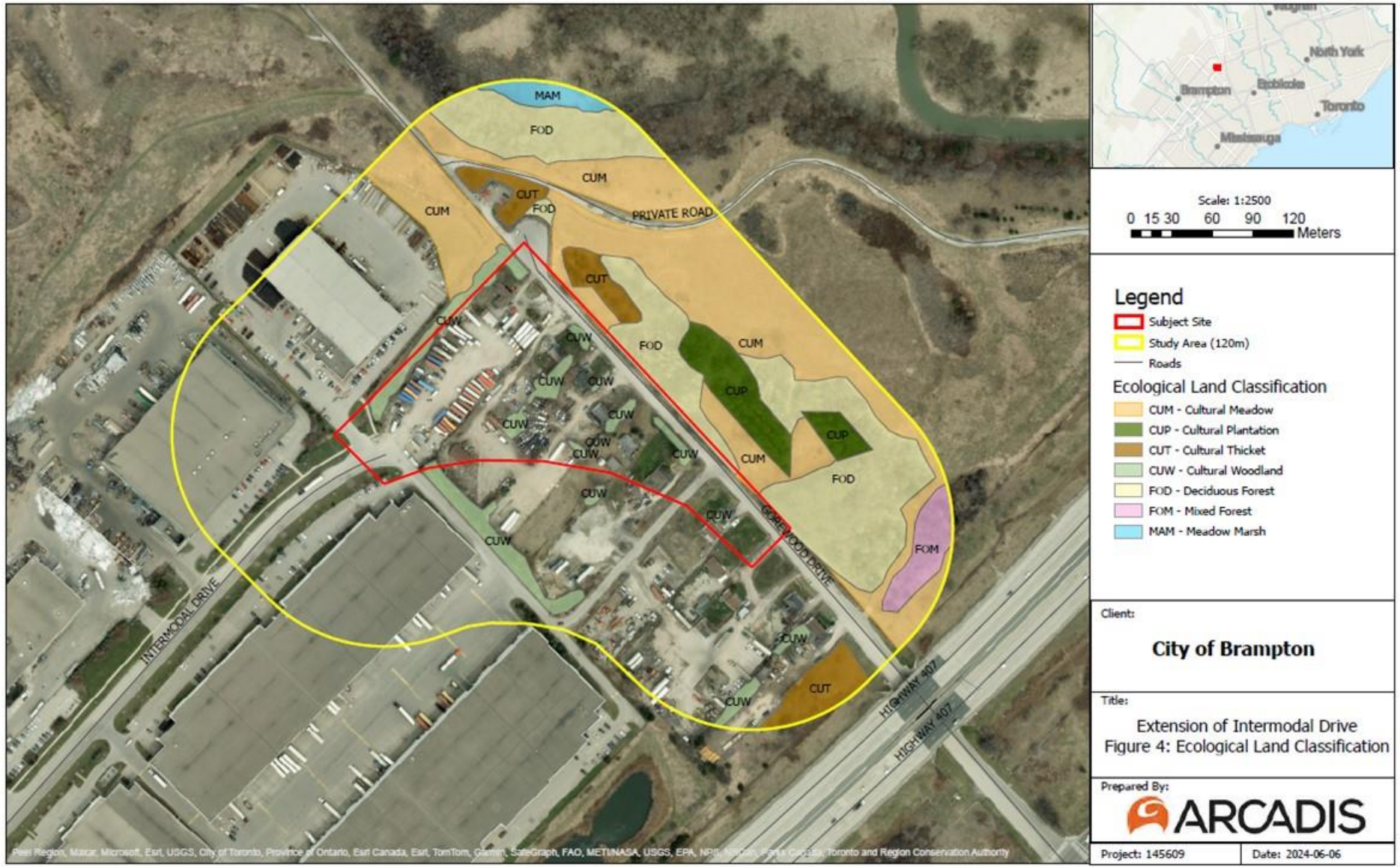
Tree Removals



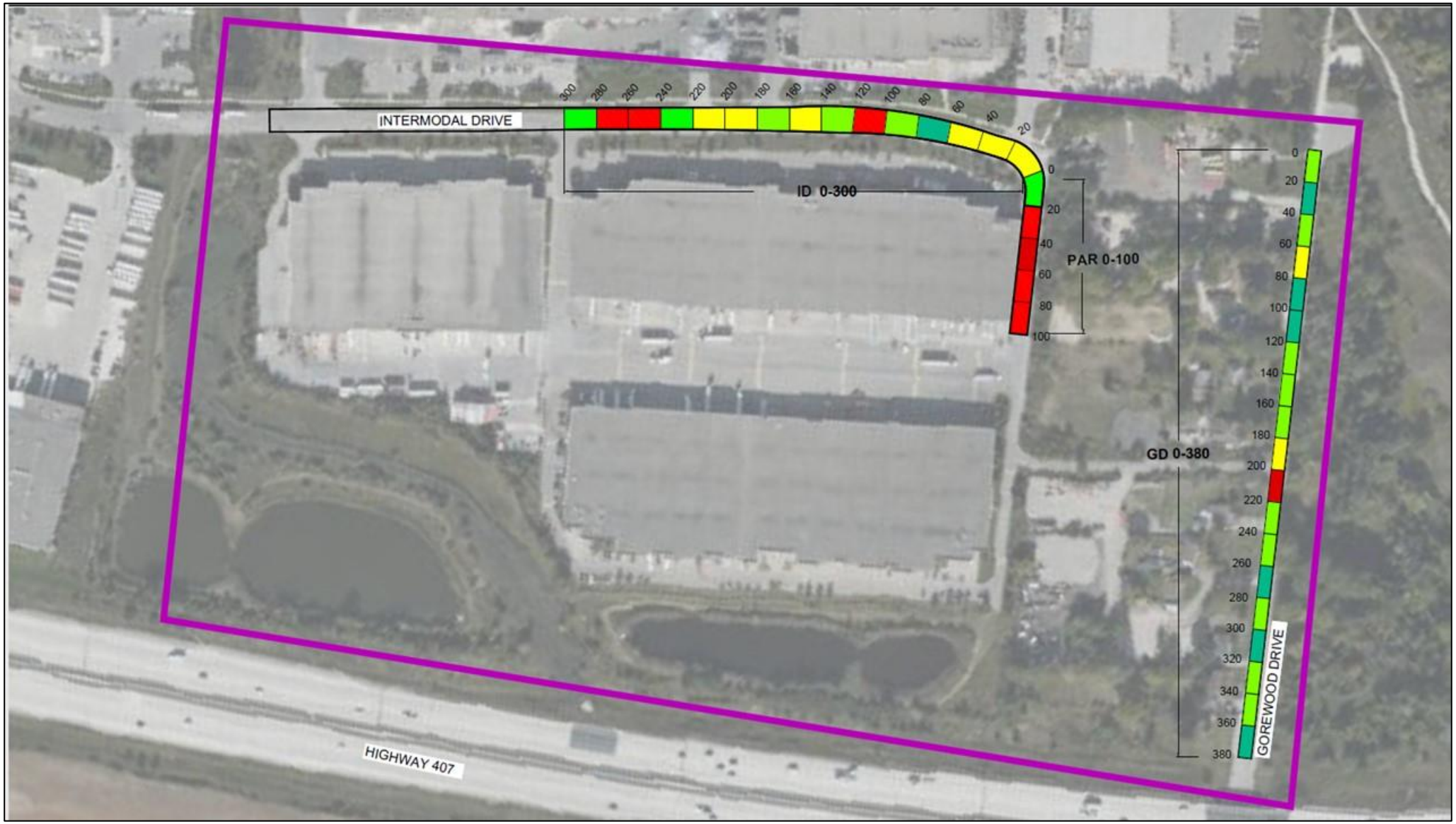
Environmental Contamination Mapping



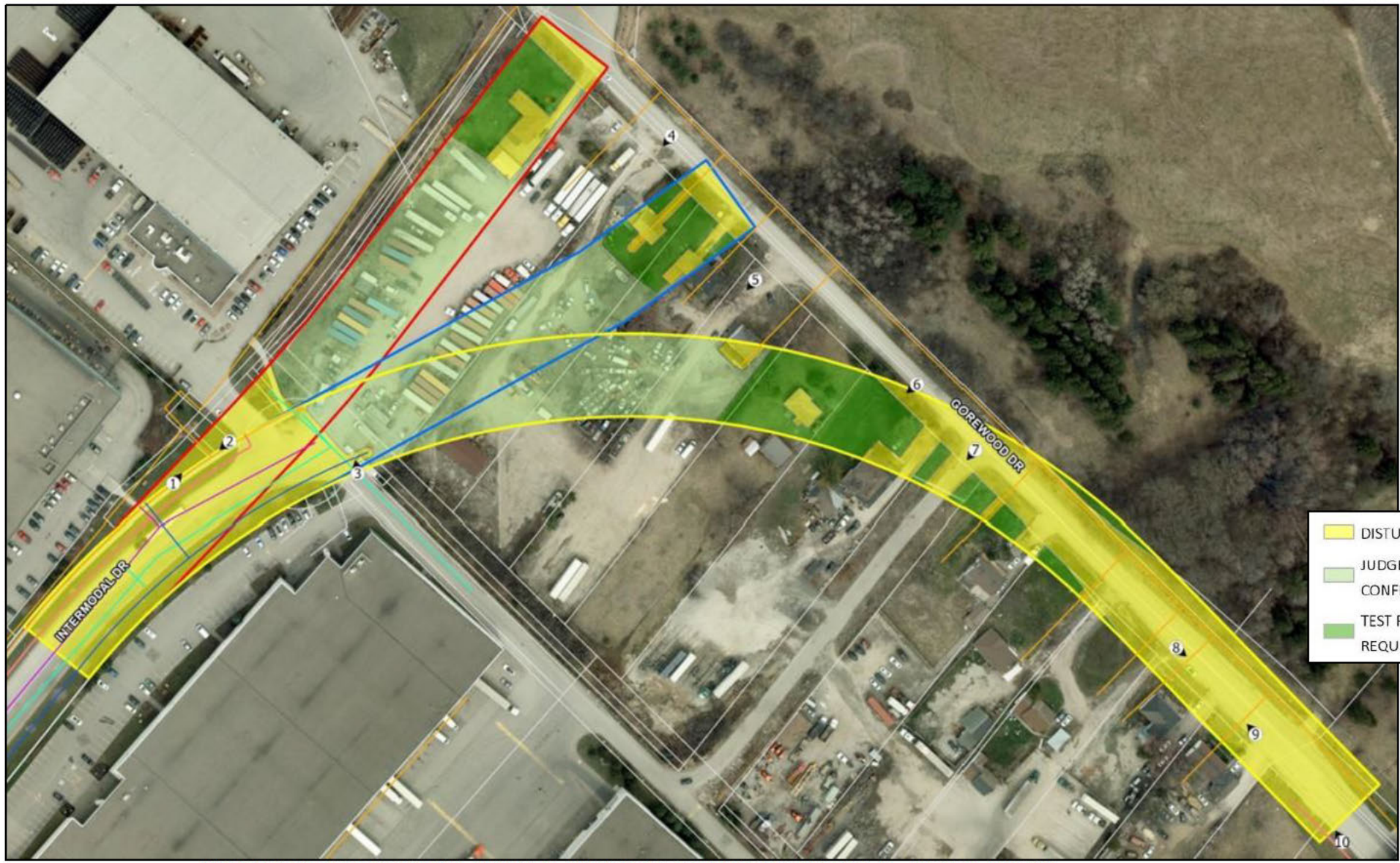
Natural Environment Mapping – Ecological Land Classification



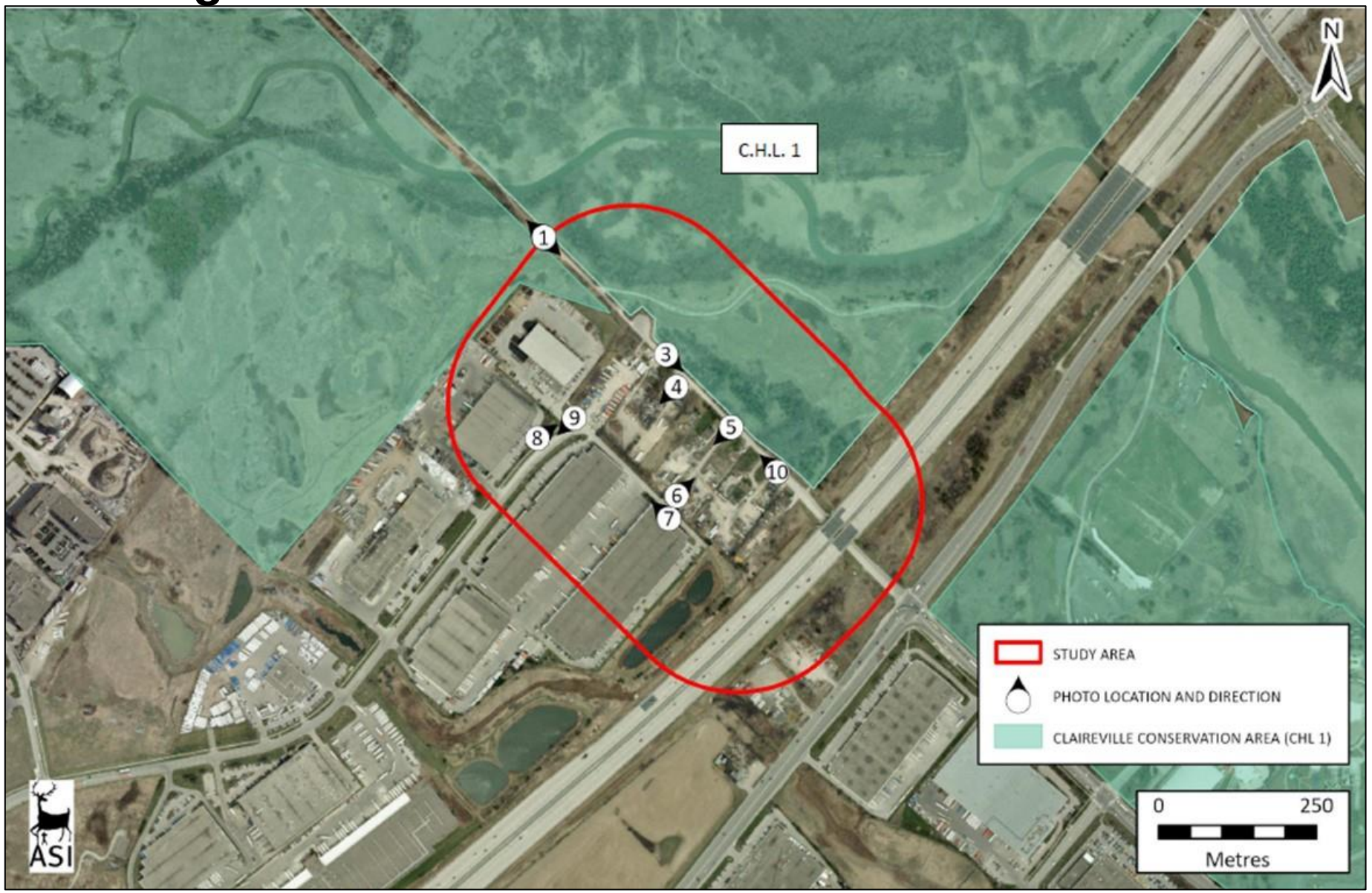
Geotechnical Review - Pavement Condition Survey



