



CASTLEMORE TRUNK SEWER DIVERSION

(Previously East Brampton Wastewater Capacity Improvement)

Schedule B Class Environmental Assessment

Public Information Centre #2

September 29, 2026



Welcome to PIC #2 and How to Participate

Castlemore Trunk Sewer Diversion Class Environmental Assessment

(Previously East Brampton Wastewater Capacity Improvement Class EA)

1

Please Sign in.

This PIC is in a drop-in format.

2

Review Display Boards

Project Team members are available to answer questions and hear your feedback.

3

Complete a Comment Sheet or Online Feedback Form

Place your completed paper form in the collection box before leaving, or scan the QR code to complete the online form by October 13, 2026.



Scan for Online
Feedback Form

Why Are We Here?

Peel Region is undertaking a **Municipal Class Environmental Assessment (Class EA) Study** to identify the preferred route for a new trunk sewer to increase wastewater collection capacity in Brampton.

The objectives of this **Public Information Centre #2** are to:



1. Learn about the recommended route

See where the proposed trunk sewer would be located and why this route is recommended.



2. Understand what happens next

Learn about the remaining Class EA steps, further studies, design and construction planning



3. Share your feedback

Tell us about local conditions, potential impacts and measures we should consider before confirming the preferred route.

Why is this project needed?

The population of East Brampton, including Major Transit Stations Areas (MTSAs) and the Town of Caledon, is expected to grow significantly by 2051. Current sewer pipes and the McVean Sewage Pumping Station (SPS) in East Brampton will not have capacity to accommodate this growth. Wastewater collection system improvements are required to ensure reliable service, support sustainable development, and align with Regional planning objectives.

Peel Region is therefore planning a new trunk sewer to:



Provide additional wastewater capacity for existing and future communities



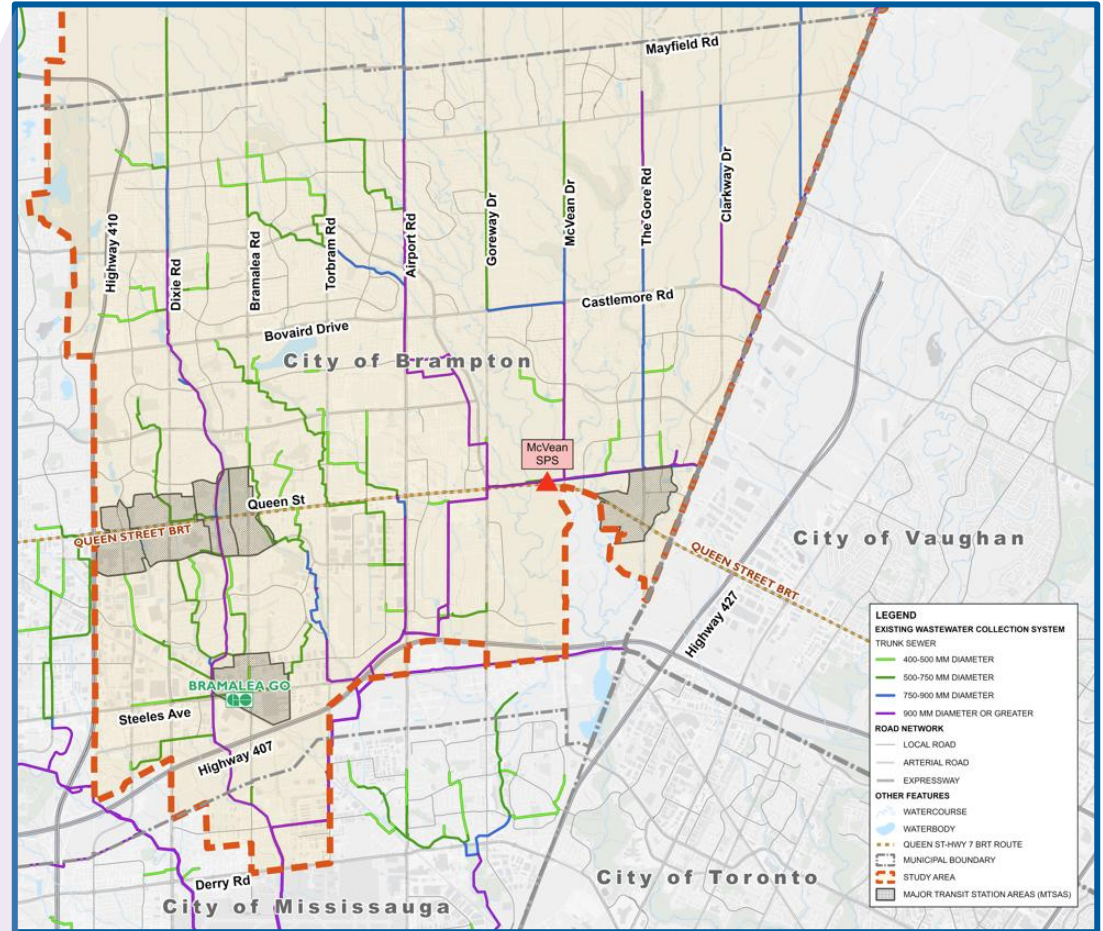
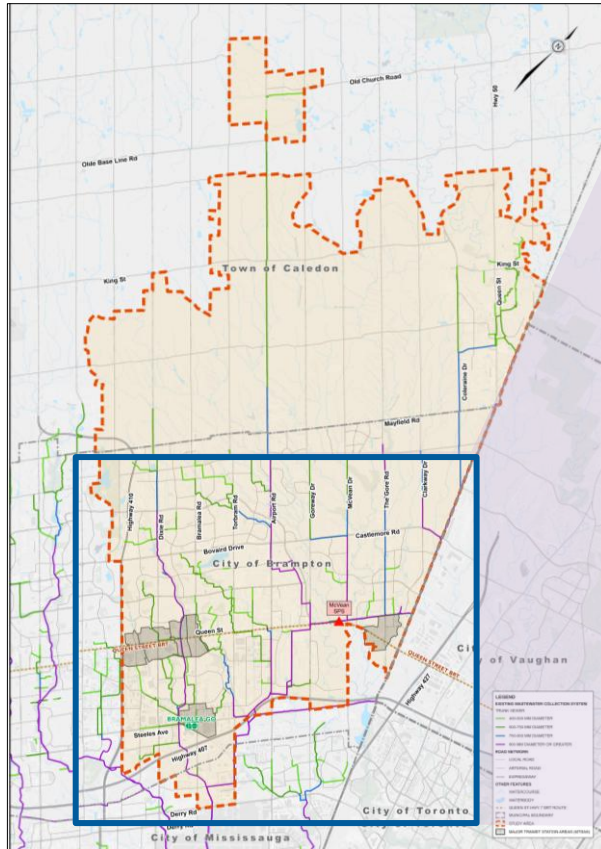
Divert flow away from the existing sewers connected to McVean Sewage Pumping Station



