



Transportation Master Plan

October 2017

Final Report



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Executive Summary

Introduction and Background

The Town of Caledon Transportation Master Plan (TMP) is a strategic planning document designed to identify and address the transportation needs of the Town to the year 2031 (and beyond). Building on the directions articulated in the Town of Caledon Official Plan (COP) and the Peel Region Long Range Transportation Plan (LRTP), the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle.

The goals of the TMP are to:

- ▶ Define a transportation vision that encompasses community values and identifies a direction to address the Town's mobility needs in an effective, responsible and sustainable manner.
- ▶ Provide a transportation framework that will support an economically sustainable and environmentally respectful growth management strategy consistent with local, regional and provincial policies.
- ▶ Identify opportunities for a multimodal approach to transportation service delivery that will maximize transportation capacity and foster the use of sustainable modes of transportation such as transit, cycling and walking, while also considering the needs of automobiles and safe and efficient goods movement.
- ▶ Reflect the rural and urban character of Caledon, the rich heritage of the community, and its high quality of life.

Context

The TMP complements, builds upon and implements the existing provincial, regional and local policy framework. The plan also considers a broad range of ongoing initiatives by other government agencies. The following overarching policies and initiatives were considered in the TMP study:

Provincial	Regional	Municipal
<ul style="list-style-type: none"> ▶ Provincial Policy Statement (2014) ▶ Places to Grow, Growth Plan for the Greater Golden Horseshoe (2013 & 2017) ▶ <i>Accessibility for Ontarians with Disabilities Act</i> (2005) ▶ Greenbelt Plan (2005 & 2017) ▶ Metrolinx Regional Transportation Plan: The Big Move (2009) ▶ GTA West Corridor Environmental Assessment (2012) ▶ Ontario Ministry of Transportation Transit Supportive Guidelines (2012) ▶ #CycleON Ontario Cycling Strategy (2013) ▶ Ontario Trails Strategy (2010) 	<ul style="list-style-type: none"> ▶ Peel Region Official Plan (2014) ▶ Peel Region Climate Change Strategy (2011) ▶ Peel Region Health Background Study (2011) ▶ Peel Region Long Range Transportation Plan Update (2012) ▶ Peel Region Road Characterization Study (2013) ▶ Peel Region Strategic Goods Movement Network Study (2013) ▶ Peel Region Active Transportation Plan (2011) ▶ Peel Region Transportation Demand Management (TDM) Plan (2014-2018) 	<ul style="list-style-type: none"> ▶ Town of Caledon Official Plan (2015) ▶ Town of Caledon Secondary Plan for Mayfield West Phase II – Transportation Master Plan (2016) ▶ Town of Caledon Community Based Strategic Plan (2010) ▶ Caledon Transportation Needs Study Update (2009) ▶ Bolton Transportation Master Plan (2015) ▶ Caledon East Community Improvement Plan (2014) ▶ Caledon Trails Master Plan (2011) ▶ Caledon Development Charge Background Study (2014) ▶ Caledon Community Climate Change Action Plan (2010) ▶ Town of Caledon 2012 Community Greenhouse Gas Inventory Update (2012)

Existing and Future Conditions

The Town of Caledon provides a transportation network serving commuter, recreational and commercial goods movement travel demands. The network within the Town is primarily comprised of road rights-of-way (sidewalks, on-road cycling facilities, and general travel lanes), with some off-road active transportation routes (trails and pathways). This local system is supplemented by a broader transportation network of Regional Roads (under the jurisdiction of Peel Region), Provincial Highways and interregional transit (GO Bus) services.

Based on data from the 2011 Transportation Tomorrow Survey (TTS), approximately 223,000 total daily person trips were generated or destined to Caledon. Most trips by Caledon residents

are currently made by auto. Auto driver (74%) and auto passenger (15%) comprise 89% of all trips. Walking, transit, GO Transit and school bus make up the remaining portion of trips (11%). During the AM peak hours, most trips are destined to work (55%) followed by school (22%), while in the PM peak hour the majority of trips are destined to home (66%) or other (14%). Most trips to Caledon are travelling within the Town to Bolton and the Bolton employment lands. Individuals travelling from Caledon to destinations outside of the Town vary during the day, with AM peak period trips destined to Brampton, Mississauga, Toronto and York Region and PM peak period trips destined to a variety of locations including Orangeville and other areas including Simcoe, Dufferin and Wellington Counties.

Future demand on the transportation system is expected to increase as the Town and surrounding areas continue to grow. Between 2011 and 2031, the population of Caledon is expected to increase by 80% (approximately 48,000 additional people) per the COP, while employment is forecast to grow by 44%, adding 20,000 jobs over this period.

The impact of planned growth within Caledon and the surrounding areas was assessed using the Peel Region Travel Demand Forecasting Model. This computer-based modelling tool was used to predict how future travel demand could change due to this anticipated growth. Although traffic demands grow over time at every screenline, no location reaches over-capacity conditions. This is attributed to the planned Regional Road expansion program recommended in the LRTP, which has been formulated to serve anticipated growth. It is noted that traffic conditions will generally be worse in southcentral Caledon without the GTA West highway, as evidenced by higher v/c ratios.

Transportation Vision and Goals

The TMP defines the transportation vision for the Town, to focus on addressing the Town's mobility needs in an effective, responsible and sustainable manner:

By 2031, the Town of Caledon will have a transportation system that is safe, efficient, reliable, convenient, sustainable and multimodal. The system will balance demand with capacity allowing both intra- and inter-Town people and goods movement to support economic growth, respect the natural environment, reflect the urban and rural character of the town and preserve the high quality of life.

The transportation vision is supported by the following goals:

- ▶ Provide Choice in Services
- ▶ Facilitates Economically Sustainable Growth
- ▶ Respects and Protects the Environmental Integrity of the Town
- ▶ Develop a Safe, Reliable and Efficient System

Problems and Opportunities Statement and Alternative Solutions

The Town of Caledon faces several problems and opportunities related to the transportation network in the next 15 years:

- ▶ Rapidly Increasing Population and Employment
- ▶ Goods Movement
- ▶ Rural Roadway Deficiencies
- ▶ Evolving Land Development

Distinct transportation planning alternatives were derived and analyzed to address the problems and opportunities statement and achieve the transportation vision. Recognizing that Caledon falls within Peel Region and fits within the Regional transportation planning framework, the same four (4) alternative solutions identified for the Peel Region LRTP were assessed for the Caledon TMP to meet future needs, which are:

- ▶ **Alternative 1:** “Do Nothing”
- ▶ **Alternative 2:** “Transportation Demand Management (TDM) Only”
- ▶ **Alternative 3:** “Road and Highway Improvements Only”
- ▶ **Alternative 4:** “Combination of Alternatives 2 and 3”

Alternative 4 was further refined to fit within the context of Caledon, specifically considering the increased dependency on auto travel:

- ▶ **Alternative 4A:** “High Level of TDM Combined with Road and Highway Improvements”
- ▶ **Alternative 4B:** “Low Level of TDM Combined with Road and Highway Improvements”

The analysis of the alternatives based on a Multiple Account Evaluation (MAE) framework led to the selection of **Alternative 4B:** Low Level of TDM Combined with Road and Highway Improvements as the preferred alternative for the TMP. The combination of implementing road, transit, TDM and active transportation measures as part of the framework for Alternative 4B aids in reducing congestion and promotes transit and active transportation. The alternative

reflects the rural and urban characteristics of Caledon and will have the most promising effects on the transportation system.

Recommended Plan

The recommended plan features a range of road, transit, TDM, active transportation and policy initiatives to the year 2031 to implement the transportation network required to meet the future needs of the Town of Caledon. **Table E.1** summarizes the eight key objectives/trends and recommendations of the plan.

TABLE E.1: CALEDON TMP OBJECTIVES/TRENDS AND RECOMMENDATIONS

Objective/Trends	Recommendations
Through Trips	<ul style="list-style-type: none"> ▶ Road Improvements ▶ Albion Vaughan Road Widening ▶ Traffic Calming Strategy ▶ Traffic Safety Strategy/Audit ▶ Redesign Roads
Single Occupant Vehicles	<ul style="list-style-type: none"> ▶ TDM ▶ Transit Recommendations ▶ Cycling Commuter Trips
Major Destination	<ul style="list-style-type: none"> ▶ Transit Provision ▶ Connect to Brampton/Mississauga ▶ Employment Lands ▶ Internal Trips (Employment in Caledon) ▶ Bolton Union Connection <ul style="list-style-type: none"> ▶ GO Bus ▶ Connect to Vaughan Metropolitan Centre (New TTC Subway) ▶ Negotiate with Province on: ▶ Highway Improvements ▶ 427 Extension to Major Mackenzie Drive and beyond to Highway 9
Bolton as a Major Community Hub	<ul style="list-style-type: none"> ▶ Implement BTMP
Active Transportation	<ul style="list-style-type: none"> ▶ Active Transportation
Aging Population	<ul style="list-style-type: none"> ▶ Transit Target Audience

Objective/Trends	Recommendations
Trucks	<ul style="list-style-type: none"> ▶ Traffic Safety Strategy/Audit ▶ Traffic Calming ▶ Partner with Peel on Goods Movement Aggregate Study
Growth	<ul style="list-style-type: none"> ▶ Requirements of having TIS Guidelines

Recommended Actions

The recommended actions of the TMP are to:

- ▶ Incorporate the typical cross-sections into the Caledon Development Standard Manual
- ▶ Partner with Peel Region to work towards Vision Zero
- ▶ Continue to monitor and assess the need for improvements at key intersections in the Town
- ▶ Develop a Transit Implementation Plan
- ▶ Advocate for a GO Train Station to be constructed in the Bolton Residential Expansion Area (Bolton TMP)
- ▶ Introduce transit stop criteria and design policies into the Town of Caledon Official Plan
- ▶ Develop a TDM Plan, beginning with the following initiatives:
 - Increase local awareness of TDM with marketing and education programs;
 - Include TDM considerations in all municipal plans and studies;
 - Lead by example by implementing Town TDM measures and expanding the Town's role and participation in Smart Commute Brampton-Caledon; and
 - Support Peel Region's TDM initiatives.
- ▶ Implement the Long-Term Network Plans for Pedestrian and Cycling Routes
- ▶ Implement the Trails Master Plan
- ▶ Update the active transportation policies in the Official Plan
- ▶ Apply for the Share the Road Bicycle Friendly Community Award
- ▶ Continue to participate in the Active and Safe Routes to School Program
- ▶ Complete a Sidewalk Strategic Plan
- ▶ Participate in the Peel Region Goods Movement Strategic Plan
- ▶ Develop and implement a long-term Carpool Lot Strategy
- ▶ Introduce neighbourhood Traffic Management/Traffic Calming policies into the Town of Caledon Official Plan
- ▶ Update the Urban Traffic Calming Manual as required

- ▶ Participate in the discussion of Bill 65 Automatic Speed Enforcement at School Safety Zones and Community Safety Zones
- ▶ Investigate implementing a “Road Diet” on Queensgate Boulevard from Highway 50 to Albion-Vaughan Road
- ▶ Implement all-day parking on Queen Street in the Downtown Core (Bolton TMP)
- ▶ Engage in discussions with the Region of Peel and advocate for the transition of Queen Street into a “complete street” within Downtown Bolton.
- ▶ Implement the road network improvement program
- ▶ Implement active transportation improvements through planned capital works projects to the extent possible
- ▶ Amend the Town’s Official Plan to incorporate the policies recommended in this plan
- ▶ Design and implement an ongoing transportation monitoring program
- ▶ Review the TMP every five years, ideally in conjunction with a review of the Town Official Plan

The recommended road network improvement program was derived principally from the recommendations of the Bolton TMP and Mayfield West Phase 2 Secondary Plan TMP, with regard for the long-term capital works program set out in the 2014 Town of Caledon Development Charge Background Study. The analyses completed through the TMP study confirmed the expansion projects identified through those prior studies were still necessary for implementation by the year 2031.

It is noted that the long-term capital roads program contained in the 2014 Development Charge Background Study includes other projects considered necessary to support planned growth in Caledon not identified in this document. The TMP has focused more on expansion (widening and new construction) projects in established development areas. The absence of a specific project identified in the 2014 Development Charge Background Study from the recommended improvement program in this TMP should not be construed as the project is not necessary to support future growth.

Phasing and Costs

The projects in the recommended improvement program have been classified in two phases:

- ▶ **Short term**, generally considered appropriate for implementation by the year 2021;
- ▶ **Long term**, considered to be needed for implementation by the year 2031.

Indicative costs for the projects were obtained from the 2014 Town of Caledon Development Charge Background Study, where available.

Projects recommended for implementation in the short-term horizon generally are considered needed to address existing conditions and to serve planned growth of population and employment to the year 2021. The total cost for the three short-term projects is estimated at approximately \$11.100 million.

Seven projects are considered necessary for implementation by the year 2031. The total cost for these projects is estimated at approximately \$44.789 million.

Potential active transportation network improvements will be implemented primarily as opportunities are presented through the Town's ongoing road rehabilitation and reconstruction program. New multi-use routes will be constructed either through future development or as stand-alone projects, which will be identified in the Town's capital budget.

Implementation and Monitoring

The successful implementation of the TMP will require that concurrent efforts be undertaken to achieve key strategies, including supportive land uses, and managing transportation demand and constructing the transportation infrastructure identified in the plan. A regular review of the TMP is proposed every five years. The Town may amend the TMP in the intervening period to incorporate changes to the Official Plan review process or other major initiatives.

1 Introduction

1.1 Context

This report provides the Transportation Master Plan (TMP) for the Town of Caledon. The TMP is a strategic planning document designed to identify and address the transportation needs of the Town to the year 2031 (and beyond). Building on the directions articulated in the Town of Caledon Official Plan (COP) and the Peel Region Long Range Transportation Plan (LRTP), the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision.

The Town of Caledon spans over approximately 700 square kilometres and is the northernmost municipality in Peel Region. With a population of approximately 60,000 people, the town is a mix of rural areas, hamlets, and three urbanized centres: Bolton, Caledon East and Mayfield West. Peel Region is one of the fastest growing regions in Ontario, with a population of over 1.3 million people that is expected to reach 1.77 million people by 2031. Anticipated population growth and development in Caledon, Peel Region and neighbouring municipalities, along with a planned extension of Highway 427 to Major Mackenzie Drive, a proposed new 400-series highway and transitway within the GTA West Transportation Corridor and Metrolinx regional transit upgrades, are expected to have significant impacts on future transportation demand and the facilities provided to serve this need in Caledon.

1.2 Study Background and Purpose

As noted above, the TMP sets a vision and priorities for transportation in the Town of Caledon over the next 20 years. It is a strategic tool that will guide the development of transportation infrastructure, policies and programs, with a view to maintaining the high quality of life that Caledon residents currently enjoy, safeguard the environment, and facilitate continued economic growth and prosperity.

The TMP Study followed the master planning provisions specified in the Municipal Class Environment Assessment (EA), which is an approved process under the Ontario *Environmental Assessment Act*. The process included a comprehensive evaluation of transportation deficiencies, opportunities and solutions consistent with municipal planning goals and EA planning principles. The community was engaged through the Study, with the input from stakeholders and residents helping to guide the outcomes of the TMP. **Section 1.5** below provides further information about the community engagement process.

The goals of the TMP are to:

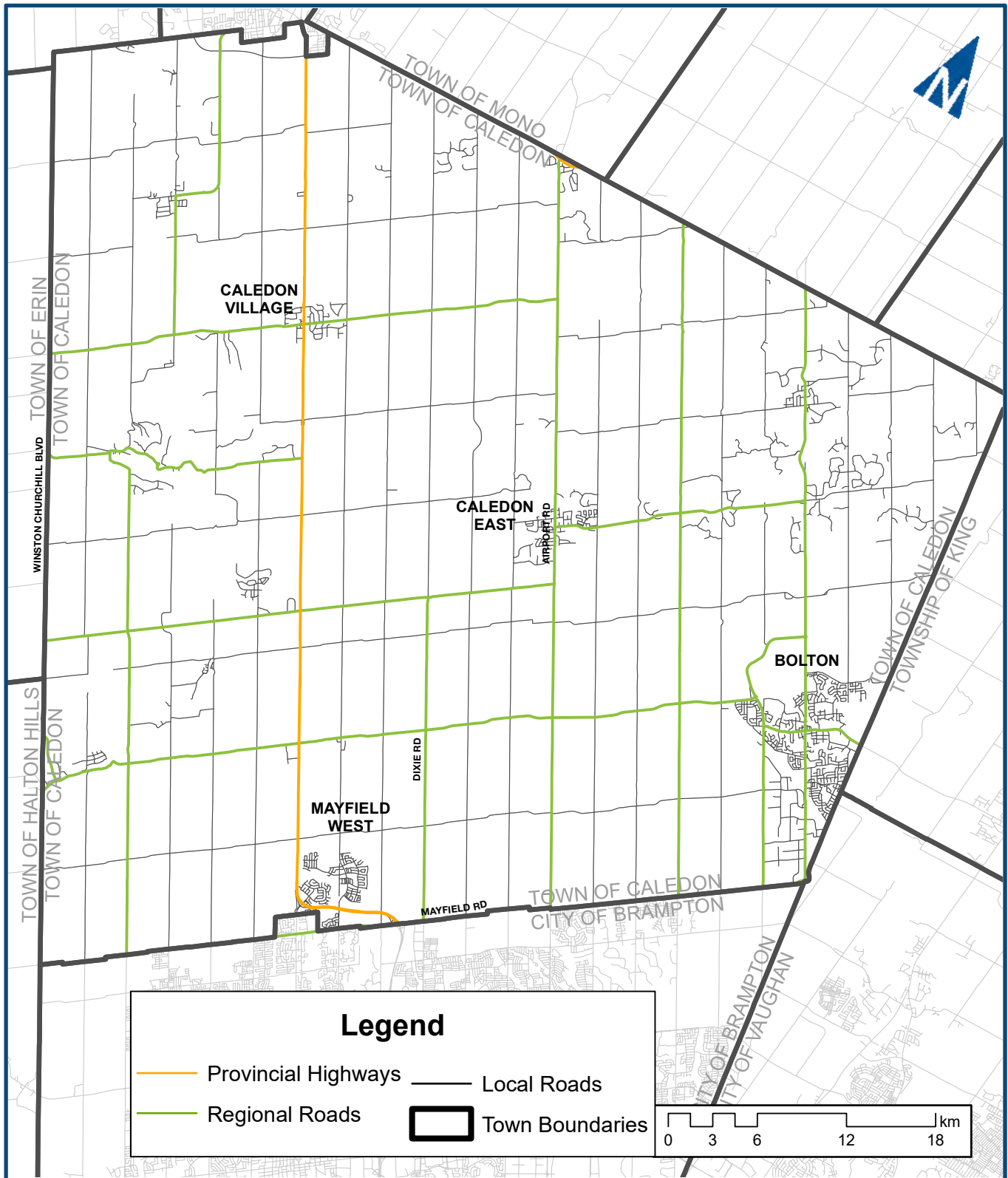
- ▶ Define a transportation vision that encompasses community values and identifies a direction to address the Town’s mobility needs in an effective, responsible and sustainable manner.
- ▶ Provide a transportation framework that will support an economically sustainable and environmentally respectful growth management strategy consistent with local, regional and provincial policies.
- ▶ Identify opportunities for a multimodal approach to transportation service delivery that will maximize transportation capacity and foster the use of sustainable modes of transportation such as transit, cycling and walking, while also considering the needs of automobiles and safe and efficient goods movement.
- ▶ Reflect the rural and urban character of Caledon, the rich heritage of the community, and its high quality of life.

The TMP Study considered the entire Town of Caledon, as shown in **Figure 1.1**. The boundaries of the Town extend from:

- ▶ Winston Churchill Boulevard in the west;
- ▶ Orangeville-Caledon Townline/Highway 9 in the north;
- ▶ Caledon-King Townline/Albion Vaughan Road in the east; and
- ▶ Mayfield Road in the south.

The actions recommended in the TMP represent the stated intentions of Town Council to guide ongoing and future investment and policy decisions. The plan provides a “blueprint” for future action that will need to be implemented through several mechanisms, including:

- ▶ **Development Charge By-laws, Annual Operating and Capital Budgets, and Long-Term Capital Forecasts** – These documents will earmark the necessary financial resources to implement the recommended programs and infrastructure improvements identified in the TMP;
- ▶ **Amendments to the Town of Caledon Official Plan** – Elements of the TMP will be incorporated into the COP by amendment to ensure implementation through policy direction and the review and approval of development applications;
- ▶ **Implementation Strategies and Action Plans** – The scope, timeframe and resource requirements for the recommended major initiatives need to be further detailed;



Transportation Master Plan Study Area



Caledon Transportation Master Plan

Figure 1.1

- ▶ **Environmental Assessments** – The Town must undertake Municipal Class EA studies to complete the planning and design process initiated through the TMP prior to proceeding with the implementation of certain improvement projects identified in this plan. This is necessary to satisfy provincial and federal statutory requirements; and
- ▶ **Guideline Documents** – Guidelines, such as those setting design standards and recommended operating and maintenance procedures, are needed to provide further implementation detail, and may be developed to complement the TMP.

It is important recognize that certain assumptions underlying the TMP may prove imprecise over time due to changing conditions, and the plan will need to be periodically reviewed and updated. Ideally, this assessment would be linked to the five-year reviews required for the COP by the *Planning Act*. Ongoing updates are not contemplated.

Successful implementation of the TMP will ultimately depend on the cooperation and active participation of many stakeholders, including Peel Region, the provincial government, other public agencies, the business and development community, and local citizens. The plan provides a framework for co-operation between stakeholders, and will be relied upon to guide the Town's future transportation decisions and actions.

1.3 Planning Context

The TMP has been developed within the context of previous and ongoing land use and transportation planning initiatives undertaken by the Town of Caledon, Peel Region, and Provincial government ministries and agencies. The plans and policies that have informed the TMP include:

Provincial Policies and Plans:

- ▶ Provincial Policy Statement (2014)
- ▶ Places to Grow, Growth Plan for the Greater Golden Horseshoe (2013 & 2017)
- ▶ *Accessibility for Ontarians with Disabilities Act* (2005)
- ▶ Greenbelt Plan (2005 & 2017)
- ▶ Metrolinx Regional Transportation Plan: The Big Move (2009)
- ▶ GTA West Corridor Environmental Assessment (2012)
- ▶ Ontario Ministry of Transportation Transit Supportive Guidelines (2012)
- ▶ #CycleON Ontario Cycling Strategy (2013)
- ▶ Ontario Trails Strategy (2010)

Peel Region Policies and Plans:

- ▶ Peel Region Official Plan (2014)
- ▶ Peel Region Climate Change Strategy (2011)
- ▶ Peel Region Health Background Study (2011)
- ▶ Peel Region Long Range Transportation Plan Update (2012)
- ▶ Peel Region Road Characterization Study (2013)
- ▶ Peel Region Strategic Goods Movement Network Study (2013)
- ▶ Peel Region Active Transportation Plan (2011)
- ▶ Peel Region Transportation Demand Management (TDM) Plan (2014-2018)

Town of Caledon Policies and Plans:

- ▶ Town of Caledon Official Plan (2015)
- ▶ Town of Caledon Secondary Plan for Mayfield West Phase II – Transportation Master Plan (2016)
- ▶ Town of Caledon Community Based Strategic Plan (2010)
- ▶ Caledon Transportation Needs Study Update (2009)
- ▶ Bolton Transportation Master Plan (2015)
- ▶ Caledon East Community Improvement Plan (2014)
- ▶ Caledon Trails Master Plan (2011)
- ▶ Caledon Community Climate Change Action Plan (2010)
- ▶ Town of Caledon 2012 Community Greenhouse Gas Inventory Update (2012)

This broad list of overarching plans and policy documents can be classified into the following categories:

1.3.1 Land Use Plans and Policies

Provincial Policy Statement (2014)

All Ontario municipal Official Plans are required to be consistent with the Provincial Policy Statement (PPS). The PPS provides policy direction on land use planning and development issues that are of provincial interest, including transportation facilities. Transportation policies set out in the PPS focus on the movement of people and goods through a safe and energy efficient transportation system, and promotes a multimodal transportation system, which includes transit and active transportation. This direction is supported through compact, mixed land uses and transportation demand management initiatives that minimize the length and amount of required motor vehicle trips.

Places to Grow, Growth Plan for the Greater Golden Horseshoe (2013 & 2017)

The Growth Plan for the Greater Golden Horseshoe was developed to guide planning decisions in a way that will promote economic development and strong communities. The Plan's vision calls for the development of compact and complete communities where people can live, work, and access services nearby. The Plan requires municipalities to plan for a built form that supports walking, cycling and transit and envisions an integrated, multimodal transportation system to support mobility for people and goods. Performance indicators for the growth plan were released in 2015 and include measures that demonstrate the development of compact and efficient communities support walking, cycling and transit. The Growth Plan policies will guide the TMP recommendations to include measures to support alternatives to motor vehicle use. In July 2017, the province released an update to the Growth Plan. As the TMP was drafted prior to the release of the update, the previous version was considered in the preparation of the TMP.

Greenbelt Plan (2017)

The Greenbelt Plan, established under Section 3 of the *Greenbelt Act, 2005*, permanently protects agriculture uses and natural ecology of the Greenbelt area by preventing urbanization. It is viewed as the “cornerstone” of the provincial Growth Plan for the Greater Golden Horseshoe. Most land in the Town of Caledon lies within the Greenbelt, including the Oak Ridges Moraine Conservation Area. The TMP considers these protected areas and has developed recommendations that respect the sensitivity and importance of the Greenbelt. In July 2017, the province released an update to the Greenbelt Plan. As the TMP was drafted prior to the release of the update, the previous version was considered in the preparation of the TMP.

