

Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive

2025-04-07

Business Owners

Business Name	Address	Website	Key Representative Name & Email	Representative Phone Number	Comments
Kal Tire	815 Intermodal Dr, Brampton, ON L6T 0B9	http://www.kaltire.com/			
Liquidity Services Warehouse	835 Intermodal Dr, Brampton, ON L6T 5W2	https://www.liquidation.com/index			
Lavoie Tire	835 Intermodal Dr, Brampton, ON L6T 5W2				
SCI Logistics	835 Intermodal Dr, Brampton, ON L6T 5W2	https://www.sci.ca/			
APL Logistics	835 Intermodal Dr, Brampton, ON L6T 0B9	www.apllogistics.com			Josh Lee (Arcadis) could not locate this business and none of the other business owners seem to know who this was during his drop-off of invite notices for the Consultatoin Group Meeting on 2024-08-07
Hardwoods Speciality Products LP	845 Intermodal Dr Unit 3, Brampton, ON L6T 0C6	WWW.HARDWOODS-INC.COM			
Dicon Global Inc.	845 Intermodal Dr, Brampton, ON L6T 5R8	http://brkcanada.ca/			
Triple M Metal LP	900 Intermodal Dr, Brampton, ON L6T 5W2	www.triplemmetal.com	mdesouza@gilimited.ca Mark De Souza	Work Phone: 905-793-7284 x3337 Cell: 416-791-3509	Email received on 2024-02-07 regarding NOSC Mark De Souza of Giampaolo Investments Ltd. requested that he be listed as key representative
Harris Rebar	980 Intermodal Dr, Brampton, ON L6T 0B5	www.harrisrebar.com			tenant of Giampaolo Investments Ltd.
Brar Group Inc Yard	980 Intermodal Dr, Brampton, ON L6T 0B5				
Instafreight Transportation Inc.	845 Intermodal Dr, Brampton, ON L6T 5W2				
Matalco Inc.	850 Intermodal Dr, Brampton, ON L6T 0B5	https://www.matalco.com/	mdesouza@gilimited.ca Mark De Souza	Work Phone: 905-793-7284 x3337 Cell: 416-791-3509	Email received on 2024-02-07 regarding NOSC Mark De Souza of Giampaolo Investments Ltd. requested that he be listed as key representative for Triple M Metal, LP & Matalco
Security Iris Solutions	8094 Gorewood Dr, Brampton, ON L6T 0A7				
Best Canadian Trucking	8180 Gorewood Dr, Brampton, ON L6T 0A7				
In 'N Out Freight Inc.	8188 Gorewood Dr, Brampton, ON L6T 0A7				
United Brothers Transport Ltd.	845 Intermodal Dr Unit #1, Brampton, ON L6T 0C6	http://www.unitedbrothers.ca/			additional businesses that were noted by Josh during this drop off of invite letters for the Stakeholder Consultation Meeting on 2024-08-07
Curt Manufacturing	845 Intermodal Dr Unit #1, Brampton, ON L6T 5W2	http://www.curtmfg.com/			additional businesses that were noted by Josh during this drop off of invite letters for the Stakeholder Consultation Meeting on 2024-08-08

Intermodal Drive and Watermain Extension to Gorewood Drive
Property Owners Contact List

2025-04-07

Property Address		Ownership	Contact Information	Phone Number	Property Owner Address (USE THIS FOR SENDING OUT PROJECT NOTICES)	Owner Comments
815, 835 & 845 Intermodal Drive	Sun Life Assurance Co of Canada				Bentall Real Estate Service 1100-1 York St Toronto ON M5J 0B6	
900 Intermodal	Giampaolo Investments Ltd				Corporate Address: 471 Intermodal Dr Brampton ON L6T 5G4 Alternate Address: 1 Kenview Blvd Unit 301 Brampton ON L6T 5E6	Mark De Souza (Giampaolo Investments Ltd.) mdesouza@gilimited.ca Work Phone: 905-793-7284 x3337 Cell: 416-791-3509
980 Intermodal	Giampaolo Investments Ltd.				Corporate Address: 471 Intermodal Dr Brampton ON L6T 5G4 Alternate Address: 1 Kenview Blvd Unit 301 Brampton ON L6T 5E6	Mark De Souza (Giampaolo Investments Ltd.) mdesouza@gilimited.ca Work Phone: 905-793-7284 x3337 Cell: 416-791-3509
8196 Gorewood						
8188 Gorewood						Gurmeet Singh spoke with Mr. [REDACTED] on 2024-02-02 and he told us that their was an alignment approved by the City of the Intermodal extension to Gorewood. He has retained a planner who is speaking with the City for the development of his properties. His take is that the straight extension of Intermodal through 8188 Gorewood will ruin his lots (plan).
8180 Gorewood					Not Available - use email instead	[REDACTED] is representative for entire [REDACTED] family wants to accompany anyone on his property for safety reasons
8168 Gorewood					Not Available - use email instead	[REDACTED] is representative for entire [REDACTED] family wants to accompany anyone on his property for safety reasons
8158 Gorewood					Not Available - use email instead	[REDACTED] is representative for entire [REDACTED] family wants to accompany anyone on his property for safety reasons
8150 Gorewood						
8140 Gorewood						
8140 Gorewood						
8124 Gorewood						
8112 Gorewood						previously owned by [REDACTED] 8112 Gorewood Drive, Brampton, ON L6T 0A7 ownership info updated on 2024-02-06
8102 Gorewood						
8094 Gorewood						
8086 Gorewood					Not Available - use email instead	[REDACTED] is representative for entire [REDACTED] family

February 7, 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 Stakeholder 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](mailto: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: 416 797 2672
[Email: richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Property Owner Address	Comments	Responses	Preferred Alignment
2024-08-29	Email	No Comments provided directly in email	[REDACTED]	8086, 8158, 8168 & 8180 Gorewood Drive	1. We are generally supportive of the City's preferred road alignment identified as proposed Alignment 4B.	Please note that the preliminary preferred road alignment presented at the stakeholders meeting is currently undergoing further review based on feedback received from stakeholders. Updated version of the preliminary preferred design will be presented to the public in an upcoming Public Information Centre for further comments. Preferred alignment will be decided based on further comments received at the Public Information Centre.	Alt. 4B (straight alignment) with 4 lanes & extended to Steeles Avenue East
2024-08-29	Email	No Comments provided directly in email	[REDACTED]	8086, 8158, 8168 & 8180 Gorewood Drive	2. We respectfully request that the proposed 'preferred' alignment be modified to accommodate a four (4) lane road from the Western EA study limit to the Southern EA study limit so that truck movement can be facilitated more easily.	Traffic analysis indicates that the proposed extension of Intermodal Drive will only require a two-lane cross section to accommodate the projected traffic volumes. Brampton Transportation Master Plan (TMP) nor the Brampton Plan (2023) specifically identifies the need for a four-lane road along this section of Intermodal Drive in its ultimate build-out configuration. Additionally, Intermodal Drive currently operates as a two-lane roadway near the access point of the CN yard where the truck count is very high along the corridor.	Alt. 4B (straight alignment) with 4 lanes & extended to Steeles Avenue East
2024-08-29	Email	No Comments provided directly in email	[REDACTED]	8086, 8158, 8168 & 8180 Gorewood Drive	3. We respectfully request that the remainder of Gorewood Drive south to Steeles Avenue East be included in the Study limits so that the road can be accessed for use by trucks, and to facilitate direct access to Steeles Avenue East, and whether any improvements are necessary.	Gorewood Drive currently operates with a two lane cross-section that can accommodate future projected traffic. Depending on the outcome of the EA, the City plans to undertake a reconstruction project to improve the pavement structure for truck operations on Gorewood Drive while constructing the Intermodal Drive extension.	Alt. 4B (straight alignment) with 4 lanes & extended to Steeles Avenue East

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Requested Follow-Up Meeting?	Comments	Responses
2024-09-12	Email	Yes, Signed Letter by Terrance Glover (Urban In Mind)	[REDACTED]	Dorothy Young (Urban In Mind)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	Transportation and Traffic Analysis While connectivity for active transportation is listed as a relevant subcriteria, the Traffic Study Report does not account for the pedestrian traffic at the Goreway Drive and Intermodal Drive intersection. As this intersection would provide through-access to the proposed multi-use paths (MUP) on Gorewood Drive, it is our opinion that pedestrian and cyclist data should be collected to establish the projected traffic to determine the appropriate design for non-vehicular uses. If this data results indicate little to no potential pedestrian and cyclist use (as the area is not connected to any residential areas that would connect to the easterly natural heritage area), we propose eliminating the complete street design to further narrow the Right-of-Way impacts. As such, without the pedestrian and cyclist data from the Intermodal Drive/Gorewood Drive intersection, it is difficult to conclude whether or not the development of the MUP will be appropriate for the needs of the area.	The Traffic Report does account for pedestrian activity at the Goreway Dr. & Intermodal Dr. intersection which was collected as part of the turning movement counts and incorporated into the Synchro traffic model. A multi-use path (MUP) was found to be appropriate in the technical studies conducted to date and as presented in the powerpoint presentation shared with the Stakeholder Group. Further details will be published in the Environmental Study Report (ESR) prior to the completion of the EA study. The City's policies and guidelines support the use of the Complete Streets approach for the design of all roadway types, including industrial and commercial contexts, therefore it is not recommended to eliminate the Complete Streets elements from the design.
2024-09-12	Email	Yes, Signed Letter by Terrance Glover (Urban In Mind)	[REDACTED]	Dorothy Young (Urban In Mind)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	Transportation and Traffic Analysis (Cont'd) In addition, there are concerns about the proposed Right-of-Way (ROW) being 30 metres. The City of Brampton Official Plan Schedule B1 City Road Right-of-Way Widths establishes a required ROW of 26-30 metres. Seeing as this is the case, the ROW may be reduced to 26 metres, which would be a more cohesive design with the recommended cross-section of Gorewood Drive, which shows a ROW of 23 metres. As this industrial area serves a more utilitarian purpose, beautification should not be a priority as it will require additional costs, land purchase, and long-term maintenance.	The City will consider reducing the ROW to 26 m.
2024-09-12	Email	Yes, Signed Letter by Terrance Glover (Urban In Mind)	[REDACTED]	Dorothy Young (Urban In Mind)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	Transportation and Traffic Analysis (Cont'd) Additionally, we find there to be contradictory considerations where Alternative 4D is given the lowest score for the Goods Movement Efficiency. While it may be true that vehicles would be slightly delayed due to the “[requirement] to stop prior to passing through the proposed Intermodal Dr. and Gorewood Dr. intersection”, logical consideration was not included for a tight curve at the end of Alternative 4D, which would likely make the option superior to the recommended Alternative 4B. By modifying 4D, a safer environment for the pedestrians and cyclists that the MUP is planning for would likely result.	The City will explore a new alternative that combines aspects of Alternatives 4B and 4D by incorporating a tighter curved radius. They will also re-evaluate all criteria to assess its overall potential.
2024-09-12	Email	Yes, Signed Letter by Terrance Glover (Urban In Mind)	[REDACTED]	Dorothy Young (Urban In Mind)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	Transportation and Traffic Analysis (Cont'd) In our opinion, a modification of Alternative 4D would be the most logical design. It would create a double loaded street frontage (north/south of extension), fairly distribute land impacts in a logical and justifiable manner and allow for thoughtful Complete Street and MPU connection design. Furthermore, a modified Alternative 4D will allow for longer frontages and improved sightlines. The currently preferred alignment of Alternative 4B causes unnecessary burden on the property owners, removes all development potential for 8188 and 8196 and restricts/commercial traffic maneuverability and flow. Furthermore, the owners of 8188 and 8196 will not be able to make any use of either lots under Alternative 4B. It should be noted that 8188 and 8196 are the only properties that have development potential beyond residential uses due to the properties' access to Intermodal Drive, and therefore have the highest value.	The City will explore a new alternative that combines aspects of Alternative 4B and 4D by incorporating a tighter curved radius. They will also re-evaluate all criteria to assess its overall potential.

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2024-09-12	Email	Yes, Signed Letter by Terrance Glover (Urban In Mind)	[REDACTED]	Dorothy Young (Urban In Mind)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Environmental and Social Impacts</u> We disagree with the statement that Alternatives 4A and 4B would result in minor property impacts to the parcels along Gorewood, and that these alternatives would result in sufficiently sized properties, when an entire property would lose all development potential. Alternative 4D and a modification to 4D would distribute a logical and justifiable road impact to appropriate property owners, while maintaining double loaded development potential. Furthermore, many properties along Gorewood Drive are within the Toronto and Region Conservation Authority's Regulation Limit due to the existing floodplain. Alternative 4B would completely remove the development potential of 8196, one of the only properties that is not significantly impacted by the floodplain. As many of the properties south of Alternative 4B are impacted by the floodplain, we find it more reasonable to retain as much land from the less impacted properties for future development, rather than take the only unimpacted land, and leave all development to the floodplain area. This would be counterproductive to the City's intentions with the Airport Intermodal Secondary Plan and City of Brampton Official Plan.	Given the nature of the area and its location primarily on the floodplain, the potential impacts of the redevelopment will be carefully re-evaluated.
2024-09-12	Email	Yes, Signed Letter by Terrance Glover (Urban In Mind) dated 2024-09-12	[REDACTED]	Dorothy Young (Urban In Mind)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Natural and Physical Environment</u> While Alternative 4D loses points for the Significant Natural Areas and Resource Disruption Category because the "Alignment has moderate encroachment on the TRCA floodplain Regulation Area", this 'stub' roadway can easily be transferred to Conservation ownership and maintained as part of their (conservation authority) improved parking/visitor area for the abutting conservation trails. This would reduce ongoing City maintenance costs, while allowing improved access and parking for the area trails. Furthermore, parking could be metered to cover ongoing costs of the conservation parking lot.	The 'stub' roadway would mostly have traffic associated with the development of the Gorewood Dr. estate lots and only occasional maintenance vehicles associated with the TRCA lands immediately to the north. The TRCA's long-term plans are to re-purpose the parking lot at the Claireville Conservation Area (CCA) Gorewood Dr. entrance to accommodate material storage. As such, it is expected that recreational users of the CCA pathway system would be arriving primarily by walking or biking. All of the above noted factors are expected to contribute to a lower willingness of the TRCA to take on future ownership and maintenance of this 'orphaned' road segment.
2024-09-13	Email	Yes, Signed Letter by David Neligan dated 2024-09-13	[REDACTED]	David Neligan (Aird & Berlis LLP)	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Impacts on Future Development of Individual Properties</u> Alternative 4B proposes a tight curve alignment of Intermodal Drive that will require the acquisition of the entirety of 8196 Gorewood Drive, and that prevents access to 8188 Gorewood Drive. These properties are currently used for single detached residences and ancillary outdoor storage of trucks and trailers. The existing use of these properties is not reflective of their highest and best use. Our clients have previously retained a land-use planner and other consultants to explore the redevelopment of these properties for higher order uses. These sites, both individually and together, possess significant redevelopment potential even in the absence of an extension of Intermodal Drive. Despite communicating this through feedback to the proponents, the loss of developability of these properties does not appear to be reflected in the analysis or scoring provided through the stakeholder slide deck. We have concerns, therefore, that both the "Environmental & Social Impacts" and "Cost" for alternative 4B have been considerably underestimated.	The City will review the alternatives from developability perspective.

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2024-09-13	Email	Yes, Signed Letter by David Neligan dated 2024-09-13	[REDACTED]	David Neligan (Aird & Berlis LLP)	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Lack of Consideration for Comprehensive Planning</u> As discussed above, the Property Owners have been pursuing redevelopment options for its lands prior to the commencement of the Class EA process. The potential for redevelopment is not limited to the Property Owners' own lands. Rather, our clients, along with several other landowners, have been pursuing a comprehensive redevelopment plan of the entire Gorewood Drive area as a coordinated group. The Property Owners and the other adjacent property owners have long known of the planned extension of Intermodal Drive and had factored in this future reality into their development plans and discussions. However, it had also long been understood by the group of owners that the Intermodal Drive extension would likely follow the alignment previously identified by the City in approved plans in 2003 (see attached as Appendix A), and identified within the Brampton Official Plan. The preferred alternative that we understand will be advanced through the ESR deviates significantly from the previous proposed alignment and compromises work done to date towards broader redevelopment. We are concerned that the potential for comprehensive planning and development by the area landowners, as a group, has not been considered in any of the proponents' analysis to date. This risks the optimization of developable lands to their full potential, which we fear has not been captured as an Environmental & Social Impact, or a true cost of the preferred alternative.	Prior to the commencement of this EA process, the City had no formal redevelopment proposed filed for the Gorewood Drive properties. Pre-Application Consultation had been submitted in 2019, which is a preliminary step in the planning process but does not constitute an official development application.
2024-09-13	Email	Yes, Signed Letter by David Neligan dated 2024-09-13	[REDACTED]	David Neligan (Aird & Berlis LLP)	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Road Design and Safety</u> The stakeholder slide deck indicates that alternatives 4B and 4D perform similarly in terms of traffic operations. The Property Owners intend to undertake their own review of the traffic impacts of the proposed design. The Property Owners have no desire to delay or inhibit the finalization of the ESR but, as property owners along the proposed alignment, have a direct interest in ensuring the best design is pursued. We also believe that, as proponents, the City and Arcadis can only benefit from a third-party review to ensure that the ultimate road design is as safe and efficient as possible.	Noted. Further opportunities for stakeholder input will be provided through the Public Information Centre (PIC) and 30-day public review of the Environmental Study Report (ESR) document with the Recommended Plan.
2024-09-13	Email	Yes, Signed Letter by David Neligan dated 2024-09-13	Joint Submission from [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	The Gorewood Owners have the following concerns: <u>(1) Any Development Potential along Gorewood Drive will be Removed</u> If Intermodal Road is not fully extended by way of a Phase II Environmental Assessment connecting the road all the way down to Steeles Avenue, the Gorewood Owners will not be able to develop their lots in a meaningful way. The Gorewood Owners seek to develop the lots to their highest and best use, which is likely a commercial or industrial use. If the road is not fully extended, the Gorewood lots will likely remain as residential properties. The Gorewood Owners do not wish to see this outcome.	Gorewood Drive currently operates with two lane cross-section that can accommodate future projected traffic. Depending on the outcome of the EA, the City will consider upgrading the pavement to make it truck operable.
2024-09-13	Email	Yes, Signed Letter by David Neligan dated 2024-09-13	Joint Submission from [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Purchasing Decisions were based on 2003 Alignment</u> The Gorewood Owners made all strategic business decisions and purchasing decisions based on the 2003 Alignment as approved by the City. The Gorewood Owners have made significant investments into development plans and other elements of the planning process based on the 2003 Alignment. The expenses undertaken by the Gorewood Owners are significant and should be taken into consideration.	The City does not have a formal record of the approved alignment for the Intermodal Drive extension to Gorewood, as referenced in the Development Application File #21T-01-017B. As discussed previously, the City has scoped the current EA to include the evaluation of various alignments. It is important to note that over the past two decades, the City has adopted updated design guidelines and standards, which may influence the planning and design of the extension moving forward.

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Requested Follow-Up Meeting?	Comments	Responses
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2024-09-13	Email	Yes, Signed Letter by David Neligan dated 2024-09-13	Joint Submission from [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Environmental Concerns</u> It is apparent that there are more concerning environmental impacts with the 4B Alignment. The 4D Alignment impacts less trees in the area. A modified 4D Alignment would preserve trees in the area and meet other environmental goals.	The environmental impacts were considered in the evaluation of alternatives and will be detailed in supporting studies. Although trees are an important consideration, there are other aspects that are factored into the scoring of the environmental criteria such as impacts to the floodplain area where Alt. 4B is expected to be less impactful. In many cases, Alt. 4A, 4B & 4D received similar overall scores in terms of environmental criteria.
2024-09-13	Email	Letter from [REDACTED] [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Against City's Official Plan</u> We believe that Arcadis on behalf of the City of Brampton (the "City") is not proposing the best alignment for the extension of Intermodal Drive ("Intermodal" or the "Road" or the "Extension"). The City's Official Plan has always demonstrated that Intermodal would be extended on a curved angle from its current position. Intermodal has been built to accommodate an extension with such a curved angle. The preferred 4B alignment as presented by Arcadis fails to consider the Official Plan, and instead requires a straight extension followed by a tight curve alignment, which is contrary to the Official Plan.	The curved alignment shown in the Official Plan is highly conceptual and indicates that this key public planning document supports the Intermodal Drive extension. The scope of the EA was to re-evaluate various alternative alignments from a range of sub-criteria reviewed with City technical staff and the Technical Advisory Committee (TAC).
2024-09-13	Email	Letter from [REDACTED] [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>2003 Preferred Alignment</u> On or around November 20, 2003, the City finalized a preferred alignment (4F) for the extension of Intermodal by Candevcon Limited which was approved by stakeholders and the City (the "2003 Plans"). We attach the 2003 Plans as "Schedule 1" to this memo. As such, all our purchasing decisions and meetings with the City of Brampton between 2002 to 2024 as property owners were based on the 2003 Plans / 4F Alignment. At all times, the City of Brampton represented that the 2003 Plans / 4F Alignment were the correct alignment for the extension of Intermodal Road. The 2003 Plans also demonstrated that the extension of Intermodal would be a 4-lane road. The importance of a 4-lane road is discussed further below.	The City does not have a formal record of the approved alignment for the Intermodal Drive extension to Gorewood Dr, as referenced in the Development Application File #21T-01-017B. As discussed previously, the current EA has been scoped to include the evaluation of a various alignment options. It is important to note that over the past two decades, the City has adopted updated design guidelines and standards, which may influence the planning and design of the extension moving forward.

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Requested Follow-Up Meeting?	Comments	Responses
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	2019 Plans were Submitted to the City based on 2003 Alignment In 2019, redevelopment plans were submitted by the Property Owner to the City based on the 2003 Alignment. We attach the 2019 Redevelopment Plans as "Schedule 2" to this memo. At the time of submission in 2019, the City was generally agreeable to the redevelopment plans. In 2019 – 2020, the COVID-19 Pandemic prevented the completion of the Application as the City was not able to effectively process the Application. In 2019, the City did not indicate that the alignment of the Road would change from the 4F / 2003 Alignment. At all times, the City was aware that the Property Owners had intentions to develop the land for its best and highest use based on the 4F Alignment. The 2019 Redevelopment Plans were reintroduced in 2023, and at the time the City did not accept the submission. The City actively prevented us from submitting the 2019 Redevelopment Plans in 2023.	Prior to the commencement of this EA process, the City had no formal redevelopment proposed filed for the Gorewood Drive properties.
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	4B Alignment for Trucks (despite posted signage of 40 km/h) [REDACTED] one of the Property Owners of the lot, has approximately twenty years of truck driving and teaching experience. [REDACTED] explained during his commentary at the August 22, 2024 meeting that the 4B Alignment is an "A-Type" curve which has high potential hazards for trucks. The 4B Alignment will either result in major traffic delays or major safety concerns, or both.	The tight curved alignment is meant to accommodate continuous vehicle flow but at reduced operating speeds to mitigate the severity and probability of any potential collisions from occurring involving any modes of travel. Flaring of vehicle lanes from 4.0m to 5.5m is provided around the tight curved radii to accommodate larger turning requirements of tractor-trailers.
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	Potential for 4-Lane Road due to Proximity to CN Yard & Canadian Tire Distribution As seen in "Schedule 1" and as explained above, the 2003 Plans required a 4-lane road. Since 2003, traffic in the City of Brampton has increased exponentially and safety concerns continue to grow. As Property Owners, we are unable to comprehend how the City and Arcadis can justify a 2-lane road considering the City understood the importance of a 4-lane road in 2003 and considering the growth in traffic concerns over the past twenty years.	The City does not have a formal record of the approved road diet for the Intermodal Drive extension to Gorewood Drive, as referenced in the Development Application File #21T-01-017B. Existing turning movement counts and 2051 traffic projections do not indicate that a 4-lane road is required along the Intermodal Drive extension or existing Intermodal Drive west to Deerhurst Drive. Furthermore, a 2-lane road will help to ensure that the role and function of Intermodal Drive will operate primarily to provide access with some regional traffic, without encouraging significant regional traffic flow that could be induced by a 4-lane road. It is important to note that Intermodal Drive currently operates as a 2-lane road near the access point of the CN yard.
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	Traffic & Safety Issues Ultimately, the extension of Intermodal will become a route for trucks driving to and from the CN Yard and Canadian Tire Distribution Center to circumvent traffic. As this Road will see heavy truck use, we will see routine slowdowns which will impact all driveways that exit onto Intermodal. In the alternative, we will see a build-up of traffic accidents with the 4B Alignment. In the 2021 Ontario Road Safety Annual Report, the City of Brampton ranked highest for total collisions, personal injury, property damage, and injuries based on other cities in the Peel Region. The incorrect alignment for the Road will only result in further traffic and safety issues.	The Intermodal Drive extension is being designed for 40km/h operating speeds to reduce opportunities for collisions among all modes and discourage its use as a short-cut route to avoid congestion on the adjacent arterial and regional road network. The City is working towards a long-term goal of Vision Zero with a goal that there are no fatalities or serious injuries on Brampton's roads. This shift in mindset of developing road designs within the municipality is expected to contribute to a reversal in the trends identified in the 2021 Ontario Road Safety Annual Report.

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Requested Follow-Up Meeting?	Comments	Responses
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Best Alignment is Modified 4D with a Completed Curve instead of T-Stop</u> The correct alignment of the extension would involve having a Modified 4D Alignment be continued with a curve. Arcadis has not made us aware of the rejected options. If this concept was a rejected option, we wish to see the rationale of the rejection. If this was not considered, we find it highly relevant to determine how a Modified 4D Alignment would perform in the decision matrix.	The most logical intersection type was investigated for each alternative alignment. The City will explore a new alternative that combines aspects of Alternative 4B and 4D by incorporating a tighter curved radius. The project team will also re-evaluate all criteria to assess its overall potential.
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>The Road Should be Built in its Entirety</u> The Phase I Environmental Assessment Study does not assess the feasibility of completely connecting Intermodal Drive to Steeles Avenue East. The extension of Intermodal has been a topic of discussion since 2002. All Gorewood property owners have been paying property taxes on the lots since 2002 in anticipation of the eventual extension of Intermodal. Since 2002, the City has taken minimal steps to completely extend Intermodal. At this time, it is disheartening that the City has not committed to the complete extension of Intermodal. The Phase I Study is not useful as it does not include a complete build out of the road. If any lots are expropriated in relation to the Phase I Extension only, and there is no Phase II Extension, then any capacity to develop lots beyond residential use is removed. A Phase I Extension without Phase II will hinder any and all development. The City of Brampton must do a complete EA study and pay for the road to be built all the way to Steeles. If the City fails to completely build Intermodal, it will not be completely built for the next twenty to fifty years, and any meaningful development will be stalled. Any expropriation of lots is not necessary until a Phase II Study is completed.	Gorewood Drive currently operates with two lane cross-section that can accommodate future projected traffic. Depending on the outcome of the EA, the City plans to undertake a reconstruction project to improve the pavement structure for truck operations on Gorewood Drive while constructing the Intermodal Drive extension.
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Only Lots that can be Developed for Commercial / Industrial Use at Gorewood Drive</u> 8188 and 8196 Gorewood Drive are the only lots at Gorewood Drive that can be rezoned for commercial or industrial use due to the existing access to Intermodal Road. 8196 Gorewood benefits from the joint development goals of both property owners at 8188 and 8196 Gorewood. As a result, these two lots, particularly 8196 Gorewood, have a much higher value than all other lots along Gorewood Drive which currently can only be used for residential uses. If 8196 Gorewood is reserved for the Extension of Intermodal based on the 4B Alignment, there will not be meaningful space left to develop any portion of both 8196 and 8188 Gorewood for their best and highest use. A Modified 4D Alignment will allow property owners at both 8188 and 8196, and from 8180 to 8168 Gorewood, to develop their respective lots in a meaningful manner. As explained above, the 4B Alignment would prevent any meaningful development aside from residential use along all of Gorewood Drive.	The City will review the alternatives from developability perspective.

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Requested Follow-Up Meeting?	Comments	Responses
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Costs for Multiple Owners</u> 8188 and 8196 Gorewood are owned by separate owners. The decision matrix prepared by Arcadis states that Alignment 4D has "moderate property acquisition/impacts". Arcadis has failed to consider that Alignment 4B impacts two separate and unique property owners and reduces the values of both lots. Alignment 4D impacts only one property owner and has minimal property acquisition impacts.	The City will review the alternatives from developability perspective.
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Environmental</u> The Decision Matrix demonstrates that Alignment 4D has lower tree impacts when compared to Alignment 4B. The Decision Matrix explains that there are mitigation efforts available to reduce environmental impacts. The Property Owners are curious as to how both Alignment 4D and 4B received similar scoring for this matter. The scoring for "NATURAL/ PHYSICAL ENVIRONMENT" Criteria seems to be arbitrary at best. The Property Owners have serious concerns regarding the veracity and accuracy of the criteria as described in the Decision Matrix.	The 'Natural/Physical Environment' sub-criteria were assigned similar score for all alignments, with the exception of 'environmental contamination' which was identified as having a significantly higher potential to be impacted by more Areas Potential Environmental Concern (APEC) for Alt. 4F. Supporting technical studies formed the basis of the evaluation scoring and will be appended to and summarized in the Environmental Study Report (ESR), released for 30-public review as part of Phase 4 of the EA process.
2024-09-13	Email	Letter from [REDACTED] & accompanying schedules: <u>Schedule 1</u> - 2003 Curved Alignment 2003 <u>Schedule 2-1</u> - 2019 development concept plan <u>Schedule 2-2</u> - Concept Plan for 8188 & 8196 Gorewood Dr. <u>Schedule 2-3</u> - Stage One - Property Investigation Report	[REDACTED]	[REDACTED]	8188 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	<u>Directly Impacted Stakeholders should have been Consulted Earlier</u> Although the extension of Intermodal is considered a "Schedule B" Road, we question the lack of timely consultation of Directly Impacted Stakeholders. The EA Phase I Survey was not sufficient to answer relevant questions and many assumptions have been taken by Arcadis which are incorrect, incomplete or wrong. Directly Impacted Stakeholders should have been consulted in a meaningful way prior to the design of the Extension. The property owners are disheartened to see a preferred alignment and ask that Arcadis return to Phase 3: Alternative Design Concepts of Preferred Solution to reconceptualize various alignments of the Road. The EA Phase I Study and Alignment as proposed by Arcadis is not the best use of the City's valuable resources due to the lack of meaningful consultation with Directly Impacted Stakeholders. The City's resources should make the best use of taxpayer's dollars. The Property Owners are willing and wish to work alongside all Directly Impacted Stakeholders and the City to determine the best alignment of the Road which reduces safety and environmental concerns while also preserving the best and highest long-term development uses for all stakeholders.	A Notice of Study Commencement (NSC) was issued to stakeholders, including a public notice posted in the Brampton Guardian at the commencement of the EA. Following the NSC, separate meetings were held at the request of the Stakeholders. It is important to note that the consultation process is still ongoing. The project team would like to emphasize that this is not the final opportunity for public comments through the EA process and that there are additional opportunities to provide feedback during the upcoming Public Information Centre (PIC), as well as the 30-day public review of the Environmental Study Report (ESR) and Recommended Plan.
2024-09-13	Email	Signed Letter from [REDACTED] dated September 13, 2024	[REDACTED]	[REDACTED]	8196 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	When I originally purchased the lot, the City had a plan for the road to continue in the direction of Alt 4 D/F as a continuation of the current road. The lot was purchased with this in mind. The radical change in the direction of the road is completely unexpected. If my lot is used for the road, we will lose the ability to develop on the adjacent lot as well.	There is no approved alignment for the Intermodal Drive extension in any of the City's planning documents. This EA study will identify the alignment considering various factors included in the evaluation matrix.

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Requested Follow-Up Meeting?	Comments	Responses
2024-09-13	Email	Signed Letter from [REDACTED] dated September 13, 2024	[REDACTED]	[REDACTED]	8196 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	In terms of developmental potential, a plan for a commercial building and hotel was submitted to the city in 2019 with the adjacent lot which would render high developmental potential to this area thus the points assigned in the decision matrix are not accurate. In addition, there is a factory adjacent to my property which has ample land which can be allocated to the road. Why is that not considered as an option for the road?	The City will review the alternatives from developability perspective.
2024-09-13	Email	Signed Letter from [REDACTED] dated September 13, 2024	[REDACTED]	[REDACTED]	8196 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	Under cost, Alt 4B performs highly due to lower impacts on multiple properties. I am disappointed to see that the City does not wish to build a road that is effective and efficient by dealing with multiple property owners. It is my understanding that all property owners should encourage the best design for the road for the City.	The project team selected the best alternative alignment, based on 13 subcriteria ranging from topics such as Transportation & Traffic Analysis, Environmental & Social Impacts, Natural/Physical Environment and Cost.
2024-09-13	Email	Signed Letter from [REDACTED] dated September 13, 2024	[REDACTED]	[REDACTED]	8196 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	In addition, I question the accuracy of this study. A majority of the scoring points appear to be subjective and limited in their scope. Specifically, the points surrounding environmental and social impacts, as well as natural and physical environments, seem subjective. Natural and physical environment impacts are scored as high by creating the road however there is a note that these impacts can be mitigated. If they can be mitigated then why is this a consideration at all? It also does not take into consideration the oak trees on my property which was a key feature to my purchasing the property. If the road is created per Alt 4B these environmentally valuable trees will be destroyed. Points regarding traffic flow seem limited in scope. What other factors are able to be mitigated for the best design-use and development of the road?	It is expected that tree inventories will be collected on individual properties during the detailed design stages of the assignment and once Permissions to Enter (PTEs) for impacted properties are granted. Natural and environmental impacts scored 'slightly negative' for all 4 alternative alignments. For Alt. 4B, there are higher potential impacts to trees, however there are opportunities to re-naturalize the Gorewood Dr. vehicle turn-around area that do not exist with Alt. 4B. Through tree inventory surveys conducted thus far, it is noted that the majority of trees are non-native and invasive species, so the removal of these trees is not seen as being as significantly detrimental to the natural environment. Hence, why the impacts to this evaluation criteria are not higher. There are opportunities to incorporate trees plantings from the City's pre-approved species list to support the development of the natural environment within the grassed boulevards proposed on both sides of the proposed ROW protection.
2024-09-13	Email	Signed Letter from [REDACTED] dated September 13, 2024 Signed Letter from [REDACTED] dated September 13, 2024	[REDACTED] [REDACTED], owner of 8196 Gorewood Dr.)	[REDACTED]	8196 Gorewood Drive	Yes, Sit-down Meeting Requested with City & Arcadis	Overall, the plan presented by the City is quite concerning. I previously allowed my father to manage the day-to-day details regarding this property, however upon seeing the plan for City to take over my entire property I will now be involved in vigorously. This is taking away from time I could be devoting to patients and I hope this issue will be able to be resolved in an amicable manner. Given the new proposed road plan Alt 4 A/B that will ultimately result in the elimination of this property, and the plans we have for our future will be forfeit. This will force us to reconsider the location of our practice. Given that the availability for comparable properties within Brampton is scarce - it will likely force us out of this great city.	The project contact list will be updated to reflect [REDACTED] as the primary contact for 8196 Gorewood Dr. As previously mentioned, the City will review the alignments based on feedback and developability perspective. The outcome of the review will be shared with you.