Connect to the East-West Diversion trunk sewer, improving flexibility within the regional wastewater system

The Class EA will identify the preferred route for this new sewer.

Study Area

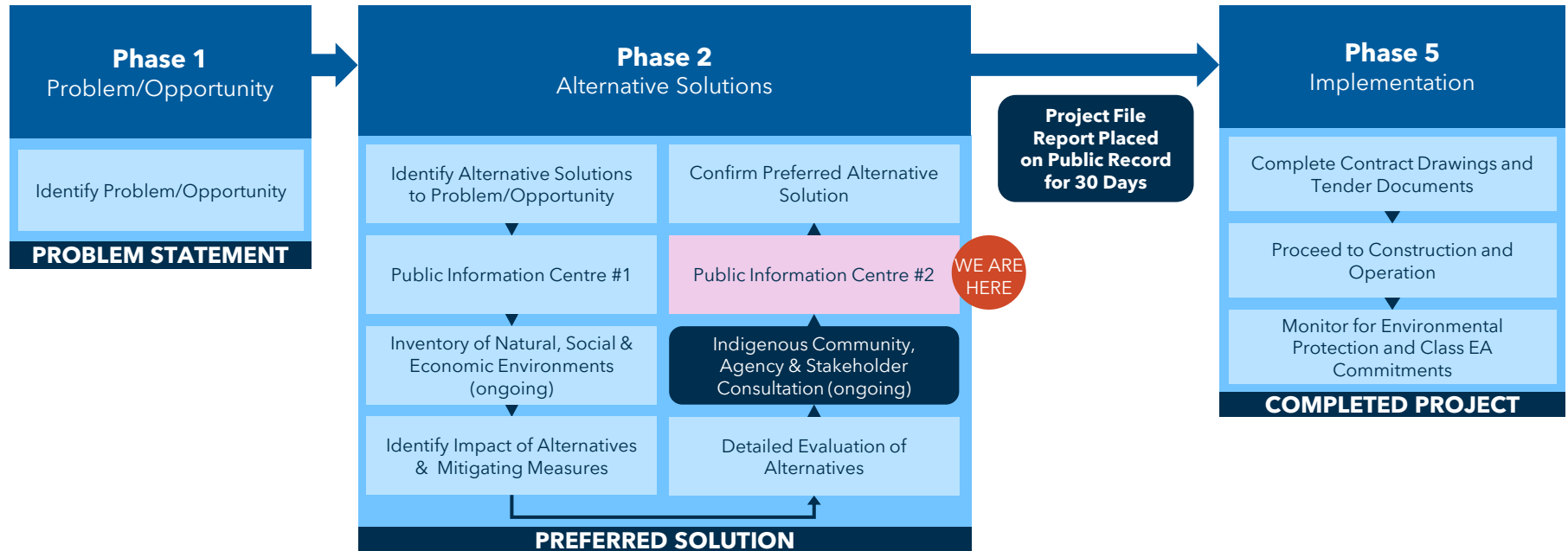


Area where new trunk sewer route is being considered

Municipal Class EA Process

The Castlemore Trunk Sewer Diversion Project is being completed as a **Schedule B Municipal Class Environmental Assessment**. This process identifies and evaluates potential solutions, considers public and stakeholder feedback, and documents how the preferred solution is selected.