Peel Region Official Plan (2014)

The Peel Region Official Plan sets the long-term policy framework to support planning decisions across the Region. Plan objectives include developing and promoting an integrated, efficient and safe multimodal transportation system, and encouraging the increased use of sustainable modes of transportation.

Town of Caledon Official Plan (2015)

The Official Plan sets out the policy framework to provide an integrated, diverse transportation system for the movement of people and goods that is safe, convenient, affordable, efficient, sustainable, minimizes environmental impacts and is accessible to all including those with

disabilities. The Plan recognizes that the primary mode of travel in the town during the plan period will be the automobile however, policies aim to provide for a transportation system that accommodates all travel modes and looks to senior levels of government to expand transit into the Caledon area. Development of a system of bicycle and pedestrian facilities is encouraged to link to major public open spaces, activity centres and the transportation network.

The primary road network, road classifications and Transportation Study Areas are designated on Schedule J of the Plan. The Plan policies commit to working with the Province, Region, and neighbouring municipalities to support future provincial transportation corridors including the Highway 427 extension to Major Mackenzie Drive, an additional extension of Highway 427 north of Major Mackenzie Drive, the GTA West Transportation Corridor; and related roadway improvements and connections. Rural Service Centres (rural towns on full piped water and sewer services) are designated as the primary growth areas.

Caledon East Community Improvement Plan (2014)

The overall goal for the Caledon East Community Improvement Plan is “to improve the physical environment of the community improvement plan project area” to revitalize the Caledon East community, promote private investment, and improve the residents’ quality of life. Plan objectives include encouraging property improvements that will provide for active modes of transportation, improve accessibility for all people, improving or expanding the trail network, and designing streetscape improvements to create accessible, pedestrian-oriented streets. Strategies aimed to assist the private sector include an incentive program for property upgrades to commercial, mixed-use, office, institutional or residential properties. Upgrades can include bicycle parking, wayfinding signage and improvements to the pedestrian environment. The consideration of transportation improvements to Caledon East’s core area is supported by the Plan through a future feasibility study. The Plan provides proposed streetscape and public realm improvements.

Highway 427 Industrial Secondary Plan – Area 47 (2014)

The City of Brampton Highway 427 Industrial Secondary Plan (Area 47) provides a conceptual land use plan and a policy framework for a complete community bordering the Town of Caledon to the south. It also protects lands for a future GTA West corridor. The area is expected to accommodate 27,000 people and 20,500 jobs at full build out. In the future, intensification in this area will influence Caledon’s transportation network to the north and therefore, was

considered in the development of the Bolton TMP. The Caledon TMP will also take this into consideration.

1.3.2 Transportation Plans and Policies

Metrolinx Regional Transportation Plan: The Big Move (2009)

The Big Move is a 25-year plan for an integrated, multimodal transportation system in the GTA that will support the sustainable growth policies of the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan. With a view to reducing traffic congestion, improving air quality and supporting economic viability, The Big Move provides a framework for the development of the TMP that considers all modes of transportation, promotes integration of local and regional public transit, and promotes transit-oriented development. The Big Move includes improvements that will benefit mobility in Caledon including the GTA West Corridor, the Highway 427 Extension, GO service to the community of Bolton, and improvements to rail service across the Region. As of September 2017, Metrolinx is currently in the process of updating the RTP to 2041. These initiatives are discussed in further detail below.

Ontario Cycling Strategy #CycleON (2013)

The Ontario Ministry of Transportation (MTO) Cycling Strategy: #CycleON and its associated Action Plan promotes cycling across the province as a mode of transportation. It aims to develop a province-wide cycling network (plan currently under development) and to reduce collisions and injuries. Starting in 2015 the Province invested \$10 million over two years through the Ontario Municipal Cycling Infrastructure Program (OMCIP) to support municipalities as they improve cycling infrastructure. The Town of Caledon was one of 37 municipalities approved for funding through this program.

Ontario Trails Strategy (2010)

The vision, goals and values of the Province's trail strategy recognizes trails as key economic and tourism assets for Ontario communities that, in addition to their economic benefits, bring important health benefits and contribute to a high quality of life. Coordination and strategic leadership is available to trail stakeholders through the Ontario Trails system framework that guides trail development, and provides opportunities for financial support.

Ontario Ministry of Transportation Transit Supportive Guidelines (2012)

The Province's Transit Supportive Guidelines promote transit-oriented planning and design throughout the province based on best practices and with the goal of encouraging increased

transit use in communities over time. As such, the guide compliments local planning and transportation policies and plans.

Peel Region Long Range Transportation Plan (LRTP) Update (2015)

The 2015 update to the 2005 Long Range Transportation Plan identifies the transportation challenges the Region anticipates over the next 20 years and focuses on investing in and sustaining a robust multimodal transportation system. Plan strategies address transportation demand management, goods movement and sustainability initiatives. The LRTP provides a road network improvement plan to address existing and future needs. Regional road improvements within the boundary of the Community of Bolton have been incorporated into the Bolton Transportation Master Plan and will also be incorporated into the Caledon TMP.

Peel Region Road Characterization Study (RCS) (2013)

The RCS was recommended in the 2012 Peel Region Long Range Transportation Plan as a process to examine the objectives, needs and intended functions of Regional arterial roads. The primary objective of the study was to evaluate and prioritize the multiple transportation demands on arterial road function, such as access to various land uses, goods movement, transit, pedestrian and bicycle facilities. The study characterized roads based on their desired function and adjacent land use while considering future development and intensification in the area. The Caledon TMP has taken this study into consideration in order to prevent a conflicting vision and recommendations.

Peel Region Strategic Goods Movement Network Study (2013)

The Peel Region Strategic Goods Movement Network Study is one of 23 Actions recommended in the Peel Region Goods Movement Strategic Plan 2012-2016. The Plan was developed by the Peel Region Goods Movement Task Force to support efficient goods movement in the Region. A hierarchical truck route network has been proposed through Peel Region based on stakeholder feedback and best practices.

Peel Region Transportation Demand Management (TDM) Plan (2014-2018)

Peel Region's Five-Year TDM Plan for 2014 to 2018 builds upon the success of previous TDM Plans and aims to continue to improve air quality by reducing single occupant vehicle travel demand. The plan aims to invest \$3.64 million over five years. The key components of the plan include:

- ▶ Providing support to local Transportation Management Associations;
- ▶ Individualized TDM marketing, telework and social marketing;
- ▶ Establishment of TDM Guidelines and tools to influence the planning and development process;
- ▶ Development of improved measurement and benefit analysis tools; and
- ▶ Technical support to assist municipal partners with the advancement of TDM across the Region.

Peel Region's five-year TDM Plan strategies will form a critical framework for the TDM Measures included in the Caledon TMP.

Peel Region Active Transportation Plan (2011)

The Peel Region Active Transportation Plan was adopted in 2012 and provides a long-range vision and strategy to increase the travel mode share of active transportation for shorter distance trips in the Region; improve the built environment for cycling and walking; and improve the integration of active modes with public transit. The Plan configures its strategies with a view to maximizing the benefits of increased active transportation mode share, including benefits to mobility, health, the environment and the economy. In addition to infrastructure improvements, policies and programs are proposed to support and encourage the uptake of active modes. The Plan is intended to complement the existing and planned active transportation network in Caledon and the other local municipalities by improving facilities on Regional Roads.

Between 2012 and 2014, 4.2 km of sidewalks, 2.3 km of multi-use trails, and 21.4 km of paved shoulders were implemented in the Town of Caledon with an additional 2.0 km of sidewalk, 2.85 km of multi-use trail and 4.8 km of paved shoulders planned for 2015-2016. The Greenbelt Cycling Route has also been implemented with the addition of signage and resurfacing along the existing east-west Caledon Trailway.

Caledon Transportation Needs Study Update (2009)

The Caledon Transportation Needs Study Update was a joint project of the Town of Caledon and Peel Region. The study identified the transportation improvements required to serve existing and future growth and land use in Caledon. The study identified improvements to existing arterial roads, travel demand management measures, improved inter-regional public transit.

Caledon Trails Master Plan (2011)

The Master Plan identifies additional north-south trail linkages between Porterfield Road and Inglewood; Mono Mills and Airport Road; and Albion Hills Park and Bolton. On-road cycling routes are also identified in the Plan.

Bolton Transportation Master Plan (2015)

Transportation issues and opportunities identified for the Community of Bolton include population growth, accommodating truck traffic in and through the community, preserving heritage structures in the downtown, and a lack of multimodal transportation options. The preferred transportation alternative includes short term multimodal recommendations for active transportation, transit, transportation demand management and truck movements, and recommended road improvements for the year 2021 and 2031.

Active transportation (AT) is a major component of the Master Plan and a Bolton AT Strategy is proposed as a high-level planning document outlining proposed improvements, programs, and policies for further investigation. Elements of Peel Region's active transportation network that were identified on City roads have been incorporated into the AT Plan. The supporting policies include provisions for local transit integrated with regional and inter-regional transit, TDM measures and policies to support a vibrant downtown designed with Complete Streets.

Appendix A provides the executive summary for the Bolton Transportation Master Plan.

Town of Caledon Secondary Plan for Mayfield West Phase II – Transportation Master Plan (2016)

The Mayfield West community secondary plan envisions a compact, pedestrian oriented, mixed-use community that provides residential, employment and commercial opportunities, community facilities and services. The planned population for the Secondary Plan is approximately 9,000 persons and approximately 2,845 dwelling units with 180 gross hectares (444 acres) of employment generating land uses, complementary commercial and community uses. The Transportation Master Plan provides a strategic transportation framework that supports a broad range of travel options that include walking, cycling, public transit, and a connected road network. Public transit service recommendations include a transit hub integrating local bus services with transit in adjacent urban areas (including GO Transit) and main activity centres in the City of Brampton. The Plan also includes the provision to connect and integrate pedestrian and bicycle networks with existing active transportation routes in Caledon and surrounding communities.

Peel-Highway 427 Extension Transportation Master Plan (2009)

This study was led by Peel Region in cooperation with the City of Brampton and the Town of Caledon to investigate strategies to connect municipal roadways with the proposed Highway 427 extension and to carry out a comprehensive review of transportation needs in Southeast Caledon and Northeast Brampton. The study recommendations include new arterial roads, improvements to existing roads and recommendations to support travel by modes other than automobile. The extension of Highway 427 will have an impact on transportation in the Town of Caledon and increase the transportation demand on existing roads. The highway expansion will be included in the Caledon TMP transportation analysis.

Highway 50 / 427 Extension Area: Arterial Road Network Study (2007)

This study investigated the feasibility of extending Highway 427 to a point south of the Green Belt and Oak Ridges Moraine. Connections to the Highway extension were investigated along with municipal road network solutions to accommodate increased transportation demands.

1.3.3 Major Transportation Initiatives

Greater Toronto Area (GTA) West Corridor Environmental Assessment (2012)

The Ministry of Transportation initiated the GTA West Transportation Corridor Planning and Environmental Assessment Study to address long term transportation needs in the GTA West area. Route alternatives for a new transportation corridor that is proposed to include a 400-series highway, a transitway, and potential priority for goods movement are being investigated. The Route Planning Study Area crosses east-west through the Town of Caledon. In December 2015, the province suspended its work on the EA project pending further review.

Due to the uncertainty of this project and the considerable impacts that it would have on transportation conditions in the Town of Caledon, the TMP will analyze two transportation modelling scenarios, one with the GTA West corridor in place and one without.

Highway 427 Extension, Ministry of Transportation (May 2016)

The province has released a request for proposals to extend Highway 427 by 6.6 km from Highway 7 to Major Mackenzie Drive. The highway will also be widened for about 4 km south of Albion Road to Highway 7. Construction is expected to begin in 2017 and the highway is expected to be open to traffic in 2020. Dedicated High Occupancy (HOT) lanes will be included in the new extension. In addition, 15.5 km of dedicated HOT lanes with electronic tolling in both

directions are planned for Highway 427, from south of Highway 409 to north of Rutherford Road in 2021.

1.3.4 Other Legislation, Plans and Policies

Accessibility for Ontarians with Disabilities Act (AODA, 2005)

The AODA outlines mandatory standards for the private, public and non-profit sectors to remove barriers and ensure equitable access for all residents with disabilities. Built environment standards have been developed and must be applied when planning, designing and building transportation facilities. These standards will be applied in the development of the Caledon TMP.

Peel Region Climate Change Strategy (2011)

The Region's Climate Change Strategy sets out a framework and action plan over the short and medium term (up to 5 years) to address factors contributing to climate change at the local level in collaboration with partner municipalities, agencies, residents and the private sector. Net greenhouse gas emission reduction targets for all partners are set at 80% below 1990 levels by 2050. Actions include ongoing support for sustainable transportation initiatives across the Region.

Peel Region Health Background Study (2011)

This study undertaken by Peel Region Public Health and the Heart and Stroke Foundation helps to ensure new development promotes and supports healthy and active communities. The study provides a checklist-based tool for municipalities to use in the evaluation of development proposals against a set of criteria for healthy built form. The tool is organized under six core elements: density, service proximity, land use mix, street connectivity, streetscape characteristics, and parking. The tool was previously used to evaluate local plans such as the Mayfield West Phase II Secondary Plan and was considered in the development of the Bolton Transportation Master Plan.

Town of Caledon Community-Based Strategic Plan (2010)

The ten-year Community-Based Strategic Plan was developed with the input of area residents, businesses and institutions; and sets a vision and goals for the Town of Caledon to achieve continued economic, social, and environmental success. Strategic objectives that aim to facilitate connections between communities encompass transportation and call for provision of

transit and bicycle facilities (Strategic Objective 2F), and a universally accessible public realm (Strategic Objective 2A).

Caledon Community Climate Change Action Plan (2010)

The Community Climate Change Action Plan builds on a community greenhouse gas inventory that was developed in 2008 and 2009. Based on these findings, the Community Climate Change Action Plan contains a series of proposed greenhouse gas reduction actions, categorized as follows: transportation; green development; energy; schools; agriculture; community awareness; tree planting and naturalization; waste; local food; and longer term actions. Transportation actions include ongoing support for Transportation Demand Management, anti-idling, public transit services and alternative fuel types.

Town of Caledon 2012 Community Greenhouse Gas Inventory Update (2012)

The purpose of the 2012 GHG emissions inventory is to fulfill the requirements of Milestone 5 of the Partners for Climate Protection program and track the Town's progress towards its GHG emissions reduction goals. This inventory also serves to help the Town to: prioritize and better target actions in its Action Plan through the identification of its largest emissions sectors and sources in 2012 compared to 2006; respond to and prepare for upcoming changes in regulations, fuel costs, and markets resulting from Ontario's Cap and Trade program and the recent release of its Climate Change Strategy and; strengthen local sustainability planning overall. The inventory also complements and updates the 2006 inventory, incorporating updated best practices in emissions calculation methodologies and newly available data.

1.4 Study Process

Preparation of the TMP followed the master planning process defined in the **Municipal Class EA**¹. This process integrates the planning for infrastructure requirements for existing and future land use with the principles of environmental assessment planning, which include:

- ▶ Consulting with affected parties early and often;
- ▶ Considering a reasonable range of alternatives;
- ▶ Identifying and considering the effects of each alternative on all aspects of the environment;

¹ Ontario Municipal Engineers' Association, *Municipal Class Environmental Assessment*, October 2000, as amended in 2007, 2011 and 2015.

- ▶ Evaluating the alternatives systematically to determine their net environmental effects; and
- ▶ Providing clear, complete and traceable documentation of the planning process.

The work completed in preparing the plan is consistent with the first two phases of the Municipal Class EA planning and design process for the proposed infrastructure projects identified. However, the TMP was not prepared in a manner that would allow the document, on its own, to serve as the problem and opportunity statement (Phase 1), or the assessment of alternative solutions (Phase 2) for the identified projects. More detailed investigations and public involvement are still required to fulfil consultation and documentation requirements. The plan will be relied upon in completing this future work.

The TMP does not require approval under the *Environmental Assessment Act*, although the projects recommended by the plan must fulfil all appropriate EA requirements. Requests for an order to comply with Part II of the Act, the portion of the legislation regarding appeals, is possible only for those projects that are subject to the Municipal Class EA, and not the plan itself. All infrastructure improvements fall into this category.

1.5 Community and Stakeholder Engagement

1.5.1 Program Overview

Engaging residents and stakeholders is an important, essential component of the development of the Caledon TMP, as well as a key piece of the Class EA process. A successful TMP will consider and address the needs and wants of the transportation system users. To engage a wide range of community members, it is important to have an effective, accessible and efficient communication system. The existing Town communication channels including the Town website, social media, community boards and newspapers were utilized as well as in-person events and workshops. The major engagement activities included:

- ▶ A series of “pop-up” engagement events for the first round of public consultation to gather community input on the transportation system;
- ▶ A Public Information Centre to present the draft TMP to the public and solicit feedback; and
- ▶ A Stakeholder Workshop to present the draft TMP to stakeholders and receive their input and comments.

Opportunities to engage were promoted through the Town’s communication channels:

- ▶ Dedicated project webpage on the Town’s website (www.caledon.ca/tmp);
- ▶ Notice posted on the Town’s website;
- ▶ Advertisements posted in the Caledon Citizen and Caledon Enterprise newspapers;
- ▶ Your Caledon Twitter account, Facebook account, and newsletter; and
- ▶ Project posters on community boards in Town libraries.

Appendix B contains all community and stakeholder engagement documents including notices, letters, presentation materials, display boards, survey responses, comments and responses.



1.5.2 Consultation Round #1

To provide meaningful opportunities for community input into the TMP and to reach a broad audience, the Town of Caledon hosted six “pop-up” engagement events around the municipality and provided an online feedback form, available from January to September 2016.

In total, 150 people were engaged in the conversation on Caledon’s future transportation network. The following table provides a breakdown of the engagement activities and number of people that participated.

Date	Pop-Up Location	Number of Participants*	Engagement Input
Jan 29, 2016	Caledon Public Library (Caledon East Branch)	6	6
Jan 29, 2016	Caledon Centre for Recreation and Wellness	28	18
Jan 29, 2016	Caledon Community Complex	17	13
Jan 30, 2016	Mayfield Recreation Complex	32	18
Jan 30, 2016	Inglewood Community Centre and Library	8	6
Jan 30, 2016	Albion Bolton Community Centre	5	4
Jan 22 – Feb 15, 2016	Online Feedback	54	54
Total		150	119

*Number of participants is higher than input due to families and couples participating in joint conversations



During the engagement activities, participants were asked to share where they generally live and travel on a large map of the Town, as shown in **Figure 1.2**. During one-on-one conversations participants were also asked to share what elements of Caledon's transportation network they felt worked well, what issues or concerns they may have, and any improvements they would like to see explored.

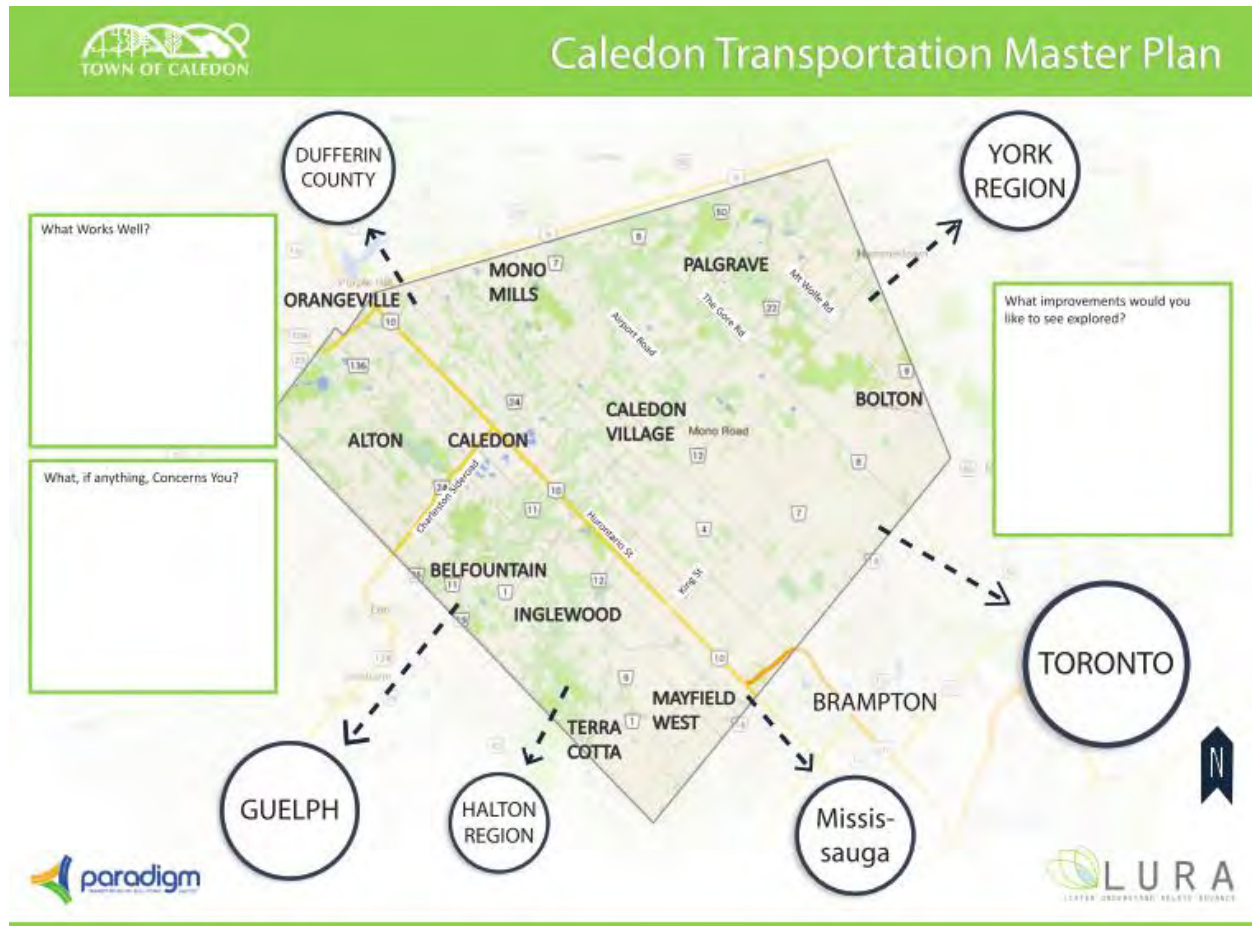


FIGURE 1.2: INTERACTIVE MAP OF THE TOWN OF CALEDON USED DURING COMMUNITY CONVERSATIONS

The following is a summary of the common responses provided by participants at the pop-up engagement events and through the online form. The results of the survey were used to guide the TMP and did not require a response from the project team. The full compilation of input is provided in the appendix.

Mode of Transportation Participants Used Most Often

- ▶ The overwhelming majority of participants drive alone
- ▶ Few residents carpool
- ▶ Some participants use GO Transit

Where Participants Live

- ▶ Bolton
- ▶ Caledon East

- ▶ Palgrave
- ▶ Inglewood

Where Participants Commute to Most Often

- ▶ Brampton
- ▶ Bolton
- ▶ Toronto
- ▶ Mississauga
- ▶ Vaughan
- ▶ Caledon East
- ▶ Orangeville
- ▶ Oakville

What Participants Believe Currently Works Well

- ▶ Walking and cycling trails
- ▶ GO Transit bus service
- ▶ Traffic circles/roundabouts
- ▶ Relatively close proximity to services; easy to get to
- ▶ Highways have good flow and are accessible/usable

Common Concerns Expressed

- ▶ Truck traffic
- ▶ Not enough GO Transit service/public transit
- ▶ Connectivity of trails/paths to get around as alternative to cars
- ▶ Safety concerns at some intersections
- ▶ The high speed of commuting traffic
- ▶ Traffic commuting through Caledon to get south or north (cottagers)
- ▶ The proposed GTA West 400 Series Highway
- ▶ Dangerous for commuters using active transportation (e.g. cycling)
- ▶ Lane closures causing traffic

Improvements Participants Would Like to See Explored

- ▶ Increased GO Transit service
- ▶ Better management of truck traffic, including usage of the by-pass
- ▶ Lower speed limits
- ▶ More cycling lanes on roads; better separation

- ▶ Better connectivity of paths and trails
- ▶ Municipal public transit service
- ▶ Better connectivity to neighbouring municipal and regional public transit services
- ▶ Better road maintenance
- ▶ Expansion of different modes of public transportation
- ▶ Offering lots for cars, promoting carpool options

1.5.3 Consultation Round #2

A Memorandum and Presentation were provided to the Council in the August 29th, 2017 to inform that the draft Caledon Transportation Master Plan Report has been prepared and is ready to be released as a draft for public consultation. The Council acknowledged the draft Transportation Master Plan to be presented to the Public for their input. Council offered their feedback on the importance of the Public Transit Feasibility Study, Active Transportation, incorporating the Bolton Transportation Master Plan recommendations in CTMP, bicycle parking, Old School and Healy Road as the major east-west arterial roadway and the extension of Highway 427 to Highway 9.

A Public Information Centre (PIC) was held on September 25, 2017 from 6:00 p.m. to 9:00 p.m. to present the draft version of the TMP to the public. The PIC was held as a drop-in format with 18 display boards highlighting the key components of the TMP. Both the consultant project team and Town staff were available to answer questions and provide further details. The PIC was held in conjunction with the first round of engagement for the Transit Feasibility Study.

Over the course of the evening, a number of residents, councilors and stakeholders attended the PIC with 30 participants signing the registrar. Residents had the opportunity to provide feedback through a comment form either in person on the project website until September 30, 2017. All comments were recorded and considered for inclusion in the TMP where appropriate. The full compilation of materials from the PIC and comments are provided in the appendix.

