

Staff Report 2026-0018

Meeting: Planning and Development Committee Meeting

Meeting Date: February 10, 2026

Subject: Caledon Multi-Modal Transportation Master Plan Addendum

Submitted By: Dan Terziewski, Director of Transportation, Engineering, Public Works and Transportation
Tong Wang, Manager of Transportation, Engineering, Public Works and Transportation

RECOMMENDATION

That the Caledon Multi-Modal Transportation Master Plan (MMTMP) Addendum report, including the Preferred East–West Collector Road Network Alignment Plan attached as Schedule A to staff report 2026-0018, be endorsed;

That Staff be directed to file the MMTMP Addendum with the Ministry of the Environment, Conservation and Parks (MECP); and,

That staff prepare an official plan amendment to add the MMTMP preferred alignment to the Future Caledon Official Plan

REPORT HIGHLIGHTS

- The Town of Caledon is expected to experience significant population and employment growth as identified in the Future Caledon Official Plan.
- Improvements to the Town's transportation network capacity and connectivity are required to support this growth. The Multi-Modal Transportation Master Plan (MMTMP), completed in June 2024, which establishes a transportation policy framework for the Town along with these transportation infrastructure needs.
- One of the infrastructure gaps identified through the MMTMP is the lack of east–west connectivity and capacity within the 2051 New and Existing Urban Areas (NEUA). As such, the MMTMP calls for a well-connected and continuous east-west collector road network to support the planned growth through the NEUA
- In response to this recommendation, the Town initiated an Addendum to the MMTMP to complete the needs justification for a new east–west collector road network and evaluate the feasibility and impact of potential alignment options with the goal to establish a preferred alignment for the network that delivers on the objectives of the MMTMP.

- Completion of the MMTMP Addendum satisfies phase 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, which will help to fast-track development approvals and the delivery of the supporting road network.
- Several road alignment alternatives were evaluated against transportation, environmental, socio-economic, safety, and cost criteria, resulting in the identification of a preferred alignment that best meets the study objectives;
- The preferred alignment was developed through extensive consultation with the public, developers, Indigenous communities and other review agencies.
- While the general alignment has been established, it may be subject to further minor refinements through detailed design as part of future development applications or capital projects.
- The recommended preferred road alignment within Caledon's Urban and Settlement Areas will enhance multi-modal transportation network connectivity and capacity to service existing and future communities.

DISCUSSION

Background

As part of the Future Caledon Official Plan, which was approved in October 2025, Town of Caledon has planned for significant growth from 76,000 people and 42,000 jobs today to 300,000 people and 125,000 jobs by 2051. The 2051 New Urban Area lands, as identified in the Towns Official Plan, are expected to accommodate the majority of this growth, with several development applications already underway.

In response to the planned growth, the Town completed a Multi modal Master Plan to identify the transportation policies, framework, and transportation network improvements required to support the planned growth for the Town of Caledon. The original MMTMP was completed and approved by Council in June 2024 and filed with MECP to satisfy Phase 1 and 2 of the Municipal Class Environmental Assessment process.

As part of this assessment, the MMTMP identified gaps in the planned conceptual road networks throughout the NEUA lands that would result in inefficient vehicle movements for both cars and transit, traffic congestion hotspots, and major barriers to active transportation and micromobility and recommended that a continuous and well-connected east-west road network should be planned for the NEUA to accommodate the planned growth and satisfy the Town's transportation objectives.

As such, the Town initiated an addendum to the MMTMP in January 2025 to identify a preferred east-west multimodal collector road network alignment that would provide clarity and help guide the orderly planning of the Town's transportation network through development applications, in alignment with the principles established by the original

MMTMP. By 2051, the Town will have a transportation system that provides accessible, affordable, safe, and sustainable travel choices for all, and is well-integrated, effective to use, promotes healthy life-styles, and supports economic prosperity, livable communities and climate commitments.

MMTMP Addendum Objectives

While planned major infrastructure, including Highway 413 and the Highway 410 extension, will enhance regional vehicular connectivity, these projects will also introduce new physical barriers within the NEUA. Combined with existing natural heritage corridors spanning NEUA lands, these constraints necessitate a strategic and proactive approach to transportation planning.

