

# PUBLIC NOTICE

## NOTICE OF ONLINE PUBLIC INFORMATION CENTRE INTERMODAL DRIVE & WATERMAIN EXTENSION TO GOREWOOD DRIVE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

The City of Brampton is carrying out a Schedule 'B' Municipal Class Environmental Assessment (Class EA) for the extension of Intermodal Drive and Region of Peel watermain to Gorewood Drive. The recently-adopted Brampton Plan (2024) and the Airport Intermodal Secondary Plan (Area 4) identify the easterly extension of Intermodal Drive as a future east-west Collector Road traversing the upper midblock Gorewood properties and connecting to Gorewood Drive. The study is evaluating traffic and connectivity needs, alternative road designs, active transportation considerations and the impact of such improvements on the social, cultural and natural environments.

### The Process

The Study is being carried out in accordance with the planning and design process for Schedule 'B' projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011, 2015 and 2023), which is approved under the Ontario Environmental Assessment Act.



### Online Public Information Centre

This Public Information Centre (PIC) is being held using a virtual format to share the work completed to date and solicit feedback from the public.

The City is committed to informing and engaging with the public on the Intermodal Drive and Watermain Extension Class EA and will be posting Public Information Centre content on the City's website on Wednesday, January 15<sup>th</sup>, 2025.

### How to Participate

Step 1: Visit the project website by clicking the link at  
[City of Brampton | Roads and Traffic | Intermodal Dr Extension](#)

Step 2: View the material and complete the comment form provided on the website until Wednesday, February 12<sup>th</sup>, 2025.

If you are unable to participate online, please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

### Comments Invited

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project members:

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672  
[Email: richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued on January 15<sup>th</sup>, 2025.



# Welcome



Online Public Information Centre

## **Intermodal Drive and Watermain Extension to Gorewood Drive**

Municipal Class Environmental Assessment (Schedule 'B')

---

ONLINE POSTING PERIOD:

WEDNESDAY, JANUARY 15, 2025 TO WEDNESDAY, FEBRUARY 12, 2025



# Agenda & Meeting Purpose

- 1.0 Project Background & Context
- 2.0 Problem & Opportunity Statement
- 3.0 Existing Conditions - Natural Environment
- 4.0 Transportation Analysis
- 5.0 Alternative Solutions
- 6.0 Alternative Alignments
- 7.0 Active Transportation
- 8.0 Preliminary Preferred Design
- 9.0 Next Steps





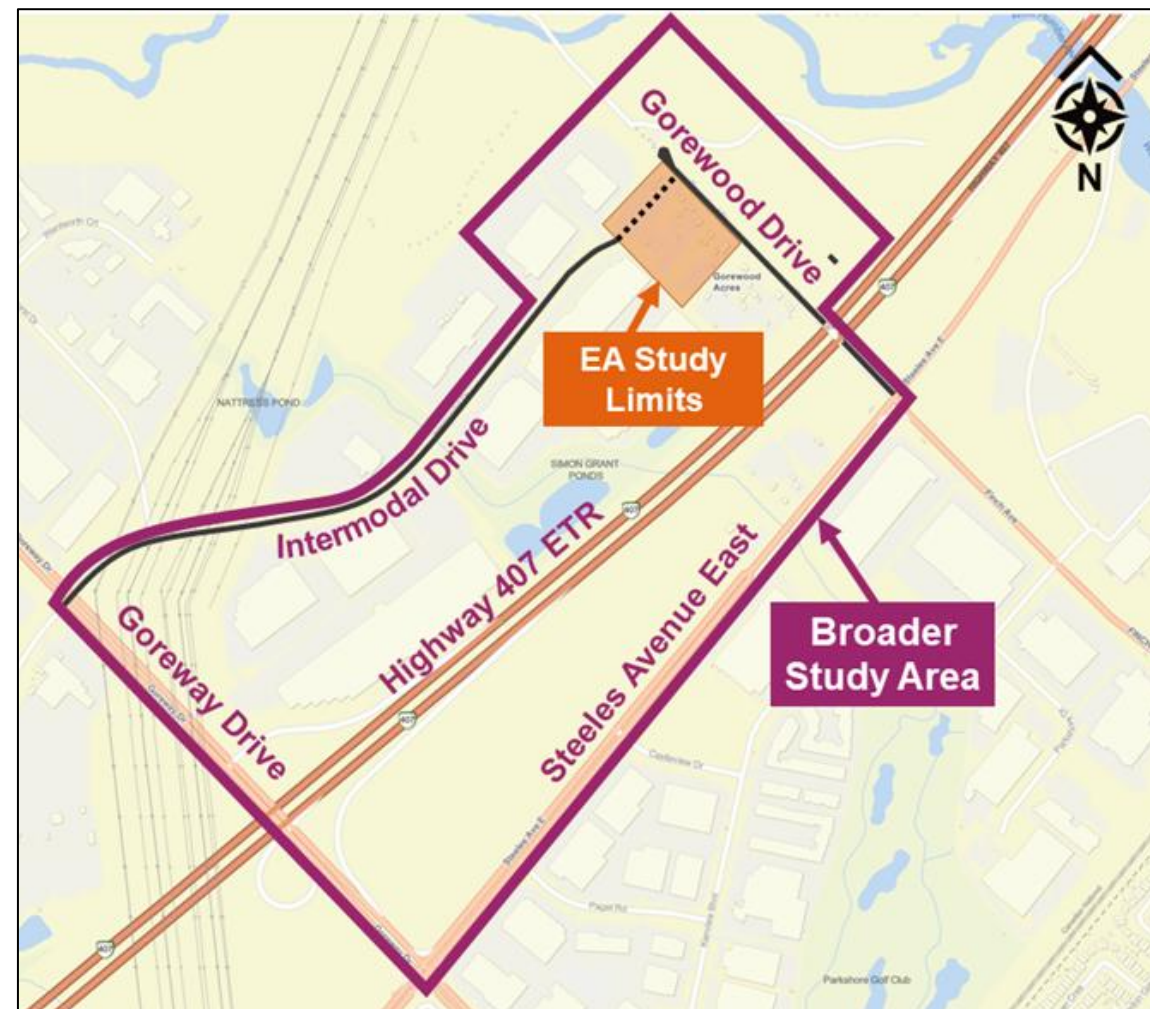
# 1.0

## Project Background & Planning Context



# Project Background & Planning Context

- Intermodal Dr ends about 160m west of Gorewood Dr
- City of Brampton initiated Schedule 'B' Municipal Class Environmental Assessment (MCEA) to evaluate the need for a connection to Gorewood Dr
- Current MCEA study will be carried through to detailed design, if a connection is determined to be appropriate
- Intermodal Dr extension identified in key City policy documents:
  - Brampton Plan (2024)
  - Airport Intermodal Secondary Plan (Area 4)

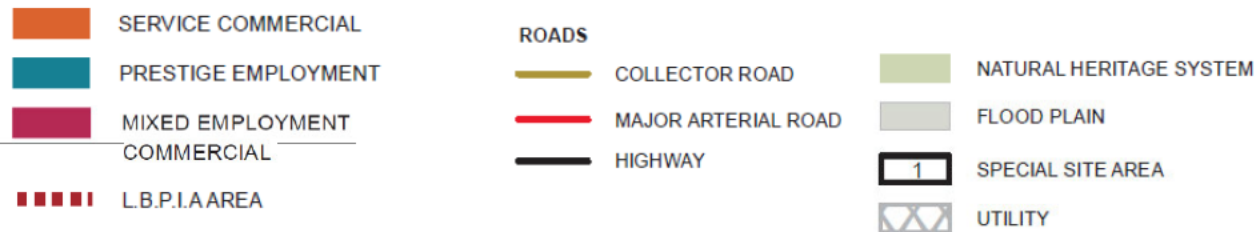


# Project Background & Planning Context

## Airport Intermodal Secondary Plan (Area 4)



Source: Airport Intermodal Secondary Plan (Area 4) Schedule



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

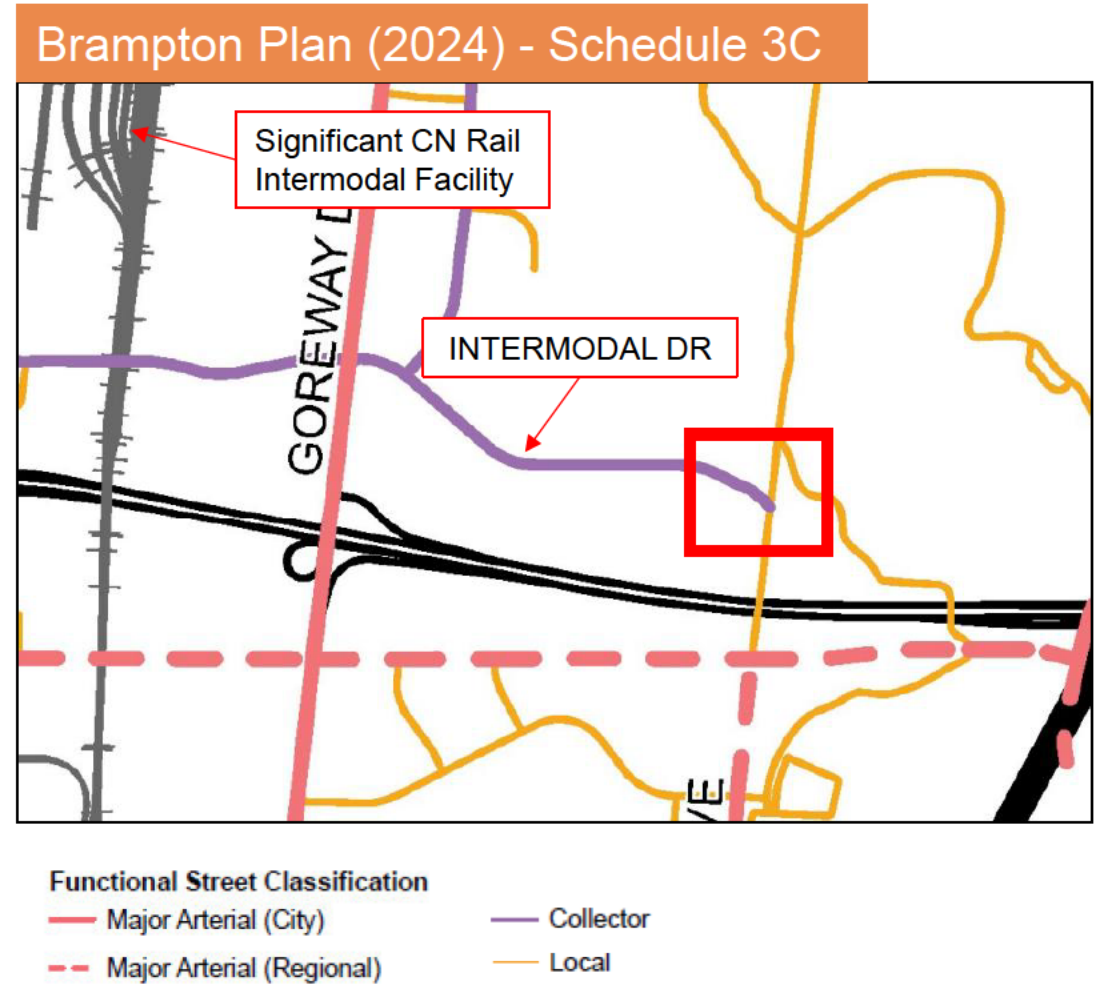


# Project Background and Planning Context

- Brampton Plan (2024) illustrates potential extension and connection to Gorewood Dr (**see right**)
  - Intermodal Dr: Collector road (4-lane urban road)
  - Gorewood Dr: Local road (2-lane rural road)
- Private laneway currently used by local traffic, but is unsuitable for expansion or public use (**see below**)