1.5.4 Agencies

Agencies were notified at key points in the study process and to fulfill the requirements of the Municipal Class EA process. The agencies were encouraged to provide any information they felt was necessary for the Project Team to consider during the study. A stakeholder workshop was held on September 25, 2017 from 9:00 a.m. to 12:00 p.m. to present the draft version of the TMP and answer questions. The appendix provides the stakeholder workshop presentation and meeting minutes.

Stakeholders and agencies were asked to provide comments on the draft report by September 30, 2017 to incorporate in the final version of the TMP. All comments received from agencies and stakeholders were recorded, considered and addressed. A table with all agency and stakeholder comments as well as the project team response is provided in the appendix.

The following details the agencies contacted during the study:

Town of Caledon:

- ▶ Corporate Services
- ▶ Council
- ▶ Engineering Services
- ▶ Finance and Infrastructure Services
- ▶ Fire and Emergency Services
- ▶ Heritage Resources
- ▶ Roads and Fleet

Provincial Agencies:

- ▶ Ministry of Aboriginal Affairs
- ▶ Ministry of Economic Development, Employment and Infrastructure
- ▶ Ministry of the Environment and Climate Change
- ▶ Ministry of Natural Resources and Forestry
- ▶ Ministry of Tourism, Culture and Sport
- ▶ Ministry of Transportation (Peel-Halton Area)
- ▶ Niagara Escarpment Commission
- ▶ Ontario Parks
- ▶ Ontario Provincial Police

Regional Agencies:

- ▶ County of Simcoe
- ▶ Metrolinx
- ▶ Peel Regional Police
- ▶ Regional Municipality of Peel
- ▶ Regional Municipality of York

Municipal Agencies

- ▶ City of Brampton

- ▶ City of Mississauga
- ▶ City of Vaughan
- ▶ City of Toronto
- ▶ Township of King

Conservation Authorities:

- ▶ Credit Valley Conservation Authority
- ▶ Grand River Conservation Authority
- ▶ Niagara Escarpment Commission
- ▶ Toronto and Region Conservation Authority

Local Agencies:

- ▶ Dufferin-Peel Catholic District School Board
- ▶ Peel Region District School Board
- ▶ Town of Caledon Fire Department

First Nations:

- ▶ Métis Nation of Ontario
- ▶ Mississaugas of the New Credit First Nation

Stakeholders:

- ▶ Bell Canada
- ▶ Canadian Pacific Railway (CPR)
- ▶ Canadian National Railway (CNR)
- ▶ Enbridge
- ▶ Hydro One
- ▶ MTS AllStream
- ▶ Rogers
- ▶ 407 ETR

Public Interest Groups:

- ▶ Elora Cataract Trailway Association
- ▶ Heritage Canada
- ▶ Trans Canada Trail

1.6 Report Organization

The remainder of the TMP is organized into the following chapters:

- ▶ **Chapter 2: Existing Conditions** provides an overview of current conditions in Caledon, including land use and demographics, the transportation system and recent trends in travel characteristics.
- ▶ **Chapter 3: Future Transportation Needs** describes future forecasted travel demand and the transportation vision and goals for the TMP. The problems and opportunities statement is developed along with the potential alternatives and evaluation criteria to select the preferred alternative.
- ▶ **Chapter 4: Recommended Plan** presents the preferred plan including the road, active transportation and transit networks, TDM plan and other policies in support of the plan.
- ▶ **Chapter 5: Plan Implementation** organizes the plan into short and long-term horizons and includes the financial implications and future EA requirements. The chapter also provides a monitoring framework to track the progress and performance of the recommended plan.

2 Existing Conditions

2.1 Land Use and Demographics

2.1.1 Population and Employment

With a population of over 59,000, Caledon is the smallest municipality in Peel Region and ranks 37th provincially and 87th nationally in terms of population according to the Census of Canada.

Table 2.1 details the existing 2006 and 2011 population, housing and employment for the Town of Caledon. Note, data does not adjust for the Census undercount.

Over the past 20 years, Caledon has grown by over 30%, from a population of approximately 40,000 in 1996. Between 2006 and 2011, the population of the Town increased by 4.2%, slightly below the national average of 5.9%. The number of households in Caledon has increased by about 880, indicating moderate development over this five-year period. Moving forward, more rapid growth is expected in the Town, which will require improved transportation facilities to maintain the quality of life for existing and new residents.

TABLE 2.1: POPULATION, HOUSING AND EMPLOYMENT GROWTH IN CALEDON, 2006 – 2011

	2006	2011	Growth
Population	57,050	59,460	+ 2,410 (+4.2%)
Housing	18,210	19,086	+ 876 (+4.8%)
Employment	18,555	21,242 [†]	+ 2,687 (+14.5%)

*Source: 2006 and 2011 Census

†Source: 2011 Transportation Tomorrow Survey

2.1.2 Development Patterns

The present and planned structure of the Town of Caledon is based on a variety of historical, geographic and demographic factors. The long-term structure of the Town will also be fundamentally influenced by several Provincial policy documents including the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan, several of which are noted in **Section 1.3** above.

The Peel Region and Town of Caledon Official Plans are the principal long-term plans used to guide the municipalities in managing growth and development. These plans affect the entire land base of the Town and denote where and how much growth should occur.

Most growth in the Town is planned to occur within established and evolving settlement areas. The COP designates a hierarchy of settlements, which are intended to foster and enhance the distinct community character in Caledon, and sets out population allocations and policies to guide their growth. The hierarchy, as shown in **Figure 2.1**, consists of:

- ▶ **Rural Service Centres** – Mayfield West, Bolton and Caledon East;
- ▶ **Villages** – Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills and Palgrave;
- ▶ **Hamlets** – Albion, Belfountain, Campbell’s Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, and Wildfield; and
- ▶ **Industrial/Commercial Service Centres** – Sandhill, Tullamore and Victoria.

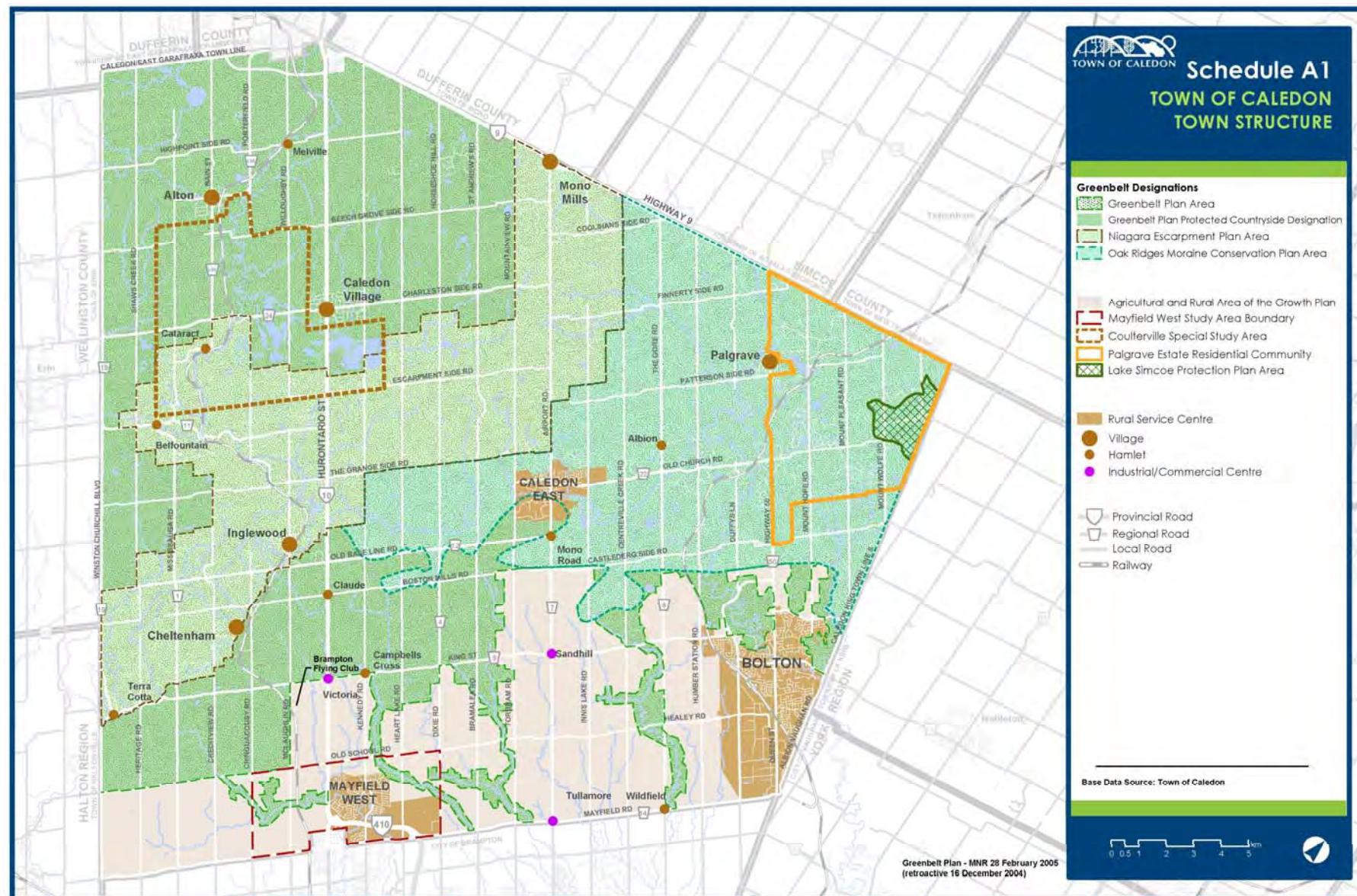
2.1.3 Natural, Social and Cultural Environment

The TMP has considered the natural, cultural and social environments in the development of transportation alternatives to avoid negative impacts, wherever possible. The following sections provide a brief description of each environment.

Natural Environment

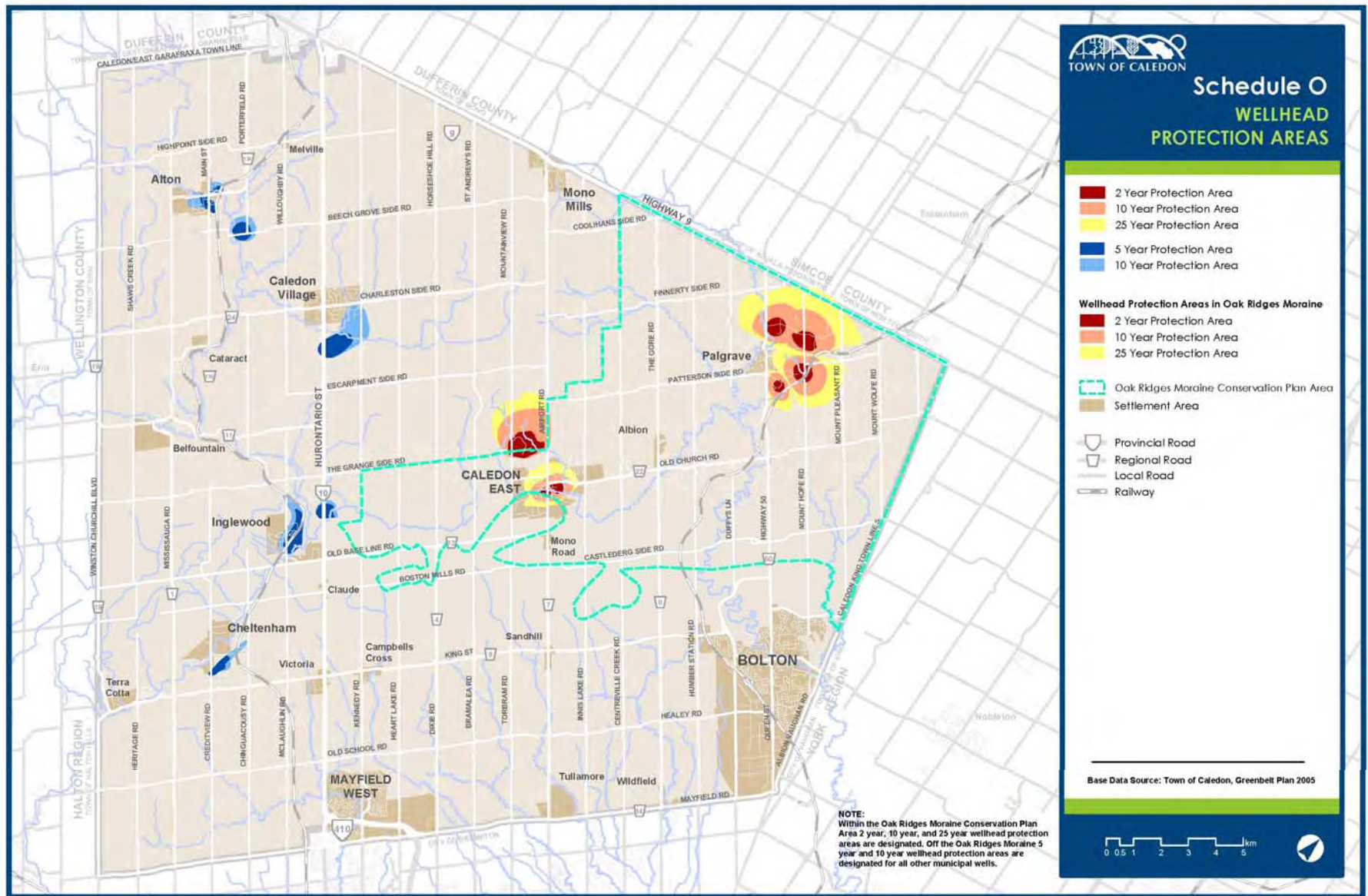
Natural heritage areas are a key facet to any community. The quality of life of a community is influenced by the quality of the natural environment. The health of natural heritage features and areas directly reflects the social, environmental and economic health and well being of the whole community. It is the responsibility of the Region in partnership with the local municipalities, the Province, and the conservation authorities to provide a high quality natural environment for the community including a diverse and healthy natural heritage system. The Town of Caledon has a wide range of natural features, including wellhead protection areas, environmentally significant areas, woodlands, wetlands, valley and stream corridors, and wildlife habitats to be protected and enhanced.

The Peel Region Official Plan (2014) identifies Wellhead Protection Areas around wells where land uses must be carefully planned to protect the long-term quality of the water supply. Wellhead Protection Areas are based on migratory patterns of groundwater upstream from the well. In these areas, it may be necessary to restrict or even prohibit certain land uses due to their potential to impact groundwater. The Town of Caledon Official Plan further details restricted land uses and activities within Wellhead Protection Areas. Peel Region currently owns and operates 14 active municipal wells in the Town of Caledon, supplying water to Alton, Palgrave, Caledon East, Caledon Village, Cheltenham Village and Inglewood. **Figure 2.2** details the Wellhead Protection Areas in the Town of Caledon.



Structure of Caledon

Figure 2.1



Wellhead Protection Areas

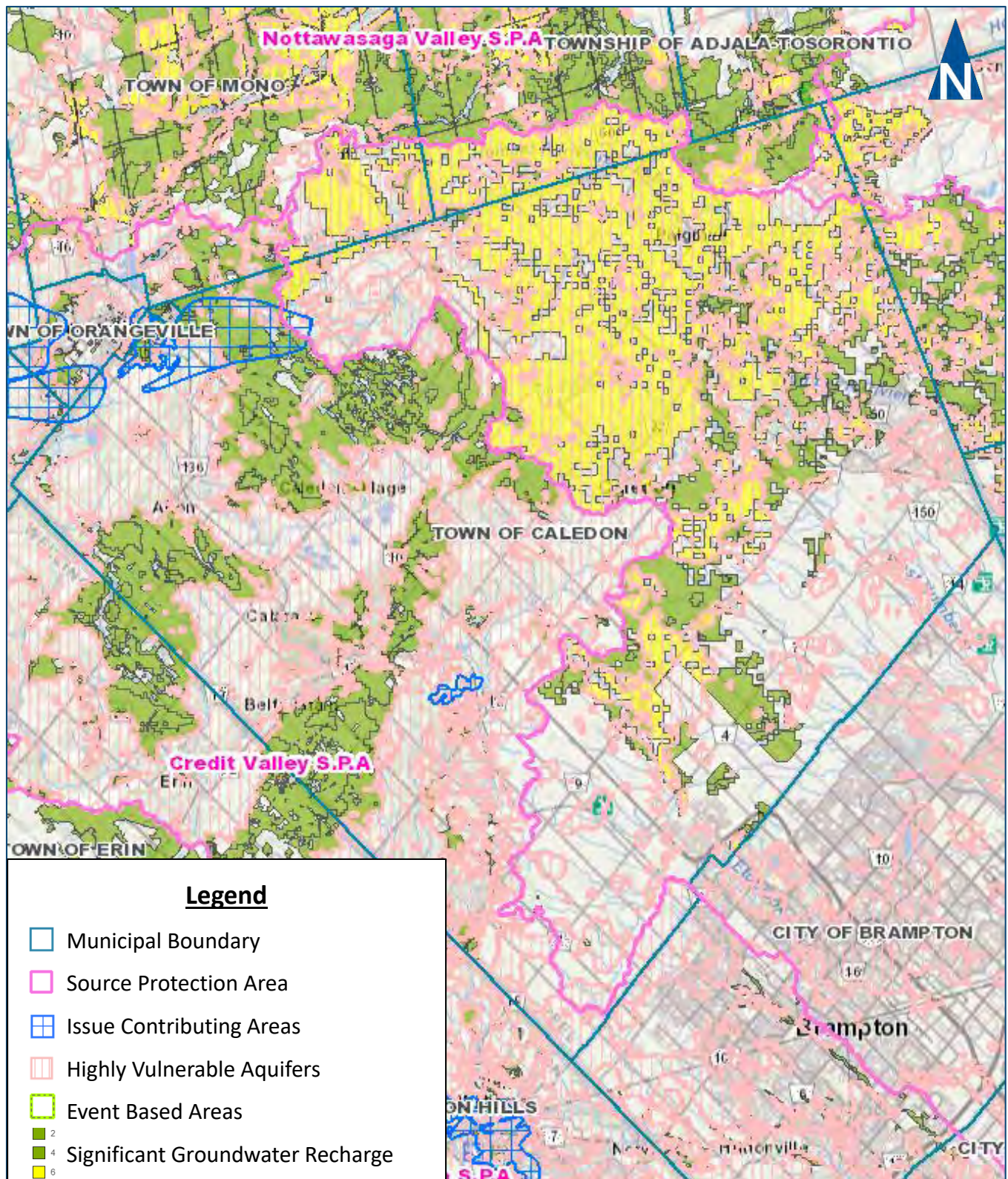
Figure 2.2

In addition to Wellhead Protection Areas, the *Clean Water Act, 2006* requires other vulnerable areas to be delineated including Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). **Figure 2.3** details the vulnerable areas, indicating a large portion of the Town lies on HVAs and SGRAs. This coincides with the Oak Ridge Moraine extending through the northeast and central areas of the Town.

There are several Environmentally Significant Areas in the Town of Caledon that have been identified as significant and worthy of protection based on ecology, hydrology and geology. Within the Town, the Oak Ridges Moraine, Niagara Escarpment and Greenbelt are identified as ESAs with provincial plans in place to provide permanent protection. **Figure 2.4** details the natural environment in Caledon.

In 2009, the Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study was completed which identifies significant woodlands and wildlife habitat within the Region of Peel and the Town of Caledon. Woodlands are complex ecosystems comprised of communities of trees, shrubs, ground vegetation and immediate environmental conditions on which they depend. Wildlife habitats are areas of the natural environment where plants, animals, fish and other organisms derive life support functions such as cover, protection, reproductive support, food and water.

The projects identified in the TMP are subject to the applicable policies outlined in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan. For the project-specific environmental assessments that will be completed for any Schedule B and C projects identified in the TMP, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.

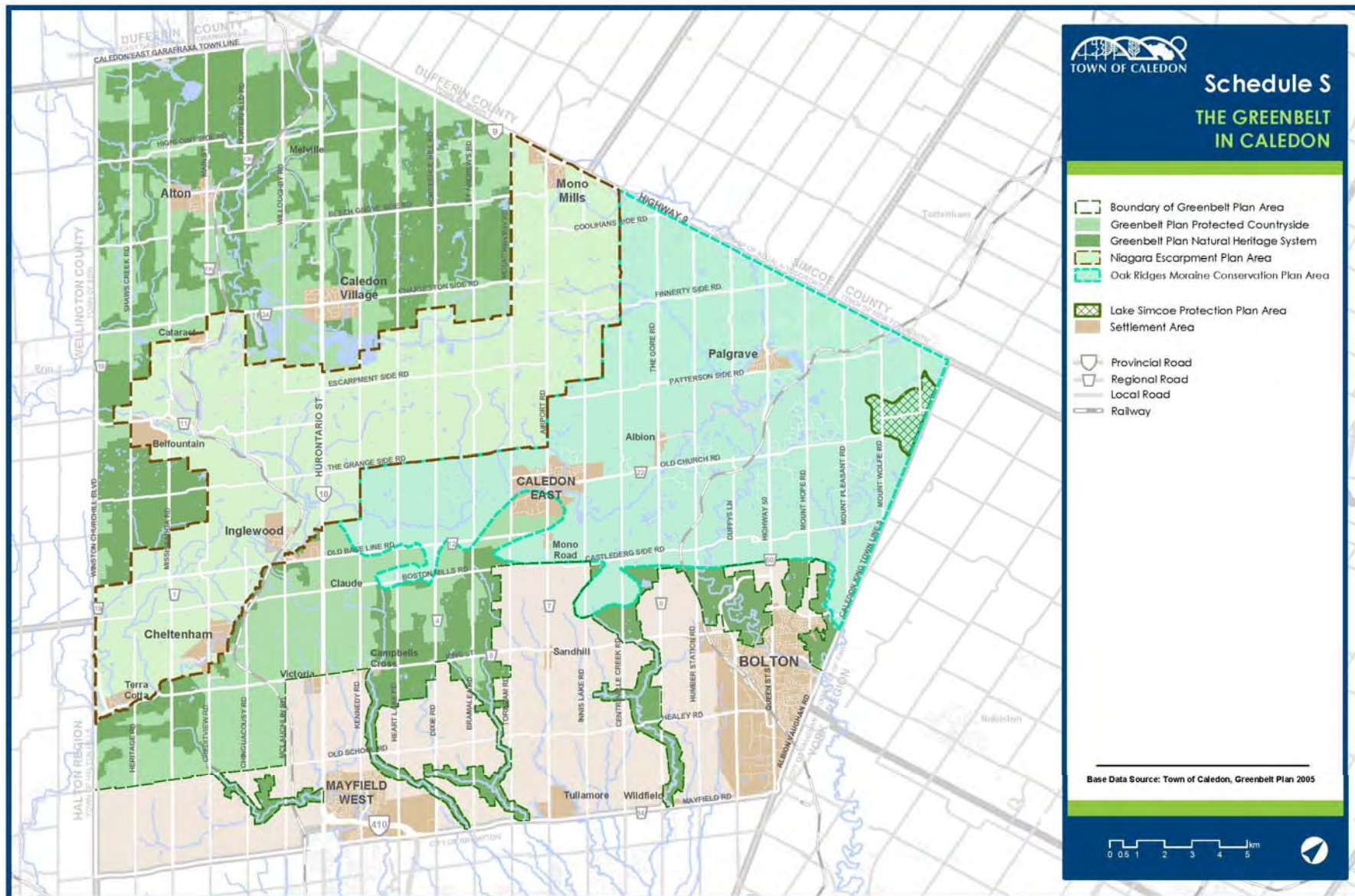


Clean Water Act, 2006 Vulnerable Areas



Caledon Transportation Master Plan

Figure 2.3



Natural Environment

Figure 2.4



Social Environment

The Ministry of Environment monitors air quality in Ontario via a network of 40 ambient (outside) air monitoring stations across the province. The data is analyzed in the annual *Air Quality in Ontario Report*, which summarizes the ambient air quality across the province and examines air pollution trends. The most recent report was published in 2014. Of the 40 air monitoring stations, the Brampton station located at 525 Main St. N., Peel Manor is situated the closest to Caledon. Air quality was reported in the good and very good categories 91.0% of the time at the Brampton air monitoring site. Across the province, the average air quality was reported in the good and very good categories 94.0% of the time. Air quality in Caledon varies based on a number of processes, including release and removal of pollutants into the atmosphere, sunlight, moisture, cloud cover and weather conditions.

Cultural Environment

The Town also seeks to identify and conserve its cultural heritage resources that are of historical, architectural and archaeological value. Section 3.3 of the Town of Caledon Official Plan establishes policies for cultural heritage organized around three key components: archaeology, built heritage and cultural heritage landscapes. The policies within the Official Plan recognize that cultural heritage landscapes and built heritage resources need to be identified, and that cultural heritage landscapes and significant built heritage resources need to be conserved. The Official Plan identifies the need to prepare a comprehensive Cultural Heritage Master Plan whereby the cultural heritage resources of the Town are surveyed, inventoried or otherwise examined or studied. The Town has completed separate Built Heritage (2008) and Cultural Heritage Landscapes Reports which identify properties and landscapes of historical significance to be subject to a Cultural Heritage Impact assessment at the discretion of the Heritage Resource Officer. **Appendix C** contains the Built Heritage Report and Cultural Heritage Landscapes Report. The Town is currently preparing an archaeological report.

2.2 Transportation System

2.2.1 Roads

The road network serving Caledon is comprised of provincial highways and arterial, collector and local roadways. The Town has jurisdiction for all collector and local roadways. Peel Region is responsible for most arterial roads, while the Province has jurisdiction for the 400-series and provincial highways. **Figure 2.1** displays the existing hierarchical road network serving the Town of Caledon. The arterial and collector roads generally form block grids and function as main thoroughfares.