500-333 Preston Street
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Tel 613 225 1311 fax 613 225 9868

Meeting Minutes – Stakeholder Group Meeting Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609

Date of Meeting: Thursday, August 22, 2024

Location: 1975 Williams Parkway, Brampton, ON – Boardroom 1C

Time: 2:30-4:00pm

Date Minutes Circulated: Wednesday, August 28, 2024

Attendees - 16

Name	Organization/Property Owner or Representative	Contact Information
Mark De Souza	Matalco Canada Inc. – 850 Intermodal Dr Giampaolo Investments Ltd. – 900 & 980 Intermodal Dr	mdesouza@gilimited.ca
Harjap Singh	GWD Planners	hsingh@gwdplanners.com
Andrew Walker	GWD Planners	awalker@gwdplanners.com
Dorothy Young	Urban Mind	dyeung@urbaninmind.ca
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, Manager of Corporate Projects	shahid.mahmood@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
Scott Johnston	Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Ben Pascolo-Neveu	Arcadis, Consultant Deputy Project Manager (EA)	ben.pascoloneveu@arcadis.com

Regrets - 4

Name	Organization, Role	Contact Information
Michael Gagnon	Property Owner – 8150 Gorewood Dr	aracco@rogers.com
Anthony Sirianni	GWD Planners	mgagnon@gwdplanners.com
Richard Morales	GWD Planners	asirianni@gwdplanners.com
	Arcadis, Consultant Project Manager	richard.morales@arcadis.com

Item Discussed	Action By	Date of Action Initiation	Action Due Date
1 Introductions & Presentation Overview <p>S. Johnston (Arcadis) and D. Glean (City of Brampton) welcomed everyone, briefly introduced the project and then handed over to B. Pascolo-Neveu (Arcadis) to deliver the presentation which included the following topics:</p> <ul style="list-style-type: none"> ➤ Project Background Review & Context ➤ Problem Statement ➤ Transportation Analysis ➤ Alternative Solutions ➤ Alternative Alignments ➤ Active Transportation Selection ➤ Preferred Functional Design 			
2 Key Concerns & Discussion <p>Throughout the presentation, attendees were encouraged to voice any questions or concerns that they had. A summary of the key concerns expressed during the Stakeholder Group Meeting are provided below:</p> <p><u>Alignment Selection</u> [REDACTED] expressed her frustration that property owners have been waiting for this road extension to be built for upwards of two decades and were under the impression that the alignment through Block 15 had been set already through a previous procurement process undertaken by the City. S. Johnston indicated as per the current legislative process by the Ontario provincial government that the completion of the EA needs to happen prior to the construction of the road extension. The 2003 large-curved alignment was considered in the evaluation of alternative alignments in this EA study; however, design standards and best practices have changed significantly since this potential alignment was developed more than 20 years ago and was consistently outperformed by other alignments considered in the EA study's evaluation. In order to not stall the EA process, the project team suggests providing concise and well thought-out comments in a timely manner which the City can then hopefully use to help persuade Council into funding the project's construction. Property acquisition requirements will need to be reviewed with directly impacted stakeholders once the preferred design is finalized, following the response to stakeholder comments and Public Information Centre (PIC).</p> <p><u>Evaluation Criteria</u> [REDACTED] asked if the preferred alternative was selected solely based on cost. S. Johnston responded that this alignment was selected as the best option overall based on the recommendations of numerous technical studies carried out to review range of</p>			

Item Discussed	Action By	Date of Action Initiation	Action Due Date
<p>criteria (and sub-criteria) which were vetted by the City, including transportation & traffic analysis, social and natural environment, as well as construction and maintenance costs.</p>			
<p><u>Construction Phasing</u></p> <p>████████ asked why the project limits do not extend further south to Finch Avenue.</p> <p>B. Parajuli responded that the design of Gorewood Drive south of the EA Study Limits would form part of a future study. The need to consider a larger study area should be documented in the stakeholder comments.</p>			
<p><u>Construction Timeline & Funding</u></p> <p>████████ inquired about the construction timeline for the project and where the funding will come from to build the road. S. Johnston and B. Parajuli responded that the funding could originate from a variety of sources, including capital budgets, development charges or other City funding mechanisms.</p>			
<p><u>Number of Vehicle Lanes</u></p> <p>████████ expressed his opinion that the proposed road should have 4 vehicle lanes to adequately serve future traffic demand. B. Pascolo-Neveu responded that as part of the Traffic Analysis Report for this EA study, a traffic modelling exercise was undertaken to project traffic volumes to 2051. This analysis indicated that volumes are well within this capacity for a two-lane road. Future studies of Intermodal Drive west of the EA Study Limits may wish to evaluate the feasibility of a road diet along this existing segment of road as well. A four-lane road would also reduce developable land, boulevard space to support a mature tree canopy and increase impermeable surfaces within the floodplain, none of which are desirable.</p>			
<p><u>Vehicle Lane Widths</u></p> <p>████████ expressed concerns that the proposed road is too narrow.</p> <p>Lane widths of 4.0m were carried forward for the design which is the maximum recommended in the Transportation Association of Canada (TAC) Geometric Design Guide in order to mitigate higher operating speeds which negatively impact safety for all road users. Exceptions to the application of 4-metre lane widths are at the localized pinchpoint down to 3.5m at the proposed Pedestrian Crossover (PXO) to reduce crossing distances for vulnerable road users along this straight section of road and serve as a natural traffic calming feature, as well as a flaring to 5.5m lane widths along the tight curved radius to safely accommodate 53-foot tractor trailers.</p>			
<p><u>Vehicle Tipping & Safety</u></p> <p>████████ expressed his concerns regarding the safety of the preferred alignment that was selected to carry forward, forcing trucks to turn too suddenly at a sharp angle.</p> <p>This alignment was chosen to align with the City's desire to reduce speeds to 40km/h in accordance with the City of</p>			

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.

Welcome!



Intermodal Drive and Watermain Extension to Gorewood Drive

Municipal Class Environmental Assessment

Stakeholder Group Meeting

PRESENTED BY ARCADIS
THURSDAY, AUGUST 22, 2024

Agenda



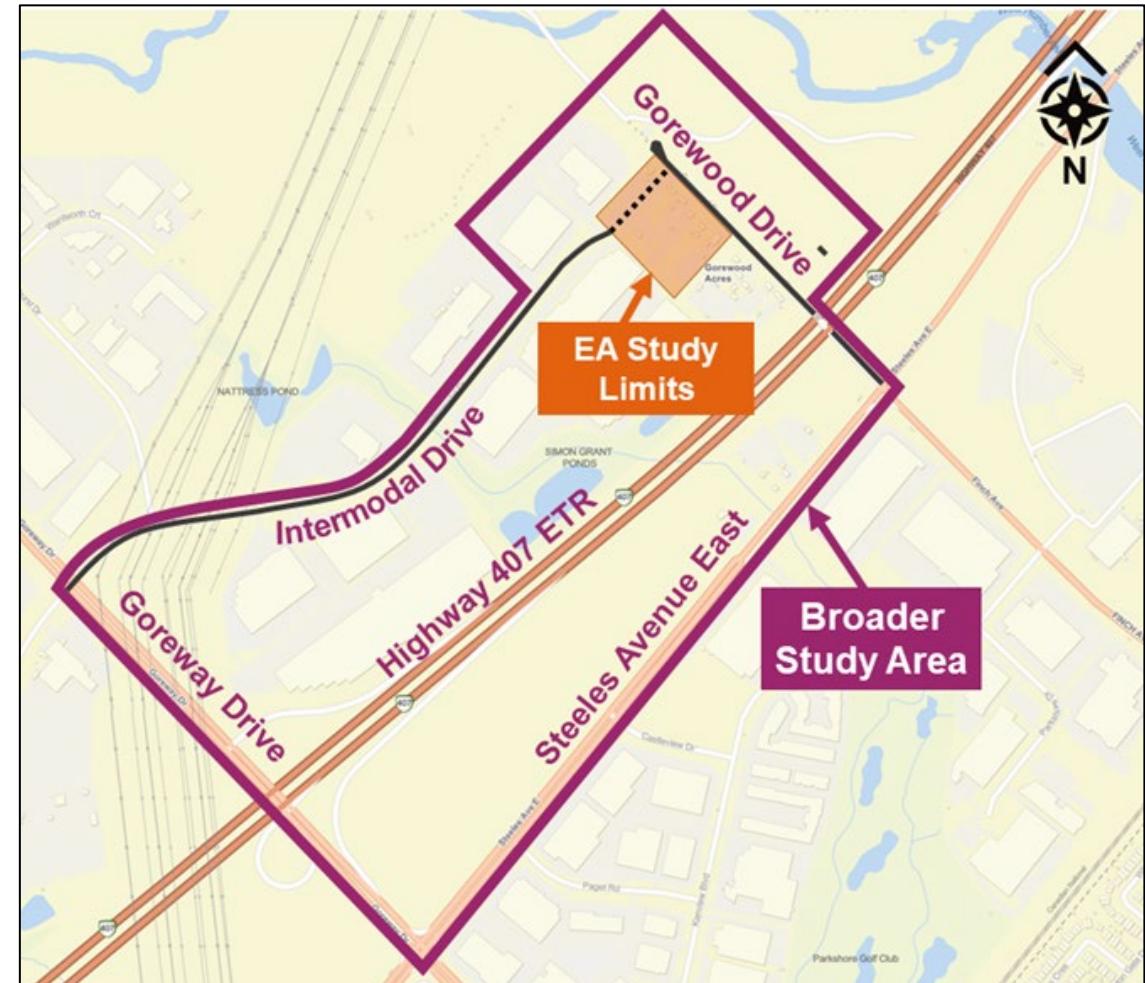
- 1.0** Project Background & Context
- 2.0** Problem Statement
- 3.0** Transportation Analysis
- 4.0** Alternative Solutions
- 5.0** Alternative Alignments
- 6.0** Active Transportation
- 7.0** Preferred Design
- 8.0** Next Steps

1.0

Project Background & Planning Context

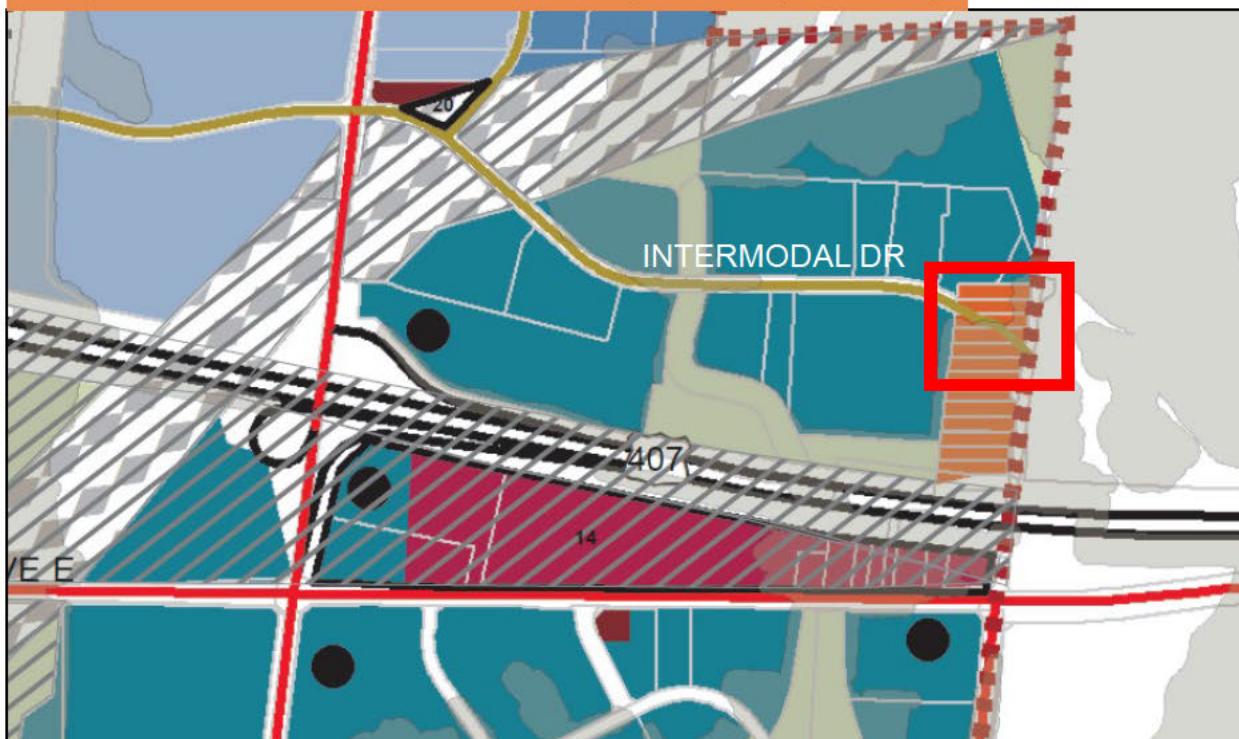
Project Background & Planning Context

- Intermodal Dr ends ~160m west of Gorewood Dr
- City of Brampton initiated Schedule 'B' EA to evaluate the need for a connection to Gorewood Dr
- 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)



Project Background & Planning Context

Airport Intermodal Secondary Plan (Area 4)



Source: *Airport Intermodal Secondary Plan (Area 4) Schedule*

	SERVICE COMMERCIAL		ROADS		NATURAL HERITAGE SYSTEM
	PRESTIGE EMPLOYMENT		COLLECTOR ROAD		FLOOD PLAIN
	MIXED EMPLOYMENT COMMERCIAL		MAJOR ARTERIAL ROAD		HIGHWAY
	L.B.P.I.A. AREA		HIGHWAY		SPECIAL SITE AREA
					UTILITY

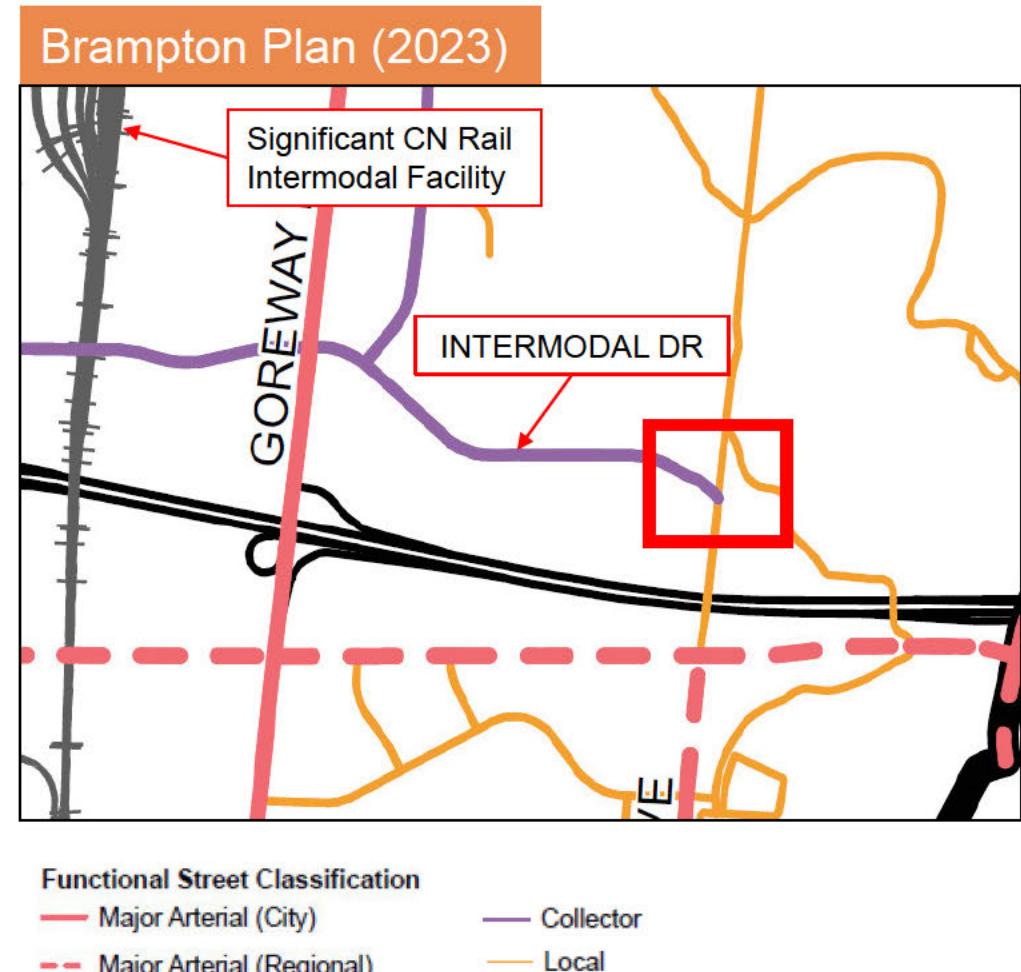
- Secondary Plan identifies lands along Gorewood Dr as 'Service Commercial'
- Intermodal Dr extension illustrated within upper block of Gorewood Dr estate properties

Project Background and Planning Context

- Brampton Plan (2023) illustrates the potential extension and connection to Gorewood Dr
- Intermodal Dr - Collector road
- Gorewood Dr - Local road
- Private laneway currently used by local traffic, but is unsuitable for expansion or public use



Private laneway between Intermodal Dr & Gorewood Dr



MCEA Planning Process

This project is classified as a Schedule 'B' Municipal Class Environmental Assessment (MCEA) and is subject to Phases 1 to 4 shown below:



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

2.0

Problem Statement

Problem Statement

- Currently, a gap exists in the transportation network between Intermodal Dr & Gorewood Dr, resulting in the following deficiencies:
 - Imposes barriers for cyclists & pedestrians
 - Poses challenges for efficient goods movement circulation
 - Inhibits optimal routing City transit or maintenance vehicles
 - Does not allow for the necessary network redundancy in the event of an emergency
 - Compromises performance of underground infrastructure (i.e. gap in watermain)



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

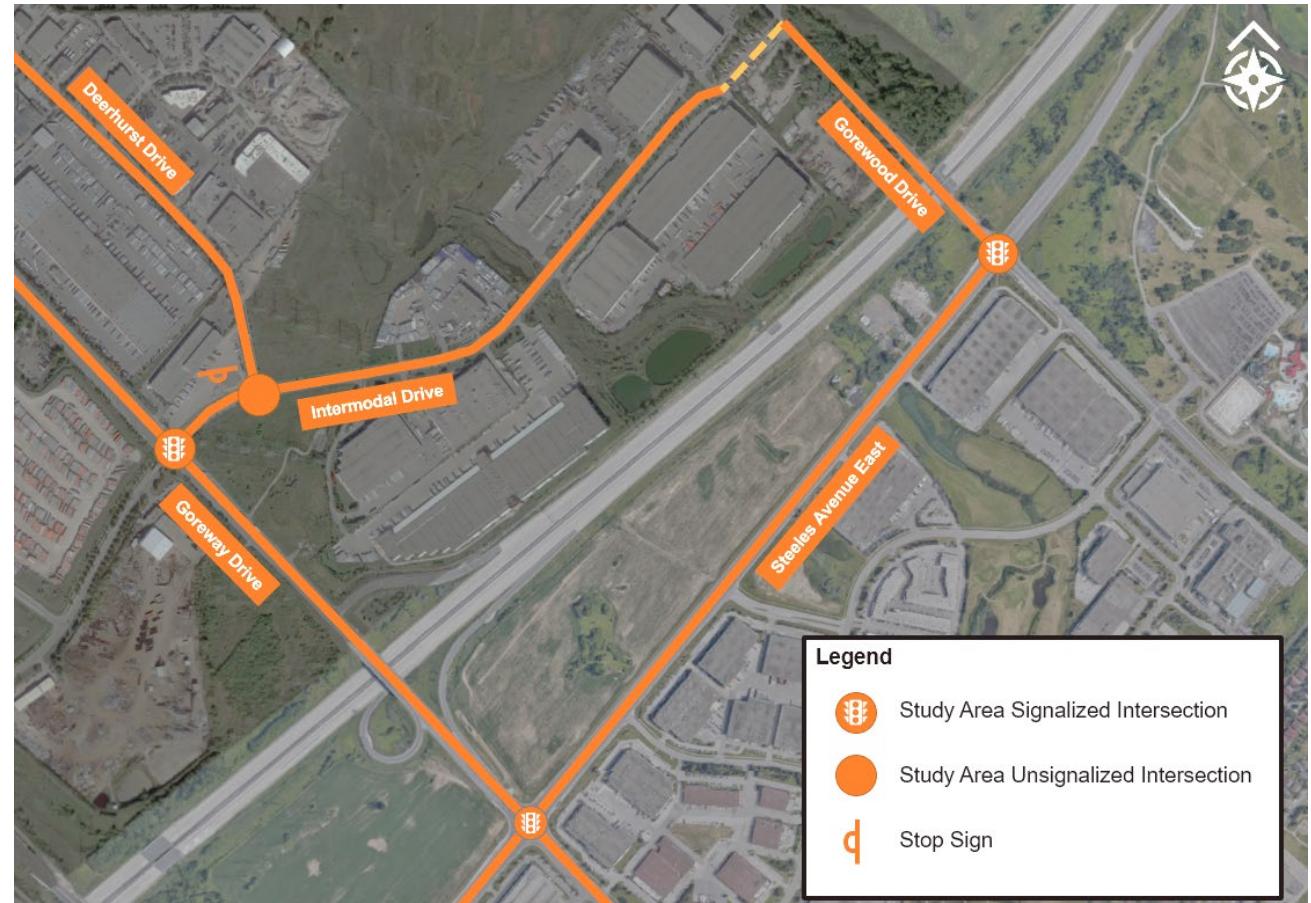
3.0

Transportation Analysis

Transportation Analysis

- Study Area Intersections:**

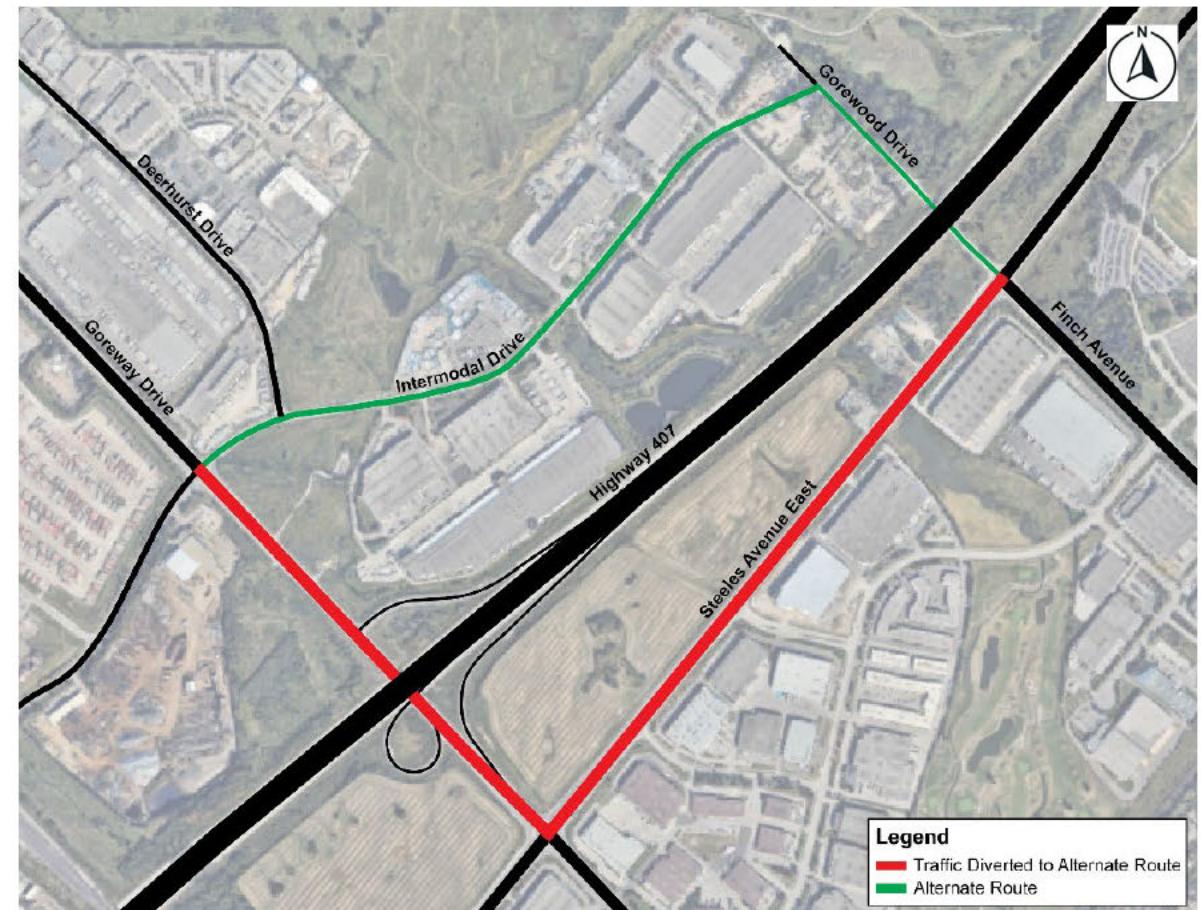
- Goreway Dr & Steeles Ave E 
- Goreway Dr & Intermodal Dr 
- Intermodal Dr & Deerhurst Dr 
- Gorewood Dr & Steeles Ave E/ Finch Ave 



Transportation Analysis

- **Network Analysis:**

- Traffic count data collected at 4 study area intersections
- Broader traffic projections provided by City of Brampton used to assess differences in travel patterns under two (2) main scenarios:
 - without Intermodal Dr extension
 - with Intermodal Dr extension
- Traffic analysis was performed under weekday AM and PM peak hour conditions



Future (2051) Total Traffic Conditions – With & Without Intermodal Dr Extension

- Intermodal Dr extension has a small but positive impact on critical Steeles Ave E & Goreway Dr intersection
 - Overall Level of Service (LOS) during weekday PM peak improves from 'E' to 'D'
- All other study area intersections operate well overall with some critical movements

2051 Total Traffic Results

Study Area Intersection	Weekday AM Peak Hour (PM Peak Hour)	
	Intersection Level of Service (LOS)	
	Without Intermodal Drive Extension	With Intermodal Drive Extension
Steeles & Goreway	D (E)	D (D)
Steeles & Finch/ Gorewood	C (C)	D (C)
Goreway & Intermodal	C (B)	C (C)
Intermodal & Deerhurst	A (A)	A (A)

4.0

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 Dr to Gorewood Dr

Alternative alignments are provided later in this presentation.



Evaluation Criteria & Scoring

Evaluation Criteria

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 (Active Transportation Only) – does not address vehicular connectivity
- Alt. 4 (Road Extension) – operates well for all transportation criteria

Environmental & 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 (Active Transportation Only) – performs well in this category, though only partially supports development and watermain improvements
- Alt. 4 (Road Extension) – performs well throughout with the exception of property impacts which could vary significantly

Evaluation of Alternative Solutions

Natural and Physical Environment

- Alt. 1 (Do Nothing) – lowest impacts on natural and physical environment
- Alt. 2 (Isolated Improvements), Alt. 3 (Active Transportation Only) & Alt. 4 (Road Extension) provide varying levels of impact, though it is noted that natural environment impacts can generally be mitigated

Cost

- Alt. 1 (Do Nothing) – lowest overall cost
- Alt. 2 (Isolated Improvements) & Alt. 3 (Active Transportation Only) – moderate costs
- Alt. 4 (Road Extension) – 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	-2 points	+6 points
ENVIRONMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	○	○	○	●
	PROPERTY IMPACTS/CONSTRAINTS	●	●	○	○
	UTILITY IMPACTS	●	●	●	○
	WATERMAIN ALIGNMENT	○	○	○	●
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	○	○	○	●
	ENVIRONMENTAL & SOCIAL IMPACTS SCORE	-1 point	-3 points	0 points	+4 points
NATURAL PHYSICAL ENVIRONMENT	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	●	●	○	○
	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	●	●	●	●
	ENVIRONMENTAL CONTAMINATION	●	●	○	○
	ARCHAEOLOGICAL POTENTIAL	●	●	●	●
	NATURAL/ PHYSICAL ENVIRONMENT SCORE	+7 points	+4 points	+2 points	-2 points
COST	CAPITAL COST (CONSTRUCTION & LONG-TERM MAINTENANCE)	●	○	○	○
	COST SCORE	+2 points	-1 point	0 points	-2 points
TECHNICALLY PREFERRED SOLUTION		✗ (+2 points)	✗ (-5 points)	✗ (0 points)	✓ (+6 points)

Scoring:

- +2 points
- +1 point
- 0 points
- -1 point
- -2 points

Top Score

5.0

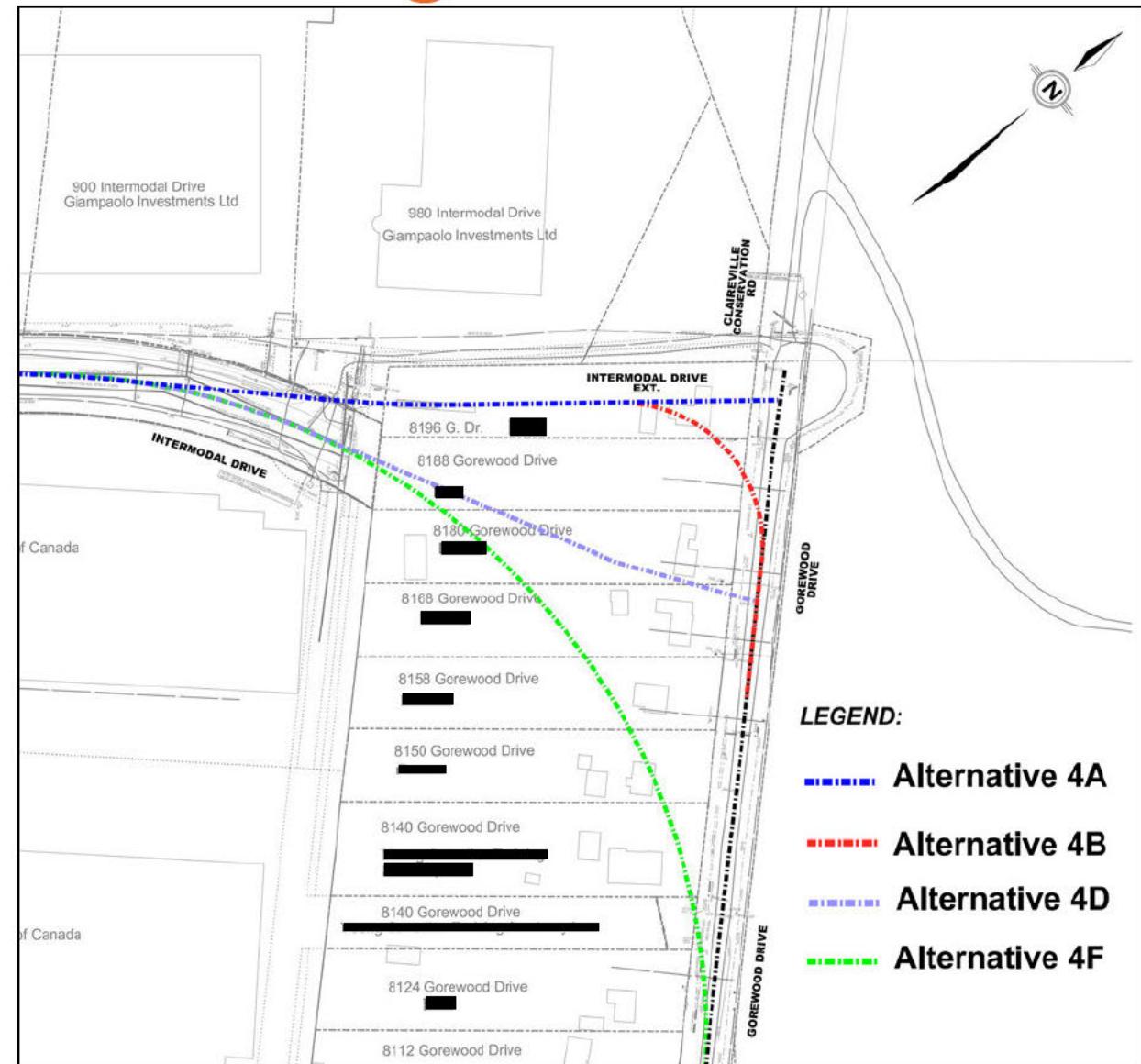
Alternative Alignments

Initial Screening of Alternative Alignments

Four alternative alignments were carried forward 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 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**) & Alt. 4D (**T-intersection**) can accommodate active transportation
 - Alt. 4F (**Large Curve**) performs poorly
- Traffic Operations
 - Alt. 4B (**Tight Curve**) & 4D (**T-intersection**) perform well in terms of traffic operations
 - Alt. 4A (**Elbow**) causes potential safety concerns from poor visibility
 - Alt. 4F (**Large Curve**) results in elevated safety risks from higher operating speeds
- Goods Movement Efficiency
 - Alt. 4B & 4F score well due to reduced impact to trucking
- Alt. 4B (**Tight Curve**) – performs best overall for transportation criteria