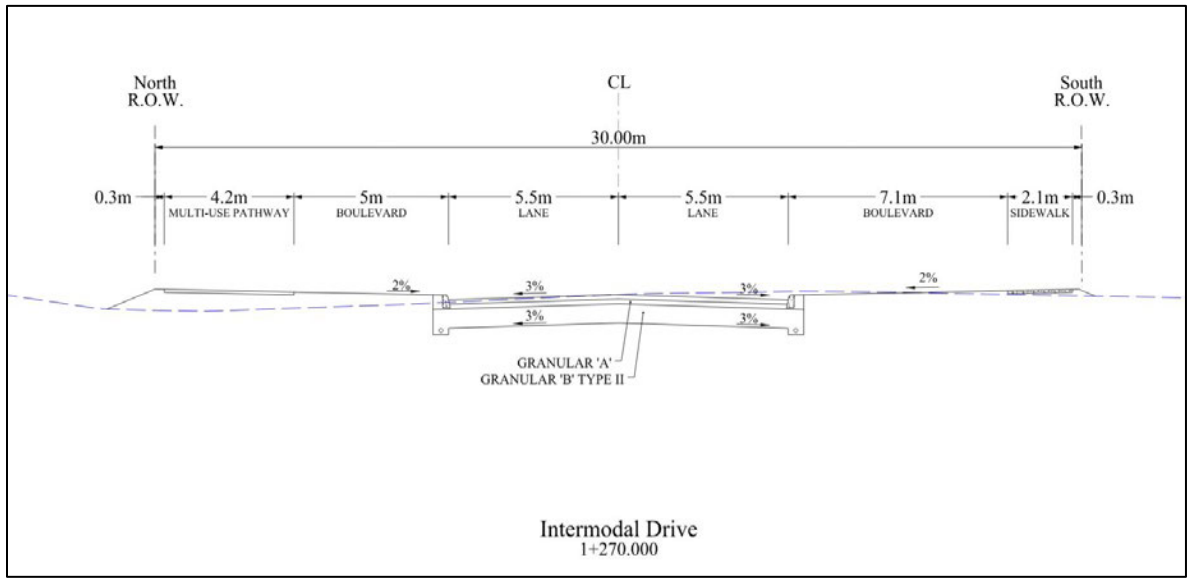
Stage 1 Archaeological Assessment



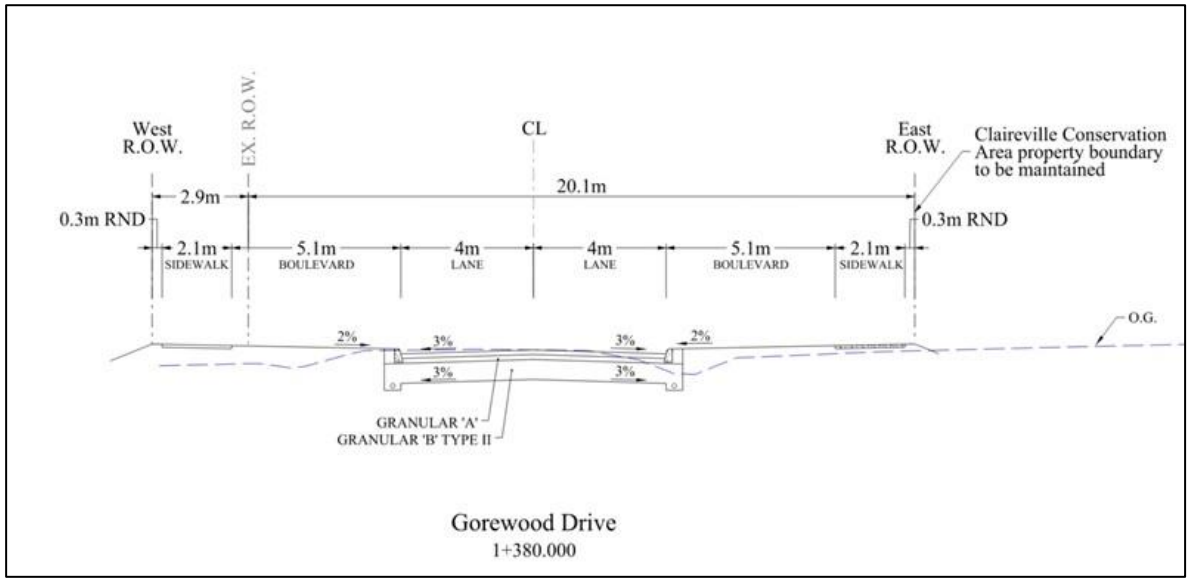
Cultural Heritage Resources



Typical Cross-sections Overlaid onto Original Ground



Intermodal Drive
1+270.000



Gorewood Drive
1+380.000

Active Transportation Assessment (Detailed)

RELEVANT SUBCRITERIA	CRITERIA			
	MEETS OTM BOOK 18 NOMOGRAPH (PROTECTED BIKE LANES)	RELIANCE ON NORTH-SOUTH BIKE CROSSING FACILITY	INTERIM COMPATIBILITY WITH ADJACENT TRANSPORTATION NETWORK	COST (CONSTRUCTION & MAINTENANCE)
OPTION 4B-1 MUP ON NORTH SIDE & SIDEWALK ON SOUTH SIDE	✓	✓	✓	✓
	• Protected AT facility. • Significant buffer from vehicular traffic.	• Not as dependent on the implementation of a cycling crossing facility as uni-directional facilities.	• Provides a continuous AT facility between Deerhurst Dr. & TRCA trail network. • Sidewalk on south side would be implemented solely to provide access to resulting properties on south side of Intermodal Dr. ext. and it is not as crucial that this pedestrian facility be connected to the adjacent network.	• Lowest cost • The only option that is generally compatible with existing Intermodal Dr. but would still benefit further from conversion of north sidewalk to MUP (further study and design required)
OPTION 4B-2 UNI-DIRECTIONAL CYCLE TRACKS & SIDEWALKS	✓	✗	✗	✗
	• Protected AT facility. • Significant buffer from vehicular traffic.	• Uni-directional cycling facilities are more dependent on crossing facilities. • Lack of crossing facilities along Intermodal Dr. would act as a significant barrier for cyclists.	• Risk of discontinuity; requires reconstruction of Intermodal Dr. • Not compatible with existing Intermodal Dr. configuration; dependent on these facilities being developed on adjacent road sections.	• Highest cost • Highly dependent on future upgrades of adjacent roadway sections to allow for continuity of AT facilities.
OPTION 4B-3 UNI-DIRECTIONAL BUFFERED/PROTECTED BIKE LANES	✓	✗	✗	✓
	• Protected AT facility. • Significant buffer from vehicular traffic.	• Uni-directional cycling facilities are more dependent on crossing facilities. • Lack of crossing facilities along Intermodal Dr. would act as a significant barrier for cyclists.	• Risk of discontinuity; requires reconstruction of Intermodal Dr. • Not compatible with existing Intermodal Dr. configuration; dependent on these facilities being developed on adjacent road sections.	• Moderate cost • Highly dependent on future upgrades of adjacent roadway sections to allow for continuity of AT facilities.
OPTION 4B-4 MUP ON BOTH SIDES	✓	✓	✗	✓
	• Protected AT facility. • Significant buffer from vehicular traffic.	• Allows flexibility for bi-directional travel, minimizing need for north-south crossing activity.	• Risk of discontinuity; requires reconstruction of Intermodal Dr. • Not compatible with existing Intermodal Dr. configuration; dependent on these facilities being developed on adjacent road sections. • Uncertainty regarding future Gorewood Dr. cross-section configuration and connection.	• Moderate cost • Highly dependent on future upgrades of adjacent roadway sections to allow for continuity of AT facilities.

Transportation (Supplemental Analysis)

Future (2031) Total Traffic - Local Improvements with No Intermodal Dr

- Goreway Dr & Intermodal Dr with protected-permitted SBL in Weekday PM Peak Hour
- Phasing change results in significant reduction in queue spillback and v/c ratio
- Opposing NBL movement is already permitted-protected

Intersection	Lane Group	Storage	AM Peak Hour (PM Peak Hour)					
			Int. Delay (s)	Int. LOS	Delay (s)	LOS	v/c Ratio	SimTraffic Queue (m)
Goreway & Intermodal	EBL	85	19.4 (23.6)	B (C)	73.8 (138.1)	E (F)	0.43 (0.97)	37.1 (81.9)
	EBT	-			65.8 (55.9)	E (E)	0.38 (0.31)	53.4 (70.7)
	EBR	-			15.8 (9.5)	B (A)	0.46 (0.44)	60.1 (45.4)
	WBL	75			105.7 (61.6)	F (E)	0.74 (0.55)	74.1 (77.4)
	WBTR	-			33.3 (56.6)	C (E)	0.49 (0.58)	67.9 (73.6)
	NBL	135			46.0 (12.7)	D (B)	0.60 (0.55)	71.6 (90.8)
	NBT	-			3.1 (7.8)	A (A)	0.20 (0.57)	46.4 (156.8)
	NBR	100			0.3 (1.4)	A (A)	0.10 (0.11)	24.1 (61.3)
	SBL	135			22.8 (199.3)	C (F)	0.50 (1.23)	84.5 (142.6)
	SBT	-			17.0 (16.0)	B (B)	0.55 (0.35)	117.4 (326.0)
	SBR	100			4.1 (3.9)	A (A)	0.13 (0.11)	107.5 (63.2)
Goreway & Intermodal *With protected-permitted SBL in PM peak hour.*	EBL	85	19.4 (21.5)	B (C)	73.8 (129.6)	E (F)	0.43 (0.94)	37.4 (74.2)
	EBT	-			65.8 (55.0)	E (E)	0.38 (0.30)	55.7 (69.4)
	EBR	-			15.8 (9.3)	B (A)	0.46 (0.43)	59.0 (50.5)
	WBL	75			105.7 (62.0)	F (E)	0.74 (0.54)	73.4 (72.8)
	WBTR	-			33.3 (21.8)	C (C)	0.49 (0.46)	62.8 (83.5)
	NBL	135			46.0 (12.1)	D (B)	0.60 (0.56)	75.2 (84.3)
	NBT	-			3.1 (17.4)	A (B)	0.20 (0.65)	45.0 (258.2)
	NBR	100			0.3 (2.0)	A (A)	0.10 (0.12)	28.6 (90.7)
	SBL	135			22.8 (36.8)	C (D)	0.50 (0.60)	94.8 (53.8)
	SBT	-			17.0 (15.9)	B (B)	0.55 (0.35)	130.8 (76.3)
	SBR	100			4.1 (3.8)	A (A)	0.13 (0.11)	107.5 (27.2)

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Meeting Minutes – TAC Meeting Part 2 (Utilities)
Intermodal Drive and Watermain Extension to Gorewood Drive
Municipal Class Environmental Assessment

Arcadis Project No: 145609
Date of Meeting: Thursday, June 27, 2024
Location: MS Teams
Time: 2:30pm to 4:00pm
Date Minutes Circulated: Wednesday, July 3, 2024

Attendees - 22

Name	Organization, Role	Contact Information
Diana Glean	City of Brampton, Project Manager, Public Works Project Leader	diana.glean@brampton.ca
Bishnu Parajuli	City of Brampton, Manager of Engineering	Bishnu.Parajuli@brampton.ca
Shahid Mahmood	City of Brampton, Sr Project Engineer, Engineering	Shahid.A.Mahmood@brampton.ca
Ramandeep Singh	City of Brampton, Capital Works Design Engineering Technologist	Ramandeep.B.Singh@brampton.ca
Kenneth Henshaw	Bell Canada, Implementation Manager	kenneth.henshaw@bell.ca
Adrian Persaud	Bell Canada, Project Manager	adrian.persaud@bell.ca
Frank Pugliese	Region of Peel, Manager - Contract Administration & Oversight	frank.pugliese@peelregion.ca
Emily Nix	Region of Peel, Junior Planner	Emily.nix@peelregion.ca
Nicolas Sanint Taborda	Region of Peel	nicolas.saninttaborda@peelregion.ca
Shahid Quraishi	Region of Peel	Shahid.Quraishi@peelregion.ca
Sean Nix	Region of Peel, Transportation Operations & Region of Peel	Sean.nix@peelregion.ca
Nicole Capogna	Region of Peel, Junior Planner at Region of Peel	nicole.capognai@peelregion.ca
Tim Mendoza	Region of Peel	tim.mendoza@peelregion.ca
Anthony Zois	Region of Peel, Senior Capital Acquisition	anthony.zois@peelregion.ca
Sonia Mastroianni	Region of Peel, Utility Relocation Specialist	sonia.mastroianni@peelregion.ca
Dave A. Robinson	Alectra Utilities, Design Technologist	DaveA.Robinson@alectrautilities.ca
Emilio Labra	Enbridge Gas, Senior Advisor Construction Project Management (CPM)	Emilio.Labra@enbridge.com
Scott Johnston	Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Richard Morales	Arcadis, Consultant PM	richard.morales@arcadis.com
Sindy Chong Jie	Arcadis, Project Coordinator	sindy.chongjie@arcadis.com
Yvonne Mihajlovic	Arcadis, Admin Assistant	yvonne.mihajlovic@arcadis.com
Ben Pascolo-Neveu	Arcadis, Deputy PM (EA)	ben.pascoloneveu@arcadis.com

Item Discussed	Action By	Date of Action Initiation	Action Due Date
1 Introductions & Presentation Overview			
S. Johnston (Arcadis) gave a brief overview of the project, introduced the project team and then handed over to B. Pascolo-Neveu (Arcadis) to deliver the presentation which generally consisted of the following topics: ➢ Background Review & Context ➢ Transportation Analysis ➢ EA Problem Statement ➢ Refinements to the Preferred Alternative (At Facility Selection) ➢ Proposed Functional Design ➢ Typical Cross-sections ➢ Next Steps			
2 Utility Conflicts Matrix Review			
Following the presentation of the proposed functional design and typical cross-sections, S. Chong Jie (Arcadis) provided an overview of the Utility Conflict ID Plan and Utility Conflict Matrix (UCM) and welcomed feedback from attendees. The project team prepared UCM and ID Plan to identify any potential conflicts early in the design process. Utility information was provided by as-built drawings and verified in the field through Subsurface Utility Engineering (SUE) investigations conducted by the project team at the onset of the EA study. Please advise us if any data is missing or different from what you have for easier ID of conflicts – existing utilities. All conflicts will be recorded and the UCM will be updated accordingly as the design advances.			
5 Further Discussion on Utility Conflicts			
Following the consultant presentation, the floor was opened up to allow for further discussions regarding utility-related issues. D. Glean (City PM) requested coordination for the hydro pole relocation on Gorewood Drive and suggested that streetlighting could share hydro poles. She inquired if Alectra Utilities could provide a preliminary hydro design to allow for coordination between the disciplines. D. Robinson (Alectra) indicated that Alectra is typically engaged with the City at the 60% design stage, after the EA process is complete. Based on follow-up internal discussion with the consultant streetlighting team, further discussions with City technical staff will be required to keep the poles separate, given that Alectra will not be fully engaged until the 60% design stage. (***Arcadis to follow up with Vanthuong Thai***).	**Arcadis**	**(2024-06-27)**	**(2024-07-11)**

	Item Discussed	Action By	Date of Action Initiation	Action Due Date
	F. Pugliese (Region of Peel) suggested either organizing an internal review meeting or sending the preliminary watermain design, including plan & profile drawings, to identify conflicts of how they are being addressed would be helpful. He reiterated that his team is the right contact to perform this review. R. Morales (Arcadis PM) mentioned at this stage, it is not feasible to have plan and profile drawings since the design is still preliminary but will consider this for future meetings/discussions after the EA is complete. Bell Canada confirmed overhead cables on the Alectra poles will require a pole transfer when relocation of hydro poles occurs on the west side of Gorewood Drive. Alectra Utilities mentioned that it depends on the type of pole being proposed whether a pole transfer of Bell attachments will happen or not. Before any review and approval by Region of Peel staff, Alectra Utilities needs to provide concept plans. Overall, City and utility company staff emphasized that the project is still too early in the design stages to arrive at any final decision regarding the need for utility relocations.			
10	**Meeting Conclusion**			
	S. Johnston and D. Glean thanked everyone for their attendance and noted that slides would be circulated to all attendees, encouraging all members of the TAC to review the appendices which provide supplementary material that was not explicitly discussed during the presentation.			

Attachment: Presentation Slides

If any of the items noted above are not as per the discussion, kindly notify Ben Pascolo-Neveu (ben.pascoloneveu@arcadis.com) within 10 business days. If no issues are noted, then these minutes will be deemed to be an accurate summary of the discussion which took place.