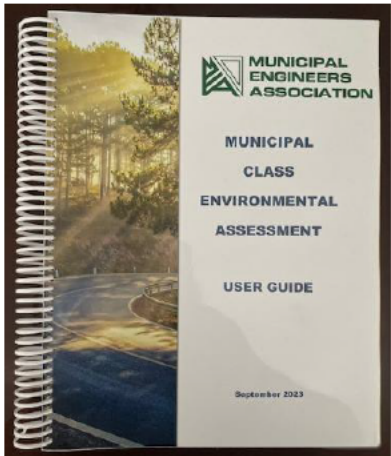
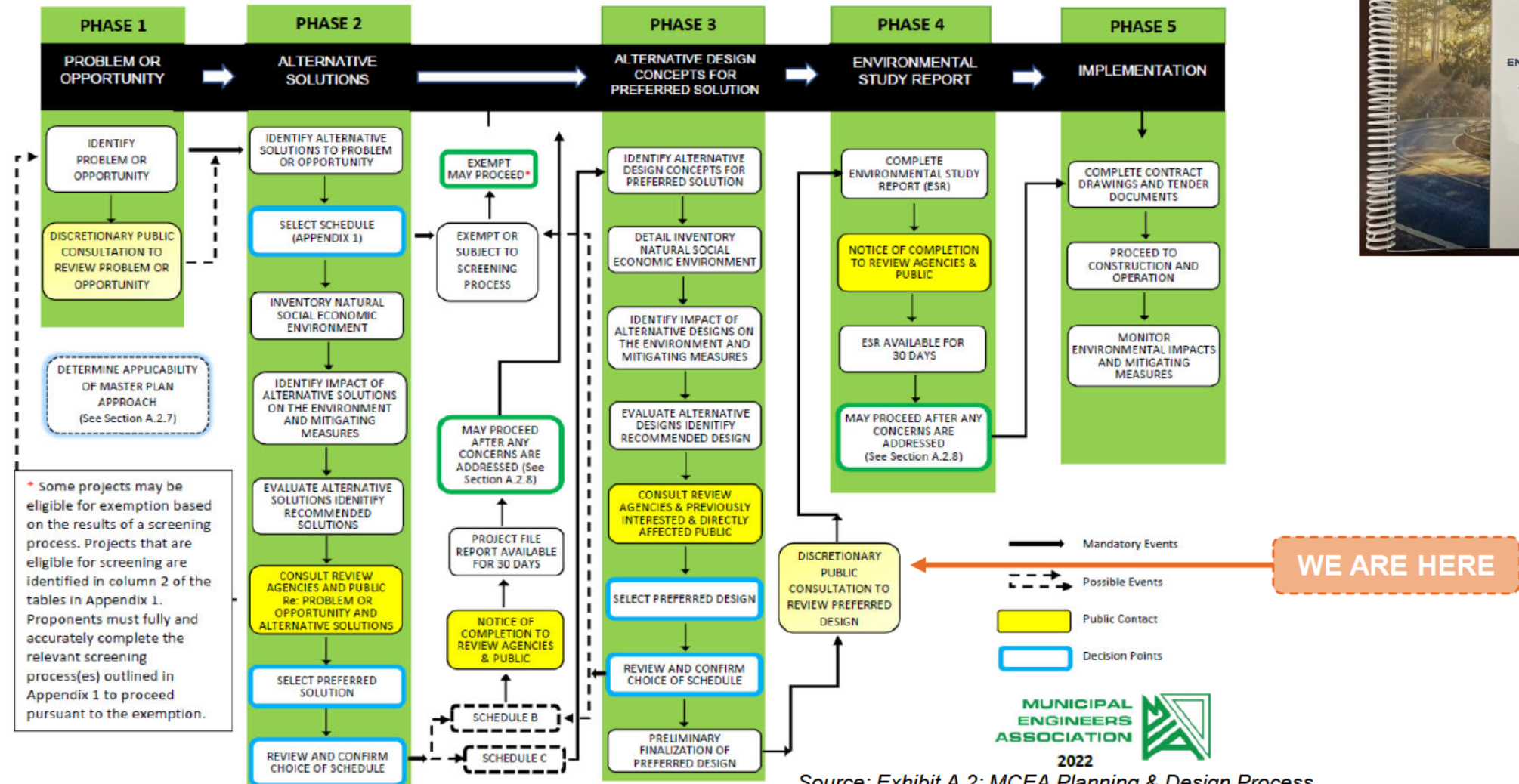


*Private laneway between Intermodal Dr & Gorewood Dr*



# MCEA Planning Process

This Municipal Class EA study is subject to Phases 1 to 4, as shown below:



Source: Exhibit A.2: MCEA Planning & Design Process

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





# 2.0

## Problem & Opportunity Statement



# Problem & Opportunity Statement

- Currently, a gap exists in the transportation network between Intermodal Dr & Gorewood Dr, which limits connectivity and hinders the efficient movement of people, goods, and services. The overall objective of this EA is to further explore the closure of this gap and the extension of the Region of Peel watermain line. By addressing these issues, the project is expected to result in the following benefits:
  - Enhancing connectivity for pedestrians and cyclists
  - Improving goods movement circulation and efficiency
  - Optimizing routes for City transit and maintenance vehicles
  - Reducing emergency response times
  - Unlocking development potential for adjacent lands
  - Improving performance of the Region of Peel watermain infrastructure, by closing the gap in existing watermain network.



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





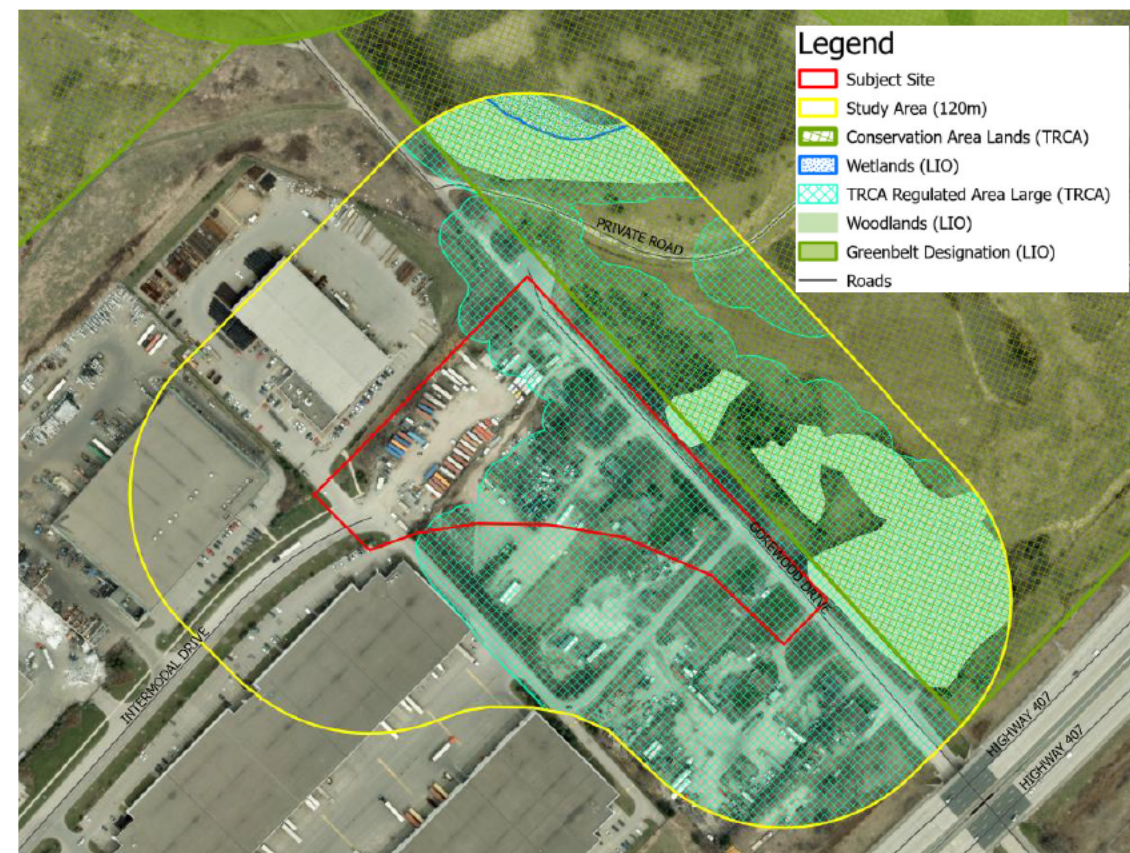
# 3.0

## Existing Conditions - Natural Environment



# Existing Conditions – Natural Environment

- The majority of the study area is located within the TRCA Regulated Floodplain area (see figure), including:
  - The entirety of Gorewood Dr north of Highway 407
  - Gorewood Dr estate lots except for portions of the northernmost properties
- Extending Intermodal Dr to Gorewood Dr will result in the encroachment on the floodplain area, requiring compliance with TRCA regulations to minimize environmental impact



