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Building our future, faster.

Central Brampton

Peel Region

Welcome

Downtown Brampton Water and Wastewater Capacity Improvements Project

Public Information Centre #2

November 25, 2026



Water and wastewater 101

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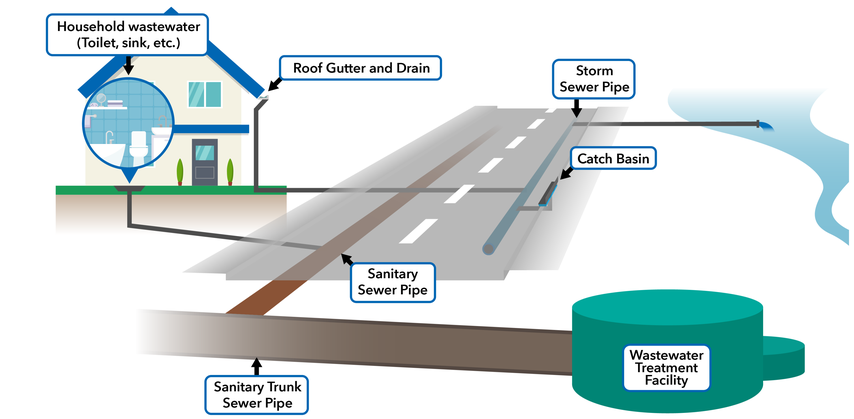
What is a watermain?

Watermains are underground pipes that deliver clean and treated tap water from local treatment plants directly to your neighbourhood.

What is wastewater?

Wastewater is the dirty water from toilets and the soapy water from sinks, showers and laundry.

Pipes running throughout your property collect wastewater. It then leaves your building through an underground pipe that leads to the sanitary sewer system.



Wastewater Collection Process

What is a sanitary sewer?

The **sanitary sewer** collects wastewater and sends it to a wastewater treatment facility. There, the wastewater is carefully tested and cleaned to meet regulatory safety standards. Once treated, the clean water is safely returned to Lake Ontario.


Clarkson Wastewater Treatment Facility, Peel Region

What about stormwater and storm sewers?

When it rains and snow melts, the water that runs off roads, boulevards and driveways is called **stormwater**. It flows into **storm sewers**—the underground pipes that collect water through catch basins, the square grates you see on the streets throughout Brampton. From there, the water travels to stormwater ponds, into creeks or rivers, and eventually flows into Lake Ontario.

About the Downtown Brampton Water and Wastewater Capacity Improvements (Project 25-2158)

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The existing water and wastewater system in Downtown Brampton does not have enough capacity to support planned growth and development.

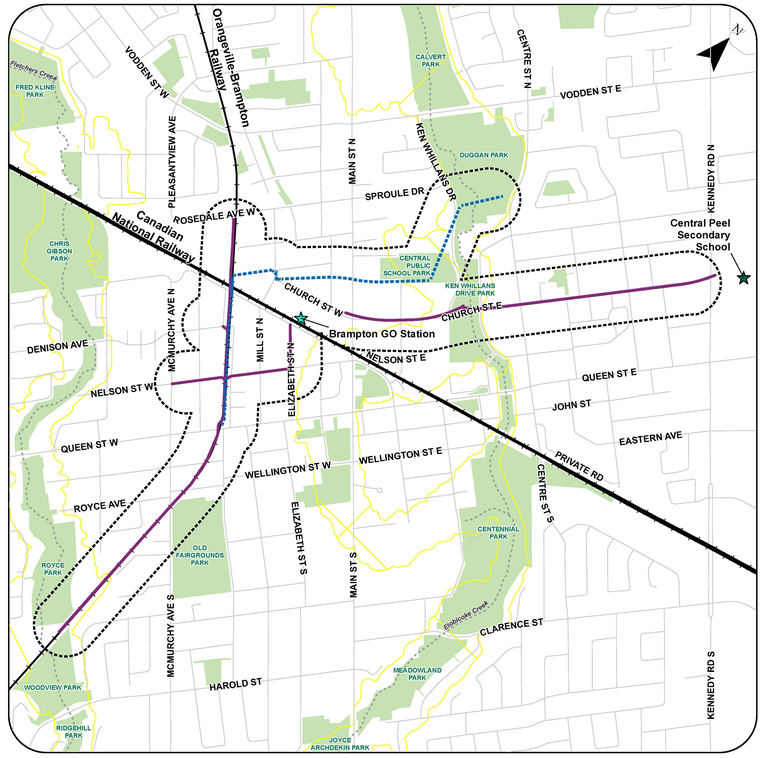
This Environmental Assessment (EA) study is reviewing the proposed upgrades needed to increase water and wastewater servicing capacities. The study considers environmental, social, cultural and economic impacts of the proposed upgrades and will include input from Indigenous communities, the public and other interested groups.

The study area extends from the Orangeville-Brampton Railway corridor to Kennedy Road, and from Rosedale Avenue West to Corby Crescent, including Church Street and the Centre Street North / Duggan Park corridor.

Planned Improvements

To help meet future water and wastewater needs by 2032, the project includes:

- A new watermain along the preferred route
- New sanitary sewers along:
  - Orangeville-Brampton Railway corridor
  - Church Street
  - Nelson Street
  - Elizabeth Street
  - Denison Avenue



Program Legend
- Proposed Wastewater
- Proposed Watermain
- Study Area

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General Legend
- Brampton GO Station
- Central Peel Secondary School
- Railway
- Watercourse
- Roads
- Watercourse
- Parks
- Conservation Authority Regulated Area (Toronto Region Conservation Authority and Credit Valley Conservation Authority

Data Sources:
Government of Ontario, Region of Peel
PN: 60775715
October 15, 2026



Construction must begin in 2028 to have the new infrastructure in place by 2032. The Downtown Brampton Water and Wastewater Capacity Improvements team is coordinating with other City projects to reduce impacts on the community.

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Project progress – where are we?

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February 2026

Spring 2026/Summer 2026 – Spring 2027

Phase 1
Problem and Opportunity

Phase 2
Alternative Solutions

WE ARE HERE

Notice of Commencement
February 2026

PIC #1
March 25, 2026

Notice of PIC #2

PIC #2
November 25, 2026

Notice of Study Completion and 30-day public review period
Spring 2027

- Project background
- Study area
- Problem and Opportunity Statement
- Sanitary sewer construction methods
- Alternative watermain routes
- Proposed evaluation criteria
- Next steps

- Evaluate and select preferred watermain route
- Field investigations for recommended watermain route and sanitary sewer locations
- Proposed mitigation measures
- Prepare the Project File Report
- Notice of Study Completion and Project File Report 30-day public review period

Ongoing consultation and engagement

Municipal Class EA Schedule B planning process

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Ontario municipalities must follow the Municipal Class Environmental Assessment (MCEA) process under the *Environmental Assessment Act* (*EAA*). This project is being completed as a Schedule B MCEA study, which focuses on early planning and evaluation of alternatives.

Winter 2026 to Spring 2027	2027-2032*

Phases

1 Problem and opportunity

Review background planning and policy documents, identify study area needs, problems and opportunities.

2 Alternative solutions to address the problem and opportunity

Develop and evaluate approaches to address the problem, considering social and environmental impacts. Gather public input through the Project File Report 30-day review period.

We are here

3 Implementation

Complete the detailed design, tender and construction following the completion of the MCEA study and review period. Commission the new watermains and sanitary sewers and put them into service.

Ongoing consultation and engagement

* Dates and timelines are approximate and may be subject to change as we progress through the Environmental Assessment and design processes.

What we heard at PIC #1 and how we're responding

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The following highlights key themes raised during the PIC#1 feedback period and how they are being considered as the project moves forward.

Environmental

- You have questions about impacts to trees, drainage and nearby parks and fields.
- Next steps: Information gathered during field investigations will help the project team identify ways to reduce impacts. These measures will be refined during detailed design and construction planning.

Coordination

- You want construction to be coordinated with traffic needs and other downtown projects, including Ken Whillans Drive.
- Next steps: We are coordinating with the City of Brampton and other project teams to reduce conflicts and disruptions.

Developers

- You need information about the timing of construction on Elizabeth Street and future wastewater servicing.
- Next steps: We have shared the anticipated schedule and planned wastewater strategy with area developers to help support future development planning.

Work completed to date

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Geotechnical

What we did

- Started geotechnical field work.
- Confirmed borehole locations and cleared utilities for the next work areas.

