

# Welcome



Online Public Information Centre

## Intermodal Drive and Watermain Extension to Gorewood Drive

Municipal Class Environmental Assessment (Schedule 'B')

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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

An aerial photograph of a residential development, showing a grid of streets, numerous houses, and some larger commercial-style buildings. The image is overlaid with a dark, semi-transparent rectangular area that serves as a background for the text. The overall scene is captured from a high angle, showing the layout of the neighborhood and surrounding green spaces.

**1.0**

**Project Background &  
Planning Context**

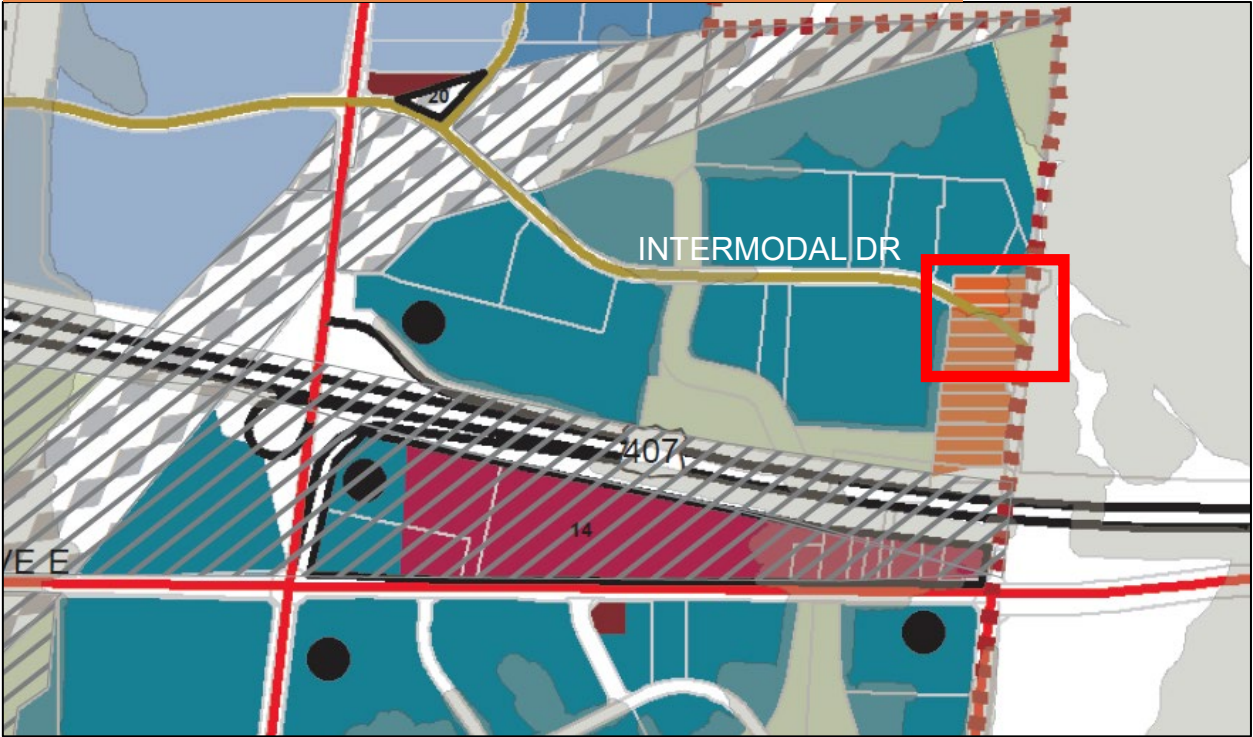
# Project Background & Planning Context

- 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)



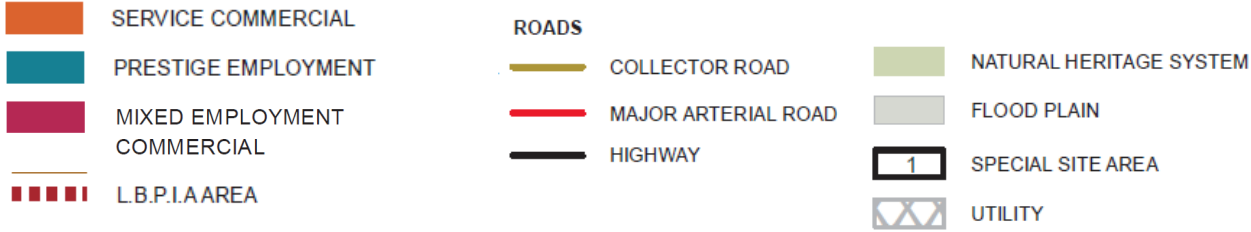
# Project Background & Planning Context

## Airport Intermodal Secondary Plan (Area 4)



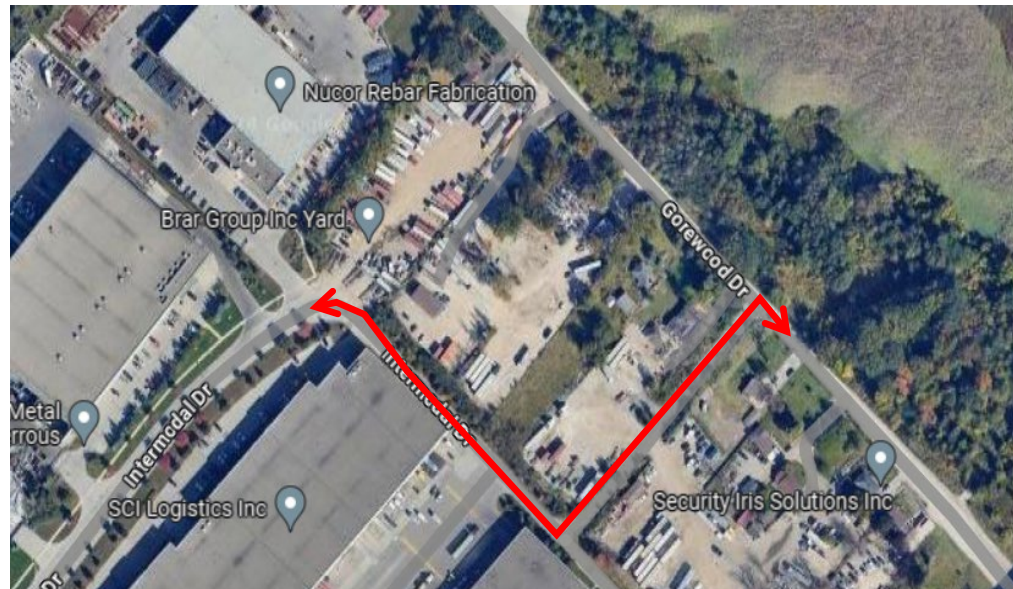
- Secondary Plan identifies lands along Gorewood Dr as ‘Service Commercial’
- Intermodal Dr extension illustrated within upper block of Gorewood Dr estate properties

