

WELCOME
TO THE PUBLIC CONSULTATION CENTRE
for the
CALEDON MULTI-MODAL TRANSPORTATION MASTER PLAN ADDENDUM STUDY
September 30, 2025

HDR

TOWN OF CALEDON

Indigenous Land Acknowledgement

The Town acknowledges that it is situated on lands that are home to many Indigenous Peoples from across Turtle Island (North America). The Town realizes the need and value of understanding more about the rich history of this land and its Indigenous Peoples, which will help the Town be better neighbours and partners.

This land is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation, and part of the traditional Territory of the Huron-Wendat, Haudenosaunee Peoples, and the Anishnabek of the Williams Treaties.

We acknowledge the enduring presence and deep traditional knowledge and perspectives of the Indigenous Peoples with whom we share this land today.

About this Public Consultation Centre

How to get involved

Visit the Caledon MMTMP Addendum webpage on **haveyoursaycaledon.ca**.

Provide comments and feedback by **October 21st**.

Contact the Project Manager, Jaspreet Kaur at Jaspreet.Kaur1@caledon.ca to join the study mailing list or provide feedback in an alternate manner.

Study Purpose

What is a Transportation Master Plan?

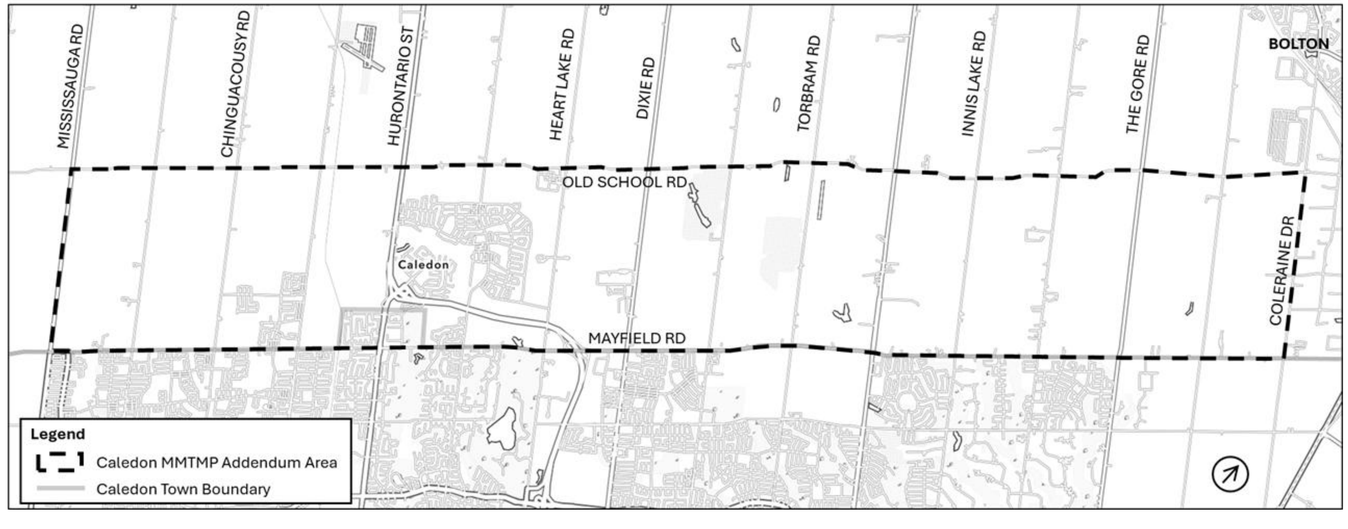
The Town of Caledon (Town)'s Multi-Modal Transportation Master Plan (MMTMP) is a long-term strategy that guides the planning, policy, and infrastructure needs of the Town's multi-modal transportation system to accommodate future growth and development.

Why are we doing this?

An Addendum to the MMTMP (the Study) is being undertaken to further refine the recommended future transportation network within the Settlement Area Boundary Expansion (SABE) lands. These refinements aim to support the **unprecedented population and employment growth** projected in the SABE lands by building upon the MMTMP and identifying a major east-west route which will improve and ensure **multi-modal connectivity and continuity throughout the SABE** and accommodate pedestrians, cyclists, transit, and auto trips for the long-term health of the residents and employees, while also helping to alleviate the housing crisis currently being faced across the province.