What we found

- Results will be available once field work is complete.

Why it matters

- Understanding soil conditions helps the project team choose the right equipment, identify and reduce construction risks, use materials efficiently, meet regulations, protect the environment, and support safe construction and long-term operations. It also helps identify any contaminated areas that may require treatment or remediation before construction begins.

Natural Heritage

What we did

- Desktop natural heritage inventory – reviewing existing reports, mapping and aerial imagery.
- Site visits to confirm existing conditions in the study area.

What we found

- Field investigations indicate that some areas have been identified as habitat for species at risk (SAR) including several bats, birds and trees.

Why it matters

- Construction works in these areas could pose harm to these species; special permits and mitigation measures will be required based on project design.
- Efforts will be made to avoid or minimize impacts.
- Indigenous communities will continue to be involved.



Fletcher's Creek

*Photo credit: Flow | Central Brampton, Project 19-1156 Downtown Water and Wastewater Capacity Improvements



Etobicoke Creek at Church St E

*Photo credit: Flow | Central Brampton, Project 19-1156 Downtown Water and Wastewater Capacity Improvements

Work completed to date

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Traffic Impact

What we did

- Completed a review of existing conditions.
- Updated the traffic model to include new lane closures from other nearby projects.
- Identified impacts to bike lanes and pedestrian routes.

What we found

- The updated model will be used to assess traffic impacts during construction.

Why it matters

- The results will help create traffic management plans to keep drivers, cyclists and pedestrians safe during construction.

Archaeological Assessment

What we did

- Completed a desktop stage 1 archaeological assessment to review the study area and identify locations that may contain archaeological resources.

What we found

- Some areas within the study area were identified as having potential for the recovery of pre- and post-contact Indigenous and 19th century settler archaeological resources.

Why it matters

- The areas identified as concerns in stage 1 will undergo a stage 2 archaeological assessment before construction begins to determine if any resources are present. Indigenous communities will be invited to monitor the stage 2 archaeological assessment.



View of ‘Road Work Ahead’ Sign

*Photo credit: Adobe Stock photo 2093891902, road construction sign



View of Brampton City Hall Civic Building

*Photo credit: Adobe Stock photo 2037069199

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Evaluation method

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An evaluation of the watermain route options has been completed.

To identify the preferred route for the new watermain, we evaluated each option considering the following categories.



Natural Environment



Socio-economic Environment



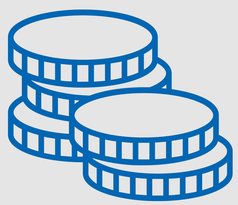
Cultural Environment



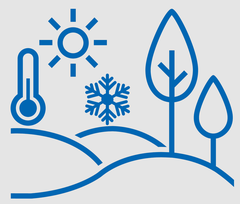
Legal/Jurisdictional



Technical Environment



Economic/Financial



Climate Change

The route options were then ranked based on the number and significance of potential constraints associated with each route.

- Low Constraints (Preferred)
- Medium Constraints (Less Preferred)
- High Constraints (Least Preferred)

600 mm sub-transmission watermain route options overview

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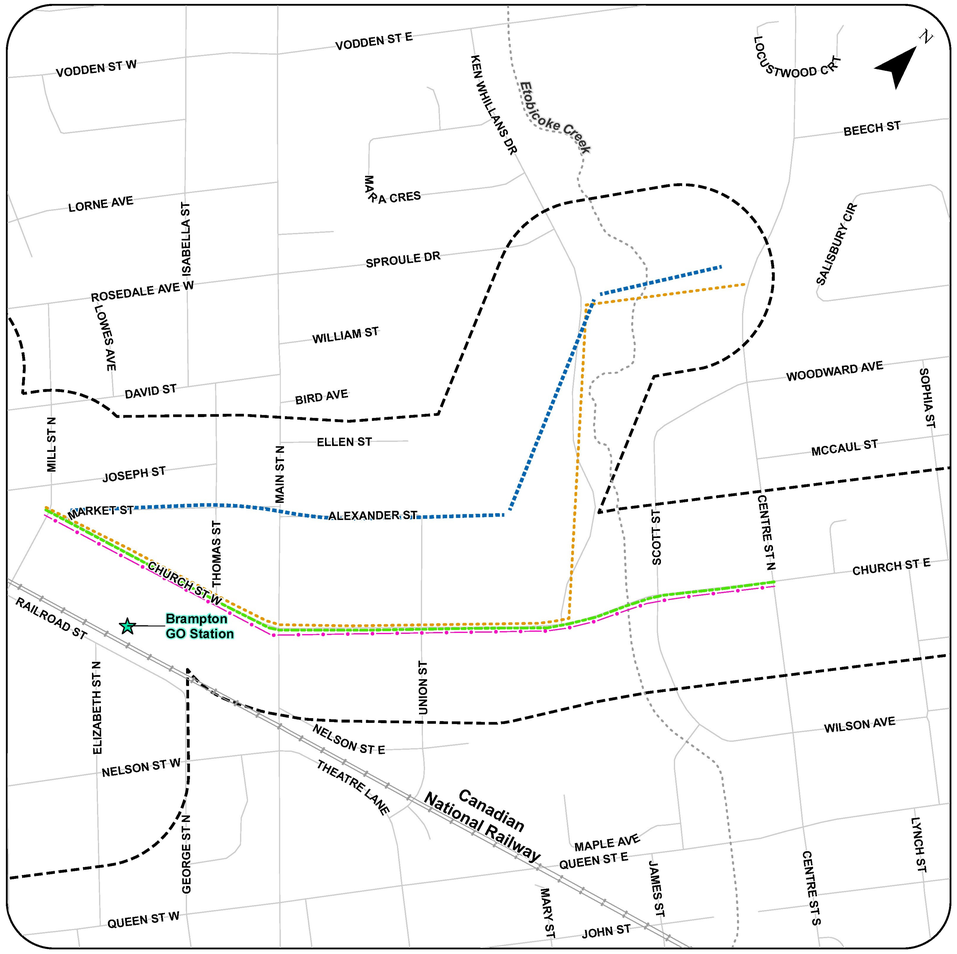
Four routing options were considered for the watermain:

- **Option 1:** Centre Street North to Mill Street via Ken Whillans Drive and Church Street East.
- **Option 2:** Centre Street North to Mill Street Via Church Street East (open cut).
- **Option 3:** Centre Street North to Mill Street Via Church Street East (trenchless).
- **Option 4:** Centre Street North to Mill Street via Ken Whillans Drive Park, Central Public School Park, Alexander Street and Market Street.

For all options, the remainder of the watermain route will continue west from the Mill Street / Market Street / Church Street junction, along Joseph Street to the Orangeville-Brampton Railway corridor. The proposed watermain is planned to run parallel to the sanitary trunk sewer within the Orangeville-Brampton Railway corridor, ending at Queen Street.



Project Legend

- Study Area
- 600mm Sub-Transmission Watermain - Option 1
- 600mm Sub-Transmission Watermain - Option 2
- 600mm Sub-Transmission Watermain - Option 3
- Recommended 600mm Sub-Transmission Watermain - Option 4

Flow | Central Brampton

General Legend

- Brampton GO Station
- Railway
- Roads
- Watercourse

Data Sources:
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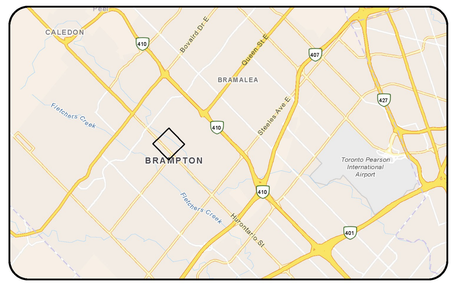

*Options 2 and 3 follow the same alignment but consider different construction methods.