Source: Figure 3 of the Natural Environment Assessment Report





# 4.0





## Transportation Analysis

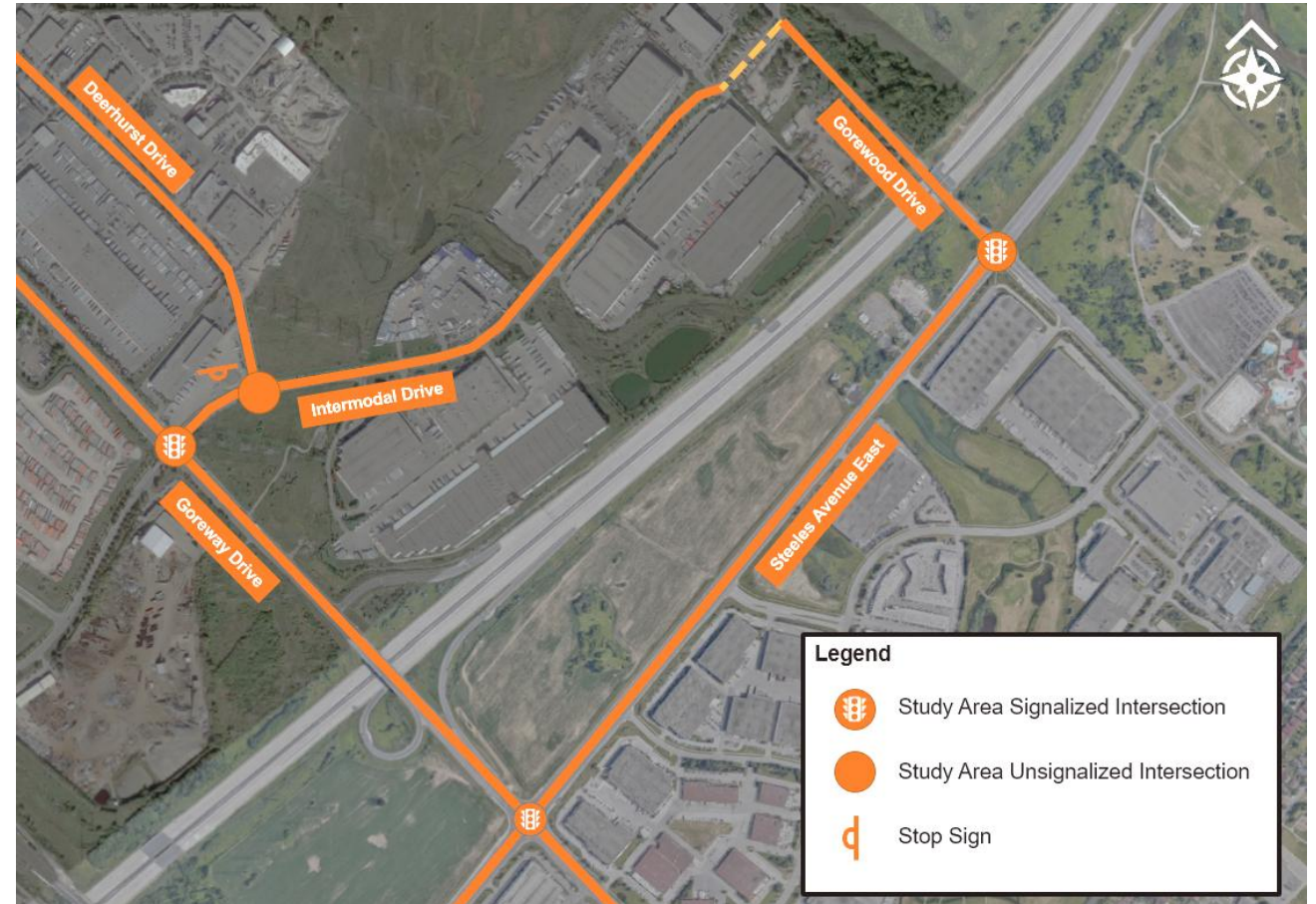




# Transportation Analysis

- **Study Area Intersections:**

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

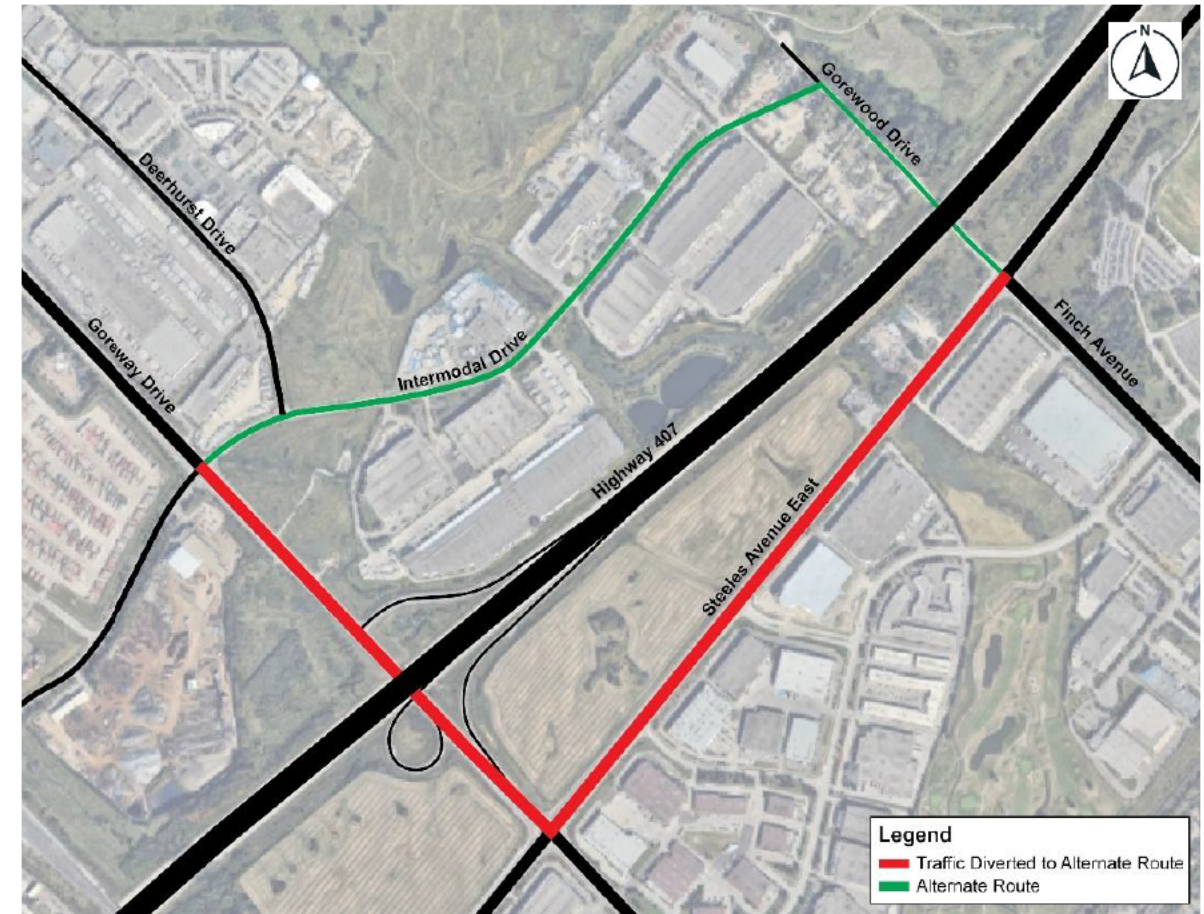




# Transportation Analysis

- **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

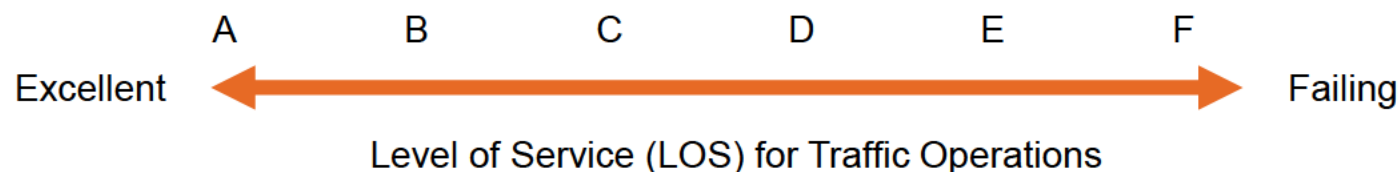


## Future (2051) Total Traffic Conditions – With & Without Intermodal Dr Extension

- 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 hour 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)





An aerial photograph of an industrial park featuring several large, dark-roofed warehouse buildings and extensive parking lots. A multi-lane highway runs diagonally across the right side of the image. The background is filled with green trees and vegetation.

# 5.0

## 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
- Impact to Development Land
- 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

## 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

# Evaluation of Alternative Solutions

Top Score

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 – ROAD EXTENSION
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	○	○	●	●
	TRAFFIC OPERATIONS	○	◐	○	●
	GOODS MOVEMENT EFFICIENCY	○	○	○	●
ENVIRONMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	◐	◐	◐	●
	IMPACT TO DEVELOPMENT LAND	●	●	◐	◐
	PROPERTY IMPACTS/ CONSTRAINTS	●	●	◐	◐
	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	●	●	●	◐
COSTS	CONSTRUCTION & MAINTENANCE COSTS	●	◐	◐	○
SUMMARY		Not Preferred	Not Preferred	Not Preferred	Preferred

● Positive impact

◐ Slight positive impact

◐ Neutral impact

◐ Slight negative impact

○ Negative impact



An aerial photograph of an industrial or commercial area. Several large, dark-roofed warehouse or industrial buildings are visible, surrounded by parking lots and some trees. A multi-lane highway runs diagonally across the right side of the image. The overall scene is captured from a high angle, showing the layout of the development.

# 6.0

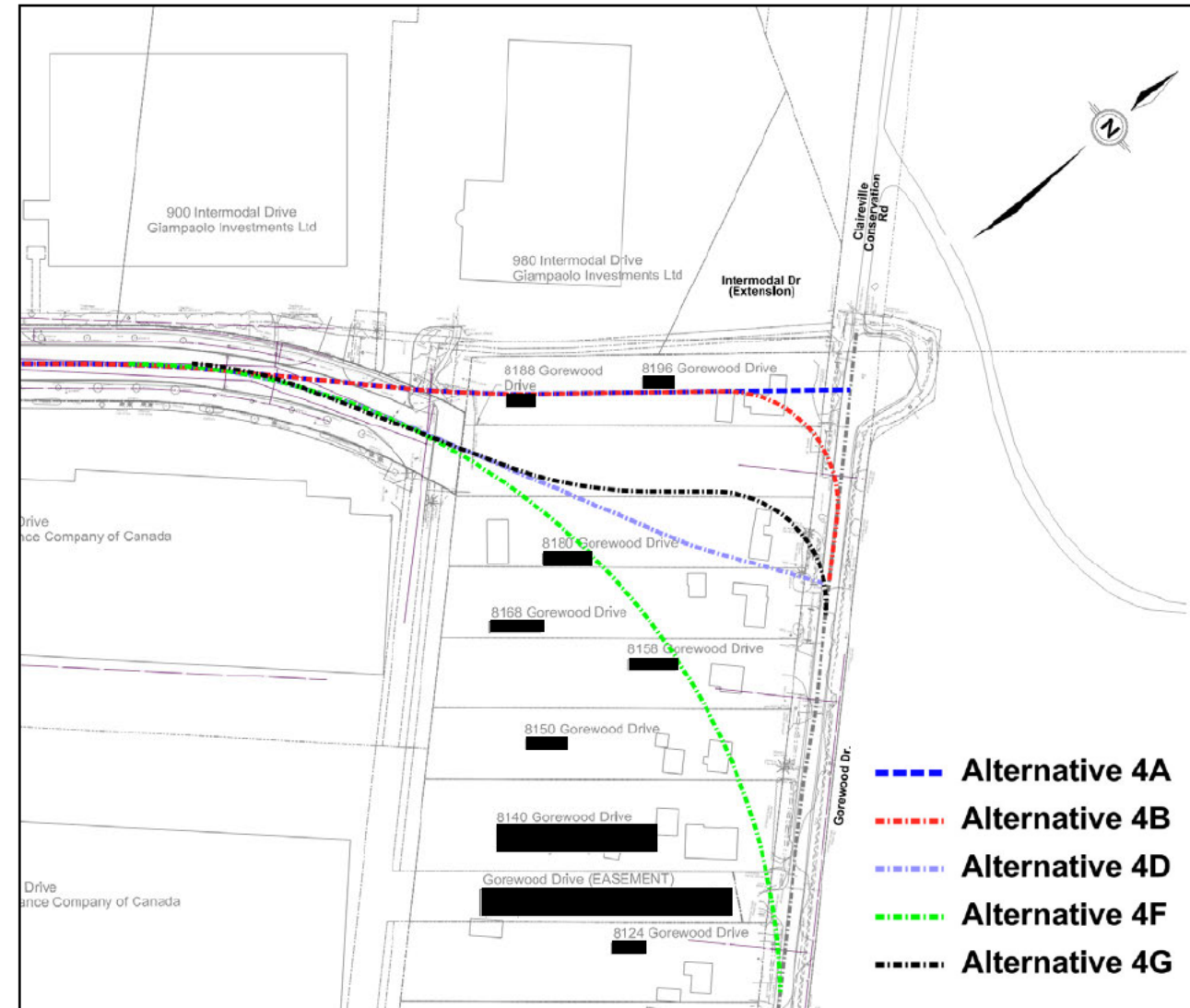
## Alternative Alignments

# Initial Screening of Alternative Alignments

Five (5) 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 Curve
- **Alternative 4D** – Extend Intermodal Dr to a T-intersection
- **Alternative 4F** – Extend Intermodal Dr to a Large Curve
- **Alternative 4G** – Extend Intermodal Dr to a Tight Curve (*‘hybrid’ of Alt. 4B & Alt. 4D*)

Alternatives 4C, 4E & 4H were pre-screened as being similar but inferior to adjacent alternatives.





# Evaluation of Alternative Alignments

Top Score

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	○	●	○	●	●
ENVIRONMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	●	●	●	○	●
	IMPACT TO DEVELOPMENT LAND	○	○	○	○	○
	PROPERTY IMPACTS/ CONSTRAINTS	●	●	○	○	●
	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 IMPACTS	ESTIMATED CONSTRUCTION & MAINTENANCE COSTS	○	○	○	○	○
	PROPERTY COSTS	○	○	○	○	○
	CONSTRUCTION IMPACTS (SHORT-TERM)	○	○	○	○	○
SUMMARY		Not Preferred	Not Preferred	Not Preferred	Not Preferred	Preferred

● Positive impact

○ Slight positive impact

○ Neutral impact

○ Slight negative impact

○ Negative impact



**7.0**

**Active Transportation**



# Active Transportation

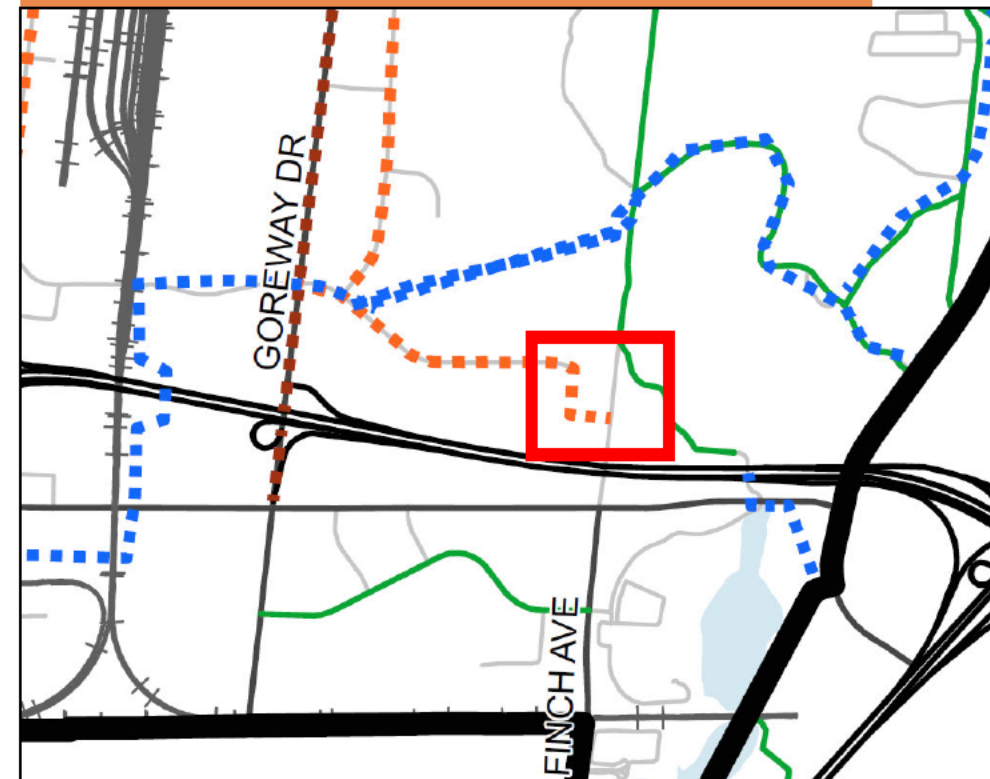
## Brampton Plan (2024)

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

This study presents opportunities to:

- Consolidate active transportation linkage shown in Brampton Plan with Preliminary Preferred Alternative (i.e. Alt. 4G)
- Provide more direct pedestrian & cycling connections to Claireville Conservation Area