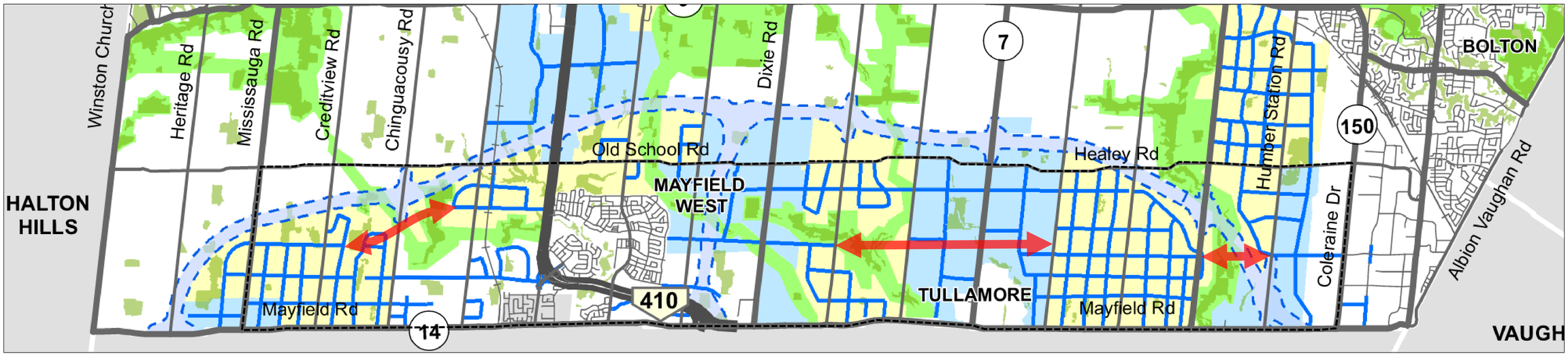
Study Area

The study area is bounded by Coleraine Drive, Mayfield Road, Mississauga Road, and Old School Road comprising approximately 62 square kilometres of rural and urban residential land.