Source: Airport Intermodal Secondary Plan (Area 4) Schedule

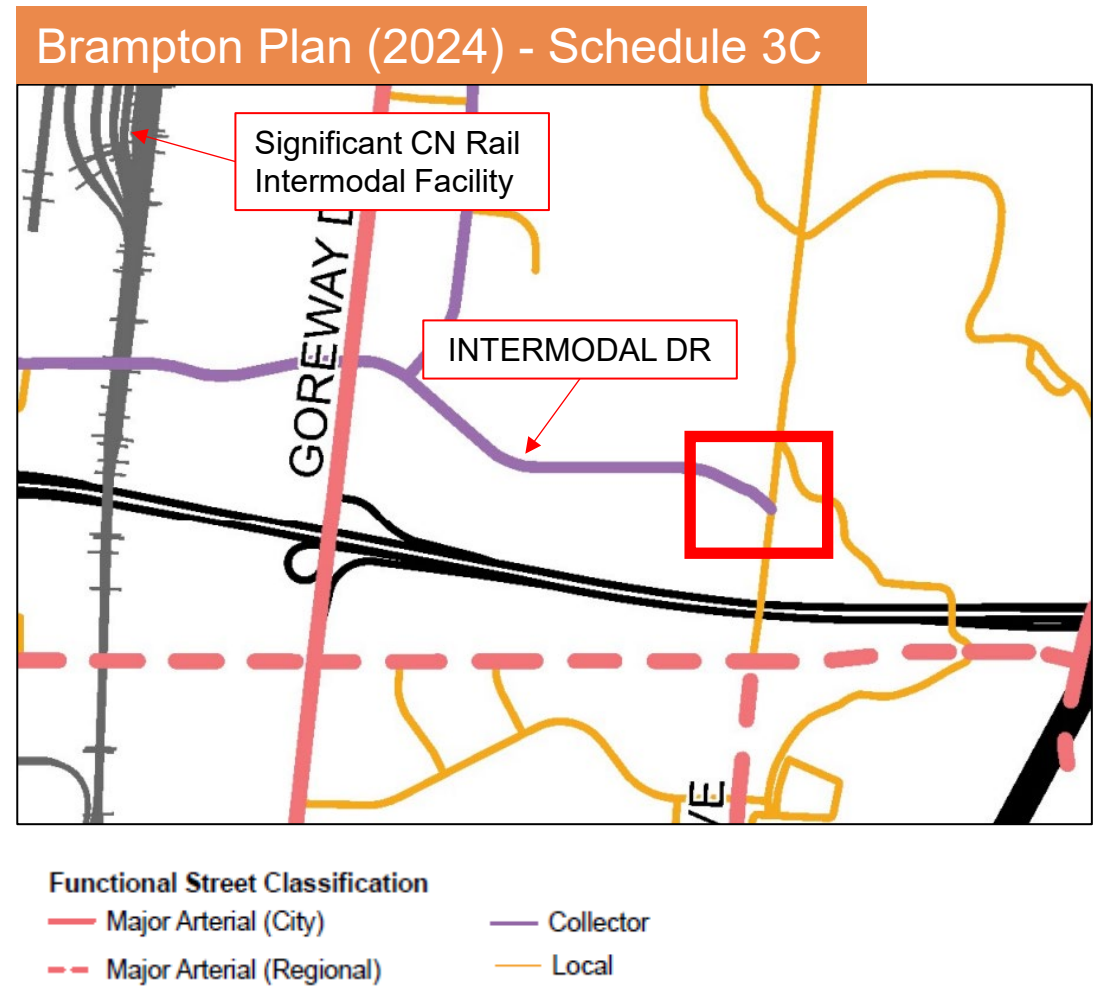


# Project Background and Planning Context

- 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**)

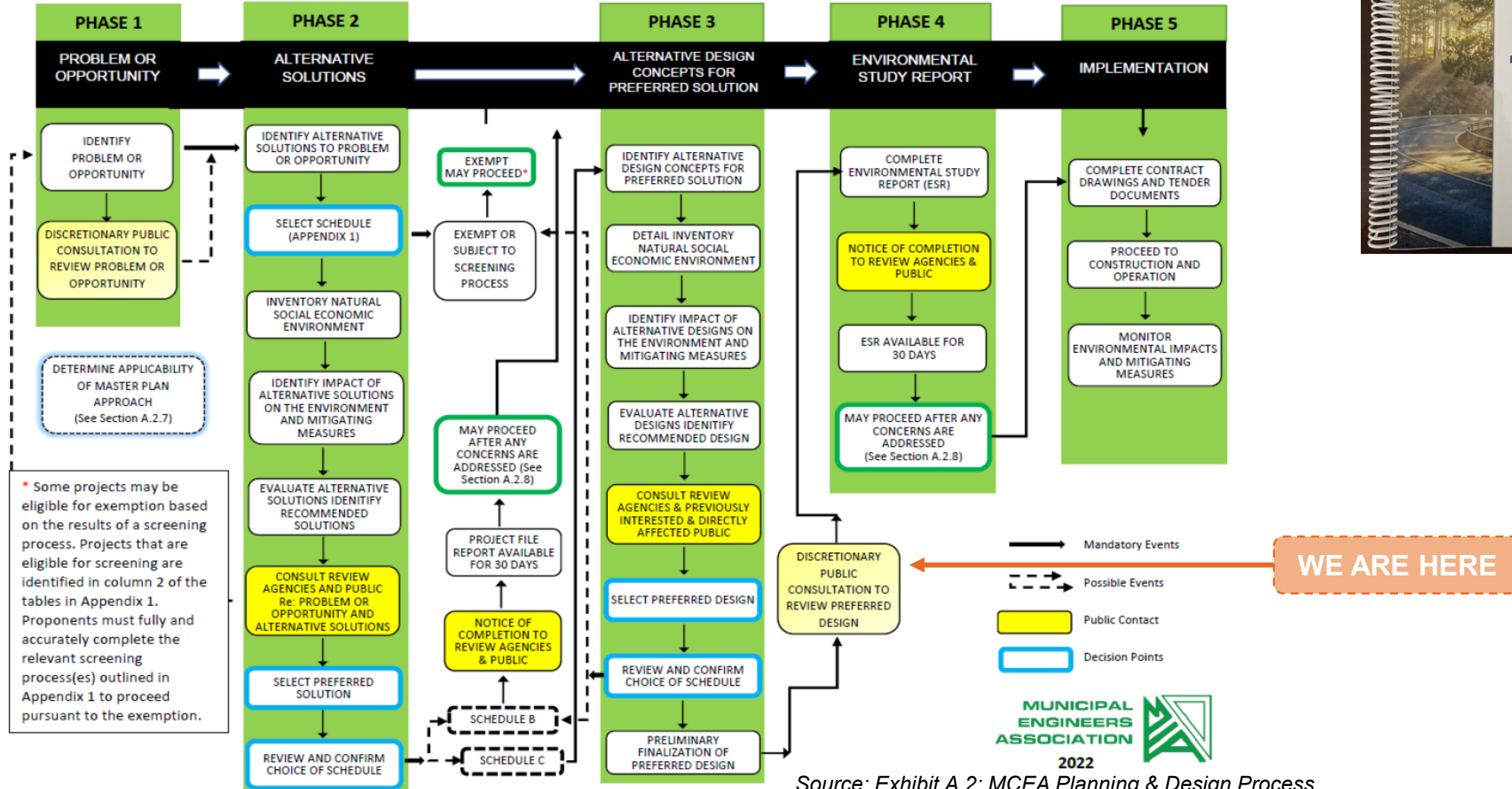


Private laneway between Intermodal Dr & Gorewood Dr



# MCEA Planning Process

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



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

An aerial photograph of a residential development, showing a grid of streets, numerous houses, and some larger buildings. The image is overlaid with a semi-transparent dark grey rectangle. The text '2.0' is in the top left, and 'Problem & Opportunity Statement' is in the bottom left, both in white and orange colors.