Technical Advisory Committee (TAC) Circulation

1st TAC Circulation - Draft Supporting Technical Studies

July 6, 2024 – August 24, 2024

Region of Peel
working with you

Draft Report Review

Project No.: COB 23-3426-122
Project Name: EA Intermodal Drive extention to Gorewood Drive
Peel Region PM:
Consultant PM: Arcadis

Consultant Action:	1 - Agreed
	2 - Clarification Required
	3 - Not Applicable (Provide Explanation)
	4 - Outstanding Items/Not Completed

Comment #	Sheet No.	Reviewer	Agency Comments	Action	Status	
			Draft Reports Review			
			Transportation Operations - Draft Traffic Study Report			
		Sean Nix	On page 29, the Region requests the following amendments shown in highlighted red: "The Steeles & Finch/Gorewood intersection is expected to operate at an acceptable Level of Service overall, however, the northbound and southbound approaches will experience high delays. These delays are primarily a result of the 160s cycle length which forces sidestreet traffic to wait a long time for their signal to change to green. Given the projected increase in traffic on the southbound approach, the ~~City~~ Region should consider converting the inside lane to a dedicated southbound left-turn lane as currently it operates as a shared through-left lane, provided that the existing pavement width allows for this with the typical design vehicle used for functional design of this intersection. Although this would not be expected to have any significant impact on traffic operations, as established by an offline modelling exercise that took place with the Region in July 2024, it would better align with driver expectations of what a typical intersection approach should look like. Any functional design change to this intersection should consider the ability for simultaneous truck turning movements in the northbound and southbound directions should the Region ever remove split phasing from this intersection in favour of conventional four-/eight-phase operation. Traffic modelling for this study only considered retention of split phasing, however, the offline modelling exercise also confirmed that traffic operations are expected to operate satisfactorily under either conventional or split phase operation."	1		Edits to wording have been incorporated into the Traffic Analysis Report.
			We request a similar amendment on page 38, the Region requests the following amendments shown in highlighted red: "The intersection of Steeles & Goreway is currently approaching its theoretical capacity and is expected to exceed its capacity by 2031. Extending Intermodal Drive to Gorewood Drive will create an alternate route for traffic and is expected to result in the diversion of approximately 5% of traffic from Goreway Drive and Steeles Avenue to Intermodal Drive. As a result of this diversion, the Steeles & Goreway intersection is expected to operate at an acceptable Level of Service until 2051. At the Goreway & Intermodal intersection, permitted-protected phasing would be required for the southbound left-turn movement, however, to accommodate the diversion of traffic. At the Steeles & Finch/Gorewood intersection, the ~~City~~ Region should consider converting the inside southbound lane through-left to a dedicated southbound left-turn lane, provided that the existing pavement width allows for this with the typical design vehicle used for functional design of this intersection. Although this would not be expected to have any significant impact on traffic operations, it would better align with driver expectations of what a typical intersection approach should look like. Any functional design change to this intersection should consider the ability for simultaneous truck turning movements in the northbound and southbound directions should the Region ever remove split phasing from this intersection in favour of conventional four-/eight-phase operation."	1		Edits to wording have been incorporated into the Traffic Analysis Report.
		Sean Nix	I will be in touch again if other teams have comments on the technical reports and in the meantime we look forward to receiving your response comments.	1		Noted.
			TAC Meeting 1 materials			
			Public Health, Built Environment			
		Kayle McMillen	Please note that I did attend Part 1 of the meeting but did not see my name in the minutes. Kayle McMillen, Research & Policy Analyst – Peel Public Health, Built Environment	1		Noted. The attendance list has been updated accordingly.
		Kayle McMillen	Great to see health considerations (e.g., connectivity for active transportation) included in the evaluation criteria to help prioritize alternatives that support AT. This aligns with Peel Public Health's strategic priority of "enabling active living" , since active transportation can help residents to integrate more physical activity daily, which can have positive physical and mental health benefits. Overall, Peel Public Health is supportive of the preferred alternative of 4b1 as it will improve connectivity for active transportation and offer a safe and comfortable access route as a connect or to access a popular recreation and green space destination (Clareville Conservation Area). •The proposed large boulevard between vehicular traffic between the AT facilities and vehicular traffic will offer significant separation between these modes and provide ample space to offer streetscaping amenities (e.g., trees, pedestrian scale lighting, rest areas), which can improve safety and comfort for people of all ages and abilities using the AT facilities. •The slides suggests that the pedestrian crossover location for the preferred option 4b is not ideal, but no further details are provided. Are there are additional safety considerations that are warranted in that location to improve safety for vulnerable road users who will be using that crossover?	2		The proposed Pedestrian Crossover (PXO) location was selected to provide an appropriate separation distance from the tight horizontal curve to the east and satisfy stopping sight distance requirements specified in the Transportation Association of Canada (TAC) Geometric Design Guidelines. Even though the PXO location is not considered ideal as there is a slight disconnect between the crossing location and the Gorewood Drive Claireville Conservation Area entrance (i.e. primary desire line), this configuration still satisfies the EA's objectives of achieving significantly improved safety for active/vulnerable road users between the TRCA trail network and adjacent industrial uses. To further improve safety, curb extensions are proposed at the proposed PXO to reduce the curb-to-curb crossing distance to 7.0m which will serve as a traffic calming measure and mitigate higher operating speeds in alignment with the City's long-term goal of achieving Vision Zero.
		Kayle McMillen	I will be in touch again if other teams have comments. We look forward to receiving your response comments and updated TAC meeting minutes.	1		TAC Meeting Minutes recirculated on 2024-07-31.
			Transportation Planning			
		Kyle Van Boxmeer	I'd revise point 7. "The tight curved radius should be tested to determine the feasibility of two Long Combination Vehicles (LCVs) passing each other." I wanted to know if LCVs could successfully navigate the curve of the road, they should run auto-turn etc). And that the horizontal alignment (curve) should accommodate LCVs.	1		Clarification received from Kyle on 2024-07-31 and follow-up email sent
		Kyle Van Boxmeer	We look forward to receiving the revised TAC minutes.	1		Noted.

25 April 08

TRCA Comments - Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive EA

FILE | **Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive** | **FIRM** | **Arcadis**

	DWG REC'D DATE mm/dd/yy	REV'D BY	DWG No. or Spec. No. or Page No.	COMMENTS TO BE RETURNED BY	REV'D DATE mm/dd/yy	REV'D BY	ACTION 1, 2, 3	ACTION RESPONSE 1 - WILL COMPLY 2 - DISCUSS - CLARIFICATION REQUIRED 3 - NOT APPLICABLE BECAUSE . . .	COMMENTS
				Draft Drainage and Stormwater Management Report					
1	08-19-24	Water Resources		Quantity Control: The clarifications regarding quantity control provided in the Draft Drainage and Stormwater Management Report by ARCADIS dated August 6, 2024, are acceptable. No further action is required.			1	Arcadis Response: Noted.	
2	08-19-24	Water Resources		Erosion Control: Although no quantity control is required for the area draining to the West Humber, please ensure that the increased peak flow and runoff volume resulting from the added impervious surfaces do not lead to increased erosion at the outlet. Additionally, confirm that adequate erosion protection measures are in place at the outlet to mitigate any potential impacts.			1	Arcadis Response: Understood & noted. Erosion and Sediment Control (ESC) measures will be provided to mitigate these impacts due to runoff.	
3	08-19-24	Water Resources		Water Balance: The calculation shows that 80m3 of storage is required for a total area of 1.90 ha to retain onsite the required 5mm of runoff from the area. The applicant has proposed using Low Impact Development measures, such as underground infiltration chambers, within the roadway right-of-way (R-O-W) areas to meet the water balance requirement. Please identify potential sites on the road right-of-way and explain how runoff will be collected and discharged to the proposed underground infiltration chambers to meet the required water balance target.			1	Arcadis Response: The location of the infiltration chambers will be shown in the drainage plan in next submission.	
				Water Resources - Comments on Floodplain Mapping Overlay Overlaid on Alternatives					
4	08-19-24	Water Resources		It is noted that the preferred option creates the least disturbance within the floodplain. However, the applicant will need to minimize extensive grading within the floodplain to minimize the impact of the project on existing flood storage.			1	Arcadis Response: A preliminary floodplain analysis was conducted and confirmed that approximately 134 cubic metres of fill would be required to support the implementation of the functional-level plan for Alternative 4G and therefore an equivalent cut of this amount would be required within the floodplain to compensate this loss. This cut and fill balance is reasonable in size and not seen as being significant with respect to the overall project scale.	
				Water Resources					
	02-25-25	Water Resources		TRCA's floodplain management requirements for the Intermodal Drive extension project are guided by our policies to ensure public safety, minimize flood risk, and maintain natural floodplain functions. At the EA stage, the following key considerations should be addressed: 1.Floodplain Mapping & Impact Assessment Confirm and delineate the regulatory floodplain using TRCA-approved hydrologic and hydraulic modeling. Assess any potential impacts of the proposed extension on flood elevations, velocities, and storage capacity. 2.Floodplain Encroachment & Compensation o Any encroachment into the floodplain must be justified and minimized. o If encroachment is unavoidable, appropriate floodplain compensation (cut-and-fill balance) must be demonstrated to ensure no net loss of storage or conveyance capacity. 3.Culvert or Bridge Design Considerations o Any proposed crossings must be designed to accommodate regulatory flood flows without increasing upstream or downstream flood risk. 4.Stormwater Management & Flood Mitigation o Ensure that stormwater management strategies mitigate potential impacts to flood levels and flow regimes. (quantity control) o Low Impact Development (LID) measures should be considered to manage runoff effectively. (to mitigate erosion impact due to the introduced imperviousness) 5.Safe Access & Flood Hazard Considerations o Demonstrate that emergency and maintenance access routes remain safe during regulatory flood conditions. o If roadways are subject to flooding, identify mitigation measures or alternative design approaches. To ensure a smooth transition into the detailed design phase, these considerations should be documented in the EA report, along with any commitments for further study or mitigation.			1	1.Floodplain Mapping & Impact Assessment Arcadis Response: Impacts were assessed. Assessment indicated that there are no negative impacts on existing flood elevations as the flooding is mainly resulting from backwater effects resulting in an inactive floodplain storage sitting in low lying areas. A total of approximately 134 m3 of fill is proposed within the floodplain for the Intermodal Drive extension project. This fill will not have any negative impact on flood elevations and velocity, as the flooding is mainly occurring due to backwater effects resulting from overflows at left overbank areas just downstream of Hwy 407 crossing. The proposed extension is within an inactive floodplain storage area. However, an equivalent cut of 134 m3 is required within the floodplain to compensate the loss. 2. Floodplain Encroachment & Compensation Arcadis Response: Noted. The existing road is within the floodplain. The current depth of flooding will not increase. Best efforts are made to minimize the fill in the floodplain. Arcadis Response: A floodplain compensation location will be provided in Drainage and SWM report. 3.Culvert or Bridge Design Considerations Arcadis Response: Not Applicable, as there is no crossing proposed. 4.Stormwater Management & Flood Mitigation Arcadis Response: Noted. These Criteria/Guidelines are followed in the design. 5.Safe Access & Flood Hazard Considerations Arcadis Response: The existing road is within the floodplain. The current depth of flooding will not increase. Best efforts are made to minimize the fill in the floodplain. A warning sign will be posted on the road cautioning drivers about high water levels on the road during the sever/regulatory storm event.	
				Restoration – Comments on Floodplain Mapping Overlay Overlaid on Alternatives					
5	08-19-24	Restoration		5. Please note that TRCA plans to transition the existing parking lot and trail connection to the Humber Trail just north of this study area to an operations area, where materials will be stockpiled. UPDATE (2024-12-18): Deanna Cheriton provided an update that the Gorewood parking lot and access point aren't going to work out for a TRCA stockpile area. We will move towards closing the lot in conjunction with making improvements to the Claireville Highway 50 parking lot. We do not have a timeline for the closure of the Gorewood lot yet; my hope is that it is some time in 2025			1	Arcadis Response: Acknowledged. A note has been added to the functional design drawings to indicate that the 'Parking Lot will be closed by TRCA as early as 2025'.	
6	08-19-24	Restoration		6. TRCA is supportive of incorporating active transportation facilities into the road design.			1	Arcadis Response: Noted.	

25 April 08

TRCA Comments - Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive EA

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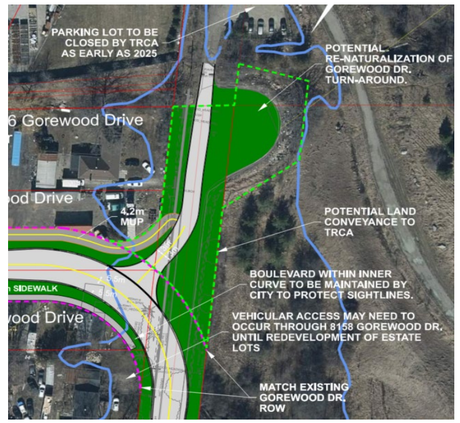
7	08-19-24	Restoration		7. As the EA and detailed design processes continue, please consult with park management staff to look at operational concerns and opportunities that could be integrated into this project. For example, options presented in a Crime Prevention Through Environmental Design Audit report for Claireville Conservation Area, prepared by Peel Regional Police in 2022, could be integrated into this project, and operational access requirements for Claireville Conservation Area should be reflected in the design.			1	Arcadis Response: The project team met with TRCA staff on 2025-03-19 and it was agreed that the portion of land highlighted in red (see below) north of the proposed Intermodal Drive extension would most likely be conveyed to TRCA through this project. Fencing would also be installed along the new shared property boundary between TRCA lands and the Intermodal Drive extension, with a gate at the realigned and extended TRCA driveway acces to discourage unlawful behaviour identified by TRCA parks staff. 
				Planning Ecology - Draft Natural Environmental Report					
8	08-19-24	Planning Ecology		Upon review of the Natural Environment Assessment Report, the proponent has provided sufficient review of existing conditions of the site, along with impact analysis of the four (4) proposed options. It appears that there are no watercourses or wetlands within the study area, and as such there are no significant impacts to TRCA's regulated features. There may be comments on future submissions.			1	Arcadis Response: Noted. The project team will watch for comments on wetlands in future submissions.	
		Planning Ecology		The proposed works on Intermodal Drive are within the adjacent lands with wetlands to the north-east. As part of the natural heritage evaluation, impacts to the wetland and its catchment should be assessed, complete with mitigation measures. The road works may not have any impact on the wetland as these are located at a distance from the roadway with a trail between it and Intermodal Drive. But this should be discussed and assessed in the NHE. TRCA staff will review the wetland impacts portion of the report.			1	Arcadis Response: A wetland impact assessment will be undertaken and will be supplemented with a discussion on potential wetlands.	
				TRCA Property					

25 April 08

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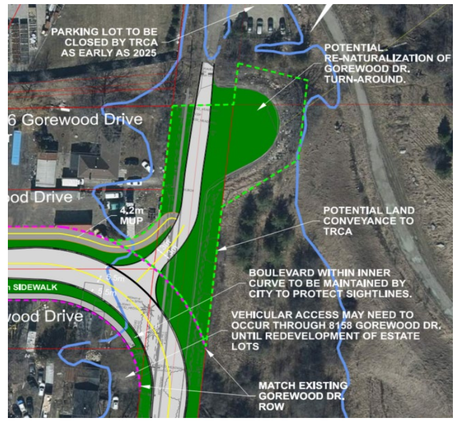
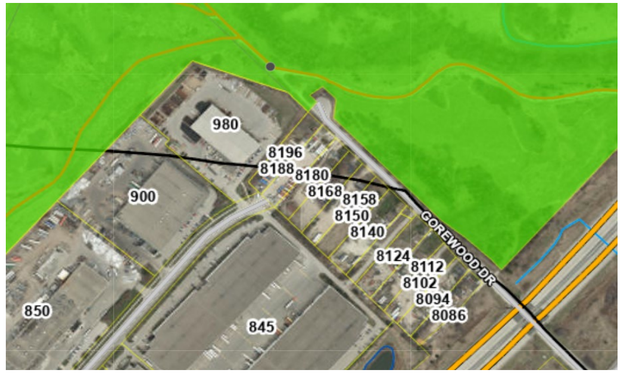
9	08-19-24	Ben Pascolo-Neveu		9.Please note that there are TRCA owned lands east of Gorewood Drive and end of road at Gorewood Drive. Please contact TRCA Property staff for requirements regarding permanent/temporary easements on TRCA owned lands. Please directly contact Brandon Hester, Senior Property Agent, at brandon.hester@trca.ca.			1	Arcadis Response: Project Team Response: The project team met with TRCA staff on 2025-03-19 and it was agreed that the portion of land highlighted in red (see below) north of the Intermodal Drive extension would most likely be conveyed to TRCA through this project. Fencing would also be installed along the new shared property boundary between TRCA lands and the Intermodal Drive extension, with a gate at the realigned and extended TRCA driveway access. 
10	08-19-24	Ben Pascolo-Neveu		10.As well, please note that a Permission to Enter TRCA property is required to enter TRCA own lands for conducting the necessary discipline studies and field investigations on TRCA owned lands. Please directly contact Desiree Sampson at desiree.sampson@trca.ca.			1	Arcadis Response: Noted. The project team will reach out to Desiree Sampson for any future discipline studies or field investigations.
11	08-19-24	Ben Pascolo-Neveu		11.If TRCA owned lands are required for the proposed project, TRCA Archaeology staff will need to undertake Archaeological assessment on TRCA owned lands. For further information and requirements, please contact TRCA's Archaeology staff, Alistair Jolly, Supervisor Archaeology, at via email: Alistair.jolly@trca.ca.			1	Arcadis Response: Noted. Archaeological staff will be involved, as required, if any portion of TRCA lands are deemed to be required at any point in the EA or detailed design process.
	09-04-24	Ben Pascolo-Neveu		Staff notes that the proposed works are being undertaken north and east of Gorewood Drive (TRCA owned lands in shaded green). Please note that no stockpiling or staging is permitted on TRCA owned land. 			1	Arcadis Response: The prohibition of stockpiling or materials or construction staging within TRCA lands is noted and will certainly be considered during the later design stages and implementation phases of the project.