The key steps are shown below.



Work Completed to Date

As part of Phase 1 of this Class EA, the Project Team completed the following key tasks:



Confirmed the Problem / Opportunity Statement



Hydraulic modeling (initiated during the Feasibility Study)

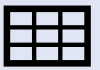
As part of Phase 2 of this Class EA, the Project Team completed the following key tasks:



Identified **Alternative Solutions** to be evaluated



Conducted a series of **supporting studies**, to identify impacts of the Alternative Solutions on the natural, social, and economic environment



Developed an **Evaluation Framework** to objectively compare the benefits and drawbacks of each alternative



Conducted an evaluation of the Alternatives using the framework and selected a **recommended solution**

Alternative Solutions

The Project Team considered **30 possible routes**. Four feasible routes were shortlisted for detailed evaluation.

Alternative 1

- Castlemore Road / Bovaird Drive, Torbram Road and Bramalea Road
- Approx. 24 km

Alternative 2

- Castlemore Road / Bovaird Drive and Bramalea Road
- Approx. 18 km

Alternative 2B

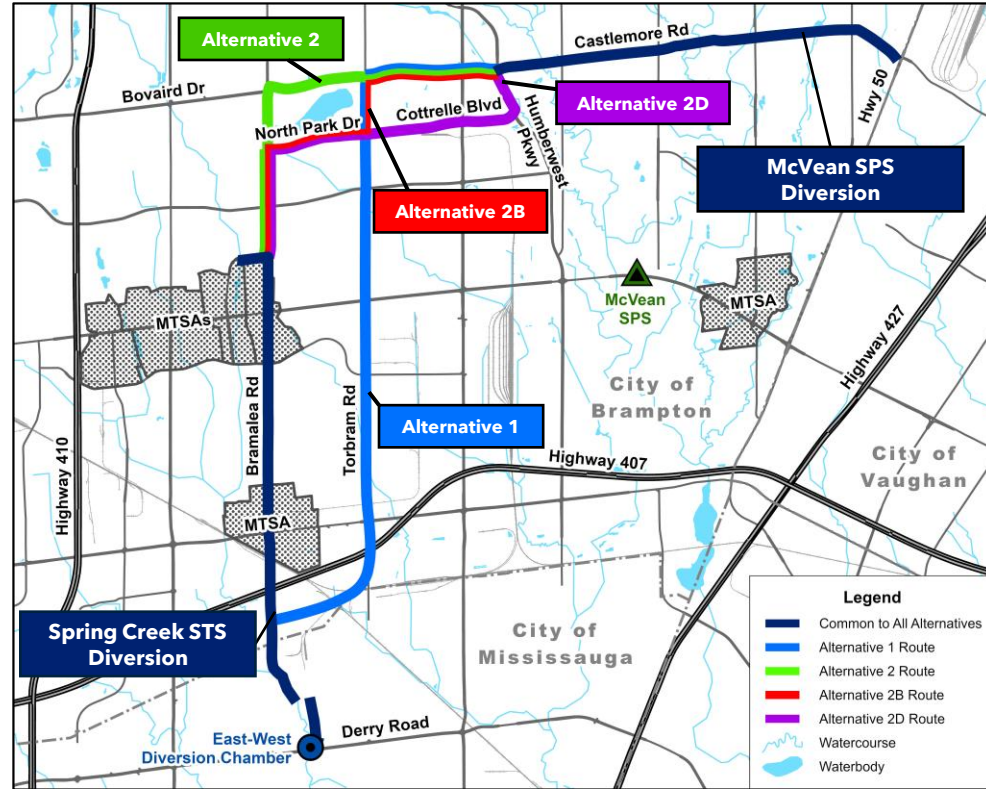
- Castlemore Road / Bovaird Drive, Torbram Road, North Park Drive and Bramalea Road
- Approx. 18 km

Alternative 2D

- Castlemore Road, Humberwest Parkway, Cottrelle Boulevard / North Park Drive and Bramalea Road
- Approx. 18 km

All four alternatives would:

- Provide additional sewer capacity for planned growth
- Divert wastewater away from the existing sewers connected to the McVean Sewage Pumping Station
- Connect to the East-West Diversion trunk sewer



Supporting Studies

To provide the information required to enable an informed and objective evaluation of the Alternative Solutions, a variety of supporting studies have been conducted as part of this Class EA.



Stage 1 Archaeological Assessment

- Records review and in-person assessment of each proposed sewer shaft site.
- "Stage 2" Assessments are planned for sites with archaeological potential.
- Assessment conclusions will help identify potential impacts and mitigation measures.



Cultural Heritage Assessment

- Cultural heritage sites (such as structures and landscapes) were identified along each proposed sewer route.
- Measures to reduce the potential impacts of the project on these sites were identified



Natural Heritage Baseline Assessment Report

- Records review and in-person site investigations of natural areas along the proposed sewer routes.
- Measures to reduce impacts on plants and animals, and any species at risk were identified.