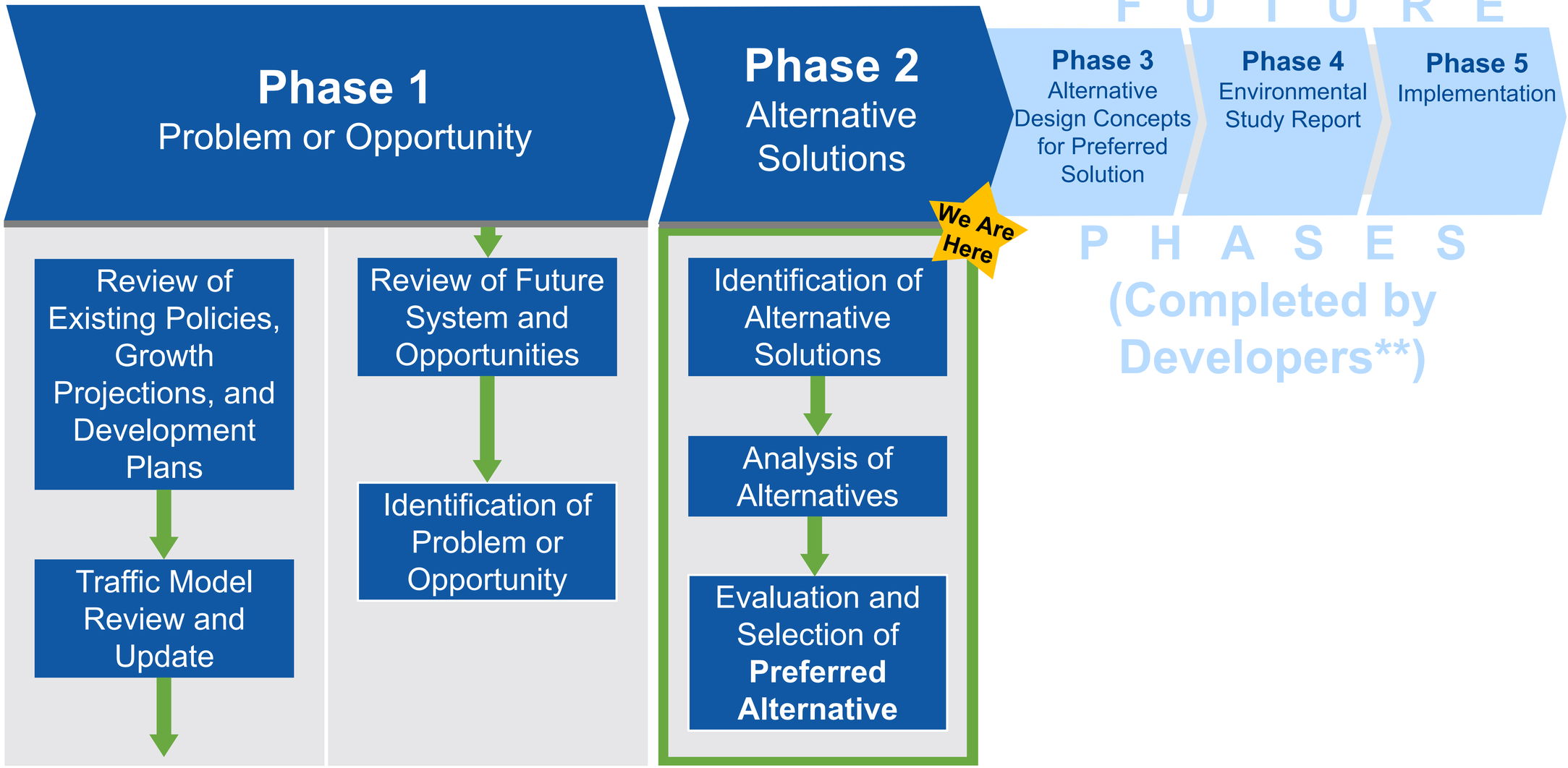


Objectives

1. Refine the recommended future transportation network identified in the Conceptual Collector Road Layout from the Caledon MMTMP (illustrated below) through the planning and integration of a major east-west collector network, as identified in the MMTMP to **improve east-west connectivity and continuity** within the SABE lands, while balancing impacts to natural heritage, developable lands, and costs.
2. Satisfy **Phase 1** and **Phase 2** of the **MCEA** process by identifying the **constraints, opportunities, and solutions** for connectivity improvements within the Study Area to service the planned growth.
3. Determine the **technical feasibility of the proposed road network** bound by Old School Rd, Coleraine Dr, Mayfield Rd, and Mississauga Rd, specifically for the extensions of George Bolton Pkwy, Dougall Ave, and Abbotside Wy.
4. In collaboration with stakeholders, **recommend and document a conceptual road network** to inform further, more detailed study including a potential Municipal Class Environmental Assessment(s).
5. Develop functional plan and profiles for high level routing and valley crossings to protect for a **26-metre** right-of-way.



MCEA Process



** Municipal Class Environmental Assessment, 2000, as amended in 2007, 2011, 2015, and 2023*

*** The MMTMP Addendum will satisfy Phase 1 and 2 of the MCEA process. An integrated approach may be used to address the remaining requirements under the Environmental Assessment Act (EAA) and the Planning Act.*

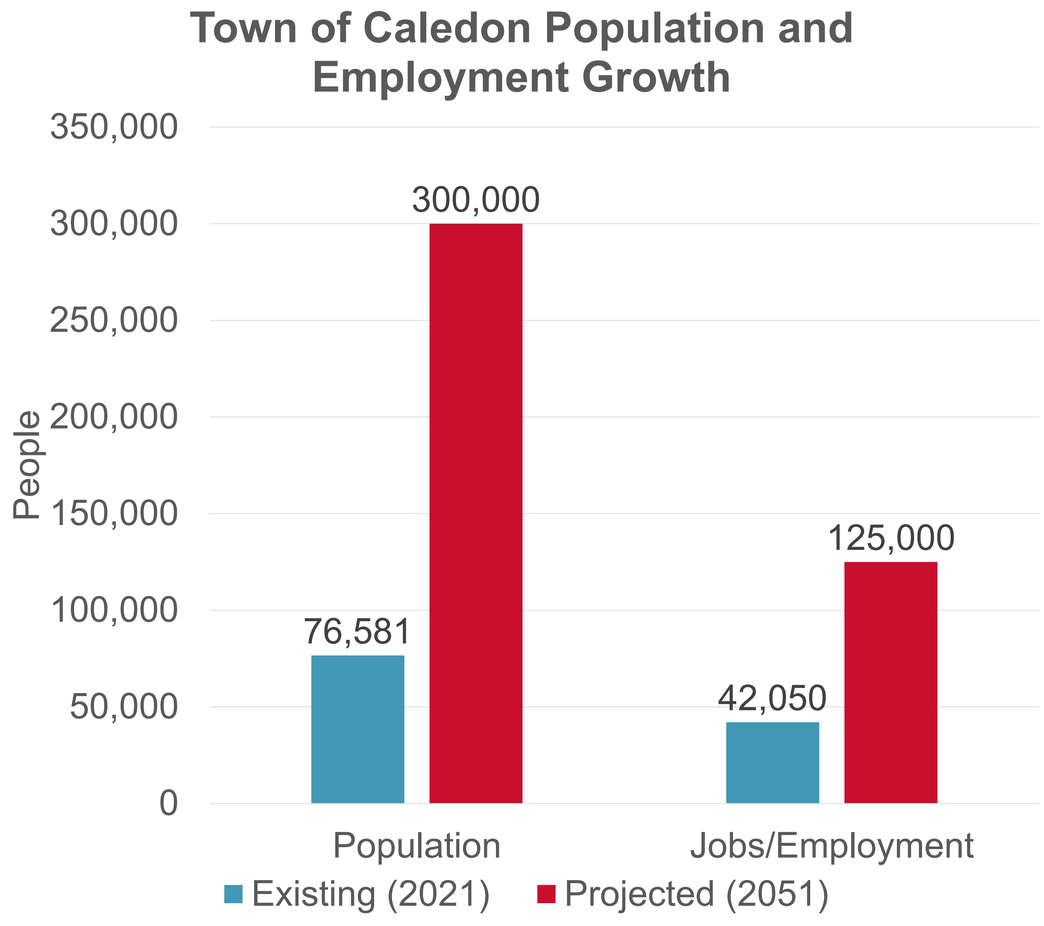
Need and Justification

The Need and Justification for the improvements are supported by Town's policies from the 2024 Draft Future Caledon Official Plan and the Caledon Multi-Modal Transportation Master Plan.