## Brampton Plan (2024) - Schedule 3A



### Proposed Facilities

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

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

# Active Transportation Facilities Selection

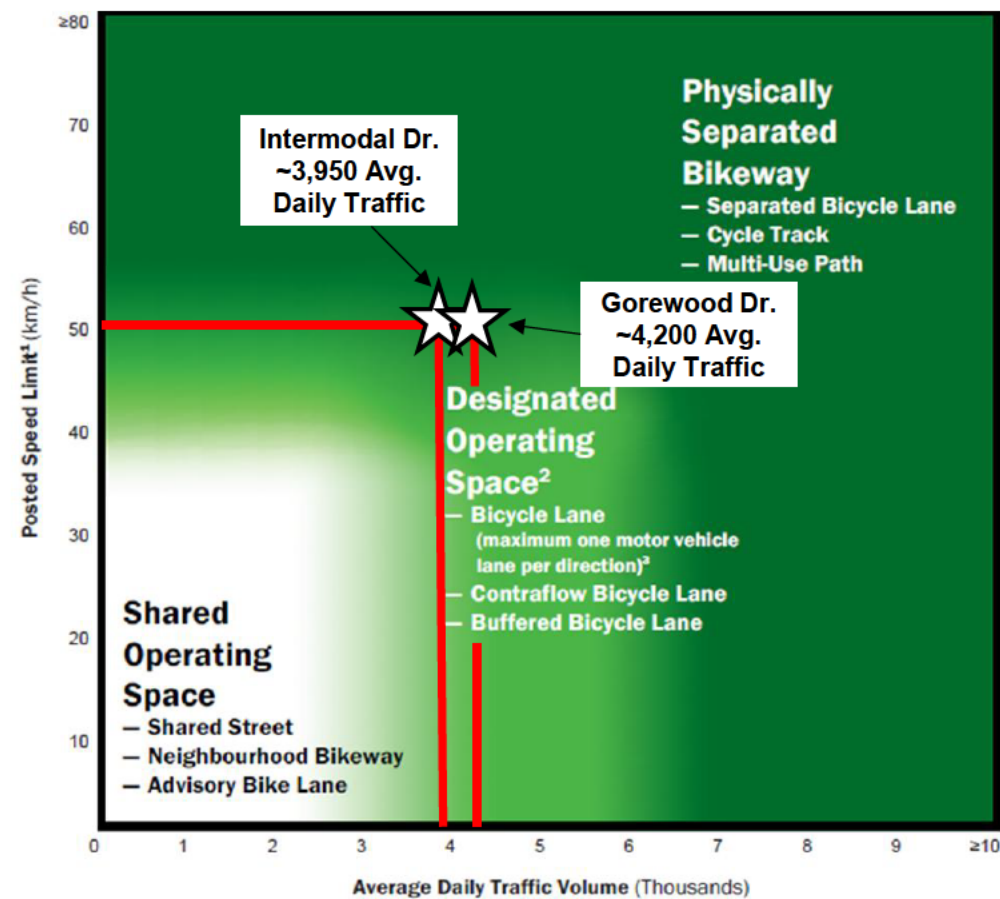
## Ontario Traffic Manual – Book 18 (2021)

- 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





**8.0**

**Preliminary Preferred Design**

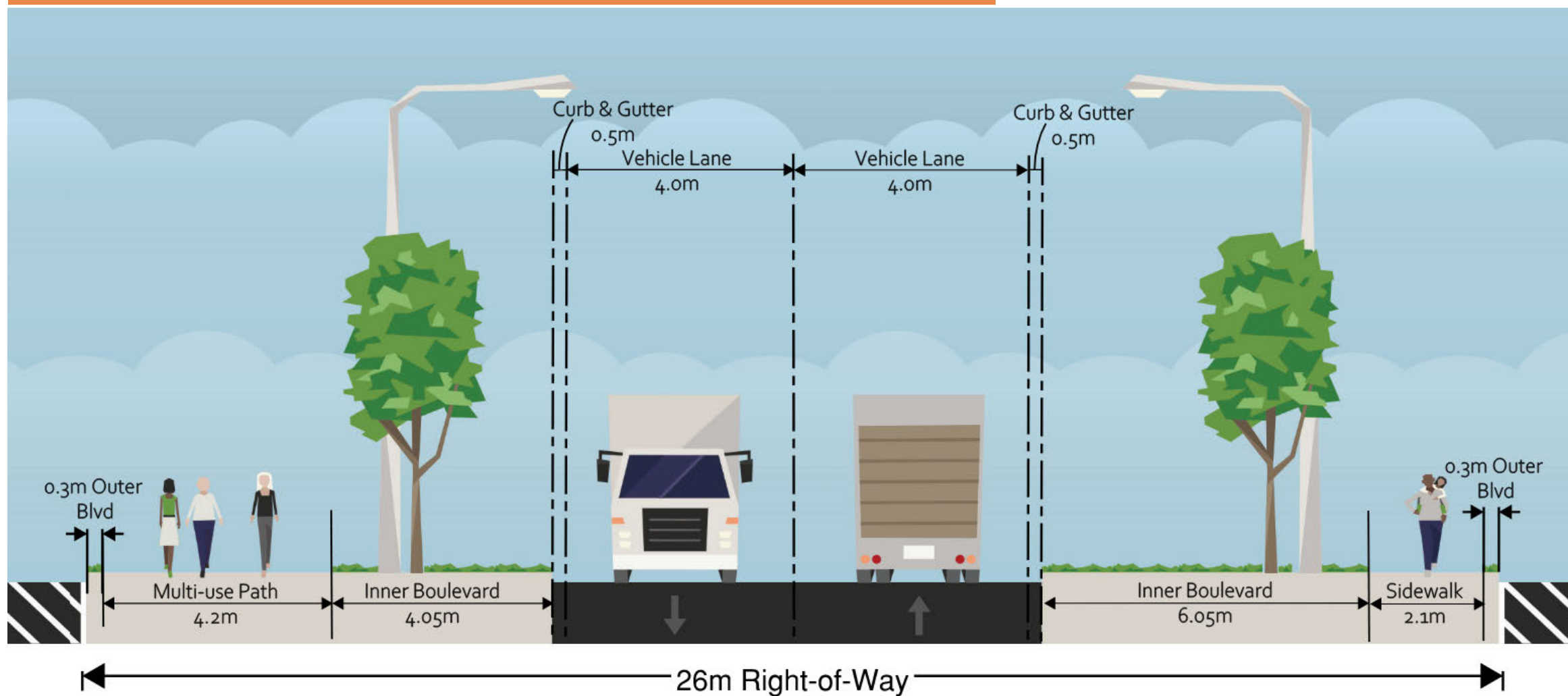


# Preliminary Preferred Design





## Intermodal Drive Extension – Recommended Typical Cross-section



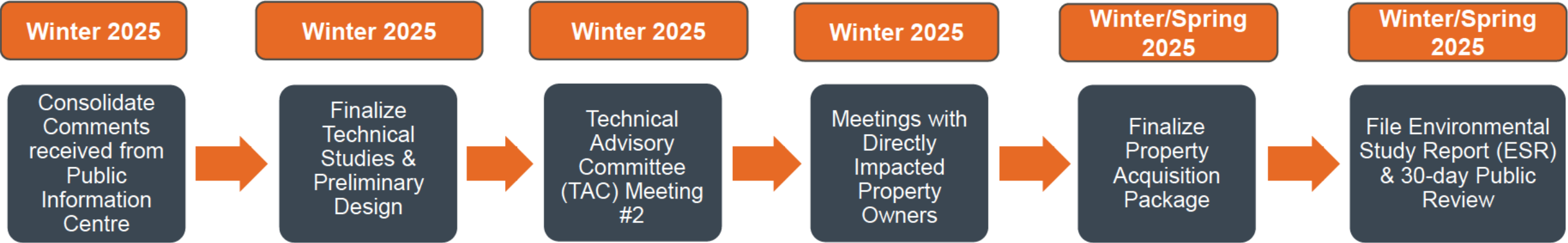


# 9.0

## Next Steps



# Next Steps





Feedback Form



# Please Provide Your Feedback

**Thank you for taking time to view materials for this online Public Information Centre (PIC)**

- Public Input is an essential component of the decision-making process.
- Please provide any feedback that you have relating to this study by filling out a comment sheet provided on the project website ([City of Brampton | Roads and Traffic | Intermodal Dr Extension](#)) and submitting it to either of the following individuals by **Wednesday, February 12<sup>th</sup>, 2025**:

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
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
2025-02-11	Email	GWD Cover Letter signed by Michael Gagnon, Anthony Sirianni and Harjap Singh	[REDACTED]	8086, 8158, 8168 & 8180 Gorewood Drive	Gagnon Walker Domes Ltd. (GWD) represents [REDACTED] [REDACTED] [REDACTED] he 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").	Project Team Response: The project team will organize a meeting with this property owner prior to the completion of the EA.	Alternative 4B
2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (Slide 1)	[REDACTED]	8086, 8158, 8168 & 8180 Gorewood Drive	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).	Project Team Response: Noted.	Alternative 4B
2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 2)	[REDACTED]	8086, 8158, 8168 & 8180 Gorewood Drive	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.	Project Team Response: Noted.	Alternative 4B
2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 3)	[REDACTED]	8086, 8158, 8168 & 8180 Gorewood Drive	<u>January 30, 2024:</u> City of Brampton initiated a Municipal Class EA for the extension of Intermodal Drive and a Peel watermain to Gorewood Drive. <u>March 7, 2024:</u> Our Client filed a Pre-Consultation Application in support of a proposal to develop the Subject Site for car, truck and trailer parking. <u>April 30, 2024:</u> Our Client attended a PreConsultation 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. <u>August 22, 2024:</u> 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.	Project Team Response: <u>January 30, 2024:</u> Noted. <u>February 21, 2024:</u> The project team held an in-person meeting with [REDACTED] The main objective of the meeting was to raise awareness that the Environmental Assessment (EA) process currently underway and any concerns will be addressed as part of the ongoing consultation process. <u>March 7, 2024:</u> Development Pre-Application Consultation (PRE-2024-0036) for the development of automotive and truck/trailer parking at 8180, 8168, 8158 and 8086 Gorewood Drive was submitted to the City. The project team reviewed the application and provided comments related to the project site. It was noted that the proposed EA has not yet been finalized and that property requirements will be established during the EA process once the preferred alignment is selected. <u>April 30, 2024:</u> The following meeting was carried out by the City Development Planning staff and the applicant [REDACTED] regarding Pre-Application PRE-2024-0036 and interconnecting access points from Intermodal Drive with the neighbouring properties owned by [REDACTED] Any comments provided by the planning staff regarding the EA alignment were based on very preliminary work and should not be interpreted as the final decision on the preferred alignment. <u>August 22, 2024:</u> Project team hosted an in person Stakeholder Group meeting with property landowners along Gorewood Drive and businesses likely to be impacted by the Intermodal Dr. extension including [REDACTED] [REDACTED] During this meeting stakeholders had opportunity to ask questions, raise concerns, suggest alternative approaches, and provide feedback about the project potential impacts. <u>August 29, 2024:</u> GWD submitted comments on behalf of [REDACTED] following Stakeholders Group meeting.	Alternative 4B