**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)

An aerial photograph of a residential neighborhood, showing houses, streets, and green spaces. A large, dark, semi-transparent rectangular overlay covers most of the image. In the top-left corner of this overlay, the number '3.0' is written in a large, white, sans-serif font with a thick orange drop shadow. In the bottom-left corner of the overlay, the text 'Existing Conditions - Natural Environment' is written in a bold, orange, sans-serif font.

**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

An aerial photograph of a residential development, showing a grid of streets, numerous houses, and several large commercial-style buildings. A semi-transparent dark grey overlay covers most of the image, with the text '4.0' and 'Transportation Analysis' placed on it. The background shows green trees and a road on the right side.

**4.0**

**Transportation Analysis**

# Transportation Analysis

- **Study Area Intersections:**

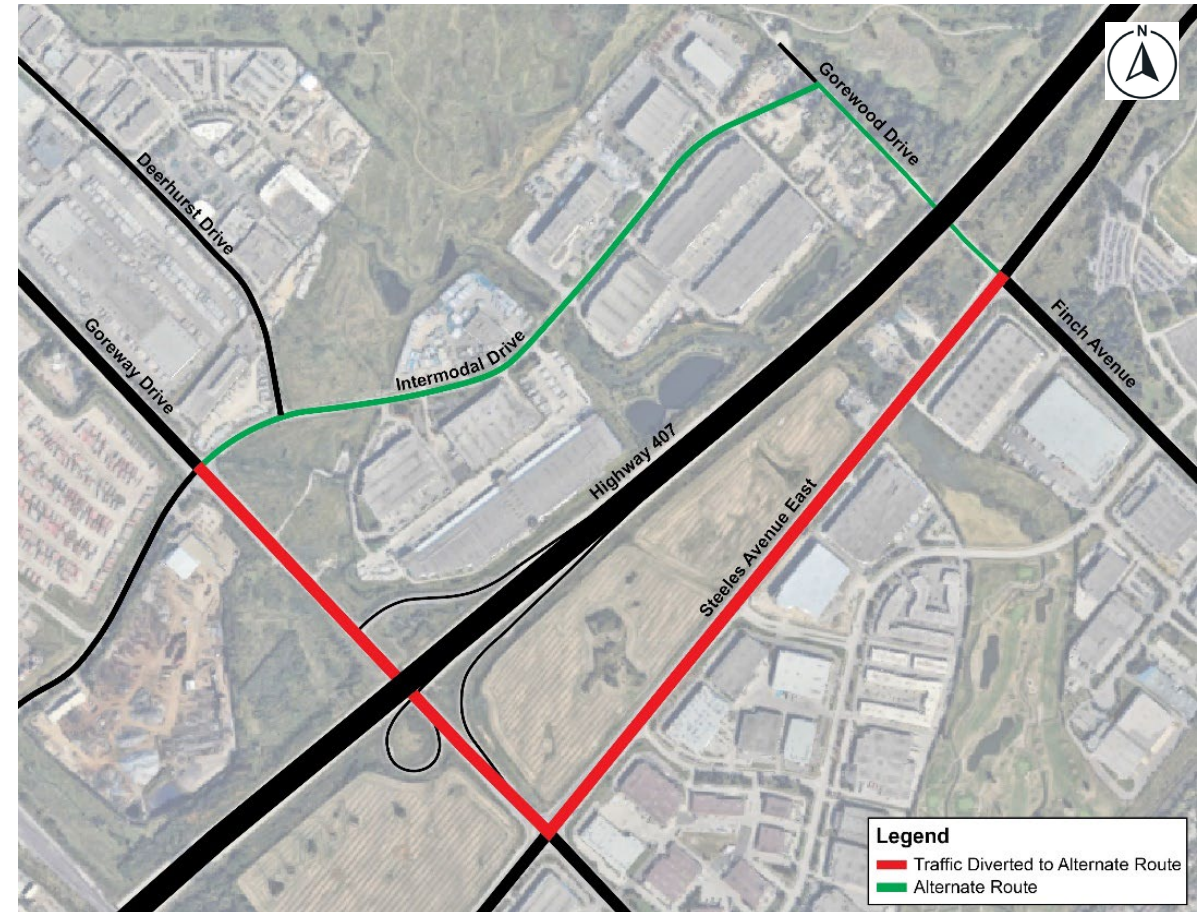
- Goreway Dr & Steeles Ave E 
- Goreway Dr & Intermodal Dr 
- Intermodal Dr & Deerhurst Dr 
- Gorewood Dr & Steeles Ave E/  
Finch Ave 



# 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)



Level of Service (LOS) for Traffic Operations

An aerial photograph of a residential development, showing a grid of streets, numerous houses, and some larger buildings. The image is overlaid with a semi-transparent dark grey rectangle. In the top-left corner of this rectangle, the number '5.0' is displayed in a large, bold, white font with an orange outline. At the bottom of the rectangle, the words 'Alternative Solutions' are written in a bold, orange font.

**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

Intermodal Drive & Watermain Extension to Gorewood Drive – Municipal Class Environmental Assessment