- **Transit:** Improved route coverage, efficiency, and flexibility. Reduced circuitous transit routes and better facilitates trips between SABE neighbourhoods. [*Supports OP 5.2.1, 7.2.4, and MMTMP 5.5.6*]
- **Active Transportation:** More continuous facilities for pedestrians and cyclists with key destinations along the corridors, helping adoption and supporting healthy lifestyles. Supports equitable transportation for those that rely on walking of biking as a primary mode of transport (youth, seniors, low-income residents). [*Supports OP 5.2.1, 7.2.4, and MMTMP 5.5.6, 7.3.2*]
- **Autos:** Increased connectivity, network redundancy, reduced capacity strain on arterials. [*Supports OP 5.2.1, 7.2.4, and MMTMP 5.5.6*]
- **Services:** Alternate routes for emergency services, improved access for snow clearing, salt application, road maintenance. Standardized ROW for municipal water, wastewater, stormwater infrastructure. [*Supports OP 5.2.1, 7.2.4, and MMTMP 5.5.6*]

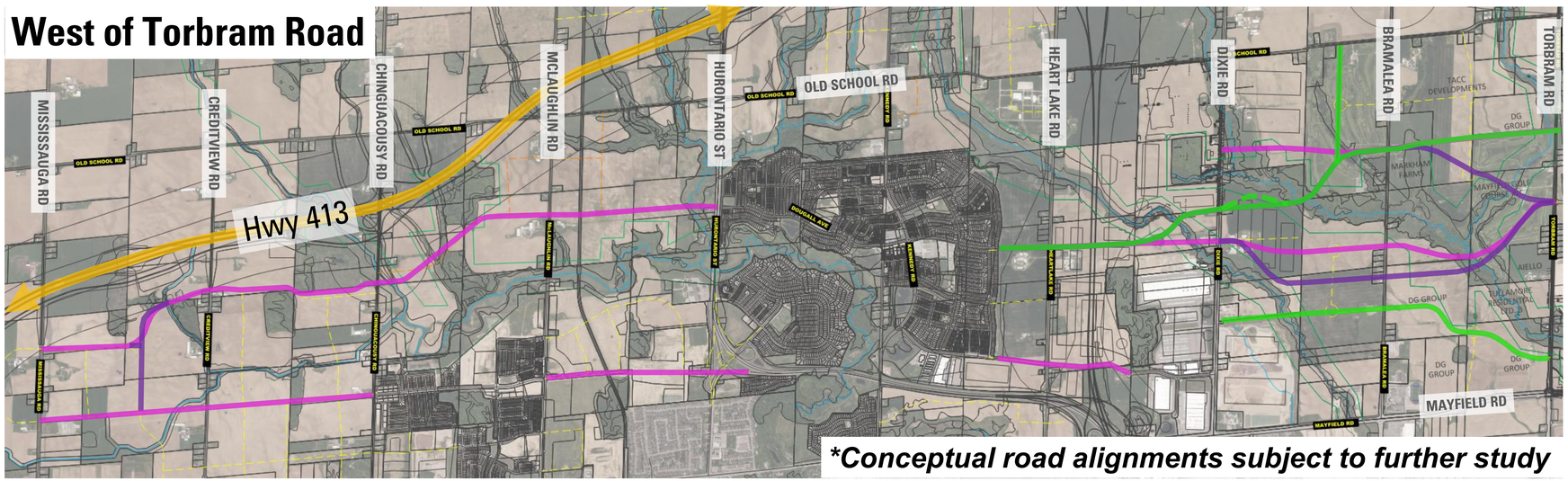
Problem & Opportunity Statement Summary

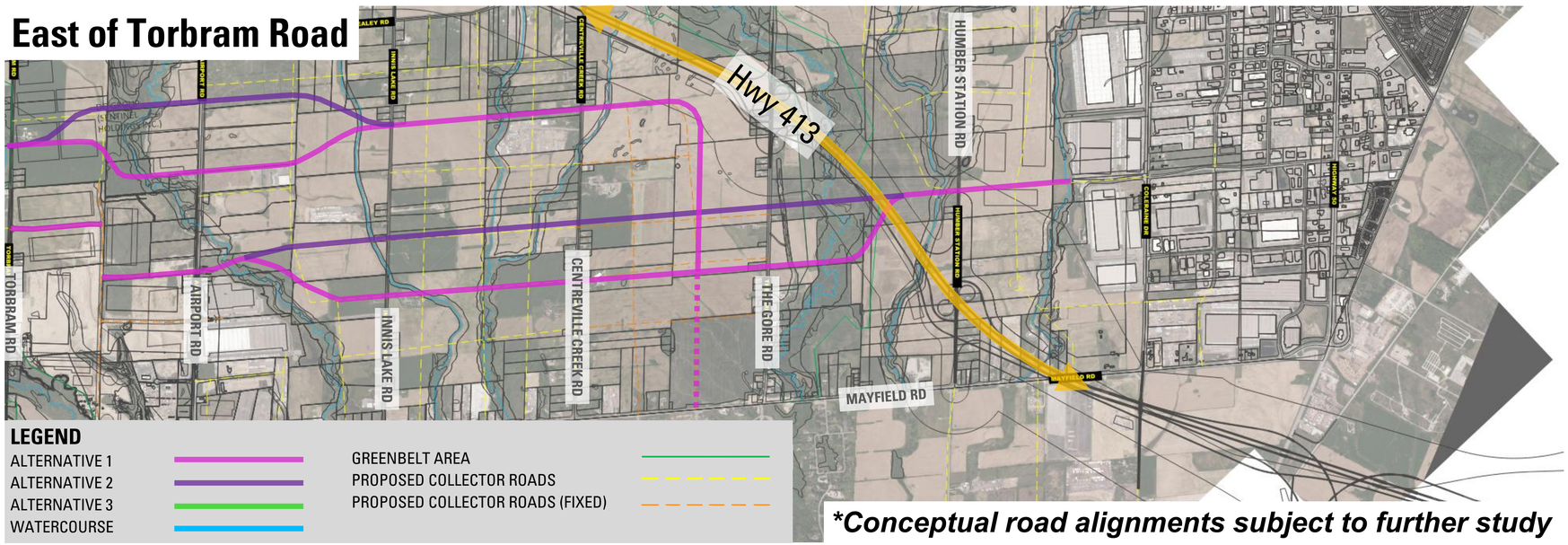
- Caledon is projected to grow to **300,000 people** and **125,000 jobs** by 2051, with the Caledon MMTMP Addendum study area accounting for approximately **132,000 people** and **64,000 jobs**.