The Provincial highways in Caledon include:

- ▶ Highway 410 with the northern terminus located at Hurontario Street, just north of Mayfield Road;
- ▶ Hurontario Street (Highway 10) running north-south; and
- ▶ Highway 9 running east-west, forming the boundary between Caledon and Dufferin and Simcoe Counties.

The regional east-west arterials include Charleston Side Road, Bush Street/Forks of the Credit Road, Old Base Line Road, King Street, and Mayfield Road. North-south regional arterials include Winston Churchill Boulevard, Mississauga Road, Porterfield Road, Dixie Road, Airport Road, The Gore Road, and Highway 50. Albion Vaughan Road is the only arterial road under the jurisdiction of the Town.

The Town's collector road system generally forms smaller block grids between the arterial road system. These roads are generally continuous and carry moderate traffic volumes. Within the rural service centers, villages, and hamlets, the collector roads provide access to the local road system. Some of Caledon's more significant collector roads include Heritage Road, Chinguacousy Road, Kennedy Road, Heart Lake Road, Bramalea Road, Old School Road/Healey Road, The Grange Side Road, Patterson Side Road, Beech Grove Side Road and Highpoint Side Road.

The local roads connect to the collector roads and provide access to individual properties in residential and commercial areas.

2.2.2 Transit

Currently, the Town of Caledon does not operate a local public transit system. Inter-regional transit is provided by GO Transit, who currently operates three bus routes in Caledon:

- ▶ **Route 37 Orangeville/Brampton** travels along Hurontario Street, with six (6) southbound buses from Orangeville between 5:30 AM and 7:30 PM (4 morning and 2 evening) and six (6) northbound buses from Brampton between 1:45 PM and 9:15 PM. Connecting GO Rail and bus routes service Union Station in Toronto.
- ▶ **Route 38 Bolton/Malton/North York** travels along Highway 50, with six (6) southbound buses from Bolton between 6:00 AM and 1:30 PM, and seven (7) northbound buses from Malton GO Station from 10:40 AM to 8:00 PM. Connecting GO Rail and bus routes service Union Station in Toronto.

- ▶ **Route 38A Bolton/Malton/North York** travels along Highway 50, with two (2) southbound buses from Caledon in the morning and two (2) northbound buses from York Mills in the afternoon. There are connecting services to and from downtown Toronto by train at Etobicoke North GO Station and subway at Yorkdale.

In addition to the GO Transit service, Brampton Transit recently extended Route 30 Airport Road to the Tullamore Industrial Area. The route travels along Airport Road, with six (6) northbound and six (6) southbound buses a day.

2.2.3 Active Transportation

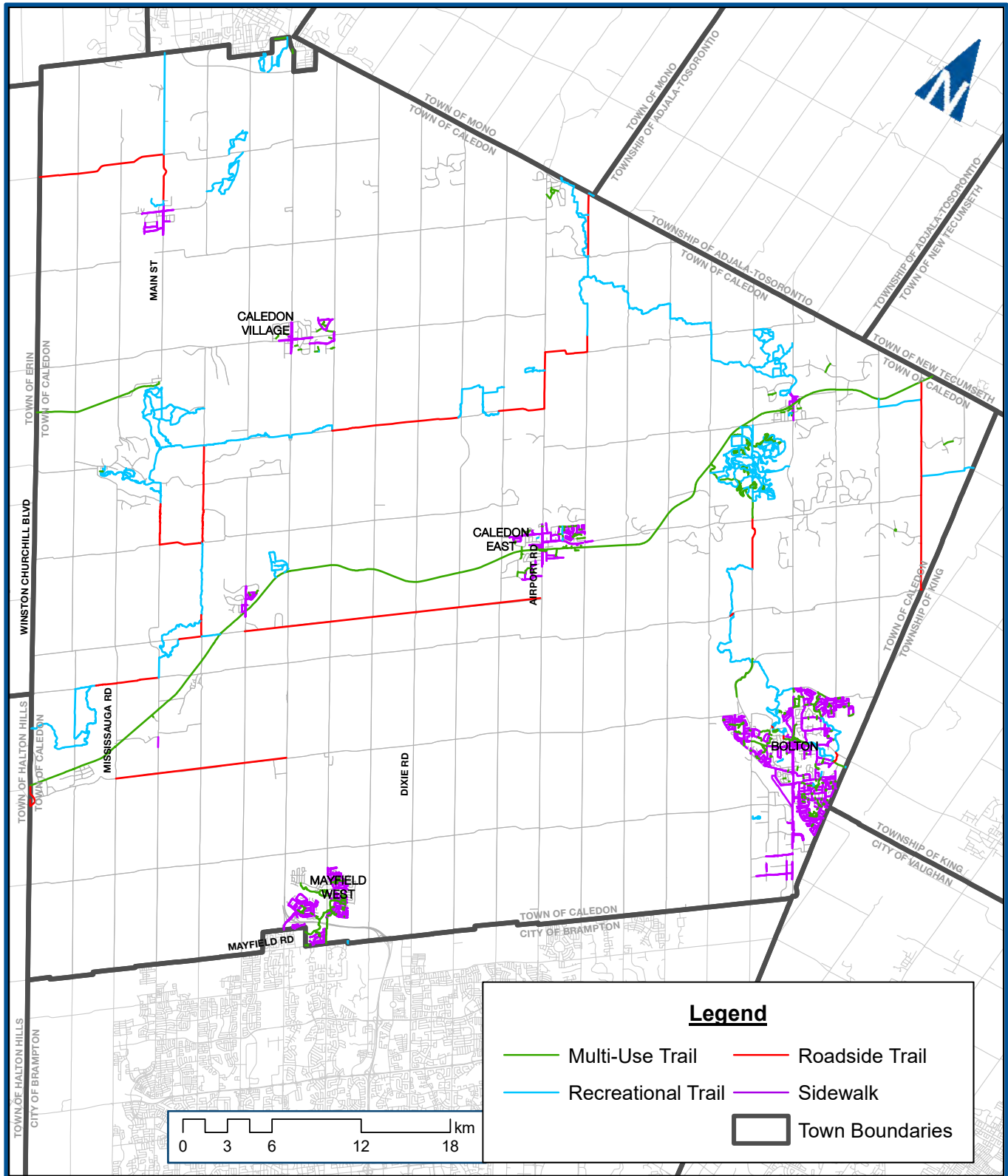
Active transportation facilities in Caledon consist of on and off-road facilities that are managed by the Town of Caledon, Peel Region, adjacent municipalities (Brampton, Halton Hills, etc.) or other entities. **Figure 2.5** and **Figure 2.6** display the existing pedestrian and cycling facilities in the Town, respectively. This integration amongst several organizations allows for an active transportation network that provides connectivity within, to and from Caledon.

Primary walking routes include pathways and sidewalks. A network of recreational trails provides connectivity in the Town among the Rural Service Centres, Villages and Hamlets. The most prominent trail is the Caledon Trailway, a 35km long multi-use path intended for pedestrians, horseback riders, cyclists and cross-country skiers. Other notable trails through Caledon include the Bruce Trail, the Humber Valley Heritage Trail, Oak Ridges Moraine Trail, Elora-Cataract Trail and the Trans Canada Trail. Total length of trails in Caledon is 182km.

Sidewalks are provided on all major roads in Bolton, and are also provided in major Rural Service Centres. Limited sidewalk coverage is provided in Villages and Hamlets.

Select roads in the Town are designated cycling routes as indicated by “share the road” signage and/or wide shoulders. There are a total of 82 km of shared on-road cycling facilities. There is also 4.2km of designated bike lanes primarily located in Bolton and the south end of King Street. Most these routes connect to Rural Service Centers, as well as major destinations and points of scenic interest.

Section 4.3.4 provides further detail regarding the difference pedestrian and cycling route types.

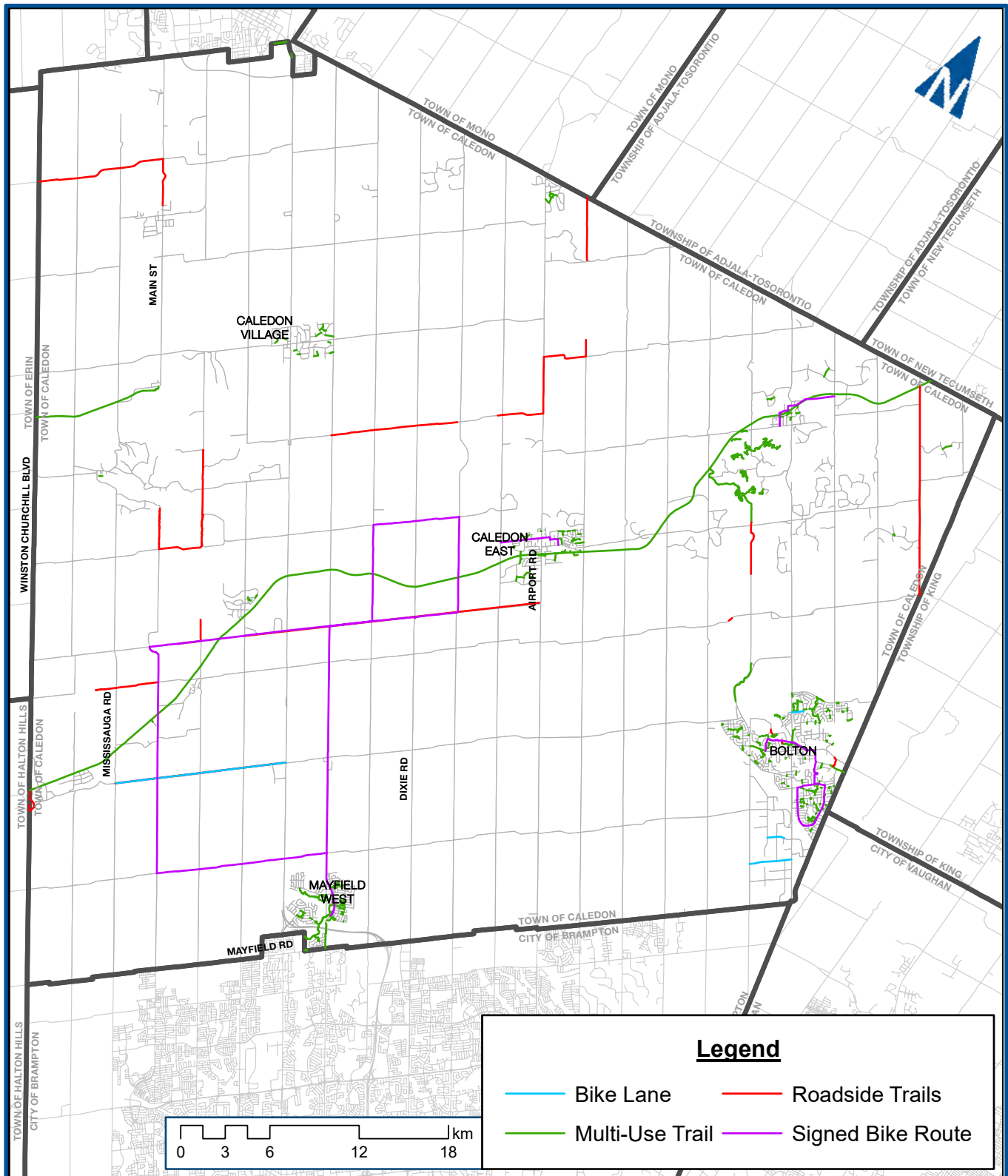


Existing Pedestrian Facilities



Caledon Transportation Master Plan

Figure 2.5



Existing Cycling Facilities

Figure 2.6



2.2.4 Transportation Demand Management

Transportation demand management (TDM) is the term for a group of strategies to more efficiently use transportation resources. Rather than widening roads, communities introduce measures to increase walking, cycling and transit use while creating disincentives to driving along. TDM aims to reduce auto trips and influence when and where the demand occurs while maximizing the use of existing transportation infrastructure. The goal of TDM is to change the behavior of the end user to encourage greater use of more sustainable modes of transportation and trip decision making that reduces, combines or shortens vehicle trips.

The growth in population and employment in the Town highlight the important role TDM strategies will play in the coming years. The Town of Caledon and Peel Region already have several existing TDM initiatives in place, including:

- ▶ **Smart Commute Brampton/Caledon** – The Smart Commute Initiative is a Greater Toronto and Hamilton (GTHA)-wide transportation demand management program with the mission to reduce traffic congestion, greenhouse gas emissions and their related cost to the environment, economy and the community. Smart Commute provides several services to help drivers change their travel behavior, including workplace-based support, such as site assessment, promotion of travel options, carpool-matching, employee vanpool programs and emergency rides home; promotion of the benefits of transit-supportive development and smart-growth strategies; and tips for travelling via walking, cycling and transit. Smart Commute Brampton-Caledon was launched in June 2006 and has 17 participating workplaces.
- ▶ **Mayfield and Highway 50 Carpool Lot** – The Mayfield and Highway 50 Carpool Lot is located on the southwest corner of the Mayfield Road and Highway 50 intersection. The carpool lot provides free 24/7 parking for drivers, a passenger pick-up/drop-off area, and bike racks. The lot is serviced by the Bolton GO Transit bus route, providing service to and from the Malton GO Station, with connections to Union Station, Brampton's ZUM network, and York Region Transit.
- ▶ **Let Your Green Show** – A program based around an online social media campaign promoting green living and encouraging residents throughout Peel Region to give their car a break and try more sustainable modes.
- ▶ **Peel Employer Individualized Marketing** – The Employer Individualized Marketing campaign is based on proven social marketing techniques to change travel behavior using advanced survey tools, incentives and processes. The members of the population are segmented into groups based on their willingness to use sustainable modes of

transportation, which allows marketing messages to be tailored to the specific needs of individual travellers. This results in more effective travel behavior change shifts than traditional mass-marketing TDM strategies. The lessons and techniques that are learned can be applied to encourage more people to use sustainable modes of transportation.

- ▶ **Caledon Individualized Marketing Pilot** – Town is currently developing an Individualized Marketing Pilot for Sustainable Transportation which aims to improve awareness of sustainable modes of transportation. This includes public transportation, carpooling and cycling. The pilot project will facilitate change in travel behaviours through public surveys and an evaluation phases to assess impacts of the project. The expected outcomes include a project identity and brand, newsletters, surveys and post cards, a transportation asset map of the community in and around Southfields Village, a Town devoted subpage on the Caledon.ca website, an online sustainable transportation store and community outreach and educational events.

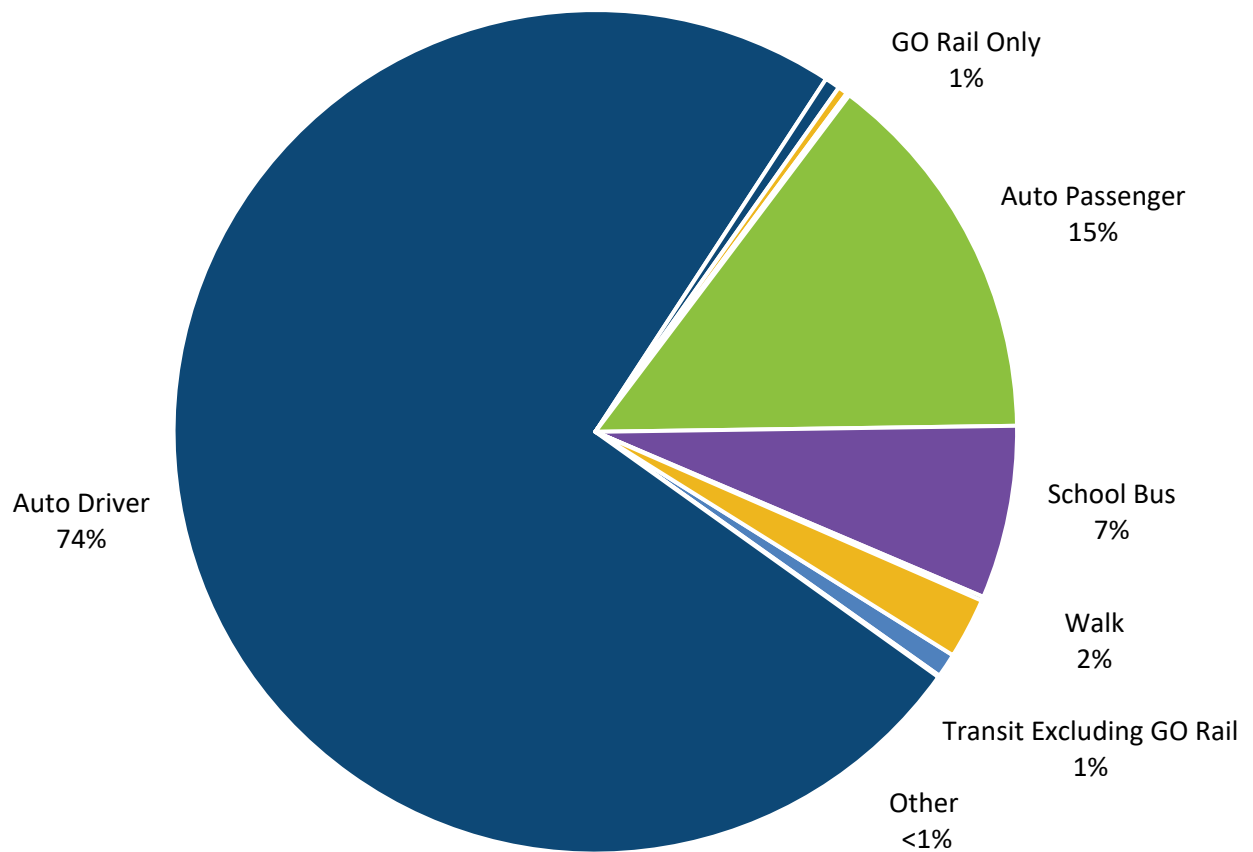
2.3 Recent Travel Patterns

Based on data from the 2011 Transportation Tomorrow Survey (TTS), approximately 223,000 total daily person trips were generated or destined to Caledon. Most trips by Caledon residents are by auto. In total, auto driver (74%) and auto passenger (15%) encompass 89% of all trips, with only 11% of trips made by other modes. Walking, transit, GO Transit and school bus make up the remaining portion of trips (11%). **Figure 2.7** displays the travel modes for 2011.

Comparison of the survey results to 2006 indicates there has been very small shifts in travel mode splits over time.

Figure 2.8 shows the distribution of trip purpose internal to Caledon during the AM and PM peak periods. Most trips during the AM peak hours are destined to work (55%) followed by school (22%) while during the PM peak hour the majority of trips are destined to home (66%) or other (14%). **Figure 2.9** and **Figure 2.10** display the trip purpose for trips destined to and from Caledon during the AM and PM peak hours, respectively. Similar to trips internal to Caledon, the main trip purpose is work during the AM and home during the PM peak periods.

Figure 2.11 and **Figure 2.12** show the distribution of trip destination for the AM and PM peak periods to and from Caledon, respectively. Most trips to Caledon are travelling to Bolton and the Bolton employment lands. Trips travelling from Caledon to destinations outside of the Town vary during the day with AM peak period trips destined to Brampton, Mississauga, Toronto and York Region and PM peak period trips destined to a variety of locations including Orangeville and other areas including Simcoe, Dufferin and Wellington Counties.

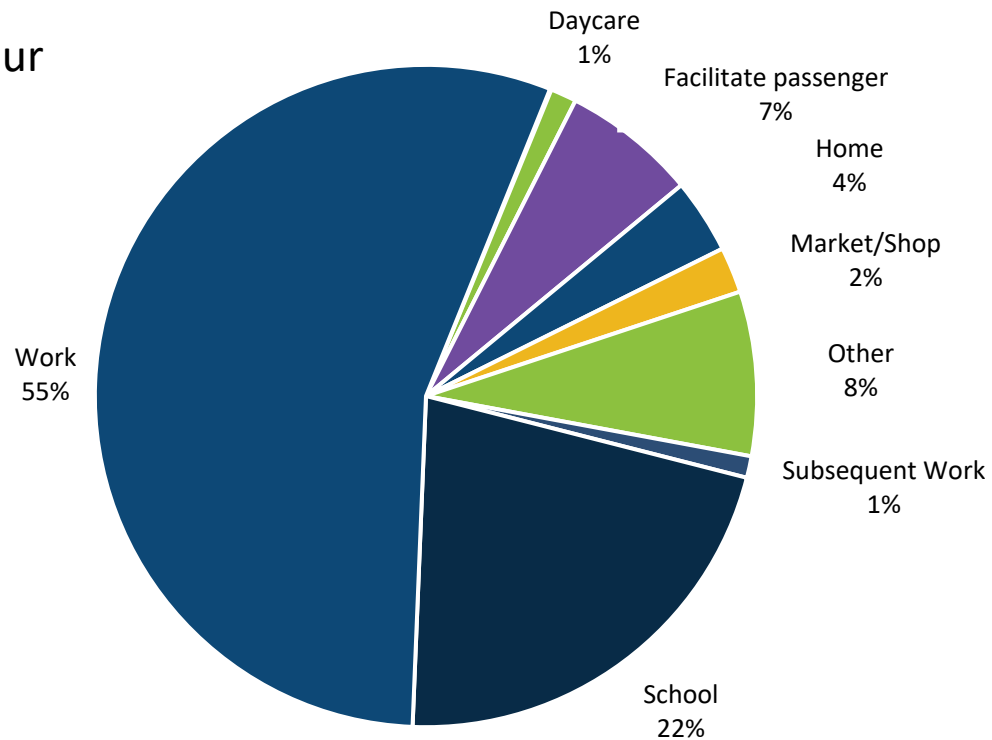


Caledon Residents Primary Mode of Travel

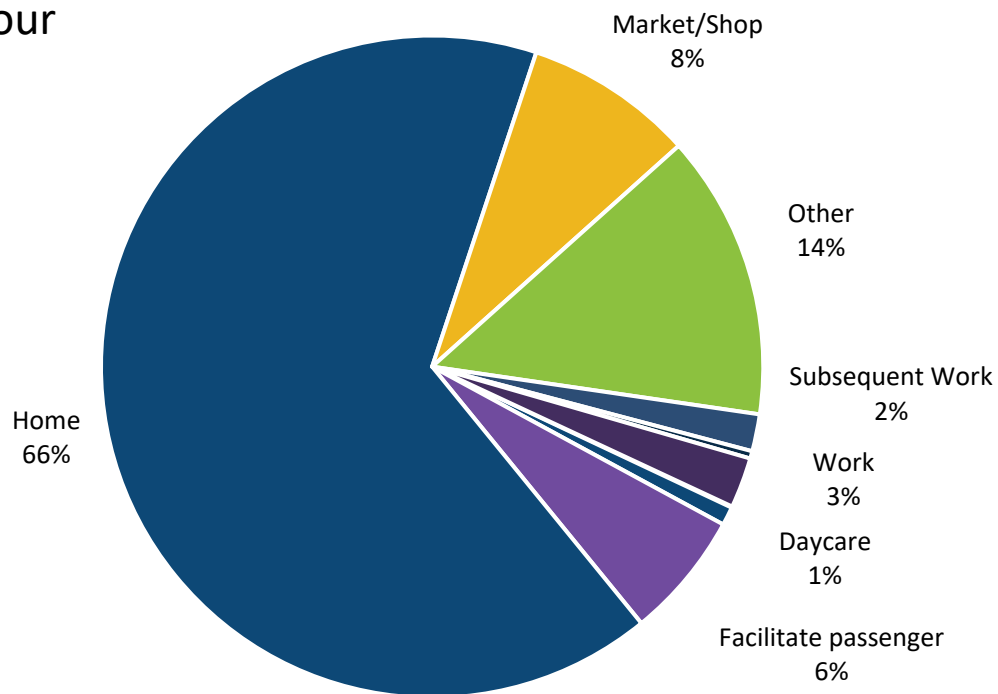


Figure 2.7

AM Peak Hour



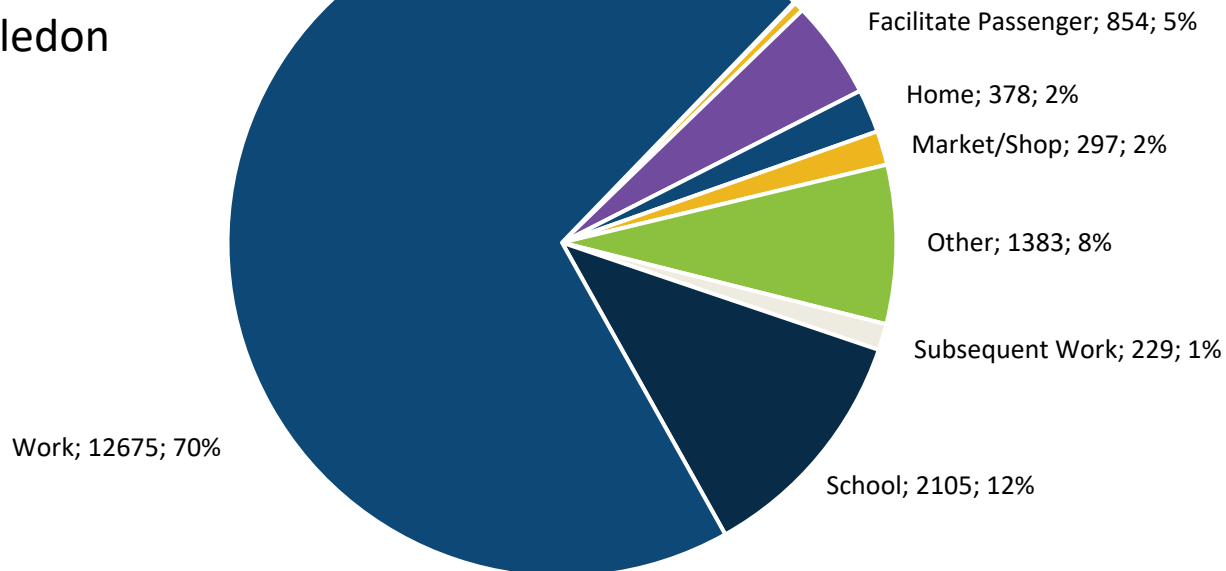
PM Peak Hour



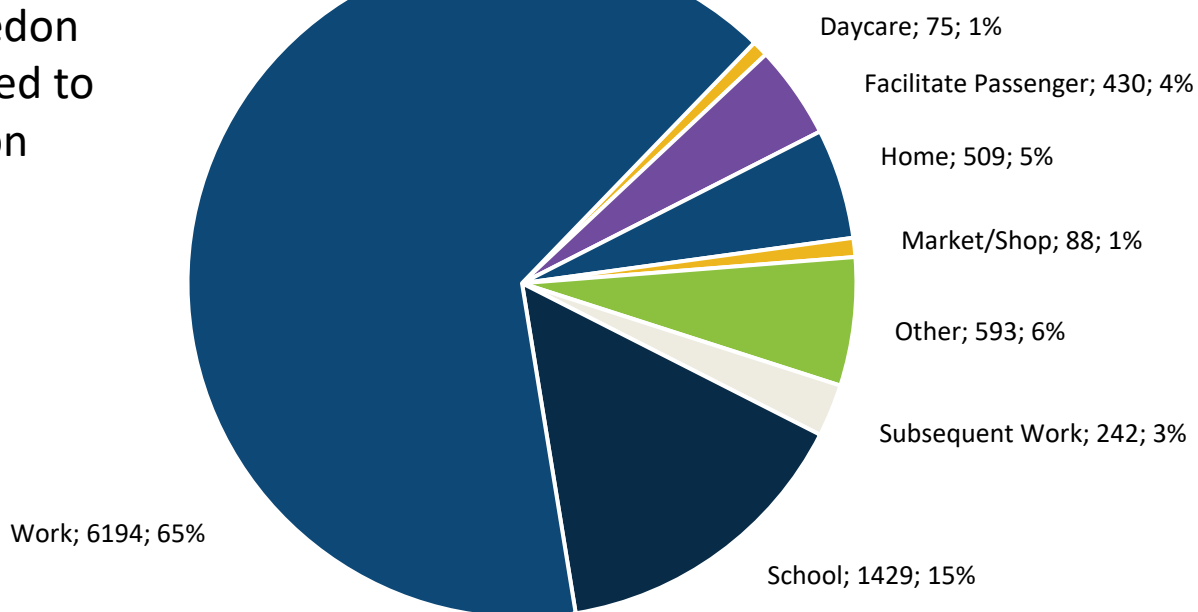
**Distribution of Trip Purpose
Originating and Destined within
Caledon**