Evaluation of Alternative Solutions

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE SOLUTIONS			
		ALTERNATIVE 1 – ‘DO NOTHING’	ALTERNATIVE 2 – ISOLATED TRANSPORTATION NETWORK IMPROVEMENTS (NO EXTENSION)	ALTERNATIVE 3 – ACTIVE TRANSPORTATION LINK ONLY	ALTERNATIVE 4 – ROAD EXTENSION
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	○ • Does not provide an active transportation connection between TRCA and Intermodal Dr	○ • Does not provide an active transportation connection between TRCA and Intermodal Dr	● • Provides opportunities to achieve a more cohesive environment for active users.	● • Provides opportunities to achieve a more cohesive environment for active users.
	TRAFFIC OPERATIONS	○ • Does not provide a continuous vehicular connection between Gorewood Dr and Intermodal Dr or redundancy in case of an emergency.	◐ • Slight improvements to traffic operations at Goreway Dr & Steeles Ave E but does not address vehicular connectivity issues between Gorewood Dr & Intermodal Dr	○ • Does not provide a continuous vehicular connection between Gorewood Dr and Intermodal Dr or redundancy in case of an emergency.	● • Closes gap in the transportation network between Intermodal Dr and Gorewood Dr to facilitate improved traffic operations and redundancy in case of an emergency.
	GOODS MOVEMENT EFFICIENCY	○ • Does not resolve inefficient access to the eastern portion of Intermodal Dr	○ • Does not resolve inefficient access to the eastern portion of Intermodal Dr	○ • Does not resolve inefficient access to the eastern portion of Intermodal Dr	● • Opportunities for improved access to eastern portion of Intermodal Dr to facilitate goods movement operations.
ENVIRONMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	◐ • Existing Gorewood Dr frontage provides less flexibility to facilitate redevelopment in comparison with Alt. 4.	◐ • Existing Gorewood Dr frontage provides less flexibility to facilitate redevelopment in comparison with Alt. 4.	◐ • Existing Gorewood Dr frontage provides less flexibility to facilitate redevelopment in comparison with Alt. 4.	● • Increased property frontage and potential development options with Intermodal Dr extension.
	IMPACT TO DEVELOPMENT LAND	● • No impact to development land within Gorewood Dr estate properties.	● • No impact to development land within Gorewood Dr estate properties.	◐ • Isolated impacts to land within Gorewood Dr estate properties.	◐ • High probability of encroachment on Gorewood Dr estate properties development land.
	PROPERTY IMPACTS/ CONSTRAINTS	● • No property impacts.	◐ • Minor property impacts associated with potential intersection upgrades.	◐ • Minor property impacts would likely be limited to just one Gorewood Dr property.	◐ • Moderate property impacts would involve multiple Gorewood Dr properties.
	UTILITY IMPACTS	● • No utility impacts.	◐ • Minor utility relocation may be required to accommodate geometric design changes at Steeles Ave. E. & Goreway Dr intersection.	◐ • Minor utility relocations may be required to accommodate active transportation link but lower potential than Alt. 4.	◐ • Highest potential for utility impacts on Intermodal Dr eastern terminus or Gorewood Dr
	WATERMAIN ALIGNMENT	○ • Does not achieve Region of Peel's objective to close the gap in the existing watermain network between Gorewood Dr and Intermodal Dr	○ • Does not achieve Region of Peel's objective to close the gap in the existing watermain network between Gorewood Dr and Intermodal Dr	◐ • Depending on the location of the connection, Alt. 3 could provide an opportunity to close gap in existing watermain.	● • Achieves Region of Peel's objective to close the gap in the existing watermain network between Gorewood Dr and Intermodal Dr
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	○ • Not compatible with the vision of the Brampton Plan (2024) which illustrates the Intermodal Dr ext. to Gorewood Dr, as well as the introduction of an active transportation link between these two streets.	○ • Not compatible with the vision of the Brampton Plan (2024) which illustrates the Intermodal Dr ext. to Gorewood Dr, as well as the introduction of an active transportation link between these two streets.	◐ • Does not satisfy Brampton Plan (2024) & Airport Intermodal Secondary Plan in terms of the Intermodal Dr to Gorewood Dr within the upper mid-block of the estate lots. • Satisfies Brampton Active Transportation Plan (2019) with respect to the development of an active transportation connection between Intermodal Dr and Gorewood Dr	● • Satisfies Brampton Plan (2024) and Airport Intermodal Secondary Plan (Area 4) with regards to the extension of Intermodal Dr to Gorewood Dr within the upper mid-block of the estate lots. • Satisfies Brampton Active Transportation Plan (2019) in terms of linkages between Intermodal Dr and Gorewood Dr
	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	◐ • No further encroachment on floodplain area; however, maintains existing Gorewood Dr turn-around which is not ideal from a stormwater management perspective. • No tree removals required.	◐ • No further encroachment on TRCA floodplain Regulation Area; however, maintains existing Gorewood Dr turn-around which is not ideal from a stormwater management perspective. • Likely no tree removals required.	◐ • Minor potential encroachment on TRCA floodplain Regulation Area. • Some tree removals likely required; however, opportunities exist to incorporate a more diverse canopy of native trees within the proposed ROW.	◐ • Alignment has highest encroachment on the TRCA floodplain Regulation Area; however, provides opportunities to re-naturalize Gorewood Dr floodplain area. • Tree removals required; however, opportunities exist for a more diverse canopy of native trees within the proposed ROW.
NATURAL/ PHYSICAL ENVIRONMENT	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	● • Maintains status quo – no further impacts to Species at Risk (SAR).	◐ • Low potential impact to Species at Risk (SAR).	◐ • Low potential impact to Species at Risk (SAR).	◐ • Low potential impact to Species at Risk (SAR) but slightly higher than Alt. 1 to 3.
	ENVIRONMENTAL CONTAMINATION	● • Lowest potential impact to areas of environmental contamination.	◐ • Low potential impacts to areas of environmental contamination.	◐ • Low to moderate potential impacts to areas of environmental contamination.	◐ • Increased likelihood of encountering contaminated soil than Alt. 1, 2 & 3.
	ARCHAEOLOGICAL POTENTIAL	● • Lowest potential impact to archaeological resources.	◐ • Potential for slight impacts to archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise.	◐ • Potential for slight impacts to archaeological resources until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise.	◐ • Higher potential impact to archaeological resources in comparison with Alt. 2 & 3 until a Stage 2 Archeological Assessment (AA) can be conducted to confirm otherwise.
COSTS	● • No construction costs but there may be higher maintenance costs on the adjacent road network resulting from additional usage.	◐ • Moderate construction and maintenance costs associated with potential transportation network improvements.	◐ • Low construction and maintenance costs associated with active transportation only link.	○ • Highest construction and maintenance costs in comparison with other alternatives.	
SUMMARY		<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Preferred</b>
RATIONALE		• Despite being the most cost-effective option overall and the least likely to impact the natural environment, Alt. 1 does not align with planning policy documents or allow for achievement of enhanced transportation connectivity, improved traffic operations, watermain looping or efficient goods movement. As such, Alt. 1 is <u>not</u> preferred.	• Although there are potentially reduced property and natural environmental impacts relative to Alt. 3 or 4, Alt. 2 does not align with planning policy documents or allow for achievement of enhanced transportation connectivity, watermain looping or efficient goods movement. As such, Alt. 2 is <u>not</u> preferred.	• Alt. 3 does not accommodate enhanced active transportation connectivity; however, this option does not fully align with planning policy documents, improve traffic operations, watermain looping or allow for efficient goods movement. As such, Alt. 3 is <u>not</u> preferred.	• Alt. 4 aligns with planning policy documents, allows for achievement of enhanced transportation connectivity, improved traffic operations, watermain looping and opportunities for more efficient goods movement. As such, Alt. 4 is preferred.

An aerial photograph of a residential neighborhood, showing houses, streets, and green spaces. A semi-transparent dark grey rectangle is overlaid on the image, covering most of the frame. The text '6.0' is in the top left and 'Alternative Alignments' is at the bottom of this rectangle.