Evaluation of Alternative Alignments

Environmental & Social Impacts

- Alt. 4F (**Large Curve**) – performs poorly due to high property impacts
- Alt. 4A (**Elbow**), Alt. 4B (**Tight Curve**) & Alt. 4D (**T-intersection**) – perform similarly with neutral scoring in most sub-criteria

Natural & Physical Environment

- Alt. 4A (**Elbow**), Alt. 4B (**Tight Curve**) & Alt. 4D (**T-intersection**) – perform similarly
- Alt. 4F (**Large Curve**) – poorest performance due to increased likelihood of encountering contaminated soil

Cost

- Alt. 4A (**Elbow**) & Alt. 4B (**Tight Curve**) – lowest overall costs
- Alt. 4D (**T-intersection**) – moderate costs from protected intersection & additional property requirements
- Alt. 4F (**Large Curve**) – highest cost resulting from significant property impacts

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 point
ENVIRONMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	●	●	●	○
	PROPERTY IMPACTS/CONSTRAINTS	●	●	○	○
	UTILITY IMPACTS	○	○	●	○
	WATERMAIN ALIGNMENT	○	○	○	○
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	●	●	●	○
	ENVIRONMENTAL & 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 CONTAMINATION	○	○	○	○
	ARCHAEOLOGICAL POTENTIAL	○	○	○	○
	NATURAL/ PHYSICAL ENVIRONMENT SCORE	-2 points	-2 points	-2 points	-3 points
COST	CAPITAL COST (CONSTRUCTION & LONG-TERM MAINTENANCE)	○	○	○	○
	COST SCORE	0 points	0 points	-1 point	-2 points
TECHNICALLY PREFERRED ALIGNMENT		✗ (+2 points)	✓ (+8 points)	✗ (+3 points)	✗ (-14 points)

Scoring:

● +2 points

● +1 point

○ 0 points

○ -1 point

○ -2 points

Top Score

6.0

Active Transportation

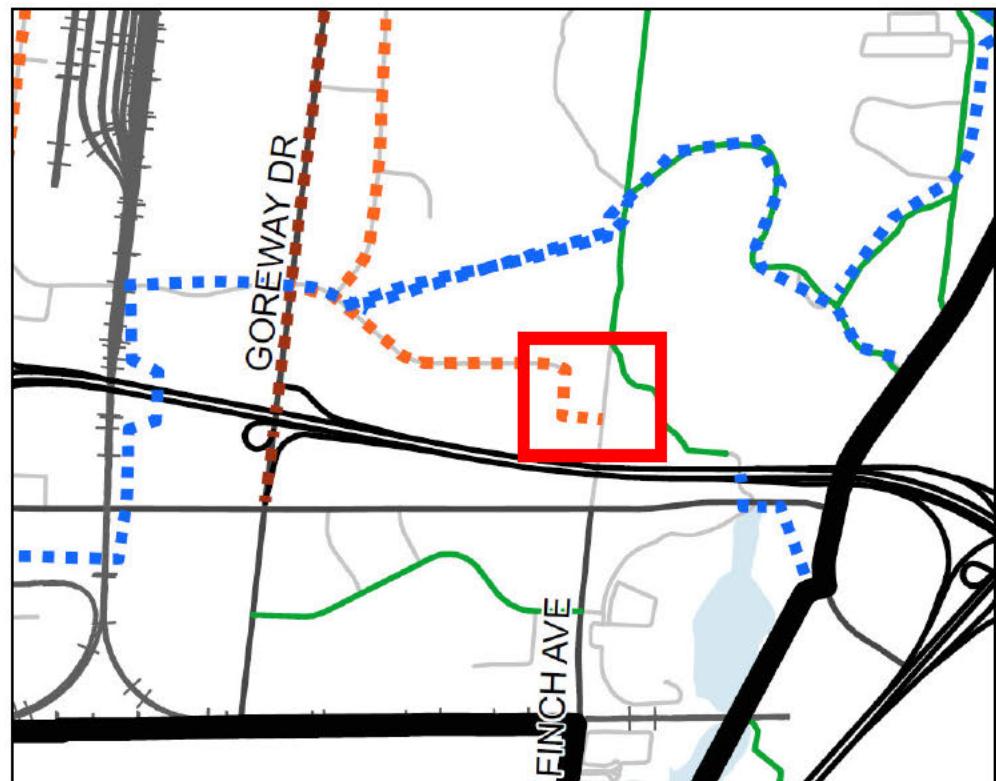
Active Transportation

Brampton Plan (2023)

- Schedule 3A identifies a potential Bike Lane or Buffered Bike (or similar facility) along private laneway linking Intermodal Dr and Gorewood Dr

This EA presents opportunities to:

- Consolidate active transportation linkage shown in Brampton Plan with Preferred Alignment
- Provide more direct pedestrian & cycling connections to Claireville Conservation Area



Proposed Facilities

Protected Bike Lane or Cycle Track	Recreational Trail
Bike Lane or Buffered Bike Lane	Desired GO Connection
Shared Roadway	
Multi Use Path	

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

Active Transportation Facilities Selection

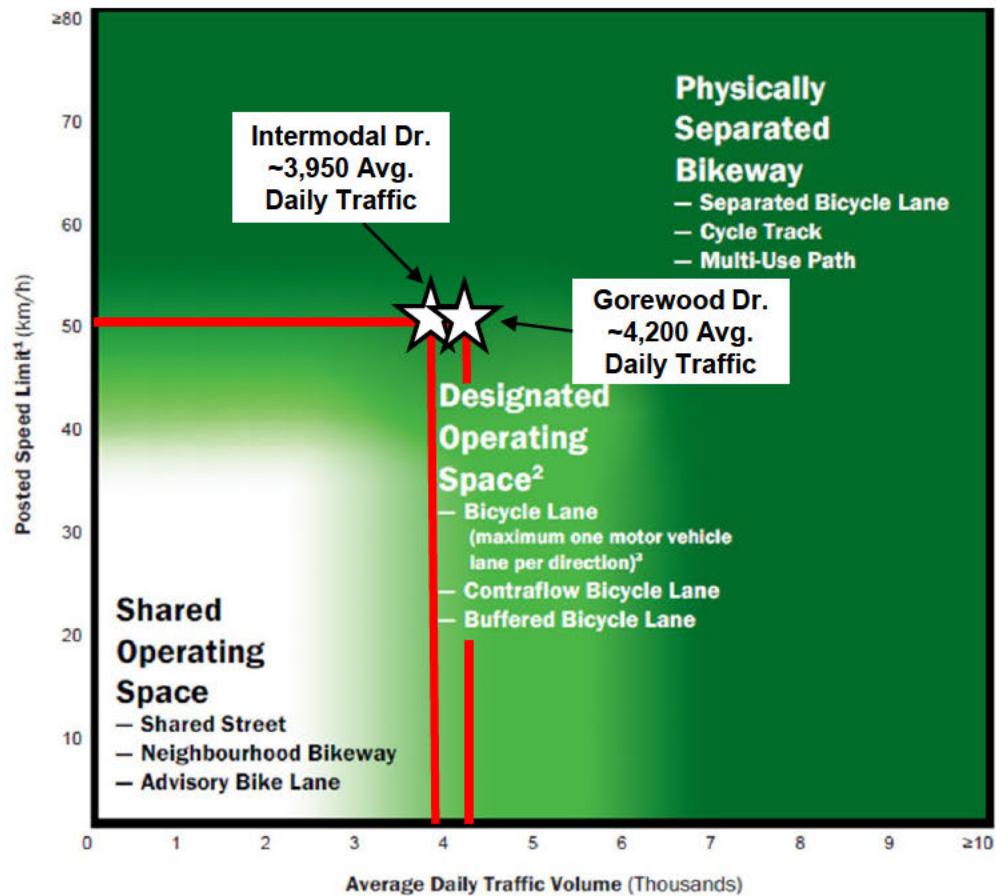
Ontario Traffic Manual – Book 18 (2021)

- Cycle tracks, buffered bike lanes or a multi-use path (MUP) are preferred (see graph)

Brampton Complete Streets Guide (2023)

- For Employment Collectors such as Intermodal Dr, generally recommend either:
 - 4.0 to 5.0-metre MUP on one side of street OR
 - 3.0-metre MUP when implemented on both sides
- Desired widths - 2.1m for pedestrians & 1.8m for cyclists

Recommendation: A 4.2m north MUP & 2.1m south sidewalk on Intermodal Dr extension satisfy both recent guidelines.



Source: Figure 6.1 in OTM Book 18

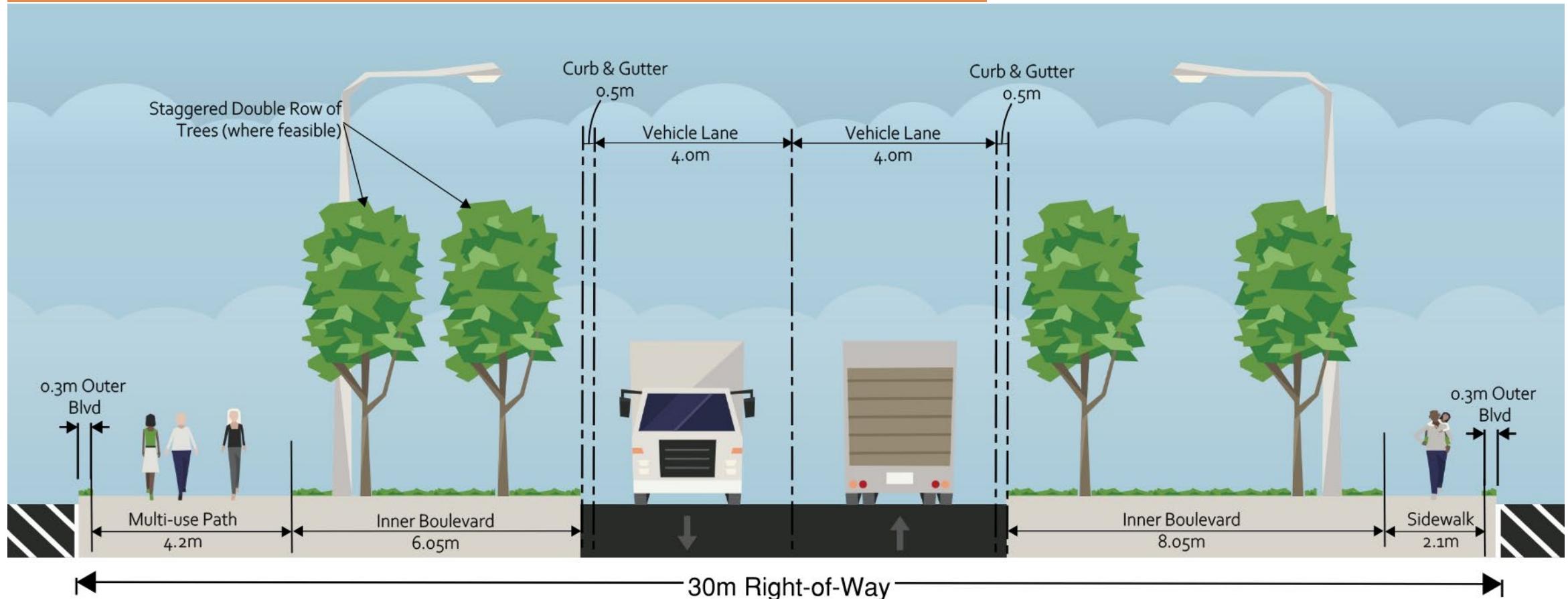
7.0

Preferred Design

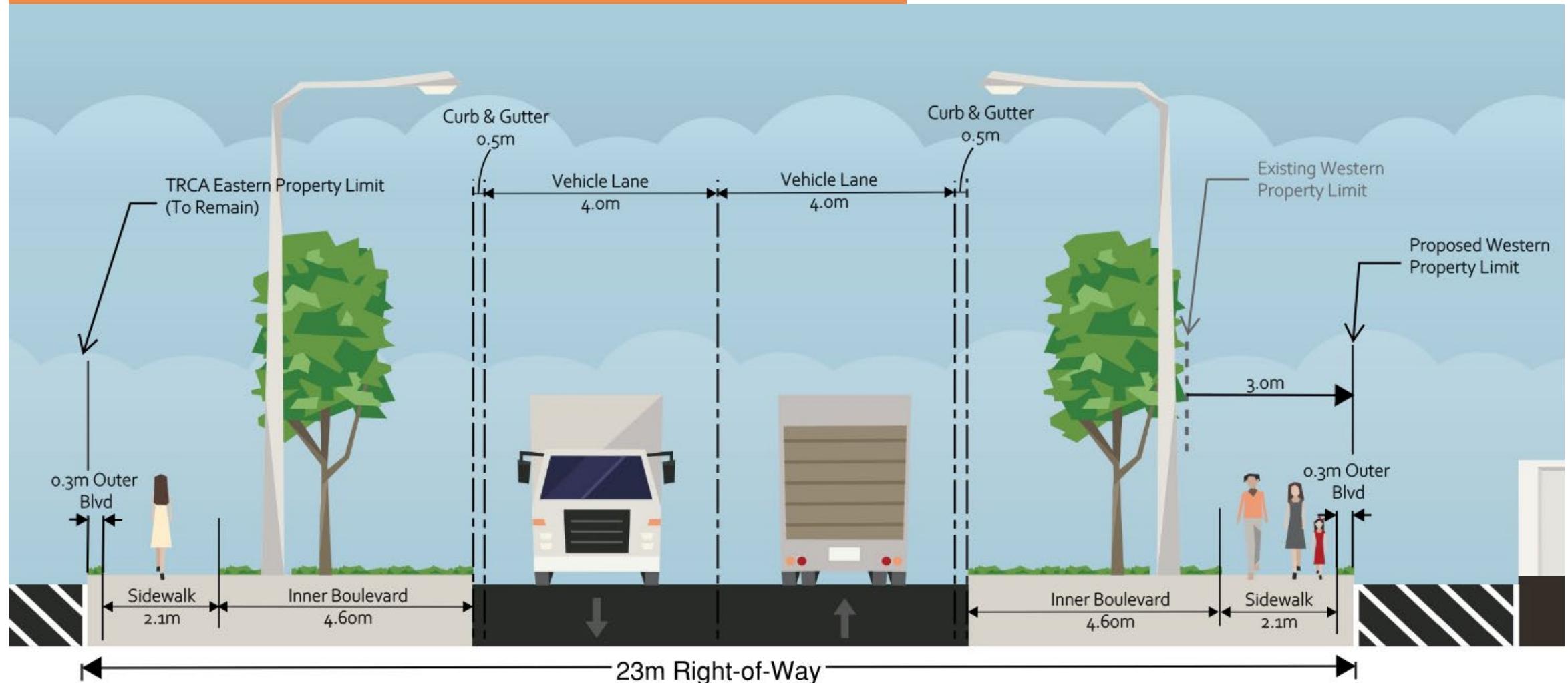
Preferred Alternative



Intermodal Drive Extension – Recommended Typical Cross-section



Gorewood Drive – Recommended Typical Cross-section



8.0

Next Steps

Next Steps



Thank You!



KEY CONTACTS

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+1 416 797 2672

Scott Johnston

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Meeting Minutes – Stakeholder Group Meeting Follow-Up (■) Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609

Date of Meeting: Friday, October 25, 2024

Location: 1975 Williams Parkway, Brampton, ON – Boardroom 2H (second floor)

Time: 8:30-9:45am

Date Minutes Circulated: Tuesday, December 3, 2024 Update

Attendees - 13

Name	Organization/Property Owner or Representative	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, Senior Project Engineer, Capital Works	shahid.a.mahmood@brampton.ca
Korosh Shahbazi	City of Brampton, Corporate Real Estate	Korosh.shahbazi@brampton.ca
Gurmeet Singh	City of Brampton, Realty Department	gurmeet.singh@brampton.ca
Scott Johnston	Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Ben Pascolo-Neveu (virtual attendance)	Arcadis, Consultant Deputy Project Manager (EA)	ben.pascoloneveu@arcadis.com

Regrets - 0

Name	Organization, Role	Contact Information
-	-	-

1	Meeting Purpose
---	-----------------

This sit-down meeting was requested by members of the [REDACTED] family to help reiterate their primary questions and concerns, following the submission of stakeholder comments/feedback on Friday, September 13, 2024.

The [REDACTED] family currently owns 8 out of the 13 Gorewood Dr. estate properties, with ownership of these lots split between 5 individuals and includes lots 8094, 8102, 8124, 0 (easement), 8140, 8188 & 8196 Gorewood Dr.

D. Glean opened the meeting by thanking all attendees for the thoughtful and detailed written comments provided through the stakeholder review process and noted that the City staff and Arcadis are available to field questions and listen to concerns.

2	Key Concerns & Discussion
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Property Value

[REDACTED] expressed his primary concern that the property at 8196 Gorewood Dr. would be undevelopable and that property values would decrease with Alt. 4B. [REDACTED] reiterated his desire for the Intermodal Dr. extension to have frontage on both sides and to therefore follow a curved alignment. [REDACTED] indicated that [REDACTED] has been offered substantial sums of money for his land over the last 20 years. The three northernmost lots (8196, 8188 & 8180 Gorewood Dr) are the most valuable/developable due to the lack of encroachment with the floodplain and the direct access from the existing eastern terminus of Intermodal Drive. For these reasons, she encouraged the project team to investigate more southern locations of the road that has less impact on these northernmost lots. [REDACTED] feels that it is being disproportionately impacted by the proposed alignment.

S. Johnston explained that in a typical EA when a road crosses multiple properties, the City needs to negotiate with more property owners and that there is a higher likelihood of smaller remnant pieces of land resulting from the acquisition process that the City which will be less desirable for future development and resale. He did acknowledge, however, that there is merit in revisiting the floodplain and developability criteria in the evaluation of alternative alignments.

Property Ownership

[REDACTED] echoed [REDACTED] comments. Her main concern is that 8196 Gorewood Dr. would be undevelopable. She added that all of the owners agree on this alignment, with the exception of [REDACTED]. D. Glean noted, however, that the [REDACTED] properties are owned by more than one individual. [REDACTED] noted that even though there may be multiple owners listed on title, there is really one 'controlling mind'. S. Johnston indicated that the project team cannot judge the interrelationship between property owners, but can only go with the name/names listed on the property's title for the purposes of the EA study evaluation.

Refinements to Alternative Alignments

[REDACTED] inquired if Alt. 4D with a tight radius could be considered instead of a T-intersection. S. Johnston indicated that it is generally not desirable to have a municipal road intersecting at a tight bend, but a driveway could be acceptable. This was one of the deciding factors that led to the selection of Alt. 4B as the preferred option.

Stakeholder Consultation

[REDACTED] expressed concerns about consultation with neighbouring property owners early on in the EA process and before the [REDACTED] family was consulted. S. Johnston clarified that there was no consultation underway at that time and that the project team was in the process of gathering contextual information as part of the data collection phase of the project.

8196 Gorewood Dr.

Construction Phasing & Timing

[REDACTED] reiterated that the road extension needs to be built all the way south to Steeles Ave E to serve as a useful link. B. Parajuli responded that upgrades to Gorewood Dr south to Steeles Ave E would not require a full-blown EA study, and would be more limited to ensuring that the road can support truck traffic operations. It is expected that the Traffic By-law would also be amended to legally allow truck traffic on Gorewood Dr through this process. The construction does not have funding yet, but the completion of the EA for the 'missing link' would go along way to securing funding through Council for the entire roadway as part of the City's annual capital budget review process.

Stormwater Management

Operating Speeds & Safety

_____ and _____ expressed doubt that the road would actually support reduced operating speeds of 40km/h and their thoughts that the tight curve would create an unsafe condition on the roadway. The tight curve is intended to slow vehicles down and act as a natural traffic calming feature. Vehicle lanes are flared and fully accommodate smooth turns from 53-foot tractor trailers, without requiring these vehicles to cross the yellow road centreline or turn in a non-continuous (unpredictable manner) that is more likely to result in traffic operational issues.

Stakeholder Engagement

3 Meeting Conclusion & Next Steps

S. Johnston and D. Glean concluded the discussion portion of the meeting by thanking everyone for their attendance and participation.

S. Johnston noted that the project team is working towards preparing responses to the stakeholder comments, along with updates to the evaluation of alternative alignments based on the feedback received today, and will be able to share these with stakeholder group in the coming weeks.

requested a follow-up 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.



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Meeting Minutes – Stakeholder Group Meeting Follow-Up (████████) Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609

Date of Meeting: Friday, November 15, 2024

Location: 1975 Williams Parkway, Brampton, ON – Boardroom 2H (second floor)

Time: 2:30-3:15pm

Date Minutes Circulated: Tuesday, December 3, 2024 (Update)

Attendees - 6

Name	Organization/Property Owner or Representative	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, Senior Project Engineer, Capital Works	shahid.a.mahmood@brampton.ca
Scott Johnston	Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Ben Pascolo-Neveu (virtual attendance)	Arcadis, Consultant Deputy Project Manager (EA)	ben.pascoloneveu@arcadis.com

Regrets - 0

Name	Organization, Role	Contact Information
-	-	-

Item Discussed	Action By	Date of Action Initiation	Action Due Date
1 Meeting Purpose			
<p>This sit-down meeting with [REDACTED] was initiated by the City of Brampton to review a new sketch alignment option that the City is contemplating, following the initial meeting held with all stakeholders on August 22, 2024, as well as to provide a status update on responses to his comments received on August 29, 2024.</p> <p>[REDACTED] owns 4 out of the 13 Gorewood Dr. estate properties, including properties at 8086, 8158, 8168 & 8180 Gorewood Dr.</p>			
2 Key Concerns & Discussion			
<p><u>New Sketch Alignment Option (Alt. 4G)</u></p> <p>D. Glean explained that the project team is considering a new alignment option which is a hybrid of Alt. 4B and Alt. 4D, after discussions with the City's development team to look at the EA from a more global perspective. This new alignment would maintain a balance between developability north and south of Intermodal Drive, with the goal of providing higher probability for development among all property owners.</p> <p>Based on TRCA comments for a pre-development application meeting initiated for the Gorewood Dr. estate properties to permit temporary outdoor storage use, these lots within TRCA's regulatory floodplain limits are expected to require significant mitigation and stormwater management features to support future development.</p> <p><u>TRCA Access</u></p> <p>[REDACTED] provided his initial thoughts on the new sketch alignment option, noting one of his primary concerns is the lack of realignment of the roadway to the north.</p> <p>D. Glean noted that TRCA really just requires a driveway to the north and that this access would be realigned similar to Alt. 4B to maximize sightlines at this intersection with the Intermodal Drive extension. The proposed driveway location is ideal, centred on the outside curve of the road. A condition of development for the Gorewood Dr. estate properties north of the Intermodal Drive extension would likely be that these resulting parcel(s) would not permit a vehicular access off of the TRCA driveway and instead that any access would have to be directly off of the Intermodal Drive extension to further discourage general traffic from heading north. All of these details will be shown if the sketch alignment is further developed into a more fulsome design.</p>			

Item Discussed	Action By	Date of Action Initiation	Action Due Date
<p><u>TRCA Parking Lot</u></p> <p>D. Glean explained that the long-term plan for the TRCA surface parking lot at the northern end of Gorewood Dr. is to reallocate this space for material storage and exclusive use of parks maintenance staff. Thus, members of the public arriving by car and wishing to park would be diverted to the nearest lot on Highway 50.</p> <p>Otherwise, individuals would still be able to access the Gorewood Dr. TRCA entrance using active modes of transportation.</p> <p>████████ noted that prior to the construction of this parking lot, there were many vehicles parked nearby on Gorewood Dr., despite signage indicating prohibitive signage and he expects that this issue will occur again with the elimination of the TRCA parking lot. D. Glean indicated that perhaps directive signage could be provided by TRCA to help divert motorists to the larger Highway 50 TRCA parking facility opposite Gibraltar Road. D. Glean also reasoned that presently Gorewood Dr. is a 'dead end' road and that it would naturally experience more through traffic with its connection to Intermodal Dr. which may also discourage motorists from parking along this road. In any case, further discussion on this potential issue will be required with TRCA.</p>			
<p><u>Road Alignment</u></p> <p>████████ noted that he would prefer that the alignment be straighter to maximize the developability of land within the Gorewood Dr. estate properties. A straighter alignment would straddle the property line between the 980 Intermodal Drive and 8196 Gorewood Drive. D. Glean indicated that the project team received comments from Six Nation about concerns over impacts to the treeline straddling the property line between 980 Intermodal Dr. and 8196 Intermodal Dr. under Alt. 4B. An alignment straddling 980 Intermodal Dr. and 8196 Intermodal Dr. would result in further impacts to these trees. D. Glean also noted that just north of 8196 Intermodal Drive property line there is an existing extra high pressure gas main with easement. Building a road on top involves additional risk and higher costs. S. Mahmood pointed out as well that there is a significant grade differential between these properties that would need to be smoothed out and would create further challenges for road construction.</p>			
<p>S. Johnston reiterated that the project team is trying to maintain equal developable land north and south of the Intermodal Drive extension, acknowledging that it is challenging, given the unique shape of the floodplain south of the Intermodal Dr. extension. From a roadway design perspective, however, both a straight option and curved option could be designed to be safe.</p>			
<p><u>Tight Curve</u></p> <p>████████ also expressed his concerns about the tight curve that is required whether or not Alt. 4B or Alt. 4G is considered.</p>			

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.



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Meeting Minutes – Stakeholder Group Meeting #3 (████████) Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609

Date of Meeting: Thursday, January 9, 2025

Location: 1975 Williams Parkway, Brampton, ON – Boardroom 2F (second floor) & MS Teams (hybrid meeting)

Time: 12:00-1:00pm

Date Minutes Circulated: Wednesday, January 15, 2025 (Updated February 3, 2025)

Attendees - 14

Name	Organization/Property Owner or Representative	Contact Information
████████	████████	████████
████████	████████	████████
Diana Glean	Project Manager, Public Works Project Leader, City of Brampton	diana.glean@brampton.ca
Bishnu Parajuli	Manager of Engineering, City of Brampton	bishnu.parajuli@brampton.ca
Shahid Mahmood	Senior Project Engineer, Capital Works, City of Brampton	shahid.a.mahmood@brampton.ca
Jaspreet Singh Bassi	Civil Engineering Technologist, City of Brampton	JaspreetSingh.Bassi@brampton.ca
Jan Salaya	Planner I, Development Services & Design, City of Brampton	Jan.salaya@brampton.ca
Kenneth Chan	Senior Vice President – Transportation Engineering & Planning, LEA Consulting	kchan@lea.ca
Timothy Chin	Project Manager – Transportation Engineering, LEA Consulting	tchin@lea.ca
Terrance Glover	Principal, Urban in Mind	tglover@urbaninmind.ca
Dorothy Yeung	Planner/Development Coordinator, Urban in Mind	dyeung@urbaninmind.ca
Katherine Kung	Senior Planner, LEA Consulting	kkung@lea.ca
Josh Wagemaker	Water Resources Project Engineer	jwagemaker@cfcrozier.ca
Tony Elias	Civil Engineer, Crozier Consulting Engineers	telias@cfcrozier.ca
Ben Pascolo-Neveu	EA Deputy PM, Transportation Engineer, Arcadis	ben.pascoloneveu@arcadis.com

Regrets - 0

Name	Organization, Role	Contact Information
████████	████████	████████

1 Meeting Purpose & Introductions

████████ requested a meeting to discuss and present the modified Alternative 4D alignment that they developed through the retention of LEA Consulting for comparison with the project team's Alternative 4G (hybrid alignment of Alternatives 4B & 4D).

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

2 Key Concerns & Discussion

Alternative 4G (Hybrid Alt. 4B & 4D)

The project team reiterated that they had made significant modifications to Alternative 4B (straight alignment) to create more equitable opportunities to the north and south of the Intermodal Drive extension.

While Alternatives 4G and modified Alternative 4D prepared by LEA Consulting are quite similar, the alignment is noticeably shifted further to the south impacting additional properties, just prior to the intersection with Gorewood Drive. The City of Brampton will overlay the CAD files for Alternative 4G over LEA Consulting's modified Alternative 4D alignment. **(Action for Project Team)**

The modified Alternative 4D alignment (LEA Consulting) would provide more favourable development opportunities to the north of the road extension, but would further limit development to the south.

In terms of development potential, having a double-loaded road that similar developability on both sides was considered favourably in the evaluation of alternative alignments. LEA advised that the Alternative 4D alignment (LEA Consulting) would allow for a double-loaded road as well.

Terrance Glover of Urban in Mind indicated that the viability of development on both sides of the road should not be considered on a per-lot basis as the lots would need to be altered for development.

Land Value

████████ expressed their views that the two northernmost lots are the most valuable of Gorewood estate lots and stated that they have invested significantly in these properties over the last 20+ years, given that they are the least impacted by the floodplain. The project team indicated that while this is appreciated, the preliminary preferred alignment considered overall criteria, including environmental, social, natural, and developmental factors.

Stakeholder Consultation

The project team noted that the thorough stakeholder consultation process has involved significant effort in modifying the preliminarily preferred alignment option to create a solution in considering the needs of all property owners.

Alternative 4F – Large Curved Alignment

████████ indicated that their preferred option is still Alternative 4F, however it became clear that this was no longer supported from the evaluation of alternative alignments, and therefore their decision was made to retain LEA Consulting to develop a modified Alternative 4D alignment.

Limits of EA Study

The project team explained that the intent of this EA study is to extend Intermodal Drive and establish a connection with Gorewood Drive by matching the existing ROW and rural cross-section on this north-south local street. Any additional work or rehabilitation upgrades to Gorewood Drive are outside of the scope of this study.

Floodplain Impacts

████████ indicated that a request was made to the City of Brampton and Arcadis to conduct a flood plain modeling analysis. ██████████ indicated that flood plain modeling was a significant step in the EA study.

Gorewood Drive is almost entirely located in the floodplain north of Highway 407 and therefore any connection with this north-south local street would require at least some additional encroachment on the floodplain area in consultation with TRCA.

Tony Elias of Crozier stated that the Alternative 4D alignment had better impacts and that the current alignment still would bring the extension of Intermodal Drive into the flood plain. Tony Elias indicated that flood plain modelling was being conducted by Crozier to alleviate flooding concerns. Tony Elias and ██████████ stated that flood plain modelling could alleviate concerns for all lots along Gorewood.

Tony Elias asked if the City of Brampton had concerns regarding flood plain modelling relating to the further extension of Intermodal Drive. Ben Pascolo-Neveu replied that the City sought to minimize the impact to the rural cross-section on Gorewood and to maintain the existing drainage flows.

████████ expressed concerns regarding how the flood plain was being considered when considering property impacts. ██████████ stated that the lots owned by the ██████████ should not be negatively impacted due to the natural placement of their lots outside of the flood plain area.

To limit changes to existing drainage patterns, the project team is proposing to match the existing 20m rural cross-section of Gorewood Drive.

LEA Consultants noted that floodplain issues are exacerbated by undersized culverts near Highway 407 and would require more detailed modelling.

The project team noted that a straight alignment was also reviewed which would allow for a connection point with Gorewood Drive outside of the TRCA Regulated Floodplain area. This alignment, however, was ruled out at the initial screening stage for a few reasons, including significant grading challenges, conflicts with a high pressure gas main and impacts to the industrial/manufacturing businesses at 900 & 980 Intermodal Drive.

Planning Policy Discussion

LEA Consulting indicated that the modified Alternative 4D alignment more closely resembles the alignment shown in the Airport Intermodal Secondary Plan, in comparison with Alternative 4G (Arcadis). The project team responded by stating that the Secondary Plan alignment merely indicates support from a planning policy perspective to extend and connect Intermodal Drive to Gorewood Drive. The purpose of this EA study is to finalize the exact route for this connection and establish the appropriate ROW protection.

LEA stated that the road always went through the Gorewood lots on a southern-oriented curved alignment in accordance with the City of Brampton's official plans. LEA asked that the Official Plan be considered when assessing property impacts for the evaluation matrix, as the owners of the southern lots were always aware of the constraints on their properties.

Terrance Glover of Urban in Mind stated that the lot owners made purchase decisions based on the secondary plan and the secondary plan should be followed, unless another route is determined to be superior. Terrance Glover explained that Alternative 4D alignment (LEA Consulting) is superior due to improved property impacts. ██████████ stated the same.

ROW Width

The project team will discuss with the City's Planning team to determine if there is flexibility to reduce the ROW for the Intermodal Drive extension from 26m to 23m. This is not the project team's decision to make, given that this is outside of the 26-30m ROW range identified in the Brampton Plan Intermodal Drive extension; however, the project team can discuss this further with the City of Brampton's Planning Policy Group. In the previous version of the functional design plan, the project team applied a 30m ROW which was then reduced to 26m to provide more developable land within the Gorewood estate properties. Regardless of the ROW width that is settled on for the Intermodal Drive extension, it is expected that the existing 20m ROW and rural cross-section on Gorewood Drive would be maintained.

(Action for Project Team: Discuss appropriate ROW for Intermodal Drive extension with City of Brampton Planning Policy Group.)

Role of Experts

████████ and ██████████ stated that experts were consulted by the ██████████ family to convey comments to the City of Brampton and Arcadis as the ██████████ family felt that their comments were not being properly evaluated or considered during the EA process.