The MMTMP Addendum proactively addresses these emerging challenges by providing clarity and direction to landowners for establishing a continuous and connected east-west collector corridor throughout the NEUA. The improved east-west connectivity and continuity established through this collector network will enhance multi-modal mobility by:

- Enabling more direct, efficient, and safe active transportation routes for pedestrians and cyclists;
- Supporting flexible transit routing through planned residential and employment areas with improved coverage, reduced transfers, and better connections to future higher-order transit services;
- Enhancing north-south corridor performance by dispersing traffic and transit demand, and reducing bottlenecks at major arterial road intersections; and
- Directly connecting future residential with major destinations, supporting sustainable growth and modal shift objectives

The study area is bounded by Old School Road-Healey Road to the north, Coleraine Drive to the east, Mayfield Road to the south, and Mississauga Road to the west. Within the study area, Mayfield Road, Coleraine Drive, The Gore Road, Airport Road, Dixie Road, and Mississauga Road fall under the Region of Peel's jurisdiction. Highway 410, Hurontario Street-Highway 10, and the future Highway 413 fall under the Ontario Ministry of Transportation's (MTO's) jurisdiction. All other roads are under the jurisdiction of the Town of Caledon.

The key objectives of the MMTMP Addendum were as follows:

1. Establish a preferred alignment for a major east-west collector road network to improve east-west connectivity by building on the future transportation network identified in the Caledon MMTMP, ensuring continuity through the NEUA lands, balancing impacts to natural heritage, developable lands, and costs, and

- integrating with planned infrastructure including Highway 413 and the Highway 410 extension.
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 east-west road network bound by Old School Road, Coleraine Drive, Mayfield Road, and Mississauga Road, including for the extensions of George Bolton Parkway, Dougall Avenue, and Abbotside Way.
 4. In collaboration with stakeholders, recommend and document a preferred conceptual east-west collector road network to guide and inform future development proposals and capital projects including detailed designs and environmental assessments, as required.
 5. Develop a functional plan and profile drawings for high level routing and valley crossings to protect for a 26-metre right-of-way.

Study Methodology and Approach

The MMTMP Addendum study is undertaken in accordance with Approach #1 from the 2023 MCEA study guideline and is intended to satisfy Phase 1 and Phase 2 of the MCEA process by identifying the constraints, opportunities, and alternative solutions for connectivity improvements within the Study Area, including the identification of a preferred alignment

The approach incorporated a combination of qualitative and quantitative evaluation criteria. The transportation and environmental constraints were first screened through the completion of an opportunity and constraints mapping and coordination exercise with project stakeholders considering policy directions and legislation, development proposals and infrastructure plans such as for Highway 410 and 413.

The alignment alternatives were developed based on the following overarching principles: providing continuous connectivity, minimizing impacts to developable lands, minimizing impacts to natural heritage features and crossings, and minimizing overall costs. In developing the alignment consideration was also development was also given to natural heritage impacts and constraints as well as existing and planned infrastructure tied to existing neighborhoods (such as Dougall Avenue) and businesses, approved development applications, and the Highway 413 and Highway 410 extension

The preliminary collector road options were developed by considering the capacity and connectivity needs for the NEUA lands and key planning policies. A functional design exercise was also undertaken to identify the feasibility of the alignments and to facilitate coordination with stakeholders.

Detailed traffic analysis and modelling was undertaken for the study area were undertaken using traffic analysis software including Emme and Synchro software to identify baseline segment and turning movement operations for the 2051 future baseline and with improvements scenarios.

Consultation and Engagement

A comprehensive consultation process was carried out in accordance with Phases 1 and 2 of MCEA process and extended beyond these minimum consultation requirements. Stakeholders engaged included the public, Indigenous communities, external agencies and the development community.

Public Consultation

A Public Information Centre (PIC) was held on September 30, 2025, in accordance with the requirements of the Municipal Class Environmental Assessment process. Materials presented at the PIC were subsequently posted on the project website, and a public comment period was held from September 30 to October 21, 2025 to allow for additional feedback. Overall, public input demonstrated general support for improved east–west connectivity, with comments recognizing the need for better transportation options, reduced congestion on existing routes, and improved access between existing and future communities.

An additional in-person meeting was also held for the Caledon Community Road Safety Advocacy Group (CCRSA) on October 22, 2025. Overall, the input received demonstrated support for the MMTMP Addendum recommendations, including the proposed east–west road alignment.

A full summary of the input received from the public consultation can be found in the final report available [here](#).

Indigenous Engagement

Five Indigenous communities were contacted and consulted throughout the study in accordance with Town policy and in consultation with MECP, including:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Huron-Wendat Nation
- Haudenosaunee Confederacy of Chiefs (as represented by Haudenosaunee Development Institute)
- Métis Nation of Ontario

All communities were contacted on September 17th, 2025, with the Notice of Commencement and PIC. A detailed tracking log of all communications with Indigenous communities is available in the final report available [here](#).

