



TOWN OF CALEDON MULTI-MODAL TRANSPORTATION ADDENDUM

PLANNING AND DEVELOPMENT COMMITTEE MEETING

FEBRUARY 10, 2026



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Agenda

1. Study Introduction
2. Caledon Growth Context
3. Study Objectives
4. Project Timeline
5. Consultation Overview
6. MCEA Process
7. Alternatives Evaluation / Preferred Alignment
8. Financial Implications
9. Next Steps



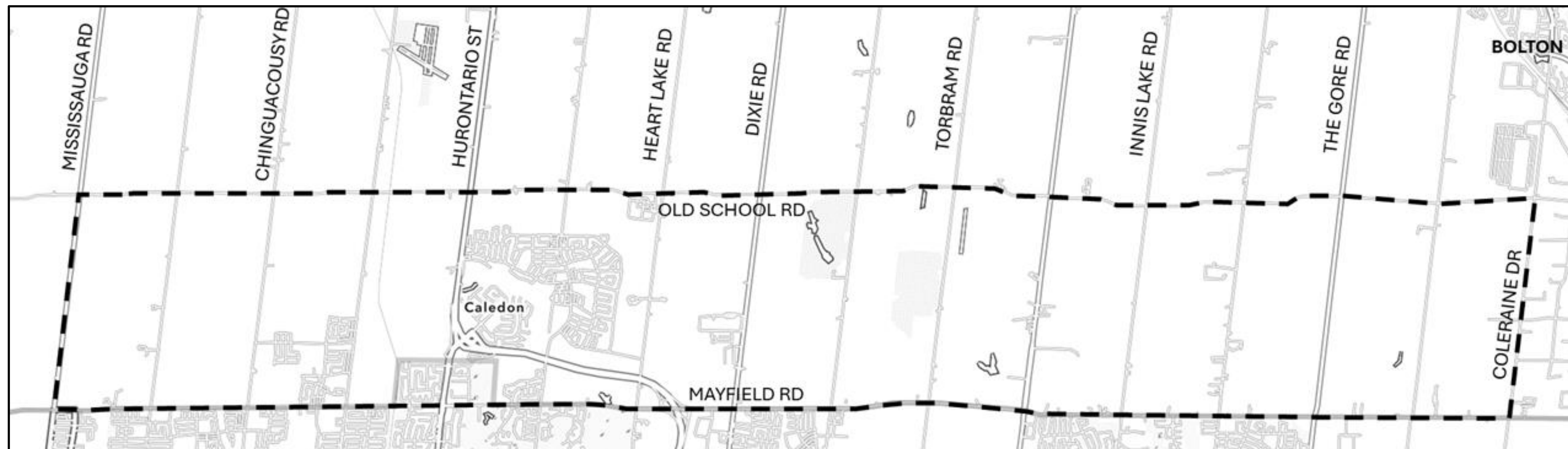
Study Introduction

What is a Transportation Master Plan?

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.