3 Meeting Conclusion & Next Steps

D. Glean concluded the discussion portion of the meeting by thanking everyone for their attendance and participation.

Lastly, it was noted that ██████████ will be unavailable from March 5th to April 3rd.

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.

SUBJECT

Response Letter to LEA Consulting Report: Intermodal Drive Extension MCEA – Alternative Evaluation Table (published on December 19, 2024)

TO**FROM**

Ben Pascolo-Neveu

CC

Diana Glean, Bishnu Parajuli

Dear [REDACTED]:

On behalf of the entire project team, we would like to thank you for taking the time to provide this additional comprehensive feedback report entitled 'Intermodal Drive Extension, Municipal Class Environmental Assessment Study, [REDACTED] (8094-8140,8188 & 8196 Gorewood Dr) Comments – Alternatives Evaluation Table', published on December 19, 2024 by LEA Consulting. This document is appended to this letter for ease of reference.

The level of effort required to undertake this work is not lost of the project team and we do appreciate these suggested modifications on both the evaluation of alternative alignments and design. We also recognize that LEA Consulting has carried forward many key design parameters and characteristics from the Alternative 4B functional design for the development of the modified Alternative 4D design. The project team has incorporated an additional alignment to the project scope, a 'hybrid' of Alternatives 4B and 4D, and is referred to as Alternative 4G. This decision was made following feedback from the [REDACTED] during an individual meeting on October 25, 2024.

The project team would like to provide the following specific responses regarding proposed revisions by LEA Consulting regarding the evaluation of alternative alignments and the functional design:

Transportation Criteria

The project team generally agrees with the evaluation scoring assigned to the three (3) 'Transportation' criteria for the modified Alternative 4D alignment.

Right-of-Way (ROW) Protection

The right-of-way protection specified in the Brampton Plan (2024) for Intermodal Drive ranges from 26m to 30m. The initial design of the Intermodal Dr. extension to Gorewood Drive with Alternative 4B applied a 30m ROW; however, this width was subsequently narrowed to 26m ROW to provide more developable land in the adjacent parcels. A reduction below 26 metres is not supported by the Official Plan policy. Opportunities for tree planting are anticipated to be more limited with the proposed reduction in ROW below the Official Plan guidance as well, particularly where the vehicle lane widths flare to 5.5 metres per direction.

'Development' Criteria

The 'Development' evaluation criteria have been expanded to include two separate sub-criteria, including 'Development Potential' and 'Impact to Development Land', based on feedback received following the stakeholder engagement meeting held on August 22, 2024 and individual consultation with property owners.

'Development Potential' was retained as a higher-level criteria that considers the likelihood that the Gorewood Drive estate lots will foster economic growth and development in the future. With the extension of Intermodal Drive, this criteria generally received a positive score.

A second criteria entitled 'Impact to Development Land' was added to the evaluation matrix, based on previous feedback received from stakeholders. In this category, both Alternative 4A and 4B received the lowest score, given that development can only occur to the south of the Intermodal Drive extension.

Response Letter – [REDACTED]
Arcadis Professional Services (Canada) Inc.
February 7, 2025

The project team understands that stakeholders have some concerns related to the floodplain. We are coordinating with TRCA to gather any new updated information, and any new updates will be shared with all relevant parties.

Property Impacts/Constraints

The 'Property Impacts/ Constraints' criteria was based on the number of properties affected, rather than the impact on a single property, such as 8196 Gorewood Drive.

The Alternative 4G alignment is essentially contained within 2 properties, while the modified Alternative 4D alignment has notable impacts to 3 properties.

Technically Preferred Alignment

Since the stakeholder meeting on August 22, 2024 and individual consultation with property owners, the project team has worked to incorporate feedback received from yourselves and others into a revised alternative alignments evaluation matrix. Based on this latest evaluation matrix, which expanded the 'Developability' criteria as described above, it appears that we are generally in agreement that Alternative 4G, a 'hybrid' of Alternatives 4B and 4D is the best solution overall, based on the evaluation criteria.

An overlay was completed, as requested during the January 8, 2025 meeting with yourselves, demonstrating that the modified Alternative 4D and Alternative 4G mostly overlap, with the exception of the easternmost portion at the connection to Gorewood Drive. The modified Alternative 4D alignment provides more developable land outside the floodplain to the north of the Intermodal Drive extension.

Consultation / Engagement

The City of Brampton has undertaken a more comprehensive engagement process than is typically followed for a Schedule 'B' Municipal Class Environmental Assessment (MCEA) process, including the review of multiple rounds of comments and follow-up engagement meetings with yourselves and other interested parties to ensure that your concerns are well documented and considered. The team has acted on this feedback through a redesign exercise to provide more equitable development land for key stakeholders which is available as part of the Online PIC materials and is referred to as 'Alternative 4G'.

It is important that the City of Brampton considers feedback from all stakeholders, including the general public, so that any further design changes can be undertaken in a collaborative manner and reflect the concerns of all parties that wish to participate in this process.

Closing

In closing, we look forward to any other feedback that you would like to provide during the Online Public Information Centre (PIC) posting period and will consider this along with input received from other stakeholders and members of the general public.

Yours Very Truly,



Ben Pascolo-Neveu, P.Eng.
Transportation Engineer

Enclosure: Intermodal Drive Extension Municipal Class Environmental Assessment (MCEA) – Alternative Evaluation Table (published on December 19, 2024 by LEA Consulting)



December 19, 2024

LEA Reference Number: 25177.00

Ms. Diana Glean, CET
Project Manager
City of Brampton
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Email: diana.glean@brampton.ca

RE: **Intermodal Drive Extension, Municipal Class Environmental Assessment Study**
[REDACTED] (8094-8140, 8188 & 8196 Gorewood Drive) Comments – Alternatives Evaluation Table

Dear Ms. Glean,

Thank you for the opportunity to comment on the draft alternative road alignment evaluation table for the Intermodal Drive Extension Municipal Class Environmental Assessment Study (MCEA) in the City of Brampton. We have completed a review of the alternative road alignment evaluation table and have a number of comments on the input in the evaluation table and selected technically preferred plan and have developed a number of suggested refinements to the alternative road alignments which achieves the City's goals and MCEA's Problem and Opportunities Statement while minimizing impacts to [REDACTED] properties at 8094-8140, 8188 & 8196 Gorewood Drive.

Design Refinement of Alternative 4D Road Alignment

Following a review of the City's alternative road alignments, LEA Consulting (LEA) refined Alternative 4D to minimize impacts to development potential, and improve traffic operations. The City's Alternative 4D was refined with the following:

- a) Right-of-Way (ROW) reduced to 23m and consistent with the recommended ROW of Gorewood Dr.
- b) Although the reduced ROW is not compatible with Brampton's standard major collector (30m ROW), road and active transportation facility widths are compatible with Brampton's standards and Complete Streets Guidelines (2023) (i.e. a minimum 4.2m north multi-use path and 2.1m wide south sidewalk on Intermodal Dr. Extension) and allows for a gentler transition into Gorewood Dr. (23m ROW).
- c) A 4m wide laneway is provided at straight road section which consistent with the recommended Intermodal Dr Extension and Gorewood Dr.
- d) A 5.5m wide laneway is provided at curve road section which is designed to accommodate simultaneous WB-20 truck movements.
- e) A north-south controlled pedestrian crossing is provided which allows for achievement of improved active transportation connectivity between TRCA trail network and adjacent land uses.
- f) Maintains existing alignment within the eastern terminus of Intermodal Dr. which could minimize the need for utility relocations.



In general, this refinement of Alternative 4D satisfies the overall vision of the Brampton Plan (2023) and Airport Intermodal Secondary Plan (Area 4) with regards to the Intermodal Dr. Extension, compatible with Brampton's standards and Complete Streets Guidelines (2023). By re-align and reduce the ROW of the Intermodal Dr. Extension, it could potentially improve the overall development potential of the properties in the area.

Alternative Evaluation Table

The following provides a summary of our comments on the City's alternative road alignment evaluation table presented at the August 22, 2024 stakeholder meeting, updated based on the LEA's recommended refinements to alternative road alignment 4D:

Connectivity for Active Transportation

The modified Alternative 4D updated the protected intersection configuration to a curved bend, similar to Alternatives 4A and 4B. As a result, the evaluation scoring was reduced from +2 to a +1 to be consistent with the scoring to Alternatives 4A and 4B.

Traffic Operations

The curve introduced in the modified Alternative 4D is similar to Alternative 4B which promotes lower vehicular operating speeds and serves as a traffic calming measure but still allows for continuous traffic flow. Sightline limitations may be resolved with restrictions on the placement of obstructions on the inside of the curve to maximize visibility. No change in scoring is recommended for this evaluation criteria and is consistent with the scoring provided for Alternative 4B.

Goods Movement Efficiency

The curve introduced with the refined Alternative 4D allows for a continuous flow of vehicular traffic along the curved transition from Gorewood Dr. through to the Intermodal Dr. extension and vice versa similar to Alternative 4B. The evaluation score for the refined Alternative 4D is recommended to be increased from 0 to +2, similar to Alternative 4B.

Development Potential

We disagree that full score (+2) be assigned to Alternatives 4A and 4B which ignores this road alignment's detrimental impacts to the development potential of the 8196 Gorewood Dr. property and the property owner's development plans for the property. Given Alternatives 4A and 4B would render the 8196 Gorewood Dr. property undevelopable, the evaluation scores for Alternatives 4A and 4B should be reduced to acknowledge the significant impacts to the 8196 Gorewood Dr. property. Furthermore, impacts to 8188 and 8196 Gorewood Dr. are particularly significant given the properties' unique characteristics which allow for the development of industrial and commercial land-uses with the existing connection to Intermodal as well as their placement outside of the flood zone. Despite the significant impacts to 8196 Gorewood Dr., recognizing that the Alternative 4A and 4B alignment avoids significant impact 8188 and 8180 Gorewood Dr. properties as envisioned in the Airport Intermodal Secondary Plan (Area 4), an evaluation score of -1 is a fair evaluation score.

Alternative 4D and refined Alternative 4D alignment results in moderate property impacts on 8180 Gorewood Dr which may limit its development potential. To reflect these impacts in the evaluation table, the development potential evaluation score for Alternatives 4D and refined 4D were reduced from +2 to 0.



Property Impacts/Constraints

Alternatives 4A and 4B results in the greatest property impacts to two to three at 8196, 8188, and 8180 Gorewood Dr. with significant property impacts to 8196 Gorewood Dr. that is detrimental to development. It is inaccurate to state that Alternatives 4A and 4B results in “minor property impacts” given the road alignment bisects the 8196 Gorewood Dr. property in half and would effectively impact the majority of the property. In recognition of the significant property impacts to 8196 Gorewood Dr., the evaluation score for Alternatives 4A and 4B should be reduced to -1.

Technically Preferred Alignment

With the adjusted scoring in the alternative road alignment evaluation table to more accurately reflect the impacts to development potential and property impacts/constraints of Alternatives 4A and 4B and the benefits to the refined Alternative 4D, it is LEA’s opinion that the technically preferred alternative for the Intermodal Drive extension should be updated to the refined Alternative 4D for the reasons noted above.

Consultation / Engagement

We understand the City of Brampton is planning to hold the Public Information Centre (PIC) for this study in mid-January 2025. In light of concerns and recommendations to update the alternatives being considered and evaluation, we respectfully request the PIC be postponed to allow sufficient time to resolve these matters before presenting the alternatives and preliminary technically preferred plan are presented to the public.

Closing

We thank you again for the City’s consideration in this matter and we look forward to meeting with you to further discussing our concerns in January 2025 and work together to come to a resolution. In the meantime, please contact [REDACTED] or [REDACTED].

Yours truly,

LEA CONSULTING LTD.

Katherine Kung

Katherine Kung, MCIP, RPP
Senior Planner

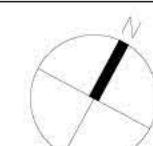
CC:

[REDACTED]

Ken Chan, LEA Consulting
Timothy Chin, LEA Consulting
Scott Johnston, Arcadis

Attachments: Refined Alternative 4D Drawing
Updated Alternative Road Alignment Evaluation Table

LEA Consulting Ltd.
Consulting Engineers
and Planners
www.LEA.ca



Project No.
25177
Date
DEC. 06, 2024

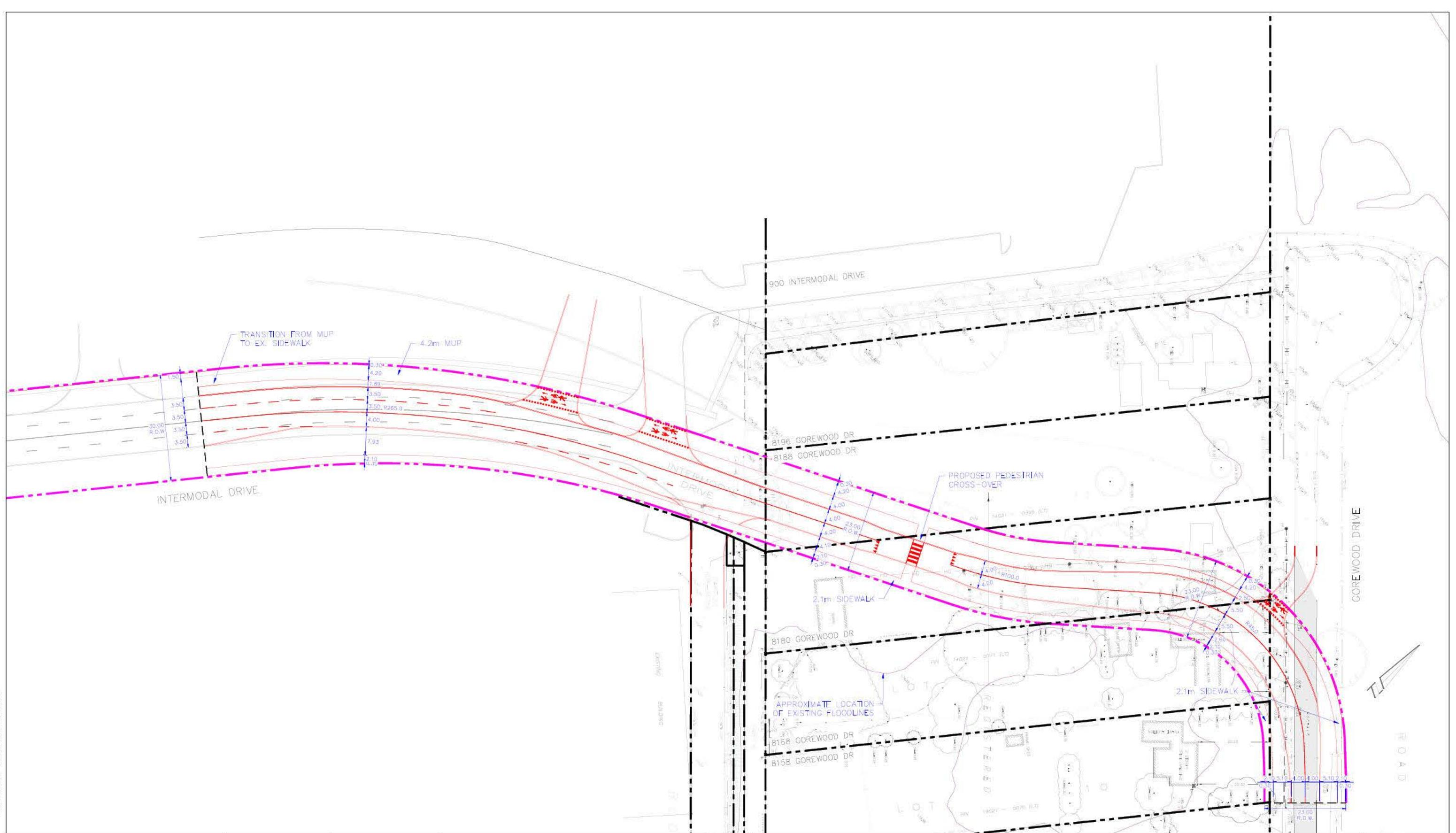
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FOR DISCUSSION

8094-8140 COREWOOD DR
BRAMPTON ONTARIO

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ALTERNATIVE 4D - MODIFIED ALIGNMENT

Drawing No.
004



Intermodal Dr. Extension Municipal Class Environmental Assessment Study, City of Brampton
Updated Evaluation of Alternative Road Alignments

Criteria	Relevant Sub-Criteria	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	Modified Alternative 4D Extend Intermodal Dr. to a Curved Alignment	Alternative 4E Extend Intermodal Dr. to a Large Curved Alignment
Transportation & Traffic Analysis	Connectivity for Active Transportation					
		<ul style="list-style-type: none"> Generally allows for achievement of improved active transportation connectivity between TRCA trail network and adjacent industrial uses, including the introduction of a north-south controlled pedestrian crossing Slight disconnect would exist between any potential north-south active transportation crossing location and the natural desire line between the TRCA lands Gorewood Dr. entrance and adjacent land uses 	<ul style="list-style-type: none"> Generally allows for achievement of improved active transportation connectivity between TRCA trail network and adjacent industrial uses, including the introduction of a north-south controlled pedestrian crossing Slight disconnect would exist between any potential north-south active transportation crossing location and the natural desire line between the TRCA lands Gorewood Dr. entrance and adjacent land uses 	<ul style="list-style-type: none"> A “protected intersection” configuration maximizes active transportation connectivity within the vicinity of the Gorewood Dr. TRCA trail network entrance and strengthens multi-modal connections with adjacent land uses by providing controlled crossings at natural desire lines 	<ul style="list-style-type: none"> Generally allows for achievement of improved active transportation connectivity between TRCA trail network and adjacent industrial uses, including the introduction of a north-south controlled pedestrian crossing Slight disconnect would exist between any potential north-south active transportation crossing location and the natural desire line between the TRCA lands Gorewood Dr. entrance and adjacent land uses 	<ul style="list-style-type: none"> The large gradual curve in this alignment creates a significant barrier in developing a safe north-south active transportation crossing by inducing higher vehicular operating speeds among motorists Not compatible with the project vision to create a cohesive pedestrian environmental among adjacent uses
	Traffic Operations					
Transportation & Traffic Analysis	Goods Movement Efficiency	<ul style="list-style-type: none"> Presents potential traffic operational and safety concerns between eastbound left-turning traffic and through traffic transitioning from Gorewood Dr. to the Intermodal Dr. extension due to poor sightlines. 	<ul style="list-style-type: none"> Tight curve promotes lower vehicular operating speeds and serves as a traffic calming measure but still allows for continuous traffic flow Sightline limitations resolved with restrictions on the placement of obstructions on the inside of the curve to maximize visibility 	<ul style="list-style-type: none"> Proposed Intermodal Dr. & Gorewood Dr. stop-controlled intersection expected to operate at high Level of Service (i.e. LOS 'A') beyond 2051 	<ul style="list-style-type: none"> Curve promotes lower vehicular operating speeds and serves as a traffic calming measure but still allows for continuous traffic flow Sightline limitations resolved with restrictions on the placement of obstructions on the inside of the curve to maximize visibility 	<ul style="list-style-type: none"> Maintains traffic flow, however elevated safety risk for all road users due to higher operating speeds
		<ul style="list-style-type: none"> It is expected that this “elbow” configuration would operate similar to a yield-controlled intersection in 	<ul style="list-style-type: none"> Allows for a continuous flow of vehicular traffic along the curved transition from Gorewood Dr. through to the 	<ul style="list-style-type: none"> Requires all vehicles to stop prior to passing through the proposed Intermodal Dr. & Gorewood Dr. intersection, 	<ul style="list-style-type: none"> Allows for a continuous flow of vehicular traffic along the curved transition from Gorewood Dr. through to the 	<ul style="list-style-type: none"> Allows for a continuous flow of vehicular traffic along the curved transition from Gorewood Dr. through to the

Criteria	Relevant Sub-Criteria	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	Modified Alternative 4D Extend Intermodal Dr. to a Curved Alignment	Alternative 4E Extend Intermodal Dr. to a Large Curved Alignment
Transportation & Traffic Analysis Score		terms of efficiency due to potential uncertainty among road user priority	Intermodal Dr. extension and vice versa	thereby reducing goods movement efficiency	Intermodal Dr. extension and vice versa	Intermodal Dr. extension and vice versa
	Transportation & Traffic Analysis Score	-2 Points	+5 Points	+2 Points	+5 Points	-1 Point
Environmental & Social Impacts	Development Potential					
		<ul style="list-style-type: none"> Significant property impacts to 8196 Gorewood Dr. are detrimental to development potential of the property and property owner's development plans for the property. The resulting property parcels at 8188 & 8180 Gorewood Dr. properties are of sufficient size and depth to support a variety of service commercial uses, as envisioned in the Airport Intermodal Secondary Plan (Area 4) Impacts to 8188 and 8196 Gorewood Dr. are particularly significant given the unique characteristics of the properties which allow for the development of industrial and commercial land-uses with the existing connection to Intermodal as well as their placement outside of the flood zone 	<ul style="list-style-type: none"> Significant property impacts to 8196 Gorewood Dr. are detrimental to development potential of the property and property owner's development plans for the property The resulting property parcels at 8188 & 8180 Gorewood Dr. properties are of sufficient size and depth to support a variety of service commercial uses, as envisioned in the Airport Intermodal Secondary Plan (Area 4) Impacts to 8188 and 8196 Gorewood Dr. are particularly significant given the unique characteristics of the properties which allow for the development of industrial and commercial land-uses with the existing connection to Intermodal as well as their placement outside of the flood zone 	<ul style="list-style-type: none"> Moderate property impacts to 8180 Gorewood may impact development potential The resulting property parcels within the Gorewood Dr. properties are of sufficient size and depth to support a variety of service commercial uses, as envisioned in the Airport Intermodal Secondary Plan (Area 4) 	<ul style="list-style-type: none"> Moderate property impacts to 8180 Gorewood may impact development potential All other property impacts would be of sufficient size and depth to support a variety of service commercial uses, as envisioned in the Airport Intermodal Secondary Plan (Area 4) 	<ul style="list-style-type: none"> Significant impacts to Gorewood Dr. properties may result in remnant/undevlopable property parcels
	Property Impacts/Constraints					
		<ul style="list-style-type: none"> Significant property impacts to 8196 Gorewood Dr. 	<ul style="list-style-type: none"> Generally impacts 2 to 3 properties – 8196, 8188 & 8180 Gorewood Dr. Significant property impacts to 8196 Gorewood Dr. 	<ul style="list-style-type: none"> Generally impacts 4 properties – 8196, 8188, 8180 & 9168 Gorewood Dr. Moderate property impacts 	<ul style="list-style-type: none"> Moderate impacts to 2 properties – 8188 and 8180 Gorewood Dr. Minor impacts to 2 properties – 8168 & 8158 Gorewood Dr. 	<ul style="list-style-type: none"> Generally impacts 8 properties – 8196, 8188, 8180 & 8168, 8158, 8140 & 8124 Gorewood Dr. Significant property impacts

Criteria	Relevant Sub-Criteria	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	Modified Alternative 4D Extend Intermodal Dr. to a Curved Alignment	Alternative 4E Extend Intermodal Dr. to a Large Curved Alignment
	Utility Impacts					
		<ul style="list-style-type: none"> Minor utility relocation will be required within the realigned section of Intermodal Dr. 	<ul style="list-style-type: none"> Minor utility relocation will be required within the realigned section of Intermodal Dr. 	<ul style="list-style-type: none"> Maintains existing alignment and ROW within the eastern terminus of Intermodal Dr., thereby minimizing the need for utility relocations 	<ul style="list-style-type: none"> Maintains existing alignment and ROW within the eastern terminus of Intermodal Dr., thereby minimizing the need for utility relocations 	<ul style="list-style-type: none"> Maintains existing alignment and ROW within the eastern terminus of Intermodal Dr., however, higher potential impacts on Gorewood Dr.
	Watermain Alignment					
		<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Potential for longer watermain alignment than Alt 4A and 4B to accommodate an additional dead-end section on Gorewood Dr. north of the Intermodal Dr. extension. Might prevent achievement of the Region of Peel's primary objective of a fully-continuous watermain loop for optimal performance 	<ul style="list-style-type: none"> Achieves Region of Peel's objective to close the gap in the existing watermain network between Gorewood Dr. and Intermodal Dr. 	<ul style="list-style-type: none"> Potential for longer watermain alignment than Alt 4A and 4B to accommodate an additional dead-end section on Gorewood Dr. north of the Intermodal Dr. extension. Might prevent achievement of the Region of Peel's primary objective of a fully-continuous watermain loop for optimal performance
	Alignment With Planning Policy Documents					
		<ul style="list-style-type: none"> Satisfies the overall vision of the Brampton Plan (2023) and Airport Intermodal Secondary Plan (Area 4) with regards to the extension of Intermodal Dr. to Gorewood Dr. within the upper mid-block of the Gorewood Dr. properties Generally compatible with the Brampton Complete Streets Guidelines (2023) which recommends an Employment Collector Street be designed to achieve a 40km/h design speed 	<ul style="list-style-type: none"> Satisfies the overall vision of the Brampton Plan (2023) and Airport Intermodal Secondary Plan (Area 4) with regards to the extension of Intermodal Dr. to Gorewood Dr. within the upper mid-block of the Gorewood Dr. properties Generally compatible with the Brampton Complete Streets Guidelines (2023) which recommends an Employment Collector Street be designed to achieve a 40km/h design speed 	<ul style="list-style-type: none"> Satisfies the overall vision of the Brampton Plan (2023) and Airport Intermodal Secondary Plan (Area 4) with regards to the extension of Intermodal Dr. to Gorewood Dr. within the upper mid-block of the Gorewood Dr. properties Generally compatible with the Brampton Complete Streets Guidelines (2023) which recommends an Employment Collector Street be designed to achieve a 40km/h design speed 	<ul style="list-style-type: none"> Satisfies the overall vision of the Brampton Plan (2023) and Airport Intermodal Secondary Plan (Area 4) with regards to the extension of Intermodal Dr. to Gorewood Dr. within the upper mid-block of the Gorewood Dr. properties Generally compatible with the Brampton Complete Streets Guidelines (2023) which recommends an Employment Collector Street be designed to achieve a 40km/h design speed 	<ul style="list-style-type: none"> Generally satisfies the overall vision of the Brampton Plan (2023) and Airport Intermodal Secondary Plan (Area 4) with regards to the extension of Intermodal Dr. to Gorewood Dr. within the upper mid-block of the Gorewood Dr. properties Not compatible with the vision of the Brampton Complete Streets Guidelines (2023) which recommends an Employment Collector Street be designed to achieve a 40km/h design speed
Environmental & Social Impacts Score		0 Points	+2 Points	+2 Points	+3 Point	-8 Points

Criteria	Relevant Sub-Criteria	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	Modified Alternative 4D Extend Intermodal Dr. to a Curved Alignment	Alternative 4F Extend Intermodal Dr. to a Large Curved Alignment
Natural/ Physical Environment	Significant Natural Areas & Resource Disruption					
		<ul style="list-style-type: none"> Alignments 4A & 4B have the lowest encroachment on the TRCA floodplain Regulation Area Highest number of tree removals which can be mitigated through native plantings within proposed ROW Allows for the restoration of the turn-around area on Gorewood Dr. as a permeable surface 	<ul style="list-style-type: none"> Alignments 4A & 4B have the lowest encroachment on the TRCA floodplain Regulation Area Highest number of tree removals which can be mitigated through native plantings within proposed ROW Allows for the restoration of the turn-around area on Gorewood Dr. as a permeable surface 	<ul style="list-style-type: none"> Alignment has moderate encroachment on the TRCA floodplain Regulation Area; however, likely requires maintenance of Gorewood Dr. turn-around area which is not ideal from a stormwater management perspective Tree impacts are lower than Alt. 4A & 4B but slightly higher than Alt 4F. Any impacts can be mitigated through replanting of native tree species within proposed ROW 	<ul style="list-style-type: none"> Alignment has moderate encroachment on the TRCA floodplain Regulation Area Impacted trees can be mitigated through diverse and native plantings within the proposed ROW. Allows for the restoration of the turn-around area on Gorewood Dr. as a permeable surface 	<ul style="list-style-type: none"> Alignment has highest encroachment on the TRCA floodplain Regulation Area. Also requires maintenance of Gorewood Dr. turn-around area which is not ideal from a stormwater management perspective Lowest tree impacts compared with Alt. 4A, 4B & 4D. Any impacts can be mitigated through replanting of native tree species within proposed ROW
	Potential Impacts to Species at Risk (SAR)					
		<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR) 	<ul style="list-style-type: none"> All alignments have a low potential impact to SAR 	<ul style="list-style-type: none"> All alignments have a low potential impact to SAR 	<ul style="list-style-type: none"> All alignments have a low potential impact to SAR 	<ul style="list-style-type: none"> All alignments have a low potential impact to SAR
	Environmental Contamination					
	Archaeological Potential					

Criteria	Relevant Sub-Criteria	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	Modified Alternative 4D Extend Intermodal Dr. to a Curved Alignment	Alternative 4E Extend Intermodal Dr. to a Large Curved Alignment
	Natural/ Physical Environment Score	-2 Points	-2 Points	-2 Points	-2 Points	-3 Point
Cost	Capital Cost (Construction & Long-Term Maintenance)					
		<ul style="list-style-type: none"> Construction and long-term maintenance costs of Alt. 4A & 4B result in the second shortest Intermodal Dr. extension to Gorewood Dr. (418m) 	<ul style="list-style-type: none"> Construction and long-term maintenance costs of Alt. 4A & 4B result in the second shortest Intermodal Dr. extension to Gorewood Dr. (418m) 	<ul style="list-style-type: none"> Higher cost in comparison with Alt 4A and 4B resulting from a new stop-controlled, “protected-intersection”, moderate property acquisition/impacts, as well as the long-term maintenance of Gorewood Dr. north of the Intermodal Dr. extension, including the existing turn-around area 	<ul style="list-style-type: none"> Lowest construction and long-term maintenance costs given modified Alt 4D results in the shortest Intermodal Dr. extension to Gorewood Dr. (~358m) 	<ul style="list-style-type: none"> Highest cost in comparison with other alternatives resulting from extensive property acquisition, increased likelihood of site remediation, longer alignment, as well as the long-term maintenance of Gorewood Dr. north of the Intermodal Dr. extension, including the existing turn-around area
	Cost Score	0 Points	0 Points	-1 Point	+1 Points	-2 Point
ADJUSTED TECHNICALLY PREFERRED ALIGNMENT		-4 Points	+5 Points	+1 Points	+7 Points	-14 Points



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Meeting Minutes – Stakeholder Group Meeting #3 (████████) Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 145609

Date of Meeting: Monday, April 28, 2025

Location: Virtual (MS Teams)

Time: 10:00-10:40am

Date Minutes Circulated: Monday, May 12, 2025

Attendees - 14

Name	Organization/Property Owner or Representative	Contact Information
████████	████████	████████
Michael Gagnon	Partner, Managing Principal Planner, GWD Planners	mgagnon@gwdplanners.com
Anthony Sirianni	Planning Associate, GWD Planners	asirianni@gwdplanners.com
Sultan Ahmad Azizi	Transportation Analyst	sa@nengineering.com
Abu Ziauddin	Head of Engineering, n Engineering Inc.	az@nengineering.com
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
Gurmeet Singh	Senior Real Estate Coordinator, City of Brampton	gurmeet.singh@brampton.ca
Jan Salaya	Planner, City of Brampton	jan.salaya@brampton.ca
Bradley Roman	Bylaw Enforcement Officer, City of Brampton	Bradley.roman@brampton.ca
Catherine Goddard	Bylaw Enforcement Supervisor, City of Brampton (supervisor)	catherine.goddard@brampton.ca
Scott Johnston	Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Ben Pascolo-Neveu	Arcadis, Consultant Deputy Project Manager (EA)	ben.pascoloneveu@arcadis.com

Regrets - 0

Name	Organization, Role	Contact Information
████████	████████	████████

Item Discussed

1 Meeting Purpose

This virtual meeting was initiated by [REDACTED] along with planning and engineering staff from GWD Planners and n Engineering Inc. to discuss the shift from Alternative 4B to Alternative 4G as the preferred alignment. For the record, M. Gagnon, Gagnon Walker Domes Ltd. reiterated that the landowners his firm represents has and continues to support the City of Brampton's 'original' preferred alignment Alternative 4B for the reasons outlined in Attachment 'A'.

Diana Glean, the City Project Manager, provided brief opening remarks, thanked all members attending, followed by a round table of introductions.

Mr. [REDACTED] owns 4 out of the 13 Gorewood Dr. estate properties, including properties at 8086, 8168 & 8180 Gorewood Dr. [REDACTED] is also a part owner of 8180 Gorewood Drive, [REDACTED] owns 8158 Gorewood Dr. and [REDACTED] owns 8086 Gorewood Dr. (collectively referred to as the [REDACTED] Gorewood Landowners).

2 Key Concerns & Discussion

Rationale for Shift from Alternative 4B (straight) to Alternative 4G

M. Gagnon walked through some of materials provided by GWD Planners as part of the Public Information Centre (PIC) process for this EA. More specifically, M. Gagnon referred to the [REDACTED] Gorewood Landowners submission made by Gagnon Walker Domes Ltd., following the Intermodal Drive EA PIC#2 (Attachment 'A'). He outlined his key concerns regarding the significant shift in the alignment from Alternative 4B to 4G and requested an explanation as to why this had occurred, highlighting that the property impacts associated with Alternative 4B were primarily isolated to 8196 Gorewood Drive (referred to as the [REDACTED] Lands').

S. Johnston responded by stating that the primary reason for the shift was based on feedback received following the stakeholder consultation meeting held on August 22, 2024. Based on these comments, additional evaluation was conducted and Alternative 4G was found to be a better alternative that splits the impacts between two of the Gorewood Drive estate properties, instead of disproportionately impacting one property.