An introductory meeting was held with the Mississaugas of the Credit First Nation's Department of Consultation and Accommodation on November 27, 2025. The final report has also been circulated to, and reviewed by, both the Mississaugas of the Credit First Nation and the Six Nations of the Grand River, ensuring these communities had the opportunity to provide input on the findings and recommendations. No specific feedback or concerns have been identified by the Indigenous communities.

Engagement with External Agencies

The following external agencies were contacted during the Notice of Commencement and PIC and will be engaged again at the Notice of Completion milestone in accordance with MCEA requirements:

- Provincial transportation agencies (MTO, Metrolinx)
- Infrastructure Ontario (IO)
- Ministry of the Environment, Conservation and Parks (MECP)
- Ministry of Municipal Affairs and Housing (MMAH)
- Ministry of Natural Resources and Forestry (MNRF)
- Ministry of Citizenship and Multiculturalism (MCM)
- Municipal Stakeholders (Region of Peel; York Region, Halton Region, Dufferin County; Simcoe County, Wellington County; Region of Waterloo, Brampton Transit; City of Vaughan, King Township, Town of Halton Hills, Town of East Garafraxa, Town of Orangeville, Town of Mono, Town of Adjala-Tosorontio, Town of New Tecumseth, Town of Erin)
- Conservation Authorities (Credit Valley Conservation Authority, TRCA (Toronto Region Conservation Authority), Nottawasaga Valley Conservation Authority)
- Bolton Business Improvement Association (BIA)
- Caledon Chamber of Commerce
- Humber Valley Heritage Trail Association
- Oak Ridges Trail Association

- Caledon Cycling Club
- Canadian Pacific Railway
- School Boards (Peel District School Board, Dufferin-Peel Catholic District School Board)
- Emergency Services (Peel Regional Paramedic Services; Caledon Fire and Emergency Services)

Formal response letters were received from the Ministry of the Environment, Conservation and Parks (MECP), Toronto and Region Conservation Authority (TRCA), and Ministry of Citizenship and Multiculturalism (MCM). Response letters were provided by the project team and recommendations regarding cultural heritage resources and archaeological assessment requirements have been incorporated into this report.

A stakeholder meeting was held with the Ministry of Transportation (MTO) in November 2025 to discuss potential impacts and coordination required to implement the preferred collector road alignment in conjunction with the future Highway 410 extension, Highway 413, and Highway 10 access requirements. The Town will continue to work closely with MTO to implement the recommendations of the MMTMP Addendum.

Development Community

Extensive collaborative consultation was also conducted with affected landowners and developers, and several additional focused meetings were at the request of individual landowners/developers, in order to discuss and refine the specific road alignments through their individual development sites and land holdings. These meetings included, but were not limited to:

- June 3rd, 2025: QuadReal
- July 9th, 2025: Mayfield-Tullamore
- July 16th, 2025: QuadReal
- July 24th, 2025: Broccolini / West Tullamore
- August 21st, 2025: Mayfield-Tullamore
- September 2nd, 2025: Mayfield-Tullamore
- September 19th, 2025: Alloa
- September 19th, 2025: 12505 Heart Lake Road
- November 2025 to January 2026: Innis Lake Secondary Plan Area Landowners

Broader developer and landowner meetings were held on September 25, 2025, and January 29, 2026, as part of the Town's Community Builders Roundtable sessions. These sessions were used to present the project background, opportunities and constraints, alignment alternatives, and the preferred alignment.

Throughout the consultation process, Town of Caledon staff closely collaborated with landowners in order to try and reduce impacts to their development lands, while also stressing the need for the Town to maintain network continuity and connectivity throughout the UAS. Flexibility in alignments within the sites was emphasized, while certain constraints, such as approved developments, the Highway 413 interchanges, or natural valleys and watercourses, presented fixed connection points in the network.

Additional meetings were also held between Town staff and developers to refine specific road alignments through their individual land holdings. A full overview of engagement activities with the development community can be found in the final report available [here](#).

Development of a Preferred Alignment

Alternative Alignments Evaluation

Multiple alignment alternatives were developed and evaluated for the east–west collector road network and are presented in the final MMTMP Addendum report. The number of alternatives considered for each segment varied based on physical constraints, including natural heritage corridors, existing neighborhoods, planned and approved land uses and development proposals, and major infrastructure such as Highway 413 and the Highway 410 Extension.