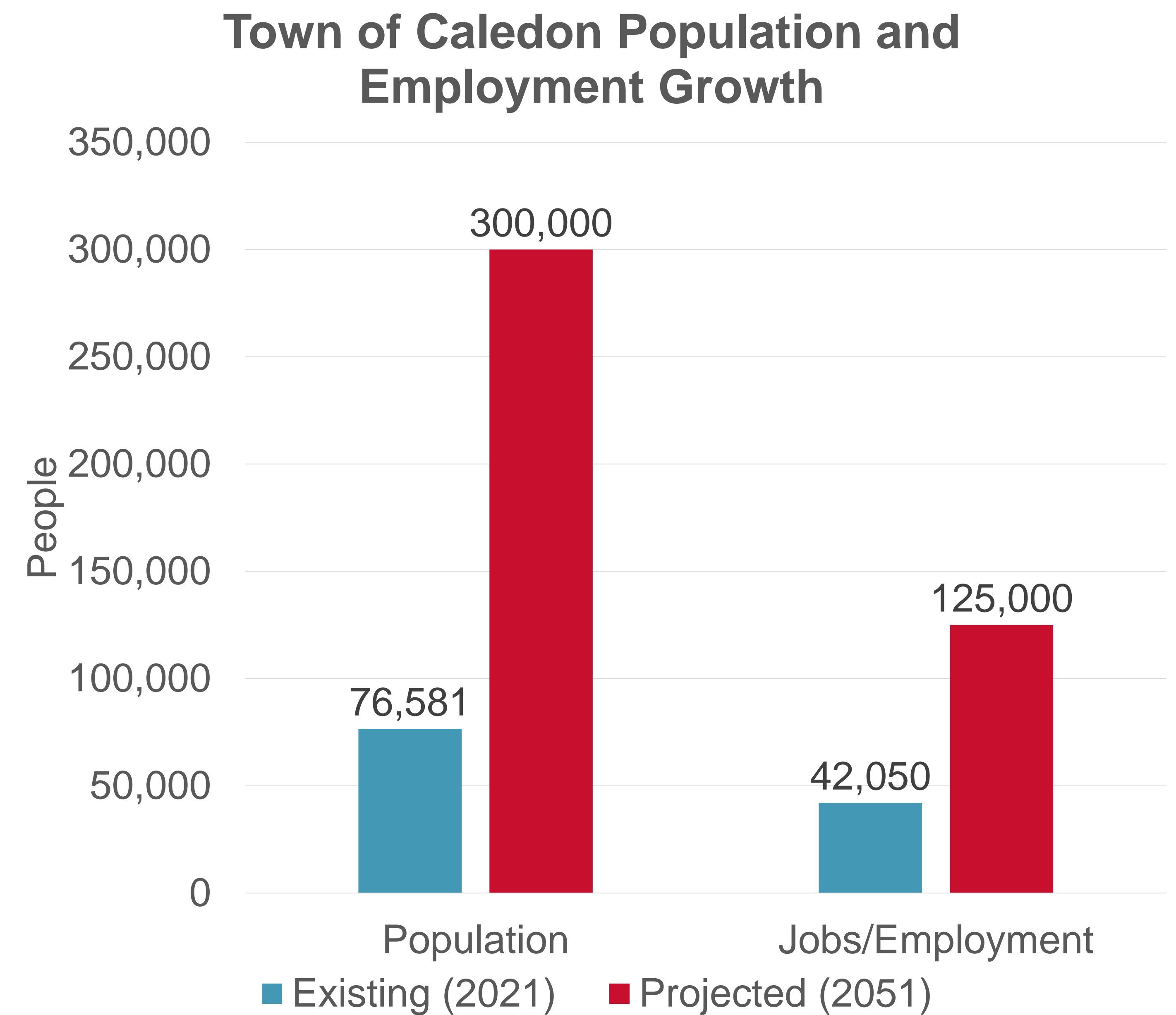