Originating from Caledon Destined to Outside of Caledon



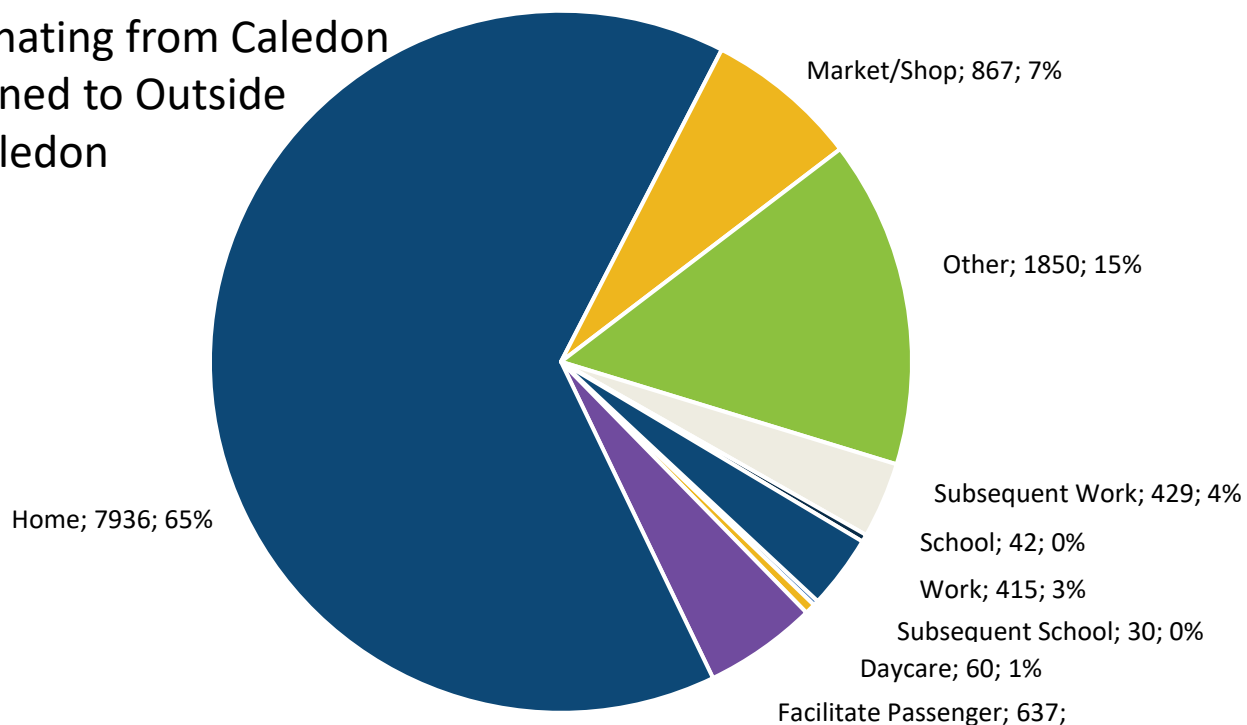
Originating from Outside of Caledon Destined to Caledon



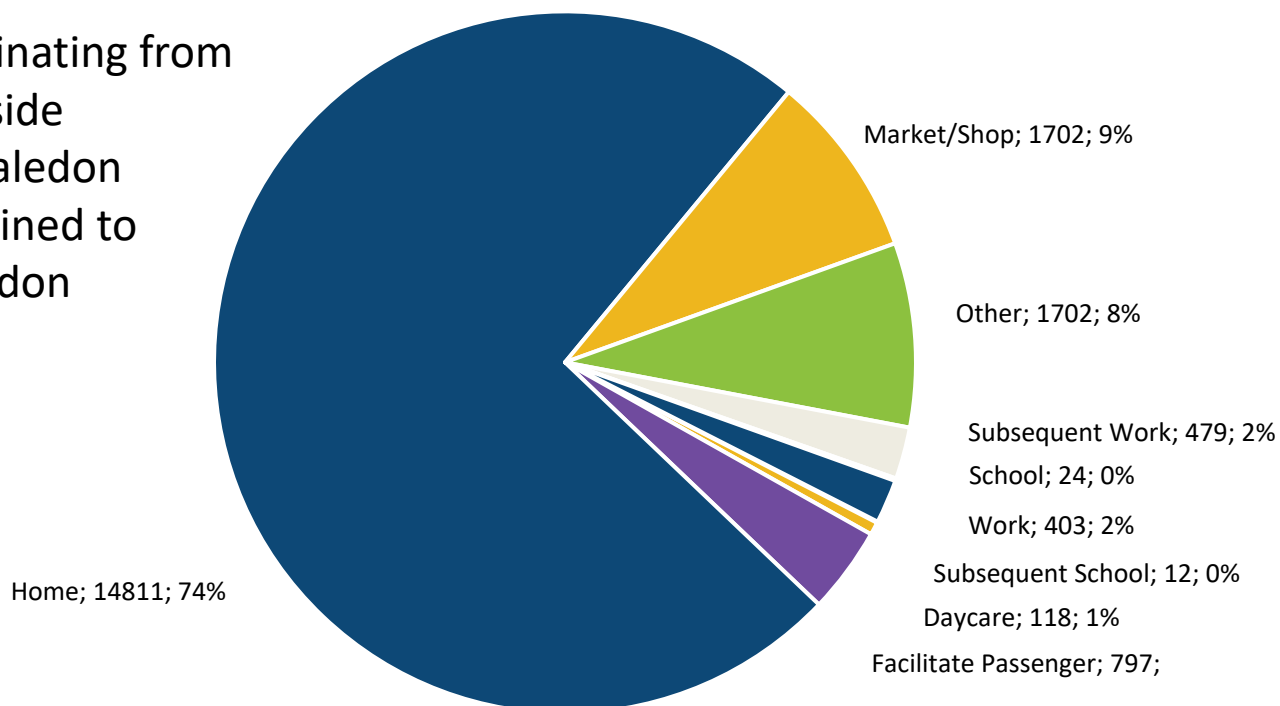
AM Distribution of Trip Purpose



Originating from Caledon Destined to Outside of Caledon



Originating from Outside of Caledon Destined to Caledon

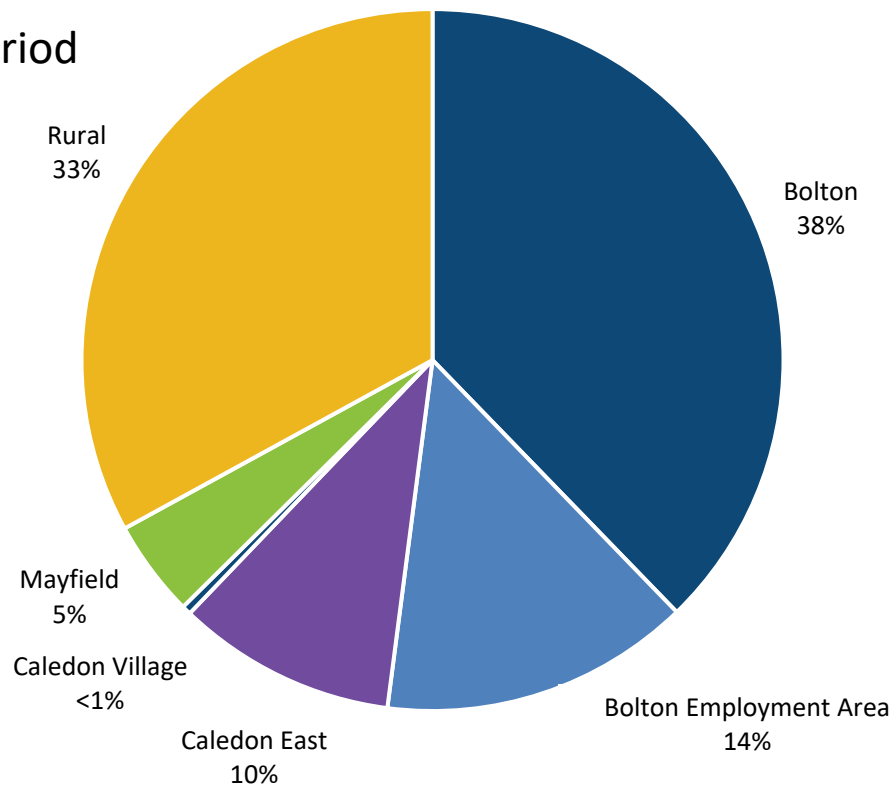


PM Distribution of Trip Purpose

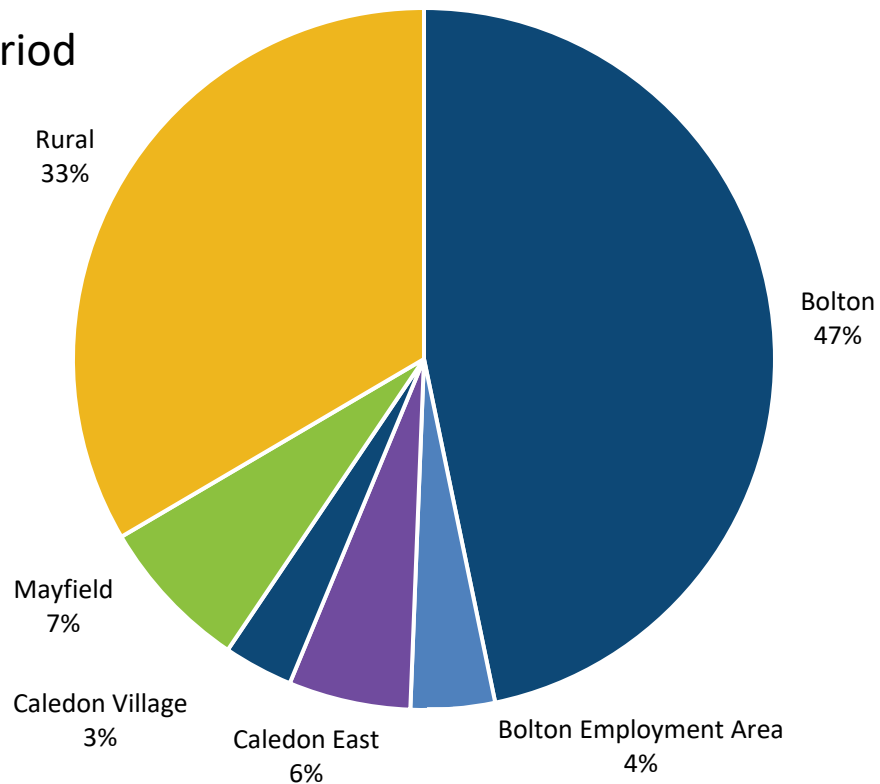


Figure 2.10

AM Peak Period



PM Peak Period

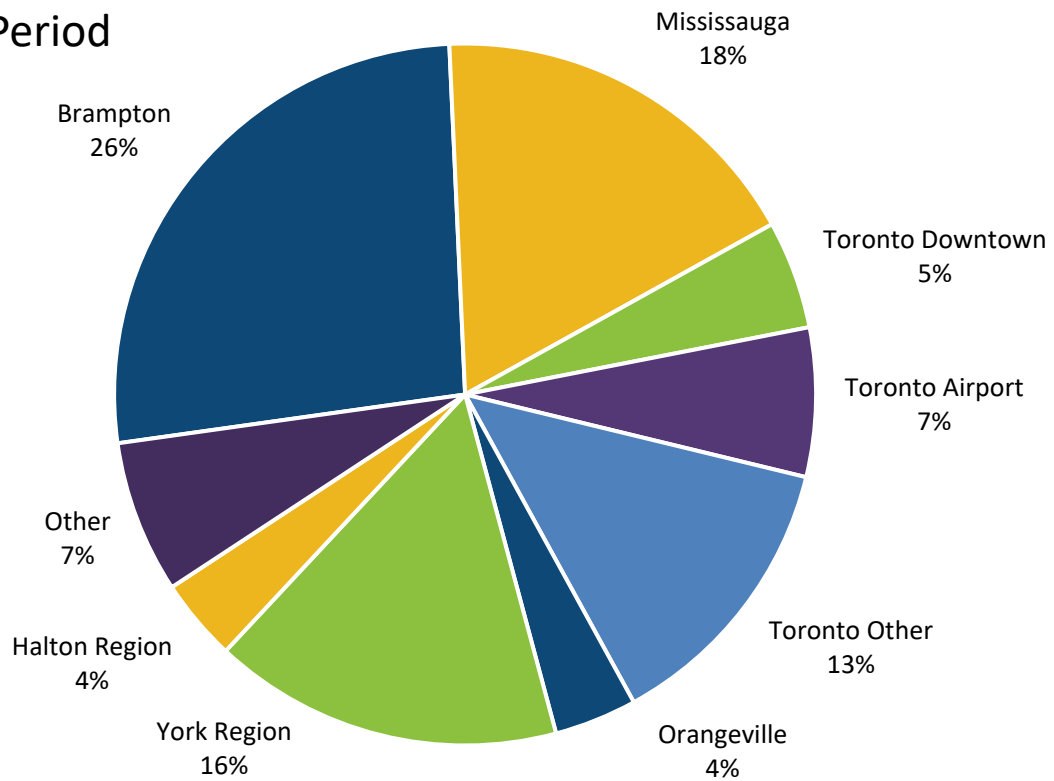


Distribution of Trips Destined to Caledon

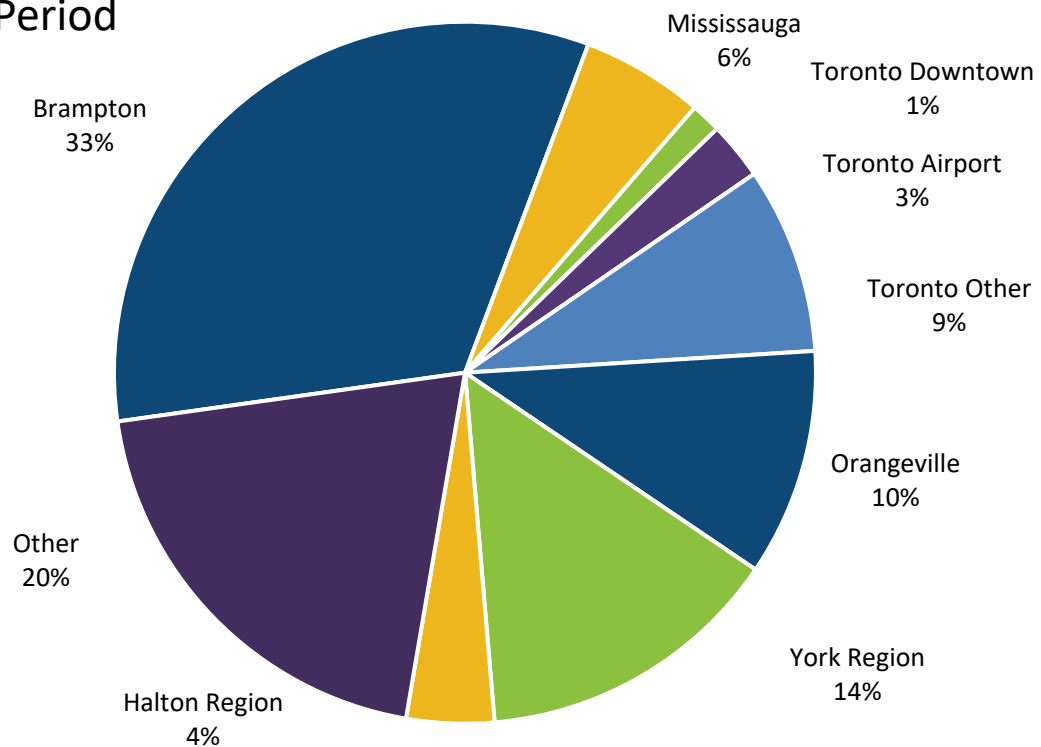


Figure 2.11

AM Peak Period



PM Peak Period



Distribution of Trips Destined Outside of Caledon



2.4 Current Transportation Trends in the Town of Caledon

A review of the existing conditions in the Town of Caledon highlights several trends which will shape the transportation system in the coming years. It is important to recognize and plan for the following trends to develop a transportation network that serves all users:

Half of all vehicle trips on Caledon roads travel through the Town

Majority of trips are made in single occupant vehicles (SOV)

- ▶ SOVs accounted for 74% of trips in 2011 (2011 TTS)

Pearson Airport employment lands in Brampton and Mississauga are the main destination for Caledon labour force

- ▶ In 2011, 31% of the Caledon labour force travelled to the Brampton (12%) or Mississauga (19%) employment lands (SURCS, 2016)

Bolton accounts for nearly half of total Caledon population

- ▶ In 2011, Bolton comprised 46% of the Town's population (2011 Census)

Caledon has a variety of cycling and pedestrian trail systems

- ▶ With 182 km of trails and 86 km of cycling routes, there are facilities available for users of all abilities

Aging population in Caledon is on the rise

- ▶ Between 2006 and 2011 the number of residents over age 65 increased by 2.6% and continues to rise as the population ages and older citizens move to the Town (2006 and 2011 Census)

Through truck and aggregate truck trips in Caledon are increasing

- ▶ Between 2006 and 2011 the number of trucks entering and exiting the Town increased by 16% (2006 and 2011 Cordon Count)

High growth in Caledon projected over the next 15 years

- ▶ Population grew by 4.2% between 2006 and 2011 and is expected to increase over the next 15 years with development in the Town (2006 and 2011 Census)

3 Future Transportation Needs

3.1 Forecasting Future Travel Demand

3.1.1 Growth Forecasts

The Town of Caledon is expected to experience considerable growth between 2011 and 2031.

Table 3.1 summarizes the population and employment forecasts to 2031 from the COP.

Population is expected to increase by 80% (approximately 48,000 additional people), while employment is forecast to grow by 44%, adding 20,000 jobs by the year 2031. The forecasts used were detailed in the Caledon Official Plan as it exists in the November 2016 Consolidation.

TABLE 3.1: POPULATION AND EMPLOYMENT GROWTH FORECASTS FOR CALEDON

Year	Population	Employment
2021	87,000	40,000
2031	108,000	46,000

Note: Population figures include a Census undercount of 4.2%.

**Source: Town of Caledon Official Plan, Table 4.1*

Table 3.2 provides the allocation of the Town-wide population forecast contained in **Table 3.1** to the different settlement categories, specific settlements and land areas generally based on the Official Plan principles, strategic direction and goals.

TABLE 3.2: POPULATION ALLOCATIONS BY SETTLEMENT CATEGORY OR LAND USE AREA

Settlement Category or Land Use Area	2021 Population	2031 Population
Rural Service Centres	54,825	75,054
Villages	7,428	7,428
Hamlets	1,343	1,343
Industrial/Commercial Centres	175	175
Palgrave Estate Residential Community	4,865	5,371
Rural Lands and Prime Agricultural Area and General Agricultural Area	18,365	18,629
Total (rounded)	87,000	108,000

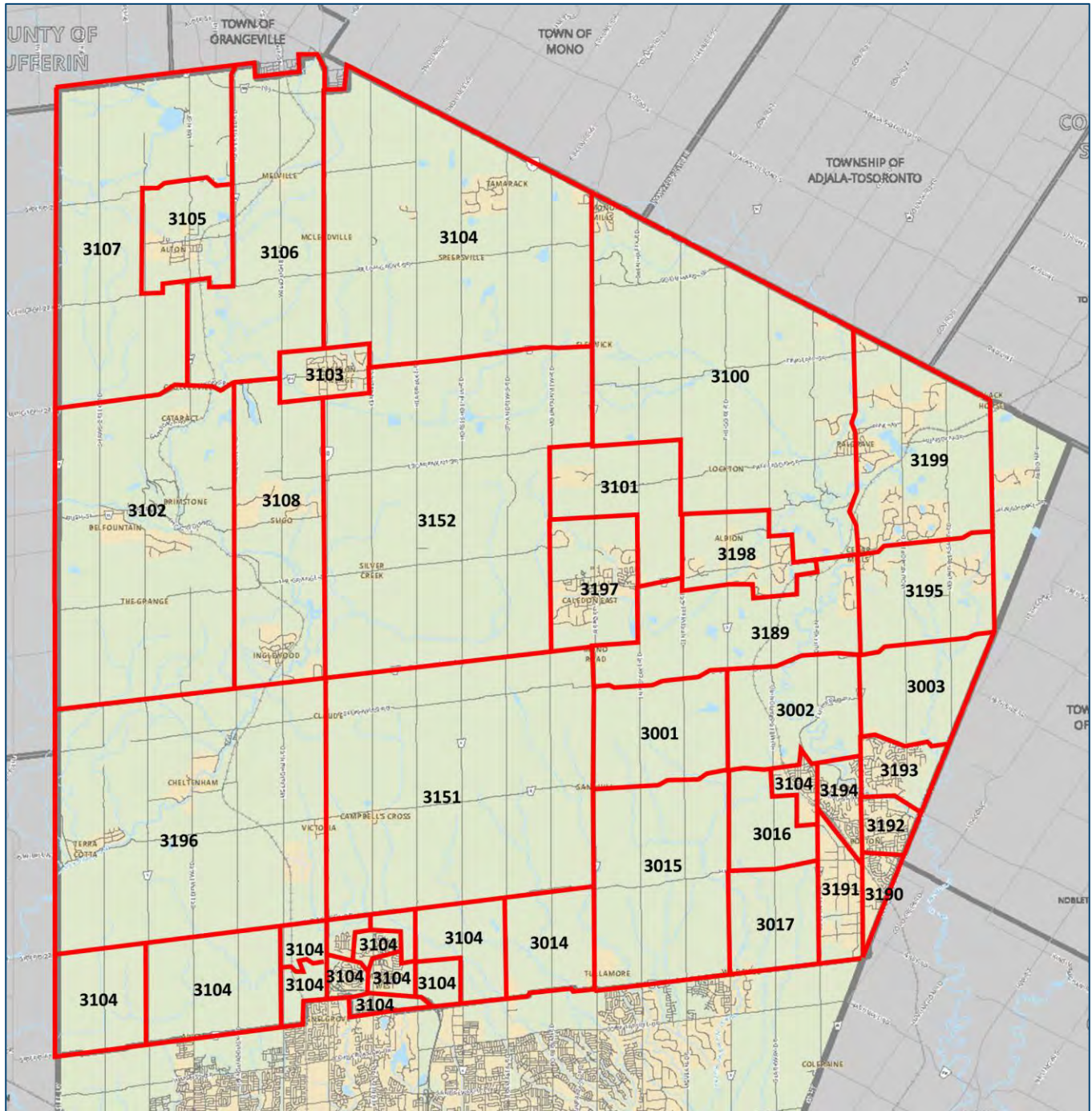
**Source: Town of Caledon Official Plan, Table 4.2*

3.1.2 Travel Demand Forecasting Model

The impact of planned growth within Caledon and the surrounding areas on the area transportation system was assessed using the Peel Region Travel Demand Forecasting Model (the Model). This computer-based modelling tool, built on the Emme 4 platform with elements from the broader Greater Golden Horseshoe (GGH) model, was used to predict how future travel demand could change due to anticipated population and employment growth.