Contamination Overview Study

- Records review of routes and surrounding areas to identify areas with potential existing environmental contamination.
- Environmental Site Assessments (ESAs) will be conducted in the future at areas of interest.



Desktop Geotechnical / Hydrogeological Studies

- Review of the local geology records and expected below ground conditions
- Potential impacts of below ground conditions on tunnel construction for each alternative were identified.



Hydraulic Modeling

- Hydraulic modeling was used to select sewer pipe diameter and confirm each alternative had capacity for future wastewater flows.

Evaluation Framework

The potential impacts of the four Alternatives were evaluated for criteria within four categories, employing the following scoring guide.



Natural Environment

- Impact to terrestrial natural features (e.g. woodlands, bird species)
- Impact to aquatic natural features (e.g. wetlands, fish species)
- Greenhouse gas emissions
- Impact to watercourses, including creek crossings



Technical and Operational

- Ease of construction
- Required permitting and approvals
- Reliability of the future sewer
- Operability of the future sewer



Socio-Cultural

- Impact to archaeological resources
- Impact to cultural heritage resources
- Construction impacts on local residents and businesses
- Property acquisition
- Impact on future land uses



Financial

- Construction costs
- Property acquisition costs
- Operations and maintenance costs

Evaluation Scoring Guide

Negligible impact with no mitigation required.
Most preferred.



Minor impacts, mitigation measures expected to eliminate risks



Moderate impacts, multiple mitigation steps needed to reduce or eliminate risks.



Major impacts, extensive mitigation measures are required to reduce or eliminate risks.
Least preferred



Evaluation of Alternatives

Primary Criteria		Alternative 1 (Torbram Road)	Alternative 2 (Bramalea Road)	Alternative 2B (Torbram Rd - North Park Dr - Bramalea Rd)	Alternative 2D (Humberwest Pkwy - Cottrelle Blvd / North Park Dr - Bramalea Rd)	Key Findings
Natural Environmental						Environmental impacts were generally similar among the routes.
Technical						Alternative 2D is shallower than Alternatives 2 and 2B and shorter than Alternative 1.
Socio-Cultural						Alternative 2D has fewer impacts on parks and residential areas and avoids construction on Brampton Civic Hospital property required for Alternative 2
Financial						Alternatives 2, 2B and 2D are expected to have similar costs. Alternative 1 is expected to cost more because it is longer.
Overall						

Conclusion: **Alternative 2D** provides the best overall balance and is the recommended route.

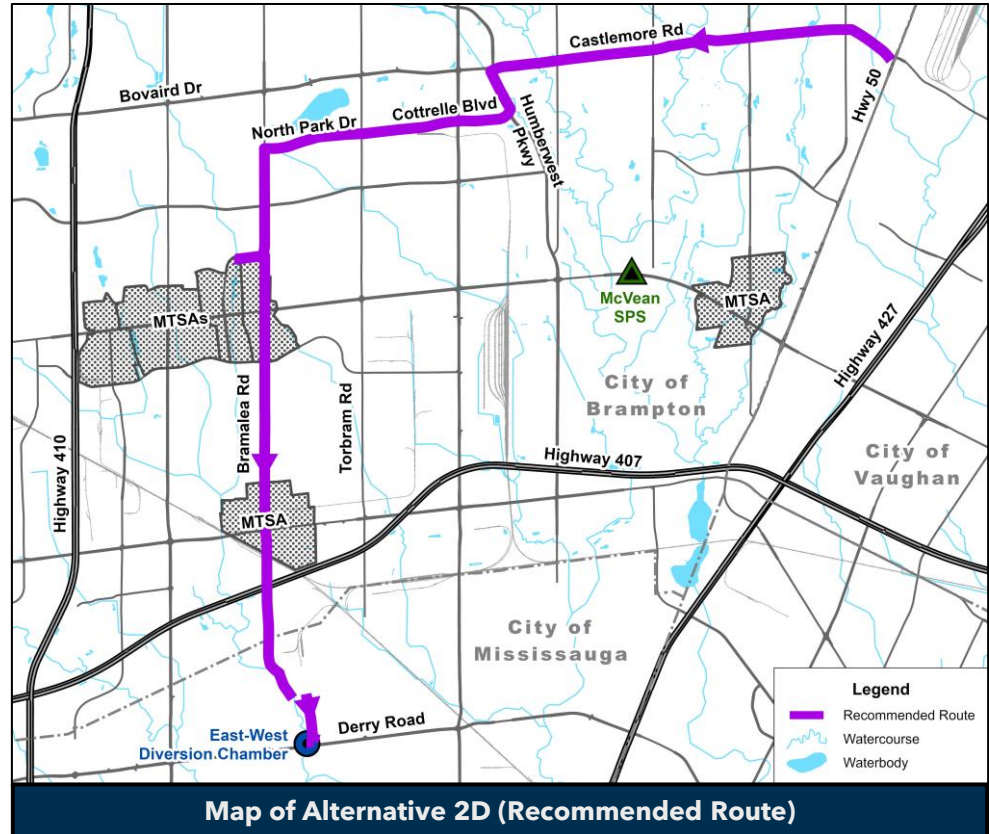
Recommended Solution

Based on the detailed comparative evaluation, the Recommended Solution is **Alternative 2D**

Key Advantages of this alternative include:

- ✓ Fewest Impacts to Local Community
 - Avoids construction impacts at the **Brampton Civic Hospital**
 - **Minimizes** the number of shafts located within parks
 - **Minimizes** the length of sewer located within residential areas
- ✓ Ease of Construction
 - **Shorter length** than Alternative 1
 - **Shallower** than Alternatives 2 and 2B
- ✓ Planning for the future
 - **Easiest connections** to potential future trunk sewers (most importantly at Airport Road).