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Preferred route
600 mm sub-transmission watermain

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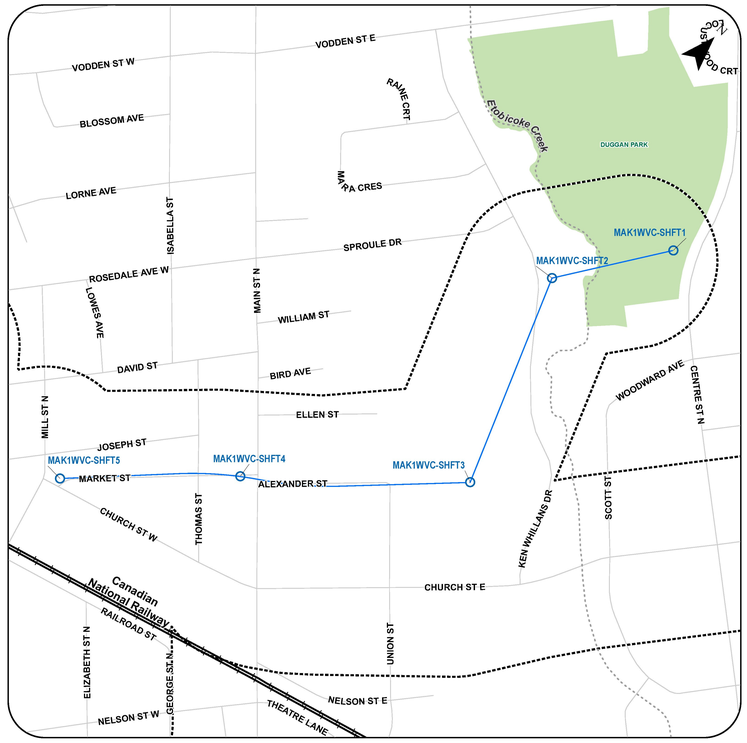
Option 4: Centre Street North to Mill Street via Ken Whillans Drive, Central Public School Park, Alexander Street and Market Street (Full Micro Tunnel).

Evaluation Category	Option 1	Option 2	Option 3	Option 4
Natural Environment	◐	●	●	◐
Socio-economic Environment	◐	◐	○	◐
Cultural Environment	●	●	●	●
Legal Jurisdictional	○	●	◐	◐
Technical	◐	○	○	●
Climate Change	●	●	●	●
Economic / Financial	○	●	●	●
				Preferred Overall Option

Legend

- ● Low Constraints (Preferred)
- ◐ Medium Constraints (Less Preferred)
- ○ High Constraints (Least Preferred)



Project Legend
- Proposed Watermain Shaft
- 600mm Sub-Transmission Watermain
- Study Area

Flow | Central Brampton

General Legend
- Railway
- Watercourse
- Duggan Park
- Roads

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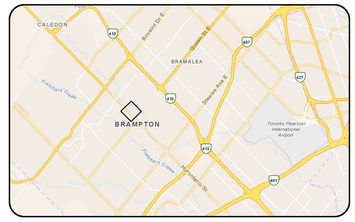

Preferred construction scenario
600 mm sub-transmission watermain route

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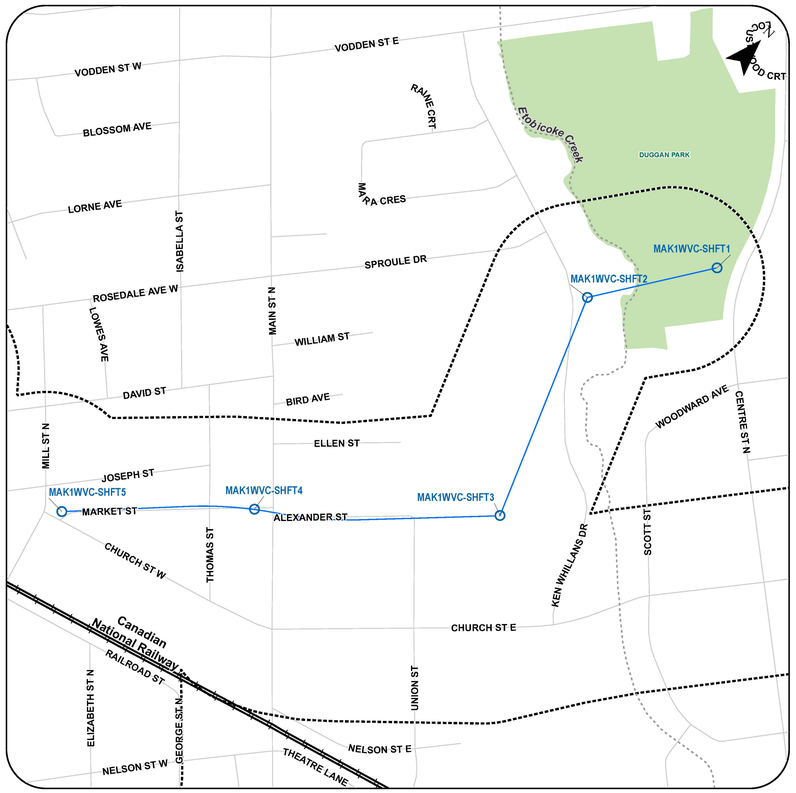
A comparative / technical screening / evaluation was completed for each scenario looking at the pros and cons for each. Based on the results of that comparison, **Scenario 1: Market Street** is the Recommended Scenario.

<u>Rationale for Selection</u>:

- Only one property parking lot is impacted.
- Only one existing watermain and telecommunication utility will need to be relocated.
- It is closer to the Main Street tie-in to Project 25-1340F (Main Street & Church Street East watermain replacement) and will reduce the number of road closures as Market Street will be closed already.



Project Legend
- Proposed Watermain Shaft
- 600mm Sub-Transmission Watermain
- Study Area

Flow | Central Brampton

General Legend
- Railway
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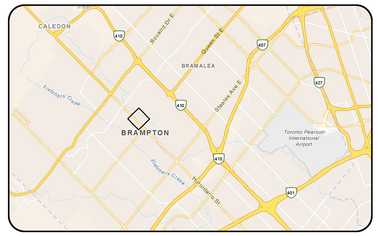

Orangeville-Brampton Railway sanitary trunk sewer and 600 mm sub-transmission watermain

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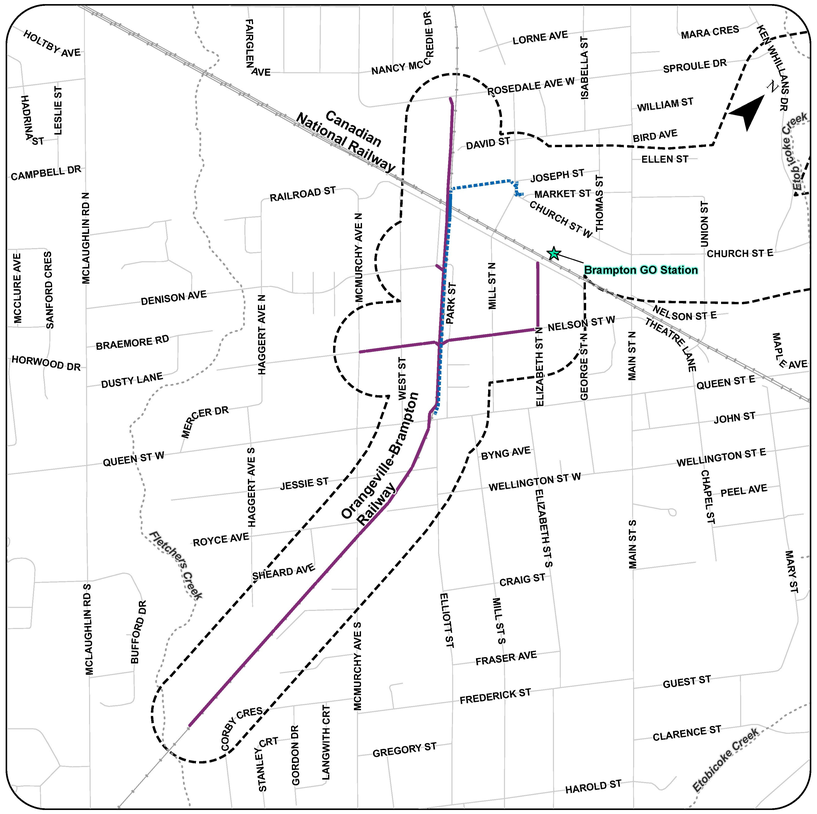
In 2025, a Downtown Brampton Major Transit Station Area (MTSA) Water and Wastewater Servicing study identified the need for new sanitary sewer infrastructure at various locations in Downtown Brampton. As this infrastructure must connect to the existing sanitary system, the vacant Orangeville-Brampton Railway corridor is considered optimal.