M. Gagnon questioned the basis and rationale for relocating the 'original' preferred Alternative 4B two (2) lots south in order to share the burden, especially considering that doing so lengthened the proposed Intermodal Drive extension, introduced curves in the alignment of the roadway and directly impacting an existing occupied residential dwelling located on the northernmost property forming part of the [REDACTED] Gorewood Landowners holdings.

According to Brampton and Arcadis, from a traffic operations perspective, the two alignments are very similar. They also implied that there were other reasons why Alternative 4G came out ahead, including impacts to trees along the northern property boundary for 8196 Gorewood Drive and a high pressures gas main which has the potential to be impacted with an alignment in close proximity to it.

M. Gagnon expressed shock and dismay with respect to the potential impact to the trees, indicating that the trees are located along the north property line and that in order to avoid them, it would not be necessary to relocate the proposed Intermodal Drive extension a full two (2) lots further south onto the [REDACTED] Gorewood Drive Landowners properties.

D. Glean stated that the existing Intermodal Drive currently terminates at an angle rather than continuing straight. To accommodate Alternative 4B, a significant realignment of the road would be necessary, impacting the existing businesses at 900 and 980 Intermodal Drive. The realignment

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would require major modifications to the entrances of these businesses, additional property acquisition, and implications to the existing utilities. In total Alternative 4B would impact a total of five properties, including those along Gorewood Drive. While Alternative 4G does not require realignment of the existing Intermodal Drive.

M. Gagnon indicated that it seemed extreme to abandon the 'original' preferred Alignment 4B in order to avoid driveway access points and boulevard landscaping, especially considering that the 'revised' Alternative 4G now significantly impacts the northern most property comprising the Dhaona [REDACTED] Gorewood Drive Landowners holdings, whereas the 'original' preferred Alignment 4B barely touched the lands. The 'original' preferred Alignment 4B would not negatively impact the existing operations/use of the additional properties required to accommodate the City of Brampton's 'original' preferred Alignment 4B.

B. Pascolo-Neveu added that Alternative 4G would shorten the drive by approximately 30 metres for motorists through the floodplain area which entirely covers the existing portion of Gorewood Drive. Also, Alternative 4G would allow for double-loaded development to occur on both sides of the Intermodal Drive extension, maximizing the City's investment in this road extension. Gorewood Drive, beyond the EA Study Limits, would remain as a single-loaded road.

M. Gagnon expressed numerous concerns with the rational advanced by both the City of Brampton and Arcadis regarding their support for Alternative 4G. He clearly indicated that there appear to be a lack of support and concrete evidence to support the abandonment of Alternative 4B which was the City's 'original' preferred Alternative.

M. Gagnon also questioned the basis for the City of Brampton and Arcadis suggestion that the cost differential between Alternative 4B to 4G was a mere \$200,000.00. In his opinion, considering that 'revised' Alternative 4G would result in the demolition of the existing, occupied residential dwelling on the northernmost [REDACTED] [REDACTED] Landowners parcel. M. Gagnon believed that the cost differential would likely be significantly greater; the City's 'original' Alternative 4B would be cheaper.

Although it was not stated explicitly in the meeting, the project team would like to indicate for the record that Alternative 4B would also result in the need to demolish one existing residence (located at 8196 Gorewood Drive).

The [REDACTED] Planning Application

M. Gagnon expressed concerns that he and his clients had not been consulted regarding the tertiary plan submitted by [REDACTED] in support of the Amendment Application. Additionally, the planning application filed by [REDACTED] in December 2024 with the City of Brampton proposes to significantly impact the [REDACTED] Gorewood Landowners properties by including an Intermodal Drive extension which is located even further south of the 'revised' Alternative 4G Alignment, resulting in the demolition of not only the existing, occupied residential dwelling located on 8180 Gorewood Drive, but also potentially an existing barn; all of this without any consultation.

M. Gagnon noted as well that there are key supporting studies that have not been submitted by [REDACTED] in support of the Planning Application which had been identified by the City of Brampton as required in order for the Planning Application to be considered 'complete'; including, namely: a Transportation Impact Study (TIS) and a Parking Study. M. Gagnon sought assurance from City of Brampton Planning Staff that in the absence of the aforementioned, Studies that the Planning Application would not be deemed 'complete'. S. Johnston responded by stating that these concept plans were not considered in the selection of the preferred alignment.

J. Salaya noted that under new provincial regulations pre-consultation meetings are not required to initiate a planning application and therefore the owners of 8188 and 8196 Gorewood Drive decided to proceed without a pre-consultation. The Planning Application is still under review and has not

Item Discussed

been deemed 'complete'. Preliminary comments were provided to the applicant indicating that the EA study is still ongoing to finalize the road alignment.

Enforcement Issues

M. Gagnon mentioned that the enforcement issues related to his client's properties have been addressed, and the property owners have complied with the necessary clean-up. The property owners expressed their commitment to complying with enforcement directives and continuing to participate in the EA process.

B. Roman confirmed that the [REDACTED] Gorewood Landowners had been cooperative and that the City of Brampton had agreed to defer any additional pursuit of compliance issues until the completion of the Intermodal Drive EA process. M. Gagnon expressed his Client's appreciation for all the assistance provided by B. Roman and his staff.

EA Timeline

M. Gagnon inquired about the timeline associated with the completion of the EA. B. Pascolo-Neveu responded that the EA would be completed and filed in early June 2025, followed by a 30-day public review period, and finalized thereafter.

Construction Timing

M. Gagnon inquired about the timeline for the construction of the Intermodal Drive extension and whether it was included in the City of Brampton 5 to 10-year capital works/planning budget forecast. B. Parajuli stated that given that we are in the EA stage of the project, the timeline of construction is not confirmed yet. Once the EA is finalized, this will allow the City to confirm funding requirements and construction timeline. Detailed design and property acquisition is expected to commence once the EA has been finalized. B. Parajuli mentioned that some funding is available, but it's unclear if it will be sufficient for everything. The details are to be finalized through detailed design, and currently, there is no approved budget for everything.

Preliminary Hydraulic Floodplain Analysis

M. Gagnon asked whether the project team had considered the floodplain implications associated with each of the alignments. B. Pascolo-Neveu responded that some preliminary hydraulic analysis had been undertaken to look at maintaining cut and fill balances within the proposed ROW. With Alternative 4G, the floodplain impacts are expected to be minor, requiring cut and fill balances in the order of approximately 134 cubic metres.

This analysis will be revisited and refined during detailed design. A. Ziauddin inquired when the preliminary hydraulic and floodplain analysis would be available to review. D. Glean responded that this analysis is currently being reviewed by the technical agencies now and would be available during the 30-day public review period, once the EA is filed.

Release of Public Input Comments

A. Sirianni inquired whether comments and responses made by other stakeholders would be available to review. B. Parajuli indicated that all comments and responses will be published as part of Project File Report distributed for 30-day public review period; forming part of the public record. He added that all personal information would be disclosed as part of the Freedom of Information Act.

Property Owner Comments

[REDACTED] indicated for the record that [REDACTED] would be impacted significantly by the Alternative 4G alignment, as she is a part owner of 8180 Gorewood Drive. She does not own any other Gorewood Drive estate properties.

Item Discussed

3 Meeting Conclusion & Next Steps

M. Gagnon noted stated that based on the discussion which took place during the meeting he had not heard anything which convinced him that the 'revised' Alternative 4G alignment is superior to the 'original' should be the preferred Alternative 4B alignment. He further stated that if Alternative 4G is recommended as the final preferred alignment that his Clients based on the discussions held during this meeting and would be looking to file a 'bump up' request.

D. Glean and M. Gagnon concluded the discussion portion of the meeting by thanking all individuals for taking the time to meet.

Attachment A : Public Input – Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

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.

SURJIT and

8086, 8158, 8168, and 8180

GOREWOOD DRIVE,

CITY of BRAMPTON

PUBLIC INPUT – INTERMODAL DRIVE and WATERMAIN EXTENSION to GOREWOOD DRIVE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT



Gagnon Walker Domes Ltd.

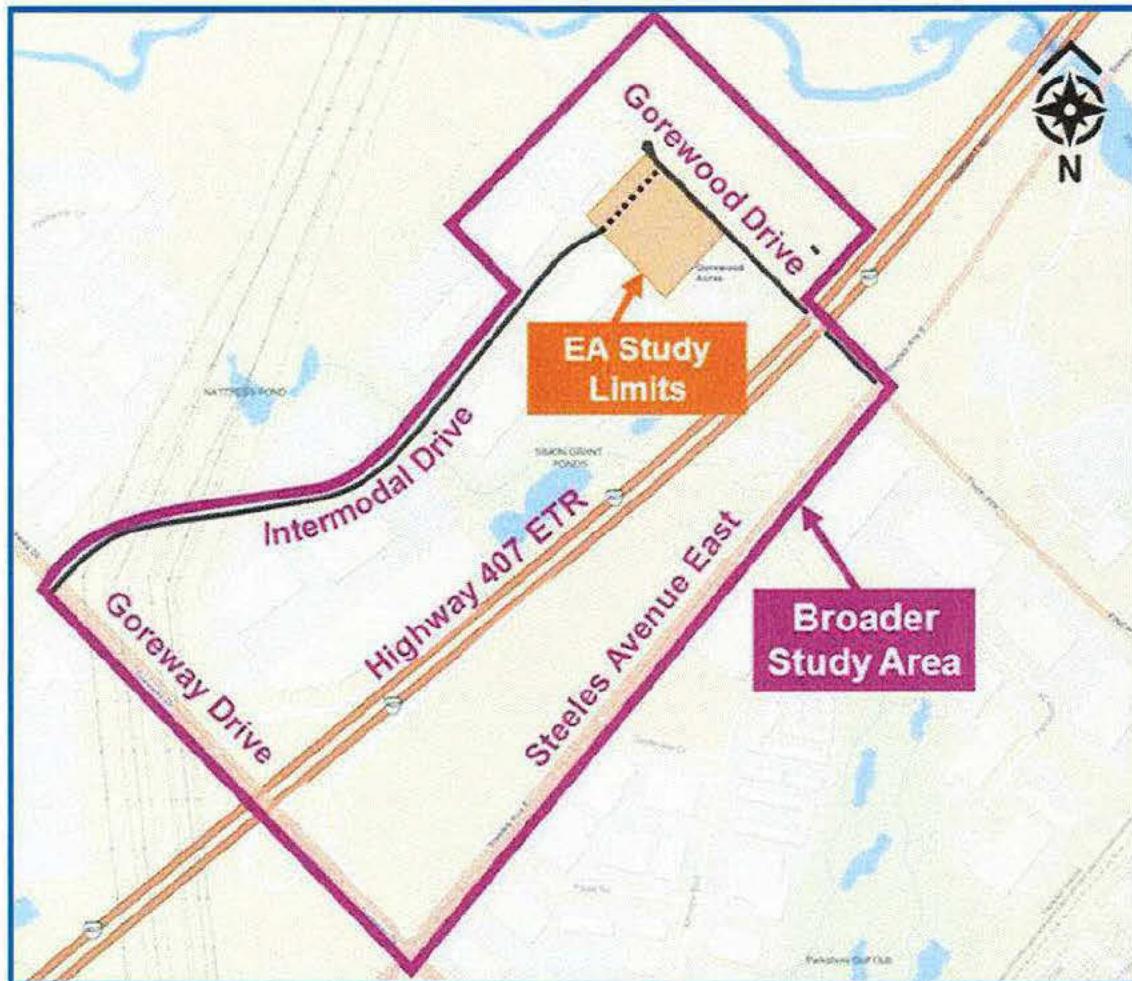
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GWD File: 3415
February 10, 2025



PURPOSE



Gagnon Walker Domes Ltd. (GWD) represents Mr. [REDACTED] Mr. [REDACTED] Mr. [REDACTED] [REDACTED] and Mr. [REDACTED] [REDACTED] the Registered Owners of the properties located at 8086, 8158, 8168, and 8180 Gorewood Drive, in the City of Brampton (hereinafter referred to as the "Subject Site").

On behalf of our Client, GWD and nEngineering have been asked to review and provide public input in connection with the Intermodal Drive Municipal Class Environmental Assessment (EA). We are providing comments in connection with the materials presented at the August 22, 2024 and January 15, 2025 Public Information Centres (PIC).

SUBJECT SITE



Our Client's four (4) properties have a combined area of approximately 1.61 hectares (3.97 acres), with a total street frontage of 115.80 metres (379.92 feet) on the west side of Gorewood Drive, north of Highway 407. The Subject Site is occupied by several residential dwellings, a barn, as well as car and truck parking.

CITY INITIATED INTERMODAL DRIVE EA - PROCESS MILESTONES



 [REDACTED] Lands (Subject Site) 8086, 8158, 8168 & 8180 Gorewood Drive

 [REDACTED] Lands 8188 & 8196 Gorewood Drive

January 30, 2024: City of Brampton initiated a Municipal Class EA for the extension of Intermodal Drive and a Peel watermain to Gorewood Drive.

March 7, 2024: Our Client filed a Pre-Consultation Application in support of a proposal to develop the Subject Site for car, truck and trailer parking.

April 30, 2024: Our Client attended a Pre-Consultation Application meeting with City Staff. City Staff discussed the future potential alignment of Intermodal Drive north of our Client's site. The impact to our Client's site was minimal. City Staff requested that consultation take place with the neighbour [REDACTED] regarding development plans, potential interconnected access between the properties and the proposed location of Intermodal Drive.

August 22, 2024: City of Brampton hosted EA PIC #1, presenting Alternative Intermodal Drive Alignments; including, the Municipality's Preferred Alternative "4B", which our Client supported and still does.

CITY INITIATED INTERMODAL DRIVE EA - PROCESS MILESTONES (Cont'd)

January 15, 2025 PIC #2
'Revised' City Alternative 4G



 [REDACTED] Lands (Subject Site) 8086, 8158, 8168 & 8180 Gorewood Drive

 [REDACTED] Lands 8188 & 8196 Gorewood Drive

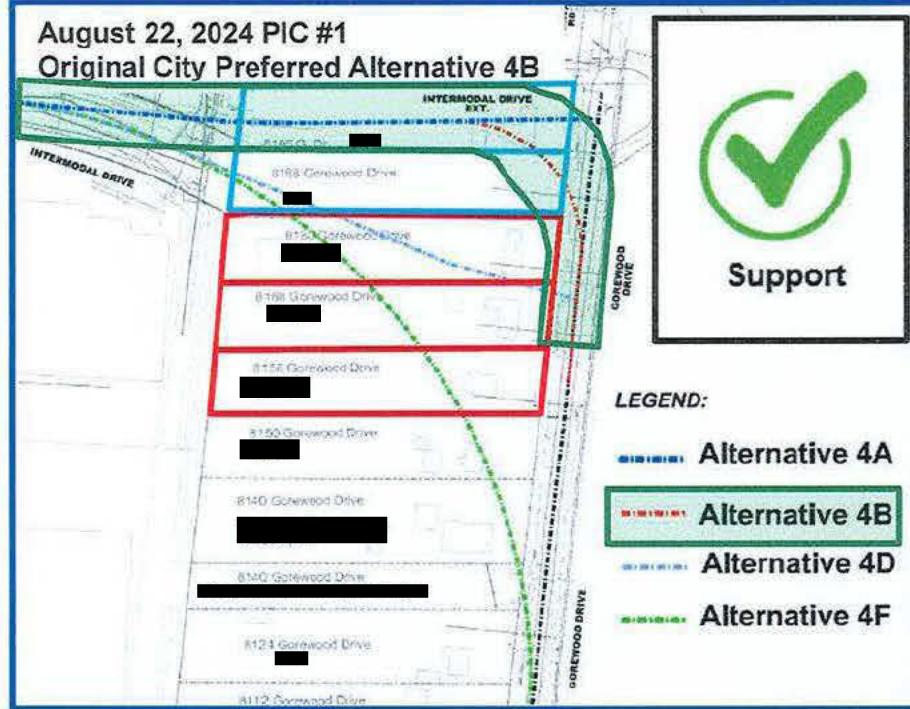
August 29, 2024: GWD submitted formal written Public Input to the City supporting the 'Original' City Preferred Alternative 4B.

November 1, 2024: Virtual Meeting with our Client, City Staff and neighbouring landowner [REDACTED] to discuss development proposals, interconnected access, and Intermodal Drive Extension Alternatives.

January 15, 2025: City of Brampton hosted EA PIC #2 presenting 'Revised' Intermodal Drive Alternatives; including: a 'Revised' City Alternative "4G", which our Client does not support.

SUPPORT for 'ORIGINAL' CITY PREFERRED ALTERNATIVE 4B*

August 22, 2024 PIC #1
Original City Preferred Alternative 4B

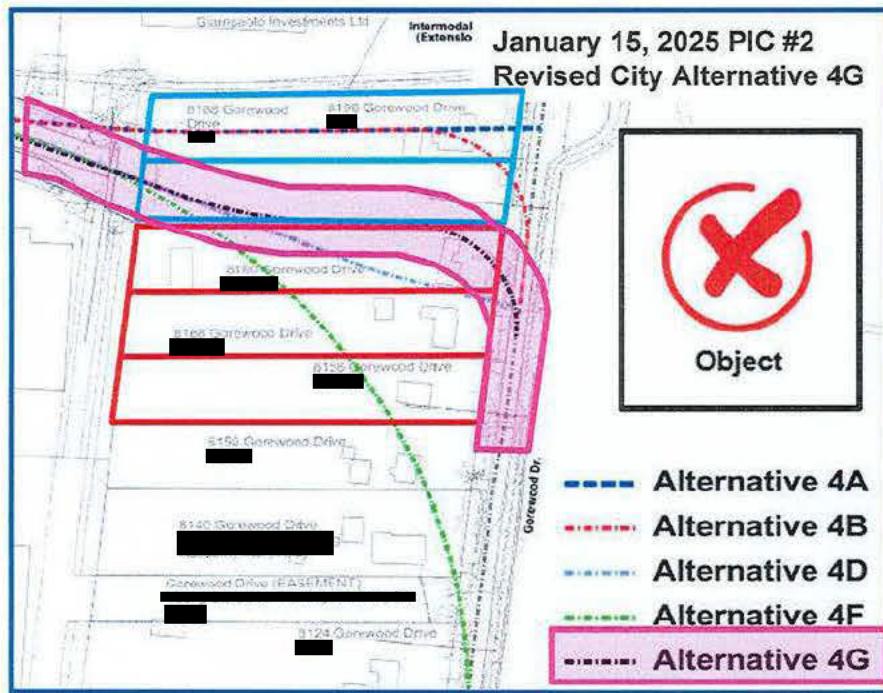


*Table 3: Evaluation of Alternative Alignments August 22, 2024 PIC)

The City of Brampton 'Originally' supported Preferred Alternative 4B for multiple reasons, all of which our Client supports; including;

1. Minor utility relocation will be required within realigned Intermodal Drive.
2. Achieves Peel's objective to close the gap in the existing watermain network between Gorewood Drive and Intermodal Drive.
3. Total length of watermain is less than other Alternatives.
4. Satisfies the overall vision of the Brampton Plan (2023) and Airport Intermodal Secondary Plan (Area 4) regarding the extension of Intermodal Drive to Gorewood Drive within the upper Gorewood Drive properties.
5. Compatible with the Brampton Complete Street Guidelines (2023) which recommends an Employment Collector street be designed to achieve a 40km/h design speed.
6. Has the lowest encroachment/impact on the TRCA Floodplain Regulation Area.
7. Allows for the restoration of the TRCA vehicular turn-around area at the north end of Gorewood Drive.
8. Has a low potential impact to Species at Risk (SAR).
9. Extends Intermodal Drive primarily through 8196 Gorewood Drive (████ Property) which is identified in the Phase 1 ESA as overlapping with two (2) Areas of Potential Environmental Concern (APEC) (contaminated land); thus minimizing impact on lands which are not contaminated.
10. Lowest construction and long-term maintenance costs as compared to other Alternatives.

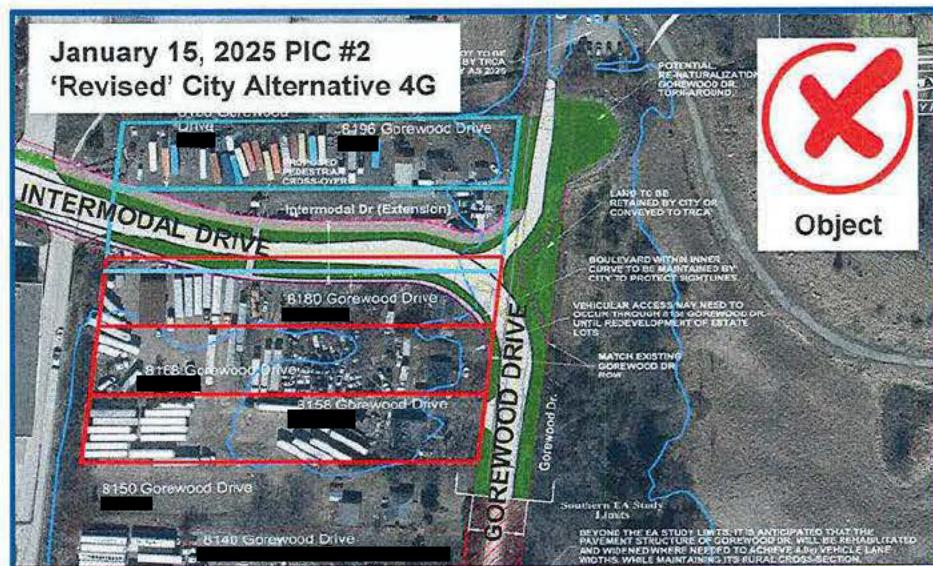
OBJECTION to 'REVISED' CITY ALTERNATIVE 4G



Our Client objects to the 'Revised' City Alternative 4G on account of the following:

1. As compared to Alternative 4B, 'Revised' Alternative 4G is less efficient from a transportation and traffic perspective, has a greater potential negative impact on the environment and social fabric of the area (it completely destroys the existing residential dwelling and garage located on the [REDACTED] property), and is significantly more costly.
2. Creates a disconnect between potential north-south active transportation crossing and the natural desire line at the TRCA Gorewood Drive entrance, resulting in weak overall connectivity.
3. Introduces an unnecessary tight curve, forcing lower vehicle operating speeds, seriously impacting continuous traffic flow and efficiency.
4. Interjects sightline limitations potentially impacting City maintenance of the boulevard within the inner curve.
5. Has a significant negative impact on the gross developable area of 8180 Gorewood Drive essentially rendering the property useless and undevelopable.
6. Needlessly extends Intermodal Drive through lands which are not identified as APEC's (contaminated lands).
7. Requires the demolition of the existing residential dwelling and garage at 8180 Gorewood Drive.
8. Estimated cost for 'Revised' City Alternative 4G is \$4.1 Million vs \$3.9 Million for the 'Original' City Preferred Alternative 4B; a difference of \$200,000.00 (a needless waste of public funds).

CONCLUSION



Our Client supports the 'Original' City Preferred Alternative 4B for the multiple reasons outlined on page 5 herein. Conversely, our Client objects to 'Revised' City Alternative 4G for the reasons outlined on page 6 herein.

In addition, our Client objects to 'Revised' City Alternative 4G on the basis that it seems to be driven by a 'subjective' desire to share the road extension arbitrarily between our Client and the neighbouring lands to the north (█████ Property); seriously compromising what our Client can do with the Subject Site and needlessly increasing the cost of the project to the Municipality, while advancing a design which is inferior to the 'Original' City Preferred Alternative.

We respectfully recommend that Intermodal Drive Extension EA Alternative 4B be approved as opposed to Alternative 4G.

~~Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Partner and Managing Principal Planner~~

**Anthony Sirianni, B.A.
Associate Planner**

**Harjap Singh, B.U.R.P.
Associate Planner**



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Meeting Minutes – Stakeholder Group Meeting #4 (REDACTED)
Intermodal Drive and Watermain Extension to Gorewood Drive
Municipal Class Environmental Assessment

Arcadis Project No: 145609

Date of Meeting: Wednesday, June 18, 2025

Location: Virtual (MS Teams)

Time: 10:00-11:00am

Date Minutes Circulated: Friday, June 20, 2025

Update: Wednesday, July 2, 2025

Attendees - 10

Attendees - 10	Name	Organization/Property Owner or Representative	Contact Information
Michael Gagnon		Partner, Managing Principal Planner, GWD Planners	
Anthony Sirianni		Planning Associate, GWD Planners	mgagnon@gwdplanners.com
Diana Glean		City of Brampton, Project Manager, Public Works Project Leader	asirianni@gwdplanners.com
Bishnu Parajuli		City of Brampton, Manager of Engineering	bishnu.parajuli@brampton.ca
Gurmeet Singh		Senior Real Estate Coordinator, City of Brampton	gurmeet.singh@brampton.ca
Korosh Shahbazi		Real Estate Coordinator, City of Brampton	korosh.shahbazi@brampton.ca
Scott Johnston		Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Ben Pascoloneveu		Arcadis, Consultant Deputy Project Manager (EA)	ben.pascoloneveu@arcadis.com

Regrets - 1

Name	Organization, Role	Contact Information
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Item Discussed

1	Meeting Purpose
<p>The primary purpose of this meeting was to provide an important update on the EA process for the Intermodal Drive extension, specifically regarding the revised floodplain data received from the TRCA. The TRCA has approved a new floodplain mapping which significantly reduces encroachment on the Gorewood Drive estate properties, including those owned by [REDACTED] [REDACTED]; including specifically 8180, 8168, and 8158 Gorewood Drive respectively. In addition, the participants also discussed the aforementioned landowners ongoing concerns with the latest City of Brampton Intermodal Drive EA Preferred Alignment.</p>	
2	TRCA Floodplain Update
<p>The TRCA has recently updated their floodplain model (May 2025). The EA project team has been instructed to use the most current data moving forward. As a result of this update, the majority of the northern properties, including 3 previously constrained properties (8180, 8168 & 8158 Gorewood Drive) are now substantially located outside the floodplain, significantly increasing their development potential. This also applies to the lands owned by [REDACTED] the owner of 8188 and 8196 Gorewood Drive; located to the north of 8180, 8168, and 8158 Gorewood Drive.</p> <p>B. Pascolo-Neveu presented the updated floodplain mapping (see attachment to meeting minutes).</p> <ul style="list-style-type: none"> • Blue lines represent new TRCA floodline • Red line represents the superseded floodline previously used in the EA process 	
3	Implications of the Update
<p>Due to the updated flood data, the development potential of the affected properties has improved significantly. The EA team is revisiting the evaluation of alternative alignments, with particular focus on Alternative 4D.</p> <p>Two alignments were presented (see attachment to meeting minutes):</p> <ul style="list-style-type: none"> • Green Alignment: Current Revised City Preferred Alternative 4G (hybrid of Alternatives 4B and 4D) • Blue Alignment: Alternative 4D (included in the evaluation of alternatives at the onset of the study) 	
4	Key Concerns & Discussion
<p>B. Parajuli added that the fact that the properties have almost been completely removed from the floodplain is very good news for all landowners of the Gorewood estate properties, allowing for more development potential. He added that the project team would be revisiting the evaluation of alternative alignments to determine if any revisions are needed based on this new floodplain mapping.</p> <p>M. Gagnon expressed appreciation for the improved floodplain status and requested a copy of the data. B. Parajuli indicated that the project team will share this data with TRCA's consent, as it should be public. Action: The project team will reach out to TRCA to determine how this should be shared with [REDACTED] and his consulting team.</p>	

Item Discussed

M. Gagnon inquired if Alternative 4D was one of the original alignments that was considered in the evaluation and how it ranked. B. Pascolo-Neveu responded that Alternative 4D was in fact one of the original alignments that resulted from the evaluation of alternative alignments and that this alignment ranked a close second, with Alternative 4B ranking first (being the 'Original' City Preferred Alternative as presented at EA Stakeholder Group Meeting from August 22, 2024). Following the Stakeholder Consultation Meeting, feedback was received by stakeholders which prompted the City to consider a new hybrid alignment, combining the most favourable characteristics of Alternatives 4B and 4D, and as a means of sharing the burden of the road alignment between [REDACTED] and GWD's clients.

M. Gagnon indicated that his client has retained Gowlings WLG (Canada) LLP, whom are scheduled to conduct a site visit this very day with their client, A. Sirianni and their legal team to assess property impacts associated with the various Intermodal Drive Extension Alternatives. It was stated that both the green (Alternative 4G) and blue alignments (Alternative 4D) are not supported by GWD's clients.

M. Gagnon feels that stakeholder consultation is valid but should not be driven by one property owner. Alignment 4G appears to be overly weighted in favour of [REDACTED] interests as they pertain to his northernmost two (2) properties and that the EA project team's arguments supporting it are not technically compelling. The preferred option presented at the Stakeholder Consultation Meeting (Alternative 4B) was identified as the 'Original' preferred. It appeared to be unbiased. In contrast Alternative 4G appears to be biased and represents a significant departure from the 'Original' this initially preferred Alignment 4B. Contrary to B. Parajuli's suggestion that the initial Alternative 4B was shared informally for feedback during the Stakeholder Group Meeting before any formal decision making at the Public Information Centre, it is GWD's recollection that the EA project team identified it at the Stakeholder Group Meeting as the preliminary preferred Alternative.

[REDACTED] indicated that, in his opinion, Alternative 4D appears unsafe, resulting in an abrupt connection to Gorewood Drive. B. Parajuli clarified that the Alternative 4D alignment shown is highly conceptual and would be further defined, if it was selected as the preferred option to carry forward. B. Pascolo-Neveu added that any of the alignments could be designed to be safe from a traffic operations and active transportation mobility perspective.

S. Johnston indicated that consultation is an important part of the EA process, in addition to the technical evaluation. The evaluation did not identify one alignment as coming out significantly ahead of the others. The project team will note your comments and preferences coming out of this meeting and consider this along with the new floodplain information to determine if changes are required to the EA evaluation and preferred alignment option.

[REDACTED] also indicated his concern regarding the removal of the surface parking lot as part of TRCA's plan. D. Glean indicated that the removal of the surface parking lot is part of TRCA's plan for the area to reduce opportunities for unlawful behaviour which has been documented in and around the Gorewood Drive TRCA entrance. [REDACTED] indicated that the other nearby parking lots serving the Claireville Conservation Area are not used and that there is significant spillover parking along the Gorewood Drive road right-of-way. D. Glean replied that it will be up to the City to implement 'no parking' signage on the Intermodal Drive extension and to enforce these parking prohibitions.

A. Sirianni inquired about the timeline when the Project File Report would be finalized for review. S. Johnston responded that the EA project team would review the schedule in the coming weeks and report back.

S. Johnston indicated that there are a number of smaller issues associated with Alternative 4B which are not significant on their own, but their cumulative impacts cannot be ignored either. Constraints include a high-pressure gas main located immediately to the north, utility relocations, a need to realign the existing Intermodal Drive, acquire property from 900 & 980 Intermodal Drive, reconfigure

Item Discussed

the driveways associated with these existing industrial uses and address grading impacts between 8196 Gorewood Drive and 980 Intermodal Drive. There is also a stand of mature trees straddling the property boundary between 8916 Gorewood Drive and 980 Intermodal Drive which would be significantly impacted, however most of these trees are invasive species and not native to the area. D. Glean added that any utility relocations required would need to be paid for by the City and would not be covered by the utility companies, given that this is a municipal project.

M. Gagnon agreed that none of the aforementioned impacts are significant. He also did not view their cumulative impact as a compelling reason to abandon the 'Original' Preferred Alternative 4B.

M. Gagnon indicated that the floodplain issue has been resolved and land to the south is now developable which is good news. 'Original' Preferred Alternative 4B results in minor impacts overall that can be mitigated. The driveways serving existing businesses at 900/980 Intermodal Drive have a long length and shortening these to accommodate a realignment of Intermodal Drive to suit 'Original' Alternative 4B would not significantly impact these properties.

M. Gagnon inquired if an alignment shifted slightly to the south and travelling mostly through 8188 Gorewood Drive had ever been considered through the EA process. B. Pascolo-Neveu responded that as part of the development of the long list of alternative alignments, Alternative 4C, had been developed but was ruled out through the initial screening exercise, given its shallow resulting property parcel depth to the north and therefore reduced development potential. M. Gagnon opined that the resulting parcel could still be developed for something and perhaps it could be utilized for parking by the TRCA's guests.

A. Sirianni shared the tertiary plan that was initiated by the [REDACTED] family which includes lands under the ownership of [REDACTED] (GWD's clients) that would be significantly impacted by the [REDACTED] tertiary plan (which includes an Intermodal Drive extension similar to the EA project team's Alternative blue alignment (Alternative 4D) and that the EA process seems to be heavily influenced by the [REDACTED] Amendment application which has been formally filed with the City of Brampton. The EA team clarified that this tertiary plan is not approved by the City and that EA alignments were developed independently. B. Parajuli inquired if an overall plan is being worked on in the background between all landowners. A. Sirianni responded that [REDACTED] and GWD had previously attempted to coordinate with [REDACTED] the other landowners regarding a joint development plan, but negotiations failed after several attempts. The aforementioned [REDACTED] tertiary plan was filed with the City of Brampton Planning Department and was never discussed with GWD or their clients.

3 Meeting Conclusion & Next Steps

D. Glean, M. Gagnon and B. Parajuli concluded the discussion portion of the meeting by thanking all individuals for taking the time to meet.

M. Gagnon reiterated that he looked forward to receiving the revised TRCA floodplain mapping.

Attachment: Overlay of Alternative Alignments 4D & 4G with superseded floodplain mapping (red) and new floodplain mapping (blue)

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.