25 April 08

TRCA Comments - Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive EA

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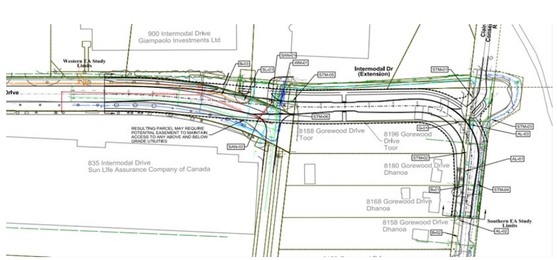
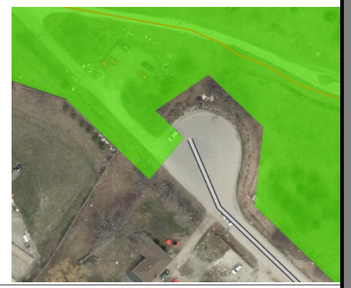
09-04-24	Ben Pascolo-Neveu		With reference to the layout below and property plan (TRCA owned lands in shaded green), Property staff would like more information on “STM-03” and if any work will be done on TRCA own lands. Please clarify.  			1		There are opportunities to re-naturalize the large asphalt vehicular turn-around area at the north end of Gorewood Dr and, in turn, minimize impacts to the existing STM-3 drainage ditch which currently exists around its perimeter. In any case, it is not the intent of this road design to realign the ditch onto TRCA lands or redirect additional flows onto these lands. Existing overland drainage flow patterns will be maintained and stormwater will be directed to existing drainage outlets. Further, the existing floodplain limits will not be changed.
09-04-24	Ben Pascolo-Neveu		•As noted in items 9 and 10, if access is needed on TRCA lands, please contact Desiree Sampson, Project Coordinator, Property and Asset Management at desiree.sampson@trca.ca for Permission to Enter and if you need TRCA lands for land expansion please contact Brandon Hester, Senior Property Agent, Property and Asset Management at brandon.hester@trca.ca or Stella Ku, Property Agent, Property and Asset Management at stella.ku@trca.ca. •Item #11 also applies, as is.			1		Arcadis Response: Noted.
09-16-24	Ben Pascolo-Neveu		TRCA parks staff are working to limit the existing parking lot north of Gorewood Dr. to pedestrians and emergency vehicles. Vehicles would be redirected to 3 other locations: -8180 Hwy. 50 -3805 Queen Street -Goreway Drive			1		Arcadis Response: Noted.

April 8, 2025

CITY OF BRAMPTON
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Reports

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				Draft Traffic Study Report				
1	06/19/2024	Compton Bobb (compton.bobb@brampton.ca)	Section 4.1.2	Transit Network Improvements , Steeles Avenue Rapid Transit, we offer the following update: •Steeles Avenue Rapid Transit: The City is currently in the process of commencing a Corridor Masterplan Study for Steeles Avenue. The purpose of this study is to examine and evaluate potential high order transit alternatives, together with the supporting transportation, land use, densities, and urban design characteristics, for the Steeles Avenue Corridor. This study will recommend the Rapid Transit technology to be implemented on Steeles Avenue. The study is projected to be completed by the end 2027.			1	Revised text has been incorporated into the Traffic Study Report
2	06/24/2025	Diana Glean (diana.gleane@brampton.ca)	Figure 1-1	Show broader traffic study area in legend			1	Figure 1-1 has been revised to show the broader traffic study area.
3	07/11/2024	David Monaghan (david.monaghan@brampton.ca)		1.The TIS recommends a dedicated SBLT lane on Gorewood at Steeles, but the TIS did NOT assess the intersection with this configuration. a.The queuing on SB Gorewood therefore negatively impacts any site plan that is proposed for the NW corner of Gorewood at Steeles. b.Queues are 57m in 2031, 2041 & 2051, which extend the entire limit of that parcel on the NW corner of Gorewood at Steeles Section 4.4.2.1 – The Steeles & Finch/Gorewood intersection is expected to operate at an acceptable Level of Service overall, however, the northbound and southbound approaches will experience high delays. These delays are primarily a result of the 160s cycle length which forces side street traffic to wait a long time for their signal to change to green. Given the projected increase in traffic on the southbound approach, the City should consider converting the inside lane to a dedicated southbound left-turn lane as currently it operates as a shared through-left lane.			2	1. The additional traffic analysis conducted with a dedicted southbound left-turn auxiliary lane at the Gorewood Dr & Steeles Ave E/Finch Ave intersection and conversion from split to standard phasing was carried out as a supplemental offline excercise only, as discussed at a meeting held on July 10, 2024 between Region of Peel staff and therefore was not included in the traffic analysis for this study. Overall traffic operations are expected to be similar between the existing shared southbound through-left and future potential conversion to a dedicated left-turn. Adding a southbound left-turn lane on Gorewood at Steeles is a potential mitigation measure for consideration by the Region of Peel at this location to further improve operations and not a specific requirement for the operation of the intersection. Arcadis could provide updated results for the Gorewood/Steeles intersection with the SBLT lane included. a) Based on the latest concept plan dated December 8, 2023 reviewed by the project team for the property parcel at the northwest corner of Gorewood Drive at Steeles Avenue East (PRE-2022-0157), this future potential development is more likely to have an access driveway directly off of Steeles Avenue East. Based on the proposed alignment of the 407 Transitway bridge structure, it is observed that there are potential complications with introducing an access driveway on Gorewood Drive. b) Adding a southbound left-turn lane on Gorewood at Steeles is a potential mitigation measure for consideration by the Region of Peel at this location to further improve operations and not a specific requirement for the operation of the intersection. Arcadis could provide updated results for the Gorewood/Steeles intersection with the SBLT lane included.
4	07/12/2024	Transportation Group	Full Report	No Comments				
				Draft Stage 1 AA Report				
5	2024/06/24	Diana Glean (diana.glean@brampton.ca)	Full report	Stage 1 AA study to cover 4 alternatives (4A, 4B, 4D, and 4F)			1	Noted. Stage 1 AA have been updated accordingly. Alternative 4G has been added in as well.
6			Figures 1 to 11	Update figures to show 4 alternatives (4A, 4B, 4D, and 4F)			1	Noted. Stage 1 AA will be updated accordingly. Alternative 4G has been added in as well.
7			Page 45	Figure 11 - to show existing 300mm watermain utilitiy east side of Gorewood Drive			1	Figure 11 has been modified accordingly in the Stage 1 AA Report.
8			1.2.4	Unnamed private access road			1	This statement has been corrected accordingly to indicate that the two-lane road between Intermodal Drive and Gorewood Drive is a private facility.
9			2.2	Please note that public two-lane road is a private access road that is unofficially being used by passenger vehicles and transportation trucks to access Intermodal Drive from Gorewood Drive. The private access road is not for public use.			1	This statement has been corrected accordingly to indicate that the two-lane road between Intermodal Drive and Gorewood Drive is a private facility and is therefore not intended for public use.
	2024/12/19	Otmar Melhado (otmar.melhado@brampton.ca)	Full Report	A review of the Archaeological Assessment and its recommendations have been done and accepted. We note the impact on the site and that a Stage 2 Archaeological Assessment will be needed for the north easterly section of the study area that exhibits archaeological potential.	12-19-24	*BPN*	1	Noted.

April 8, 2025

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				Draft Cultural Heritage Report					
	2024/12/19	Otmar Melhado (otmar.melhado@brampton.ca)	Full Report	With respect to the Environmental Assessment Report, do you anticipate another report or is this existing version sufficient? Please note that we have determined that there are no additional cultural heritage resources within the study area. As a reminder, the area outside is protected by the designation of the adjacent Willey Bowstring Bridge, and also that the Clairview Conservation Area is a potential recommendation for cultural heritage landscape designation.	12-19-24	*BPN*	1	It is noted that the Cultural Heritage Report has been accepted, however, this report will be updated to reflect the inclusion of Alternative 4G - hybrid alignment.	
10									
11				**Draft Phase 1 Environmental Site Assessment Report**					
12	2021/06/24	Diana Glean (diana.glean@brammpton.ca)		Project name to be updated to Extension of Intermodal Drive to Gorewood Drive	08-02-24	*AZ*	1	Updated accordingly.	
13	2024/06/24		Full report and figures	Phase 1 ESA study to cover 4 alternatives (4A, 4B, 4D, and 4F)	08-02-24	*AZ*	1	Updated accordingly. Further updates were made to include Alternative 4G.	
14	2024/06/24		Figure 1 and 6	Update legend - Potential Alternatives	08-02-24	*AZ*	1	Legend has been updated accordingly to specify that dashed red line refers to 'Potential Alternatives'.	
15	2024/06/24		7.1	Update conclusion to include all 4 alternatives (4A, 4B, 4D, and 4F)	08-02-24	*AZ*	1	Conclusion to be updated to include Alternatives 4A, 4B, 4D, 4G & 4F.	
16	2024/06/27	Reshma Fazlullah (reshma.fazlullah@brampton.ca)	7.1	Is a dedicated Phase One ESA essential, based on the information at had for the study area, why not complete a comprehensive/conservative Phase Two ESA directly. Also a Phase One ESA update is being recommended at detailed Design stage, will that not cover the need for individual ESAs?	08-02-24	*AZ*	2	Revised wording to reflect this	
17	2024/06/27	Ram Sah (ram.sah@brampton.ca)	Executive Summary	Scope of Phase One ESA "Interview missing"	08-02-24	*AZ*	1	Noted. Revised accordingly.	
18	2024/06/27		Table of Contents: 2 Scope of Investigation	Interview missing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
19	2024/06/27		1.1 Phase One Property Information, Page No. 1	Land use within the Study Area to the north missing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
20	2024/06/27		2 Scope of Investigation Page No. 2	Interview missing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
21	2024/06/27		3.2.4 Environmental Source Information Table 3.1, Page no. 5	PCAs identified at 900 and 980 Intermodal Drive have been considered to contribute to APEC, however spill is missing in Table 6.1 (PCAs) and Table 6.2 (APEC). Please clarify	08-02-24	*AZ*	1	Added	
22	2024/06/27		4 Interviews, Page no. 9	Please add "copy of Interviews presented in Appendix B"	08-02-24	*AZ*	1	Noted. Revised accordingly.	
23	2024/06/27		8158 Gorewood Drive, Page 9	As indicated in Interview form/questionnnaire, there was a heating oil AST in the basement of the house, please clarify	08-02-24	*AZ*	1	Added	
24	2024/06/27		5.2.3 Storage tank, page no. 10	Is it Propane gas or liquid fuel tank, please clarify	08-02-24	*AZ*	2	Propane gas	
25	2024/06/27		6.2 Potentially Contaminating Activities, Page No. 12	Spill/PCA missing	08-02-24	*AZ*	1	Added	
26	2024/06/27		6.4.1 Areas where PCAs have occurred, Page no. 12	Spill/PCA missing	08-02-24	*AZ*	1	Added	
27	2024/06/27		Table 6.1, PCAs, Page no. 13	See comment 5, Please update PCA	08-02-24	*AZ*	1	Noted. Revised accordingly.	
28	2024/06/27		Table 6.2, APEC, Page no. 13	See comment 5, Please update PCA in APEC table	08-02-24	*AZ*	1	Noted. Revised accordingly.	
29	2024/06/27		Conceptual Site Model Map Figure No. 8	All identified PCAs mising in the legend	08-02-24	*AZ*	2	PCAs are shown with their corresponding PCA #. Description of individual PCAs is not required on this figure	
30	2024/06/27		Figue No. 8	Land Use within the Study Area to the east and north missing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
31	2024/06/27		Figue No. 8	PCA location for AST and fill material not matching	08-02-24	*AZ*	1	Noted. Revised accordingly.	
32	2024/06/27		Figue No. 8	Inferred Groundwater flow direction missing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
33	2024/06/27		Figue No. 8	See comment 5 and update PCA in the Figure	08-02-24	*AZ*	1	Noted. Revised accordingly.	
34	2024/06/27		Appendix A - Records Review - Aerial Photograph	2004 Aerial photograph missing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
35	2024/06/27		Aerial Photograph	Site boundary in Aerial photographs missing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
36	2024/06/27		Appendix C - Alignment Options	Please correct the location of address 900 and 980 Intermodal Drive in the drawing	08-02-24	*AZ*	1	Noted. Revised accordingly.	
				Draft Natural Environmental Assessment Report					