- **Existing gaps in east-west road connectivity** within SABE create inefficiencies for vehicles, transit, and active transportation. Building on recommendations from the MMTMP, which identified the need for east-west collectors, the Caledon MMTMP Addendum is being developed to guide a multimodal network that aligns with Caledon's vision for an accessible, sustainable, and integrated transportation system.



- **There is a need for integrated east-west corridors.** Continuous east-west connections are critical for enhancing mobility, enabling efficient transit, reducing congestion, and supporting sustainable growth, particularly in light of new infrastructure like Highways 410 and 413 and approved developments that must be coordinated into the broader network.

Alternative Solutions





Alternative Alignments

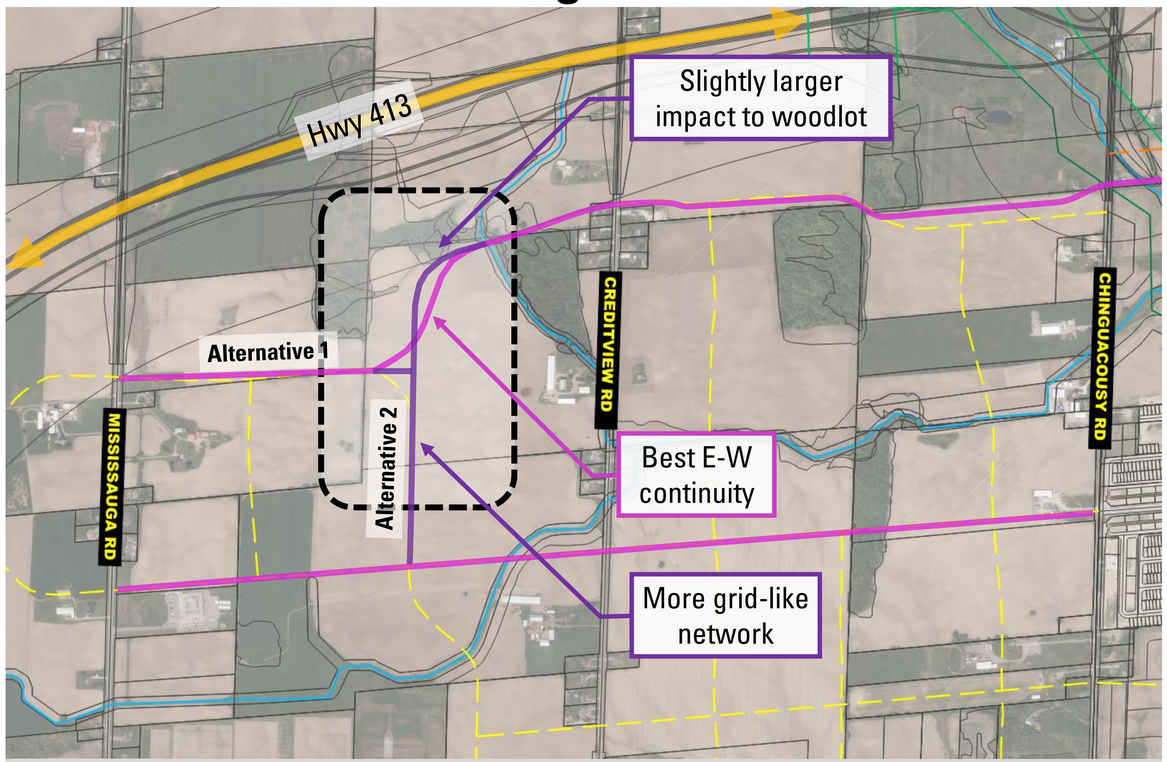
Needs and opportunities were viewed from a **network-wide lens to bridge gaps** in the conceptual collector networks identified in Secondary Plans to maintain continuity in the network while balancing impacts to natural heritage, developable lands, and the size of crossings.