500-333 Preston Street
Ottawa ON K1S 5N4 Canada
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Meeting Minutes – Joint Property Owner Meeting Intermodal Drive and Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment

Arcadis Project No: 30256899/145609

Date of Meeting: Friday, July 11, 2025

Location: Virtual (MS Teams)

Time: 1:30-2:30pm

Date Minutes Circulated: Thursday, July 24, 2025

Update Issued: Tuesday, September 24, 2025

Attendees – 24

Name	Organization/Property Owner or Representative	Contact Information
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
Michael Gagnon	Partner, Managing Principal Planner, GWD Planners	mgagnon@gwdplanners.com
Anthony Sirianni	Planning Associate, GWD Planners	asirianni@gwdplanners.com
Harjap Singh	Planning Associate, GWD Planners	hsingh@gwdplanners.com
Kenneth Chan	Senior Vice President – Transportation Engineering & Planning, LEA Consulting	kchan@lea.ca
Terrance Glover	Principal, Urban in Mind	tglover@urbaninmind.ca
Dorothy Yeung	Planner/Development Coordinator, Urban in Mind	dyeung@urbaninmind.ca
Josh Wagemaker	Water Resources Project Engineer	jwagemaker@cfcrozier.ca
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
Gurmeet Singh	Senior Real Estate Coordinator, City of Brampton	gurmeet.singh@brampton.ca
David Neligan	Lawyer, Aird & Berlis LLP	dneligan@airdberlis.com
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Korosh Shahbazi	Real Estate Coordinator, City of Brampton	Korosh.shahbazi@brampton.ca
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Jennifer Danahy	Partner, Gowling WLG	Jennifer.Danahy@ca.gowlingwlg.com
Keyran Santhan	Real Estate Coordinator, City of Brampton	keyran.santhan@brampton.ca
Nick Constantin	Senior Project Management, Land Development, Crozier Consulting Engineers	nconstantin@cfcrozier.ca
Scott Johnston	Arcadis, Consultant Project Director	scott.johnston@arcadis.com
Ben Pascolo-Neveu	Arcadis, Consultant Deputy Project Manager (EA)	ben.pascoloneveu@arcadis.com

Item Discussed**1 Meeting Purpose**

B. Pascolo-Neveu and D. Glean thanked everyone for taking the time to join the meeting and indicated that the purpose of this meeting is to have an open discussion about a preferred alignment from the perspective of both major landowners in order move forward with an alignment of Intermodal Drive that is both defensible from an EA perspective and helps to maximize the developability of the Gorewood estate properties.

The City is looking to close the EA portion of this assignment in order to move forward with the detailed design and construction of the road which we can all agree would be beneficial in terms of increasing the developability of the Gorewood Drive estate properties.

2 Project Overview

B. Pascolo-Neveu highlighted key aspects of the EA study to date:

- Alternative 4B was the “unbiased” option developed by the project team, based on the supporting evidence from the various technical studies conducted as part of the EA process. S. Johnston later corrected this terminology to ‘pre-consultation alignment’ (Alternative 4B) and ‘post-consultation alignment’ (Alternative 4G).
- Alternative 4B was presented at the Stakeholder Group Meeting in August 2024 as the preferred alternative.
- During the Stakeholder Group Meeting, the project team encountered oppositions to Alternative 4B. In the writing submissions, Alternative 4B was supported by [REDACTED] and opposed by the [REDACTED] group.
- The project team heard feedback at the Stakeholder Group Meeting from the [REDACTED] group that this alignment should be revisited to balance the impact to developable land.
- The project team revisited the alignment and explored options that would balance the impacts on 8188 and 8180 Gorewood Drive. This alignment was presented at a PIC that ran from mid-January to mid-/February 2025. Following the PIC the City received negative comments in relation to Alternative 4G from both landowners, as [REDACTED] and [REDACTED] submitted separate conceptual development proposals to the City in 2024 for their respective properties.
- Feedback received from the Online PIC held between January and February 2025, along with subsequent discussions, indicates that property owners are currently divided in the opinions on the preferred alignment.
- Regarding the newly-approved floodplain mapping, the bottom line is that this is beneficial for many property owners of the Gorewood Dr estate properties and essentially removes this as an issue with respect to this EA study. [REDACTED] advised that they undertook the expense relating to Crozier’s work and TRCA fees with the intention to alleviate floodplain concerns in the interest of all property owners, to ensure that the best alignment was selected.

4 Open Discussion

[REDACTED] clarified that there are more than just two landowners involved in the discussions. She stated that she should be considered as a separate owner of 8196 Gorewood Drive. [REDACTED] noted that Ms. [REDACTED] is also a separate landowner at 8180 Gorewood Drive and should be recognized as such.

Item Discussed

T. Glover inquired if there had been a decision made on the preferred alignment. D. Glean and B. Pascolo-Neveu indicated that the preferred alignment has not been finalized, as stakeholder input is considered key. B. Pascolo-Neveu added that both Alternatives 4B and 4G can be made safe from a transportation perspective and are closely scoring in the evaluation of alternative alignments. For these reasons, the project team is seeking additional input from directly impacted property owners through this meeting to determine the preferred alignment to move forward with.

M. Gagnon summarized that Alternative 4G was a hybrid alignment which was in response to concerns which were raised.

R. Ackerman and J. Danahy requested the particulars of the evaluation of alternative alignment, including the numerical scoring and more specifically why Alternative 4G came out ahead. J. Danahy pointed out that early stakeholder engagement materials present numerical summaries and requested that similar numerical summaries be shared for Alternative 4G as well. B. Pascolo-Neveu commented that the numerical scores were shared at the time of the Stakeholder Group Meeting in August 2024 and were removed in subsequent versions to better align with the City's standard evaluation matrix format. **Action: The project team will provide the numerical scoring for the evaluation of alternative alignments to meeting attendees.**

R. Ackerman indicated that in his opinion Alternative 4G does not take an equal share of the properties from both Alternatives 4B and 4G. The EA process is not an end in itself and is only the first step. If Alternative 4G is approved, there will be significant property requirements that will effectively neutralize 2 of the properties owned by the [REDACTED] group and take a portion of a third, resulting in significant damages for injurious affectation claims. Land acquisition cost has not been factored into this evaluation. It may in fact be simpler and lower cost to buy-out the entire third property in this case, resulting in less claim for damages and injuries. If Alternative 4G is approved, [REDACTED] will be opposed and there will be a hearing of necessity. Given all the materials presented, and given the technically preferred Alternative 4B, as presented to stakeholders in 2024, there is a good chance that proceeding with Alternative 4G will not receive the necessary approvals to proceed, as indicated by R. Ackerman, and he urged the project team to proceed with Alternative 4B, in the interest of cost to the taxpayer.

D. Neligan expressed both Alternatives 4B and 4G will require hearing of necessity and expropriation of land. The City is the approval authority and can make the decision on whether to take land or not. He sees a significant claim under both Alternatives 4B and 4G which should be factored into the City's decision on the preferred alignment.

T. Glover reviewed the developability of properties associated with Alternative 4G and determined that this alignment would create residual parcels that would result in development opportunities north and south of the alignment. He disputed R. Ackerman's assumption that remaining lands are not developable, indicating the developments maybe smaller scale but still within reasonably align within the Airport Intermodal Secondary Plan's vision. The harm is greatest with Alternative 4B. Agrees that with Alternative 4G, the property impacts are more evenly split. Also the floodplain changes support increased development potential north and south of the road extension. Either way, T. Glover stated that all property owners will have to accept that there will need to be some trade-offs made between each other in order for this EA study to move forward.

[REDACTED] indicated that the goal is to get the best route for the road. If we have a road with the best sightlines and least cost for the City, why would the City want to look at other alternatives? The City developed a preferred alignment (Alternative 4B) and then considering opposition from the [REDACTED] tried to create an alignment more acceptable for all stakeholders. [REDACTED] questioned the need to develop Alternative 4G.

Item Discussed

M. Gagnon presented a history of key events with respect to this EA process and other planning processes being undertaken in parallel from the perspective of GWD Planners and will share it after the meeting. This chronology indicated that there was support from the project team at the Stakeholder Meeting for Alternative 4B in August 2024, as discussed previously. After which, in September 2024, M. Gagnon stated that a Tertiary Plan application was submitted by the [REDACTED] which identified a road alignment curving further south, one which was not shared or consulted with owners of the affected lands, and had presented plans with buildings and a road straddling property lines closest to Gorewood Drive, some of which were on [REDACTED] lands. In Summary, M Gagnon indicated that [REDACTED] was not consulted and is not supportive of Alternative 4G.

M. Gagnon is not convinced regarding arguments for Alternative 4G. In his opinion, Alternative 4B is most supportable. Alternative 4B's impact is to the northern property only. Alternative 4B would result in the buy-out of two full properties, while Alternative 4G would result in the buy-out of three full properties.

M. Gagnon noted that the gas main is outside of the limits of the proposed Alternative 4B and outside the limits of [REDACTED] property. In addition, there is no significant impact from Alternative 4B to 900 or 980 Intermodal Drive. M. Gagnon expressed that Alternative 4B should also be considered a "double loaded" road, given that there is existing development to the north at 900 and 980 Intermodal Dr.

T. Glover also noted that a concept plan that was put forward by [REDACTED] along his client's property and that the [REDACTED] group was never consulted. He added that his clients own the majority of lands along Gorewood Drive and from his perspective the majority of landowners support Alternative 4G and that internal driveway connections to allow [REDACTED] properties to connect directly to existing Intermodal Drive were only discussed early on between the owners and sharing the impacts is more equitable from a property perspective. He acknowledged that the City is in a difficult position over the alignment selection and further indicated that Alternative 4G seems logical, since it is 'double-loaded'. M. Gagnon responded that Alternative 4B technically could be considered a 'double-loaded' road as well, as there is an existing development to the north at 900 & 980 Intermodal Drive.

[REDACTED] indicated that they have hired a team of experts, are operating in good faith and are willing to work with the City, Arcadis and adjacent landowners. She stated that of Alternatives 4B and 4G, Alternative 4G is favourable, results in developable land to the north and south of the alignment, and that they are willing to work with adjacent landowners to minimize any remnant or left-over impacted properties.

T. Glover indicated that in his opinion the meeting is not productive, as all directly impacted landowners are just presenting their cases and there is no consensus on a path forward. S. Johnston added that the project team will consider the feedback received from today's meeting and discuss further internally with the City to help determine an appropriate direction for the project.

[REDACTED] noted that the central question is what is the best alignment for landowners, for the City and for taxpayers?

J. Danahy asked various questions on topics related to the consultation and evaluation processes:

- Traffic Analysis Report – J. Danahy observed that the Traffic Analysis Report dated August 26, 2024 had not been explicitly updated to reflect the subsequent change in the preferred alignment from Alternative 4B to 4G. S. Johnston indicated that from a transportation perspective, the two alignment options are very similar, both feature a north-south controlled mid-block pedestrian crossing and tight curve, both alignments can be designed to provide adequate sight lines, according to the design standards, and speed requirements. B. Pascolo-Neveu confirmed that the Traffic Analysis Report was reviewed

Item Discussed

from the perspective of traffic modelling and overall recommendations and conclusions, and it was determined that there was no updates were required to address the addition of Alternative 4G.

- High Pressure Gas Main – J. Danahy asked about what information received on the gas main had prompted revisions to the analysis undertaken in 2024, given that the gas main was present at that time and Alternative 4B was originally selected as the preferred alternative. Ms. Danahy added that this gas main is not located on [REDACTED] but further north, on 900 and 980 Intermodal. B. Pascolo-Neveu explained that it was considered through the utility impact criteria within the evaluation of alternative alignments. It is considered as utility impact that could be dealt with, and that would not be a “deal breaker” for the feasibility of Alternative 4B; however, its proximity to the alignment could result in additional costs.
- Watermain and Utilities – J. Danahy indicated that, according to the evaluation of alternative alignments, Alternative 4B would require utility relocations and inquired if there were any other relocations anticipated besides the watermain. B. Pascolo-Neveu clarified that this refers to utilities including hydro and watermain in the existing Intermodal Drive alignment that would need to be shifted slightly to fall within the new right-of-way limits and were minor in nature. Some of these utilities provide connections through the driveways to the northern properties at 980 and 900 Intermodal Drive.
- Construction Cost – J. Danahy indicated that, according to the costing provided in the evaluation matrix, Alternative 4B is more cost efficient and is anticipated to be \$200,000 cheaper than Alternative 4G. Alternative 4G was more expensive without property considerations, but yet both options have been scored equally. B. Pascolo-Neveu responded that the evaluation of alternative alignments was revised based on stakeholder feedback and preparation for the PIC and the cost estimates were revisited. Based on the high-level nature of the cost estimates, both were determined to be similar enough and the weighting was therefore changed to reflect the same score for cost criteria for Alternatives 4B and 4G.
- Tree Count – J. Danahy inquired what number of trees were used to inform the scoring regarding the tree impacts, because for Alternative 4B, when we look at maps showing the alignment in relation to the tree line, all the trees are visible next to, and are not affected by Alternative 4B. B. Pascolo-Neveu indicated that there was no quantitative threshold and the scoring was qualitative assessment with the tree line located along the northern property at 980 Intermodal Drive. Based on the relative impacts between each alignment, the following trees identified as higher potential for impacted.
- Treeline – J. Danahy stated Alternative 4B may not impact trees. B. Pascolo-Neveu responded that there is a mature tree line straddling the property boundary between 980 Intermodal Drive and 8196 Gorewood Drive which is most likely to be impacted by Alternative 4B in comparison with other alignments options. J. Danahy stated based on the map that GWD presented, Alternative 4B will not impact trees at all, they were visible to the north of Alignment 4B and the walkway adjacent to it.

R. Ackerman stated that the best engineering solution is the simplest and shortest distance between two points in a straight line. [REDACTED] and [REDACTED] responded by stating that they feel Alternative 4B has disproportionate impacts. [REDACTED] added that the financial impact of Alternative 4G would be much higher on [REDACTED] as compared to the impact on the [REDACTED]

[REDACTED] noted that he did not think financial impact matters if safety is not considered. In this opinion, Alternative 4G cannot provide the same level of safety as Alternative 4B, due to the shorter sightlines and turns. Alternative 4B provides a clear view and longer sightline, which is safer. [REDACTED]

Item Discussed

█████ also expressed his opinion that Alternative 4B is the safest shortest and also the least expensive alignment and by far the safest for people crossing the road. S. Johnston reiterated that traffic safety has been a big part of the study and has been factored into this study.

3 Meeting Conclusion & Next Steps

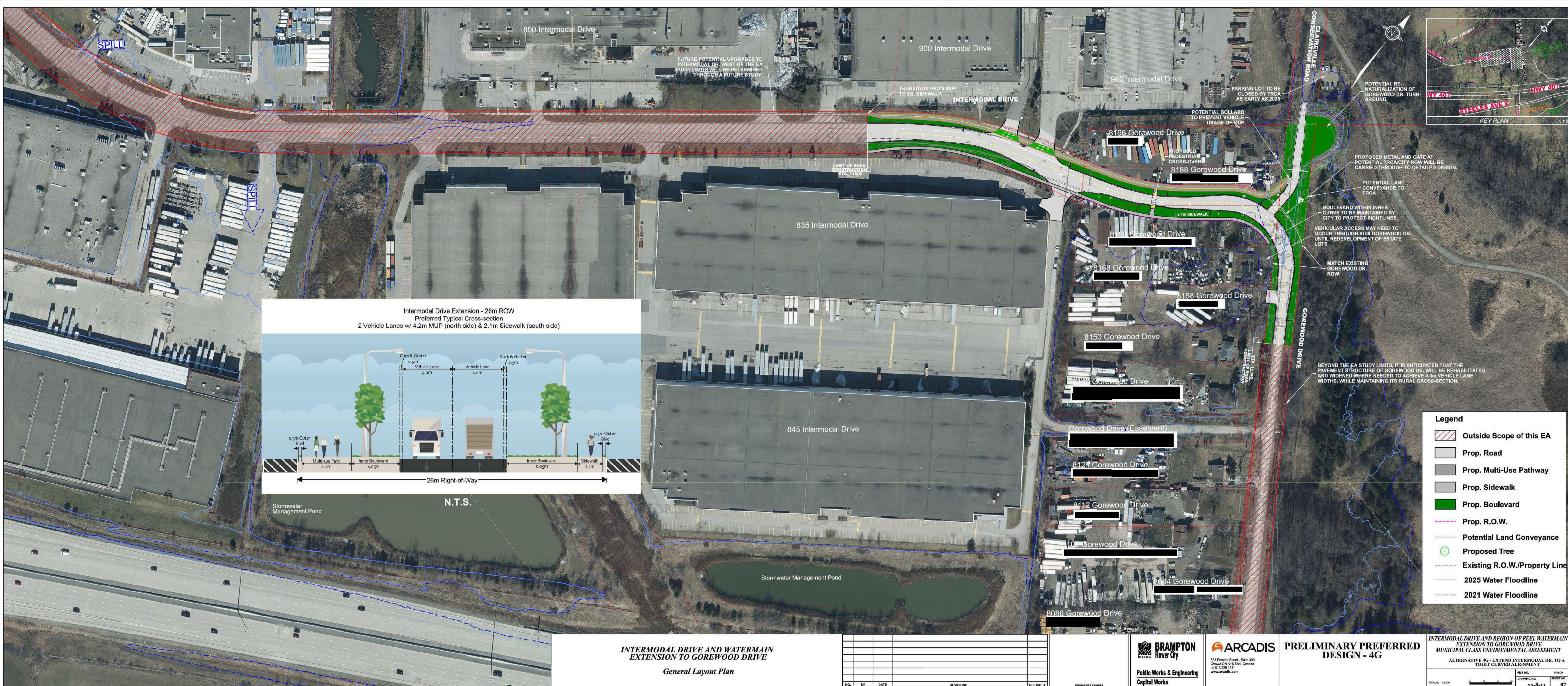
S. Johnston concluded the meeting by thanking everyone for taking time to attend and for engaging in an open and fair discussion. The project team did hear some new and valuable information today that we will take back, including discussions focused on the consultation process and the evaluation and alternative alignments.

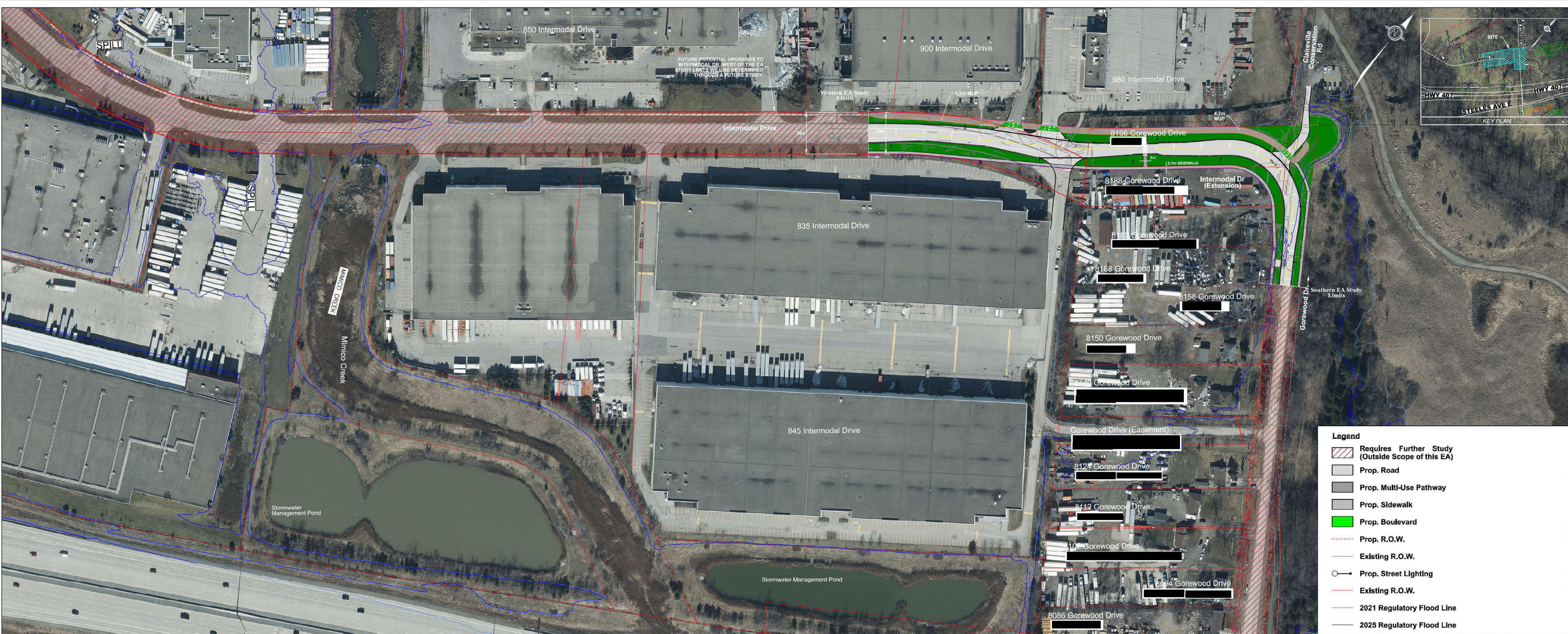
Next steps for the project team are to prepare meeting minutes and review the feedback received with the City. The meeting minutes will be the next form of communication with this group.

Attachments:

1. Alternatives 4B and 4G with 2021 and 2025 TRCA floodplain mapping overlaid.
2. Draft evaluation of alternative alignments from Public Information Centre (PIC) with numerical scoring.

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.

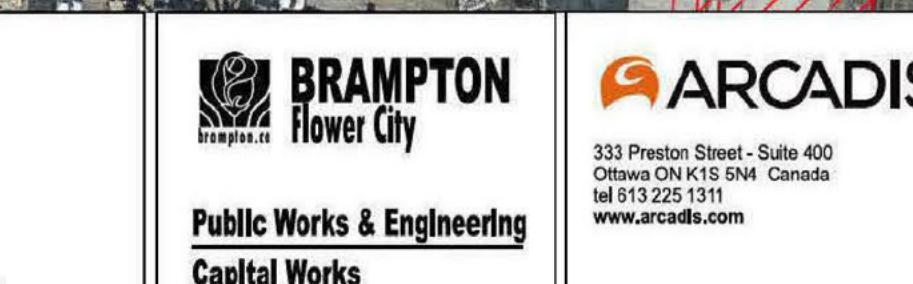




INTERMODAL DRIVE AND WATERMAIN
EXTENSION TO GOREWOOD DRIVE

General Layout Plan

NO.	BY	DATE	REVISIONS	CHECKED



FLOOR PLAIN PLAN
STA. 1+000 - 1+385

INTERMODAL DRIVE AND WATERMAIN
EXTENSION TO GOREWOOD DRIVE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
ALTERNATIVE 4B- ALIGN INTERMODAL DR TO
TIGHTENED ALIGNMENT

FILE NO. 1409
DRAFTING NO. SHEET NO. 0
SCALE: 1:1000
mm 10 20
xx-xx 0

Figure 9-2: Evaluation of Alternative Alignments

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENTS				
		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	ALTERNATIVE 4G – EXTEND INTERMODAL DR TO A TIGHT CURVED ALIGNMENT
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	●	●	●	○	●
	TRAFFIC OPERATIONS	○	●	●	○	●
	GOODS MOVEMENT EFFICIENCY	○	●	○	●	●
	SUB-TOTAL FOR CRITERIA	-2	+5	+5	-1	+5
	DEVELOPMENT POTENTIAL	●	●	○	○	●
	PROPERTY IMPACTS/ CONSTRAINTS	●	●	●	○	●
	UTILITY IMPACTS	○	○	●	○	●
	WATERMAIN ALIGNMENT	○	○	○	○	●
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	●	●	●	○	●
	SUB-TOTAL FOR CRITERIA	+5	+3	+2	-8	+5
ENVIRONMENTAL & SOCIAL IMPACTS	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	○	○	○	○	●
		●	●	●	●	●
NATURAL/ PHYSICAL ENVIRONMENT IMPACTS		●	●	●	●	●

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENTS				
		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	ALTERNATIVE 4G – EXTEND INTERMODAL DR TO A TIGHT CURVED ALIGNMENT
NATURAL/ PHYSICAL ENVIRONMENT IMPACTS	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR).
	ENVIRONMENTAL CONTAMINATION	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
	ARCHAEOLOGICAL POTENTIAL	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	SUB-TOTAL FOR CRITERIA	-2	-2	-1	-3	0
COST & CONSTRUCTION IMPACTS	ESTIMATED CONSTRUCTION & MAINTENANCE COSTS	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	PROPERTY COSTS	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Low to Moderate	Low to Moderate	Moderate	High	Low to Moderate
	CONSTRUCTION IMPACTS (SHORT-TERM)	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	SUB-TOTAL FOR CRITERIA	-1	-1	-3	-6	0
TOTAL SCORE		0	+5	+3	-18	+10
SUMMARY		Not Preferred	Not Preferred	Not Preferred	Not Preferred	Preferred
RATIONALE		<ul style="list-style-type: none"> Alt. 4A accommodates active transportation connectivity and aligns with planning policy documents. Overall construction and long-term maintenance costs of Alt. 4A, 4B & 4G are expected to be similar and lower than Alt. 4D & 4F. However, Alt. 4A presents potential traffic operational/ safety concerns, only provides frontage south of the Intermodal Dr ext and involves the realignment of easternmost portion of Intermodal Dr. As such, Alt. 4A is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4B accommodates active transportation connectivity, safe traffic operations, efficient goods movement and aligns with planning policy documents. Overall construction and long-term maintenance costs of Alt. 4A, 4B & 4G are expected to be similar and lower than Alt. 4D & 4F. However, Alt. 4B only provides frontage south of the Intermodal Dr ext and involves the realignment of the easternmost portion of Intermodal Dr. As such, Alt. 4B is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4D accommodates active transportation connectivity, safe traffic operations, aligns with planning policy documents and creates potential opportunities for development north and south of the Intermodal Dr ext. This option loses points for goods movement efficiency and has higher construction and maintenance costs in comparison with Alt. 4A, 4B & 4G. Higher property impacts with respect to Alt. 4G. As such, Alt. 4D is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4F provides opportunities to improve goods movement efficiency; however, this alignment does not allow for north-south active transportation connectivity, has high property impacts and significantly higher construction cost compared with Alt. 4A, 4B, 4D & 4G. As such, Alt. 4F is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4G accommodates active transportation connectivity, safe traffic operations and efficient goods movement. This option aligns with planning policy documents and provides development opportunities north and south of the extension. Construction and long-term maintenance costs of Alt. 4G are expected to be similar to Alt. 4A & 4B and lower than Alt. 4D & 4F. As such, Alt. 4G is preferred.

Evaluation Scoring:

- Positive impact / Best addresses factor
- Slight positive impact / Addresses factor
- Neutral impact / Moderately addresses factor
- Slight negative impact / Does not adequately address factor
- Negative impact / Does not address factor

July 29, 2025

Via E-Mail

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File no. G10059650

Dear Ms. Glean and Mr. Morales:

**Re: MCEA for Intermodal Drive and Watermain Extension to Gorewood Drive
Environmental Assessment of Alternatives 4B and 4G.**

On behalf of [REDACTED] we write in follow-up to the meeting held on July 11, 2025, between the City of Brampton ("City"), its consultant Arcadis, the [REDACTED] and [REDACTED] families, and their respective advisors.

We first wish to express our thanks to the City and Arcadis for hosting the stakeholder meeting.

Second, this letter and the accompanying presentation from GWD set out our submissions on behalf of [REDACTED] in support of Alternative 4B, the City's preferred alignment following the Phase 3 assessment presented to stakeholders in August 2024.

At that meeting, the City provided a brief synopsis of the Municipal Class Environmental Assessment for Intermodal Drive and Watermain Extension to Gorewood Drive ("Intermodal Drive MCEA").

The City explained that Phase 3 of the MCEA process, comparing alternative alignments, had taken place in 2024 and that Alternative 4B had been selected as the City's Preferred Alternative. The City noted that Alternative 4G was developed after the stakeholder meeting of August 22, 2024, in response to opposition expressed by a stakeholder group to Alternative 4B. (We understand that the [REDACTED] family opposes Alternative 4B, as it would extend Intermodal Drive through their property at 8196 Gorewood, in order to reach Gorewood Drive, requiring its expropriation).

Our submissions include a number of questions and concerns regarding the scoring, and as a result the comparative ranking, of Alternative 4G, presented in the Public Information Centre (“PIC”) materials posted online for comment from January 15 – February 12, 2025.¹

We submit that a number of errors in the scoring of Alternative 4G are apparent in the Evaluation of Alternative Alignments (or “scoring grid”), and more generally in the slide deck presented as part of the City’s Public Information Center of January 15, 2025.² Once these errors are corrected, it is clear on the basis of the City’s own criteria that Alternative 4B remains the Preferred Alternative. We have enclosed a revised scoring grid with this letter, for ease of reference.

We look forward to receipt of the City’s responses to the questions set out below, and we ask that the concerns identified regarding Alternative 4G be considered as the Environmental Study Report (“ESR”) is prepared.

The City’s Assessment of Alternatives 4A to 4F

The *Municipal Engineer’s Class Environmental Assessment (“MCEA”)* was first approved in 2000 by the Minister of the Environment pursuant to the *Environmental Assessment Act*, R.S.O. 1990, c.E.18. As amended, the approved MCEA governs the conduct of “class” environmental assessment, for the types of municipal projects set out in the MCEA’s schedules. Ministerial approval of the MCEA exempted municipal proponents from the requirements of the individual EA process, provided that they complied instead with the requirements of the MCEA.

In this case, the City and the Region of Peel (“Region”) are following the MCEA process to conduct an environmental assessment of the proposed extension of Intermodal Drive, and the Region’s watermain.

The MCEA has five (5) phases. Phase 1 identifies the problem or opportunity to be addressed, Phase 2 assesses alternative methods of solving the problem. Once a Phase 2 solution has been chosen, Phase 3 assesses alternative designs for the preferred solution, and then Phase 4 documents the study in an Environmental Study Report. Phase 5 implements the chosen design.

In the Intermodal Drive MCEA, the problem identified in Phase 1 was the need to close a gap in both the transportation network, and in the Region’s watermain, between Intermodal Drive and Gorewood Drive.

In Phase 2, four (4) alternative approaches to addressing the problem were assessed, and it was determined that Intermodal Drive and the watermain should be extended to Gorewood Drive.

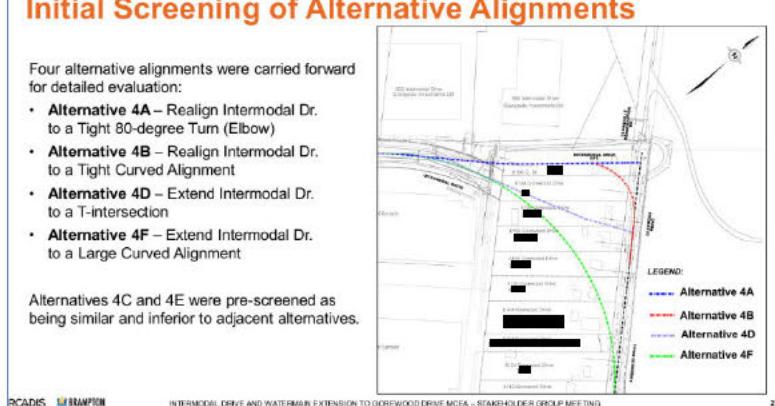
During Phase 3, six (6) alternative alignments were considered for the extension, Alternative 4A through 4F. Alternatives 4C and 4E were screened out as being “similar and inferior to” adjacent alternatives, and the remaining four (4) alignments were carried forward for detailed assessment, as follows:

Initial Screening of Alternative Alignments

Four alternative alignments were carried forward 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 and inferior to adjacent alternatives.



- Alternative 4A (straight extension through 8196 Gorewood Drive, with T intersection at Gorewood Drive);
- Alternative 4B (extension through 8196 Gorewood Drive, curving to meet Gorewood Drive);
- Alternative 4D (straight extension through three (3) properties, with T intersection at Gorewood Drive); and
- Alternative 4F (large curved alignment, through 8188 to 8140 Gorewood Drive).

On August 22, 2024, the City and Arcadis presented the results of Phases 1, 2 and 3 of the MCEA process at a stakeholder meeting, as required by Phase 3 of the MCEA. The factors considered in the Phase 3 assessment, and the relative ranking of alternative alignments, were clearly set out in a presentation dated August 22, 2024,³ attached to Stakeholder Group Meeting Minutes of the same date.⁴

Alternative 4B received the highest score during Phase 3, with +8 points, followed by Alternative 4D with +3 points, Alternative 4A with +2 points, and Alternative 4F with -14 points. There were four (4) categories of criteria in the assessment that was conducted: Transportation and Traffic Analysis (3 criteria); Environmental and Social Impacts (5 criteria); Natural / Physical Environment (5 criteria); and Cost (1 criterion).

In relation to the three (3) Transportation and Traffic Analysis criteria, the Phase 3 assessment concluded that Alternative 4B “perform[ed] best overall” with +5 points, as compared to +2 points for Alternative 4D. While Alternatives 4B and 4D could both accommodate active transportation and performed well in traffic operations, only Alternative 4B scored well due to “reduced impact on trucking”.

Under the five (5) criteria under Environmental and Social Impacts, Alternative 4B also out-scored Alternative 4D with +5 points to +4. Both had the same maximum score for development potential (+2 points), and for alignment with policy documents (+2 points). Alternative 4D scored better for utility impacts (+1 point vs 0) but Alternative 4B scored better for watermain alignment (+1 point vs 0). However, Alternative 4B also scored better for property impacts and constraints, with +1 point compared to 0 for Alternative 4D.

Under the four (4) criteria for Natural and Physical Environment, Alternatives 4B and 4D were equally ranked at -2 points each, with a neutral score (0 points) for each of potential impacts to Species at Risk and Archaeological Potential, and -1 points for each of Potential Contamination and Significant Natural Areas & Resource Disruption.

Finally, under the single Cost criterion, Alternative 4D scored -1 point for Capital Cost (Construction & Long Term Maintenance) while Alternative 4B scored neutrally with 0, giving Alternative 4B an overall score of 0 and Alternative 4D an overall score of -1 for the category. The City’s presentation noted that Alternatives 4A and 4B had the lowest overall costs, while Alternative 4D had “moderate costs from protected intersection and additional property requirements”.