**6.0**

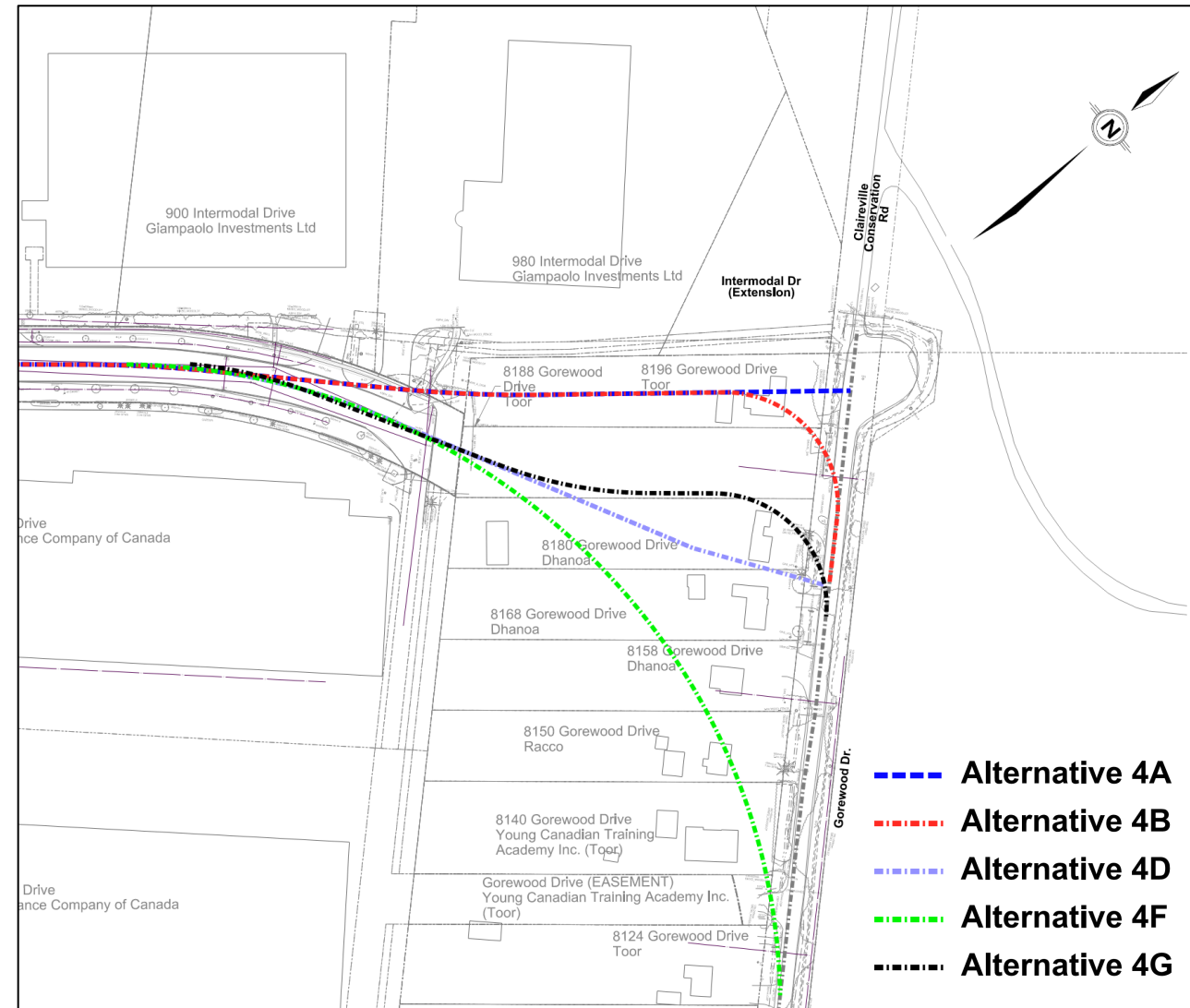
**Alternative Alignments**

# 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.



Intermodal Drive & Watermain Extension to Gorewood Drive – Municipal Class Environmental Assessment