Alignments include:

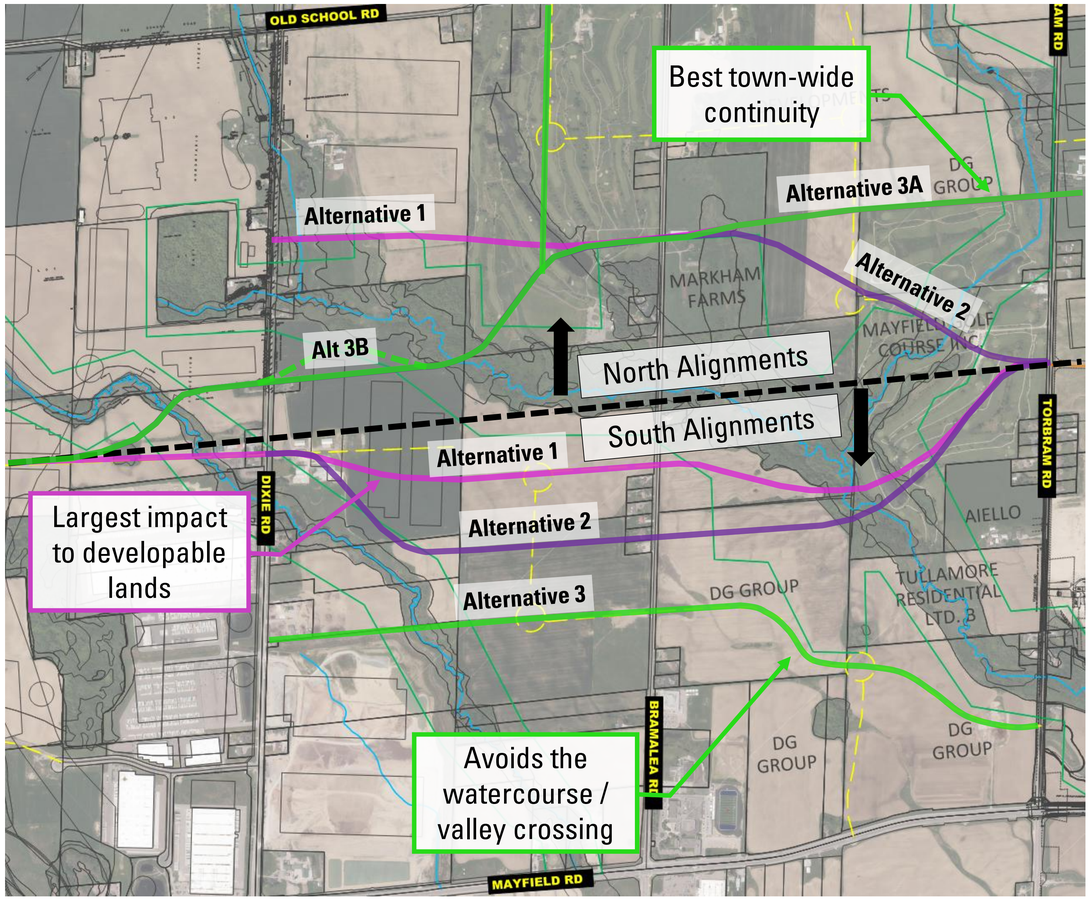
- Continuous east-west connection between Mississauga Road and Dixie Road.
- Various alignments east of Dixie Road to extend connectivity to the east of Torbram Road, east of Centreville Creek Road, and/or more localized connectivity.
- Continuous connection from the west of Airport Road to George Bolton Parkway.