Feedback Question: Do you have any comments or concerns about the recommended route, Alternative 2D?



Construction Activities



Most of the sewer will be built by tunneling

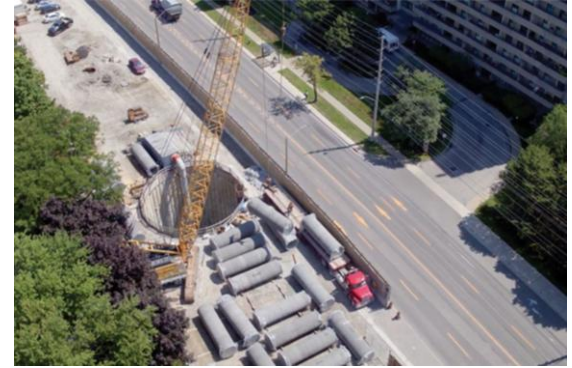
- The sewer will be installed deep underground using **tunnel boring machines**.
- Temporary **tunnel shafts** will be constructed at selected locations to lower and remove equipment and materials.
- tunneling will reduce the amount of surface excavation required along the route.
- After construction, tunneling shaft areas will be restored to their original conditions, with only a covered maintenance access hole and vent stack visible.

A shorter section will use open-cut construction

- Near the southern end of the route, along Spring Creek, tunneling is not possible. A trench will be excavated to install the sewer.
- Roads, paths and other disturbed areas will be restored following construction.

Construction will occur in phases

The overall project may take approximately **five to eight years** to construct. Work at each shaft or construction area will occur for a shorter period and won't continue for the full project duration