Evaluation of Alternative Alignments

CRITERIA	RELEVANT SUBCRITERIA	ALTERNATIVE ALIGNMENTS				
		ALTERNATIVE 4A – REALIGN INTERMODAL DR TO A TIGHT 80-DEGREE TURN (ELBOW)	ALTERNATIVE 4B – REALIGN INTERMODAL DR TO A TIGHT CURVED ALIGNMENT	ALTERNATIVE 4D – EXTEND INTERMODAL DR TO A T-INTERSECTION	ALTERNATIVE 4F – EXTEND INTERMODAL DR TO A LARGE CURVED ALIGNMENT	ALTERNATIVE 4G – EXTEND INTERMODAL DR TO A TIGHT CURVED ALIGNMENT
TRANSPORTATION & TRAFFIC ANALYSIS	CONNECTIVITY FOR ACTIVE TRANSPORTATION	● • Slight disconnect between potential north-south active transportation crossing and natural desire line at TRCA Gorewood Dr entrance, but still strengthens overall connectivity.	● • Slight disconnect between potential north-south active transportation crossing and natural desire line at TRCA Gorewood Dr entrance, but still strengthens overall connectivity.	● • A 'protected intersection' configuration maximizes active transportation connectivity within the vicinity of TRCA Gorewood Dr entrance and strengthens multi-modal connections with adjacent lands.	○ • Large gradual curve creates a significant barrier in developing a safe north-south active transportation crossings and is not compatible with the project vision to create a cohesive pedestrian environment.	● • Slight disconnect between potential north-south active transportation crossing and natural desire line at TRCA Gorewood Dr entrance, but still strengthens overall connectivity.
	TRAFFIC OPERATIONS	○ • Presents potential traffic operational/ safety concerns between eastbound left-turning traffic and thru traffic transitioning from Gorewood Dr to Intermodal Dr ext. due to poor sightlines.	● • Tight curve promotes lower vehicle operating speeds but still allows for continuous traffic flow. • Sightline limitations resolved with City maintenance of boulevard within inner curve.	● • Proposed Intermodal Dr & Gorewood Dr stop-controlled intersection expected to operate at high Level of Service (i.e. LOS 'A') beyond 2051.	● • Maintains traffic flow, however elevated safety risk for all road users due to higher operating speeds.	● • Tight curve promotes lower vehicle operating speeds but still allows for continuous traffic flow. • Sightline limitations resolved with City maintenance of boulevard within inner curve.
	GOODS MOVEMENT EFFICIENCY	● • 'Elbow' configuration would be expected to operate similar to a yield-controlled intersection in terms of efficiency due to potential uncertainty among road user priority.	● • Allows for a continuous flow of vehicle traffic along the curved transition between Gorewood Dr through to Intermodal Dr ext.	● • Requires all vehicles to stop prior to passing through the proposed Intermodal Dr & Gorewood Dr intersection, thereby reducing goods movement efficiency.	● • Allows for a continuous flow of vehicle traffic along the curved transition between Gorewood Dr through to Intermodal Dr ext.	● • Allows for a continuous flow of vehicle traffic along the curved transition between Gorewood Dr through to Intermodal Dr ext.
ENVIRONMENTAL & SOCIAL IMPACTS	DEVELOPMENT POTENTIAL	● • Alternative alignments generally have high development potential in comparison with Alternative Solutions. • Alt. 4A has lowest overall impact on Gorewood Dr estate properties.	● • Alternative alignments generally have high development potential in comparison with Alternative Solutions.	● • Alternative alignments generally have high development potential in comparison with Alternative Solutions.	● • Significant impacts to Gorewood Dr estate properties is more likely to result in remnant/ undevelopable property parcels.	● • Alternative alignments generally have high development potential in comparison with Alternative Solutions.
	IMPACT TO DEVELOPMENT LAND	● • Impacts development land outside of regulatory floodplain limits. Provides street frontage only to south property off Intermodal Dr ext.	● • Impacts development land outside of regulatory floodplain limits. Provides street frontage only to south property off Intermodal Dr ext.	● • Impacts land for development outside the regulatory floodplain limits. Provides street frontage to north and south properties off Intermodal Dr ext.	● • Impacts minimal amount of land for development outside regulatory floodplain limits, but significantly affects Gorewood Dr properties, potentially resulting in remnant/ undevelopable parcels.	● • Impacts land for development outside regulatory floodplain limits. Provides street frontage to north and south properties off of Intermodal Dr extension.
	PROPERTY IMPACTS/ CONSTRAINTS	● • Generally impacts 1 to 2 properties – 8196 & 8188 Gorewood Dr • Minor property impacts.	● • Generally impacts 2 to 3 properties – 8196, 8188 & 8180 Gorewood Dr • Minor property impacts.	● • Generally impacts 3 to 4 properties – 8196, 8188, 8180 & 8168 Gorewood Dr • Moderate property impacts.	○ • Generally impacts 8 properties - 8196, 8188, 8180 & 8168, 8158, 8150, 8140 & 8124 Gorewood Dr • Significant property impacts.	● • Generally impacts 2 to 3 properties – 8196, 8188 & 8180 Gorewood Dr • Minor property impacts.
	UTILITY IMPACTS	● • Minor utility relocation will be required within the realigned section of Intermodal Dr	● • Minor utility relocation will be required within the realigned section of Intermodal Dr	● • Maintains existing alignment within eastern terminus of Intermodal Dr, minimizing the need for utility relocations.	● • Maintains existing alignment within eastern terminus of Intermodal Dr; however, higher impacts likely on Gorewood Dr	● • Maintains existing alignment within eastern terminus of Intermodal Dr, minimizing the need for utility relocations.
	WATERMAIN ALIGNMENT	● • Achieves Region of Peel's objective to close the gap in watermain network between Gorewood Dr and Intermodal Dr • Watermain alignment lengths of Alt. 4A and 4B are similar.	● • Achieves Region of Peel's objective to close the gap in watermain network between Gorewood Dr and Intermodal Dr • Watermain lengths of Alt. 4A and 4B are similar.	● • May not achieve Region of Peel's objective of a fully-continuous watermain loop. • Potential for longer watermain alignment than Alt. 4A & 4B to accommodate an additional dead-end section on Gorewood Dr north of Intermodal Dr ext.	● • May not achieve Region of Peel's objective of a fully-continuous watermain. • Potential for longer watermain alignment than Alt. 4A & 4B to accommodate an additional dead-end section on Gorewood Dr north of the Intermodal Dr ext.	● • Achieves Region of Peel's objective to close the gap in the existing watermain network between Gorewood Dr and Intermodal Dr • Shortest watermain alignment, assuming no dead-end section on Gorewood Dr north of the Intermodal Dr ext.
	ALIGNMENT WITH PLANNING POLICY DOCUMENTS	● • Satisfies overall vision of Brampton Plan (2024) & Airport Intermodal Secondary Plan. • Compatible with Brampton Complete Streets Guidelines (2023) recommended 40km/h design speed.	● • Satisfies overall vision of Brampton Plan (2024) & Airport Intermodal Secondary Plan. • Compatible with Brampton Complete Streets Guidelines (2023) recommended 40km/h design speed.	● • Satisfies overall vision of Brampton Plan (2024) & Airport Intermodal Secondary Plan. • Compatible with Brampton Complete Streets Guidelines (2023) recommended 40km/h design speed.	○ • Satisfies overall vision of Brampton Plan (2024) and Airport Intermodal Secondary Plan. • Not compatible with Brampton Complete Streets Guidelines (2023) recommended 40km/h design speed.	● • Satisfies overall vision of Brampton Plan (2024) & Airport Intermodal Secondary Plan. • Compatible with Brampton Complete Streets Guidelines (2023) recommended 40km/h design speed.
	SIGNIFICANT NATURAL AREAS & RESOURCE DISRUPTION	● • Alt. 4A, 4B, 4D & 4G have similar encroachment on TRCA floodplain regulatory limits. • Allows for restoration of Gorewood Dr turn-around as a permeable surface. • Highest tree impacts.	● • Alt. 4A, 4B, 4D & 4G have similar encroachment on TRCA floodplain regulatory limits. • Allows for restoration of Gorewood Dr turn-around as a permeable surface. • Highest tree impacts.	● • Alt. 4A, 4B, 4D & 4G have similar encroachment on TRCA floodplain regulatory limits. • Requires maintenance of Gorewood Dr turn-around which is not ideal from a stormwater management perspective. • Moderate tree impacts.	● • Alt. 4F has highest encroachment on the TRCA floodplain regulatory limits. • Requires maintenance of Gorewood Dr turn-around which is not ideal from a stormwater management perspective. • Isolated tree impacts.	● • Alt. 4A, 4B, 4D & 4G have similar encroachment on TRCA floodplain regulatory limits. • Allows for restoration of Gorewood Dr turn-around as a permeable surface. • Isolated tree impacts.
NATURAL/ PHYSICAL ENVIRONMENT IMPACTS	POTENTIAL IMPACTS TO SPECIES AT RISK (SAR)	● • All alignments have a low potential impact to Species at Risk (SAR).	● • All alignments have a low potential impact to Species at Risk (SAR).	● • All alignments have a low potential impact to Species at Risk (SAR).	● • All alignments have a low potential impact to Species at Risk (SAR).	● • All alignments have a low potential impact to Species at Risk (SAR).
	ENVIRONMENTAL CONTAMINATION	● • Alt. 4A extends primarily through 8196 Gorewood Dr which is identified in the Phase 1 ESA as overlapping with two Areas of Potential Environmental Concern (APEC).	● • Alt. 4B extends primarily through 8196 Gorewood Dr which is identified in the Phase 1 ESA as overlapping with two Areas of Potential Environmental Concern (APEC).	● • Alt. 4D extends through western portion of 8188 Gorewood Dr which is identified in the Phase 1 ESA as overlapping with two Areas of Potential Environmental Concern (APEC).	○ • Alt. 4F extends through 8188, 8150 & 8140 Gorewood Dr which are identified in the Phase 1 ESA as overlapping with four Areas of Potential Environmental Concern (APEC).	● • Alternative 4B extends primarily through 8196 Gorewood Dr which is identified in the Phase 1 ESA as overlapping with two Areas of Potential Environmental Concern (APEC).