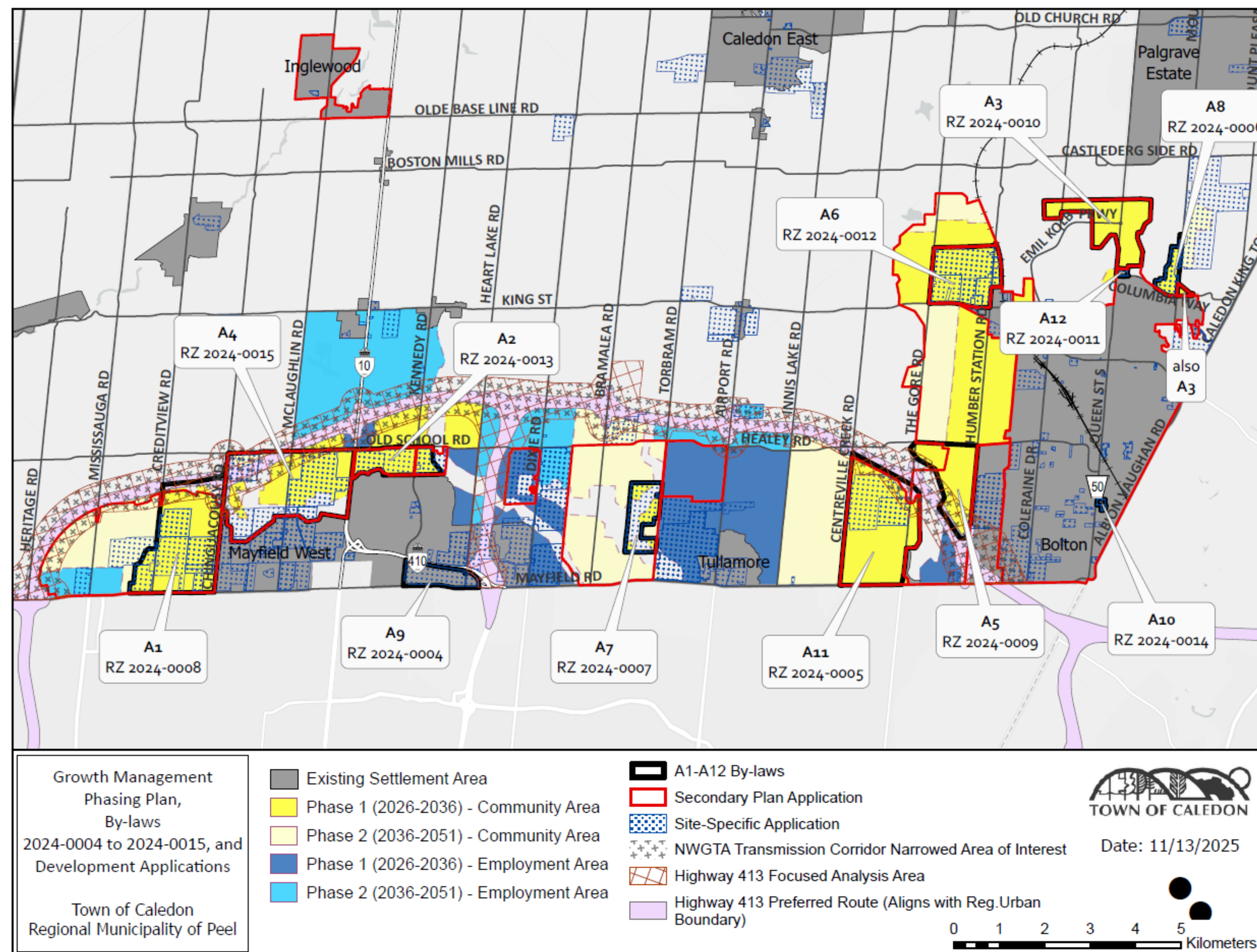
East-West Major Collector Road