Alternative Solutions

Between Mississauga Rd & Creditview Rd

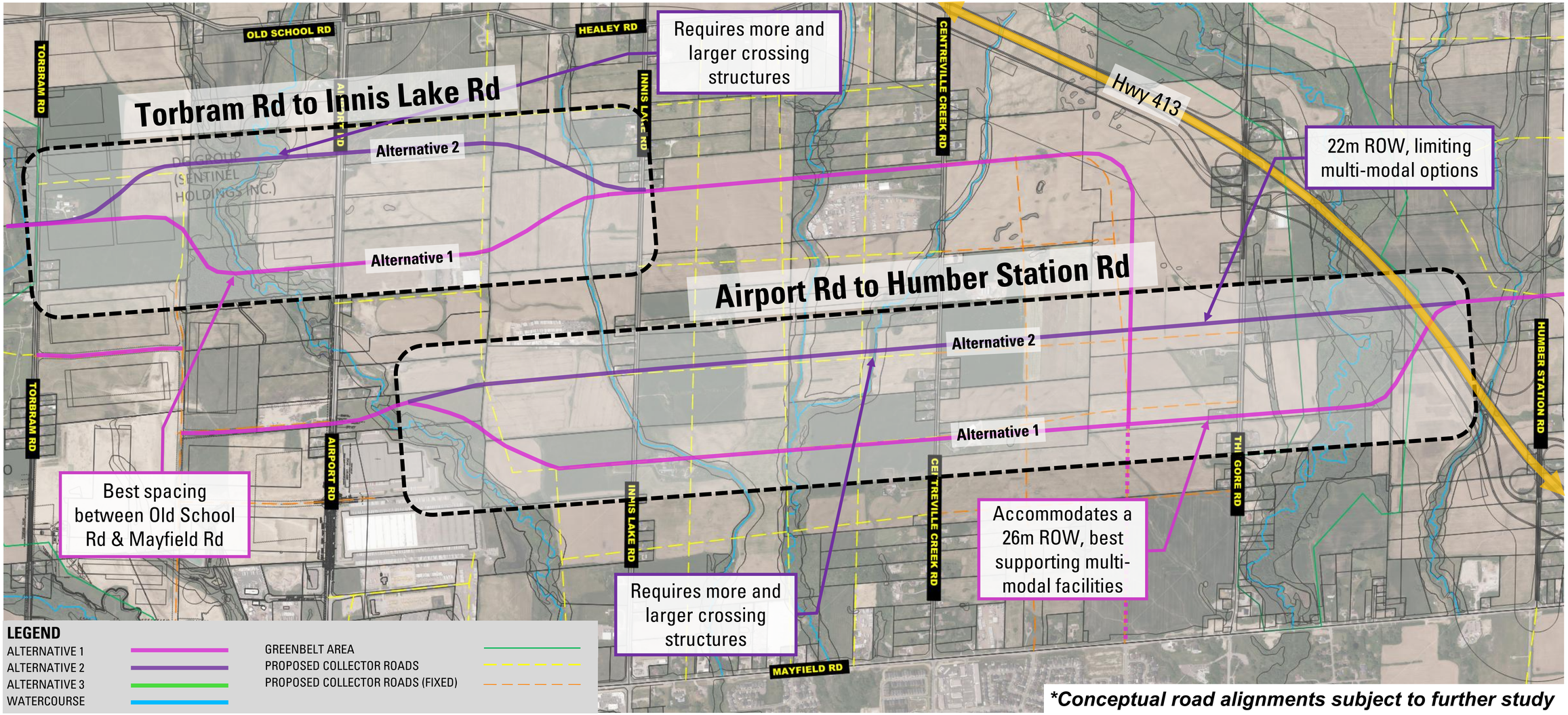


West of Dixie Rd to Torbram Rd



***Conceptual road alignments subject to further study**

Alternative Solutions



***Conceptual road alignments subject to further study**

Evaluation Criteria

The alternative solutions were evaluated based on the following criteria:

Transportation: ability to seamlessly connect existing and future neighbourhoods, reduce local congestion, provide routing alternatives and flexibility, accommodate active transportation, future travel demand, goods movement, constructability, transit supportive infrastructure

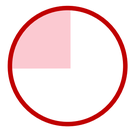
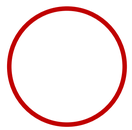
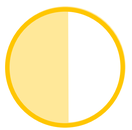
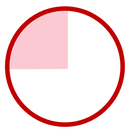
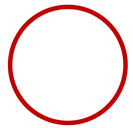
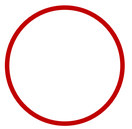
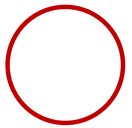
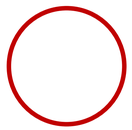
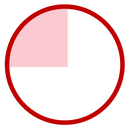
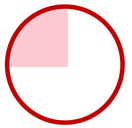
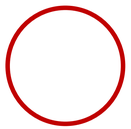
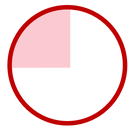
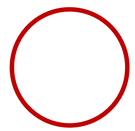
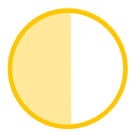
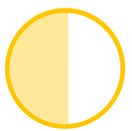
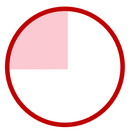
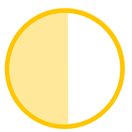
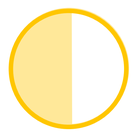
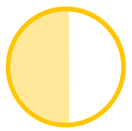
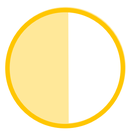
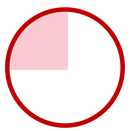
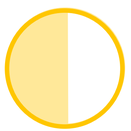
Socio-Economic Environment: existing and planned land uses, property impacts, agricultural lands impacts, promotion of healthy communities

Natural Environment: surface water and groundwater, minimize impacts to flooding and erosion, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, species at risk