April 8, 2025

CITY OF BRAMPTON
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Reports

FILE	Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive	FIRM	Arcadis

	DWG REC'D DATE mm/dd/yy	REV'D BY	DWG No. or Spec. No. or Page No.	COMMENTS TO BE RETURNED BY	REV'D DATE mm/dd/yy	REV'D BY	ACTION 1, 2, 3	ACTION RESPONSE 1 - WILL COMPLY 2 - DISCUSS - CLARIFICATION REQUIRED 3 - NOT APPLICABLE BECAUSE . . . COMMENTS
37	06/21/2024	John Allison (john.allison@brampton.ca)	Item 5.4.3 Trees	•Proposed Mitigation Measures – Planning and Design Stage. o1st Bullet. Amed to read, During the Detail Design Stage a tree inventory and tree preservation plan of the Subject Property shall be completed by an ISA Certified Arborist. o2nd Bullet. Amend to read, Landscape Plan prepared by a qualified Ontario Association of Landscape Architect 'OALA' should include tree planting recommendations. •Proposed Mitigation Measures – Construction Implementation o2nd Bullet. Amend to read, Protection fencing around trees that will be retained shall be installed at the critical root zone (CRZ) and in accordance with City of Brampton Temporary Tree Protection Fencing Detail L110 to ensure no impacts to this area. (Detail included and to be used as reference) •Proposed Mitigation Measures – Post-Construction o3rd Bullet. Amend to read. Prior to end of warranty in lieu of 12 months of completion of construction. •All mitigation measures noted are to be included as part of the Detailed Design process.			1	Text has been revised. Post-construction: two points have been added as follows: " Replanting of trees within the road right of way to offset any tree removals; Prior to end of warranty an assessment of planted trees should be conducted. Trees that are dead, or in poor health should be replaced or pruned, as determined by an ISA Certified Arborist. And the point stating 12 month assessment of preserved trees remains (as exsisting trees would not have a warranty period, only new plantings will)
				Missing Draft reports				
38	07/12/2024	Diana Glean (diana.glean@brammpton.ca)		Stormwater Management (SWM)			1	Noted. This report was circulcated to the City, ROP and TRCA in draft form on 2024-08-08.
39	07/12/2024	Diana Glean (diana.glean@brammpton.ca)		Geotechnical Investigation Including Environmental Testing, Pavement Evaluation and New Vibration Recommendation Report for Review and Comments			3	The Geotechnical Report for the EA stage of the assignment was limited to a pavement stress test and condition survey. The Detailed Design stage (Part B) will include further environment testing, drilling of boreholes to support the road and watermain extension, vibration reports and soil management plans.
				TAC Meeting #1 Comments				
	07/12/2024	Rowaidah Chaudhry (Rowaidah.Chaudhry@brampton.ca)	TAC Meeting #1 - Slide 27 (preferred Alt. 4B)	Can a bike ramp similar to the one on the east side of Claireville Conservation Road be provided on the west side? The ramp will allow access from the in boulevard MUP to the trail.			2	Since this comment was made, the functional design has been modified significantly to reflect Atlernative 4G. To this end, a multi-use pathway connection was provided on the western side of the proposed realignment and extension of the TRCA driveway. City staff have indicated that Gorewood Drive will remain as a rural cross-section for the foreseeable future and therefore no active transportation connection was provided from the east.
	07/12/2024	Rowaidah Chaudhry (Rowaidah.Chaudhry@brampton.ca)	TAC Meeting #1 - Slide 27 (preferred Alt. 4B)	Future proof boulevard on Gorewood Drive to accommodate future potential upgrade of proposed sidewalks to a MUP.			2	Since this comment was made, the City has provided new direction to match Gorewood Drive with the existing 20m ROW and maintain its existing rural cross-section.
				SWM Report				
	09/18/2024	Singh, Ramandeep (Ramandeep.B.Singh@brampton.ca)		The report does not refer to the new ECA-CLI criteria. The SWM design will require to incorporate the updated requirements.			**2**	The updated Stormwater Report refers to the ECA-CLI Criteria provided by the City of Brampton stormwater team via email on 2024-12-19.
	09/18/2024	Singh, Ramandeep (Ramandeep.B.Singh@brampton.ca)		Also, since the existing pond for the industrial sub-division already accounted for the future Intermodal Drive extension, we need to ask the consultant to look at that and ensure that most amount of flow goes to Intermodal Drive storm sewer, matching the flows anticipated under the original design of curved Intermodal drive. The remaining can be released to the ditches on the Gorewood Drive.			**2**	No major flow will be added from the Intermodal Drive extension to the stormwater ponds and will instead be diverted to the West Humber River Tributary.

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Meeting Minutes – City of Brampton Parks Staff Meeting
Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609
Date of Meeting: Wednesday, March 19, 2025
Location: MS Teams
Time: 10:00-10:30am
Date Minutes Circulated: Monday, March 26, 2025

Attendees - 8

Name	Organization/Property Owner or Representative	Contact Information
Diana Glean	Project Manager, Public Works, City of Brampton	diana.glean@brampton.ca
Ramandeep Singh	Design Technologist, City of Brampton	Ramandeep.B.Singh@brampton.ca
Korosh Shahbazi	Real Estate Coordinator, City of Brampton	Korosh.Shahbazi@brampton.ca
John Allison	Landscape Architect, City of Brampton	John.Allison@brampton.ca
Peter Gerech	Manager of Parks, Business Services, Operations & Administration, City of Brampton	Peter.Gerech@brampton.ca
Brian Macklin	Manger of Parks Operations, Parks Maintenance & Forestry, City of Brampton	Brian.Macklin@brampton.ca
Jaskiran Bajwa,	Supervisor, Parks Planning	Jaskiran.Bajwa@brampton.ca
Ben Pascolo-Neveu	EA Deputy PM, Arcadis	ben.pascoloneveu@arcadis.com

Regrets - 0

Name	Organization, Role	Contact Information
-	-	-

1 Meeting Purpose & Introductions

D. Glean opened the meeting by thanking everyone for taking the time to attend. These brief opening remarks were followed by a roundtable of introductions.

Meeting Purpose: The project team proposed a meeting with the City's Parks Department regarding the area outlined in red (see attached mark-up), which is currently City-owned. As part of the project, we would like to explore whether this portion should be retained by the City or conveyed to TRCA. The functional design proposes a realignment and extension for TRCA maintenance vehicle driveway.

2 Key Concerns & Discussion

D. Glean provided a brief synopsis of the Intermodal Drive extension EA and an overview of functional design plan for Alternative 4G and asked for Parks staff views on the need to retain these lands. An extension of the TRCA existing driveway is planned to intersect with the proposed Intermodal Drive extension, accommodating maintenance and operational vehicles. This proposed extension of the existing driveway falls within existing Gorewood Drive section to the north. This section of Gorewood Drive is owned by the City and will likely be surplus due to the alignment of the preferred Intermodal Drive extension.

B. Macklin indicated that, from a maintenance perspective, it would make more sense for TRCA to take ownership and responsibility for this land. If the City (Parks Department) were to take responsibility, there would be ongoing maintenance obligations and costs, this could create a logistical burden for the Parks Department. If the land falls under TRCA's jurisdiction, they would handle both the maintenance and the operational monitoring of the proposed driveway and the lands. This would remove the need for the Parks Department to negotiate agreements or deal with the maintenance cost and responsibilities.

D. Glean also pointed out that this land is entirely within the TRCA floodplain. J. Allison added that the land would need to be declared surplus to be conveyed to TRCA. There is limited opportunities for this land from the City's perspective, given that it is in the floodplain.

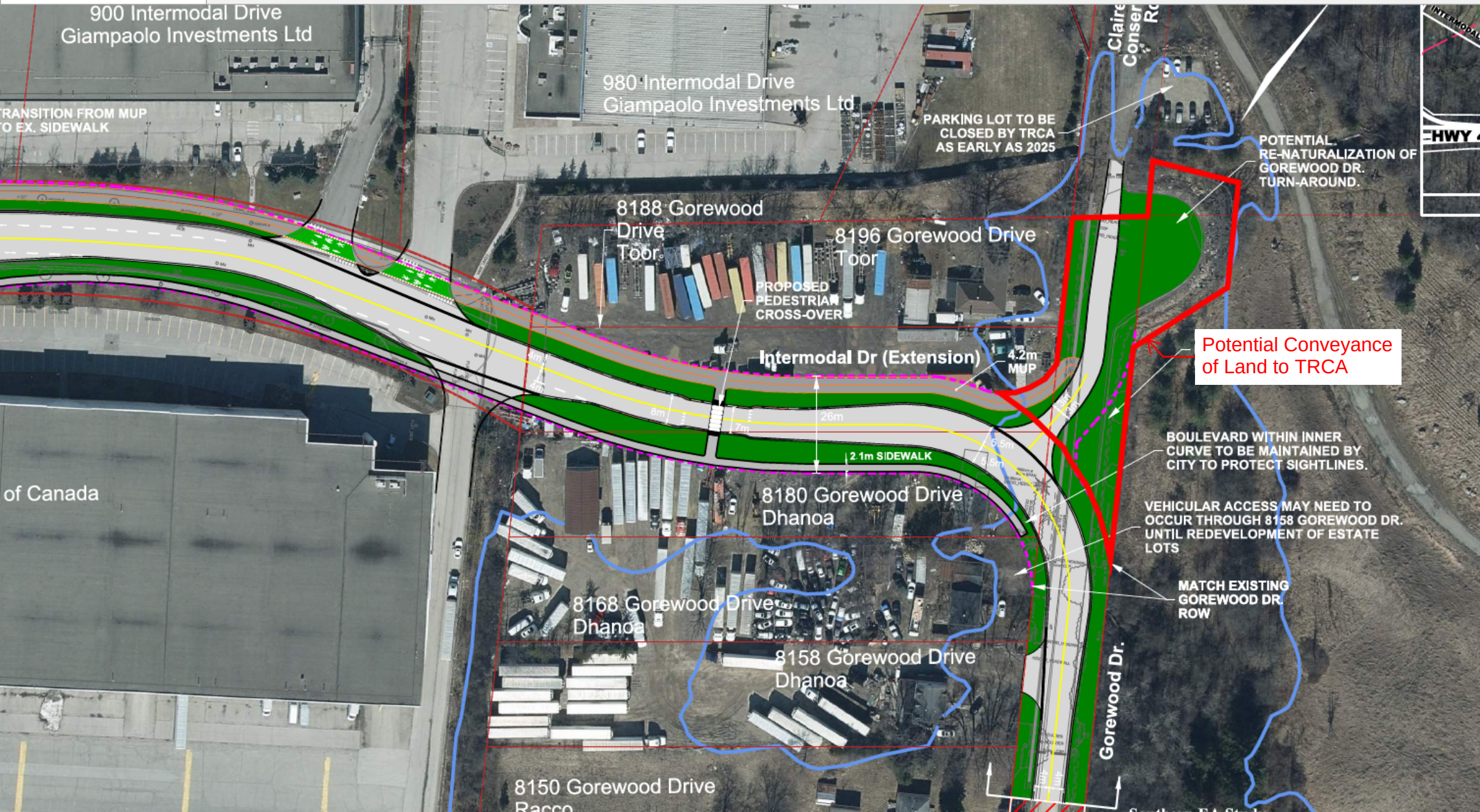
J. Allison also questioned the abrupt termination of the multi-use path at the realigned TRCA driveway. D. Glean and B. Pascolo-Neveu explained that cyclists and pedestrians would transition from the multi-use path to the proposed TRCA realigned and extended driveway further north to access the TRCA trail network and that details regarding accessibility features to allow cyclists to seamlessly transition from the MUP to the proposed TRCA driveway extension would be further developed during the detailed design stages of the project, with input from the City's transportation design staff, including Nelson Cadete.

D. Glean explained that the Gorewood Drive parking lot would be closed by TRCA as early as 2025 due to unlawful behaviour and that those wishing to park there to access the TRCA trail network would be redirected to other nearby parking lots, including 8180 Highway 50, 3805 Queen Street or a parking lot on Goreway Drive. The TRCA driveway would be used by occasional TRCA maintenance vehicles and active users.

D. Glean indicated that the City's realty department that a justification would need to be provided to Council to declare the lands surplus and facilitate their transfer to TRCA. P. Gerech also added that there might be no need to keep the portion of land as an active asset for the City, as it no longer serves a significant purpose with the proposed road extension, and that transferring the land to TRCA would eliminate the City's maintenance burden and potential long-term costs associated with upkeep.

	City of Brampton Park staff and the project team came to a consensus that transferring the land to TRCA was the preferred option, as it would ensure that the land's use remains relatively consistent with what the City would intent to do. The pedestrian and active transportation route would continue to be preserved, but now the responsibly for maintenance, repairs, and the cost risks of the TRCA area and maintenance vehicle driveway would fall on TRCA. The group discussed potential planting restoration or other work (like placement of the gate) that TRCA may want to undertake in this area. UPDATE: Following this meeting, the project team met with TRCA parks and realty staff who were supportive of the conveyance of the subject lands to TRCA.
3	**Meeting Conclusion & Next Steps**
	D. Glean thanked everyone for their attendance and concluded the meeting.

If any of the items noted above are not as per the discussion, kindly notify Ben Pascolo-Neveu (ben.pascoloneveu@arcadis.com) within 10 business days. If no issues are noted, then these minutes will be deemed to be an accurate summary of the discussion which took place.


900 Intermodal Drive
Giampaolo Investments Ltd
980 Intermodal Drive
Giampaolo Investments Ltd
TRANSITION FROM MUP
TO EX. SIDEWALK
PARKING LOT TO BE
CLOSED BY TRCA
AS EARLY AS 2025
POTENTIAL
RE-NATURALIZATION OF
GOREWOOD DR.
TURN-AROUND.
8188 Gorewood
Drive
Toor
8196 Gorewood Drive
Toor
PROPOSED
PEDESTRIAN
CROSS-OVER
Intermodal Dr (Extension)
4.2m
MUP
Potential Conveyance
of Land to TRCA
26m
2.1m SIDEWALK
BOULEVARD WITHIN INNER
CURVE TO BE MAINTAINED BY
CITY TO PROTECT SIGHTLINES.
8180 Gorewood Drive
Dhanoa
VEHICULAR ACCESS MAY NEED TO
OCCUR THROUGH 8158 GOREWOOD DR.
UNTIL REDEVELOPMENT OF ESTATE
LOTS
MATCH EXISTING
GOREWOOD DR.
ROW
8168 Gorewood Drive
Dhanoa
8158 Gorewood Drive
Dhanoa
Gorewood Dr.
8150 Gorewood Drive
of Canada
HWY

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Meeting Minutes – TRCA Property & Parks Meeting
Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609
Date of Meeting: Wednesday, March 19, 2025
Location: MS Teams
Time: 10:00-10:30am
Date Minutes Circulated: Monday, March 26, 2025

Attendees - 9

Name	Organization/Property Owner or Representative	Contact Information
Diana Glean	Project Manager, Public Works, City of Brampton	diana.glean@brampton.ca
Ramandeep Singh	Design Technologist, City of Brampton	Ramandeep.B.Singh@brampton.ca
Korosh Shahbazi	Real Estate Coordinator, City of Brampton	Korosh.Shahbazi@brampton.ca
Shirin Varzgani	Senior Planner, TRCA	Shirin.Varzgani@trca.ca
Stella Ku	Property Agent/Property Acquisition, TRCA	Stella.Ku@trca.ca
Deanna Cheriton	Senior Manager for Conservation Lands	Deanna.Cheriton@trca.ca
Ian Boyd	Senior Manager of Conservation Parks, TRCA	ian.boyd@trca.ca
Sven Pittelkow	Supervisor for Claireville Conservation Authority, TRCA	Sven.Pittelkow@trca.ca
Ben Pascolo-Neveu	EA Deputy PM, Arcadis	ben.pascoloneveu@arcadis.com

Regrets - 0

Name	Organization, Role	Contact Information
-	-	-

1 Meeting Purpose & Introductions

D. Glean opened the meeting by thanking all attendees for taking the time to attend. These brief opening remarks were followed by a roundtable of introductions.

This meeting was organized by the project team to discuss comments received during the draft report circulation and comments from the PIC regarding property conveyance and parks management.

2 Key Concerns & Discussion

B. Pascolo-Neveu presented the proposed functional design plan for the Intermodal Drive extension which follows the preferred Alternative 4G alignment. The functional design proposes to realign and extend the existing driveway TRCA driveway access further south to intersect with the outside of the proposed tight curve.
A multi-use path is proposed on the north side of the Intermodal Drive extension which terminates at the proposed realignment and extension of TRCA's driveway access to the Claireville Conservation Area north of Gorewood Drive, while active users would transition to the driveway to access the TRCA trail network further north.

D. Glean added that the project team had met with City Parks staff earlier in the day and that they are supportive of transfer of lands north of Intermodal Drive extension to TRCA (see attached sketch).

B. Pascolo-Neveu inquired about the timeline for the proposed closure of the TRCA parking lot north of the Gorewood Drive turn-around area. D. Cheriton indicated that the timeline has yet to be determined, partially because staff were waiting to coordinate with the Intermodal Drive extension project.

TRCA staff confirmed there are issues with crime in this area and therefore a gate should be moved to wherever the new shared property boundary between TRCA and the City-owned ROW for the Intermodal Drive extension is located. D. Cheriton requested that a fence be installed along the new property boundary between the City ROW and TRCA lands to prevent unlawful behaviour on TRCA lands, such as littering. A gate at the proposed TRCA driveway with an opening for active users should be introduced as well.

D. Glean suggested placement of bollards at the termination of the proposed multi-use path (MUP) so that vehicles using the TRCA driveway do not accidentally driveway on the MUP, but that these details would be sorted out during the detailed design stage of the project.