- Update to Council Approved 2024 MMTMP by identifying a major east-west multi-modal route
- Create additional east-west capacity, porosity, and connectivity through the Town of Caledon urban area via a continuous collector road network that will support the planned growth envisaged in the Town's envisaged in the Town's approved Future Caledon Official Plan



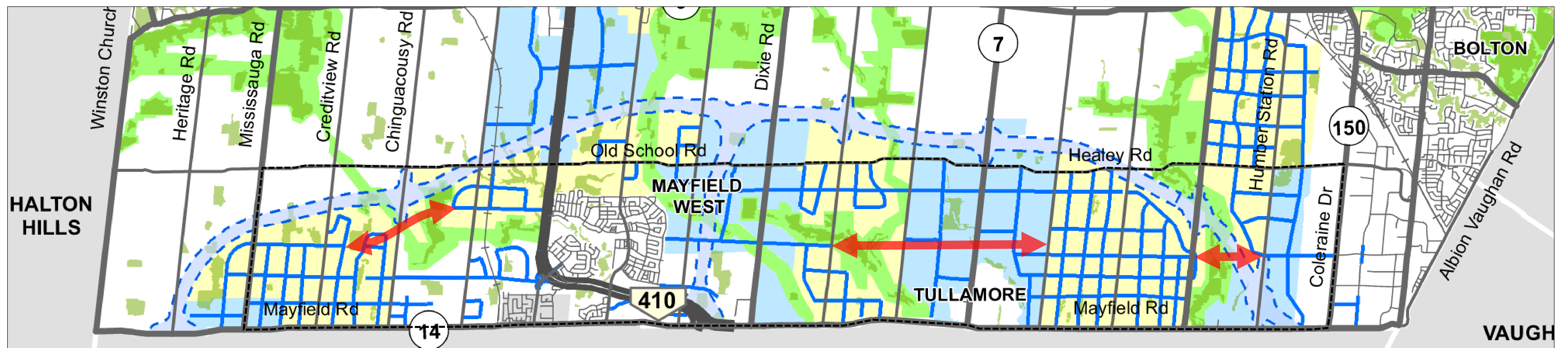
Growth Context

- Future Caledon Official Plan approved in October 2025
- Caledon is projected to grow to **300,000 people** and **125,000 jobs** by 2051

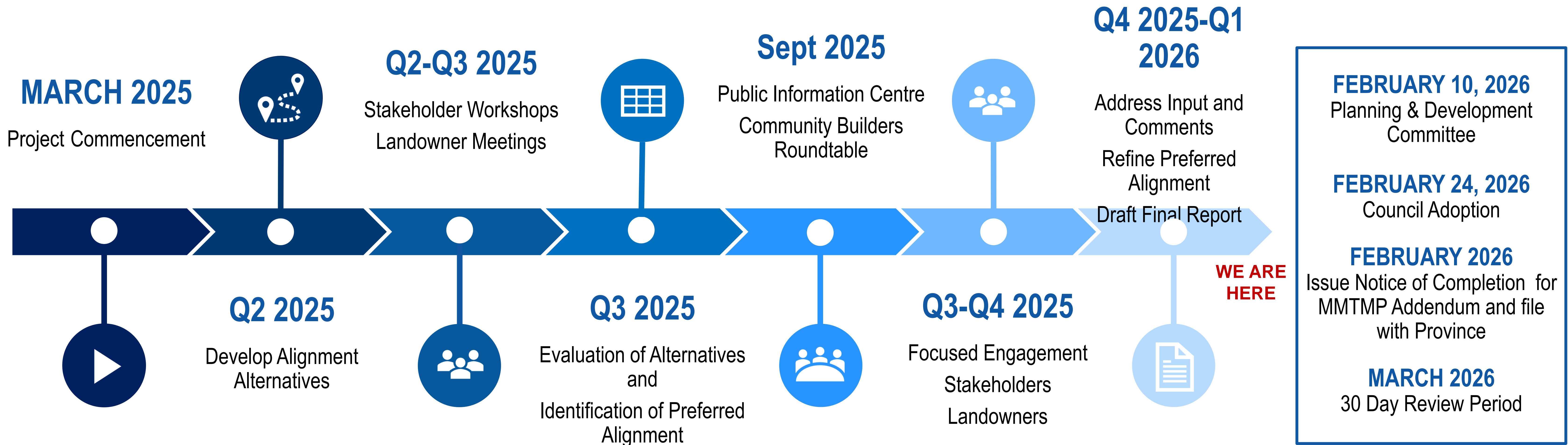


MMTMP Addendum Goals

1. Establish **preferred routing** for the east-west collector network
2. Provide a **coordinated approach to planning** the east-west road network throughout urban growth area in Caledon
3. Ensure this network achieves the principles of **connectivity and continuity**
4. Provide **certainty to the Town and land-owners** as development proceeds
5. Satisfy **Phases 1 and 2 of the Municipal Class Environmental Assessment** process