There will be new sanitary infrastructure along:

- The Orangeville-Brampton Railway corridor from Rosedale Avenue to the connection at Fletcher's Creek sanitary sewer.
- Denison Avenue from Park Street to the alignment of the Orangeville-Brampton Railway corridor.
- Nelson Street from Elizabeth Street North to the alignment of the Orangeville-Brampton Railway corridor.
- Elizabeth Street North from the existing sewer maintenance hole on Railroad Street to Nelson Street.
- Nelson Street from McMurchy Avenue North to the alignment of the Orangeville-Brampton Railway corridor.



Project Legend

- Study Area
- Proposed Sanitary Sewer Infrastructure
- 600mm Sub-Transmission Watermain

Flow | Central Brampton

General Legend

- Railway
- Brampton GO Station
- Roads
- Watercourse

Data Sources:
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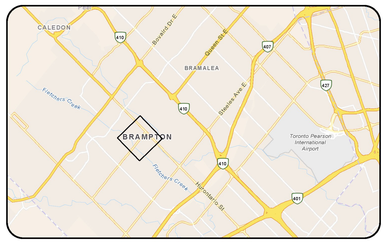
November 05, 2026



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Construction scenarios for Option 4

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The preferred route, Option 4, has four possible construction scenarios. These scenarios were compared to find the option that best balances technical requirements, while reducing impacts on the community impacts and environment to determine the best approach.

Scenario 1: Market Street – Shafts located at:

- Market Street and Church Street West Intersection
- Market Street West of Main Street North
- Duggan Park just outside of the future Ken Whillans Drive right- of-way
- East of Existing Ken Whillans Drive right-of-way
- West of Centre Street

Scenario 2: Alexander Street – Shafts located at:

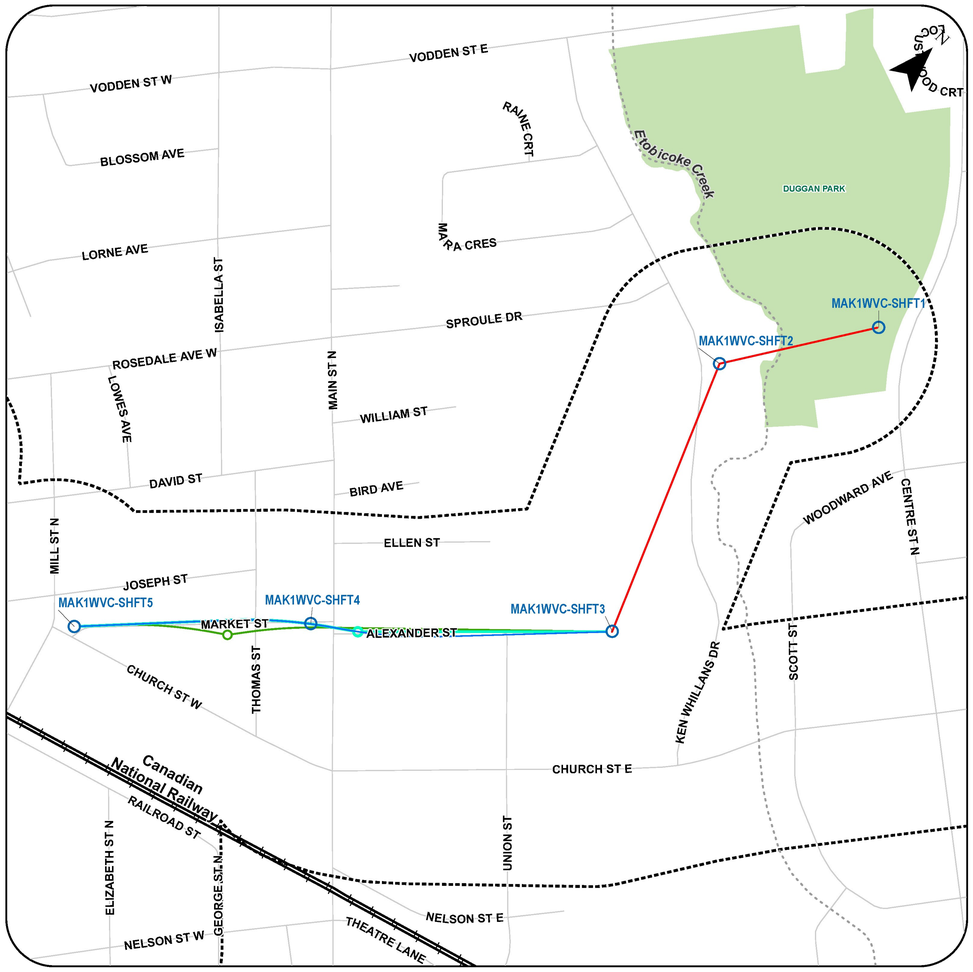
- Market Street and Church Street West Intersection
- Alexander Street east of Main Street
- Duggan Park just outside of the future Ken Whillans Drive right- of-way
- East of Existing Ken Whillans Drive right-of-way
- West of Centre Street

Scenario 3: Market Street – Shafts located at:

- Market Street and Church Street West Intersection
- Open space south side of Market Street, West of Thomas Street
- Duggan Park just outside of the future Ken Whillans Drive right- of-way
- East of Existing Ken Whillans Drive right-of-way
- West of Centre Street

Scenario 4: No Shaft along Alexander / Market Streets – Shafts located at:

- Market Street and Church Street West Intersection
- Duggan Park just outside of the future Ken Whillans Drive right- of-way
- East of Existing Ken Whillans Drive right-of-way
- West of Centre Street



Project Legend

- Proposed Watermain Shaft
- Proposed Watermain Trenchless Common Layout for All Scenarios
- Proposed Watermain Trenchless Option 4 - Scenario 1
- Proposed Watermain Trenchless Option 4 - Scenario 2
- Proposed Watermain Trenchless Option 4 - Scenario 3
- Study Area

Flow | Central Brampton

General Legend

- Railway
- Watercourse
- Duggan Park
- Roads

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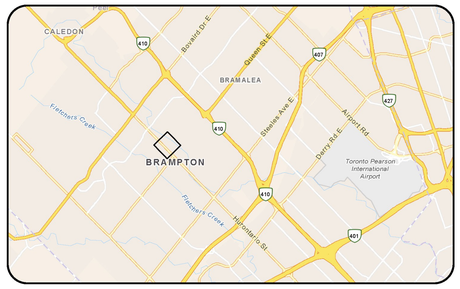

*Scenario 4 can't be seen on this map as it follows the same alignment as Scenario 1 without any shafts along Alexander / Market Streets.

Church Street sanitary trunk sewer

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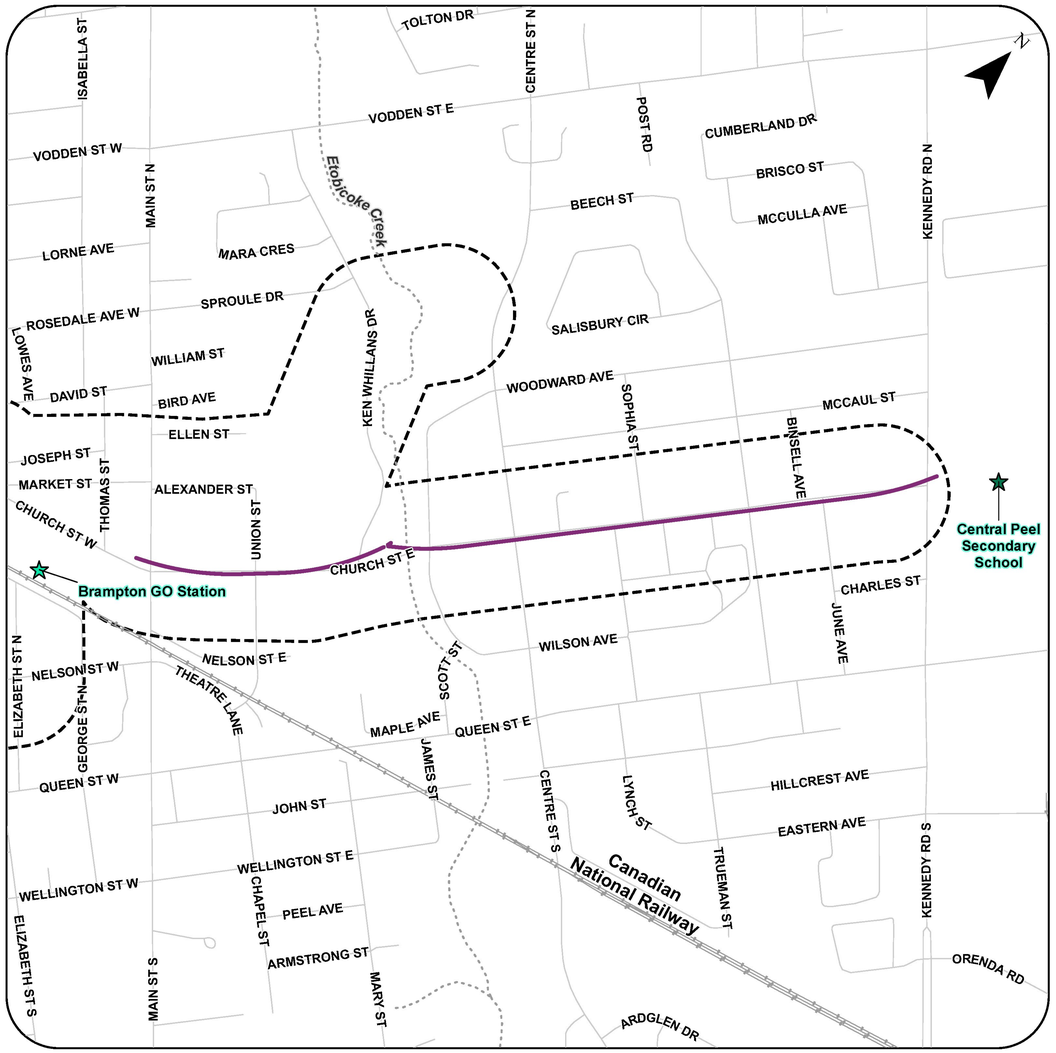
In 2025, a Sanitary Servicing Capacity Assessment Study identified the need for new sanitary sewer infrastructure at various locations in Downtown Brampton. As this infrastructure must connect to existing and future sanitary systems, Church Street was identified as the optimal location.