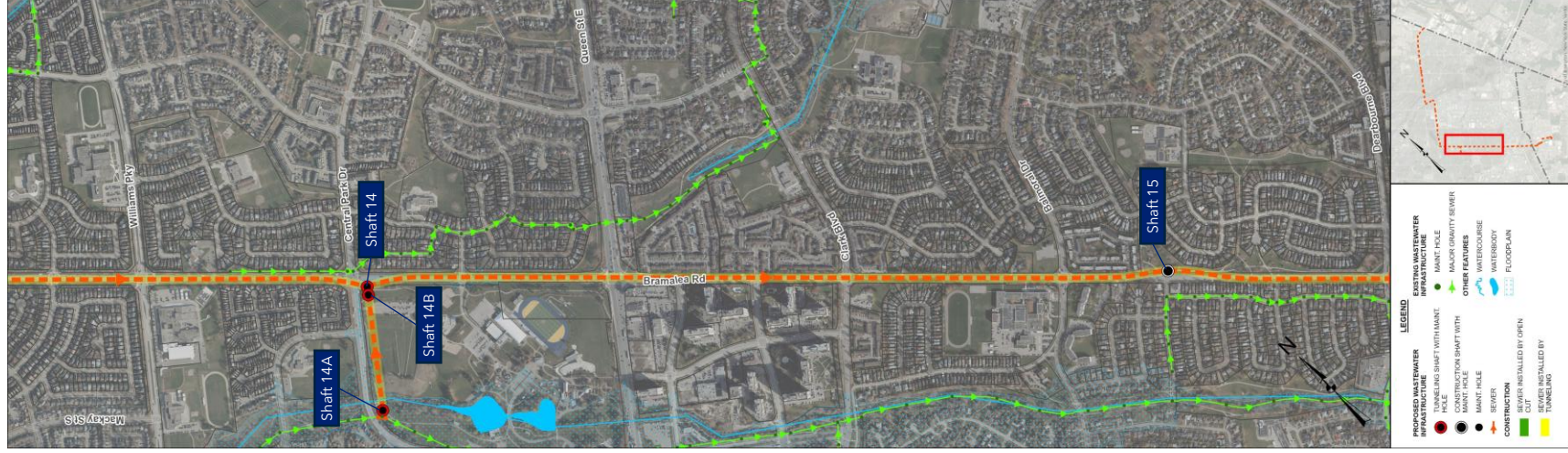


Examples of Shaft Construction Sites



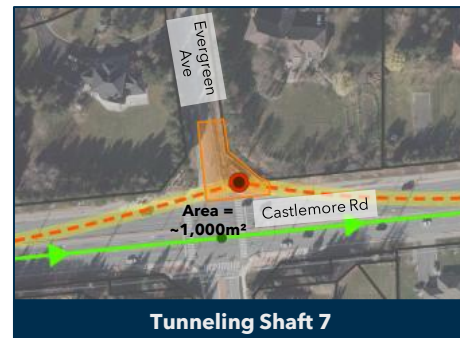
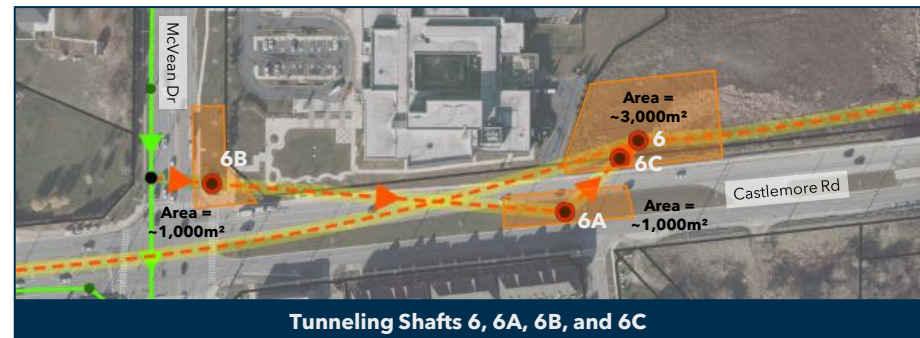
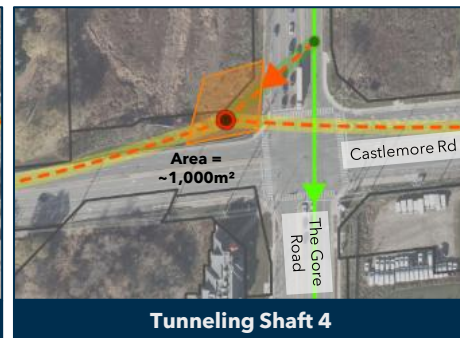
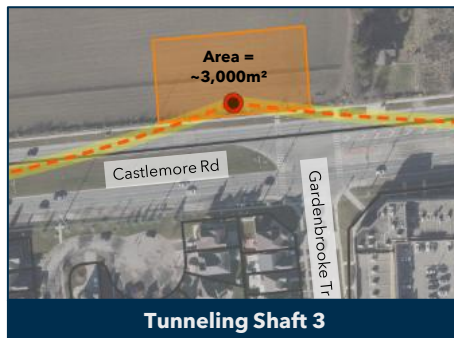
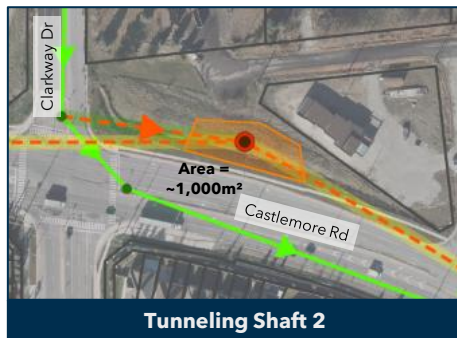
Proposed Tunnel Shaft Locations





Proposed Tunnel Shaft Locations (Continued)

Proposed Temporary Construction Compounds (1)



EXISTING WASTEWATER INFRASTRUCTURE	PROPOSED WASTEWATER INFRASTRUCTURE	CONSTRUCTION
● MAINT. HOLE	● TUNNELING SHAFT WITH MAINT. HOLE	SEWER INSTALLED BY OPEN CUT
➔ GRAVITY SEWER	● CONSTRUCTION SHAFT WITH MAINT. HOLE	SEWER INSTALLED BY TUNNELING
	● MAINT. HOLE	TEMPORARY CONSTRUCTION AREA (TUNNELING)
	➔ SEWER	TEMPORARY CONSTRUCTION AREA (OPEN CUT)

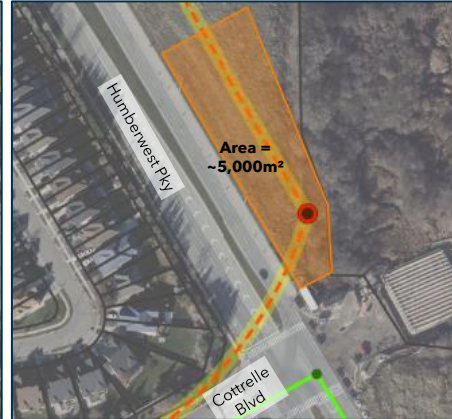
Proposed Temporary Construction Compounds (2)