MMTMP Addendum Timeline



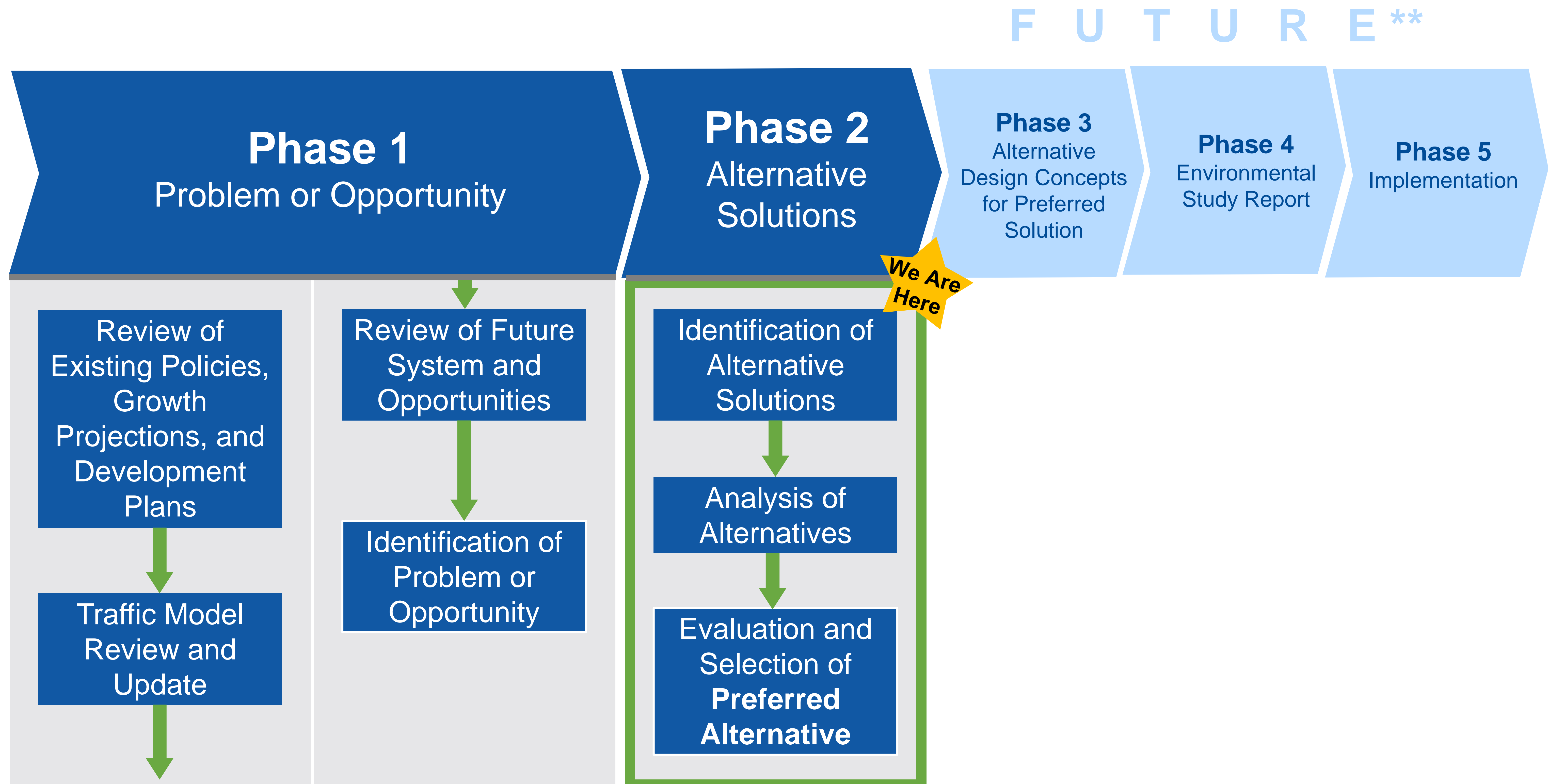
COLLABORATIVE ENGAGEMENT BY LANDOWNERS

Consultation Overview

Stakeholder Engagement	Overview
Public Notice	September 2025
Development Community Meetings	Extensive coordination with landowners and developers to review alignment options, constraints, and land impacts – included two engagements at Community Builders Road Table
Public Information Center (PIC):	Held Sept. 30, 2025, with online materials and a public comment period to Oct. 21, 2025;