The Model relies on a series of zones (that capture the spatial distribution of land uses in terms of population and employment) and networks (roads and transit primarily) to simulate travel behaviour. The Town of Caledon is divided into 42 zones in the Model, as shown in **Figure 3.1**. Calibrated to 2011 TTS data, the Model provides travel forecasts for the 2031 horizon year based on population and employment projections from the Peel Region Official Plan and the transportation network recommended in the 2012 LRTP. All Regional Roads and Provincial Highways, as well as some municipal roads where larger gaps exist between the Regional Roads, are captured in the road network. Given the uncertainty regarding the timing of the proposed GTA West highway along the south portion of Caledon, scenarios with and without the facility were examined to test sensitivity.

Table 3.3 summarizes the population and employment forecasts at the horizon years 2011 and 2031 captured in the Model. The table notes that the Model assumes the population of Caledon will grow by 50,439 between 2011 and 2031, whereas the COP projects growth of 48,000 additional people. Similarly, the Model assumes employment growth of 20,380 jobs over this period, while the COP projects an additional 20,000 jobs. These discrepancies are modest and inconsequential in the context of a forecasting exercise like this, as the Model is insufficiently precise to be adversely impacted.



Emme 4 Model Zones in Caledon



Caledon Transportation Master Plan

Figure 3.1

TABLE 3.3: POPULATION AND EMPLOYMENT IN MODEL

Zone	2011 Model		2031 Model	
	Population	Employment	Population	Employment
3001	325	498	406	236
3002	479	618	10475	2547
3003	334	98	599	283
3004	327	144	10709	1053
3005	32	17	68	15
3006	31	35	5206	3065
3007	3300	289	3356	1182
3008	28	47	5159	251
3009	51	50	25	1080
3010	1016	240	4535	1524
3011	32	17	1311	14
3012	175	101	182	1359
3013	72	233	0	2820
3014	139	126	208	1688
3015	707	1524	988	1116
3016	225	479	282	1514
3017	453	98	339	3219
3100	2514	349	2623	338
3101	342	201	1505	352
3102	1643	224	1557	215
3103	1573	292	1713	316
3104	1625	327	1518	308
3105	1338	254	2574	245
3106	544	129	474	102
3107	761	96	734	69
3108	1413	311	1543	292
3146	30	34	1952	135
3151	1990	471	1841	446
3152	1344	356	1286	258
3153	3747	474	3904	437
3188	186	91	224	305
3189	740	285	903	150
3190	4702	853	5534	1049

TABLE 3.3: POPULATION AND EMPLOYMENT IN MODEL

Zone	2011 Model		2031 Model	
	Population	Employment	Population	Employment
3191	268	11491	21	13129
3192	6337	1604	6351	1420
3193	7050	846	8626	927
3194	5655	2265	6383	2086
3195	1037	119	1548	125
3196	2715	654	2527	246
3197	3469	1260	8645	2130
3198	726	139	646	129
3199	3166	302	4600	246
Total	62641	28041	113080	48421

3.1.3 Horizon Year Forecasts

The traffic volume forecasts for both the 2011 and 2031 horizons were summarized by a series of screenlines². **Figure 3.2** shows the screenlines, which are the same locations used in the Caledon Transportation Needs Study Update (March 2009).

The volumes crossing each screenline were summed for each horizon and scenario and a yearly growth rate was determined. **Table 3.4** shows the screenline volumes and growth rates.

The three screenlines forecast to experience the most growth under the scenario with GTA West are:

- ▶ Screenline 5A – North of Mayfield Road from Winston Churchill Boulevard to Highway 10 (9.3% per year)
- ▶ Screenline 8A – West of Highway 10 from Mayfield Road to Olde Base Line Road (8.8% per year)
- ▶ Screenline 9A – West of Airport Road from Mayfield Road to Olde Base Line Road (8.3% per year)

² A screenline is an imaginary or actual physical barrier used as a control location to examine major traffic flows.

The three screenlines forecast to experience the most growth under the scenario without GTA West are:

- ▶ Screenline 8A – West of Highway 10 from Mayfield Road to Olde Base Line Road (6.6% per year)
- ▶ Screenline 7A – East of Winston Churchill Boulevard from Mayfield Road to Olde Base Line Road (5.5% per year)
- ▶ Screenline 5A – North of Mayfield Road from Winston Churchill Boulevard to Highway 10 (4.8% per year)

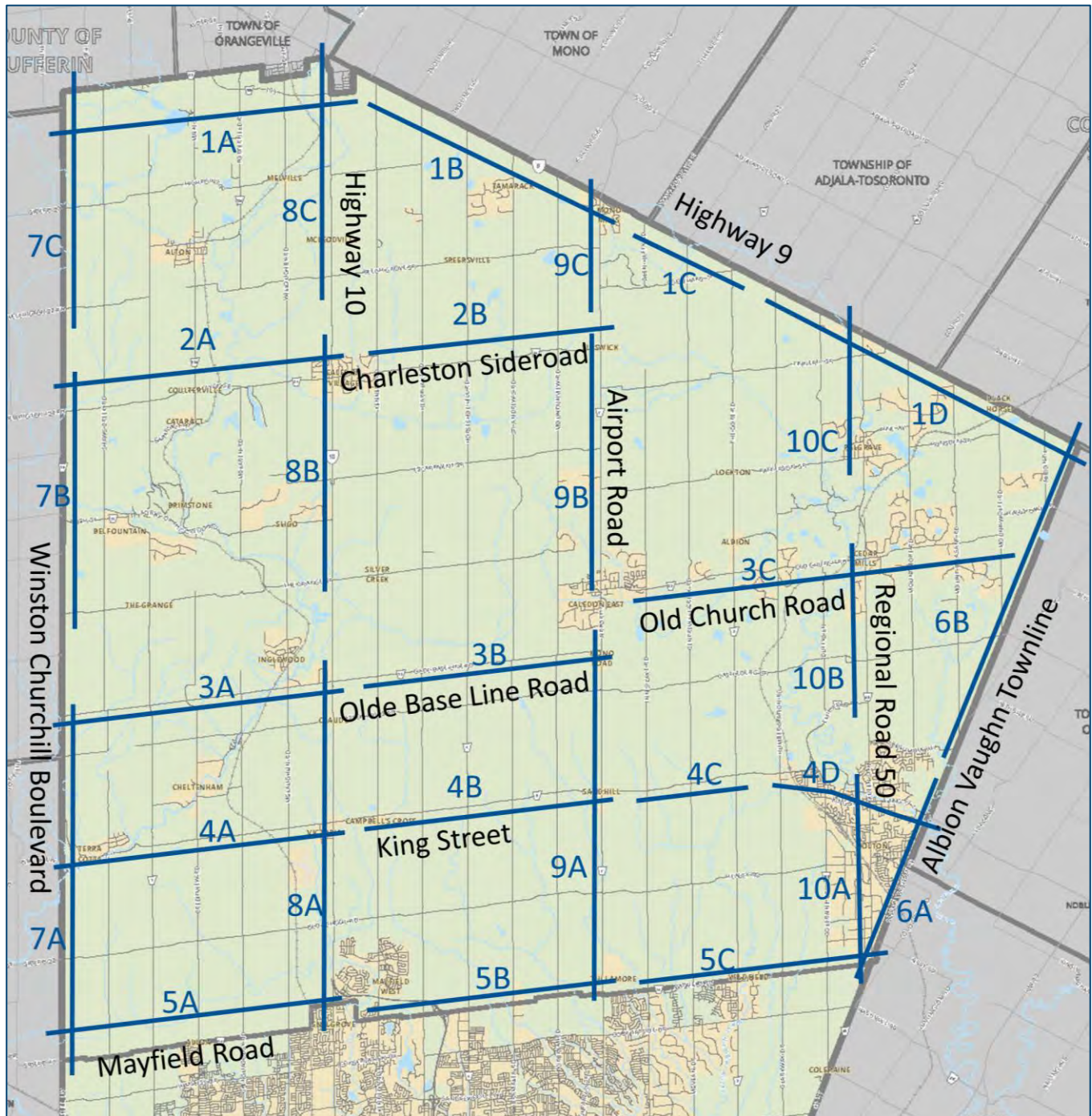
The analysis of the model forecasts shows that the largest growth is generally seen in the southcentral area of Caledon.

3.1.4 Screenline Capacity Analysis

A detailed analysis was carried out to determine the implications of future traffic demands on the road system. Demand forecasting results were compared to traffic capacities at all screenlines to identify locations where road capacities (with planned Regional Road improvements) would not be sufficient in the year 2031 to provide an acceptable level of service. Scenarios with and without the proposed GTA West highway were examined. The traffic forecasts represent typical morning (A.M.) peak hour conditions.

The TMP establishes the acceptable level of service for a screenline to be 90% of its vehicular capacity, or a volume to capacity (v/c) ratio of 0.9. Traffic flows on roads exceeding this v/c ratio, commonly referred to as Level of Service “E”, tends to be unstable, with longer periods of congestion and reduced travel speeds during peak travel conditions. Planning for a v/c ratio of 0.9 also acknowledges that road expansion is not limitless, and that some congestion may occur during peak periods.

Table 3.5 summarizes the screenline analysis results for the two scenarios. Although traffic demands grow over time at every screenline, no location reaches over-capacity conditions. This is attributed to the planned Regional Road expansion program recommended in the LRTP, which has been formulated to serve anticipated growth. It is noted that traffic conditions will generally be worse in southcentral Caledon without the GTA West highway, as evidenced by higher v/c ratios.



Caledon Forecast Screenlines



Caledon Transportation Master Plan

Figure 3.2

TABLE 3.4: SCREENLINE VOLUMES AND GROWTH RATES

Screenline	2011	2031 With GTA West		2031 Without GTA West	
	Total	Total	Growth Rate	Total	Growth Rate
1A	989	1446	2.0%	1385	1.8%
1B	483	1012	4.0%	960	3.7%
1C	328	250	-1.4%	380	0.8%
1D	393	726	3.3%	854	4.2%
2A	1061	1693	2.5%	1608	2.2%
2B	546	1153	4.0%	960	3.0%
3A	1230	1966	2.5%	1681	1.7%
3B	649	1850	5.7%	1525	4.6%
3C	1441	2234	2.3%	2463	2.9%
4A	1566	2528	2.6%	2264	2.0%
4B	675	2250	6.5%	1542	4.4%
4C	632	977	2.3%	1406	4.3%
4D	2512	3746	2.1%	4148	2.7%
5A	972	5264	9.3%	2348	4.8%
5B	2705	4979	3.3%	5740	4.0%
5C	2517	8328	6.5%	5377	4.1%
6A	1157	1699	2.0%	1388	1.0%
6B	602	715	0.9%	928	2.3%
7A	559	1638	5.8%	1548	5.5%
7B	101	132	1.4%	166	2.6%
7C	186	183	-0.1%	336	3.2%
8A	1314	6531	8.8%	4453	6.6%
8B	186	172	-0.4%	280	2.2%
8C	953	1434	2.2%	1322	1.7%
9A	1207	5495	8.3%	3181	5.2%
9B	125	172	1.7%	230	3.3%
9C	568	540	-0.3%	692	1.0%
10A	709	608	-0.8%	747	0.3%
10B	661	1007	2.2%	1087	2.7%
10C	264	208	-1.2%	240	-0.5%

TABLE 3.5: SCREENLINE VOLUME TO CAPACITY RATIOS

Screen line	Peak Direction	Screenline Capacity		AM Peak Hour Traffic Volumes					
				2011		2031 With GTA West		2031 Without GTA West	
		With GTA West	Without GTA West	Volume	v/c	Volume	v/c	Volume	v/c
1A	SB	4000	4000	989	0.25	1446	0.36	1385	0.35
1B	SB	1900	1900	483	0.25	1012	0.53	960	0.51
1C	SB	1000	1000	328	0.33	250	0.25	380	0.38
1D	SB	3000	3000	393	0.13	726	0.24	854	0.28
2A	SB	4100	4100	1061	0.26	1693	0.41	1608	0.39
2B	SB	1900	1900	546	0.29	1153	0.61	960	0.51
3A	SB	7100	7100	1230	0.17	1966	0.28	1681	0.24
3B	SB	7000	7000	649	0.09	1850	0.26	1525	0.22
3C	SB	5900	5900	1441	0.24	2234	0.38	2463	0.42
4A	SB	8100	8100	1566	0.19	2528	0.31	2264	0.28
4B	SB	7000	7000	675	0.10	2250	0.32	1542	0.22
4C	SB	3000	3000	632	0.21	977	0.33	1406	0.47
4D	SB	5400	5400	2512	0.47	3746	0.69	4148	0.77
5A	NB	12400	7000	972	0.08	5264	0.42	2348	0.34
5B	SB	11400	11400	2705	0.24	4979	0.44	5740	0.50
5C	SB	12300	6900	2517	0.20	8328	0.68	5377	0.78
6A	EB	10400	10400	1157	0.11	1699	0.16	1388	0.13
6B	EB	4000	4000	602	0.15	715	0.18	928	0.23
7A	EB	5000	5000	559	0.11	1638	0.33	1548	0.31
7B	WB	2000	2000	101	0.05	132	0.07	166	0.08
7C	WB	2000	2000	186	0.09	183	0.09	336	0.17
8A	EB	12400	7000	1314	0.11	6531	0.53	4453	0.64
8B	EB	2000	2000	186	0.09	172	0.09	280	0.14
8C	EB	3200	3200	953	0.30	1434	0.45	1322	0.41
9A	EB	11400	6000	1207	0.11	5495	0.48	3181	0.53
9B	WB	1000	1000	125	0.13	172	0.17	230	0.23
9C	EB	1000	1000	568	0.57	540	0.54	692	0.69
10A	WB	2400	2400	709	0.30	608	0.25	747	0.31
10B	WB	1900	1900	661	0.35	1007	0.53	1087	0.57
10C	EB	2000	2000	264	0.13	208	0.10	240	0.12

3.2 Transportation Vision and Goals

A high-level vision for the Town of Caledon is documented in the Town Official Plan, setting goals for all aspects of Town planning. The TMP furthers defines the transportation vision for the Town, to focus on addressing the Town's mobility needs in an effective, responsible and sustainable manner:

By 2031, the Town of Caledon will have a transportation system that is safe, efficient, reliable, convenient, sustainable and multimodal. The system will balance demand with capacity allowing both intra- and inter-Town people and goods movement to support economic growth, respect the natural environment, reflect the urban and rural character of the town and preserve the high quality of life.

The Town Official Plan describes sustainability, in its broadest sense, as the wise use of available resources to meet the needs of the present without compromising the ability of future generations to meet their own needs.

The transportation vision is supported by the following goals:

- ▶ **Provide Choice in Services** - A transportation system that offers multimodal choices for travel and goods movement to maximize capacity and promote transit, cycling and walking. While the auto will still be a dominant mode, the community recognizes the shift towards a multimodal system, focusing on providing transit, walking and cycling facilities within the Rural Service Centres.
- ▶ **Facilitates Economically Sustainable Growth** – A transportation system that aids in the retention of the existing industries while attracting new diverse investments and expanding the employment base.
- ▶ **Respects and Protects the Environmental Integrity of the Town** – A transportation system that provides for sustainable growth while protecting and respecting the natural, social and cultural environment detailed in local, regional and provincial plans.
- ▶ **Develop a Safe, Reliable and Efficient System** – A transportation system that preserves and maximizes the existing network and underutilized links prior to adding new infrastructure while ensuring the safety and reliability for all road users.

3.3 Problems and Opportunities Statement

The Town of Caledon faces several problems and opportunities regarding the transportation network in the next 15 years:

- ▶ **Rapidly Increasing Population and Employment** – As detailed above, the population of Caledon is expected to rapidly increase by 80% in the next 15 years, with employment increasing by 44%. This growth places pressure on the transportation network to provide fast and reliable routes for people and goods movement.
- ▶ **Goods Movement** – The Town of Caledon is part of the Peel Region major Canadian goods movement hub. The numerous mineral aggregate resources within Caledon and major warehouses and distribution centres located immediately south in Brampton emphasize the need for goods movement in Caledon. With employment expected to rapidly expand in the next 15 years, traffic volumes for goods movement will continue to grow adding traffic to the Town road network as well as the Regional and Provincial networks.
- ▶ **Rural Roadway Deficiencies** – As the Town population increases, there is a greater demand for use of the rural road network. However, the network was not designed to accommodate the level of demand projected. The existing roadway corridors provide opportunity for transportation enhancements, including transit and active transportation facilities.
- ▶ **Evolving Land Development** – Caledon is planned to intensify and expand in the Rural Service Centres, placing greater pressures on the transportation network and providing the opportunity for sustainable transportation. Within the Rural Service Centres, new development allows for the enhancement of the road network to include other modes such as transit, walking and cycling.

3.4 Potential Alternative Solutions

In the next 15 years, population and employment growth in Caledon will place great pressures on the transportation system. The Town must respond to these pressures to meet the vision of creating a *safe, efficient, reliable, convenient, sustainable and multimodal transportation network*.

Distinct transportation planning alternatives were derived and analyzed to address the problems and opportunities statement and achieve the transportation vision. Recognizing that Caledon falls within Peel Region and fits within the Regional transportation planning

framework, the same four (4) alternative solutions identified for the Peel Region LRTP were assessed for the Caledon TMP to meet future needs, which are:

- ▶ **Alternative 1: “Do Nothing”** – This alternative reflects the current condition of the roadway and transit networks to the 2031 horizon year, without further investment to increase capacity
- ▶ **Alternative 2: “Transportation Demand Management (TDM) Only”** – This alternative assumes the current roadway network remains unchanged and is complemented with aggressive TDM investments and transit improvements. These improvements include carpooling, providing incentives to ride transit, encouraging walking and cycling and promoting flexible working hours.
- ▶ **Alternative 3: “Road and Highway Improvements Only”** – This alternative builds on the road and highway widening/expansion as recommended in the Caledon Road Improvement Capital Plan as well as the Capital and Master Plans for Peel, and the Province.
- ▶ **Alternative 4: “Combination of Alternatives 2 and 3”** – This alternative combines Alternatives 2 and 3 to provide both roadway capacity required for vehicular and transit travel, supplemented by additional investments in TDM and active transportation.

Alternative 4 was further refined to fit within the context of Caledon, specifically considering the increased dependency on auto travel in comparison to the southern municipalities in Peel Region:

- ▶ **Alternative 4A: “High Level of TDM Combined with Road and Highway Improvements”** – This alternative combines Alternatives 2 and 3 to provide aggressive TDM investments and transit improvements throughout the Town, coupled with road and highway widening/expansion improvements.
- ▶ **Alternative 4B: “Low Level of TDM Combined with Road and Highway Improvements”** – This alternative combines Alternatives 2 and 3 to provide concentrated TDM investments and transit improvements in the Rural Service Centres, coupled with road and highway widening/expansion in the rural areas of the Town.

3.5 Analysis and Assessment of Alternative Solutions

In evaluating the potential alternative solutions, it is necessary to not just consider auto drivers, but all modes of transportation. The future road network improvements to aid mobility and reduce congestion must not impede the use of other modes and should strive to meet policy

objectives. To select the preferred alternative, a wide range of evaluation criteria were considered to determine how the alternatives would affect transportation in Caledon.

3.5.1 Evaluation Criteria and Process

A multiple account evaluation (MAE) framework was developed to compare the five alternatives. As the Caledon TMP utilizes the Peel Region model, the evaluation criteria and MAE matrix are derived from the Peel Region LRTP. The evaluation criteria were further refined to apply directly to the Town of Caledon, with the addition of a Customer Service criteria.

Table 3.6 presents the seven (7) evaluation criteria and their applicable measures.

TABLE 3.6: EVALUATION CRITERIA AND MEASURES

Evaluation Criteria	Measures
Transportation	<ul style="list-style-type: none"> ▶ Volume to capacity ratios ▶ Congested vehicle kilometer travelled ▶ Network connectivity and continuity ▶ Goods movement ▶ Support for transit ▶ Support for active transportation
Environment	<ul style="list-style-type: none"> ▶ Greenhouse gas emissions ▶ Potential impacts/encroachments on any environmentally sensitive areas such as wetlands, woodlands, Oak Ridges Moraine, Greenbelt, Niagara Escarpment, etc.
Social	<ul style="list-style-type: none"> ▶ Health issues related to air quality ▶ Appropriateness for the changing demography ▶ Support for a healthier commute ▶ Potential impacts, such as noise exposure, intensification corridor, and urban system
Cultural Heritage	<ul style="list-style-type: none"> ▶ Potential impacts to major structures, places of worship, cemeteries, existing and historical settlement areas and hamlets
Economic	<ul style="list-style-type: none"> ▶ Cost of congestion ▶ Network connectivity and continuity, including access to employment lands and regional and provincial network
Other – costs or impact on utility corridors	<ul style="list-style-type: none"> ▶ Qualitative discussion about the potential costs and/or impact to utility corridors
Customer Service	<ul style="list-style-type: none"> ▶ Vehicle operating costs ▶ Travel time for users ▶ Safety of travel modes ▶ Convenience and accessibility for users

*Source: Peel Region Refinement and Confirmation of Preferred Alternative

The Peel LRTP details the procedure to evaluate the criteria for each of the four alternatives detailed above (Alternative 4B was not included in the Peel LRTP). **Appendix D** provides the detailed assessment from the Peel LRTP used to develop the MAE matrix. The following summarizes the analysis:

- ▶ **Transportation:** A scenario evaluation was completed to determine the effects of implementing transportation strategies during the critical period, which occurs during the morning peak commute hour between 7:30 AM and 8:30 AM according to the TTS. A screenline analysis was conducted to examine the overall level of congestion for each alternative.
- ▶ **Environmental Impacts:** Greenhouse gas emissions were estimated based on simulated traffic volume derived from the Peel travel demand forecasting model. Assessments were made to examine how each alternative would have potential impacts or encroachments on any natural environment features and environmentally sensitive areas.
- ▶ **Social Impacts:** Assessments were performed to evaluate the social impacts for each alternative considering factors such as the aging population, persons with disabilities, health issues related to air quality and transportation, and support for sustainable transportation. Residential and employment areas, aircraft noise exposure, regional intensification corridors and urban systems were also considered.
- ▶ **Cultural Heritage Impacts:** Direct or indirect cultural impacts from a transportation perspective were evaluated for each alternative. Elements such as existing and historical settlement areas, hamlets, places of worship and cemetery locations were reviewed.
- ▶ **Economic Impacts:** There is a direct proportional relationship between the level of congestion and the cost of congestion due to lack of productivity and delays. Areas such as employment lands, prime agricultural lands and high-potential mineral aggregate resources were reviewed.
- ▶ **Other Impacts:** Other impacts such as capital and maintenance costs, major transportation highway and road corridors, hydro structures, water and wastewater facilities, and waste management sites were reviewed to assess the impact to each alternative.

Customer service was assessed based on vehicle operating costs, travel time for users, safety for users and convenience and accessibility. **Table 3.7** summarizes the analysis of all five

alternatives for the customer service account. The alternatives were scored on a scale from 1 to 4, with 1 being least preferred and 4 being most preferred.































TABLE 3.7: ANALYSIS OF CUSTOMER SERVICE ACCOUNT

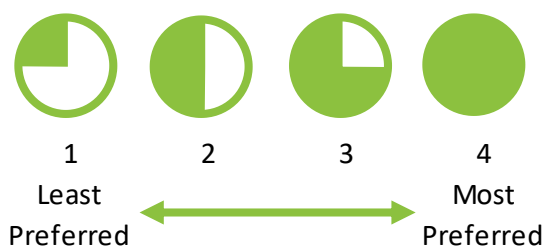
	Score for Customer Service
Alternative 1	1
Alternative 2	2
Alternative 3	2
Alternative 4A	3
Alternative 4B	4

Alternative 1 scores the lowest in this account due to the lack of transportation infrastructure and/or program improvements. Alternatives 2 and 3 provide moderate transportation program and infrastructure improvements, respectively, however the improvements do not target all users and modes of the transportation system. Alternatives 4A and 4B provide both infrastructure updates and program improvements within Caledon. As Caledon is an auto dependent municipality with many rural areas, it is unlikely an aggressive TDM program would have a meaningful increase in customer service versus a low level of TDM.

For each alternative, the evaluation criteria were given a score from 1 to 4 based on the scale provided below the MAE matrix. The alternatives were then ranked in terms of overall score. The scores for Alternative 4B combined the results of Alternative 3 (Road Widening) and Alternative 4B (High TDM and Road Improvements). **Table 3.8** displays the MAE matrix for the selection of the preferred alternative.

TABLE 3.8: MAE MATRIX EVALUATION OF THE TMP ALTERNATIVES

	Transportation	Environmental	Social	Cultural Heritage	Economic	Costs	Customer Service	Overall Rank
Alternative 1								5
Alternative 2								4
Alternative 3								3
Alternative 4A								2
Alternative 4B								1



3.6 Refinement and Confirmation of Preferred Alternative

The scores for each alternative were calculated and ranked based on overall score as shown in **Table 3.8**. The weights of the evaluation criteria were all set to one and sensitivity testing performed to determine if the weight of criteria would affect the ranking. Multiple tests were performed and indicated the preferred alternative remained the same regardless of the criteria weights.

The analysis of the alternatives based on the MAE framework led to the selection of Alternative 4B: Low Level of TDM Combined with Road and Highway Improvements as the preferred alternative for the TMP. The combination of implementing road, transit, TDM and active transportation measures as part of the framework for Alternative 4B aids in reducing congestion and promotes transit and active transportation. The alternative reflects the rural and urban characteristics of Caledon and will have the most promising effects on the transportation system.

4 Recommended Plan

Section 2.4 introduces eight key trends to recognize as major influencers on the transportation system in the coming years. **Chapter 3** provides forecasts for the future transportation needs of the Town and the preferred alternative solution. The following chapter details the road, transit, TDM, active transportation and other policies required implement the transportation network required to meet the future needs of the Town of Caledon. **Table 4.1** summarizes the eight key objectives/trends and recommendations of the plan.