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
COST & CONSTRUCTION IMPACTS	ARCHAEOLOGICAL POTENTIAL	●	●	●	●	●
	ESTIMATED CONSTRUCTION & MAINTENANCE COSTS	●	●	○	○	●
	PROPERTY COSTS	●	●	○	○	●
	CONSTRUCTION IMPACTS (SHORT-TERM)	●	●	○	○	●
SUMMARY		<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Preferred</b>
RATIONALE		<ul style="list-style-type: none"> <li>Alt. 4A accommodates active transportation connectivity and aligns with planning policy documents. Overall construction and long-term maintenance costs of Alt. 4A, 4B &amp; 4G are expected to be similar and lower than Alt. 4D &amp; 4F. However, Alt. 4A presents potential traffic operational/ safety concerns and only provides frontage south of the Intermodal Dr ext.</li> <li>As such, Alt. 4A is <u>not</u> preferred.</li> </ul>	<ul style="list-style-type: none"> <li>Alt. 4B accommodates active transportation connectivity, safe traffic operations, efficient goods movement and aligns with planning policy documents. Overall construction and long-term maintenance costs of Alt. 4A, 4B &amp; 4G are expected to be similar and lower than Alt. 4D &amp; 4F. However, Alt. 4B only provides frontage south of the Intermodal Dr ext.</li> <li>As such, Alt. 4B is <u>not</u> preferred.</li> </ul>	<ul style="list-style-type: none"> <li>Alt. 4D accommodates active transportation connectivity, safe traffic operations, aligns with planning policy documents and creates potential opportunities for development north and south of the Intermodal Dr ext. This option loses points for goods movement efficiency and has a higher overall cost in comparison with Alt. 4A, 4B &amp; 4G.</li> <li>As such, Alt. 4D is <u>not</u> preferred.</li> </ul>	<ul style="list-style-type: none"> <li>Alt. 4F provides opportunities to improve goods movement efficiency; however, this alignment does not allow for north-south active transportation connectivity, has high property impacts and significantly higher construction cost compared with Alt. 4A, 4B, 4D &amp; 4G.</li> <li>As such, Alt. 4F is <u>not</u> preferred.</li> </ul>	<ul style="list-style-type: none"> <li>Alt. 4G accommodates active transportation connectivity, safe traffic operations and efficient goods movement. This option aligns with planning policy documents and provides development opportunities north and south of the extension. Construction and long-term maintenance costs of Alt. 4G are expected to be similar to Alt. 4A &amp; 4B and lower than Alt. 4D &amp; 4F.</li> <li>As such, Alt. 4G is preferred.</li> </ul>

**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

An aerial photograph of a residential development, possibly a university campus or a large housing complex, with a semi-transparent dark overlay. The image shows various buildings, parking lots, and green spaces. The text '7.0' is in the top left and 'Active Transportation' is at the bottom.

**7.0**

**Active Transportation**



# Active Transportation

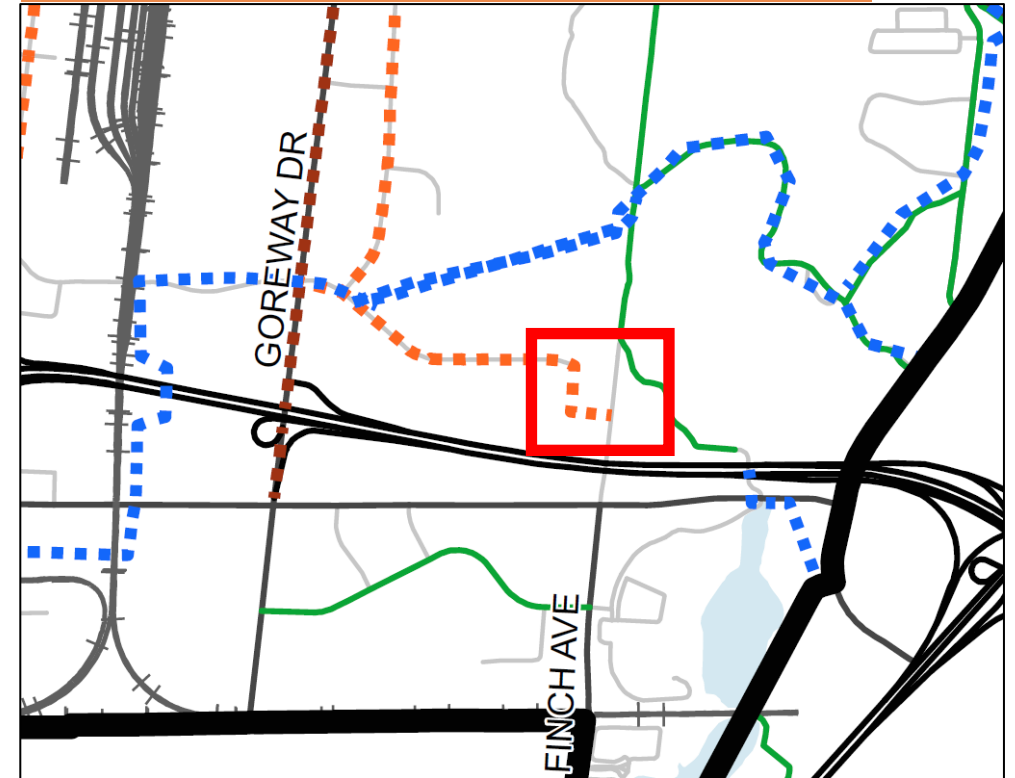
## Brampton Plan (2024)