S. Ku indicated her support for the plan to convey the City-owned land north of the proposed Intermodal Drive extension to TRCA as a logical acquisition to go along with the proposed Intermodal Drive extension functional design for Alternative 4G. (see attached sketch). This would also allow for better management of the land and facilitate future maintenance and conservation efforts. It was also noted that clearer property boundaries would be helpful to prevent unauthorized access, such as dumping garbage or trespassing, emphasizing the importance of establishing clear signage and fencing along property lines to manage these issues.

D. Cheriton inquired if the development at 8188 & 8196 Gorewood Drive would have a vehicular connection with the TRCA driveway. B. Pascolo-Neveu explained that the intent is to have access redirected through the new Intermodal Drive extension, ensuring that the road functions correctly as a key transportation route.

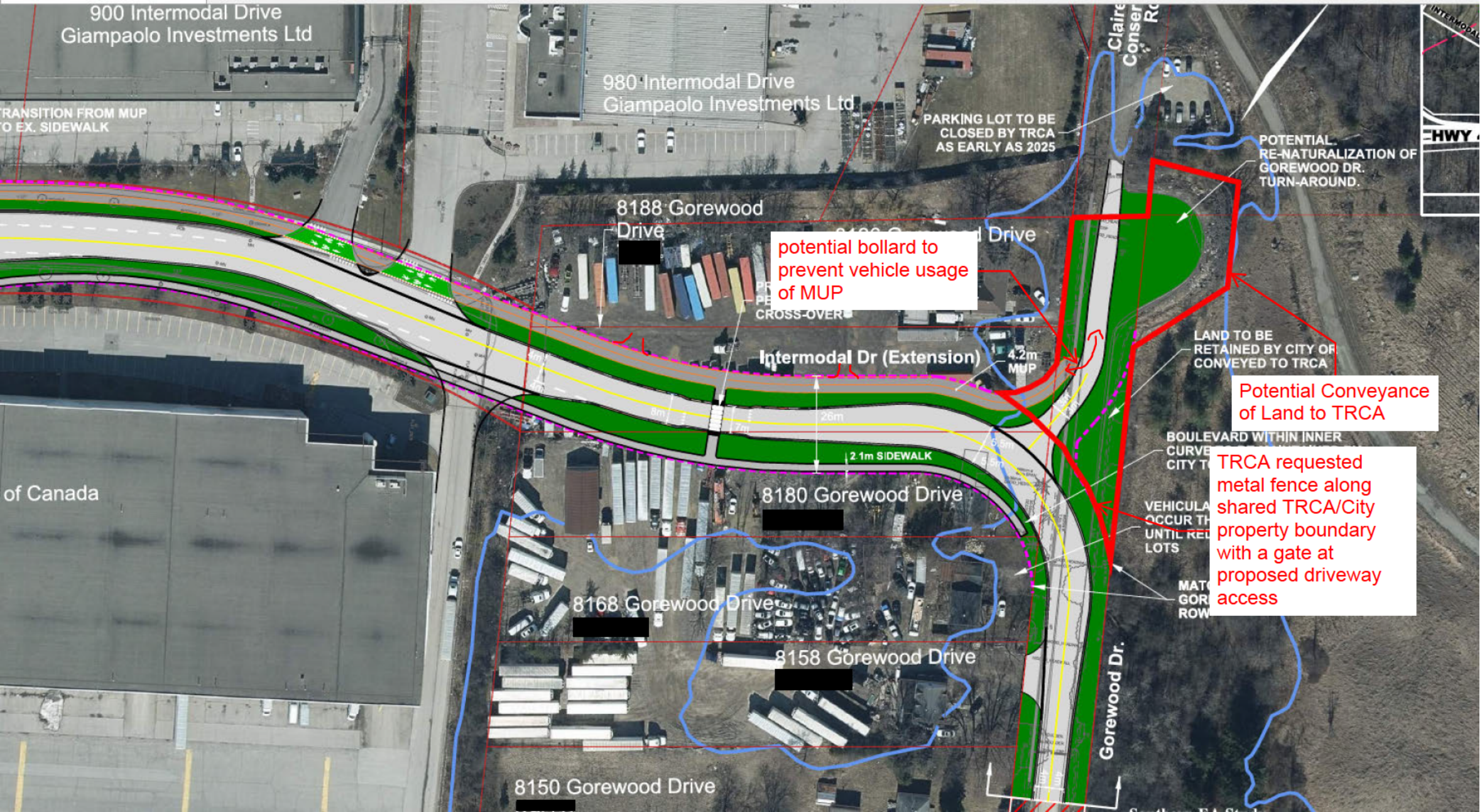
3 Meeting Conclusion & Next Steps

As requested by S. Ku, the proposed functional design plan of the Recommended Plan for the Intermodal Drive extension is being circulated to attendees along with these meeting minutes, with approximation of the proposed property conveyance to TRCA sketched on top (see attachment).

The project team will continue to provide coordination with TRCA as the project design progresses, especially regarding land boundaries and access control.

D. Glean thanked everyone for their attendance and concluded the meeting.

If any of the items noted above are not as per the discussion, kindly notify Ben Pascolo-Neveu (ben.pascoloneveu@arcadis.com) within 10 business days. If no issues are noted, then these minutes will be deemed to be an accurate summary of the discussion which took place.


900 Intermodal Drive
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RE-NATURALIZATION OF
GOREWOOD DR.
TURN-AROUND.
8188 Gorewood
Drive
potential bollard to
prevent vehicle usage
of MUP
CROSS-OVER
Intermodal Dr (Extension)
4.2m
MUP
LAND TO BE
RETAINED BY CITY OR
CONVEYED TO TRCA
Potential Conveyance
of Land to TRCA
BOULEVARD WITHIN INNER
CURVE
CITY T
TRCA requested
metal fence along
shared TRCA/City
property boundary
with a gate at
proposed driveway
access
VEHICULA
OCCUR TH
UNTIL RE
LOTS
MAT
GOR
ROW
2.1m SIDEWALK
8180 Gorewood Drive
8168 Gorewood Drive
8158 Gorewood Drive
8150 Gorewood Drive
Gorewood Dr.
of Canada
HWY

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Meeting Minutes – TRCA Meeting #2
Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609
Date of Meeting: Wednesday, June 4, 2025
Location: MS Teams
Time: 2:30-3:00 p.m.
Date Minutes Circulated: Tuesday, June 10, 2025

Attendees - 8

Name	Organization/Property Owner or Representative	Contact Information
Diana Glean	Project Manager, Public Works, City of Brampton	diana.glean@brampton.ca
Bishnu Parajuli	Manager, Public Works, City of Brampton	bishnu.parajuli@brampton.ca
Ramandeep Singh	Design Technologist, City of Brampton	Ramandeep.B.Singh@brampton.ca
Shirin Varzgani	Senior Planner, TRCA	Shirin.Varzgani@trca.ca
Dilnesaw Chekol	Senior Water Resources Engineer, TRCA	dilnesaw.chekol@trca.ca
Jairo Morelli	Water Resources Engineer, TRCA	Jairo.morelli@trca.ca
Jody Scott	Water Resources Engineer, TRCA	Jody.Scott@trca.ca
Ben Pascolo-Neveu	EA Deputy PM, Arcadis	ben.pascoloneveu@arcadis.com

Regrets - 0

Name	Organization, Role	Contact Information
-	-	-

1 Meeting Purpose & Introductions

B. Pascolo-Neveu opened the meeting by thanking everyone for taking the time to attend. These brief opening remarks were followed by a roundtable of introductions.

B. Pascolo-Neveu shared the agenda and briefly highlighted the main topic of discussion for the meeting, which was to discuss the newly-approved TRCA floodplain mapping.

2 Key Concerns & Discussion

D. Glean provided some background, indicating that the City of Brampton had initiated the Intermodal Drive EA in early 2024 and was now very close to filing the EA when we received this updated floodplain mapping through Crozier Engineering, who was retained by one of the key landowners of the Gorewood Drive estate properties, to conduct a review of the 2021 floodplain mapping. In early March 2025, the City of Brampton had reached out to TRCA staff to confirm that the 2021 floodplain mapping was still the latest and should be used to conducted any technical studies pertaining to the EA study.

D. Chekol provided some background information about the rationale for the significant change in the floodplain mapping, indicating that the Highway 407 stormwater underpass infrastructure at Gorewood Drive was not previously considered into the 2021 TRCA model which resulted in a reduction in the floodplain limits within the Gorewood Drive estate properties further north. J. Scott added that south of Highway 407, the 1-D and 2-D modelling are pretty similar and that the underpass allows more flooding to travel beneath it.

D. Chekol explained that the property owners approached the TRCA with a refinement to the floodplain mapping, including more multi-directional flows which could be better integrated into the 2-D modelling. The proponent used boundary conditions from approved the HEC-RAS model. The model was reviewed by technical staff at TRCA and was deemed to be acceptable.

D. Glean mentioned that the project team had conducted some hydraulic analysis as part of the EA to determine the cut and fill balance within the floodplain and asked how TRCA would like the project team to proceed, with consideration of the new floodplain modelling. D. Chekol indicated that the project team should use the newly-approved modelling.

B. Parajuli indicated that there are significant implications to our EA design and so the revised floodplain impacts will need to be reviewed with respect to the other sub-criteria. In any event, the retreatment of the floodplain limits is good news for property owners who will now have significantly more developable land within the Gorewood Drive estate properties, particularly to the south of the Intermodal Drive extension.

B. Parajuli asked about the development offset required from the floodplain limits. D. Chekol indicated a 10-metre buffer is the standard development offset supported by TRCA; however, if the development is not along the watercourse, there could be potentially a reduction negotiated below this separation distance.

B. Parajuli inquired when the project team should expect to received the updated modelling files from TRCA and asked if Friday would be a possibility. He also requested that the new floodplain mapping be provided all the way south to Steeles Avenue East, since there are questions regarding the construction of Gorewood Drive and whether it would remain in the floodplain.
J. Scott responded that he had received the CAD modelling files from the proponent and was just waiting on the GIS mapping before sending out to the project team. ***Action for TRCA: Kindly issue newly-approved floodplain files to the City*** **when ready.**

B. Pascolo-Neveu asked why the review of the updated floodplain mapping had not been mentioned in the recent Project File Report comments that the EA study team received from TRCA. J. Morelli and S. Varzgani indicated that TRCA comments relating to the Project File Report were submitted on May 7, 2025 and prior to TRCA approval being granted. D. Chekol indicated that there was also a recent meeting between TRCA and City of Brampton planning staff where the new floodplain mapping was discussed.

3	Meeting Conclusion & Next Steps

D. Glean indicated that once the project team has had a chance to review the new floodplain mapping, we will communicate with stakeholders such as technical agencies and key landowners.

D. Glean and B. Pascolo-Neveu thanked everyone for their attendance and concluded the meeting.

If any of the items noted above are not as per the discussion, kindly notify Ben Pascolo-Neveu (ben.pascoloneveu@arcadis.com) within 10 business days. If no issues are noted, then these minutes will be deemed to be an accurate summary of the discussion which took place.

Technical Advisory Committee (TAC) Circulation

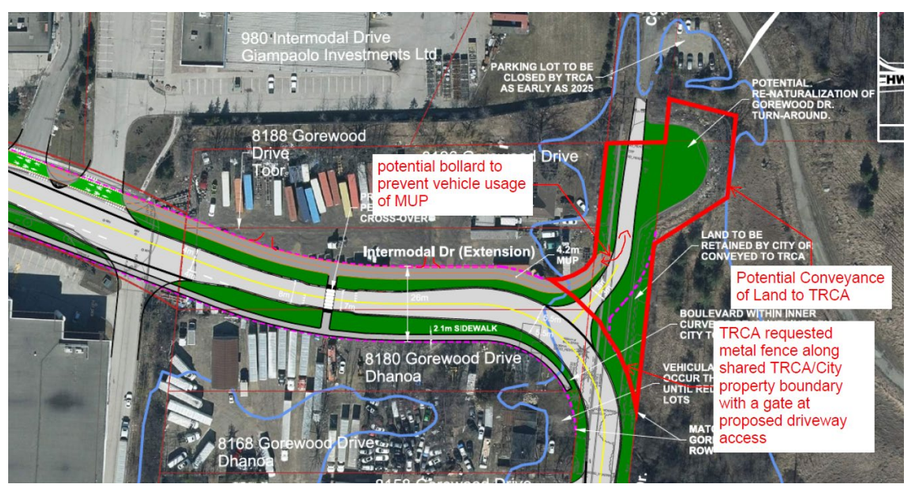
2nd TAC Circulation – Project File Report

April 15, 2025 – May 6, 2025

Intermodal Drive and Region of Peel Watermain to Gorewood Drive – Municipal Class Environmental Assessment

TRCA Comments and Proponent Responses – Project File Report (TAC Review Period)

ITEM	DISCIPLINE	TRCA COMMENTS (May 7, 2025)	PROPONENT CONSULTANT/RESPONSE (2025-05-20)
1.	General	Under Section 13.1 and 13.2 on page 59, indicates “Anticipated Permits and Approvals” and “Commitments for Future Works”. Please ensure to add commitments under these sections regarding permitting requirements and TRCA Property requirements from the TRCA prior to implementation of the proposed works on site.	Arcadis Response: Section 13.2 was supplemented with information regarding various application form types for the TRCA EA Review and Permit process.
2.	Property	a. The last bullet under Section 13.1 indicates “Permission to Enter Agreements (PTEs) but does not specify the property/land owners (who with/who from). As there are TRCA owned properties at this location, please ensure to add a commitment with TRCA as a property owner and PTE requirements from the TRCA. b. Please coordinate property requirements through TRCA staff, Stella Ku - TRCA Property and Asset Management. She can be reached at: stella.ku@trca.ca	a) Arcadis Response: Section 13.1 has been modified to include additional details regarding properties that will require PTEs. Specific details regarding landowners are not provided in accordance with the Freedom of Information Act. b) Arcadis Response: Noted.
3.	Water Resources	As outlined in the draft environmental report (Page 35), flow from the minor system will continue to drain to the existing municipal storm sewer, which ultimately discharges to a stormwater management pond within the Mimico Creek watershed. TRCA staff defer this matter to the City for confirmation and approval. While the Authority typically does not support the diversion of flows between watersheds, the proposed diversion from the Mimico Creek to the West Humber River watershed is considered acceptable due to the relatively small contributing drainage area. At the detailed design stage, please provide a comprehensive Erosion and Sediment Control (ESC) plan in accordance with the TRCA ESC Guide (December 2019), along with the following supporting calculations for the proposed infiltration chamber: a) In-situ infiltration testing is required beneath the proposed infiltration chamber, as outlined in Appendix C.2 of the TRCA SWM Criteria (2012). b) Apply a safety factor of 2.5 to 3.5 to the in-situ infiltration rate, per Appendix C.2 of the TRCA SWM Criteria (2012). Toronto and Region Conservation Authority | 5 c) Ensure the drawdown time is within 24 to 48 hours. The TRCA and CVC LID Manual (2010), specifically the maximum depth equation on Page 4- 57, can be used for this calculation. d) Salt management plans are highly recommended as a pre-treatment measure. Additionally, the sizing of the infiltration chamber appears to be based on an impervious area of 0.98 hectares, while the drainage area summary table in the appendix of the SWM report indicates 1.29 hectares of hard surfaces as a result of the proposed Intermodal Drive extension. Please clarify or revise the sizing of the proposed LID measure accordingly.	Arcadis Response: Noted. The Erosion and Settlement Control (ESC) Plan will be provided during the detailed design stage, and will consider the parameters and guidance outlined by TRCA in their comment. a) Arcadis Response: The geotechnical team will conduct in-situ testing to determine infiltration rate after the EA process is complete. b) Arcadis Response: See response above. c) Arcadis Response: See response above. d) Arcadis Response: See response above. Arcadis Response: Noted. It should be noted that the floodplain mapping approved by TRCA in May 2025 represents a significant reduction in the floodline limits within the EA Study Area and therefore the sizing of the infiltration chamber will be revisited during the detailed design stage.