Indigenous Engagement	Five Indigenous communities consulted; meetings and circulation of materials completed with no concerns identified
Agency & Stakeholder Meetings	Provincial ministries, municipalities, conservation authorities, utilities, and community organizations consulted; agency comments addressed and incorporated
Notice of Study Completion and Filing	After Council Approval
30 Day Public Review	After Council Approval



MCEA Process

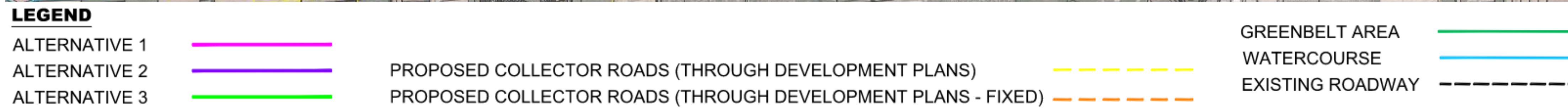
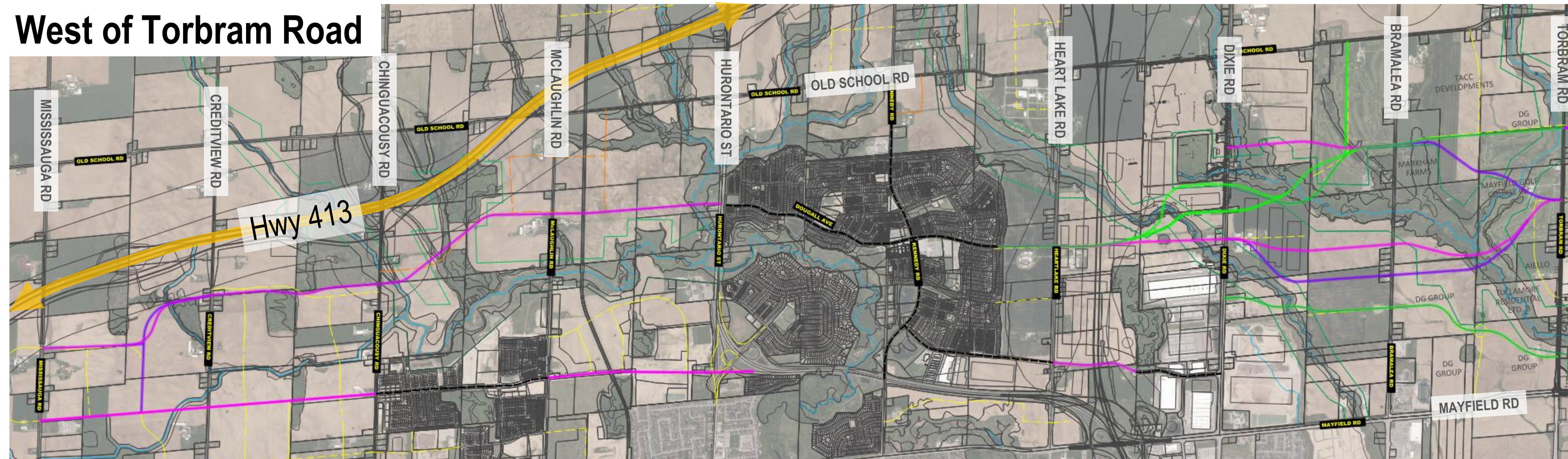