Project Legend

- Proposed Sanitary Sewer Infrastructure
- Study Area

Flow | Central Brampton

General Legend

- Railway
- Roads
- Central Peel Secondary School
- Watercourse
- Brampton GO Station

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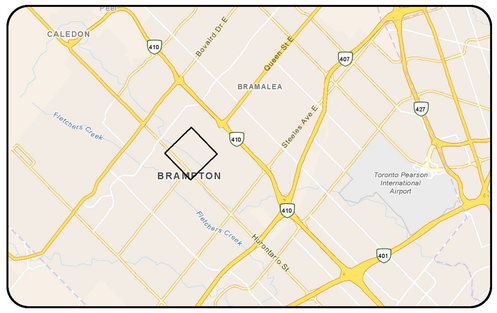

There will be new sanitary infrastructure along Church Street, from Main Street to Kennedy Road

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Church Street East sanitary trunk sewer connection to future Kennedy Road Sanitary Trunk Sewer (Project 25-2263)

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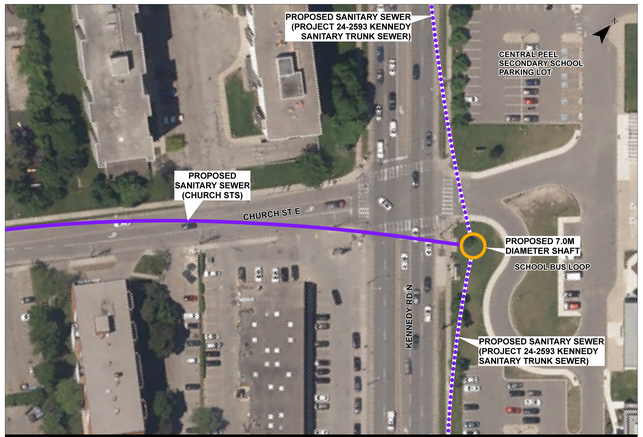
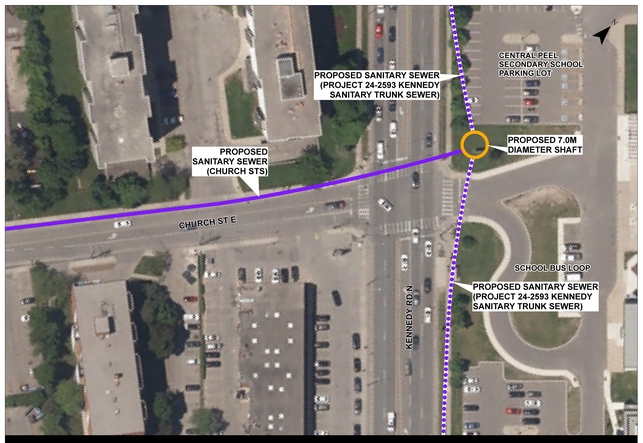
Two potential connection points were considered for connecting to the Kennedy Road Sanitary Trunk Sewer (Project 25-2263). Each option would require a tunnelling shaft.

1. East side of Kennedy Road and Church Street East at Central Peel Secondary School next to the school bus loop
2. East side of Kennedy Road and Church Street East at Central Peel Secondary School next to the north school parking lot



1. Proposed connection point at school bus loop



2. Proposed connection point at north school parking lot

What is...

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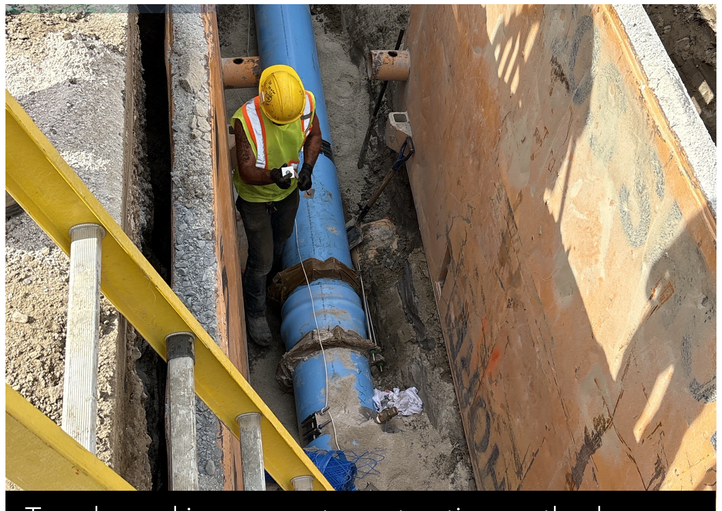
Open-cut construction

Open-cut construction involves digging a trench into the ground to install watermains, sanitary sewers, maintenance holes and other underground infrastructure.

- A trench is excavated so workers can install underground pipes and structures.
- This method is typically used when infrastructure can be installed at a shallower depth.
- It requires more digging at the surface and can result in temporary disruptions during construction.
- When construction is complete, all disturbed areas are restored.



Trench used in open-cut construction method

*Photo credit: Flow | Central Brampton, Project 19-1156 Main Street North Watermain

Trenchless (tunnelling) construction

Trenchless construction involves installing pipes underground using specialized tunnelling equipment.

- Pipes are installed below ground with limited surface excavation.
- Construction activity is concentrated mostly at tunnel entrance locations.
- Tunnel entrance access points range from 5 and 9 meters in diameter.
- These entrances (shafts) provide access for the tunnelling machine and can also become permanent access points for the underground structure.
- When construction is complete, all disturbed areas are restored.



Tunnel entrance (shaft) used in trenchless construction method

*Photo credit: Flow | Central Brampton, Project 19-2159 Malta Street Sanitary Sewer

Key construction terms

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Construction compound

A temporary and secure work area used during construction.

- It is used to store equipment, material, supplies and site office trailers.
- Construction crews use the area to support daily project activities.
- Excavated soil and rock may be temporarily stored here before being removed from the site.



Compound site

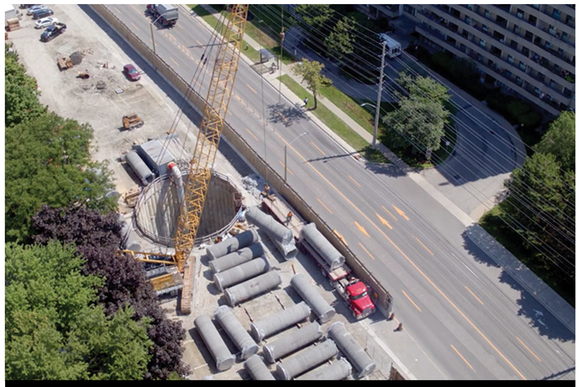
Tunnel entrance access point (shaft)

During tunnelling, a shaft is constructed to connect the ground surface to the underground work area.