The alternatives were evaluated using a balanced set of criteria that considered environmental protection, community impacts, transportation performance, safety, and costs. Specifically, the evaluation examined:

- Environmental impacts: Potential effects on natural heritage systems, watercourses, and habitat areas;
- Socio-economic considerations: Impacts to developable lands and support for healthy, walkable communities;
- Transportation performance: The ability of each alternative to support pedestrians, cyclists, transit, and vehicles, through network connectivity and continuity as well as travel time improvements;
- Safety: Emergency response efficiency and winter maintenance operations; and
- Costs: Comparative capital and long-term maintenance requirements.

A detailed overview of the alternatives evaluation is documented in the final report available [here](#).

Preferred Alignment

The preferred alternative was identified as the highest-scoring option in the alternatives evaluation, considering the varying environmental, operational, infrastructure and land-use constraints and conditions throughout the study area. The alignment minimizes impacts to sensitive environmental features, reduces crossings, facilitates connections to approved and planned developments, and is coordinated with active development plans. The preferred network provides continuous east–west connectivity and enhances transit and active transportation opportunities, while balancing environmental protection and cost considerations.

The recommended network generally establishes a 26-metre right-of-way, accommodating pedestrian and cycling facilities, transit, and vehicular traffic. This design supports the Town’s objective to deliver a complete, connected, and multimodal transportation system for its residents. While the MMTMP Addendum establishes the general alignment of the road, it may be subject to further minor refinements through further assessment and detailed design completed as part of future development applications or capital projects. The preferred alignment is attached in Schedule A.

Key Recommendations and Next Steps

The MMTMP Addendum has identified a preferred east-west collector road network that addresses critical gaps in connectivity between Old School Road and Mayfield Road. The preferred road alignment was determined through extensive stakeholder consultation, technical studies and alternatives evaluation in accordance with Approach #1 from the 2023 MCEA study guideline. This MMTMP Addendum is intended to satisfy Phase 1 and Phase 2 of the MCEA process.

It is recommended to carry forward the identified preferred alternative as the recommended collector roadway network in the Town of Caledon’s Multi-Modal Transportation Master Plan. Once Council endorses this MMTMP Addendum, staff will proceed with the following next steps:

- Issue Notice of Completion: A 30-day public review period will be held as required by the MCEA process. The notice will go out to all stakeholders including Indigenous communities, agencies, developers, and the public. The MMTMP addendum will be filed with the Ministry.
- Incorporation into Town's Official Plan: The preferred east-west collector alignment will be added to the Town's Official Plan through an OPA amendment.

- Right-of-Way Protection: A 26-metre right-of-way will be protected wherever feasible through development approvals and land acquisitions to accommodate multimodal facilities, landscaping, and utilities as well as allow for expansion of the road in the future, if required.
- Implementation: Developers will construct road segments through their properties as part of development approvals. Completion of the MMTMP addendum helps to provide clarity and guide development application in order to help fast-track approvals and the delivery of the supporting road network by satisfying Phase 1 and 2 of MCEA requirements. Developers will be responsible for demonstrating how they have satisfied Phases 3 and 4 of the MCEA process through their development applications, including archaeological assessments and mitigation measures for environmental and cultural heritage impacts. Construction will be phased based on development timings.

In locations where development does not proceed in a timely manner or where land ownership constraints exist, the Town may consider advancing the completion of road segments through land acquisition and delivery as a Town-led capital project, subject to Council approval and funding availability. Certain structures and crossings, including crossings of provincial highways, may also be delivered through Town-led capital projects. The Town will continue to work in coordination with the Ministry of Transportation (MTO) regarding highway crossings and associated approvals.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of this report. Any projects or initiatives arising from this study that require funding will be subject to future Council approval through the annual Capital Budget process or a separate report to Council.

The preferred collector road alignment is anticipated to be largely implemented through future development applications, consistent with the Town's local service policy for collector roads and is therefore expected to be constructed at no direct cost to the Town. Certain structures and crossings associated with the preferred alignment, including those crossing the future Highway 410, are expected to be funded through Town-wide development charges.

Additional funding may be required in the future to address land acquisition and complete portions of the road network where development timing or holdout lands delay full buildout.

Staff will continue to explore and pursue applicable grant and external funding opportunities to support implementation of the preferred road network and associated infrastructure.

COUNCIL WORK PLAN

Strategic Plan 2023-2035

This report is directly related to the following priority in Caledon's 2023-2035 Strategic Plan:

Enhanced Transportation and Mobility

Details about Caledon's 2023-2035 Strategic Plan can be found at caledon.ca/strategicplan.

ATTACHMENTS

Schedule A: Preferred East -West Collector Road Network Alignment Plan