TABLE 4.1: CALEDON TMP OBJECTIVES/TRENDS AND RECOMMENDATIONS

Objective/Trends	Recommendations
Through Trips	<ul style="list-style-type: none"> ▶ Road Improvements ▶ Albion Vaughan Road Widening ▶ Traffic Calming Strategy ▶ Traffic Safety Strategy/Audit ▶ Redesign Roads
Single Occupant Vehicles	<ul style="list-style-type: none"> ▶ TDM ▶ Transit Recommendations ▶ Cycling Commuter Trips
Major Destination	<ul style="list-style-type: none"> ▶ Transit Provision ▶ Connect to Brampton/Mississauga ▶ Employment Lands ▶ Internal Trips (Employment in Caledon) ▶ Bolton Union Connection <ul style="list-style-type: none"> ▶ GO Bus ▶ Connect to Vaughan Metropolitan ▶ Centre (New TTC Subway) ▶ Negotiate with Province on: ▶ Highway Improvements ▶ 427 Extension to Major Mackenzie Drive and beyond to Highway 9
Bolton as a Major Community Hub	<ul style="list-style-type: none"> ▶ Implement BTMP
Active Transportation	<ul style="list-style-type: none"> ▶ Active Transportation
Aging Population	<ul style="list-style-type: none"> ▶ Transit Target Audience

TABLE 4.1: CALEDON TMP OBJECTIVES/TRENDS AND RECOMMENDATIONS

Objective/Trends	Recommendations
Trucks	<ul style="list-style-type: none"> ▶ Traffic Safety Strategy/Audit ▶ Traffic Calming ▶ Partner with Peel on Goods Movement Aggregate Study
Growth	<ul style="list-style-type: none"> ▶ Requirements of having TIS Guidelines

4.1 Roads

4.1.1 Road Network

The road network illustrated in the Town of Caledon Official Plan was determined to be satisfactory to serve future transportation demands based on the travel forecasting outlined in **Chapter 3** with the addition of the following road network improvements identified in the Bolton TMP and Mayfield West Phase 2 Secondary Plan TMP. **Table 4.2** and **Table 4.3** display the road network improvements required by 2021 and 2031, respectively, consistent with these plans.

TABLE 4.2: ROAD NETWORK IMPROVEMENTS BY THE YEAR 2021

Road	From	To	Type of Improvement
Simpson Road	Mayfield Road	George Bolton Parkway	Extension (0-2 lanes)

TABLE 4.3: ROAD NETWORK IMPROVEMENTS BY THE YEAR 2031

Road	From	To	Type of Improvement
Albion Vaughan Road	Mayfield Road	King Street	Widening (2-4 lanes)
George Bolton Parkway Extension	Highway 50	Industrial Road	Extension (0-2 lanes)
Spine Road	Hurontario Street	Chinguacousy Road	New Road Construction
McLaughlin Road	Mayfield Road	Old School Road	Road Improvements and Widening
Chinguacousy Road	Mayfield Road	North Limits	Road Improvements and Widening

The recommended road network improvement program summarized in **Table 4.2** and **Table 4.3** was derived principally from the recommendations of the Bolton TMP and Mayfield West Phase 2 Secondary Plan TMP, with regard for the long-term capital works program set out in the 2014 Town of Caledon Development Charge Background Study. The analyses completed through the TMP study confirmed the expansion projects identified through those prior studies were still necessary for implementation by the year 2031.

It is noted that the long-term capital roads program contained in the 2014 Development Charge Background Study includes other projects considered necessary to support planned growth in Caledon not identified in this document. The TMP has focused more on expansion (widening and new construction) projects in established development areas. Additional projects identified in the 2014 Development Charge Background Study pertain to urbanization of rural roads that would not typically be identified through a TMP. The absence of a specific project identified in the 2014 Development Charge Background Study from the recommended improvement program in this TMP should not be construed as the project is not necessary to support future growth.

4.1.2 Rights-of-Way and Functional Classification

Road systems are typically classified according to a hierarchy that recognizes different types of roads serve different purposes. A roadway hierarchy will reflect variations in design standards, flow characteristics, traffic volumes, traffic control, access control, vehicle type and land use considerations.

The roadway classification system within the Town of Caledon is outlined in the Town of Caledon Official Plan. The classification criteria have been used to categorize the various types of roadways by their function in terms of providing mobility and land access. The general design guidelines for the different roadway facilities as provided in the Official Plan include:

Provincial Freeways

- ▶ Are roadways under Provincial jurisdiction.
- ▶ Are roadways intended to serve large volumes of interregional and long distance traffic at high speeds.
- ▶ Are roadways of high speed design with uninterrupted flow, with access only achieved through grade separated interchanges, designated by the Ministry of Transportation as Controlled Access Highways.

- ▶ Developments located adjacent to a Provincial Highway will also require approval from the Ministry of Transportation.

High Capacity Arterials

- ▶ Are roadways under Provincial or Regional jurisdiction.
- ▶ Serve high volumes of medium to long distance inter and intra-regional traffic at moderate speeds and will provide access to major attraction centres.
- ▶ Will generally have a 30 to 50 metre road allowance width with 2 to 6 lane capability and limited property access.
- ▶ On-street parking will be discouraged

Medium Capacity Arterials

- ▶ Are roadways under Regional or Town jurisdiction.
- ▶ Serve moderate volumes of medium distance traffic at moderate speeds with limited property access.
- ▶ Will have a 20 to 36 metre road allowance with 2 to 4 lane capability.
- ▶ On-street parking will be discouraged.

Low Capacity Arterials

- ▶ Are roadways under Regional jurisdiction.
- ▶ Serve low to moderate volumes of short distance traffic at relatively low speeds and are sections of medium capacity arterial roadways where physical or environmental barriers restrict right-of-way width or design speed.
- ▶ Will have a 20 metre road allowance with 2 lane capability.
- ▶ On-street parking will be discouraged.

Collectors

- ▶ Are roadways under the Town's jurisdiction.
- ▶ Serve low to moderate volumes of short distance traffic between local and arterial roads.
- ▶ Provide individual property access with some limitations
- ▶ Will generally have a 20 to 26 metre road allowance with 2 to 4 lane capability.
- ▶ On-street parking may be permitted.

Local Roads

- ▶ Are roadways under the Town's jurisdiction.

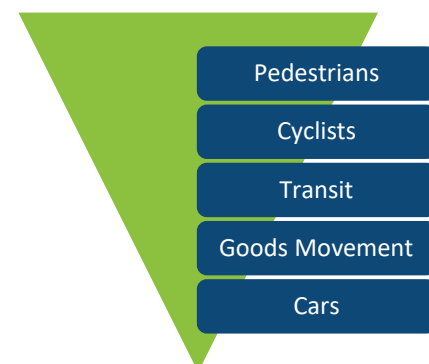
- ▶ Serve local traffic only and provide connections to collector roadways.
- ▶ Provide direct property access.
- ▶ Will have a 17 to 20 metre road allowance with 2 lane capability.
- ▶ On-street parking may be permitted.

In reviewing the existing road designations in the Town's Official Plan, there were no facilities requiring a change in classification to meet future travel demands. Although different roads with the same classification will serve slightly different purposes, the varying cross-sections discussed below can address these requirements without the need to redesignate any facilities in the Town's Official Plan.

4.1.3 Typical Cross-Sections

The Road Characterization Matrix provided in **Table 4.4** summarizes the recommended roadway cross-section elements and dimensions for seven different street types within the Town, based on the Peel Region Roadway Characterization Study. **Figures 4.1 to 4.5** illustrate the typical cross-sections developed for each roadway category. **Figure 4.4B** displays the typical cross-section for commercial and residential collector roadways with cycle tracks. The design standards for cycle tracks are detailed further in **Section 4.2.3**.

When making decisions regarding moving people and goods within the Town, it is important to understand the hierarchy of transportation modes and strive to assign priority as indicated. The needs and safety of each group of road users should be all be considered in priority order. From highest priority to lowest priority, pedestrians are followed by cyclists, then transit, goods movement and finally cars. It is important to note that is approach does not always mean users at the top of the list will receive the most beneficial treatment. The roadway location and context must be considered in the facility design.



Policy:

The Town should consider all modes of transportation in terms of the hierarchy of modes when making decisions regarding the transportation network and strive improve conditions for vulnerable road users. Policy and design changes should not make conditions worse for the most vulnerable road users. When modes further down the hierarchy are prioritized, reasoning should be detailed and explained.

Within Hamlet and Village areas, the Town should incorporate complete streets objectives and prioritize active transportation modes followed by utilities and lastly vehicles.

Actions:

Incorporate the typical cross-sections into the Caledon Development Standard Manual

The existing design standards for the Town should be updated to reflect the cross-sections illustrated in **Figures 4.1 to 4.5**, thereby better reflecting the objectives to provide more complete streets and improve accommodation of active transportation modes. Where possible the Town should explore opportunities to incorporate innovation through storm water management and accommodating evolving technologies for transportation in the roadway cross-section.

Partner with Peel Region to work towards Vision Zero

The Town should partner and actively participate in the Region's Traffic Safety Strategy, Access Management and Roadway Classification and Operational Plan as part of working towards Vision Zero and ensuring the needs of the Town are identified and considered.



TABLE 4.4: ROAD CHARACTERIZATION MATRIX

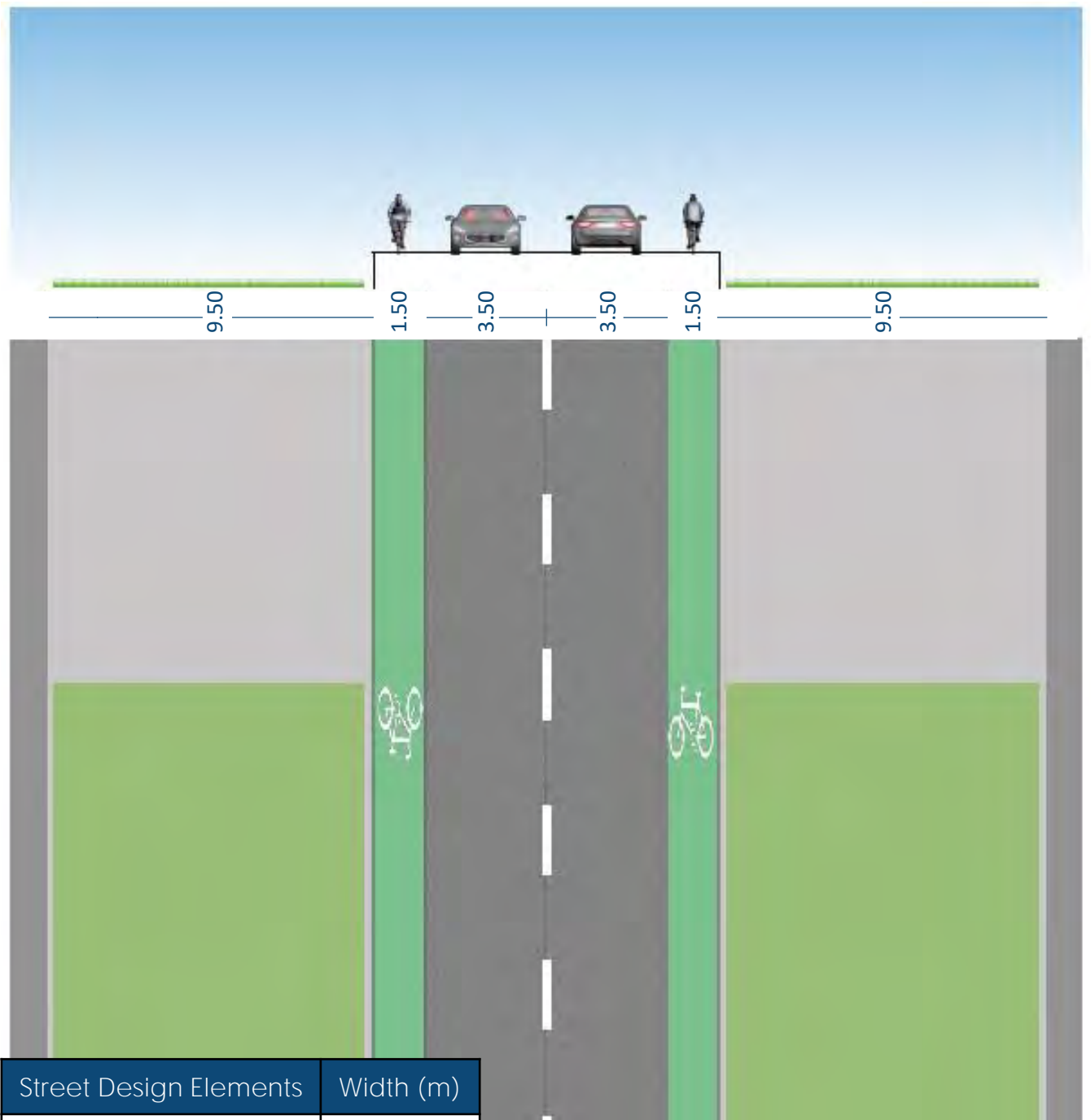
Street Type	Land Use Designation	Through Lanes	Right of Way [m]	Desired Operating Speed [km/h]	Transit Role	Area for Pedestrians and Other Facilities ¹	Bicycle Facilities	Drainage Conditions	Freight Role
Rural Road	Prime Agricultural Area, Rural Lands	2 to 4	26 m	40 to 80 km/h	Very Limited and Site Specific	Shoulder	Shoulder	Rural Swale	Agricultural Material Transport and Local Deliveries Only
Rural Main Street	Rural Service Centre	2 to 4	20 to 26 m	40 to 60 km/h	Limited to Designated Stops or Stations	Village Specific - 1.5 m Minimum Sidewalk + Furnishing/Planting Zone + Splash Strip + Utility Zone	Behind the Curb where Design Speeds Exceed 50 km/h Otherwise On-Street	Curb and Gutter	Local Deliveries
Urban Main Street	Village or Hamlet	2 to 4	20 to 26 m	40 to 60 km/h	Major	Desired 1.5 m Minimum Sidewalk + Furnishing/Planting Zone + Splash Strip + Utility Zone	Behind the Curb	Curb and Gutter	Local Deliveries
Industrial Collector	General, Dry, Prestige Industrial	2 to 4	26 m	40 to 60 km/h	Moderate to Major	Location Specific - Desired 1.5 m Minimum Sidewalk + Planting Zone + Splash Strip + Utility Zone	Recommend the Use of Professional Judgement in High Volume Traffic Areas Where Access Points to Adjacent Uses or Intersections are <300m Apart	Curb and Gutter or Rural Swale Depending on Adjacent Uses	Local Deliveries



TABLE 4.4: ROAD CHARACTERIZATION MATRIX

Street Type	Land Use Designation	Through Lanes	Right of Way [m]	Desired Operating Speed [km/h]	Transit Role	Area for Pedestrians and Other Facilities ¹	Bicycle Facilities	Drainage Conditions	Freight Role
Commercial Collector	Commercial	2 to 4	26 m	40 to 60 km/h	Moderate to Major	Location Specific - Desired 1.5 m Minimum Sidewalk + Planting Zone + Splash Strip + Utility Zone	Behind the Curb where Design Speeds Exceed 50 km/h Otherwise On-Street	Curb and Gutter	Local Deliveries
Residential Collector	Low, Medium, High Density and Special Residential, Institutional	2 to 4	20 to 30 m	40 to 60 km/h	Moderate to Major	Desired 1.5 m Minimum Sidewalk + Furnishing/Planting Zone + Splash Strip + Utility Zone	1) For New Construction or Reconstruction accommodated in a 3 m Off-Street Multi-Use Trail 2) In Transitional Situations provide 1.5 m Striped On-Street Bicycle Lanes	Curb and Gutter	Local Deliveries
Local	Any Designation	2	17 to 20 m	30 to 40 km/h	Limited to Designated Stops	Desired 1.5 m Minimum Sidewalk	Sharing the Road	Curb and Gutter or Rural Swale Depending on Adjacent Uses	Local Deliveries

¹ In the case of new construction or reconstruction, where multiuse paths are proposed, the multiuse path will take the place of the sidewalk.

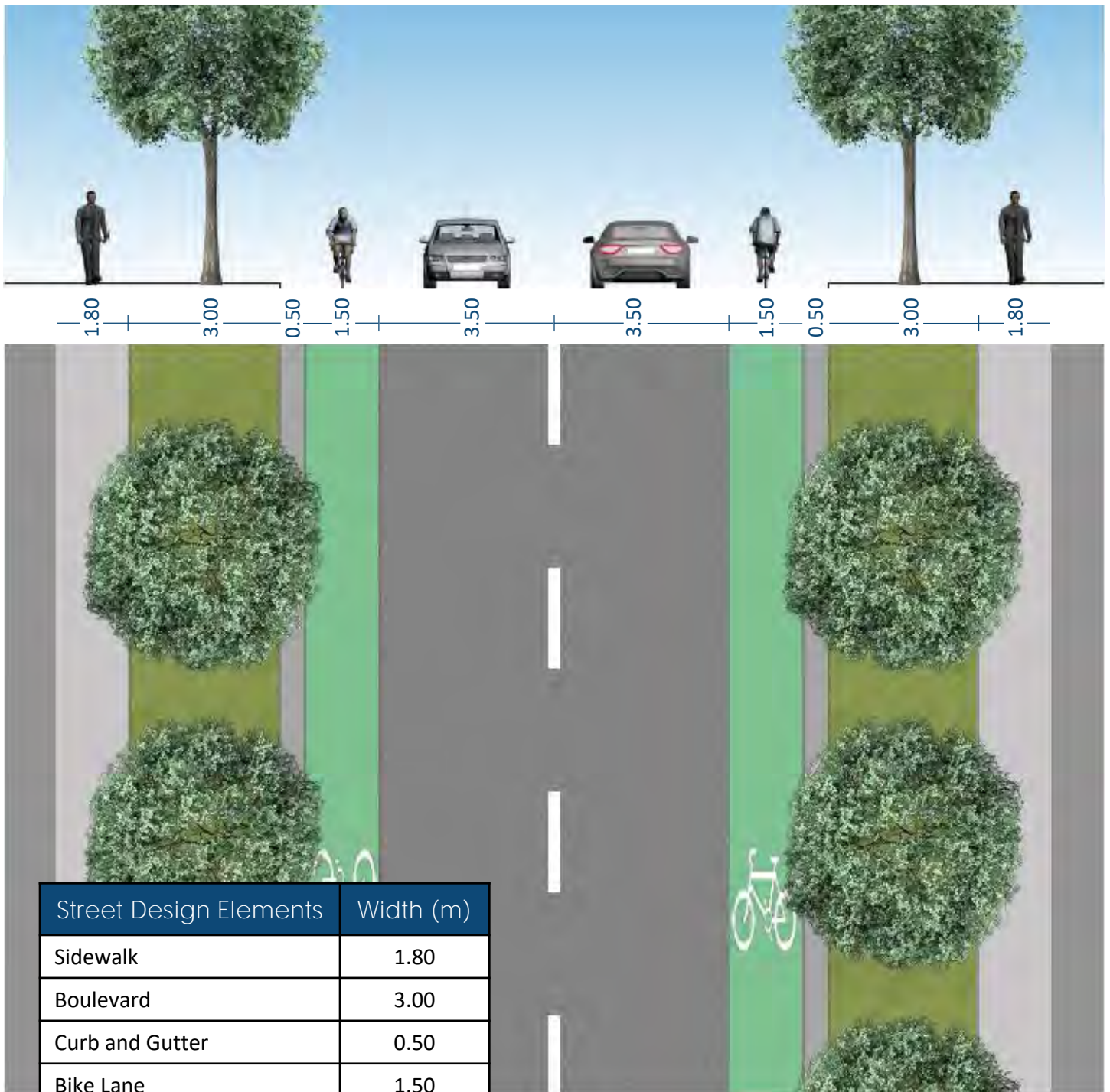


Street Design Elements	Width (m)
Boulevard	9.50
Paved Shoulder/Bike Lane	1.50
General Purpose Lane	3.50



Rural Road Typical Cross-Section

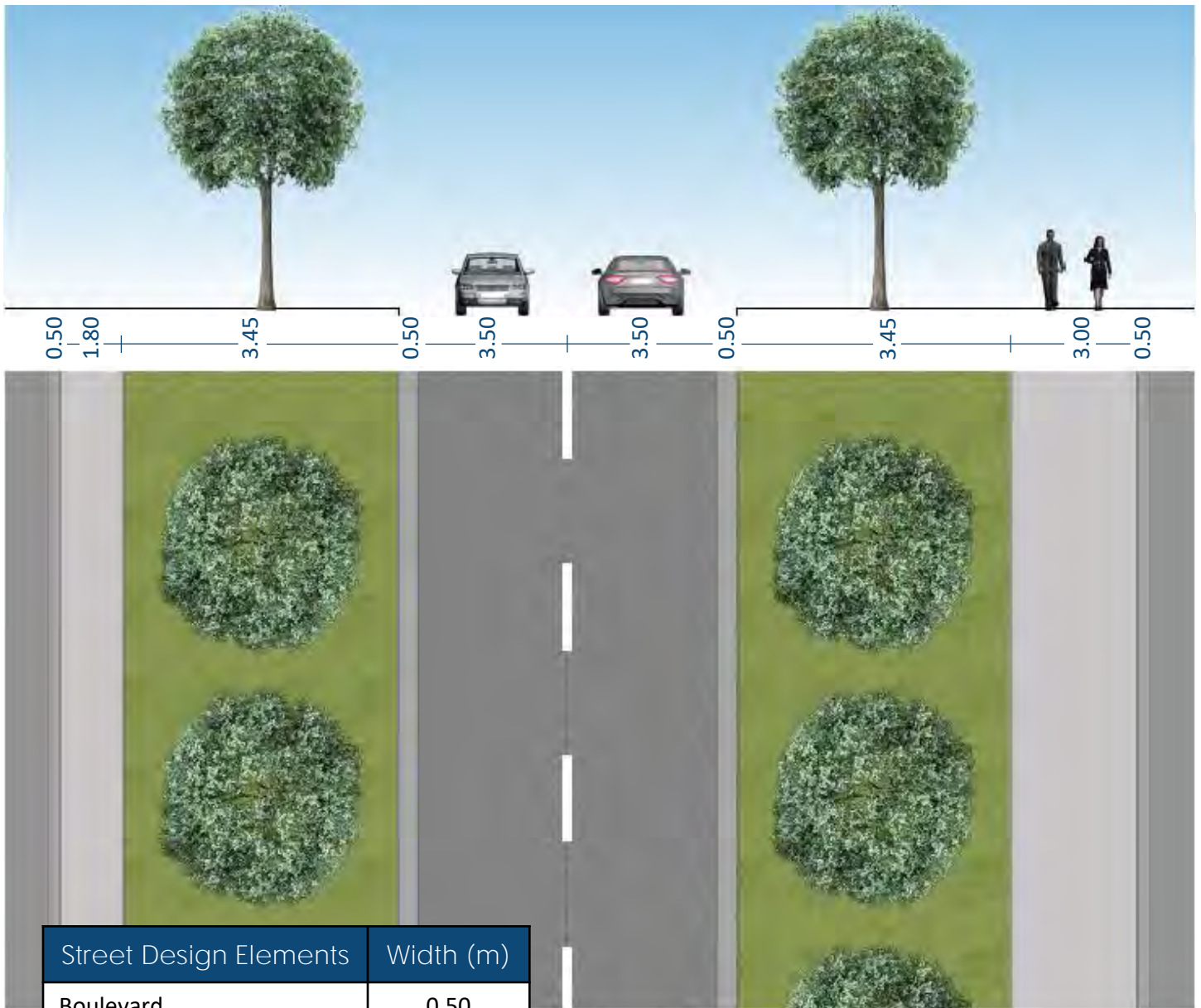
Figure 4.1



Caledon Transportation Master Plan

Rural and Urban Main Street Typical Cross-Section

Figure 4.2



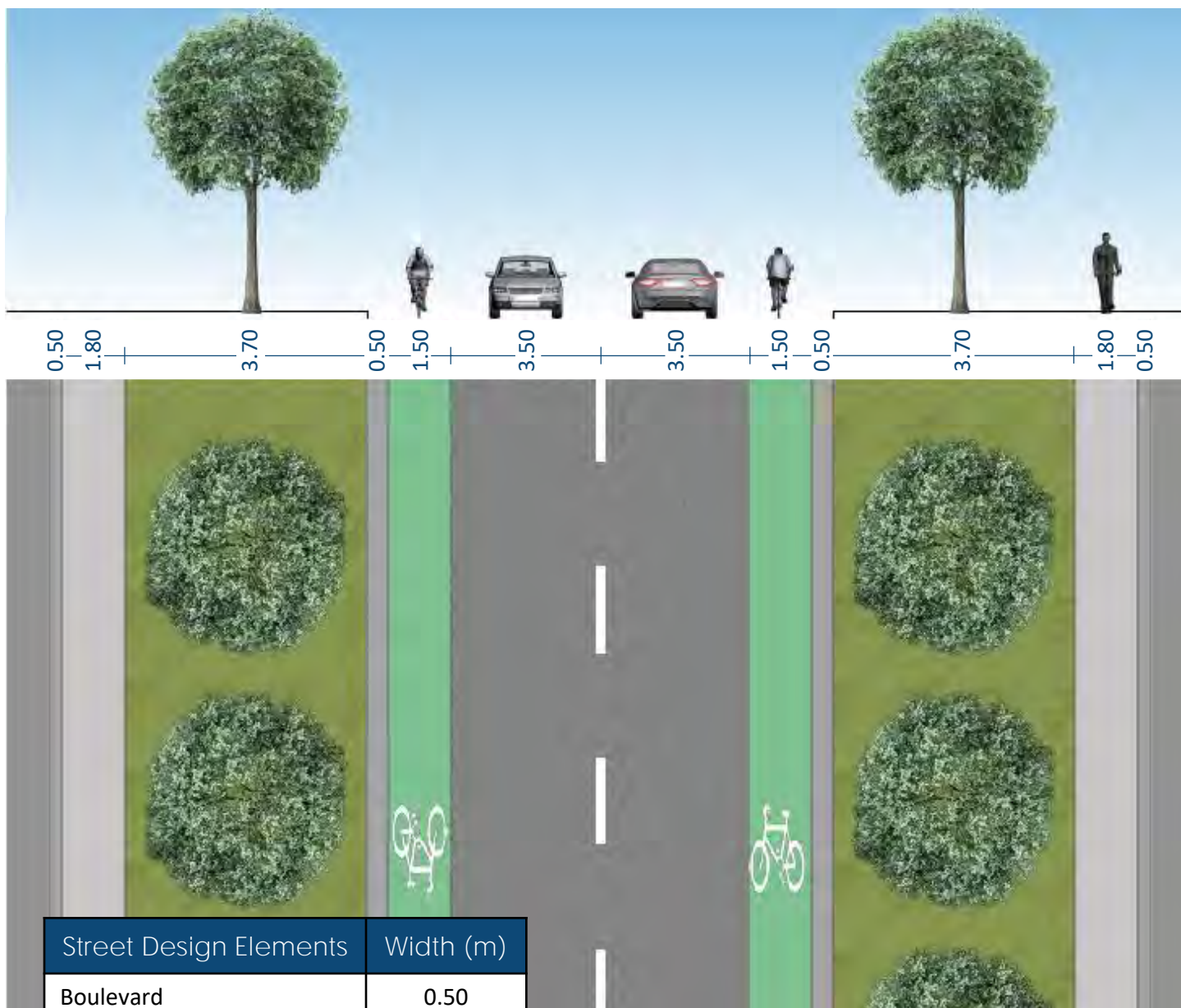
Street Design Elements	Width (m)
Boulevard	0.50
Sidewalk OR Multi-Use Path	1.80 3.00
Boulevard	3.45
Curb and Gutter	0.50
General Purpose Lane	3.50