- It provides access to the underground tunnel during construction.
- It is used to lower equipment into the ground and remove excavated material.
- It becomes a permanent access point for the underground system.



Placing pipe down a tunnel*



Bird's eye view of tunnel entrance access point*

*Photo credit: Peel's Burnhamthorpe Water Project; Consultant: Hatch Ltd

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Overview of construction methods and shaft locations

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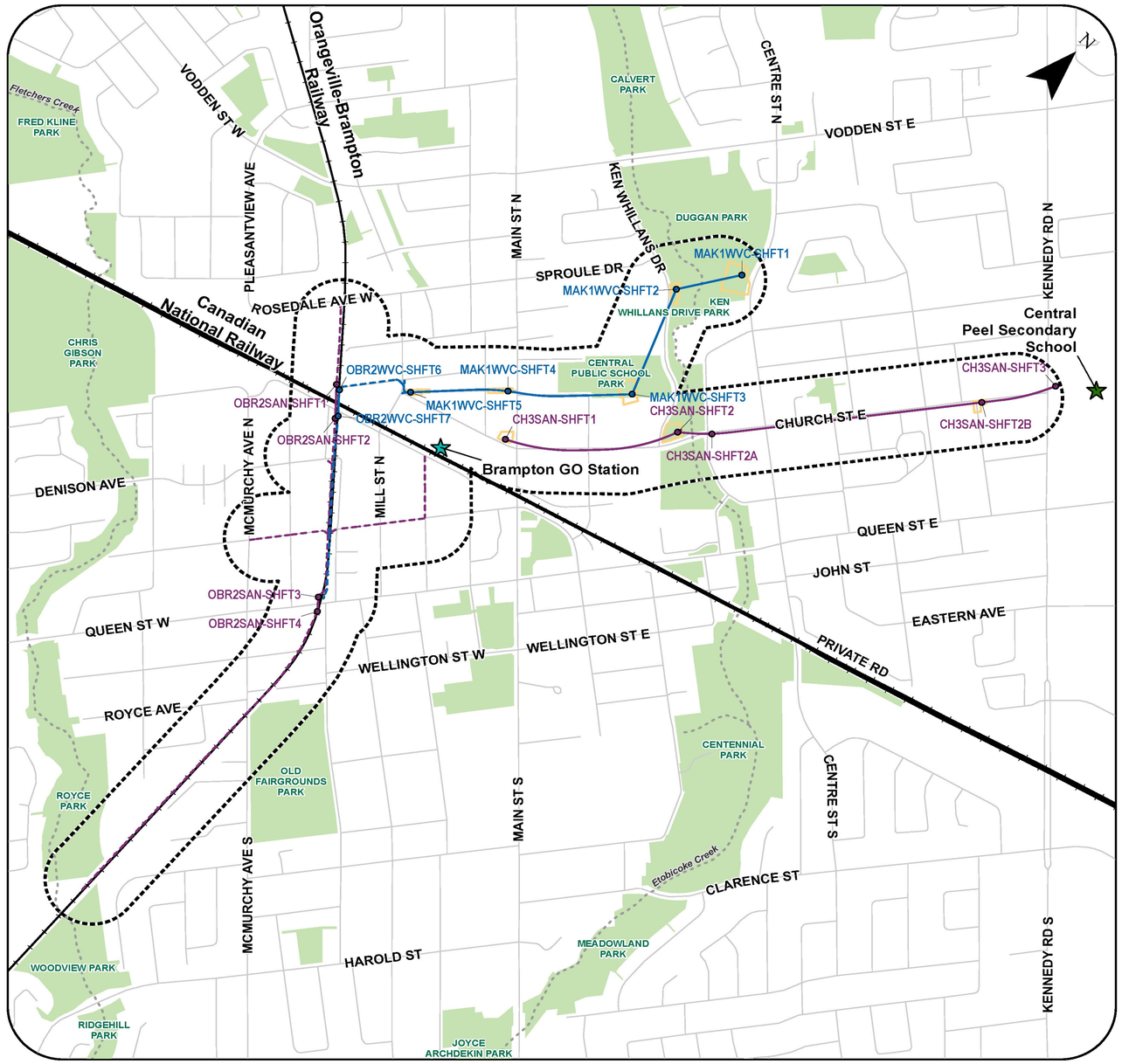

Project Legend

- Proposed Sanitary Sewer Shaft
- Proposed Watermain Shaft
- Proposed Sanitary Sewer Trenchless
- Proposed Sanitary Sewer Open Cut
- Proposed Watermain Trenchless
- Proposed Watermain Open Cut
- Shaft Compound
- Study Area

Flow | Central Brampton

General Legend

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Shaft compound overview – 600 mm sub- transmission watermain

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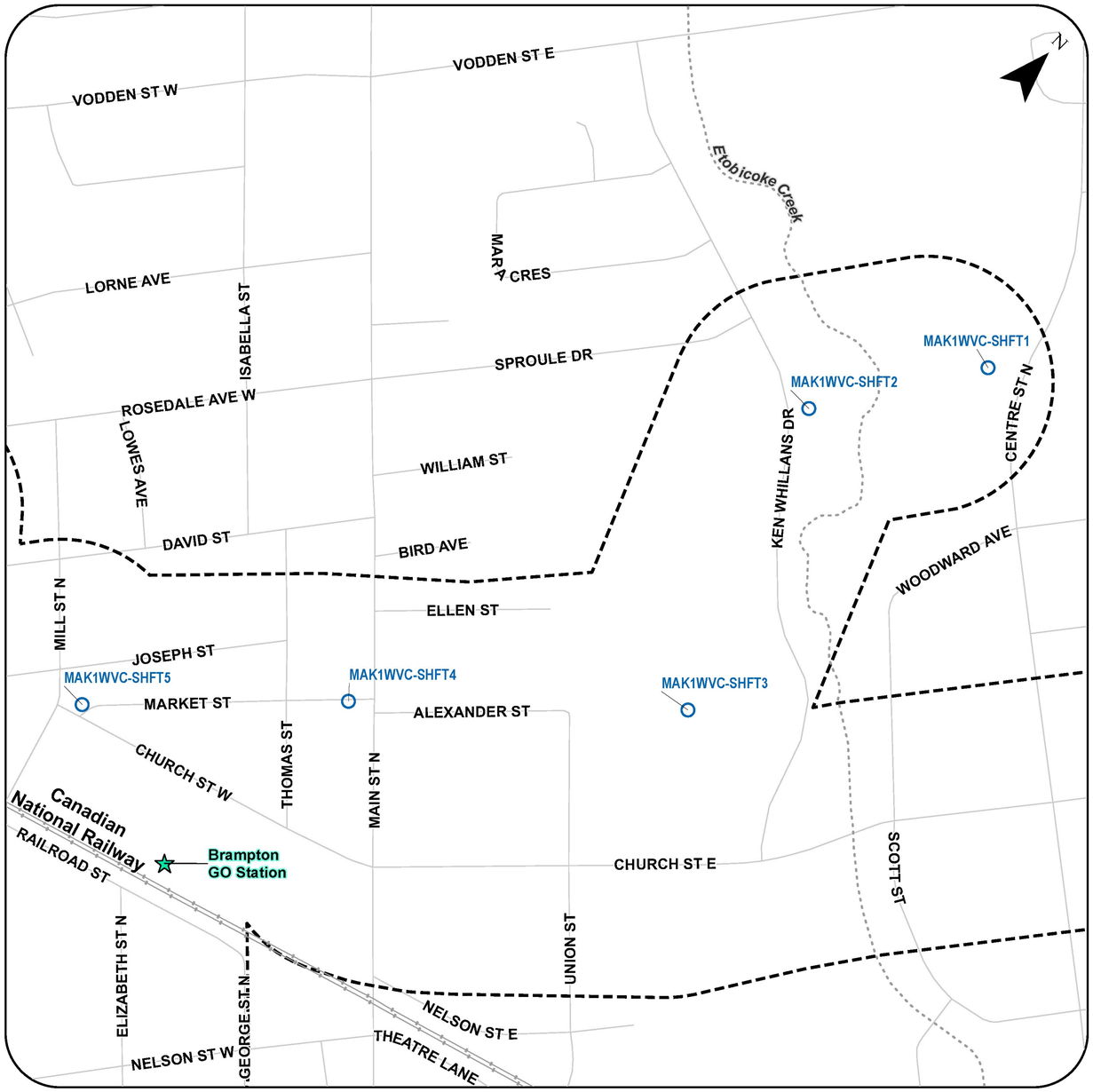