2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 4)		8086, 8158, 8168 & 8180 Gorewood Drive	<p><u>August 29, 2024:</u> GWD submitted formal written Public Input to the City supporting the 'Original' City Preferred Alternative 4B.</p> <p><u>November 1, 2024:</u> Virtual Meeting with our Client, City Staff and neighbouring landowner ( ) to discuss development proposals, interconnected access, and Intermodal Drive Extension Alternatives.</p> <p><u>January 15, 2025:</u> City of Brampton hosted EA PIC #2 presenting 'Revised' Intermodal Drive Alternatives; including: a 'Revised' City Alternative "4G", which our Client does not support.</p>	<p>Project Team Response:</p> <p><u>November 1, 2024:</u> A virtual meeting was carried out by the City Development Planning staff with respect to an 'Area Plan' requested by the planning staff to the applicant of PRE-2024-0036 ( ) to submit in order to address access issues related to the automotive and truck/trailer parking proposal. During the meeting, potential temporary interconnected access points to and from existing Intermodal Drive were discussed to determine how the temporary uses would function for both landowners, ( ) and ( ) (8188 Gorewood Drive), under existing conditions as Gorewood Drive is truck restricted.</p> <p><u>November 15, 2024:</u> The project team held an in person follow up stakeholders meeting with ( ) ( ) During the meeting, it was noted that an additional alternative 4G, was included into the project scope, following feedback received from the initial Stakeholder meeting held on August 22, 2024. A sketch of Alt. 4G along with responses to Stakeholder meeting comments were provided to ( ) following the meeting.</p> <p><u>January 15, 2025:</u> The Public Information Centre (PIC) was held online from January 15, 2025 to February 12, 2025 and was open to the broader public and technical committee to provide input during this period.</p>	Alternative 4B
2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 5)		8196 Gorewood Drive	<p>The City of Brampton 'Originally' supported Preferred Alternative 4B for multiple reasons, all of which our Client supports; including;</p> <ol style="list-style-type: none"><li>1. Minor utility relocation will be required within realigned Intermodal Drive.</li><li>2. Achieves Peel's objective to close the gap in the existing watermain network between Gorewood Drive and Intermodal Drive.</li><li>3. Total length of watermain is less than other Alternatives.</li><li>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.</li><li>5. Compatible with the Brampton Complete Street Guidelines (2023) which recommends an Employment Collector street be designed to achieve a 40km/h design speed.</li><li>6. Has the lowest encroachment/impact on the TRCA Floodplain Regulation Area.</li><li>7. Allows for the restoration of the TRCA vehicular turn-around area at the north end of Gorewood Drive.</li><li>8. Has a low potential impact to Species at Risk (SAR).</li><li>9. Extends Intermodal Drive primarily through 8196 Gorewood Drive (Toor 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.</li><li>10. Lowest construction and long-term maintenance costs as compared to other Alternatives.</li></ol>	<p>Project Team Response:</p> <p>It is noted that Alt. 4B does achieve many of the City's key objectives. Alt. 4G was developed as a 'hybrid' of Alt. 4G to combined the best attributes of Alt. 4B and Alt. 4D which were identified as the two top-performing alignments following the initial evaluation of alternative alignments.</p> <ol style="list-style-type: none"><li>1. By keeping the easternmost portion of the existing Intermodal Drive in its current alignment, Alt. 4G further minimizes the need for utility relocations.</li><li>2. Similar to Alt. 4B, Alt. 4G achieves the Region of Peel's objective to close the gap in the watermain.</li><li>3. The length of the watermain has the potential to be slightly shorter overall with Alt. 4G by eliminating the need for its extension further north towards prior to its connection with Gorewood Dr.</li><li>4. The Brampton Plan and Airport Intermodal Secondary Plan envision the Intermodal Drive extension occurring within the upper Gorewood Drive properties is carried forward with Alt. 4G which has the alignment straddling the 2nd and 3rd northernmost estate properties.</li><li>5. The tight curve from Alt. 4B was carried forward in the design of Alt. 4G in order to achieve the desired operating speed of 40km/h.</li><li>6. Alt. 4G offers a more favorable solution by minimizing the impacts on the floodplain regulation area. It is important to note that Gorewood Drive is entirely situated within this floodplain, connecting Intermodal Drive further south to Gorewood Drive through Alt. 4G will result in a shorter distance for traffic travelling along the flood-prone area. This reduction in the travel distance helps mitigate potential risk and minimizes the overall impact on the floodplain by offering a more sustainable approach.</li><li>7. Alt. 4B and 4G would both allow for the potential renaturalization of the Gorewood Dr. turn-around area.</li><li>8. All alignments included in the evaluation matrix are noted as having low potential impacts to Species at Risk (SAR).</li><li>9. Both Alt. 4B and Alt. 4G impact two (2) Areas of Potential Environmental Concern (APEC).</li><li>10. The construction cost figures are preliminary at this stage and therefore are given an equal scoring in the evaluation matrix for both Alt. 4B and 4G, given that these figures are within the same order of magnitude.</li></ol>	Alternative 4B



2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD Planners (slide 6)			<p>Our Client objects to the 'Revised' City Alternative 4G on account of the following:</p> <ol style="list-style-type: none"><li>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).</li><li>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.</li><li>3. Introduces an unnecessary tight curve, forcing lower vehicle operating speeds, seriously impacting continuous traffic flow and efficiency .</li><li>4. Interjects sightline limitations potentially impacting City maintenance of the boulevard within the inner curve.</li><li>5. Has a significant negative impact on the gross developable area of 8180 Gorewood Drive essentially rendering the property useless and undevelopable.</li><li>6. Needlessly extends Intermodal Drive through lands which are not identified as APEC's (contaminated lands).</li><li>7. Requires the demolition of the existing residential dwelling and garage at 8180 Gorewood Drive.</li><li>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).</li></ol>	<p>Project Team Response:</p> <ol style="list-style-type: none"><li>1. Alt. 4B and 4G score similarly in the Transportation criteria based on the evaluation matrix shared in the PIC.</li><li>2. The overall quality of active transportation connectivity is comparable between Alt. 4B and Alt. 4G. However, Alt. 4G incorporates a double streetscape development on both the north and south side of Intermodal Drive, and aims to address potential challenges related to interconnected access points between neighbouring landowners from Intermodal Drive.</li><li>3. Both Alt. 4B and Alt. 4G would have a similar tight curve. The purpose of this curve is to promote lower operating speeds and a safer environment for all road users, while allowing for a continuous flow of traffic.</li><li>4. The sightline limitations will be considered in the placement of potential landscaping elements within the green boulevards on the inside of the tight curve, but are not considered to be critical in terms of the overall performance of the alignment.</li><li>5. The proposed Alt. 4G ROW straddles the property boundaries between 8188 &amp; 8180 Gorewood Drive, resulting in a comparable impact on both adjacent properties.</li><li>6. Alt. 4B &amp; 4G have similar impacts on two (2) Areas of Potential Environmental Concern (APEC).</li><li>7. Both Alt. 4B and Alt. 4G would require the demolition of at least one residential dwelling unit.</li><li>8. We understand the concern about the potential waste of public funds and committed to ensure that every decision made is in the best interest of the community and the overall project goals. When considering Alt. 4B, we anticipate higher cost due to the need for existing utility relocation, as well as the added complexity of this alternative's extension ROW abutting an extra high-pressure gas main. This will require the development of a risk assessment and safety management plan for working near the gas main (e.g. addressing vibration and excavation considerations). Additionally, the proposed watermain under Alt. 4B will be longer, contributing to increased long term maintenance cost. These components will ultimately make the overall expense comparable, or potentially higher than that of Alt. 4G.</li></ol>	Alternative 4B
2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 7)			<p>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.</p> <p>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 ([REDACTED] 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 .</p>	<p>Project Team Response:</p> <p>[REDACTED] preference for Alt. 4B is noted and will be documented in the project record.</p> <p>The overall objective of the EA process is to evaluate whether or not the extension of Intermodal Drive to Gorewood Drive is feasible. If an extension is deemed feasible, the next step is to identify an alignment and develop a Recommended Plan that best meets the overall evaluations criteria.</p> <p>While cost is an important factor, it is not the sole consideration in determining the most appropriate alignment to move forward with the Recommended Plan.</p>	Alternative 4B



2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 4)		8086, 8158, 8168 & 8180 Gorewood Drive	<p><u>August 29, 2024:</u> GWD submitted formal written Public Input to the City supporting the 'Original' City Preferred Alternative 4B.</p> <p><u>November 1, 2024:</u> Virtual Meeting with our Client, City Staff and neighbouring landowner ( ) to discuss development proposals, interconnected access, and Intermodal Drive Extension Alternatives.</p> <p><u>January 15, 2025:</u> City of Brampton hosted EA PIC #2 presenting 'Revised' Intermodal Drive Alternatives; including: a 'Revised' City Alternative "4G", which our Client does not support.</p>	<p>Project Team Response:</p> <p><u>November 1, 2024:</u> A virtual meeting was carried out by the City Development Planning staff with respect to an 'Area Plan' requested by the planning staff to the applicant of PRE-2024-0036 to submit in order to address access issues related to the automotive and truck/trailer parking proposal. During the meeting, potential temporary interconnected access points to and from existing Intermodal Drive were discussed to determine how the temporary uses would function for both landowners, and (8188 Gorewood Drive), under existing conditions as Gorewood Drive is truck restricted.</p> <p><u>November 15, 2024:</u> The project team held an in person follow up stakeholders meeting with During the meeting, it was noted that an additional alternative 4G, was included into the project scope, following feedback received from the initial Stakeholder meeting held on August 22, 2024. A sketch of Alt. 4G along with responses to Stakeholder meeting comments were provided to following the meeting.</p> <p><u>January 15, 2025:</u> The Public Information Centre (PIC) was held online from January 15, 2025 to February 12, 2025 and was open to the broader public and technical committee to provide input during this period.</p>	Alternative 4B
2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 5)		8196 Gorewood Drive	<p>The City of Brampton 'Originally' supported Preferred Alternative 4B for multiple reasons, all of which our Client supports; including;</p> <ol style="list-style-type: none"><li>1. Minor utility relocation will be required within realigned Intermodal Drive.</li><li>2. Achieves Peel's objective to close the gap in the existing watermain network between Gorewood Drive and Intermodal Drive.</li><li>3. Total length of watermain is less than other Alternatives.</li><li>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.</li><li>5. Compatible with the Brampton Complete Street Guidelines (2023) which recommends an Employment Collector street be designed to achieve a 40km/h design speed.</li><li>6. Has the lowest encroachment/impact on the TRCA Floodplain Regulation Area.</li><li>7. Allows for the restoration of the TRCA vehicular turn-around area at the north end of Gorewood Drive.</li><li>8. Has a low potential impact to Species at Risk (SAR).</li><li>9. Extends Intermodal Drive primarily through 8196 Gorewood Drive (Toor 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.</li><li>10. Lowest construction and long-term maintenance costs as compared to other Alternatives.</li></ol>	<p>Project Team Response:</p> <p>It is noted that Alt. 4B does achieve many of the City's key objectives. Alt. 4G was developed as a 'hybrid' of Alt. 4G to combined the best attributes of Alt. 4B and Alt. 4D which were identified as the two top-performing alignments following the initial evaluation of alternative alignments.</p> <ol style="list-style-type: none"><li>1. By keeping the easternmost portion of the existing Intermodal Drive in its current alignment, Alt. 4G further minimizes the need for utility relocations.</li><li>2. Similar to Alt. 4B, Alt. 4G achieves the Region of Peel's objective to close the gap in the watermain.</li><li>3. The length of the watermain has the potential to be slightly shorter overall with Alt. 4G by eliminating the need for its extension further north towards prior to its connection with Gorewood Dr.</li><li>4. The Brampton Plan and Airport Intermodal Secondary Plan envision the Intermodal Drive extension occurring within the upper Gorewood Drive properties is carried forward with Alt. 4G which has the alignment straddling the 2nd and 3rd northernmost estate properties.</li><li>5. The tight curve from Alt. 4B was carried forward in the design of Alt. 4G in order to achieve the desired operating speed of 40km/h.</li><li>6. Alt. 4G offers a more favorable solution by minimizing the impacts on the floodplain regulation area. It is important to note that Gorewood Drive is entirely situated within this floodplain, connecting Intermodal Drive further south to Gorewood Drive through Alt. 4G will result in a shorter distance for traffic travelling along the flood-prone area. This reduction in the travel distance helps mitigate potential risk and minimizes the overall impact on the floodplain by offering a more sustainable approach.</li><li>7. Alt. 4B and 4G would both allow for the potential renaturalization of the Gorewood Dr. turn-around area.</li><li>8. All alignments included in the evaluation matrix are noted as having low potential impacts to Species at Risk (SAR).</li><li>9. Both Alt. 4B and Alt. 4G impact two (2) Areas of Potential Environmental Concern (APEC).</li><li>10. The construction cost figures are preliminary at this stage and therefore are given an equal scoring in the evaluation matrix for both Alt. 4B and 4G, given that these figures are within the same order of magnitude.</li></ol>	Alternative 4B