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

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

# Active Transportation Facilities Selection

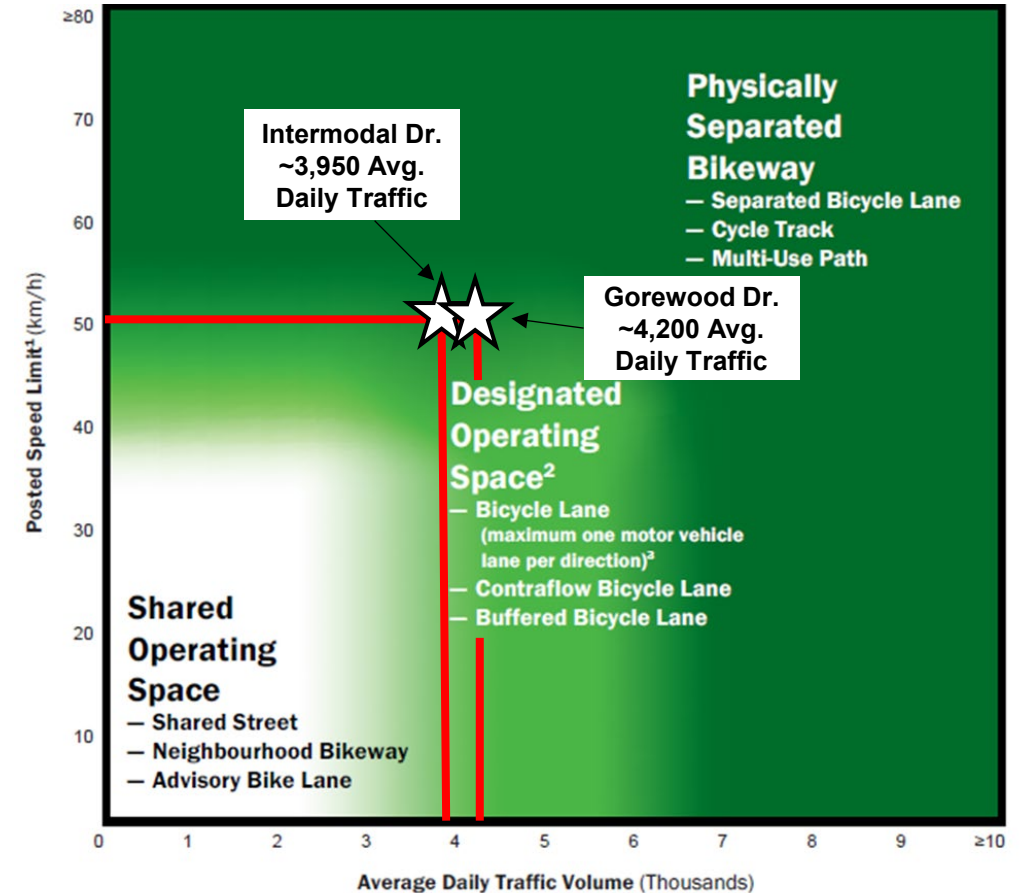
## Ontario Traffic Manual – Book 18 (2021)

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

## Brampton Complete Streets Guide (2023)

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

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



Source: Figure 6.1 in OTM Book 18

An aerial photograph of a residential development, showing a grid of streets and several large, rectangular buildings. The image is overlaid with a dark, semi-transparent rectangle. In the top-left corner of this rectangle, the number '8.0' is displayed in a large, white, sans-serif font with an orange outline. At the bottom of the rectangle, the text 'Preliminary Preferred Design' is written in a bold, orange, sans-serif font.

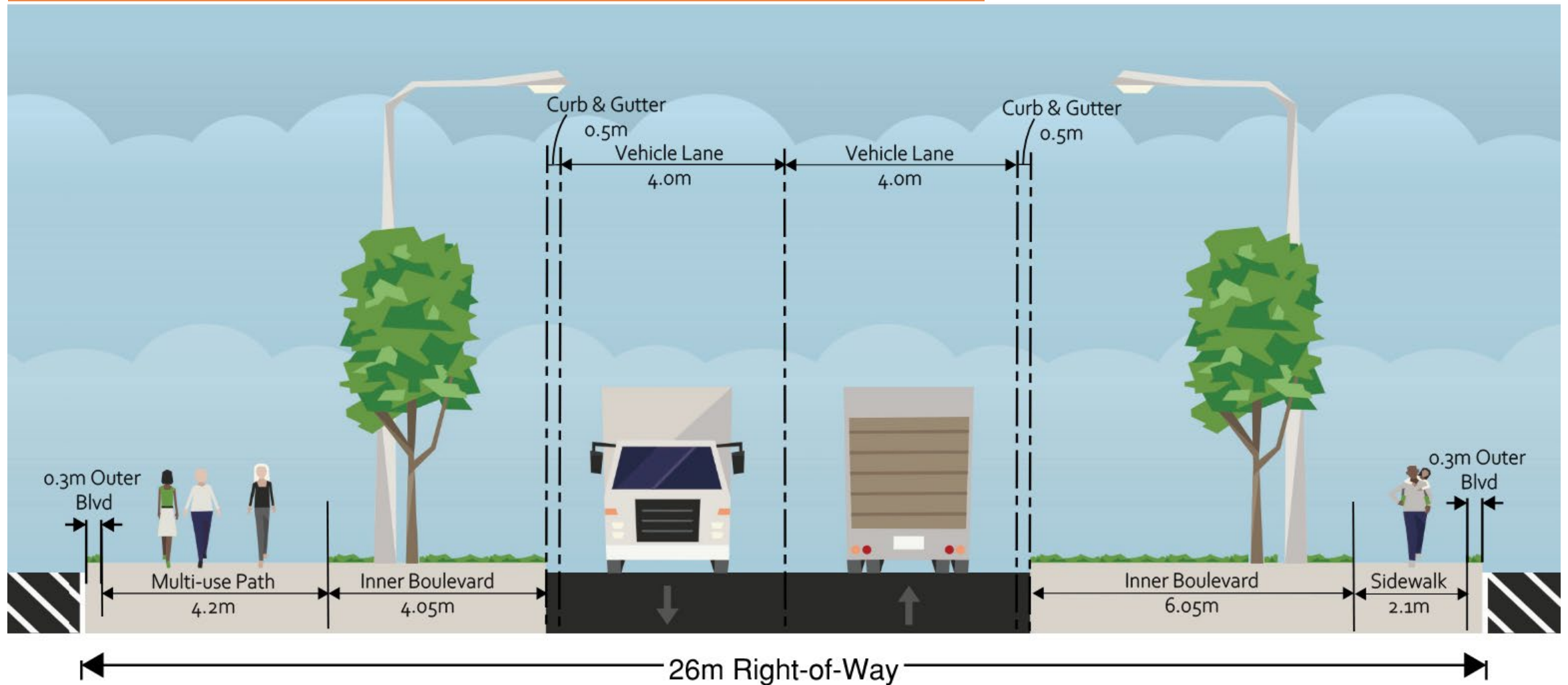
**8.0**

**Preliminary Preferred Design**

# Preliminary Preferred Alternative



# Intermodal Drive Extension – Recommended Typical Cross-section

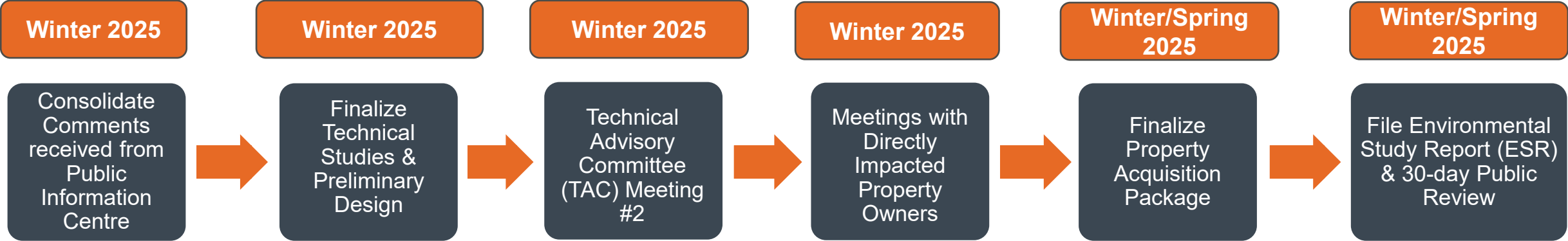




**9.0**

**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**:

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