4.	Restoration	Additional infrastructure details at the proposed new TRCA-City of Brampton property boundary should be indicated on the detailed plan for the preferred alternative, as reflected in the figure in the March 19, 2025 meeting minutes. Furthermore, please add a commitment to ensure that the City provide these details at the detailed design stage.	Arcadis Response: The functional design rollplan with aerial imagery has been supplemented with a proposed metal fence and along the potential TRCA-City of Brampton property boundary and a gate at the TRCA driveway entrance. Furthermore, a note has been added to commit to carrying these requested security features through to the detailed design stage. 

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PMZ

CITY OF BRAMPTON
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Project File Report 2025-04-15

FILE	Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive		FIRM	Arcadis

	DWG REC'D DATE mm/dd/yy	REV'D BY	DWG No. or Spec. No. or Page No.	COMMENTS TO BE RETURNED BY	REV'D DATE mm/dd/yy	REV'D BY	ACTION 1, 2, 3	ACTION RESPONSE 1 - WILL COMPLY 2 - DISCUSS - CLARIFICATION REQUIRED 3 - NOT APPLICABLE BECAUSE . . . COMMENTS
				Tom Tran ngoccuongtom.tran@brampton.ca - Heritage Planner, Integrated City Planning				
1	04-23-25	Tom Tran	App M - Intermodal Dr Ext EA - CHR-2025-03-27	A Stage 2 archaeological assessment by test pit survey at five metre intervals is required for the lands identified to have archaeological potential in the Stage 1 report. Complete archaeological assessment and all associated MCM acceptance letters are required prior to the approval of the final road alignment option. No grading, filling, or any form of soil disturbances shall take place on the subject property prior to the acceptance of the Archaeological Assessment(s) by MCM and the City of Brampton Heritage staff indicating that all archaeological resource concerns have met licensing and resource conservation requirements.			1	Arcadis Response: Noted.
2	04-23-25	Tom Tran	App M - Intermodal Dr Ext EA - CHR-2025-03-27	Should a cemetery be discovered during any phase of the Archaeological Assessment(s), topsoil stripping, grading or construction, the Owner shall, at their expense, undertake mitigation measures to the satisfaction of applicable provincial agencies and the Commissioner, Planning and Development Services.			1	Arcadis Response: Noted.
				Marji Sheth margi.sheth@brampton.ca - Capital Works, Public Works and Engineering				
3	04-22-25	Margi Sheth	App J - Stormwater Report	1. There is a minor typo which needs correction – Table 3 is a minor peak flow calculation (5 years). Replace major with minor in the table label				Arcadis Response: Noted. This response has been updated accordingly.
4	04-22-25	Margi Sheth	App J - Stormwater Report	2. Parts of Catchments where minor flow is conveyed through stormsewers, additions of MTDs in CB would add to quality control.				Arcadis Response: MTDSs have been added to the Stormwater Management Report hasa means of regulating solids in stormwater flow within the study area.
5	04-22-25	Margi Sheth	App J - Stormwater Report	3. The infiltration chamber system analysed here is ACO ADS. I would suggest if consultant could also evaluate other alternatives (Stormbrix preferred by our stormwater group because of its high void ratio) and provide comparison in terms of stormwater objectives as well as cost before concluding preferred alternative.				Arcadis Response: The need for an infiltration chamber will be revisited during the detailed design stage, now that the floodplain limits have been significantly reduced within the EA Study Limits.
				Karley Cianchino, Supervisor, Wetlands & Environmental Projects **Karley.cianchino@brampton.ca**				
7	05/06/2025	Karley Cianchino	App L - Natural Environment Report	The Report must include an analysis of Brampton Plan (2024), specifically Section 2.2.9 – Natural System and its subsections and how the policies referenced in this section are to be met as part of this project.			1	Arcadis Respons: Noted. A reference to section 2.2.9 from the Brampton Plan (2024) has been added to Section 2.3.2 of the Natural Environment Report.
8	05/06/2025	Karley Cianchino	App L - Natural Environment Report	Brampton Plan Schedules 6A & 6B must be included in the assessment. It should be noted that lands in the eastern portion of the study area, within the Claireville Conservation Area, are designated as Valleyland in the Brampton Plan.			1	Arcadis Response: A reference to Schedules 6A and 6B has been added to the Sections 2.3.3 and 3.2.4 of the Natural Environment Report.
9	05/06/2025	Karley Cianchino	App L - Natural Environment Report	Please ensure the report references Brampton's Council-endorsed Natural Heritage & Environmental Management Strategy (NHEMS), which is a guiding document for natural heritage planning in the city.			1	Arcadis Response: The NHEMS has been included in the 'References' section of the report.
10	05/06/2025	Karley Cianchino	App L - Natural Environment Report	Please provide the City with the ELC polygons from Figure 4 in the Report.			1	Arcadis Response: Noted. The ELC polygons have been provided as an ARCGIS shapefile.
11	05/06/2025	Karley Cianchino	App L - Natural Environment Report	A complete tree inventory is required at this stage of the project. Deferring to detailed design is not appropriate, particularly given the need to assess for potential SAR bat roosting trees as part of this assessment.			1	Arcadis Response: It was not possible to develop a complete tree inventory at this time throughout the EA Study Limits, given the challenges in obtaining Permission to Enter (PTE) for the Gorewood Drive estate properties. See response 13 below for furher explanation/rationale of the SAR habitat determination.
12	05/06/2025	Karley Cianchino	App L - Natural Environment Report	Section 3.5.4 – Ecological Linkages: The woodland located east of Gorewood Drive forms part of the Claireville Conservation Area and should be recognized in the report as an important ecological linkage.			1	Arcadis Response: Noted. An additional sentence has been added to this section to emphasize that the stream valley is an important ecological linkage throughout the study area.
13	05/06/2025	Karley Cianchino	App L - Natural Environment Report	Section 5.1.2 – Species at Risk (SAR) and SAR Habitat: Please clarify how conclusions on the presence or absence of SAR habitat were reached without a complete tree inventory. If Arcadis was unable to conduct a fulsome tree inventory, the rationale for SAR habitat determination must be explained.			1	Arcadis Response: Without a full tree inventory, we must assume some bat habitat may be present. Section 5.1.2 states that given that some SAR bats can utilize any deciduous trees there is the possibility of SAR bats utilizing the trees within the Subject Site. Therefore we must assume bats may use some trees within the Subject Site and timing windows for bats must be observed. Given the highly disturbed nature of the Subject Site and the presence of better habitat within the adjacent Claireville Conservation Area bats are more likely to utilize that adjacent habitat and the use of trees within the Subject Site is low but possible.
14	05/06/2025	Karley Cianchino	App L - Natural Environment Report	Section 7.2.2.4 – Wildlife Exclusionary Fencing: All proposed wildlife exclusion fencing should be mapped and included on the Erosion and Sediment Control (ESC) Plan.			1	Arcadis Response: Noted. Text has been added to Section 7.2.2.4 to indicate that wildlife exclusionary fencing will be provided on the Erosion and Sediment Control Plan.
15	05/06/2025	Karley Cianchino	Preliminary Preferred Design	The Preliminary Preferred Design references the "potential re-naturalization of the Gorewood Drive turnaround," but this is not described in the report. Please include a clear explanation and rationale.			1	Arcadis Response: The potential for renaturalization of the Gorewood Drive turn-around area is described in Section 12.2 of the Project File Report.

30 MAR 16
PMZ

CITY OF BRAMPTON
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Project File Report 2025-04-15

FILE			Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive			FIRM	Arcadis

	DWG REC'D DATE mm/dd/yy	REV'D BY	DWG No. or Spec. No. or Page No.	COMMENTS TO BE RETURNED BY	REV'D DATE mm/dd/yy	REV'D BY	ACTION 1, 2, 3	ACTION RESPONSE 1 - WILL COMPLY 2 - DISCUSS - CLARIFICATION REQUIRED 3 - NOT APPLICABLE BECAUSE . . . COMMENTS
16	05/06/2025	Karley Cianchino	Preliminary Preferred Design	The Preliminary Preferred Design also includes “Proposed Tree” polygons; however, these are not described in the report. Please provide details on species, intent, and context for these proposed plantings.			1	Arcadis Response: Some additional details regarding the tree plantings are provided in Section 12.1 of the Project File Report.

May 20, 2025

MTO
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Project File Report 2025-04-15

FILE | **Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive** | **FIRM** Arcadis

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				Corridor Management					
1	05/05/2025	Paul Nunes paul.nunes@ontario.ca	Project File Report	1. The proposed Intermodal Drive and Region of Peel watermain extension project is partially captured within the MTO's Permit Control Area for the 407ETR/Gorewood Drive intersection; as a result, a Building & Land Use Permit will be required prior to the start of any construction/works. 2. Information regarding the permit application process, forms and the policy can be found at the following link: https://www.ontario.ca/page/highway-corridor-management	05-20-25		1	Arcadis Response: Noted. Section 13.1 in the Project File Report has been amended to include a requirement to obtain a Building & Land Use Permit, prior to the start of any construction works.	
				Drainage					
	05/05/2025	Paul Nunes paul.nunes@ontario.ca	Project File Report	1. MTO shall review a detailed Stormwater Management Report at a later design stage. 2. Final Stormwater Management Report should be stamped and signed by P.Eng.	05-20-25		1	Arcadis Response: Noted. The Stomwater Report will be stamped during the detailed design stage.	
5				**Traffic**					
6	05/05/2025	Paul Nunes paul.nunes@ontario.ca	Project File Report	No comments	05-20-25		1	Arcadis Response: Noted.	
7				**407 ETR**					
8	05/05/2025	Paul Nunes paul.nunes@ontario.ca	Project File Report	No comments	05-20-25		1	Arcadis Response: Noted.	
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30 MAR 16
PMZ

Region of Peel
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Project File Report 2025-04-15

FILE | **Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive** | **FIRM** Arcadis

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				Felipe Serna, Project Manager, Contract Administration & Oversight W&WW Infrastructure Planning, felipe.serna@peelregion.ca				
1	05/05/2025		Watermain	New WM shall match the functionality of the existing WM, if two valves are being removed, two new valves must be added. Remove and disposed off site of valve boxes over valves of abandoned WM, then fill bottom portion of valve box with U-Fill. The abandoned WM will be cut/capped and filled with grout and cellular foam.			1	Arcadis Response: Any existing valves that are required to be removed will be replaced with proposed valves and maintain the maximum 300m spacing requirements set out by the Region of Peel.
2	05/05/2025		Watermain	All joints must be restrained as per Peel's Standards. Refer to Peel Standard 1-5-9 standard for 45 deg bends Low Side, proper restraints must be provided for the existing line based on WM size.			1	Arcadis Response: Noted. The proposed watermain joints were designed to be in conformance with the Peel 1-5-9 standard for 45 degree bends.
3	05/05/2025		Watermain	WM shall be located in accordance with the local municipality's standard locations and must have a minimum horizontal of 2.5m (edge to edge) and a minimum vertical separation of 0.5m (bottom of the pipe to top of pipe) from any sewer as per MECP design criteria. Since this is not a Regional road the minimum horizontal clearance shall be maintained at 1.2 meters			1	Arcadis Response: The minimum horizontal and vertical clearances have been added to Table 1 in the Utility Relocation Report. Clearances to be added onto Region of Peel and City of Brampton drawing sets at 60% design stage.
4	05/05/2025		Watermain	All proposed hydrants might be spaced as per Standard 1-6-1, 150m in residential areas and 100 m ICI areas.			1	Arcadis Response: Fire hydrant spacing was designed in accordance with the 100m spacing for ICI areas.
5	05/05/2025		Watermain	All hydrants shall have 1.2 m minimum clearance from all other utilities			1	Arcadis Response: Fire hydrant have been designed to adhere to the 1.2m minimum clearance from other utilities.
6	05/05/2025		Watermain	When the watermain crosses over utilities a minimum 0.3m must be provided.			1	Arcadis Response: Utilty conflicts in the profile will be reviewed further during the detailed design stage. A note to this effect has been added to the Utility Relocation Report.
7	05/05/2025		Watermain	When the watermain crosses under utilities a minimum 0.5m must be provided.			1	Arcadis Response: Utilty conflicts in the profile will be reviewed further during the detailed design stage. A note to this effect has been added to the Utility Relocation Report.
8	05/05/2025		Watermain	Watermain Valves will be spaced maximum 300 m between valves along the proposed alignment.			1	Arcadis Response: The watermain valve spacing will adhere to the maximum 300m spacing requirements specified by Region of Peel.
9	05/05/2025		Sanitary	Peel understands there will not be any impacts in terms of alignment to the existing sanitary sewer, however please follow Region of Peel standards and specifications for Linear/vertical sanitary sewers for any relocation work.			1	Arcadis Response: Noted. No changes to existing sanitary sewers are planned at this time.
10	05/05/2025		Sanitary	The existing sanitary MHs contains Hazardous wastewater, if relocation is required, a bypass/temporary flow stoppage measures need to be implemented. (This was included and noted in the report)			1	Arcadis Response: No changes to the santiary MH locations are planned at this time.
11	05/05/2025		Sanitary	If the Sanitary sewer is to be exposed at any point or excavation works will be in proximity to the sanitary sewer, calculations of live/dead loads must be provided. Along with load calculations, a definite conclusion statement needs to be provide stating that "the construction activities and the heaviest construction equipment, idling, performing work in proximity to the sanitary sewer, will not have any negative/detrimental impacts on the existing infrastructure."			1	Arcadis Response: This statement will be added to the Region of Peel drawing package along with any calculations pertaining to live/dead loads during the detailed design/construtions stage of the project.

April 8, 2025

Alectra Utilities & Bell Canada
ENGINEERING REVIEW - EA - Draft Reports

FILE | **Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive** | **FIRM** Arcadis

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				Alectra Utilities				
1	06/19/2024	Compton Bobb (compton.bobb@brampton.ca)	**File:** Intermodal Drive - Markups.dwg **Date:** 2025/04/29 **From:** Igor Volkov (Igor.Volkov@alectrautilities.com) **To:** Ben Pascolo-Neveu	3 existing poles with guying will have to be relocated. Please confirm whether our existing underground ducts between 1+120 and 1+240 are in conflict, considering a 1 m depth of cover from the existing grade level (1.2m of vertical clearance is required).				Arcadis Response: The project team has reviewed the three hydro pole locations in question. Only AL-01 which was previously hightlighted in the UCM as part of the Utilty Relocation Report, is in conflict and requires relocation, based on the standard clearance distances and the orientation of the guy wires. There is little to no change in the existing and proposed grading between 1+120 and 1+140 where the existing underground hydro ducts are located. As such, the existing depth of cover will be maintained thorugh this roadway construction project.
				Bell Canada				
	2025-04-18	Kenneth Henshaw (kenneth.henshaw@bell.ca)	Project File report	No comments				Arcadis Response: Noted.
5	2024/06/24	Diana Glean (diana.glean@brampton.ca)	N/A	Please note that we have buried infrastructure located on the north side of Intermodal Drive. We strongly advise exercising caution in this area and recommend conducting thorough locates before undertaking any excavation work to prevent damage.				Arcadis Response: Locates will be done during the detailed design stage.
6			**Files:** MU 78336 - Bell Markup.pdf and MU 78336.pdf **Date:** 2025-04-28 **From:** Bikash-Ranjan Panda (bikash-ranjan.panda@telecon.ca) **To:** Ben Pascolo-Neveu **Drawing Name:** Intermodal Dr. & Region of Peel Watermain Ext. to Gorewood Dr. EA Utility Conflict Identifier Plan For Alternative 4G	Existing and/or proposed Bell Canada underground plant are indicated on the attached plan. If within 1 metre of Bell plant, hand dig. Caution - Bell has plant around proposed area. No tie-in's available. Could be potential conflict in field. Call for locates required prior to starting construction to avoid damaging Bell. Maintain min 0.6m horizontal clearance and min 0.3m vertical clearance from the edge of proposing to the edge of Bell plant. Within 1m of Bell and when crossing Bell, hand dig. PROCEDURES TO FOLLOW: 1. Request locates prior to construction 1-800-400-2255 2. If exact location and depth are critical – test pits are recommended 3. Bell Canada plant location information is approximate 4. If the location of your proposed design changes, it will be necessary to re-apply 5. Permits expire six (6) months from approval date				Arcadis Response: Noted. Tree plantings and streetighting will respect horizontal and vertical clearance to Bell plants and lines.
7				**Enbridge**				
8	2025-05-15	Evguenia Clark (evguenia.clark@enbridge.com)	N/A	If you are looking for gas main located within the area of your EA, please submit a Planning & Design Request to Ontario One Call. Once you have a 60% detailed design for your project, please submit it to mark-ups@enbridge.com for conflict review.				Arcadis Response: Noted.
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Technical Advisory Committee (TAC) Circulation

3rd TAC Circulation – Project File Report

November 3, 2025 – November 24, 2025

Intermodal Drive and Region of Peel Watermain to Gorewood Drive – Municipal Class Environmental Assessment

TRCA Comments and Proponent Responses – Project File Report (3rd TAC Review Period)

ITEM	DISCIPLINE	TRCA COMMENTS (December 2, 2025)	PROPONENT CONSULTANT/RESPONSE (2025-12-15)
1.	General (2025-12-02)	TRCA staff have completed the review of the above-noted Report and provide the following comments:	
		• Additional infrastructure details for the proposed new TRCA-City of Brampton property boundary, as reflected in the figure in the March 19, 2025 meeting minutes, have been incorporated into the drawings in the Recommended Plan.	Arcadis Response: Thank you for acknowledging that these comments from the March 19, 2025 meeting have been addressed.
		• Potential naturalization of the existing Gorewood Drive turn-around should happen before the land is transferred to TRCA and in consultation with TRCA.	Arcadis Response: Noted. This comment will be carried forward to the design and construction stages of the project.
		• As well, please note that the comments in the attached TRCA correspondence date May 7, 2025 remains outstanding. Please ensure to address these comments in future versions of the report.	Arcadis Response: An email response provided to Shirin Varzgani at TRCA on 2025-12-03 indicated that these comment responses were in fact provided in the Appendix D – Agency Consultation as part of the third Technical Agency Consultation (TAC) circulation.