The Preferred Alternative selected by the City and Region, and presented to stakeholders as the Technically Preferred Alignment on August 22, 2024, was Alternative 4B, pictured below (the Alternative also favoured by our Client [REDACTED] and the [REDACTED] family).

At the stakeholders' meeting of July 11, 2025, Alternative 4B was repeatedly referred to by the City's team as the "unbiased" and "technically preferred" alternative.



Opposition to Alternative 4B

Less than a month after the stakeholder's meeting of August 22, 2024, [REDACTED] submitted a Planning Justification Report for a proposed Zoning By-law Amendment Application for 8188 and 8196 Gorewood Drive, dated Sept. 16, 2024. We note that [REDACTED] failed to file an Official Plan Amendment Application on the mistaken belief that the Council Approved Brampton Official Plan designates the [REDACTED] Property for employment purposes. Unfortunately, the Council Approved Brampton Official Plan has been Appealed in its entirety to the Ontario Land Tribunal (OLT).

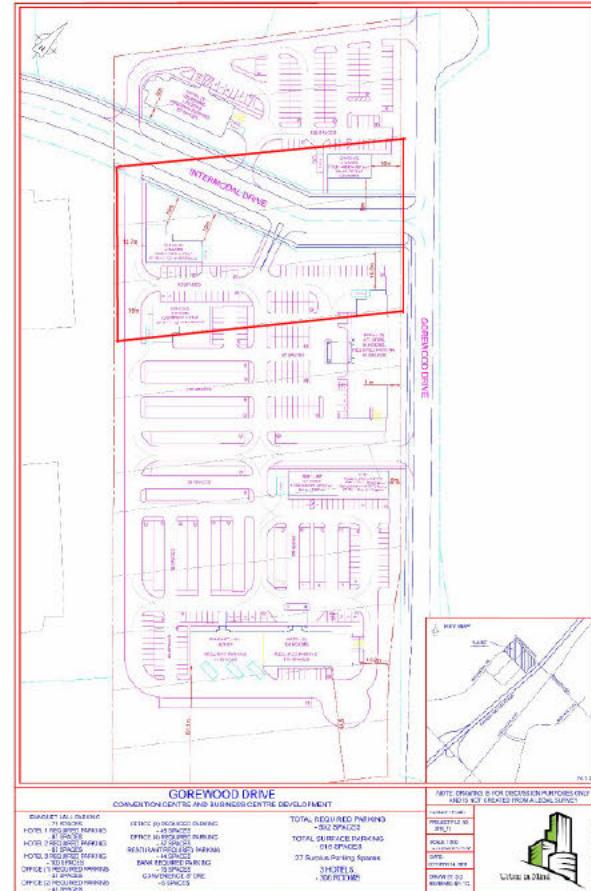
That Planning Justification Report attached a Conceptual Site Plan illustrating proposed development, not only on the two (2) [REDACTED] properties affected by the proposed ZBA or on properties owned by the [REDACTED] family, but also on three (3) adjacent properties to the immediate south owned by [REDACTED] (8180, 8168 and 8158 Gorewood Drive, outlined with a red rectangle opposite).⁵

[REDACTED] made this submission, which illustrated a joint global development of all the properties along Gorewood Drive, without the consent of [REDACTED] and without consulting [REDACTED]

Equally troubling, [REDACTED] Conceptual Site Plan shifted the proposed alignment for the extension of Intermodal Drive and the watermain completely off of [REDACTED] property at 8196 Gorewood Drive, and off of most of the [REDACTED] property at 8188 Gorewood Drive, showing it as instead crossing two (2) of [REDACTED] properties at 8180 Gorewood Drive and 8168 Gorewood Drive.

City Adds Alternative 4G

On January 15, 2025, the City presented Alternative 4G to the public for the first time. Like [REDACTED] Conceptual Site Plan, Alternative 4G shifted the proposed alignment completely off of [REDACTED] property at 8196 Gorewood Drive, moving it south so that it crossed one (1) of [REDACTED] properties (8180 Gorewood Drive) and two (2) of [REDACTED] (8180 and 8168 Gorewood Drive). Alternative 4G was labelled as a “Preliminary Preferred Alternative”.



While Alternative 4B would require the expropriation of a single property along Gorewood Drive (8196 Gorewood Drive), Alternative 4G would require the expropriation of two (2) full properties on Gorewood Drive (8188 and 8180 Gorewood Drive), along with part of a third (8168 Gorewood Drive). (The [REDACTED] properties are outlined in red below, while the [REDACTED] properties are outlined in turquoise).⁶



The City described Alternative 4G as a response to the opposition received from stakeholders after the August 22, 2024 meeting, and articulated a desire to “spread” or “share” the impact/burden of expropriation between stakeholders, rather than imposing that impact on a single stakeholder.

However, the desire to “share” or “spread” the impact of property taking among multiple property owners was not described as a criteria against which alignments were to be assessed during the Intermodal Drive MCEA, when the City first presented the results of its Phase 3 assessment to stakeholders. Moreover, this criteria was not used in the Phase 3 assessment of alternative alignments presented on Aug. 22, 2024, which led to the selection of Alternative 4B.

On the contrary, the stated criteria for the Phase 3 assessment shared with stakeholders in 2024 included the very opposite objective, in at least two (2) places. The cost of property taking was included in “Capital Cost (Construction and Long Term Maintenance)” and the impact of taking in “Property Impact / Constraints”. The Phase 3 assessment carried out in 2024 assigned *lower* scores to those alternatives that require more property taking, “spreading” or “sharing” the impacts amongst more property owners, and higher scores to those that required less property taking. In other words, the 2024 Phase 3 assessment of alignments sought to judiciously *decrease* the number of properties subject to expropriation.

For example, the alternative alignment that spreads expropriation impacts over the greatest number of properties, and thus the greatest number of property owners, is Alternative 4F, which impacts at least seven (7) of the Gorewood Drive Estate properties. Alternative 4F has consistently been assigned the worst score, most notably for the “Property Impact / Constraints” and Capital Cost (Construction and Long Term Maintenance) criteria.

The use of factors not listed as criteria in Intermodal Drive MCEA to now assess Alternative 4B and Alternative 4G, or to select Alternative 4G as a “Preliminary Preferred Alternative” as was done in

January 2025, raises very significant administrative law concerns. Decision makers must act within their delegated statutory authority, which in this case is the approved MCEA, and their decision making and the reasons for their decisions must be logical, traceable and transparent.

To invent a criterion part way through the MCEA assessment process, and to apply that criteria to one or two alignments only, is not “reasonable”, as that term is understood in administrative law terms, pursuant to the Supreme Court decision in *Vavilov*: traceable, logical, supported by the evidence, and within delegated authority.⁷

It should also be noted that Alternative 4G was described in January 2025 as a “hybrid” of Alternatives 4B and 4D.⁸ However, Alternative 4B consistently scored *higher* than Alternative 4D in the City’s “unbiased” Phase 3 assessment from August 2024, across all categories.

In total, Alternative 4B scored +5 points higher than Alternative 4D.

It is therefore unclear how a new “hybrid” Alternative 4G, which includes attributes of the lower-scoring Alternative 4D, could possibly out-score Alternative 4B. All else being equal, logically, Alternative 4G could potentially perform better than Alternative 4D, since it includes attributes of Alternative 4B (and Alternative 4B outscored Alternative 4D). However, Alternative 4G should not be able to outperform Alternative 4B, if it is being fairly assessed against the same criteria applied in August 2024, since it includes elements of the lower-scoring Alternative 4D.

The rules of the game should not change after a new competitor is added.

The fact that Alternative 4G scored higher than Alternative 4B in January 2025 raises concerns on two (2) fronts: that the criteria used to conduct the assessment in January 2025 may be different from those used in August 2024, and that those criteria may not have been applied evenly to every alternative alignment.

Assessment of Alternative 4G vs Alternative 4B

Below, we have considered each of the criteria used in January 2025 to assess Alternative 4B and Alternative 4G. We have compared them to the criteria used in the Phase 3 assessment conducted in August 2024. This comparison has identified errors in relation to both concerns noted above.

First, new criteria not used in August 2024 were added in January 2025. Second, the application of criteria across alternatives often appears uneven. While Alternatives 4D and 4F appear fairly scored, Alternatives 4A, 4B and 4G are frequently given identical scores, when the facts do not support this. In fact, Alternatives 4B and 4G are given identical scores in relation to five (5) different criteria, without an evidentiary foundation.

Together, these errors lead to an inaccurate and inflated score for Alternative 4G.

We have identified each individual concern below. For ease of reference, at the end of this letter we have also presented a revised scoring matrix, with these errors corrected, comparing Alternatives 4B (the original Preferred Alternative) and Alternative 4G.

Environmental and Social Impacts Category

Criterion Added Mid-Assessment: Impact to Development Land

The first difficulty with the ranking of Alternative 4G involves the addition of new criteria, mid-way through the assessment process.

In August 2024, the category of Environmental and Social Impacts had just five (5) criteria. However, in January 2025, after Alternative 4G was added, a sixth criterion was also added, "Impact to Development Land", scored separately from "Development Potential".

In the text under this criterion, two (2) issues were discussed. The first is whether the alignment would affect lands outside the floodplain limits. Given the recent revision of the floodplain limits by the Toronto Region Conservation Authority ("TRCA"), all alternatives under active consideration are now outside the floodplain limits, and this issue is therefore moot.

The second issue discussed was whether frontage existed both to the north and south of the Intermodal Drive extension, or just to the south. This issue, as framed, appears to reflect the concern of a single stakeholder group when objecting to the City's preferred alternative: with Alternative 4B, the [REDACTED] family would only retain land (and therefore frontage) to the south of the Intermodal Drive extension.

This is problematic on a number of fronts.

First, it is clear that a new criterion was introduced in January 2025 that was not used in the original Phase 3 assessment of alternative alignments presented in August 2024. It is a criterion that was not identified for use in the Intermodal Drive MCEA. Nowhere in the published materials leading up to January 15, 2025 did the City or Region articulate a concern about whether the alignment alternatives retained frontage on one or both sides of the Intermodal Drive extension.

Second, the addition of this criterion appears to directly reflect the views of a single stakeholder group, and to be a concern intended to measure impacts to their landholdings only.

Third, the scoring of this criterion for Alternative 4B appears to be factually incorrect. Alternative 4B does retain frontage on both sides of the Intermodal Drive extension.

Alternative 4B would see Intermodal Drive extended from its current location, across the northern-most [REDACTED] property at 8196 Gorewood Drive, to Gorewood Drive, and would result in the taking of that property. The [REDACTED] family would therefore only retain land, and therefore frontage, to the south of the extended alignment.

However, Alternative 4B still results in a situation where there are properties with frontage on both sides of the Intermodal Drive extension. To the north of the extension is 980 Intermodal Dr, owned by Giampaolo Investments Ltd. (see red rectangle opposite), and to the south is [REDACTED] property at 8188 Gorewood Drive.

Yet Alternative 4B was given a score of -1 in the January 15, 2025 scoring, and the text noted “provides street frontage only to the south property off Intermodal Dr ext”. This is clearly factually incorrect.



The only distinction to be made between Alternative 4B and Alternative 4G is that the frontage to the north of the extension, in Alternative 4B, is owned by someone other than the [REDACTED] family. It only makes sense to allocate a different score to Alternatives 4B and 4G if the criterion is not whether *any* property retains frontage on both sides of the Intermodal Drive Extension, but whether the [REDACTED] family retains such frontage.

It cannot have been the City's intention to introduce a criterion that would be scored in relation to a single family's land holdings, as this would introduce concerns about bias, procedural fairness, and natural justice. As such, we assume there is simply an error in scoring for Alternative 4G.

We submit that the most appropriate response would be to eliminate this criterion, given that it was not used in the original MCEA Phase 3 assessment, nor presented to stakeholders or the public prior to selection of the City's Preferred Alternative in August 2024. Instead, it appears to have been created in response to a single stakeholder group's preferences, late in the fall of 2024.

If the criterion is to be retained, however, then we submit that Alternatives 4B and 4G must be given equal scores, since both provide frontage to properties on both the north and south of the extension.

In our summary matrix at the end of this letter, we have eliminated this criterion. However, retaining it does not make a difference, provided both Alternatives 4B and 4G are given the same score, as they should be based on the evidence.

Category of Costs: Two (2) Criteria Added Mid-Assessment

A similar difficulty with the scoring of Alternative 4G arises under the Cost category. During the Phase 3 assessment of alternative alignments carried out in 2024, the category of Cost had just one (1) criterion, Capital Cost (Construction and Long Term Maintenance). The summary of the City's Phase 3 MCEA assessment of alignments shared with stakeholders in August 2024 made clear that this criterion included both construction costs, and property acquisition.

The Evaluation of Alternative Alignments slide shared with stakeholders noted that Alternatives 4A and 4B had the “lowest overall costs” with a score of 0, Alternative 4D with a score of -1 had “moderate

costs from protected intersection and *additional property requirements*", and Alternative 4F with a score of -2 had the "highest costs resulting from *significant property impacts*" (emphasis added).

By January 2025, however, after the addition of Alternative 4G, two (2) additional criteria had been added under the Category of Cost, for a total of three (3): Estimated Construction and Maintenance Costs, Property Costs and Construction Impacts (short term).

To change the evaluation criteria mid-course, particularly after the City has already identified its Technically Preferred Alternative, causes concern. To do so in response to the addition of a new alternative, one that has been added in response to a single stakeholder group, and to have those new evaluation criteria affect the outcome of the assessment raises concerns about bias, procedural fairness and administrative law reasonableness.

The City's Phase 3 MCEA evaluation criteria were established before the evaluation process began. We submit that these criteria, as presented on August 22, 2024, should be carried through the assessment unaltered, in order to assess Alternative 4G.

Construction & Maintenance Costs

The third difficulty that arises is that the January 2025 assessment of Cost does not reflect the evidence upon which it is based, obscuring clear differences between Alternatives 4A, 4B and 4G.

The scoring carried out as part of the Phase 3 assessment done in August 2024 more accurately reflected the cost differences between the alternatives. There was a three-point spread between the four alternatives considered, with the worst (Alternative 4F) receiving a score of -2, the intermediate (Alternative 4D) receiving a score of -1 and the best (Alternatives 4A and 4B) receiving a score of 0.

By January 2025, however, the only differences that are shown are for Alternatives 4D and 4G. The differences between Alternatives 4A, 4B and 4G have been obscured by the allocation of identical scores, even in the face of substantive factual differences.

For example, in relation to Construction & Maintenance Costs, the worst two (2) alternatives received scores reflecting the evidence: Alternative 4F at a cost of \$5.7 million received a score of -2 and Alternative 4D at a cost of \$4.3 million received a cost of -1. However, the other three (3) alternatives received identical scores of 0, even though they were separated by a delta of \$400,000: Alternative 4A cost \$3.7 million, Alternative 4B cost \$3.9 million and Alternative 4G cost \$4.1 million.

Given that the City determined that the \$200,000 difference between Alternatives 4D and 4G merited a scoring difference, with 4D receiving a -1 and 4G receiving a 0, then the same \$200,000 cost delta between Alternatives 4G and 4B should also have merited a scoring difference of 1 point. Likewise, the same \$200,000 cost delta between Alternatives 4A and 4B should also have merited a scoring difference of 1 point.

Fairly capturing the cost differences between all alternatives results in the following scoring: Alternative 4A (\$3.7 million) 2 points, Alternative 4B (\$3.9 million) 1 point, Alternative 4G (\$4.1 million) 0, Alternative D (\$4.3 million) -1 point, and Alternative F (\$5.7 million) -2 points.

Property Costs

The concern about January 25, 2025 scoring for Alternatives 4A, 4B and 4G not reflecting the evidence also arises in relation to property acquisition costs.

In August 2024, Alternative 4F received the lowest score at -2, which is logical given that it affects the most properties (~7 properties). Alternative 4D, which affects three (3) properties (most of 8180 Gorewood Drive, the southwest corner of 8188 Gorewood Drive and the northeast portion of 8168 Gorewood Drive), received the next lowest score of -1. Alternatives 4A and 4B, both of which would require the complete taking of a single property (8196 Gorewood Drive), received scores of 0.

By January 15, 2025, however, while the assessment reflected the differences between Alternative 4F (-2 points, described as "High") and Alternative 4D (-1 point, described as "Moderate"), it once again allocated identical scores to Alternatives 4A, 4B and 4G (0 points, described as a "Low to Moderate" cost). Factually, however, these three (3) alternatives have very different expropriation impacts upon the Gorewood Drive Estate properties.

The alignment of Alternative 4A extends straight across to Gorewood Drive, requiring the expropriation of just one (1) full property, 8196 Gorewood Drive. Alternative 4B is very similar, extending straight across, but the T-intersection is replaced with a curve. As such, in addition to the expropriation of one (1) full property (8196 Gorewood Drive), Alternative 4B also requires the northeastern portion of 8188 Gorewood Drive.

Alternative 4G, however, enters one (1) property (8188 Gorewood Drive) at the western boundary and then descends south so that the center line runs along the property line between 8188 and 8180 Gorewood Drive. As such, the road alignment imposes significant impacts on two (2) properties and a portion of a third. It would require the full expropriation of two (2) properties (8188 and 8180 Gorewood Drive), not one, along with the northeastern portion of a third property (8168 Gorewood Drive), to accommodate the curve.

The cost for Alternative 4G, requiring full expropriation of two (2) properties plus the portion of a third, must receive a different score than Alternative A, which requires expropriation of just one (1) property. Likewise, it should also be scored differently than Alternative 4B, which requires expropriation of one (1) full property (8196 Gorewood Drive) plus a small portion of the northeastern portion of a second property (8188 Gorewood Drive).

A fair reflection of these differences would be as follows: Alternative 4A (1 full property taken) +2 points; Alternative 4B (1 full property taken + small portion of a second property) +1 point; Alternative 4D (1 property taken + portions of two (2) more properties) 0 points; Alternative 4G (2 full properties taken + small portion of a third property) -1 points; Alternative F (portions of 7 properties taken) -2 points.

Construction Impacts

Finally, the criterion of Construction Impacts (short term) was not discussed, assessed or scored in the August 2024's presentation to stakeholders; it was added for the first time in January 2025. Under this criterion, every alternative bears the note that "properties with frontage on the existing eastern

terminus of Intermodal Drive would experience similar short-term access impacts with any of the alignments, including re-alignment". Accordingly, it creates no scoring delta between alternatives.

Instead, driving the scoring difference under Construction Impacts (Short Term) is the assessment of short term access impacts to properties on Gorewood Drive, during construction. This raises the following question: While the extension of Intermodal Drive to Gorewood Drive is being constructed, are there homes or businesses in the Gorewood Drive Estates, to the north of the construction area, whose access will be impeded?

In this respect, Alternative 4F receives a score of -2, and is noted to have "significant impacts" to properties north of the construction connection. This makes sense, given that at least 7 properties appear to be located to the north of the Intermodal Drive extension to Gorewood Drive. Alternative 4D likewise receives a score of -1, and is noted to have "moderate" access impacts, with three (3) properties located north of the connection to Gorewood Drive.

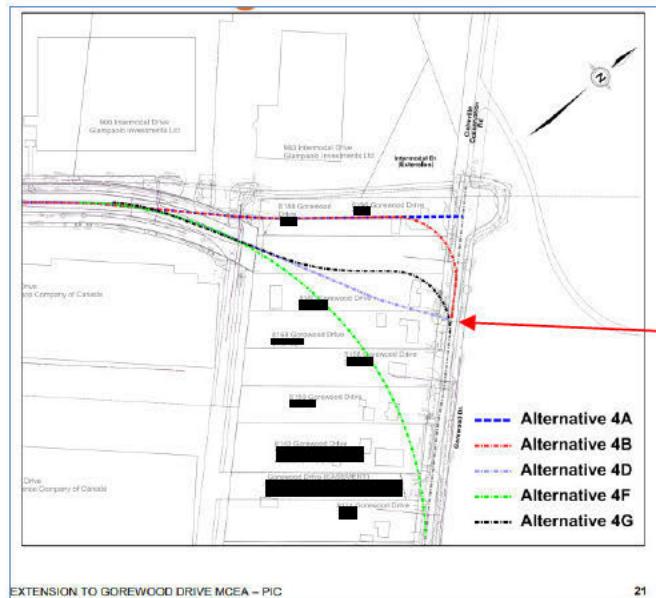
Once again, however, the City's assessment allocates an identical score to Alternatives 4A, 4B and 4G, when in fact they have quite different access impacts. The illustration of Alternative 4G, for example, shows the Intermodal Drive extension joining Gorewood Drive at precisely the same location as Alternative 4D (see red arrow, opposite). Yet Alternative 4G receives a score of 0 while Alternative 4D received a -1. There are two (2) properties to the north of both Alternatives 4D and 4G (8188 Gorewood Drive and 8196 Gorewood Drive), so logically, they should receive the same score.

Alternatives 4A and 4B do not affect any Gorewood Drive Estate properties to the north, and as such cannot negatively impact access during construction (and 980 Intermodal Drive has access via Intermodal Drive itself). As such they should have the highest score possible for this criterion.

In contrast, Alternative 4G does affect access to a property to the north (8196 Gorewood Drive). As such, they should not have received identical scores, as was done in the January 2025 MCEA assessment.

In order to properly reflect the differences in impact, if Alternative 4F (7 properties impacted) receives a score of -2, and Alternative 4D (3 properties impacted) receives a -1, then Alternative 4G (1-2 properties impacted) should receive a 0. Alternative 4A has no property to the north (it is constructed on the most northern property located within Gorewood Estates, namely, 8196 Gorewood Drive), and as such receives a score of 2.

Alternative 4B is also constructed on the most northern of the Gorewood Estates properties (8196 Gorewood Drive). While the extension curves to join Gorewood Drive at the boundary between 8196



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and 8188 Gorewood Drive, the criterion is intended to measure impacts to residents during construction. Given that 8196 Gorewood Drive will have to be expropriated to construct the Intermodal Drive extension, there will be no residents or businesses operating at 8196 Gorewood Drive during construction, and as such, no interruption of access thereto. As such, Alternative 4B also merits a score of 2.

Environmental and Social Impacts: Development Potential

In August 2024, Alternatives 4A, 4B and 4D all received the best score at 2 points, with the notation that “Alternative alignments generally have high development potential *in comparison with Alternative Solutions*”. The only additional text was for Alternative 4A, noted to have the lowest overall impact, and 4F with the highest overall impact, and receiving a score of -1.

In August 2024, the point of this criterion was that a road extension was preferable to Phase 2 alternatives such as “Do Nothing”, “Active Transportation Link Only”, and “Isolated Transportation Network Improvements”. Other than the very ends of the spectrum (lowest impact Alternative 4A and highest Alternative 4F), the details of impacts to properties were considered under the criterion “Property Impacts / Constraints”.

By January 2025, however, the scoring had changed, with Alternative 4A retaining 2 points, Alternative 4B and 4D given 1 point and Alternative 4G being given 1 point. The spread between alternatives appears to be linked to the nature of each alignment’s impacts on specific properties.

This is troublesome, as the details of impacts to property are also still dealt with under “Property Impacts/ Constraints”. As such, it would appear that impacts to properties are being double-counted.

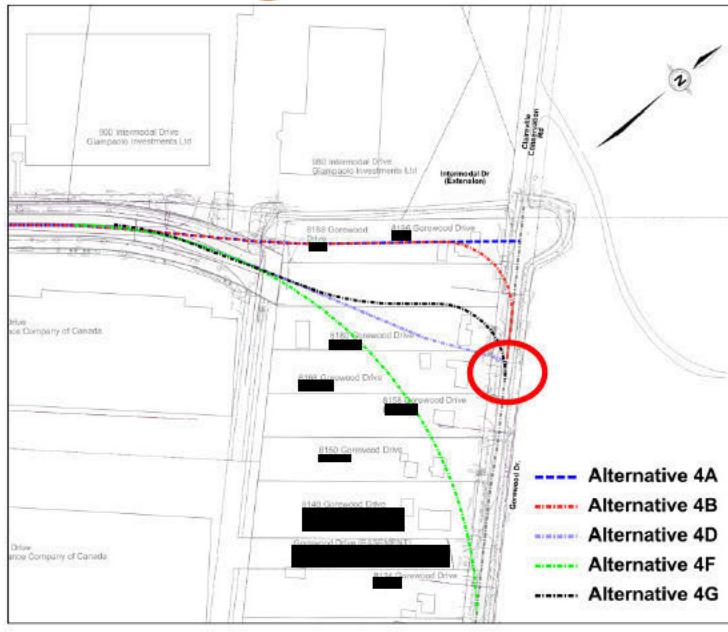
The benefits of proceeding with an extension were captured by the Phase 2 assessment. As such we recommend either eliminating this criterion, and addressing impacts to property under the heading “Property Impacts / Constraints”, so that impacts to property are not double-counted. Alternatively, it should reflect the first note above, that all alternatives have a high development potential in comparison with Alternative Solutions, and all alternatives should be given the same score.

Environmental and Social Impacts: Watermain

In the original Phase 3 assessment of alternatives, presented in August 2024, Alternative 4B received a neutral score of 0, as it achieved the Region’s goal to close the gap in the watermain network, while Alternative 4D received a score of -1. The same scores appear in January 2025, with the City explaining in relation to Alternative 4D that there was a “potential for a longer water main alignment than Alt. 4A and 4B, to accommodate an additional dead-end section on Gorewood Dr north of Intermodal Dr ext”. The same comment is made about Alternative 4F, and it also received a score of -1 point.

What is puzzling in the scoring carried out in January 2025 is that Alternative 4G, which is purportedly a hybrid of Alternative 4B and Alternative 4D, is given a higher score than either of them, at +1 point. The City notes that Alternative 4G will achieve the goal of closing the watermain gap, and will be the “*shortest* watermain alignment, assuming no dead-end section on Gorewood Dr north of the Intermodal Dr ext” (emphasis added).

Two (2) factual problems arise in relation to the assessment of Alternative 4G. First, the shortest watermain alignment must be Alternative 4A (in blue below), which is a straight line from the existing alignment to Gorewood Drive, and not Alternative 4G (in black below), which curves, and joins Gorewood Drive three (3) full properties to the south of Alternative 4A. Alternatives 4A and 4B must score higher than Alternative 4G in relation to the total length of watermain.



XTENSION TO GOREWOOD DRIVE MCEA – PIC

Second, the City appears to be saying contradictory things about the potential for a dead-end section to exist on Gorewood Drive. In the assessment of Alternative 4D, the City specifically adverts to the potential for a “longer water main alignment than Alt. 4A and 4B, to accommodate an additional dead-end section on Gorewood Dr north of Intermodal Dr ext”.

Alternative 4G is a hybrid of Alternatives 4B and 4D, and Alternative 4G (in black) and Alternative 4D (in purple) in fact join Gorewood Drive at the same point (circled in red in the figure opposite). How is it that Alternative 4D creates a risk of a dead-end section, when Alternative 4G does not, if they join Gorewood Drive (and any watermain running beneath it) at the same place? Either a risk exists for both of these alternatives, or it exists for neither.

It would appear, therefore, that both the text and the score for Alternative 4G is factually incorrect and unsupported by evidence. Alternative 4G should share the score for Alternative 4D, at -1 point, and consequently it should *not* score higher than Alternative 4B.

In advance of publishing the ESR, it would be helpful for the City to confirm whether or not there in fact is a dead-end section on Gorewood Drive north of the Intermodal Drive extension, as noted for Alternative 4D, and to make clear the length in metres of watermain required for all alternatives.

Finally, Alternatives 4D and 4F describe the Region’s goal of a “fully continuous watermain”, whereas for Alternatives 4A, 4B and 4G the Region’s goal is expressed as closing the “gap” in the watermain.

We would ask the City to explain, in response to this letter, what the difference is between these two (2) goals (if any), and how Alternative 4G will achieve the Region’s goal, while Alternative 4D may not, given that Alternative 4G is a hybrid of Alternatives 4B and 4D, and joins the watermain under Gorewood Drive at the same location?

Environmental and Social Impacts: Utility Impacts

In both August 2024 and January 2025, the City notes that a “minor” utility relocation will be required within the re-aligned section of Intermodal Drive, which shifts the terminus of the road from adjacent to 8188 Gorewood Drive, north to 8196 Gorewood Drive. A neutral score of 0 is assigned.

Alternative 4G is assigned a score of 1, as it “maintains existing alignment within eastern terminus of Intermodal Drive, minimizing the need for utility relocations”. However, it would appear that Alternative 4G impacts the driveway connections between Intermodal Drive and 980 Intermodal Drive.

We would ask that the City confirm, by reply to this letter, that there are no utility connections running from Intermodal Drive to the properties to the north, at 900 and 980 Intermodal Drive, that would require relocation or modification. If utility connections are present, we would ask for the details of those connections (utility type, length affected).

Pending confirmation of the City's response, we have not revised the City's scoring for this criterion.

Finally, no changes were made to the scoring for the criterion of Alignment with Policy Planning, with both alternatives scoring 2 points.

Environmental and Social Impacts Total:

Taking into account the issues set out above, Alternative 4B's revised score for this category is 3, and Alternative 4G's score is 1.

Natural / Physical Environment

There are four (4) criteria for the category of Natural / Physical Environment. Two (2) of the criteria, Potential Impacts to Species at Risk and Archeological Potential, ranked all alternatives equally and neutrally at 0 points, in both August 2024 and January 2025. We have no comments on either criteria.

Natural / Physical Environment: Environmental Contamination

The January 2025 assessment also ranks Alternative 4B and Alternative 4G equally in relation to potential contamination. Alternative 4G passes through the western portion of 8188 Gorewood Drive, and the assessment for Alternative 4D notes that there are 2 Areas of Potential Environmental Concern (“APECs”). For Alternative 4B there are 2 APECs at 8196 Gorewood Drive.

Alternative 4G also impacts 8180 Gorewood Drive. If so, the score for Alternative 4G should be updated accordingly. At present, Alternatives 4A, 4B, 4D and 4G all have 2 APECs and are scored at -1, and Alternative 4F has 4 APECs and is scored at -4. If there are any APECs listed in the Phase One ESA for 8180 Gorewood Drive, then the scoring should be updated to reflect the differences, with Alternatives 4A, 4B, and 4D scoring 0 for 2 APECs, Alternative 4G scoring -1 for 3 APECs and Alternative 4F scoring -2 for 4 APECs.

We would ask the City to please confirm, by reply to this letter, whether the Phase One ESA for 8180 Gorewood Drive identified any APECs, and if so, how many?

Natural / Physical Environment: Significant Natural Areas and Resource Disruption

Both Alternative 4B and Alternative 4G “allow for restoration of Gorewood Drive turn-around as a permeable surface”, and both are noted to have similar impacts on TRCA floodplain limits. (As noted above, revisions to the floodplain make the latter irrelevant to the comparison of alternative alignments).

The only other issue referenced in the City’s scoring matrix is tree impacts. Alternatives 4A and 4B are noted to have the “highest” tree impacts, Alternative 4D to have “moderate” tree impacts and Alternatives 4F and 4G to have “isolated” tree impacts. We understand that the tree impacts of concern for Alternatives 4A and 4B relate specifically to trees located along the northern boundary of 8196 Gorewood Drive.

However, the City’s PIC slides illustrating Alternative 4B, superimposed on aerial photos, show no impact to the tree line at issue, which is well north of the proposed road extension, as shown below:

Alternative B:



In addition, it is clear that it is the multi-use path that is adjacent to the tree line shown in Alternative 4B, not the road extension itself. The multi-use path can easily be constructed using appropriate Tree Protection Zones around the trees, pursuant to applicable by-law requirements, to mitigate any risk.

Finally, we note that a number of the trees appearing in the aerial photo appear to be dead in current photos (see photo, left, looking north toward 8196 Gorewood Drive, and its northern property line with 980 Intermodal Drive).

Accordingly, if any difference in scoring is to be allocated between Alternatives 4B and 4G based on impacts to trees, we ask that the categories be clearly identified (how many impacted trees or what range of impact trees constitutes an “isolated”, “moderate”, and “highest” impact?), that the number of trees impacted by each Alternative be set out,

based on field verification not aerial photography. We ask that their location in relation to each Alternative be identified, and that the City note whether they are native or invasive species.

Natural / Physical Environment: Category Total

Correcting for the errors discussed above, the revised score for both Alternatives 4B and 4G is -1 point.

Transportation and Traffic Analysis

There are three (3) criteria set out for this category, including: Connectivity for Active Transportation, Traffic Operations, and Goods Movement Efficiency. The City assessed both Alternative 4B and Alternative 4G with +1 points for Active Transportation, due to a “slight disconnect between potential north-south active transportation crossing and natural desire line at TRCA Gorewood Drive entrance” but noted that both still “strengthens overall connectivity”.

In relation to the next two (2) criteria, Traffic Operations and Goods Movement Efficiency, Alternatives 4A, 4B, 4D and 4F were studied as part of the City’s draft Traffic Study Report, dated August 26, 2024. However, Alternative 4G was not. Yet Alternative 4G was assigned a score identical to Alternative 4B, without the evidentiary basis to do so.

The draft Traffic Study Report makes reference to “the ESR report” having “identified the preferred alignment and cross-section” for the Intermodal Drive extension.⁹ At that time, only Alternatives 4A through 4F had been assessed, Alternative 4G had not been identified or assessed.