Tunneling Shafts 8, 8A, and 8B



Tunneling Shaft 9



Tunneling Shaft 10



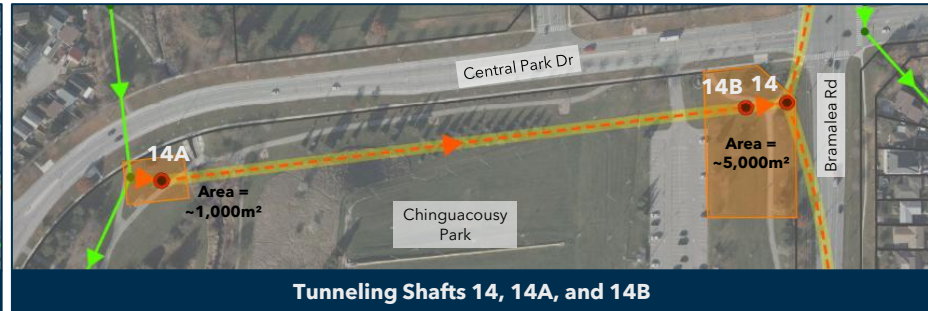
Tunneling Shaft 11



Tunneling Shaft 12



Tunneling Shaft 13



Tunneling Shafts 14, 14A, and 14B

EXISTING WASTEWATER INFRASTRUCTURE

- MAINT. HOLE
- GRAVITY SEWER

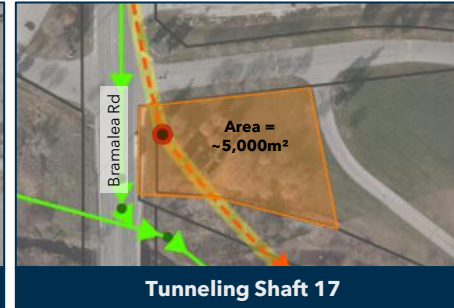
PROPOSED WASTEWATER INFRASTRUCTURE

- TUNNELING SHAFT WITH MAINT. HOLE
- CONSTRUCTION SHAFT WITH MAINT. HOLE
- MAINT. HOLE
- SEWER

CONSTRUCTION

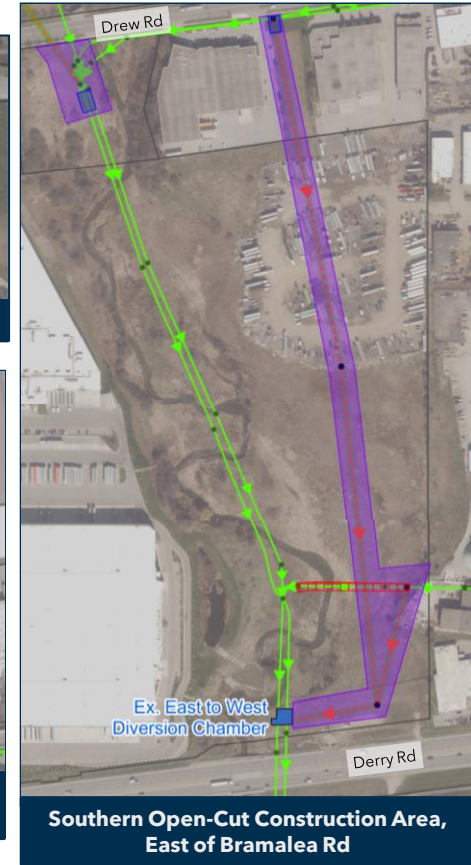
- SEWER INSTALLED BY OPEN CUT
- SEWER INSTALLED BY TUNNELING
- TEMPORARY CONSTRUCTION AREA (TUNNELING)
- TEMPORARY CONSTRUCTION AREA (OPEN CUT)

Proposed Temporary Construction Compounds (3)



EXISTING WASTEWATER INFRASTRUCTURE	CONSTRUCTION
● MAINT. HOLE	SEWER INSTALLED BY OPEN CUT
→ GRAVITY SEWER	SEWER INSTALLED BY TUNNELING
● TUNNELING SHAFT WITH MAINT. HOLE	TEMPORARY CONSTRUCTION AREA (TUNNELING)
● CONSTRUCTION SHAFT WITH MAINT. HOLE	TEMPORARY CONSTRUCTION AREA (OPEN CUT)
● MAINT. HOLE	
→ SEWER	

Feedback Question: Is there anything the Project Team should consider when refining the proposed temporary construction compound locations?



How Will Construction Impacts Be Managed?

Feedback Question: What potential construction impacts are most important to you, and how could they be reduced?



Traffic and Access

- Develop traffic management plans before construction
- Maintain access to homes and businesses where possible
- Provide advance notice of road, sidewalk or lane closures
- Provide safe temporary routes for pedestrians and cyclists



Trees, Plants and Wildlife

- Minimize tree and vegetation removal, and compensate for lost trees
- Develop and implement a Tree Protection Plan
- Avoid construction activities in wildlife habitats during breeding periods



Watercourses and Floodplains

- Use tunneling at watercourse crossings where possible
- Implement erosion and sediment control measures
- Minimize disturbance within floodplains
- Restore disturbed areas to natural or better conditions



Noise, Vibration and Dust

- Use barriers or fencing to help reduce construction noise
- Require appropriate mufflers on vehicles and construction equipment
- Follow applicable noise bylaws and limit work hours where possible
- Use water spraying and street sweeping to control dust

What Happens Next?