* *Municipal Class Environmental Assessment, 2000, as amended in 2007, 2011, 2015, and 2023*

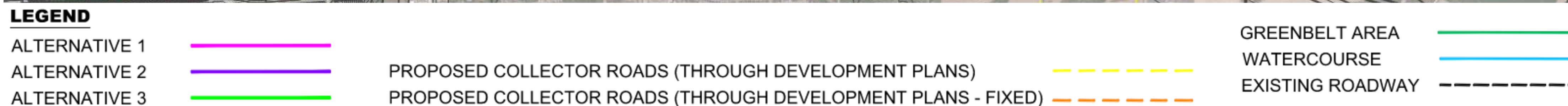
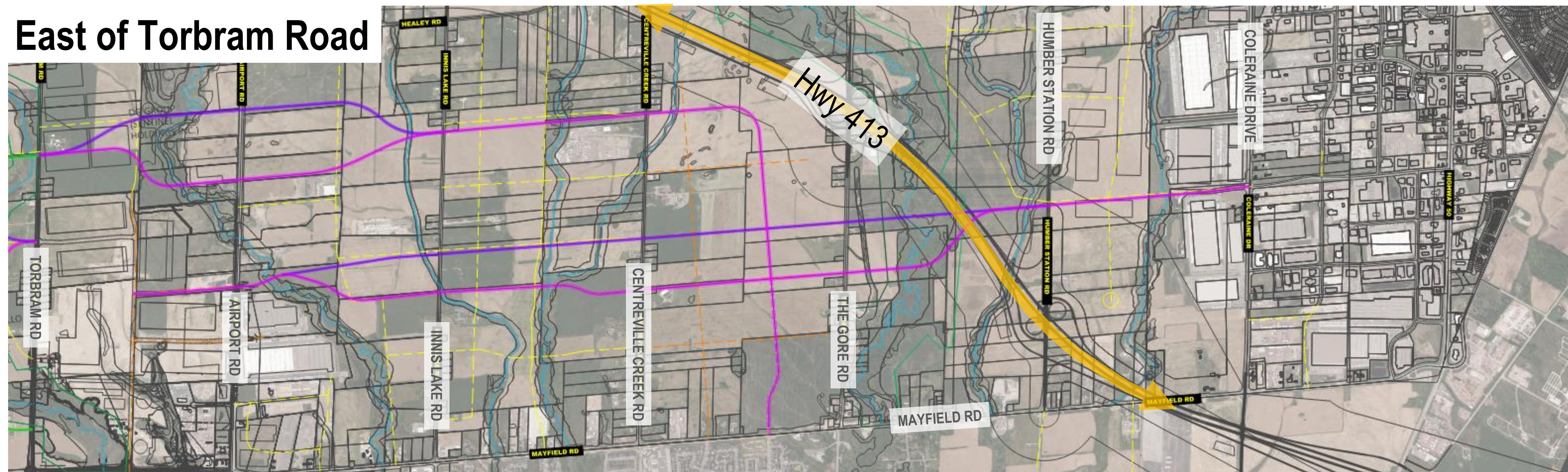
** *The MMTMP Addendum will satisfy Phase 1 and 2 of the MCEA process. An integrated approach may be used to address the remaining requirements under the Environmental Assessment Act (EAA) and the Planning Act.*

Alternative Solutions

West of Torbram Road



East of Torbram Road



Alternative Alignments

- Developed and refined through rigorous stakeholder consultation
- Builds on the principles of:
 - Continuous EW connectivity
 - Minimize impact to developable lands
 - Minimize costs
 - Minimize impacts to natural heritage and crossings
 - Just-in-time delivery

Evaluation 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: impacts to surface and ground water, natural heritage features, designated areas, vegetation, wildlife, aquatic habitat, species at risk as well as flooding and erosion risks