Project Legend

- Proposed Watermain Shaft
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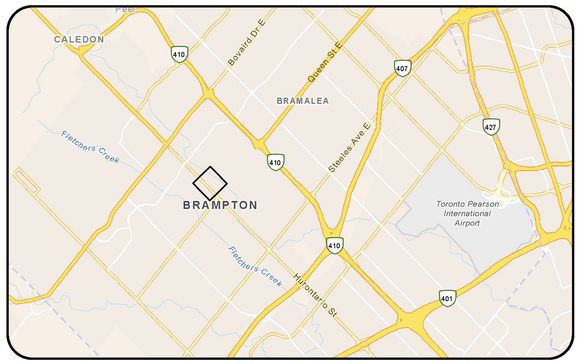
PN: 60775715
October 07, 2026



Peel Region

Shaft compounds: 600 mm watermain

***The proposed shaft locations may be adjusted based on design requirements, but they will remain within the same area.**

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MAK1WVC-SHFT1

Location: North of Centre Street & Woodward Avenue - Duggan Park

Reasons for choosing this location:

- Connects to the 750 mm watermain on Centre Street North.
- Using one shaft and work area for two projects reduces the overall impact on the floodplain.

Community impacts:

- Some trees, shrubs and vegetation will need to be removed for construction.
- Temporary impacts to park access and use.
- Nearby residents may experience dust, noise, vibration and increased traffic congestion.



M4K1WVC-SHF2

Location: Southeast of Ken Whillans Drive and Sproule Drive

Reasons for choosing this location:

- Large open space with limited impacts to the park.
- Flat land provides enough room for construction work.
- Reduces impacts to roads and traffic.
- Few utility conflicts are expected.

Community impacts:

- Some trees will need to be removed.
- One memorial tree in the construction area will be protected.
- Nearby residents may experience dust, noise, vibration and increased traffic congestion.



MAK1WVC-SHFT3

Location: Central Public School Community Centre Park

Reasons for choosing this location:

- Large open area with limited impact to nearby residents.
- Few conflicts with existing utilities are expected.
- Flat ground makes it easier to build the construction compound and shaft.

Community impacts:

- Temporary disruption to Central Public School Community Centre Park, which is used as a community space.
- Some trees will need to be removed.
- Nearby residents south of the site may experience dust, noise and vibration during construction.



M4K1WCV-SHFT4

Location: Market Street, west of Main Street North

Reasons for choosing this location:

- Reduces impacts to roads and traffic.
- Limits disruption to utilities, residents and businesses.
- Connects to the new Main Street watermain, helping improve downtown Brampton's drinking water system.

Community impacts:

- Temporary disruption to the BIA parking lot. Access to the north sidewalk will be maintained.
- Temporary dust, noise and vibration for nearby residents.
- Temporary impacts to the south sidewalk.
- Temporary traffic disruptions on Main Street North and Thomas Street during construction.



MAK1WVC-SHFT5

Location: Market Street, east of junction with Milll Street and Church Street

Reasons for choosing this location:

- Reduces impacts on Church Street West and at the GO station.
- Provides enough space for tunnelling work.
- Connects to the Package 2 watermain and the new Queen Street watermain.

Community impacts:

- Residents north of the tunnel entrance access point may experience dust, noise and vibration during construction.
- Temporary road closure at Market Street.
- Some utilities will need to be moved.
- Part of the sidewalk will be temporarily closed.

Project Legend

- Proposed Sanitary Sewer Shaft
- Proposed Watermain Shaft
- Proposed Sanitary Sewer Trenchless
- Proposed Sanitary Sewer Open Cut
- Proposed Watermain Trenchless
- Proposed Watermain Open Cut
- Shaft Compound

Shaft compound overview – Orangeville – Brampton Railway corridor 600 mm watermain and sanitary trunk sewer

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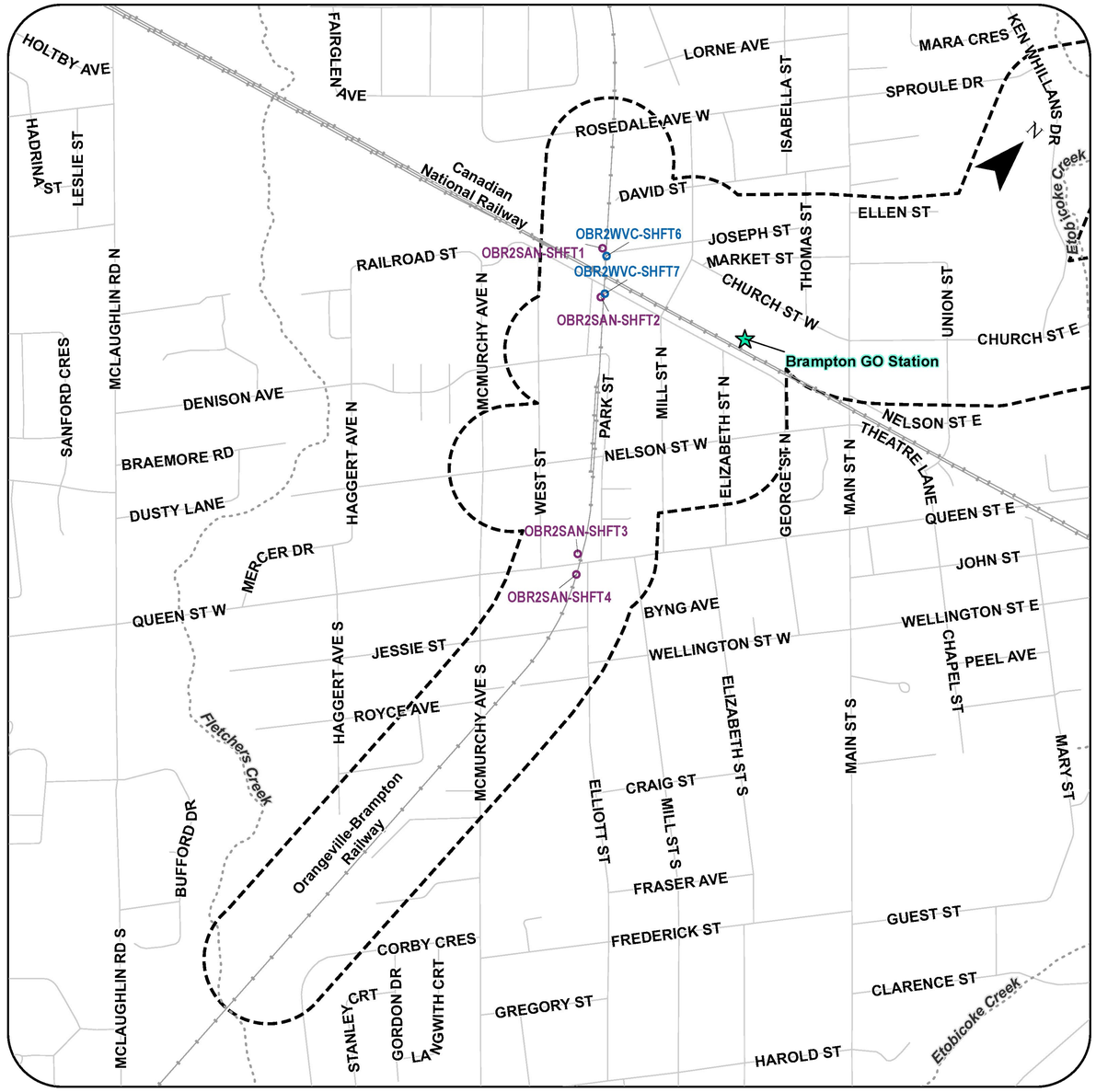


Project Legend

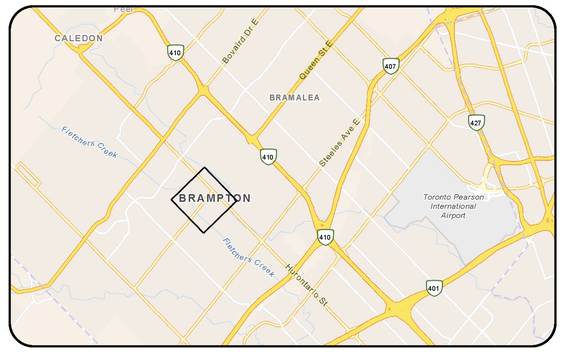
- Proposed Sanitary Sewer Shaft
- Proposed Watermain Shaft
- Study Area

Flow | Central Brampton

General Legend

- Brampton GO Station
- Railway
- Roads
- Watercourse

Data Sources:
Government of Ontario, Region of Peel
PN: 60775715
October 07, 2026



Peel Region

Shaft compounds: Orangeville-Brampton Railway corridor 600 mm watermain and sanitary trunk sewer

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***The proposed shaft locations may be adjusted based on design requirements, but they will remain within the same area.**



Shaft names and locations:

OBR2SAN-SHFT1 - OBR North of Joseph Street

OBR2SAN-SHFT2 - OBR South of CN Rail crossing

OBR2WVC-SHFT6 - OBR West end of Joseph Street

OBR2WVC-SHFT7 - OBR South of CN Rail crossing

* Compound area to be determined.