After this Public Information Centre, the Project Team will:

1. Review and consider feedback received through PIC #2
2. Refine the recommended route and proposed construction approach, where appropriate
3. Confirm the preferred route
4. Prepare the Project File Report
5. Issue a Notice of Completion and make the Project File Report available for a 30-calendar-day public review period

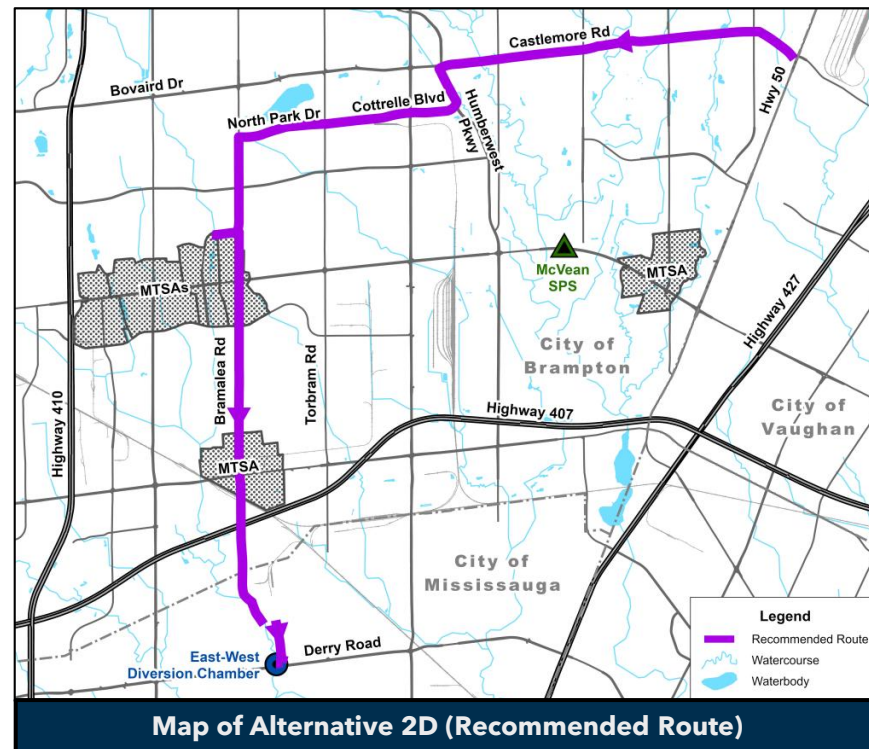
Further Investigations

Additional work will help refine the design and construction approach:

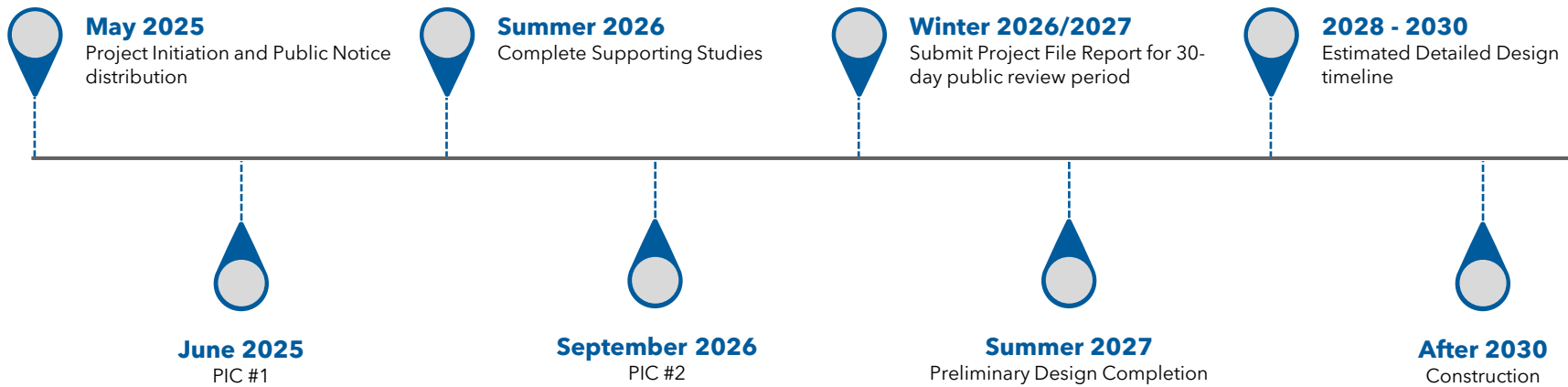
- Traffic Impact Assessment
- Phase 1 and 2 Environmental Site Assessments (ESA), as required
- Stage 2 Archaeological Assessments
- Topographic Survey
- Geotechnical and Hydrogeological Field Investigations

Ongoing Consultation

Peel Region will continue to engage with the public, Indigenous communities, agencies and stakeholders as the project advances.



Project Timeline



Thank You for Participating!

Please share your feedback



Before leaving tonight:

Place your completed paper comment form in the collection box.



By October 13, 2026:

Scan the QR code or visit the project website to complete the online feedback form.

Stay in Touch!

To ask questions or submit comments at any time during the project, please contact:



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Stay Informed

Visit the project website to:

- Complete the online feedback form (by Oct 13)
- View the PIC display boards
- Follow project updates

<https://peelregion.ca/construction/environmental-assessments/castlemore-trunk-sewer-diversion>



Scan for Project Website