Safety: accommodate safety and emergency services

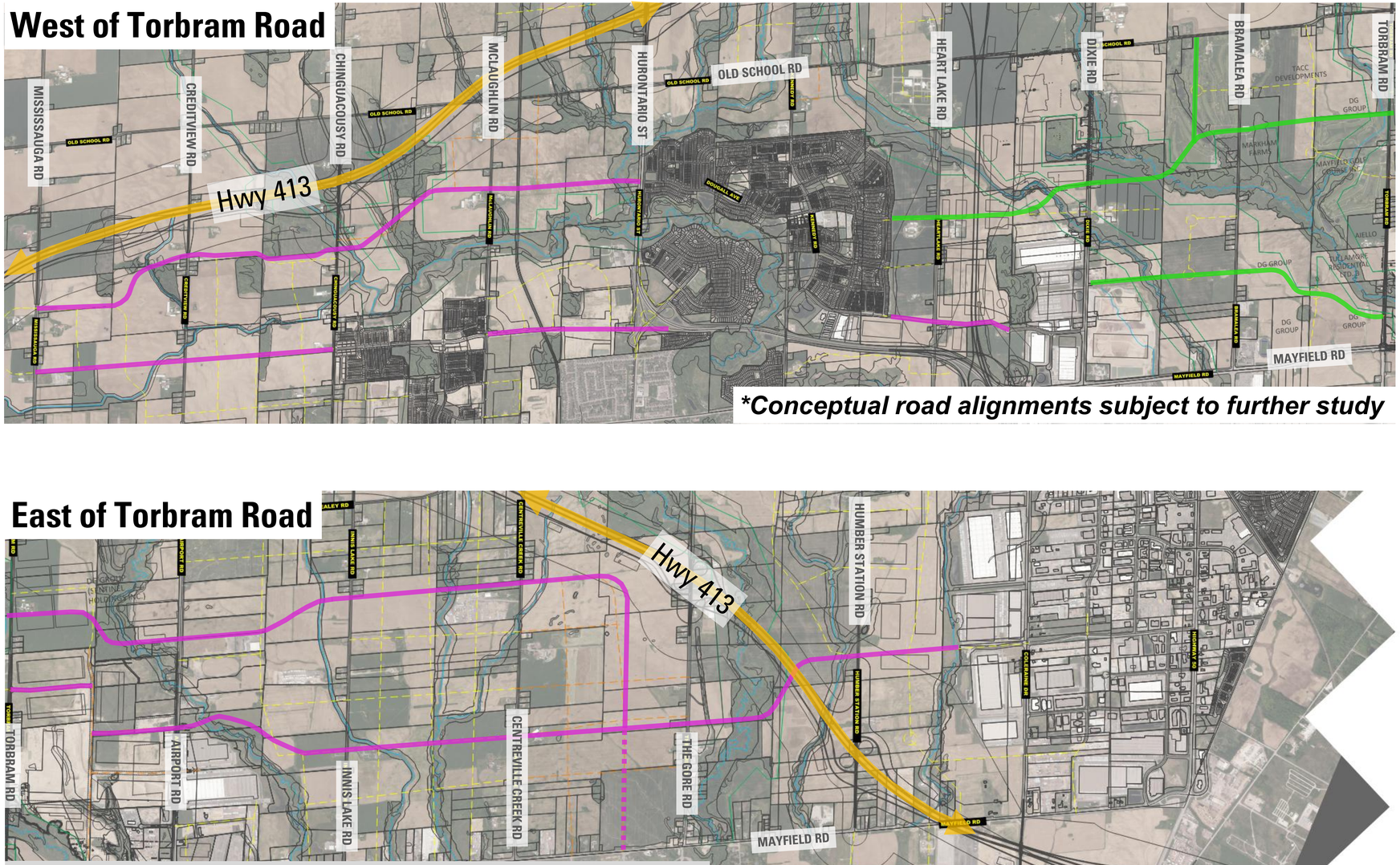
Preliminary Cost: construction-related costs, minimize size of structures, operating and maintenance costs, minimize utility relocation

Evaluation of Alternative Solutions

Criteria	Btwn Mississauga & Creditview		W of Dixie to Torbram (North Alignments)				W of Dixie to Torbram (South Alignments)			Torbram to Innis Lake		Airport to Humber Station	
	Alt 1	Alt 2	Alt 1	Alt 2	Alt 3A	Alt 3B	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 1	Alt 2
Natural Environment													
Socio-Economic Environment													
Transportation													
Safety													
Preliminary Cost	$	$	$	$$$	$$	$$	$$	$$$	$	$$	$$$	$	$$
Overall													

Least Supportive	Less Supportive	Neutral	Supportive	Most Supportive

Preliminary Preferred Alternative



*Conceptual road alignments subject to further study

*Conceptual road alignments subject to further study

Preferred Alternative

The preliminary preferred alternatives carries forward **Alternative 3 from west of Heart Lake Rd to Torbram Rd, and Alternative 1 for the remainder of the study area.**

Alternatives were selected to support the significant population and employment growth in the area, connect the future neighbourhoods within the SABE lands and support multi-modal functionality for pedestrians, cyclists, transit, and autos, while balancing impacts to natural heritage, developable lands, and costs.

Next Steps

Following this Public Consultation Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public
- Prepare the TMP Addendum Report to document the analysis conducted, public and stakeholder engagement, and key recommendations

How to stay involved:



We want to hear from you
Provide your feedback by **October 21st**



Study webpage
Learn more about the project at haveyoursaycaledon.ca



Contact the Project Team
Reach out to the Project Managers

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