December 15, 2025

CITY OF BRAMPTON
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Project File Report
(3rd round of TAC Comments)

FILE | **Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive** | **FIRM** | **Arcadis**

	DWG REC'D DATE mm/dd/yy	REV'D BY	DWG No. or Spec. No. or Page No.	COMMENTS TO BE RETURNED BY	REV'D DATE mm/dd/yy	REV'D BY	ACTION 1, 2, 3	ACTION RESPONSE 1 - WILL COMPLY 2 - DISCUSS - CLARIFICATION REQUIRED 3 - NOT APPLICABLE BECAUSE . . . COMMENTS
18	2025-11-12	Diana Glean	Recommended Plan - City of Brampton Plan & Profile 30% Drawing Set 1 - INTERMODAL-COB-PnP - 2025-09-17_COB.pdf	Comments provided by the City of Brampton on the Plan and Profile 30% drawing package are summarized below: 1) Add project contract number 23-3426-122. 2) Add project title on cover page: 'Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class EA'. 3) Removal repetition in List of Drawings page and add title 'Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class EA'. 4) Ensure that straight end of horizontal and vertical profiles align. 5) Update titleblock information and stationing to correspond to limits of sheet. 6) Add missing section up to Sta 1+280. 7) Please align the plan and profile laine up from Sta 1+280 to 1+390. 8) This area should be EP 2+090. 9) Removal sheet to only show removals of existing, please remove proposed hatching (proposed extension).	12-15-25	BPN	1	Arcadis Response: Mark-ups provided by the City of Brampton on the Plan and Profile 30% drawing package have been addressed accordingly.
19	2025-11-12	Diana Glean	Preliminary Cost Estimate 3 - Road Works.pdf	Please separate the watermain works, same manner as we have for the storm works. Also, please update the road works cost estimate and summary sheet to reflect these changes. Please remove references to City of Ottawa Standards and ensure that all standards align with the correct project jurisdiction.	12-15-25	BPN	1	Arcadis Response: Watermain works have been separated accordingly and references to City of Ottawa have been removed and replaced with Ontario Provincial Standard Specifications (OPSS) and Region of Peel Standard Drawings or Details.
20	2025-11-13	Diana Glean	Recommended Plan - City of Brampton Plan & Profile 30% Drawing Set	Grading limits are not shown on the proposed sheets.	12-15-25	BPN	1	Arcadis Response: Grading limits have been added in plan view on Sheets 01 to 03 of the City of Brampton Plan & Profile 30% Submission Package.
21	2025-11-17	Diana Glean	Recommended Plan - City of Brampton Plan & Profile 30% Drawing Set	Please remove the note Review by Region of Peel, they reviewed the watermain drawings but not the plan and profile	12-15-25	BPN	1	Arcadis Response: The titleblock in the City of Brampton Plan & Profile 20% Submission Package has been modified to read' 30% Preliminary Design'.
22	2025-11-17	Tom Tran	Stage 1 Archaeological Assessment & Cultural Heritage Report Stage 1 AA Recommendations.pdf Cultural Heritage Study Recommendations.pdf	Heritage Staff agree with the recommendations of the two reports and have no further comments. Any changes to the scope, proposed alignments and footprint of the project will require further review from Heritage. For your reference, attached are extracts from the two reports containing relevant recommendations and	12-15-25	BPN	1	Arcadis Response: Noted.

December 15, 2025

MTO
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(3rd Round of TAC Comments)

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1	11/17/2025	Paul Nunes paul.nunes@ontario.ca	Project File Report	**Drainage** 1.Final Drainage and Stormwater Management Report should be stamped and signed by P.Eng.	05-20-26	BPN	1	Arcadis Response: Noted. The Stormwater Report will be stamped during the detailed design stage.
2	11/17/2025	Paul Nunes paul.nunes@ontario.ca	Project File Report	**Traffic** 1.Proponent shall submit their FINAL TIS, including an executive summary and signed by P.Eng following MTO's TIS guideline.	05-20-27	BPN	1	Arcadis Response: Noted. An Executive Summary has been added to the Traffic Analysis Report. The Traffic Analysis Report will be stamped during the detailed design stage of the project.

2025/12/14

Region of Peel
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Project File Report 2025-12-15
(3rd Round of TAC Comments)

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11/21/2025	Jay Christy	Email Attachment: 2 - INTERMODAL_WM_PACKAGE - 2025-08-28_Reviewed_JC_1_PDF.pdf	**Jay Christy, (A) Project Manager, Water Linear, Engineering Services Division, Public Works, jay.christy@peelregion.ca**				
11/21/2025	Jay Christy	Watermain	**1. Watermain Alignment and ROW Conflicts**				
11/21/2025	Jay Christy		•The proposed watermain (WM) alignment between Sta. 1+120 and 1+140 extends beyond the proposed Right-of-Way (ROW). This section should be straightened to remain within the ROW. •Action: Provide justification for the current alignment or revise the drawings to show the WM within the proposed ROW.	12-12-25	*BPN*	1	Arcadis Response: The proposed watermain is located entirely within the proposed ROW limits and therefore no revisions were performed to the drawing set.
11/21/2025	Jay Christy	Geotechnical	**2. Missing Investigations and Data**				
11/21/2025	Jay Christy		•Borehole/ Geotechnical information is not shown on the design drawings. •Action: Add all available BH/Geotech data to the design drawings.	12-12-25	*BPN*	1	Arcadis Response: Borehole information will be added once this information is collected during the detailed design stage of the project.
11/21/2025	Jay Christy	Utility Clearances	**3. Substandard Clearances**				
11/21/2025	Jay Christy		•Existing utility sizes and locations are missing from the Plan and Profile drawings. •Action: Show both proposed and existing utilities (e.g., proposed storm main between Sta. 1+280–1+300 and existing gas main between Sta. 1+460–1+480) and confirm that minimum vertical and horizontal clearances are met and maintained.	12-12-25	*BPN*	1	Arcadis Response: Additional information regarding utility sizes and horizontal and vertical clearances with respect to adjacent utilities will be shown during the detailed design stages.
11/21/2025	Jay Christy	CAD Compliance	**4. CAD Compliance**				
11/21/2025	Jay Christy		•Drawings will require Peel's CAD compliance review at 100% design and IFT stage.	12-12-25	*BPN*	1	Arcadis Response: Acknowledged.
11/21/2025	Jay Christy	Submission Stage	**5. Submission Stage Clarification**				
11/21/2025	Jay Christy		•The submission does not clearly indicate whether it represents 30% or 60% design (the Revisions Tabe is to be updated as you proceed through the various stages) •Action: Update the Revisions Table and confirm the submission stage. Provide a timeline for the next design package.	12-12-25	*BPN*	1	Arcadis Response: This submission is for 30% design, as indicated on the cover page and revision tables on each subsequent page. The revisions table will be updated as the project team progresses through the various design stages, including 60%, 90% and 100%.
11/21/2025	Jay Christy	General Comments	**6. General Comments**				
11/21/2025	Jay Christy		•Confirm WM elevations and connection solution between Sta. 1+120 and 1+140. •Show restraint lengths along the entire alignment. •Include stationing for all proposed bends, valves, tees, and appurtenances in the profile band and insert the Construction Detail PI Table. •Review PIPM requirements and confirm all required documents have been submitted to the Region. •Refer to: oRoP Watermain Design Criteria: https://peelregion.ca/sites/default/files/2024-08/water-design.pdf oRoP Watermain and Appurtenances Standard Drawings: https://peelregion.ca/construction/resources-contractors/design-standards-specification-procedures/watermain-appurtenances oRoP Project Implementation Procedures Manual (PIPM): https://peelregion.ca/sites/default/files/2024-10/PIPM-R1.6.pdf	12-12-25	*BPN*	1	Arcadis Response: The requested information will be gradually added to the ROP watermain drawing set as the project progresses through the detailed design, following the successful completion of the Municipal Class Environmental Assessment process.
11/21/2025	Jay Christy	Next Steps	**Next Steps**				
11/21/2025	Jay Christy		Provide a written response regarding the alignment between Sta. 1+120–1+140..	12-12-25	*BPN*	1	Arcadis Response: The proposed watermain is located entirely within the proposed ROW limits.
11/21/2025	Jay Christy		Update drawings to address comments above.	12-12-25	*BPN*	1	Arcadis Response: Preliminary drawings were circulated to Region of Peel on May 23, 2025 and an email was received by Felipe Serna on May 30, 2025 indicated that there were no further comments at that time.
11/21/2025	Jay Christy		Peel will work with Diana Glean to finalize the draft joint project agreement with the City of Brampton for Intermodal Drive.	12-12-25	*BPN*	1	Arcadis Response: Diana Glean confirmed that City of Brampton will coordinate this joint project agreement with the Region of Peel.
11/21/2025	Jay Christy		Arcadis to provide a revised cost estimate for the WM component.	12-12-25	*BPN*	1	Arcadis Response: Noted. The road works and watermain items have been separated out in the Class 'C' cost estimate.
			Priynka Patil, Analyst, Research and Policy, Region of Peel - Public Health priynka.patil@peelregion.ca				

2025/12/14

Region of Peel
Capital Works & Engineering
ENGINEERING REVIEW - EA - Draft Project File Report 2025-12-15
(3rd Round of TAC Comments)

FILE	Project No 23-3426-122 - Extension of Intermodal Drive to Gorewood Drive		FIRM	Arcadis

DWG REC'D DATE mm/dd/yy	REV'D BY	DWG No. or Spec. No. or Page No.	COMMENTS TO BE RETURNED BY	REV'D DATE mm/dd/yy	REV'D BY	ACTION 1, 2, 3	ACTION RESPONSE 1 - WILL COMPLY 2 - DISCUSS - CLARIFICATION REQUIRED 3 - NOT APPLICABLE BECAUSE . . . COMMENTS
11/25/2025	Priynka Patil	Public Health Built Environment	The Peel Public Health's Built Environment Team supports the proposed refinements to the preferred alternative outlined in the report, as it would provide walking and cycling facilities that are separated from vehicular traffic and connected to the surrounding network. Providing safe, comfortable, connected and accessible active transportation infrastructure can encourage people of all ages and abilities to choose more active modes of travel and integrate physical activity into their daily routines.	12-12-25	*BPN*	1	Arcadis Response: Acknowledged.
			Devon DeCraemer, Technical Analyst, Transportation Development **devon.decraemer@peelregion.ca**				
11/24/2025	Devon DeCraemer	Transportation Division - Infrastructure Programming	Complete Corridor Improvement Project Project Limit - Steeles Avenue - Alcide Street to Mavis Road Study - 2027	12-12-25	*BPN*	1	Arcadis Response: The expected timing of the Steeles Avenue corridor improvement project from Alcide Street to Mavis Road is noted. The Intermodal Drive project team will coordinate with Region of Peel to mitigate disruptions to road users associated with these two projects. As the detailed design progresses, the exact timing of the Intermodal Drive construction and likelihood of an overlapping construction schedule with the Steeles Avenue works will become more apparent.
11/24/2025	Devon DeCraemer	Region of Peel - Transportation Planning	The study area is located along Steeles Ave East, which is identified in the Region's Strategic Goods Movement Network (SGMN) as a Primary Truck Route, that supports better connectivity for trucks in the Region. There is an existing Regional Road Pedestrian network along Steeles Ave East, including some portions with sidewalks on both sides of the road. We recommend exploring appropriate access arrangements to minimize disruptions to the truck traffic and pedestrian network during the construction phase.				

December 15, 2025

Utilities
ENGINEERING REVIEW - EA - Project File Report
(TAC 3rd Round of Comments)

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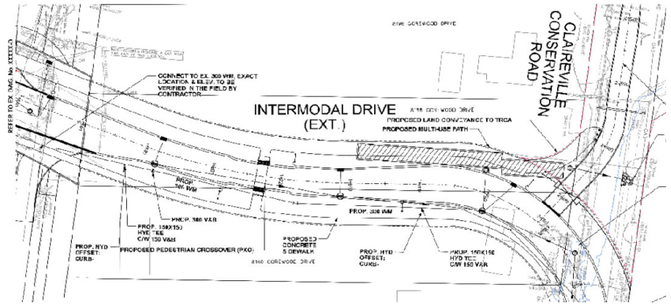
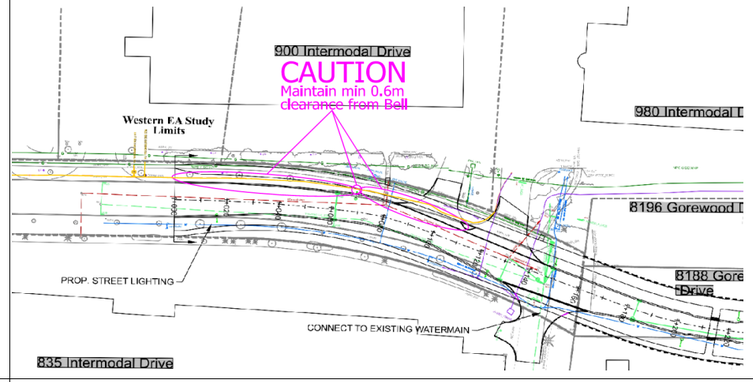
				Bell Canada				
9	2025-11-14	Bhabaniprasad Padhi <Bhabaniprasad.Padhi@Telecon.ca>	Attachments: MU 78336 Rev 1 - Bell Markup	No Bell plants around 2 metres of the proposed area. NO BELL PLANTS AROUND 2m OF THE PROPOSED AREA 	12-15-25	*BPN*	1	Arcadis Response: Acknowledged. Relevant clearance distances from Bell infrastructure will be noted at this early design stage and carried forward to detailed design.
	2025-11-14	Bhabaniprasad Padhi <Bhabaniprasad.Padhi@Telecon.ca>	Attachments: MU 78336 Rev 1 - Bell Markup	Caution: Maintain 0.6m clearance from Bell. 	12-15-25	*BPN*	1	Arcadis Response: Acknowledged. Relevant clearance distances from Bell infrastructure will be noted at this early design stage and carried forward to detailed design.
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