2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD Planners (slide 6)			<p>Our Client objects to the 'Revised' City Alternative 4G on account of the following:</p> <p>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).</p> <p>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.</p> <p>3. Introduces an unnecessary tight curve, forcing lower vehicle operating speeds, seriously impacting continuous traffic flow and efficiency .</p> <p>4. Interjects sightline limitations potentially impacting City maintenance of the boulevard within the inner curve.</p> <p>5. Has a significant negative impact on the gross developable area of 8180 Gorewood Drive essentially rendering the property useless and undevelopable.</p> <p>6. Needlessly extends Intermodal Drive through lands which are not identified as APEC's (contaminated lands).</p> <p>7. Requires the demolition of the existing residential dwelling and garage at 8180 Gorewood Drive.</p> <p>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).</p>	<p>Project Team Response:</p> <p>1. Alt. 4B and 4G score similarly in the Transportation criteria based on the evaluation matrix shared in the PIC.</p> <p>2. The overall quality of active transportation connectivity is comparable between Alt. 4B and Alt. 4G. However, Alt. 4G incorporates a double streetscape development on both the north and south side of Intermodal Drive, and aims to address potential challenges related to interconnected access points between neighbouring landowners from Intermodal Drive.</p> <p>3. Both Alt. 4B and Alt. 4G would have a similar tight curve. The purpose of this curve is to promote lower operating speeds and a safer environment for all road users, while allowing for a continuous flow of traffic.</p> <p>4. The sightline limitations will be considered in the placement of potential landscaping elements within the green boulevards on the inside of the tight curve, but are not considered to be critical in terms of the overall performance of the alignment.</p> <p>5. The proposed Alt. 4G ROW straddles the property boundaries between 8188 &amp; 8180 Gorewood Drive, resulting in a comparable impact on both adjacent properties.</p> <p>6. Alt. 4B &amp; 4G have similar impacts on two (2) Areas of Potential Environmental Concern (APEC).</p> <p>7. Both Alt. 4B and Alt. 4G would require the demolition of at least one residential dwelling unit.</p> <p>8. We understand the concern about the potential waste of public funds and committed to ensure that every decision made is in the best interest of the community and the overall project goals. When considering Alt. 4B, we anticipate higher cost due to the need for existing utility relocation, as well as the added complexity of this alternative's extension ROW abutting an extra high-pressure gas main. This will require the development of a risk assessment and safety management plan for working near the gas main (e.g. addressing vibration and excavation considerations). Additionally, the proposed watermain under Alt. 4B will be longer, contributing to increased long term maintenance cost. These components will ultimately make the overall expense comparable, or potentially higher than that of Alt. 4G.</p>	Alternative 4B
2025-02-10	Email	Public Input - Intermodal Drive & Watermain Extension to Gorewood Drive MCEA prepared by nEngineering Inc. and GWD (slide 7)			<p>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.</p> <p>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 ([REDACTED] 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 .</p>	<p>Project Team Response:</p> <p>[REDACTED] preference for Alt. 4B is noted and will be documented in the project record.</p> <p>The overall objective of the EA process is to evaluate whether or not the extension of Intermodal Drive to Gorewood Drive is feasible. If an extension is deemed feasible, the next step is to identify an alignment and develop a Recommended Plan that best meets the overall evaluations criteria.</p> <p>While cost is an important factor, it is not the sole consideration in determining the most appropriate alignment to move forward with the Recommended Plan.</p>	Alternative 4B

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Comments	Responses
2025-02-12	Email	Attachment 1: Report from Katherine Kung of LEA Consulting Ltd. Entitled Intermodal Drive Extension, MCEA Study - Alternatives Evaluation Table (dated 2024-12-19)  Attachment 2: Arcadis Response Letter entitled 'Response Letter to LEA Consulting Report: Intermodal Drive Extension MCEA - Alternative Evaluation Table' (dated 2025-02-10)	[REDACTED] [REDACTED]	Katherine Kung (LEA Consulting)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Please refer to Report from Katherine Kung of LEA Consulting Ltd. Entitled Intermodal Drive Extension, MCEA Study - Alternatives Evaluation Table (dated 2024-12-19)	Project Team Response: Arcadis provided a response letter dated February 10, 2025 entitled 'Response Letter to LEA Consulting Report: Intermodal Drive Extension MCEA - Alternative Evaluation Table' to the address the concerns outlined in LEA's report.
2025-02-05	Email	Crozier Engineering Crozier Memorandum from Josh Wagemaker & Tony Elias entitled 'Gorewood Drive Properties - Floodplain Analysis' (dated 2025-02-05 )	[REDACTED] [REDACTED]	Crozier Engineering (Josh Wagemaker & Tony Elias)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	C.F. Crozier & Associates Inc. (Crozier) was retained by [REDACTED] to complete a Floodplain Analysis Study in support of the proposed commercial development at 8094, 8102, 8112, 8124, 0, 8140, 8188, and 8196 Gorewood Drive, Brampton. While the Floodplain Analysis Study is underway, Arcadis is also conducting a Municipal Class Environmental Assessment (EA) for the extension of Intermodal Drive. This memorandum highlights the significance of the Floodplain Analysis Study and its potential impact on the decision-making process and outcome of the Municipal Class EA.	Project Team Response: Noted.
2025-02-05	Email	Crozier Engineering Crozier Memorandum from Josh Wagemaker & Tony Elias entitled 'Gorewood Drive Properties - Floodplain Analysis' (dated 2025-02-05 )	[REDACTED] [REDACTED]	Crozier Engineering (Josh Wagemaker & Tony Elias)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	On August 22, 2024, the City of Brampton presented an Alternative Road Alignment Evaluation Table during a stakeholder meeting to explore options for the Intermodal Drive extension. As part of the evaluation criteria, the Toronto and Region Conservation Authority (TRCA) floodplain was considered under Significant Natural Areas and Resource Disruption. The assessment referenced the existing conditions floodplain from the Mimico Creek Floodplain Model (Updated April 2021).	Project Team Response: The project team proactively contacted the TRCA to ensure the accuracy of the floodplain mapping that was provided in 2024 at the onset of the project. TRCA staff confirmed that the project team has the most recent and approved TRCA Regulated Floodplain Mapping, which falls within the EA study limits. The confirmation assured the project team that they are working with the latest available data for the ongoing assessment and planning efforts.
2025-02-05	Email	Crozier Engineering Crozier Memorandum from Josh Wagemaker & Tony Elias entitled 'Gorewood Drive Properties - Floodplain Analysis' (dated 2025-02-05 )	[REDACTED] [REDACTED]	Crozier Engineering (Josh Wagemaker & Tony Elias)	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Crozier has reviewed the TRCA’s existing hydraulic modelling and floodplain delineation mapping, which identifies significant spill zones around the study caused by undersized municipal infrastructure. It is our opinion that converting the existing 1D model to 2D will more accurately capture the spill condition and estimated floodplain, potentially benefitting the landowner. Additionally, we are proposing to model the 407 underpass for flood relief. 2D modelling and implementation of the 407 underpass was authorized by the TRCA during a meeting on January 17, 2025. We believe that our analysis could impact the ranking of the alternative alignments, and it is premature to make a final selection at this time.  Crozier has completed preliminary 1D floodplain modelling, successfully reducing the floodplain by approximately 75% throughout the proposed development area (8094, 8112, 8124, 0, 8140, 8188, and 8196 Gorewood Drive). Upon coordination with the TRCA, they have requested additional analysis before granting regulatory approval. Crozier is working on these updates and aims to complete the analysis mid-February. Until TRCA approval is received, we cannot guarantee or substantiate any claims regarding the improved floodplain results.  In conclusion, we advise the City of Brampton and Arcadis that our study is ongoing and TRCA’s final response is still pending. It is our professional opinion that the results of the Floodplain Analysis Study will influence the selection of the appropriate alignment for the Intermodal Drive extension. We request that our study be completed before any decisions are made regarding the final road alignment.	Project Team Response: TRCA staff have advised the City to proceed with the project using the current floodplain model provided in 2024. Following this recommendation, the project team will continue to rely on the most recent TRCA Regulated Floodplain Mapping for stormwater modelling undertaken through the various planning and design stages of this project.



Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Comments	Responses
2025-02-12	Email	Letter from [REDACTED] & [REDACTED] entitled 'Response to Public Information Center' (dated 2025-02-15)	[REDACTED] [REDACTED]	[REDACTED] & [REDACTED]	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	These comments are submitted on behalf of the owners (“Majority Owners”) of lots 8140, 0, 8124, 8112, 8102, 8094, 8188 and 8196 Gorewood Drive (the “Majority Gorewood Lots”). Each Majority Owner reserves the right to submit additional comments on an individual basis.	Project Team Response: Noted. It should be cautioned, however, that the project team cannot guarantee how this information will be considered, if additional feedback is submitted outside of the typical EA consultation process timeframe.
2025-02-12	Email	Letter from [REDACTED] & [REDACTED] entitled 'Response to Public Information Center' (dated 2025-02-15)	[REDACTED] [REDACTED]	[REDACTED] & [REDACTED]	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<p>Notice of PIC is Premature</p> <p>The Majority Owners jointly hired certain experts because comments from the Majority Owners provided during the Environmental Assessment (“EA”) Study were not being adequately evaluated by the City of Brampton (the “City”) and Arcadis Professional Services Inc. (“Arcadis”). Concerns regarding inadequate consultation and lack of meaningful responses have been made to Arcadis and the City on multiple occasions.</p> <p>As a result of the inadequate review of comments from the Majority Owners, the City and Arcadis were advised on numerous occasions that expert reports would be provided. The Majority Owners requested more opportunities for ongoing consultation to avoid further issues. Expert reports and comments were provided in December 2024. Regardless of the prior notice and subsequent delivery of expert reports, the Notice of PIC (also referred to as the “PIC”) was initiated on January 15, 2025. No reply comments to the expert reports were provided prior to January 15, 2025. On February 10, 2025, response comments were provided by Ben Pascolo-Neveu (“Mr. Pascolo-Neveu”) of Arcadis. The Majority Owners reserve the right to provide reply comments to the February 10, 2025 letter of Arcadis. The February 10, 2025 letter of Arcadis reads: 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] family during an individual meeting on October 25, 2024. The February 10, 2025 Arcadis letter indicates that the PIC alignment was finalized based on the October 25, 2024 meeting. It is evident that the expert reports were not given any regard during the development of the preferred alignment as outlined in the January 15, 2025 Notice of PIC. The initiation of the PIC prior to an adequate and substantial evaluation of the expert reports as submitted bolsters concerns that the Majority Owner comments have not been properly evaluated during the EA Study. The Majority Owners are disappointed that the expert reports were not considered prior to the Notice of PIC. The lack of adequate review and analysis prior to the Notice of PIC is a serious concern. Expert consultation relating to the Notice of PIC as of January 15, 2025 indicates that the Notice of PIC is premature. Concerns regarding the impact of the floodplain have been raised by the Majority Owners many times. Regardless, the City has indicated that there has not been 3D modeling of the floodplain. Overall, the EA Study must properly consider all comments. The consultation process is a required component of an EA Study. The Notice of PIC should not have been initiated prior to review of the expert reports.</p> <p>On January 24, 2025, certain Majority Owners contacted Mr. Pascolo-Neveu by way of phone call. In the phone call conversation, Mr. Pascolo-Neveu indicated that the expert reports would be considered and evaluated as comments received in response to the Notice of PIC. The Majority Owners seek clarification regarding the status of the evaluation of the expert reports as submitted.</p>	Project Team Response: The stakeholders' concerns regarding the timing of the Public Information Centre (PIC) are noted. Leading up to the PIC, the City of Brampton undertook 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 significant design changes to address stakeholder concerns.  Feedback must be considered from all stakeholders to reflect the unique perspectives all parties that would like to be part of the engagement process.
2025-02-12	Email	Letter from [REDACTED] & [REDACTED] entitled 'Response to Public Information Center' (dated 2025-02-12)	[REDACTED] [REDACTED]	[REDACTED] & [REDACTED]	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<p><u>2. Measurement of Land Loss and Significant Changes</u></p> <p>The original measurement of 8158, 8168 and 8189 Gorewood Drive (the “Southern Impacted Lots”) are approximately 280 feet by 280 feet. The original measurement of 8188 and 8196 Gorewood Drive (“Northern Impacted Lots”) is 186 feet by 186 feet. The proposed PIC alignment will result in a final measurement of 93 feet west by 140 feet east for the Northern Impacted Lots. The remaining square footage of the Northern Impacted Lots will be approximately 63,000 square feet. However, the Southern Impacted Lots will have a final measurement of 279 feet west by 235 feet east. The remaining square footage of the Northern Impacted Lots will be approximately 110,000 square feet. There is a disproportionate and significant negative impact to the Northern Impacted Lots. The Northern Impacted Lots do not have the opportunity to purchase any adjacent land to the north to create a larger lot. However, the Southern Impacted Lots benefit from the potential addition of land from adjacent lots to the south.</p>	Project Team Response: Alternative 4G supports a grid-like road pattern that generally aligns with the existing property fabric, resulting in more consistent property parcels and predictability in terms of lot depth/area to maximize development potential within the Gorewood estate properties. It is noted that 'service commercial' uses can be supported on on smaller lot sizes in comparison with adjacent industrial developments, while still creating opportunities for a range of different land north and south of the proposed Intermodal Drive extension that are compatible with this land use framework.

Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Comments	Responses
2025-02-12	Email	Letter from [REDACTED] & [REDACTED] entitled 'Response to Public Information Center' (dated 2025-02-12)	[REDACTED] [REDACTED]	[REDACTED] & [REDACTED]	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<b>Floodplain Concerns</b> In the January 9 2025 meeting with the City and Arcadis, City staff indicated that they sought to have a double-loaded road, meaning that there would be development on both sides. The owners attending the meeting and their experts asked City Staff and the Arcadis representative if 3D floodplain modeling had been conducted. City staff and the Arcadis representative did not affirm that 3D floodplain modelling had been conducted. The experts of the Majority Owners are undertaking the task of consulting experts to conduct 3D floodplain modelling which may be able to alleviate concerns regarding the amount of developable land. The February 5, 2025 letter and additional subsequent expert reports from Crozier suggest that flooding may be potentially alleviated by 75%. Resultantly, the Southern Impacted Lots will gain additional developable land due to floodplain alleviation. As a result, the LEA alignment would allow for a double-loaded road with the best possible development potential for both the Northern Impacted Lots and Southern Impacted Lots. The Southern Impacted Lots will be left with a substantial benefit after the alleviation of the floodplain. The Northern Impacted Lots will be disproportionately harmed. The Northern Impacted Lots will remain substantially undevelopable, which will likely prevent a double-loaded road as per the City's needs as discussed in the January 9, 2025 meeting. The Majority Owners are disappointed that they were required to undertake the expenses of conducting such studies for the benefits of the EA Study and other owners with no compensation and the potential disproportionate loss of their highest-value land.	Project Team Response: As discussed in other responses, TRCA staff advised the City on 2025-02-06 to continue using the current floodplain model provided in 2024 for this project. As such, any work undertaken for the Intermodal Drive extension EA considered this most recently-approved TRCA floodplain mapping.
2025-02-12	Email	Letter from [REDACTED] & [REDACTED] entitled 'Response to Public Information Center' (dated 2025-02-12)	[REDACTED] [REDACTED]	[REDACTED] & [REDACTED]	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<b>Residual Land will not allow for Meaningful Development</b> The PIC alignment will not allow for meaningful development at Northern Impacted Lots. An application for development at Northern Impacted Lots was submitted to the City in late 2019, prior to the COVID-19 pandemic. We ask that the City refer to the 2019 Application to understand the amount of land that is required for development at the Northern Impacted Lots. The Majority Owners have invested over a period of longer than twenty years. The alignment of Intermodal Road will impact development plans that have been in conception for over twenty years. Substantial planning investment has been made into the development of the Northern Impacted Lots and the Majority Lots.	Project Team Response: Prior to the commencement of this EA process, the City had no formal Site Plan redevelopment proposal submitted for the Gorewood Drive estate properties. A conceptual development plan (PRE-2019-0040) was initiated in 2019 but remained incomplete as it lacked required documents, technical reports, environmental studies, municipal and agency feedback, and confirmation from planning staff. No formal Site Plan Application was filed with the City before the EA process commenced. It is acknowledged that approval was granted for application PRE-2020-0096 to support a temporary new 9m driveway access at 8188 Gorewood Drive from Intermodal Drive, while the existing driveway access from Gorewood Drive was restricted with a wooden swing gate to prevent heavy trucks and commercial trailers from using the truck restricted road (Gorewood Dr). The temporary driveway was permitted under a minor variance (A-2020-0038) for outdoor storage area for trailer, trailer chassis, and construction material for a temporary period of up to three years. The owner and the City had entered into a Consent to Enter Agreement, which provides permission for the owner to cross the 0.3m reserve for the purpose of accessing the temporary driveway at 8188 Gorewood Drive from Intermodal Drive.
2025-02-12	Email	Letter from [REDACTED] & [REDACTED] entitled 'Response to Public Information Center' (dated 2025-02-12)	[REDACTED] [REDACTED]	[REDACTED] & [REDACTED]	8196 Gorewood Drive, 8188 Gorewood Drive, 8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<b>Valuation of Land</b> The Northern Impacted Lots are the only lots at Gorewood Drive that can be rezoned for commercial or industrial use due to the existing access to Intermodal Road and location outside of the floodplain. As a result, the Northern Impacted Lots have a much higher value than all other lots along Gorewood Drive. The PIC alignment will result in a significant loss in the value and development potential of Northern Impacted Lots.	Project Team Response: Alternative 4G was carried forward following the evaluation of alternative alignments. This alignment provides opportunities for a variety of land uses to exist under the umbrella of the 'service commercial' framework from the Airport Intermodal Secondary Plan (Area 4) within the Gorewood estate lots and supports double-loaded development north and south of the proposed Intermodal Drive extension.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Urban in Mind has been retained by the property owner(s) of 8094, 8102, 8112, 8124, 0 (vacant/easement), 8140, 8188 and 8196 to represent their development interests in regards to the proposed Intermodal Drive extension alignment. Multiple meetings have been held to discuss the potential alignment and respective watermain extension, and it has been determined by our clients and team of consultants that the City and Arcadis' preferred alignment (4G) will have detrimental impacts to the development opportunities of the northern subject properties (8188 and 8196 Gorewood Drive).	Project Team Response: The potential developability concerns expressed by stakeholders regarding Alternative 4G alignment are noted. Providing equitability of development land north and south of the Intermodal Dr. extension is important to support viable development on both sides of the road extension.



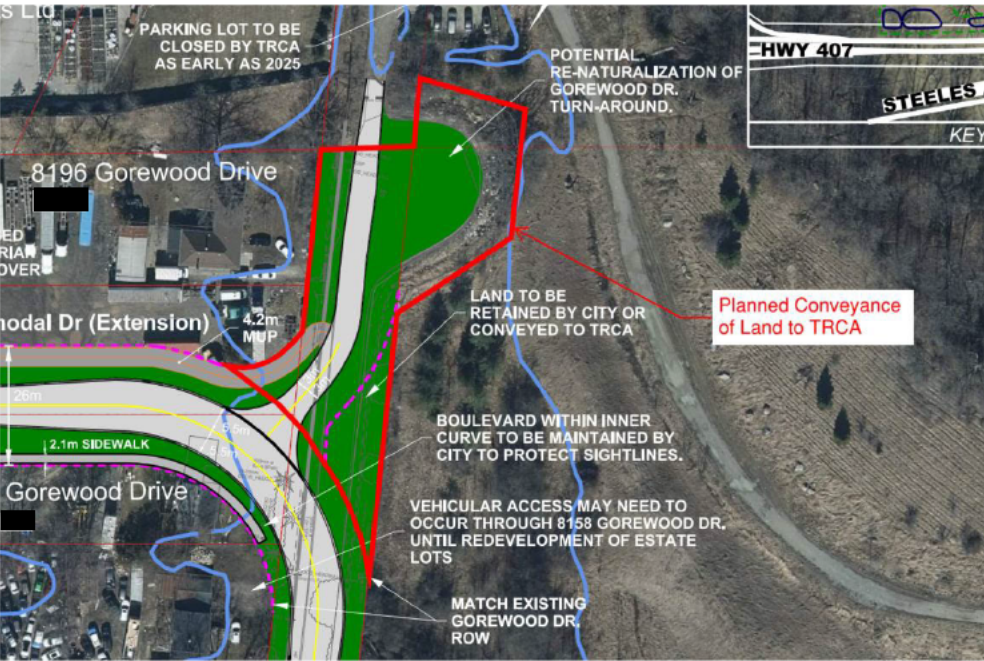


Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Comments	Responses
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED]	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<u>Floodplain</u> C.F. Crozier & Associates Inc. ('Crozier') have been retained by the property owner(s) to conduct a Floodplain Analysis Study as a majority of the properties on Gorewood Drive have been identified as being within the current floodplain. Engineers at Crozier have been coordinating with the Toronto and Region Conservation Authority (TRCA) to achieve a more comprehensive understanding of the (manmade) spill condition and floodplain. Crozier has completed their preliminary work, and the TRCA requested additional analysis, which Crozier is currently working on. It is clear that the floodplain and TRCA's involvement is an important part of this EA process, and both the City and the property owner's respective consultants have been coordinating with the TRCA with regards to this floodplain. As it appears that neither Arcadis nor Crozier have received any final feedback from the TRCA, the preferred alignment is arguably premature, as the floodplain impacts have not yet been fully understood and/or determined.	Project Team Response: The project team proactively contacted the TRCA to ensure the accuracy of the floodplain mapping that was provided in 2024. TRCA staff have advised the City to proceed with the project using the current floodplain model provided in 2024.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED]	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<u>Modified Alternative 4D (LEA Proposed Alignment)</u> The property owners of 8188 and 8196 Gorewood Drive has engaged with LEA Consulting Ltd. to further evaluate the City's preferred alignment. A modified Alternative 4D was submitted for the City and Arcadis' review in December 2024. Comments from the City were received two days prior to the PIC comment submission deadline. Our consulting team maintains the position that the modified Alternative 4D alignment would be more beneficial to the development of the northern properties, and reduce both impacts and future expropriation needs.	Project Team Response: The [REDACTED] family's position regarding the preference for a modified Alt. 4D alignment is noted and will be documented in the project record. The developability of the properties to the south must be considered as well.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED]	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	This proposed modified Alternative 4D will generally maintain the elements of the City's Alternative 4G, but will shift the alignment slightly south, allowing for more land area (outside the floodplain) to be preserved on 8188 Gorewood Drive. This modified Alternative 4D alignment will maintain Arcadis' rationale and scoring for the preferred Alternative 4G, which values the ability to accommodate active transportation connectivity, safe traffic operations, and efficient goods movement. Similarly, the modified Alternative 4D will strengthen the conformity to original planning policy documents, preserving the development opportunities of properties north and south of the extension. This proposed modified Alternative 4D is similar to the (Arcadis) preferred Alternative 4G, but with this slight adjustment to the alignment, more benefits will result in a manner that cannot be achieved through the proposed Alternative 4G. This modified 4D alignment will also reduce the lands that will need to be expropriated and may ultimately lead to a mutually beneficial sale of the needed property.	Project Team Response: For Alt. 4G, the equivalent of two properties are considered to require buy-outs, while the modified Alt. 4D has significant impacts spanning three properties, based on the ROW protection required. Given that these properties are all owned separately, this could increase the complexity of property acquisition required to construct the Intermodal Drive extension.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED]	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	<u>Impact on Future Development</u> We maintain the opinion that it is inappropriate and incorrect to (prematurely) conclude that the proposed (Arcadis) preferred Alternative 4G will result in "minor property impacts" to the property(s) (lots 8188 and 8196 Gorewood Drive) ultimate development potential. This analysis does not accurately depict the situation, as 8188 will have insufficient area for any useful development if Alternative 4G is chosen. The City has designated the properties along Gorewood Drive as 'Service Commercial' under the Airport Intermodal Secondary Plan (2021). However, the City's preferred alignment (4G) for the Intermodal Drive extension will be counterproductive to the 'uses' within this designation. Alternative 4G will severely limit the development potential on 8188 in a manner that will not support the uses in the Secondary Plan, as the area for physical development (with setbacks, lot area and parking/loading requirements, etc.) will be significantly reduced. This 4G route is therefore NOT consistent with the study's goal to "unlock development potential for adjacent lands". The possibility of an effective Service Commercial use that has a positive return on investment (the key to any development), drastically decreases with Alternative 4G. As such, we believe modified Alternative 4D is the superior choice.	Project Team Response: The evaluation matrix considers broader developability impacts of the Gorewood Drive estate properties and does not focus on impacts to a single property, given the variability in property sizes needed to support the range of uses which fall under the umbrella of 'service commercial'. It should be emphasized, however, that the resulting development parcels are intended to support much more compact and smaller-scale development in comparison to the existing large-format industrial and manufacturing uses further west along the existing Intermodal Drive.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED]	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Also, there continues to be inaccuracies in how the property impacts and development potential are being evaluated and we strongly request that the evaluation be revised to better reflect the true impacts to the properties as well as consideration of other road alignments. We continue to advocate that there are significant property impacts to 8196 and 8188 Gorewood Drive, which are not reflected in the supporting evaluation. Furthermore, the area and shape of the remaining property available for development on 8188 Gorewood Drive with the City's preliminary preferred alignment is clearly insufficient for any viable development which is detrimental to the development potential of this property as mentioned above. There does not appear to be any consideration given the level of impacts on the abutting properties resulting from each alternative. We request the City review the impacts to each property in greater detail and ensure each property is being evaluated as separate/stand-alone properties and update the evaluation scoring accordingly.	Project Team Response: The development potential is not considered for individual lots. It is reasonable to assume that lot fabric of the Gorewood Drive estate properties will need to be realigned to establish viable lots that will be compatible with the proposed ROW protection with any alignment that is selected and reflect the significant transformation of the area that will occur in the coming years.