Reasons for choosing this location:

- Reduces impacts to nearby residents, roads and traffic.
- Has few conflicts with existing utilities.
- Provides a safe distance from the CN / Metrolinx rail corridor.
- Has enough open space for the shaft and construction compound.

Community impacts:

- Businesses next to the OBR corridor may experience dust, noise and vibration during construction and railway infrastructure removal.
- Temporary single-lane closure on Railroad Street may be required.
- Traffic congestion may increase along Joseph Street near the OBR entrance.



Shaft names and locations:

OBR2SAN-SHFT3 – OBR north of Queen Street West

OBR2SAN-SHFT4 – OBR south of Queen Street West

* Compound area to be determined.

Reasons for choosing this location:

- Reduces impacts to nearby residents, roads and traffic.
- Avoids digging up and repairing the newly paved Queen Street roadway by placing the tunnel entrance access points on empty OBR lands.
- Has enough open space for the shaft and construction compound.

Community impacts:

- Businesses and residents near the OBR corridor may experience dust, noise and vibration during construction and railway infrastructure removal.
- Traffic congestion may increase on Queen Street during construction.

Project Legend

- Proposed Sanitary Sewer Shaft
- Proposed Watermain Shaft
- Proposed Sanitary Sewer Trenchless
- Proposed Sanitary Sewer Open Cut
- Proposed Watermain Trenchless
- Proposed Watermain Open Cut
- Shaft Compound

Peel Region

Shaft compound overview – Church Street sanitary trunk sewer

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Project Legend

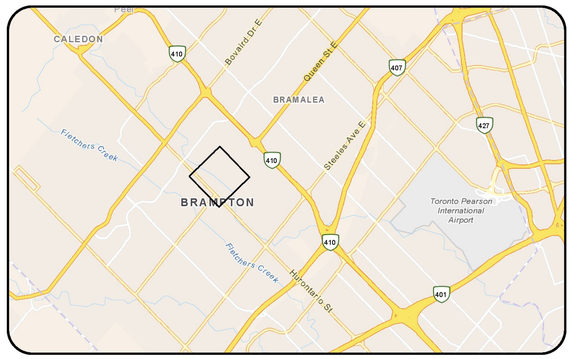
- Proposed Sanitary Sewer Shaft
- Study Area

Flow | Central Brampton

General Legend

- Brampton GO Station
- Central Peel Secondary School
- Railway
- Roads
- Watercourse

Data Sources:
Government of Ontario, Region of Peel
PN: 60775715
October 08, 2026



Peel Region

Shaft Compounds: Church Street sanitary trunk sewer

***The proposed shaft locations may be adjusted based on design requirements, but they will remain within the same area.**

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CHSAN-SHF1

Location: Northwest corner of Main Street North & Church Street East

Reasons for choosing this location:

- Provides sufficient space for the construction work area while allowing connection to the existing Main Street sanitary sewer.
- Requires minimal relocation of underground utilities.
- Helps avoid direct impacts to Grace United Church and nearby community organizations on the east side of Main Street.

Community impacts:

- Temporary sidewalk closure.
- Nearby businesses at 151 Main Street North may experience dust, noise and vibration during construction.
- Increased construction traffic on Main Street North and Church Street West.
- Bus stop, some streetlights and a traffic signal will need to be temporarily relocated.
- A permanent agreement with the property owner will be required.



CH3SAN-SHFT2

Location: Northeast corner of Ken Whillans Drive and Church Street East

Reasons for choosing this location:

- Preferred location for an intermediate tunnel entrance access point.
- Provides enough space to support the proposed tunnel length and construction activities.

Community impacts:

- Temporary lane and sidewalk closures on Church Street West.
- Temporary road closure on Beech Street.
- Nearby residents may experience temporary construction-related noise, traffic disruptions and detours.



CH3SANSHFT2A

Location: Scott Street and Church Street

Reasons for choosing this location:

- Best location to connect to the future sewer planned for the new development near Scott Street.

Community impacts:

- Temporary road, lane and sidewalk closures at the Church Street West and Scott Street intersection.
- Nearby residents and businesses may experience temporary construction-related noise, traffic disruptions and detours.
- Some utilities will need to be relocated for construction.



CH3SANSHT2B

Location: June Avenue and Church Street East

Reasons for choosing this location:

- Best location to connect to the future sewer planned for new development near June Avenue.

Community impacts:

- Temporary road lane and sidewalk closures at the Church Street West and June Avenue intersection.
- Nearby residents and business may experience construction related disruptions and detours.
- Some overhead hydro lines may need to be moved.



CH3SAN-SHFT3

Location: Northeast corner of Kennedy Road North and Church Street East

Central Peel Secondary School

* Compound area to be determined.

Reasons for choosing this location:

- Required connection to the Kennedy Road sanitary trunk sewer, the largest project within the Flow Program.
- Reduces impacts to nearby residents and businesses.
- Has enough space for construction.
- Requires few utility relocations.
- Allows the bus stop to remain in place.

Community impacts:

- About 40 school parking spaces will be temporarily unavailable.
- Temporary sidewalk and crosswalk closures.
- School board approval will be required for permanent access to the site.
- Construction may affect school access, traffic flow and access for students, staff and caregivers.

Project Legend

- Proposed Sanitary Sewer Shaft
- Proposed Sanitary Sewer Trenchless
- Proposed Sanitary Sewer Open Cut
- Shaft Compound

Peel Region

Managing construction impacts

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Water crossings and floodplain management

- Use trenchless methods that allow construction to go under waterways to reduce impacts on the ecosystem.
- Follow Ministry of Natural Resources guidelines to protect fish and aquatic life during construction.
- Connect to existing sanitary sewers without doing work in the water, where possible.
- Use erosion control measures to prevent soil and sediment from entering waterways.
- Restore affected areas to natural or better conditions.

Noise / vibration / dust

- Follow applicable noise regulations.
- Complete inspections of nearby buildings before construction begins, where required.
- Control dust by watering work areas and sweeping streets.
- Use fencing or hoarding to help separate construction areas from nearby properties, sidewalks and roads.

Trees and vegetation

- Remove as few trees and plants as possible.
- Develop a plan to protect trees during construction.
- Replace or compensate for trees that need to be removed, in accordance with applicable policies.

Groundwater management

- Keep groundwater pumping to a minimum.
- Develop a plan for managing groundwater based on study's assessment of local conditions.
- Follow applicable requirements and obtain necessary approvals for groundwater removal.

Soils and spills

- Take steps to safely manage contaminated soil or groundwater if encountered.
- Properly maintain and operate construction equipment to help prevent spills.
- Have plans and procedures in place to quickly contain and clean up spills should they occur.

Traffic and access

- Develop a plan to manage traffic during construction.
- Keep disruptions to property and business access to a minimum.
- Provide alternative routes for pedestrians when needed.
- Give residents, businesses and other affected groups advance notice of upcoming construction impacts.

Affected parks, open spaces and community trails will be restored to their original or improved condition once work is complete.

Stay connected and get involved

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Sign up for the mailing list or send feedback, questions or concerns to:

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Feedback collected on this study will conform with the *Freedom of Information and Protection of Privacy Act*. It will be documented as part of this study and may be publicly available.

Keep up to date with Flow | Central Brampton and its projects on the Flow Program website.

Sign-up for Flow | Central Brampton construction email notices.