Safety: accommodate safety and emergency services

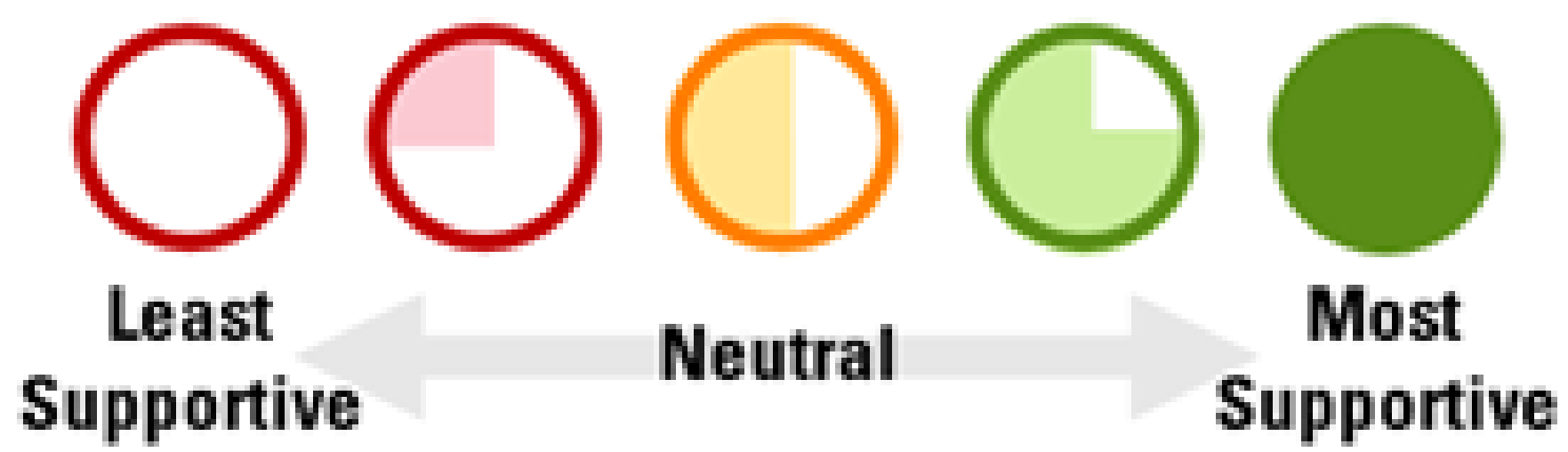


Cost and Constructability: minimize size and type of structures, operating and maintenance costs, etc.

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 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 1	Alt 2
Natural Environment												
Socio-Economic Environment												
Transportation												
Safety												
Preliminary Cost	\$	\$	\$	\$\$\$	\$\$	\$\$	\$\$\$	\$	\$\$	\$\$\$	\$	\$\$
Overall												

Legend:



Financial Implications

- **No Immediate Financial Impact:** Approval of the MMTMP Addendum has no direct financial implications
- **Future Funding:** Any related projects requiring funding will be subject to future Council approval
- **Implementation Approach:** Collector roads delivered primarily through development applications in accordance with the Town's local service policy, with no direct cost to the Town
- **Development Charges:** Select structures and crossings (e.g., future Highway 410) to be funded through Town-wide development charges
- **Future Funding Needs:** Additional funding may be required for land acquisition or delayed segments; staff will pursue grant, cost-sharing opportunities with the Ministry of Transportation (MTO), and other external funding sources.

Next Steps



Council Adoption

February 24, 2026



Notice of Completion

30-day public review in accordance with MCEA; Addendum filed with the Ministry



Official Plan Update

Preferred east–west collector alignment incorporated



Implementation

Road segments delivered mostly through development approvals; Addendum satisfies MCEA Phases 1 & 2, with developers completing Phases 3 & 4; construction phased with development

Thank You!