Date Comments Received	Delivery Method	Attachments	Property Owner Name or Representative	Received From (Organization, if applicable)	Property Owner Address	Comments	Responses
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED] Parminder Toor, [REDACTED] Gian Toor, Parmjeet Badhesa, Jasvir Badhesa	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	To clarify, it is not confirmed nor a guarantee that 8196 and 8188 Gorewood Drive will be merged/consolidated in the future as they are currently separate lots under separate ownership(s). As such, the “minor property impacts” appear to assume that the properties will be consolidated, which is an option in the future, but is an unreliable assumption to base the alignment upon. Any potential consolidation will heavily depend on the ultimate alignment, planning applications costs, development potential and return on investment. As such consolidation ‘could’ possibly occur if sufficient area is preserved on 8188 Gorewood Drive. It is our professional planning opinion that, in order to maintain the development potential of the subject properties, a minimum of 1.75 total acres of any consolidated parcels is necessary for any efficient and effective development to occur. This land area will allow for a range of Service Commercial ‘uses’, which will be critical for bringing the properties into a cohesive identity with the surrounding industrial and commercial character. Otherwise, 8196 may also become landlocked, and there will be no opportunity to redevelop these lands (i.e. therefore having to maintain the existing residential uses). Furthermore, the modified Alternative 4D alignment may likely lead to a mutually beneficial purchase/sale of the needed lands vs. a necessary and costly expropriation process. This would be counterintuitive as the purpose of the EA is to again, extend Intermodal Drive and extend the watermain line to, as Arcadis states, “Enhance connectivity for pedestrians and cyclists; Improve goods movement circulation and efficiency; Optimize routes for City transit and maintenance vehicles; Reduce emergency response times; Unlock development potential for adjacent lands; and improve performance of the watermain infrastructure through closing the gap in the existing network.” As one of the main goals of this EA is to unlock development potential on adjacent lands, it appears that the development potential of 8188 and 8196 Gorewood Drive would be significantly reduced with Alternative 4G, meaning that the possible uses will be limited to the existing uses, thus leading to a necessary and likely expropriation of the full lot(s).	Project Team Response: It is understood that 8188 & 8196 Gorewood Drive are two distinct properties that may not necessarily be consolidated regardless of the alignment for the Intermodal Drive extension. In general, however, the shift in Gorewood Drive estate property boundaries is a logical progression towards achieving property parcel fabric to support the 'service commercial' built form uses envisioned in the Airport Road Secondary Plan with any alignment. With respect to concerns regarding access to 8196 Gorewood Dr., the further the alignment shifts to the south, there is an increased chance that this northernmost estate property will be landlocked if property consolidation does not occur.  The properties at 8196 and 8188 Gorewood Drive combine to form a total of 2 acres. The property owners' request to retain at least 1.75 acres of land within 8188 & 8188 Gorewood Dr. for development will be documented; however, this specific metric is not included in the Airport Intermodal Secondary Plan or other key policy documents, guiding the redevelopment of these lands.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED] Parminder Toor, [REDACTED] Gian Toor, Parmjeet Badhesa, Jasvir Badhesa	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	We ask that this minimum retained land area for lots 8188 & 8196 (i.e. 1.75 acre) be maintained since the property owners purchased the properties over two decades ago for the purpose of redevelopment and have been patiently waiting for this road connection to realize the site’s potential. Otherwise, consolidation will not be a financially reasonable decision for the property owner(s) and will likely require expropriation of the lands. As the evaluation matrix appears to (incorrectly) consider 8188 and 8196 Gorewood Drive to be one consolidated property, it does not take into consideration that they are indeed two separate properties with two separate owners. It is possible that the Alternative 4G alignment will prove to be the more expensive choice if total expropriation was necessary as a direct result of insufficient developable land. Furthermore, although property consolidation has been considered by the owners, the process has not been completed, nor has any application been applied. As such the two properties remain separate and depending on development opportunities, may never consolidate.	Project Team Response: See response above.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED] Parminder Toor, [REDACTED] Gian Toor, Parmjeet Badhesa,	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	To conclude, we believe the owner(s) of the subject properties 8094, 8102, 8112, 8124, 0 (vacant/easement), 8140, 8188 and 8196 Gorewood Drive, have completed sufficient supporting work/studies to prove the modified Alternative 4D alignment is superior in route, abutting land impacts, floodplain, alignment, and ultimate costs. As such we are open to discussing a beneficial purchase/sale of the impacted lands under modified Alternative 4D, but will likely argue for expropriation under any other_ alignment. On behalf of our client(s), we look forward to further discussing this solution and resulting purchase/sale of the necessary lands.	Project Team Response: The specific details of the property acquisition required to support the preferred alignment for the Intermodal Drive extension will be negotiated with the City's real estate department, following the EA study. Meetings will be held with all directly impacted property owners to discuss preliminary property acquisition plans as part of the final stages of the EA process.
2025-02-12	Email	Yes, Signed Letter by Terrance Glover of Urban in Mind entitled 'Response to Public Information Center for the Extension of Intermodal Drive and Watermain Extension to Gorewood Drive' (dated 2025-02-12)	Joint Submission from Gorewood Owners Group: [REDACTED] Parminder Toor, [REDACTED] Gian Toor, Parmjeet	Terrance Glover (Urban in Mind)	8140 Gorewood Drive, 0 Gorewood Drive, 8124 Gorewood Drive, 8112 Gorewood Drive, 8102 Gorewood Drive, 8094 Gorewood Drive,	Please Note: The following materials have also been submitted as part of the PIC Comments and our attached submission: 1. Modified Alternative 4D Supporting Letter and Proposed Alignment prepared by LEA, dated December 19, 2024. 2. Arcadis' Response to Modified Alternative 4D, dated February 10, 2025. 3. Floodplain Analysis Memo prepared by Crozier, dated February 5, 2025. 4. Response Letter prepared by [REDACTED] and [REDACTED] dated February 12, 2025.	Project Team Response: Noted. The project team confirms receipt of all of these items.



Date Comments Received	Delivery Method	Attachments	TRCA Representative	Received From (Organization, if applicable)	Requested Follow-Up Meeting?	Comments	Responses
2025-02-04	Email	None	Shirin Varzgani, Senior Planner	TRCA	Not specifically	<p>1. Slide No. 28 has a label that states “Land to be retained by City or conveyed to TRCA”. Please provide a map showing TRCA property line and outline land that will be conveyed to TRCA.</p> <p>Please refer to the slide below, it looks like the area labelled to be conveyed to TRCA is a road allowance (approximate location as circled in red) . Please clarify and confirm.</p> <p>The turnabout – “Potential re-naturalization of Gorewood Dr Turn-around”. After the land is naturalized - Who is going to own that land? Please clarify.</p> <div></div>	<p>Project Team Response: The project team met with TRCA staff on 2025-03-19 and it was agreed that the portion of land highlighted in red (see below) north of the Intermodal Drive extension would planned to be conveyed to TRCA through this project. Fencing would also be installed along the new shared property boundary between TRCA lands and the Intermodal Drive extension, with a gate at the realigned and extended TRCA driveway access to mitigate unlawful behaviour within TRCA's new property.</p> <div></div>



Project Team Response: The project team met with TRCA staff on 2025-03-19 and it was agreed that the portion of land highlighted in red (see below) north of the Intermodal Drive extension would planned to be conveyed to TRCA through this project. Fencing would also be installed along the new shared property boundary between TRCA lands and the Intermodal Drive extension, with a gate at the realigned and extended TRCA driveway access to mitigate unlawful behaviour within TRCA's new property.



Colour-Coded Legend

	Individual Supports Intermodal Drive extension AND Proposed Alignment
	Individual Supports either Intermodal Drive extension OR Proposed Alignment but not both
	Individual DOES NOT Support Intermodal Drive extension OR Proposed Alignment

How often do you currently travel along Intermodal Dr (by any mode of travel)?	How often do you currently travel along Gorewood Dr (by any mode of travel)?	Do you believe Intermodal Dr. ext. to Gorewood Dr. will support future needs and enhance the transportation network?	Do you support the preliminary preferred alternative of Intermodal Dr. ext.?	Do you have any additional comments or questions regarding the Intermodal Drive and Watermain Extension to Gorewood Drive EA Study?	What is your preferred way to receive updates relating to the Intermodal Drive and Watermain Extension to Gorewood Dr. EA Study?	Please provide your name, full mailing address, and email address for study updates.	Project Team's Summary of Individual's Comments	Response Letter
Daily	Daily	No	No	We are opposed to the extension request. The City is currently allowing the illegal use of the residential properties along Gorewood Drive to be used for outside and industrial storage. These properties are adjacent to highly sensitive environmental areas that make up the Clairville Conservation Area where Species At Risk are present and the runoff from these properties eventually feeds into the Humber River. The City is knowingly and willfully and <response cut off>	On my own through the City's website;	Concerned Business Owner, Wentworth Court, Brampton, Ontario	Opposed to any extension of Intermodal Dr for environmental reasons.	Email sent to Peter Bryson (Peter.Bryson@brampton.ca), Manager Enforcement, By-Law for clarification on 2025/03/07 Response from By-law services (2025-05-26): "Enforcement and By-law Services is aware of the concerns raised during the January 2025 Public Information Centre for the Schedule B Environmental Assessment of the Intermodal Drive extension and has acted on any land use contraventions in the area in coordination with Planning and Development staff. By-Law Enforcement will continue to coordinate with Planning and Development where necessary."
Monthly	Monthly	Yes	No	It is disappointing to see the City depart from the official plan. The extension should be curved downwards towards the south	On my own through the City's website;		Supports Intermodal Drive extension but wants to see an option carried forward that follows the Official Plan alignment, bending more to the south.	Response letter to be sent out by email on 2025-03-20.
Weekly	Monthly	Yes	No	I believe the extension should follow the official plan and bend down toward the south	On my own through the City's website;		Supports Intermodal Drive extension but wants to see an option carried forward that follows the Official Plan alignment, bending more to the south.	Response letter to be sent out by letter mail on 2025-03-22.
Daily	Daily	Yes	No		By email;		Supports Intermodal Dr. extension but not the current alignment.	Response letter to be sent out by email on 2025-03-20.
Daily	Daily	Yes	No		On my own through the City's website;		Supports Intermodal Dr. extension but not the current alignment.	Response letter prepared. Mailing address or email address was not provided as part follow-up communication
Daily	Daily	Yes	No	We want more better alignment	By email;		Supports Intermodal Dr. extension but not the current alignment.	Response letter to be sent out by email on 2025-03-20.
Daily	Daily	Yes	No		By letter mail;		Supports Intermodal Dr. extension but not the current alignment.	Response letter to be sent out by letter mail on 2025-03-22.
Daily	Daily	Yes	No	We need better alignment	On my own through the City's website;		Supports Intermodal Dr. extension but not the current alignment.	Response letter to be sent out by email on 2025-03-20.
Daily	Daily	Yes	No		By letter mail;		Supports Intermodal Dr. extension but not the current alignment. No further comments provided.	Response letter to be sent out by letter mail on 2025-03-22.
Weekly	Daily	Yes	Yes		By letter mail;		Supports Intermodal Drive extension and current alignment.	Response letter prepared. Mailing address or email address was not provided as part follow-up communication
Daily	Daily	Yes	No	Please see submission package on submitted via email on behalf of the property owners of 8094-8140 and 8188-8196 Gorewood Drive to Diana Glean and Richard Morales.	By email;		Noted. The project team will review submission package and provide separate responses. Thank you for your submission.	Project team will provide responses to submission package submitted by Dorathy Yeung via email dated February 12th, 2025, on behalf of the owners of lots 8140, 0, 8124, 8112, 8102, 8094, 8188 and 8196 Gorewood Drive
Weekly	Weekly	Yes	No	Road alignment should be more to the north.	By email;		Supports Intermodal Drive extension but wants to see an option carried forward that aligns more to the north.	Response letter to be sent out by email.



March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672

Email: [richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)

March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672

Email: [richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)



March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672

[Email: richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)

March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672

Email: [richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)



March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672

Email: [richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)

March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672

Email: [richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)



March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672  
[Email: richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)

March 20, 2025

## **Intermodal Drive and Region of Peel Watermain Extension to Gorewood Drive Municipal Class Environmental Assessment Study**

### **Re: Online Public Information Centre (PIC) Comments**

Dear [REDACTED]:

Thank you for taking the time to provide your comments to the project team as part of the Online Public Information Centre (PIC) for the Intermodal Drive and Region of Peel watermain extension to Gorewood Drive. This Schedule 'B' Municipal Class Environmental Assessment (MCEA) is being carried out by the City of Brampton to investigate the feasibility of the Intermodal Drive extension based on a variety of sub-criteria, including traffic and active transportation connectivity, as well as social, cultural and natural environment, among others.

Based on your feedback, it is understood that you are generally supportive of the Intermodal Drive extension; however, you do have some concerns regarding the preferred alignment.

To help address these concerns, a brief rationale summarizing the key reasons for selecting Alternative 4G is provided below:

Alternative 4G ...

- ✓ Allows for the re-naturalization of the large asphalt turn-around area located at the north end of Gorewood Drive and within the TRCA-regulated floodplain limits;
- ✓ Reduces the overall number of properties impacted on Gorewood Drive and the likelihood of creating oddly-shaped property parcels;
- ✓ Mitigates impacts on existing trees, as the preferred alignment extends through areas of low tree coverage;
- ✓ Features a tight curve in the road that allows for continuous traffic flow to promote efficient goods movement, while reducing motorists' speeds to improve safety and comfort for all travel modes; and
- ✓ Achieves the Region of Peel's objective of a fully continuous watermain loop for improved performance.

Although the Public Information Centre comment period has officially closed, if you have any additional questions or concerns, please reach out to either of the individuals listed below.

**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.  
100 - 175 Galaxy Blvd  
Toronto, ON M9W 0C9  
Tel: 416 797 2672

Email: [richard.morales@arcadis.com](mailto:richard.morales@arcadis.com)