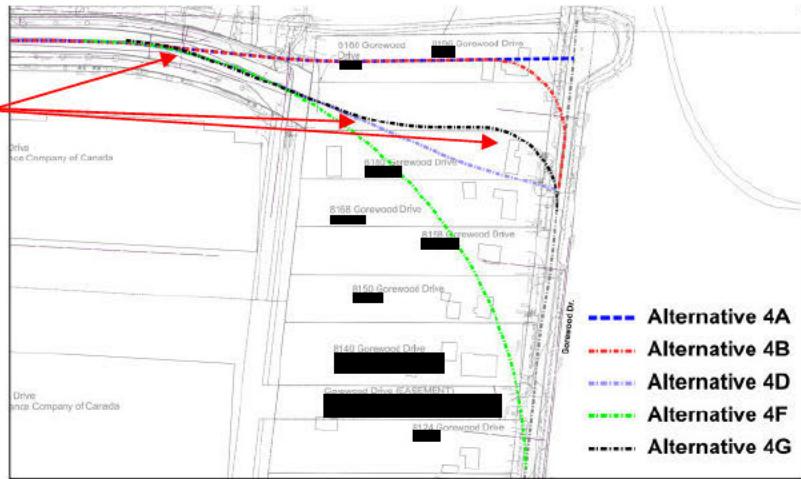
The preferred alignment at the time the draft Traffic Study Report was prepared was Alternative 4B, described as follows:

“Under this preferred alternative, Intermodal Drive would have a 2-lane cross-section with 4 m wide travel lanes, wide boulevards, a multi-use path (MUP) on the north side of the road and a sidewalk on the south side. A tight 45-metre centreline radius would connect the Intermodal Drive extension to the south segment of Gorewood Drive and the existing segment of Gorewood Drive north of Intermodal Drive would become a stop-controlled approach”.¹⁰

At the July 11, 2024 stakeholder meeting, the City confirmed that the Traffic Study Report had not been updated to analyze the alignment set out in Alternative 4G.

The City has allocated Alternative 4G a score that is identical to Alternative 4B, although the alternatives are factually different, and although Alternative 4G has not been studied.

Factually speaking, Alternative 4B (in red, opposite) is a straight extension of Intermodal Drive, curving just prior to meeting Gorewood Drive. In contrast, Alternative 4G (in black, opposite) first slopes considerably to the south, following the alignment of Alternative 4D, before straightening out and then curving to the right to meet Gorewood Drive. This means that there are three (3) curves to consider, illustrated by the red arrows (a curve to the right as the alignment heads south, following Alternative 4D, then a curve to the left as it straightens to follow the property line, then a curve to the right to meet Gorewood Drive).



Upon review, it may be that Alternative 4G should have a score closer to Alternative 4D, since they share about half of the alignment shown above. Or, it may be that Alternative 4G actually shares the worst attributes of both Alternative 4B and Alternative 4D, and merits a score lower than Alternative 4D.

The need for specific study to support scoring for Alternative 4G is supported by the fact that, of the alternatives that were studied in the Phase 3 assessment carried out in 2024, the City assigned quite different scores, even for similar alignments.

For example, while Alternatives 4A and 4D both involve straight road extensions to T-intersections, Alternative 4A scored -3 for Traffic Operations and Goods Movement Efficiency, while Alternative 4D scored 0 (2 points for Traffic Operations and -2 points for Goods Movement Efficiency). The same is true for the two (2) curved alignments that were studied, with Alternative 4B achieving 4 points (2 for each criterion) and Alternative 4F receiving 1 (-1 for Traffic Operations and 2 points for Goods Movement Efficiency). Alternative 4B scored much better than Alternative 4D, at 4 points vs 0 points, for these two (2) criteria.

Given the disparity of scores between the alternatives that were studied, it is not reasonable to simply assign Alternative 4G the same score as Alternative 4B, when the latter has been studied and selected as the best traffic alternative, and the former has not been studied at all.

Nor is it reasonable to subject every alternative alignment to the rigour of a Traffic Study Report, except Alternative 4G. This is particularly the case where the one alternative that has not been studied is the one that was added by the City in response to a single stakeholder group's objections to the Technically Preferred Alternative from August 2024, Alternative 4B.

We respectfully submit that every alternative under serious consideration by the City (in other words, every alignment alternative that was not screened out prior to assessment, such as Alternatives 4C and 4E) must be subjected to the same scrutiny, and measured against the same objective criteria. This simply has not been done for Alternative 4G. There is no reasonable basis to conclude that Alternative 4G is the preferred alternative, on the basis of the study completed to date.

In our summary below we have kept the City's score for Active Transportation, and all scoring for Alternative 4B, but have removed the scores for Traffic Operations and Goods Movement Efficiency.

Finally, from a safety perspective and logically speaking, we note that the sight lines and safety of Alternative 4B must be preferable to Alternative 4G, as all road users will have a much longer field of vision, providing greater advance warning of conditions on or adjacent to the road ahead, and more time to adjust or take evasive manoeuvres.

This concern is reinforced when we consider the volume of truck traffic using Gorewood Drive. We understand that a future MCEA process will consider the potential upgrading of Gorewood Drive to handle transport trucks. It would be short-sighted indeed not to consider, in this process, the needs of the drivers of transport trucks approaching the proposed new intersection with Gorewood Drive.

Overall the score for Alternative 4B under Transportation & Traffic Analysis is 5 points, while Alternative 4G scores 1 point for Connectivity, and does not yet have any score for the other two (2) criteria.

If the City were to assign a score without study, which we do not recommend, it would be much more appropriate to assign the score for Alternative 4D of 0 points (+2 and -2 = 0), as Alternatives 4G and 4D share half of their alignment). Doing so would give Alternative 4G a total score of 1.

Gas Main

When GWD made inquiries and submissions about Alternative 4G, one (1) issue that arose was whether Alternative 4G avoided impacts that Alternative 4B might cause to a "high pressure gas main".

We confirm that, as discussed on July 11, 2025, we have investigated the location of this gas main. We confirm that it is located to the north of all of the Gorewood Drive properties at issue. It is located on the properties at 900 and 980 Intermodal Drive, and those to the west. We noted at the meeting that in places it is located directly adjacent to the existing Intermodal Drive, and the City was clearly able to manage construction to successfully avoid any impact. The City confirmed at the meeting that the gas main was a minor issue and not a factor driving the selection of Alternative 4G over Alternative 4B.

A figure is included in the GWD submission, illustrating the location of the easement for the gas main in relation to the Gorewood Drive estate properties, for ease of reference.

Property Requirement Considerations for Alternative 4G vs. Alternative 4B

As pointed out during the meeting, the MCEA is not an end in itself. It is merely the initial step in the process to extend Intermodal Drive to connect with Gorewood Drive.

The MCEA's conclusion, which will be the selection of the Preferred Alignment of the road extension, will establish the need for certain property requirements for the construction of the Intermodal Drive Extension Project. These property requirements must be fulfilled for the Project to proceed, preferably by negotiated purchase. However, in the event that an owner does not agree to part with his or her required property, resort to expropriation will be necessary.

An owner facing expropriation can require that the expropriating authority (i.e. the City) demonstrate at a Hearing of Necessity before the Ontario Land Tribunal, that the proposed expropriation is fair, sound

and reasonably necessary in the achievement of the objectives of the expropriating authority. It is clear that the objective here is the extension of Intermodal Drive to connect with Gorewood Drive. In the event that the more complicated Alternative 4G is chosen as the Preferred Alignment, traffic engineering witnesses on behalf of the City will be required to testify, justifying the selection of Alternative 4G, which has impacts on three(3) properties, over Alternative 4B, which impacts only one (1) property (owned by [REDACTED] and which would provide a more direct and less expensive connection of Intermodal Drive to Gorewood Drive.

Evidence that the City was motivated to develop Alternative 4G by opposition received from the [REDACTED] Family, and a desire to share the impact of the project with our clients, will not be persuasive to the Ontario Land Tribunal. Alternative 4B would satisfy the City's objective of extending Intermodal Drive to Gorewood Drive, best satisfying the other criteria set out in Phase 3 with the least disruption to private property owners. It is clear to us that the Ontario Land Tribunal would find that property takings for the construction of Alternative 4G would not be fair, sound and reasonably necessary in the fulfillment of the City's objective to extend Intermodal Drive.

Conclusion

In summary, we fully support the City's selection of Alternative 4B as the Preferred Alternative. A fair and objective MCEA Phase 3 assessment was carried out in 2024, providing the evidentiary basis for the selection of Alternative 4B.

The Phase 3 assessment of Alternative 4G provided in January 2025 is problematic and should be corrected, both to remove criteria that were added mid-assessment, and to accurately reflect the evidence in relation to Alternative 4G. It is not appropriate to simply assign Alternative 4G a score identical to Alternative 4B.

On at least five (5) occasions, Alternative 4G has been assigned scores identical to Alternatives 4A or 4B or both, without the evidentiary basis to support this scoring. Alternative 4G is a hybrid of the high-scoring Alternative 4B, and the second place Alternative 4D. Logically speaking and based on the evidence presented to date, Alternative 4G cannot outscore Alternative 4B.

Sincerely,

Gowling WLG (Canada) LLP



JD/RA:gak

cc: [REDACTED] [REDACTED] [REDACTED] gmail.com

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Encl. Intermodal Drive Extension Environmental Assessment – Drawing Chronology

Revised Comparative Scoring of Alternatives 4B and 4G

Transportation & Traffic Analysis	Alternative 4B	Alternative 4G
Connectivity for Active Transport	1 point	1 point
Traffic Operations	2 points	2 points? <i>A score cannot be assessed without the updating of the Traffic Report to include Alternative 4G. For now we have noted the score of Alternative 4D which shares half its alignment with 4G.</i>
Goods Movement Efficiency	2 points	-2 points? <i>A score cannot be assessed without the updating of the Traffic Report to include Alternative 4G. For now we have noted the score of Alternative 4D which shares half its alignment with 4G.</i>
Category Total	5 points	1 point
<hr/>		
Environmental & Social Impacts	Alternative 4B	Alternative 4G
Alignment with Planning Policy	2 points	2 points
Utility Impacts	0 points	1 point
Watermain Alignment	0 points 4B achieves the Region's goal of closing the gap in the watermain.	-1 point <i>4G may not achieve the Region's goal of a "fully continuous watermain loop", and there is a potential for a longer watermain than Atl. 4A and 4B to accommodate an additional dead-end section on Gorewood</i>

	Watermain lengths of 4A and 4B are similar, and shorter than 4D, 4G or 4F.	Drive north of the Intermodal Drive ext (which terminates at 8168 Gorewood Dr).
Property Impacts/ Constraints	1 point 4A scores 2 points for having the lowest impact on Gorewood Drive Estate properties. With the second lowest impact (3 properties, one in its entirety, 8196 Gorewood, and the northeast corners of 8188 and 8180 Gorewood), 4B should score 1 point.	-1 point 4G should score -1 point for impacting two properties in their entirety (8188 and 8180 Gorewood Dr) along with the corner of a third property (8168 Gorewood Drive). Alt F, impacting parts of 7 - 8 properties, should have the lowest score, at -2 points.
Development Potential	Deleted as duplicative of "Property Impacts / Constraints".	
Impact to Development Land	Deleted as not part of the City's original criteria, added in response to the concerns of a single stakeholder group. In the alternative, if retained, both 4B and 4G score 0 as both provide frontage both north and south of the Intermodal Drive extension.	
Category Total	3	1
Natural/ Physical Environment Impacts	Alternative 4B	Alternative 4G
Archeological Potential	0 points	0 points
Potential Species at Risk	0 points	0 points
Environmental Contamination	-1 points 2 APECs (at 8196 Gorewood Dr)	-1 points 2 APECs (at 8188 Gorewood Dr)

		<i>Can the City confirm if the Phase One ESA identified any APECs at 8180 Gorewood Dr? If so this score should be updated to -2, or 4A, 4B, and 4D should be updated to zero, 4G -1 and 4F -2 to illustrate the differences.</i>
Significant Natural Areas and Resource Disruption	<p>0</p> <p>Allows for restoration of Gorewood Drive turnaround as a permeable surface.</p> <p>Any viable native trees along the northern boundary of 8196 Gorewood Drive, north of the multi-use path, to be protected with Tree Protection Zones.</p>	<p>0</p> <p>Allows for restoration of Gorewood Drive turnaround as a permeable surface.</p>
	<p><i>If any difference in scoring is to be allocated between Alternatives B and G based on assessed impacts to trees, we ask that the categories be clearly demarcated (how many impacted trees constitute an “isolated” vs “moderate” vs highest impact?), that the number of trees impacted by each alternative be set out, based on field verification not aerial photography. We ask that their location in relation to each alternative be identified, and that the City note whether they are native or invasive species.</i></p>	
Category Total	-1	-1
Cost	Alternative 4B	Alternative 4G
Capital Cost (Construction & Long-Term Maintenance)	<p>1 point</p> <p>4A scores 2 points for the lowest impact on Gorewood Drive Estate properties, requiring the taking of just one property (8196 Gorewood). 4B scores 1 point for the second lowest impact (3 properties, one in its entirety at 8196 Gorewood, and the northeast corners of 8188 and 8180 Gorewood). Alternative 4D scores 0 points for affecting one property in its entirety (8180 Gorewood) and small portions of</p>	<p>-1 point</p> <p>4G scores -1 point for requiring the taking of two properties in their entirety (8188 and 8180 Gorewood Dr) along with the corner of a third property (8168 Gorewood Drive).</p> <p>Alt F, impacting parts of 7 - 8 properties, should have the lowest score, at -2 points.</p>

	two more (southwest portion of 8188 Gorewood and northeast portion of 8168 Gorewood).	
	1 point	-1 point
	The Phase 3 assessment had a single criterion in 2024, but two more were added after Alternative 4G was included in January 2025. We have corrected the scoring errors for the new criteria below, but submit that the proper course is to retain the original criterion above, presenting a single combined score.	
Property Cost	1 point (see above)	-1 point (see above)
Estimated Construction & Maintenance Costs	1 point Alternative 4A is the least expensive option at \$3.7 million (2 points). Alternative 4B is the second-least expensive option at \$3.9 million (1 point). There is a \$200,000 cost difference between 4A, 4B and 4G.	0 points Alternative G is the third most expensive alignment at \$4.1 million (0 points). Alternative 4D is the second most expensive at \$4.3 million (-1 point). Alternative F is the most expensive option at \$5.7 million (-2 points).
Construction Impacts (Short-Term)	2 points Alternative 4A and 4B will both be constructed through 8196 Gorewood Dr, and that property will require full expropriation. There is no Gorewood Drive Estate property north of this alignment, and thus there are no access impacts for 4A or 4B (0 points)	0 points Alternative 4G impacts access to 1-2 properties (8196 Gorewood Drive and any portion of 8188 Gorewood Drive not expropriated)(0 points). Alternative 4D impacts access to 3 properties north of the alignment (-1 point) and Alt 4G impacts access to ~ 7 properties (-2 points).
Total	4 points	-1 points

Overall Summary	Alternative 4B	Alternative 4G
Transportation and Traffic Analysis	4 points	1 point
Environmental and Social Impacts	3 points	1 point
Natural/Physical Environment Impacts	-1 points	-1 points
Cost	1 point	-1 points
Total	+7 points	0 points

¹ Arcadis & City of Brampton, Intermodal Drive and Watermain Extension to Gorewood Drive, MCEA Stakeholder Group Meeting Presentation, January 15, 2025 (“**Stakeholder Presentation January 2025**”) (<https://www.brampton.ca/EN/residents/Roads-and-Traffic/Planning-and-Projects/Pages/Intermodal-Dr-Extension.aspx>)

² Stakeholder Presentation 2025.

³ Arcadis & City of Brampton, Intermodal Drive and Watermain Extension to Gorewood Drive, MCEA Stakeholder Group Meeting Presentation, Aug. 22, 2024 (“**Stakeholder Deck**”).

⁴ Arcadis, Meeting Minutes, Stakeholder Group Meeting, Aug. 22, 2024 (“Stakeholder Minutes”).

⁵ Urban In Mind, Planning Justification Report – Zoning By-law Amendment Application, 8188 & 8196 Gorewood Drive, Sept. 16, 2024, at pg. 55.

⁶ GWD, Public Input – Intermodal Drive and Watermain Extension to Gorewood Drive, MCEA, Feb. 10, 2025 at pg. 7.

⁷ Canada (Minister of Citizenship and Immigration) v. Vavilov, [2019 SCC 65](#) at paras 102 and 108.

⁸ Stakeholder Presentation January 2025, at Slide 21.

⁹ Arcadis, City of Brampton Extension of Intermodal Drive to Gorewood Drive: Traffic Study Report (marked DRAFT), dated Aug. 26, 2024 (“**Traffic Report**”), at pg. 39.

¹⁰ Traffic Report, at pg. 39.

SUBJECT

Re: MCEA for Intermodal Drive and Watermain Extension to Gorewood Drive
Environmental Assessment for Alternatives 4B and 4G (published on July 29, 2025)

TO

Jennifer Danahy, Robert Ackerman

FROM

Ben Pascolo-Neveu

CC

Diana Glean, Bishnu Parajuli

Hello,

Thank you for taking the time to attend the July 11, 2025 Joint Property Owner's Meeting and preparing the letter to the project team on behalf of [REDACTED] dated July 29, 2025, entitled 'Re: *MCEA for Intermodal Drive and Watermain Extension to Gorewood Drive Environmental Assessment for Alternatives 4B and 4G*', including the 'Revised Comparative Scoring of Alternatives 4B and 4G.' Further to this, it is acknowledged that a presentation slidedeck from GWD Planners called '*Intermodal Drive Extension Environmental Assessment – Drawing Chronology*' was appended to the letter.

Following the Joint Property Owner's Meeting, minutes were circulated to all attendees, with attachments, including an evaluation of alternative alignments with quantitative scoring (as requested during the meeting), as well as Alternatives 4B and 4G with 2021 and 2025 TRCA floodplain mapping overlaid. These documents are attached to this memorandum for ease of reference.

The project team is appreciative of the time and effort that it took to develop the materials submitted by Gowling WLG and GWD Planners and has taken the time to review and give serious consideration to these submissions. Arcadis and the City of Brampton would like to provide the following specific responses regarding proposed revisions to the evaluation of alternative alignments:

'Hybrid' Alignment (Alternative 4G)

There were questions raised in the letter by Gowling WLG about how Alternative 4G could achieve a higher score than Alternatives 4B and 4D, if the former was meant to combine aspects of the latter two alignments.

Alternatives 4B and 4D were selected to develop the 'hybrid' alternative, as these alternatives were the top-performing alignments from the evaluation of alternative alignments developed

for the August 22, 2024 Stakeholder Group Meeting. Selecting all of the most desirable features from each alignment, such as maintaining the existing alignment of Intermodal Drive, the midblock north-south controlled pedestrian crossing and the tight curve, it is entirely reasonable to create a ‘hybrid’ option that outperforms either of the alignments in their original form.

Prior to the online Public Information Centre (PIC) held on January 15, 2025, key stakeholders were informed that the ‘hybrid’ alternative (Alternative 4G) had been added to the project scope, with meetings held to discuss the changes.

Transportation Criteria

It is understood that Gowling WLG has concerns regarding the Traffic Analysis Report (TAR) prepared in support of this EA. The TAR was prepared prior to the Stakeholder Group Meeting and was reviewed throughout the selection process of Alternative 4G to determine if this alignment was supportable from a transportation standpoint and whether any updates would be required to the TAR to reflect Alternative 4G as the preferred alignment.

From a transportation perspective, both Alternatives 4B and 4G will operate similarly, with key features including a midblock north-south pedestrian crossing and a tight curve transitioning from Intermodal Drive to Gorewood Drive. Either alignment can be designed to provide a safe and comfortable environment for all road users.

The scoring of the ‘Traffic Operations’ and ‘Goods Movement Efficiency’ sub-criteria are governed by a tight curved radius which will allow for a continuous flow of traffic between the Intermodal Drive extension and Gorewood Drive for both Alternatives 4B and 4G. As such, there is no significant difference between these two alternatives, and both were determined to score well with respect to both of the aforementioned sub-criteria.

‘Development Potential’ & Property Impacts/Constraints’

‘Development Potential’ is a broad sub-criteria which evaluates the overall developability of the Gorewood Drive estate properties with respect to each alignment, while ‘Property Impacts/Constraints’ looks more specifically at the number and severity of property impacts, including impacts to existing businesses on Intermodal Drive.

These sub-criteria are certainly correlated; however, there are differences in the evaluation of the alternative alignment matrix scoring which reflect the uniqueness of these two separate and distinct sub-criteria. Furthermore, both of these sub-criteria were included in the initial evaluation of alternative alignments presented at the Stakeholder Group Meeting held on August 22, 2024.

With respect to the ‘Property Impact/Constraints’, Alternative 4B received a slightly lower score relative to Alternative 4G as a result of notable impacts on existing properties along Intermodal Drive (835, 900 & 980 Intermodal Drive), as well as significant impacts to 8196 Gorewood Drive (entirely impacted) and 8188 Gorewood Drive (significant impacts to property’s frontage). Alternative 4B affects five properties, while Alternative 4G affects four properties, resulting in a greater overall area of impact for Alternative 4B.

‘Impact to Development’ Sub-Criteria

We are in agreement with the removal of the ‘Impact to Development Criteria’ which was deleted from the latest version of the alternative alignments circulated with the Joint Property Owner’s Meeting minutes. This sub-criteria was introduced based on feedback received following the August 22, 2024 Stakeholder Group Meeting to give more explicit consideration to floodplain impacts in the evaluation. With the 2025 TRCA-approved floodplain impacts showing a significant reduction in the floodplain encroachment, it is generally agreed by all parties that the floodplain is no longer a significant issue with respect to this EA study which is good news for adjacent landowners.

Furthermore, whether the alignment results in a single- or double-loaded roads has less importance than the overall developability potential of the Gorewood Drive estate properties. As such, consideration of frontage-loading has been removed from the evaluation.

Watermain Alignment

Alternative 4G received a slightly higher score than Alternative 4B, as the latter would require a longer overall watermain alignment that extends further north towards the existing Gorewood Drive turn-around area. Alternative 4G provides opportunities for a reduction in the continuous watermain alignment that would serve the northernmost Gorewood Drive estate parcels, thereby avoiding the need for an additional dead-end section of watermain further north.

Environmental Contamination

The project team can confirm, according to the Phase 1 Environmental Site Assessment (ESA) conducted as part of this EA, that the western-most portion of 8180 Gorewood Drive overlaps with the Area of Potential of Environmental Concern (APEC) #2. The evaluation scoring for Alternatives 4A, 4B, 4D and 4G was similar, with each achieving an overall score of -1, based on the overall elevated risk of overlapping with multiple APECs.

It should be noted that this report recommended that individual Phase 1 ESAs be conducted during the detail design phase to determine more specific environmental concerns

associated with each property which could not be completed at the EA stage, as the project team was not given Permission to Enter (PTE) for any of the Gorewood Drive estate properties.

Significant Areas of Natural Resource Disruption

The project team has reviewed aerial imagery and verified that the stand of mature trees in question straddles the property boundary between 8196 Gorewood Drive and 980 Intermodal Drive. As a result, Alternative 4B presents a significantly higher risk of impacting these trees compared to Alternative 4G. While establishing Tree Protection Zones (TPZ) could help preserve trees not directly affected by the Intermodal Drive extension, this approach would involve additional construction costs, more precise excavation methods, and regular arborist inspections throughout the construction period.

Significant slopes within the vicinity of the existing trees will likely result in the need for cut or fill earthworks close to the Critical Root Zone (CRZ), which can adversely impact tree health and increase the risk of damages during construction.

It is noteworthy as well that the project team did not have Permission to Enter (PTE) the properties at the time that the tree surveys were conducted and therefore was not able to complete a detailed inventory of trees on private property.

Cost & Construction Impacts

The 'Cost & Construction Impacts' criterion was subdivided into 3 separate sub-criteria based on feedback received from the City of Brampton following the Stakeholder Group Meeting held on August 22, 2024 and to align with the municipality's preferred format.

It is important to clarify that the high-level cost estimates used to evaluate the alternative alignment were based on per-meter estimates limited to the Intermodal Drive extension itself. These estimates did not account for the full length of Gorewood Drive rehabilitation or the broader implications of realigning Intermodal Drive. In the case of Alternative 4B, additional cost would be incurred due to the need to realign a section of Intermodal Drive. These include a more complex relocation or adjustment to existing utilities, full-depth road reconstruction and associated removals, drainage improvements, as well as complete reconfiguration and reconstruction of existing commercial entrances to align with the new road profile. Furthermore, extending a roadway adjacent to an existing extra high-pressure gas pipeline easement presents several critical challenges and risks. These include strict adherence to setback requirements, close coordination with utility providers, and the use of specialized construction methods to avoid disturbing pipeline infrastructure. Such factors will significantly increase project complexity during both detail design and construction phases, as well as extend timelines and raise overall cost.

The realignment of Intermodal Drive will also result in increased impacts to existing business on Intermodal Drive. For example, 980 Intermodal Drive is served by a single commercial entrance which will be shortened and impacted during construction. Additionally, shortening the entrance may affect the turning movement of larger vehicles, potentially impacting site operations and access efficiency. These impacts will require close coordination due to potential operational concerns.

Alternative 4G, on the other hand, maintains the existing alignment of Intermodal Drive and therefore helps to minimize construction impacts and costs associated with the Intermodal Drive extension.

Lastly, there are grading challenges associated with Alternative 4B within the vicinity of the 8196 and 980 Intermodal Drive realignment which were not explicitly factored into the cost estimate.

Closing

In closing, the project team appreciates your feedback and for reiterating your support for Alternative 4B. Arcadis and the City of Brampton will give further consideration to all feedback received from stakeholders following the Joint Property Owners Meeting of July 11, 2025 and prior to filing the EA for 30-day public review.

Sincerely,



Ben Pascolo-Neveu, P.Eng.

Transportation Engineer

Arcadis Professional Services (Canada) Inc.

Encl:

Joint Property Owner Meeting Minutes, Alternatives 4B & 4G with 2021 & 2025 floodplain overlays, Evaluation of Alternative Alignment Matrix (with numerical scoring)

Figure 9-2: Evaluation of Alternative Alignments

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENTS				
		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	ALTERNATIVE 4G – EXTEND INTERMODAL DR TO A TIGHT CURVED ALIGNMENT
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	●	●	●	○	●
	TRAFFIC OPERATIONS	○	●	●	○	●
	GOODS MOVEMENT EFFICIENCY	○	●	○	●	●
	SUB-TOTAL FOR CRITERIA	-2	+5	+5	-1	+5
ENVIRONMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	●	●	○	○	●
	PROPERTY IMPACTS/ CONSTRAINTS	●	●	●	○	●
	UTILITY IMPACTS	○	○	●	○	●
	WATERMAIN ALIGNMENT	○	○	○	○	●
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	●	●	●	○	●
NATURAL/ PHYSICAL ENVIRONMENT IMPACTS	SUB-TOTAL FOR CRITERIA	+5	+3	+2	-8	+5
	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	○	○	○	○	●

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENTS				
		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	ALTERNATIVE 4G – EXTEND INTERMODAL DR TO A TIGHT CURVED ALIGNMENT
NATURAL/ PHYSICAL ENVIRONMENT IMPACTS	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR). 	<ul style="list-style-type: none"> All alignments have a low potential impact to Species at Risk (SAR).
	ENVIRONMENTAL CONTAMINATION	●	●	●	○	●
		<ul style="list-style-type: none"> Identified in Phase 1 ESA as overlapping with three to five Areas of Potential Environmental Concern (APEC). Alt. 4A, 4B, 4D & 4G have similar impacts on contaminated lands. 	<ul style="list-style-type: none"> Identified in Phase 1 ESA as overlapping with three to five Areas of Potential Environmental Concern (APEC). Alt. 4A, 4B, 4D & 4G have similar impacts on contaminated lands. 	<ul style="list-style-type: none"> Identified in Phase 1 ESA as overlapping with five Areas of Potential Environmental Concern (APEC). Alt. 4A, 4B, 4D & 4G have similar impacts on contaminated lands. 	<ul style="list-style-type: none"> Identified in Phase 1 ESA as overlapping with five Areas of Potential Environmental Concern (APEC). Alt. 4F has highest overall impacts on contaminated lands. 	<ul style="list-style-type: none"> Identified in Phase 1 ESA as overlapping with five Areas of Potential Environmental Concern (APEC). Alt. 4A, 4B, 4D & 4G have similar impacts on contaminated lands.
	ARCHAEOLOGICAL POTENTIAL	●	●	●	●	●
		<ul style="list-style-type: none"> All alignments are identified as having 'equal potential' to impact archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise. 	<ul style="list-style-type: none"> All alignments are identified as having 'equal potential' to impact archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise. 	<ul style="list-style-type: none"> All alignments are identified as having 'equal potential' to impact archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise. 	<ul style="list-style-type: none"> All alignments are identified as having 'equal potential' to impact archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise. 	<ul style="list-style-type: none"> All alignments are identified as having 'equal potential' to impact archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise.
	SUB-TOTAL FOR CRITERIA	-2	-2	-1	-3	0
COST & CONSTRUCTION IMPACTS	ESTIMATED CONSTRUCTION & MAINTENANCE COSTS	●	●	●	○	●
		<ul style="list-style-type: none"> Construction and long-term maintenance costs of Alt. 4A, 4B & 4G result in the shortest Intermodal Dr extension to Gorewood Dr and are considered to be roughly equal. Construction Estimate: \$3.0M (excludes property acquisition, utility impacts & soil remediation) 	<ul style="list-style-type: none"> Construction and long-term maintenance costs of Alt. 4A & 4B result in the shortest Intermodal Dr extension to Gorewood Dr and are considered to be roughly equal. Construction Estimate: \$3.2M (excludes property acquisition, utility impacts & soil remediation) 	<ul style="list-style-type: none"> Higher cost than Alt. 4A, 4B & 4G resulting from a new stop-controlled, 'protected-intersection', as well as the long-term maintenance of Gorewood Dr north of Intermodal Dr extension, including the existing turnaround. Construction Estimate: \$3.6M (excludes property acquisition, utility impacts & soil remediation) 	<ul style="list-style-type: none"> Highest cost in comparison with other alternatives, resulting from increased likelihood of site remediation, longer alignment, as well as long-term maintenance of Gorewood Dr north of Intermodal Dr extension, including the existing turnaround. Construction Estimate: \$5.0M (excludes property acquisition, utility impacts & soil remediation) 	<ul style="list-style-type: none"> Construction and long-term maintenance costs of Alt. 4A, 4B & 4G result in the shortest Intermodal Dr extension to Gorewood Dr and are considered to be roughly equal. Construction Estimate: \$3.4M (excludes property acquisition, utility impacts & soil remediation)
	PROPERTY COSTS	●	●	●	○	●
		Low to Moderate	Low to Moderate	Moderate	High	Low to Moderate
	CONSTRUCTION IMPACTS (SHORT-TERM)	●	●	●	○	●
		<ul style="list-style-type: none"> Isolated access impacts to Gorewood Dr within the vicinity of the proposed connection during construction. Properties with frontage on the existing eastern terminus of Intermodal Dr would experience moderate access impacts with Alt. 4A and 4B, both of which involve realignment. 	<ul style="list-style-type: none"> Isolated access impacts to Gorewood Dr within the vicinity of the proposed connection during construction. Properties with frontage on the existing eastern terminus of Intermodal Dr would experience moderate access impacts for Alt. 4A and 4B, both of which involve realignment. 	<ul style="list-style-type: none"> Moderate access impacts to Gorewood Dr properties within the vicinity and north of the proposed connection during construction. Properties with frontage on the existing eastern terminus of Intermodal Dr would experience similar short-term and isolated access impacts with Alt. 4D and 4G, with no realignment proposed. 	<ul style="list-style-type: none"> Significant access impacts to Gorewood Dr properties north of the proposed connection during construction. 	<ul style="list-style-type: none"> Isolated to moderate access impacts to Gorewood Dr properties within the vicinity and north of the proposed connection during construction. Properties with frontage on the existing eastern terminus of Intermodal Dr would experience similar short-term and isolated access impacts with Alt. 4D and 4G, with no realignment proposed.
	SUB-TOTAL FOR CRITERIA	-1	-1	-3	-6	0
TOTAL SCORE		0	+5	+3	-18	+10
SUMMARY		Not Preferred	Not Preferred	Not Preferred	Not Preferred	Preferred
RATIONALE		<ul style="list-style-type: none"> Alt. 4A accommodates active transportation connectivity and aligns with planning policy documents. Overall construction and long-term maintenance costs of Alt. 4A, 4B & 4G are expected to be similar and lower than Alt. 4D & 4F. However, Alt. 4A presents potential traffic operational/ safety concerns, only provides frontage south of the Intermodal Dr ext and involves the realignment of easternmost portion of Intermodal Dr. As such, Alt. 4A is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4B accommodates active transportation connectivity, safe traffic operations, efficient goods movement and aligns with planning policy documents. Overall construction and long-term maintenance costs of Alt. 4A, 4B & 4G are expected to be similar and lower than Alt. 4D & 4F. However, Alt. 4B only provides frontage south of the Intermodal Dr ext and involves the realignment of the easternmost portion of Intermodal Dr. As such, Alt. 4B is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4D accommodates active transportation connectivity, safe traffic operations, aligns with planning policy documents and creates potential opportunities for development north and south of the Intermodal Dr ext. This option loses points for goods movement efficiency and has higher construction and maintenance costs in comparison with Alt. 4A, 4B & 4G. Higher property impacts with respect to Alt. 4G. As such, Alt. 4D is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4F provides opportunities to improve goods movement efficiency; however, this alignment does not allow for north-south active transportation connectivity, has high property impacts and significantly higher construction cost compared with Alt. 4A, 4B, 4D & 4G. As such, Alt. 4F is <u>not</u> preferred. 	<ul style="list-style-type: none"> Alt. 4G accommodates active transportation connectivity, safe traffic operations and efficient goods movement. This option aligns with planning policy documents and provides development opportunities north and south of the extension. Construction and long-term maintenance costs of Alt. 4G are expected to be similar to Alt. 4A & 4B and lower than Alt. 4D & 4F. As such, Alt. 4G is preferred.

Evaluation Scoring:

- Positive impact / Best addresses factor
- Slight positive impact / Addresses factor
- Neutral impact / Moderately addresses factor
- Slight negative impact / Does not adequately address factor
- Negative impact / Does not address factor