Caledon Transportation Master Plan

Industrial Collector Typical Cross-Section

Figure 4.3



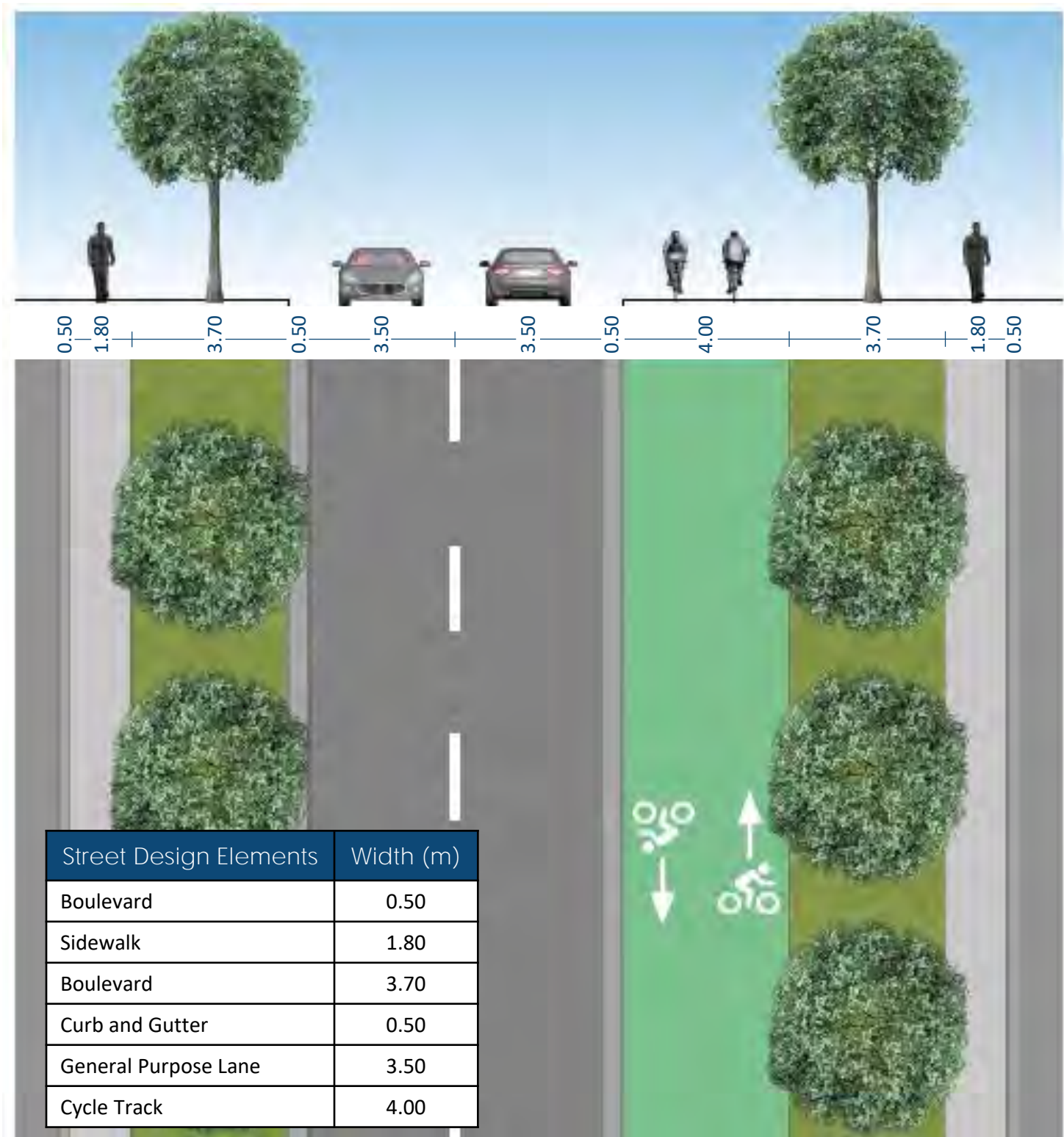
Street Design Elements	Width (m)
Boulevard	0.50
Sidewalk	1.80
Boulevard	3.70
Curb and Gutter	0.50
Bike Lane	1.50
General Purpose Lane	3.50



Commercial and Residential Collector Typical Cross-Section

Figure 4.4A

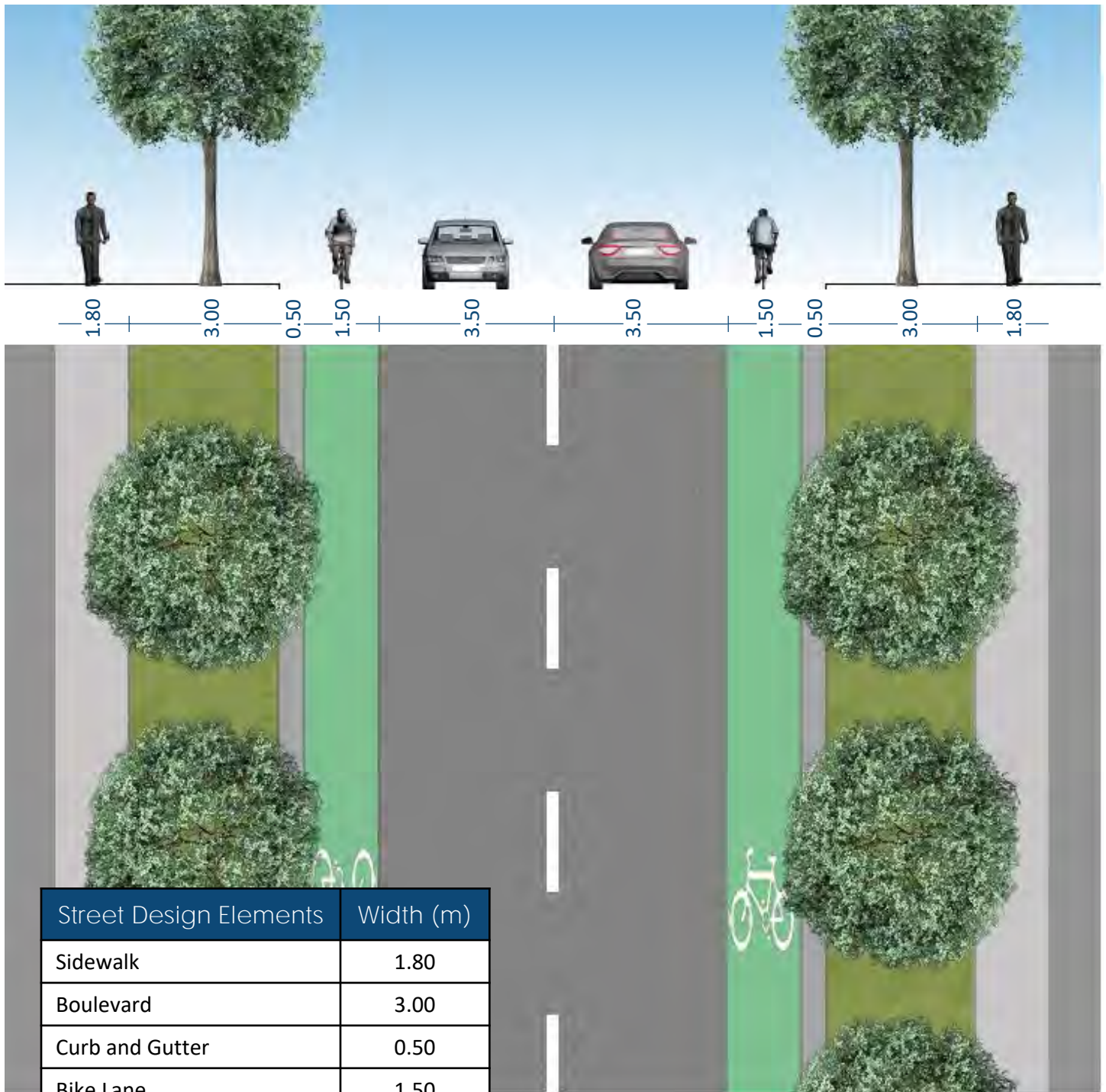




**Commercial and Residential
Collector Typical Cross-Section
with Cycle Track**



Figure 4.4B



Street Design Elements	Width (m)
Sidewalk	1.80
Boulevard	3.00
Curb and Gutter	0.50
Bike Lane	1.50
General Purpose Lane	3.50



Local
Typical Cross-Section

Figure 4.5

4.1.4 Intersection Improvements

An analysis was completed to identify intersections within the Town that may require signalization and/or the addition of turning lanes by the 2031 horizon year. The following requirements were taken into consideration for the prioritization of candidate locations:

- ▶ The prioritization must be based on:
 - Current traffic operations conditions; and
 - Current traffic safety conditions;
- ▶ The prioritization must include all intersections under Town jurisdiction (intersection of two (2) Town roadways); and
- ▶ The current signalized intersections (4) under Town jurisdiction are to be included in the analysis.

Intersections were evaluated based on the following criteria:

- ▶ Meeting warrant for signalization;
- ▶ Meeting warrant for dedicated left- and/or right- turn lanes;
- ▶ Potential for safety improvement (PSI) index.

The evaluation of each criteria served as the basis for prioritizing the town intersections to investigate operational and safety concerns. **Appendix E** provides the results of the prioritization process, both for existing (2016) and future (2031) traffic conditions.

The top 10 intersections were then analyzed to identify operational and safety issues, and suggest potential improvements for the town to consider. **Appendix F** includes the detailed analyses for each intersection.

As noted in **Appendix E**, the methodology applied to prioritize the locations for intersection improvement considered both traffic operations and safety factors to derive a list of intersections that may require signalization and/or the addition of turning lanes by the 2016 and 2031 horizon years, respectively. Given the many simplifying assumptions made to complete the analyses, the resulting prioritized list should not be taken as an absolute ranking or imperative to mitigate, but rather a tool to be used by Town staff to identify the most likely intersections requiring additional attention.

Based on the prioritization completed, the following four intersections are recommended for improvement within the TMP (by year):

2016:

- ▶ Healey Road and Simpson Road
- ▶ Abbotside Way and Kennedy Road

These two intersections were the only locations that met the traffic signal warrant by the 2016 horizon year. Although other locations met turn lane warrants, the degree of improvement offered by the road works was not sufficient to justify the expenditure in the near term.

2031:

- ▶ Nixon Road and McEwan Road
- ▶ Humber Station Road and Healey Road

These two intersections were the only locations that met all three warrants (traffic signal, left-turn lane and right-turn lane) by the 2031 horizon year. Although other locations met turn lane warrants (in some cases for both left and right-turn lanes), the degree of improvement offered by the road works was not sufficient to justify the expenditure in the longer term, especially given the rather conservative (high) traffic growth rate assumed (2.6% compounded per annum). It is noted that no additional locations met the traffic signal warrant by 2031.

Actions:

Continue to monitor and assess the need for improvements at key intersections in the Town

The detailed safety and operations analysis completed at the Town road intersections identified several locations where improvements may be required in the future. The Town should continue to monitor and assess the need for implementation of improvements at these locations. There may also be the opportunity to implement some of these intersection improvements through road reconstruction initiatives, particularly for those location identified along Albion Vaughan Road.

4.2 Transit

4.2.1 Transit Network

An efficient and effective public transit system is a key future component of the Town's transportation system, as provincial policy directions work towards creating more compact and complete communities. Section 5.9.5.4 of the Town's Official Plan details the policies intended to support the enhanced use and accessibility of public transit in the Town. Specifically, the OP identifies the opportunity to examine the need for a public transit service, as warranted by economic feasibility and service demand. The OP further details a number of transit functions to incorporate in the planning and development process to preserve future opportunities for public transit, as well as specific policies for transit including:

- ▶ Collaborating with the Region, Metrolinx and Province, neighbouring municipalities and other appropriate jurisdictions to:
 - ▶ Expedite provision of GO Rail service to Bolton;
 - ▶ Protect corridors for the future GO Rail service identified by Metrolinx and the Province;
 - ▶ Enhance existing GO Bus service passing through Bolton; and
 - ▶ Explore opportunities for a future extension of the Hurontario Transit Corridor north of Mayfield Road into the Mayfield West Community.
- ▶ Initiate discussions with the City of Brampton for the extension of Brampton transit services to serve Bolton and future services to the Mayfield West Community.
- ▶ Engage in discussions with YRT/Viva to explore the possibility of extending future bus services into the Town from York Region.
- ▶ Undertake discussions to investigate the feasibility of developing the Orangeville Railway Line corridor to service future demand in the Town.
- ▶ Encourage the Ministry of Transportation to accommodate higher order transit services on the extension of Highway 427 to cater to peak commuter travel between Bolton and the GTA activity centres.
- ▶ Continue to work with Peel Region for the provision of transportation services such as Peel "Trans Help" door to door accessibility service and other related programs/services which accommodate transportation needs for members of the Town community with disabilities.

The Town is currently undertaking a Transit Implementation Strategy which will further investigate and document the plan for future public transit and the necessary planning initiatives in the Town.

Policy:

The Town should examine the need for a public transit service, as warranted by economic feasibility and service demand, and incorporate the transit function in the planning and development process. The study should include a review of how existing GO bus services in Caledon would be integrated in order to establish appropriate transit service levels and to avoid potential duplication of service.

The Town should encourage and collaborate with the Region, Province, Metrolinx and neighbouring municipalities to improve inter-municipal and inter-regional transit services.

The Town should encourage transit supportive land uses in secondary plans, settlement expansions and future developments.

Actions:***Develop a Transit Implementation Plan***

The transit implementation plan will review the need for a local transit service, provide relevant background documentation and develop the level of use, service delivery concepts, expected timeline and broad cost figures for Town Council to review to determine if a public transit service is feasible.

Advocate for a GO Train Station to be constructed in the Bolton Residential Expansion Area (Bolton TMP)

The Bolton Commuter Rail Feasibility Study advocated for GO Rail service to Bolton and the Bolton Residential Expansion Study frames a location for the future GO Train Station. A GO Train Station at this location would help foster an environment for transit-oriented development in this new development expansion area. It also has the potential to significantly increase the proportion of trips to and from Bolton taken by transit.

4.2.2 Transit Stop Criteria and Design

A critical component of transit infrastructure design is the transit stop, as it provides the interface between passengers and buses. Safety of both passengers and the transit operator and accessibility to accommodate patrons of all ages and abilities are paramount for the

implementation of any bus stop. The following three aspects should be considered when planning a transit stop:

- ▶ **Location** of the transit stop, based on spacing, ridership and safety;
- ▶ **Transit Stop Placement** on the roadway (far-side, near-side or mid-block); and
- ▶ **Physical Considerations** of the stop which allows passengers to board, alight, make transfers in a safe and efficient manner, and minimize conflicts with other traffic.

The location of a transit stop determines the accessibility, and therefore the effectiveness and to a certain extent, the physical design of the stop. A balance in the spacing of stops is required to minimize excessive stopping and also to minimize long walking distances. Transit stop spacing should be governed by overall network spacing, proximity to activity centres and traffic considerations.

Transit stop placement on the roadway falls into three categories – far-side, near-side and mid-block. At any stop placement, it is important to provide the minimum dimension for the transit vehicle, appropriate clearance distances from crosswalks and ensure the door is not obstructed. In general, far-side stops are preferred as they require the minimum sight distance, and prevent capacity problems at the intersection. When far-side stops are infeasible, near-side stops may be used. Near-side stops may also be used in locations where transfer with a cross-street route is required. Mid-block locations are used when intersection stops are not feasible, large block lengths or at a high transit ridership generator.

The physical considerations of the bus stop detail the type of stop for the bus, i.e. a bay, bulge, street stop, and location next to bike lanes and parking. In high traffic areas, it is important to provide adequate space for the bus to prevent traffic congestion issues. It is also important to consider the range of amenities at the stop, including passenger landing pads, wheelchair landing pads, curb letdown, bus stop sign, bus shelter, seating, bicycle storage, lighting and real-time schedule information. At minimum, a bus stop sign should be provided.

Policy:

The Town should endeavor to provide a local transit stop within easy walking distance (400 metres) of all urban land uses.

The Town should, where feasible, encourage the incorporation of transit shelters and waiting areas into the entry design of buildings that are located abutting existing or future transit stops and are accessible to all users including persons with disabilities.

Actions:

Introduce transit stop criteria and design policies into the Town of Caledon Official Plan

At present, the Town's Official Plan does not include policy direction regarding transit stop criteria and design. The policy statement above will be added to provide a basis for transit stop criteria and design initiatives.

4.3 Active Transportation

An active transportation network and supporting infrastructure design guidelines are presented in the following section to direct the Town toward creating connected and well-designed pedestrian and cycling networks. The overall intent is to enable Caledon residents and visitors to walk, bicycle and utilize other non-vehicular travel modes safely and efficiently regardless of age and physical or mental ability.

4.3.1 Long-Term Network Plans

The long-term network plans have been developed in consideration of relevant plans and policy documents, as follows:

- ▶ Town of Caledon Official Plan, 2015
- ▶ Town of Caledon Trails Master Plan, 2011
- ▶ The Bolton Transportation Master Plan Study, 2015
- ▶ Peel Region Active Transportation Plan, 2011
- ▶ Peel Long Range Transportation Plan, 2012

The long-term network plans have been developed in consideration of the Town's identified Settlement Nodes (Rural Service Centres, Villages, Hamlets) and key destinations both within and outside Caledon.

Appendix G provides a detailed discussion of reference documents and origins-destinations.

4.3.2 Pedestrian Network

The pedestrian network provides for opportunities for personal travel and recreation via a series of sidewalks, walkways and trails, as shown in **Figure 4.6**. The network was developed to

address existing network gaps to create continuous walking routes and consistent with established plans / policies. Facilities are generally focused on areas of high potential pedestrian demand.

4.3.3 Cycling Network

The Cycling Network is comprised of on-road and off-road cycling and multi-use routes intended to facilitate commute, personal and recreational bicycle travel, as shown in **Figure 4.7**. The network was developed to provide good east-west and north-south route coverage within Caledon, including opportunities for bicycle travel between the Rural Service Centres (Bolton, Mayfield West, Caledon East), as well as connections with adjacent communities (Brampton, Orangeville, Vaughan). Caledon staff, Mayor/Council, and the local cycling community also provided insight into desirable cycling routes. As the Town works towards becoming a cycling friendly community, all future rural cycling routes will provide dedicated facilities where applicable. Existing share the road facilities will be upgraded to dedicated facilities with road improvements. Cycling routes within the Rural Town Centres will be a combination of both shared and separated facilities.

Appendix H provides a detailed summary of the recommended Town cycling routes and evaluation process to select the network.

Scenic Cycling Route

A “Scenic Cycling Route” was identified through conversations with community stakeholders that provides a long-distance touring cycling route showcasing Caledon’s natural and scenic highlights, as shown in **Figure 4.8**. The identified route is a loop that utilizes low-volume roads that are primary paved surface. The loop is bisected by northwest-southeast and southwest-northeast (Caledon Trailway Path) routes for shorter loops and/or access to other destinations in Caledon.

The identified route connects the following key destinations:

- ▶ Rural Service Centres (Bolton, Mayfield West, Caledon East)
- ▶ Conservation Areas
- ▶ Scenic Areas / Viewpoints

- Nearby communities (Orangeville, Brampton, Tottenham/New Tecumseth)

The Town should work with local cycling stakeholders to develop unique, themed route signs to be installed as **directional and confirmation signs** along the Scenic Route. Examples from other communities are provided in **Figure 4.9**.

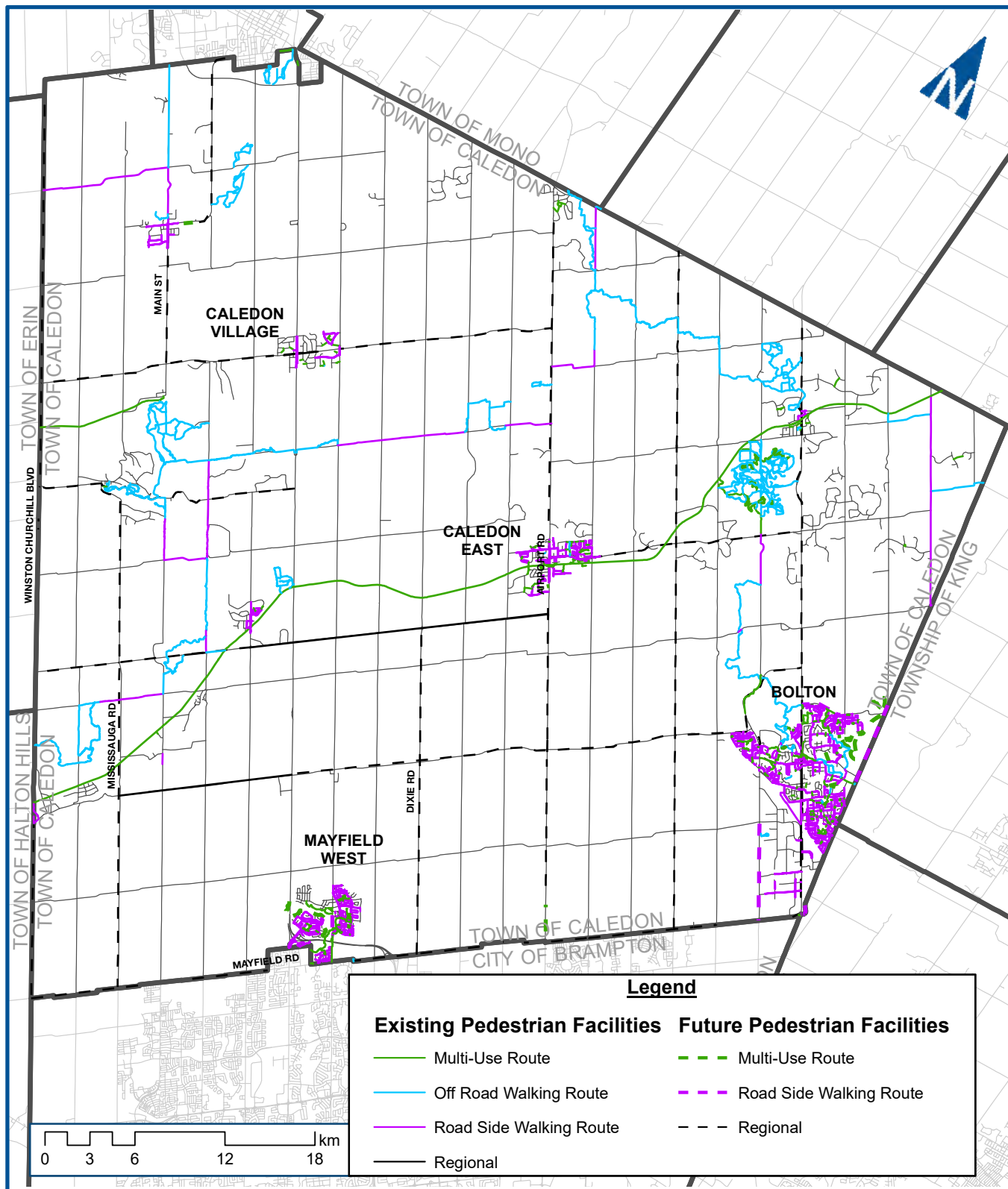
A map should be developed that identifies the scenic route and key destinations, as well as travel distances between key destinations, bike shops and bike repair locations, and parking areas.

Further, the identified route should be revisited in the future as there are several planned cycling network improvements (both Town of Caledon and Peel Region) that would improve the Scenic Route once completed.

WAYFINDING SIGN TYPES

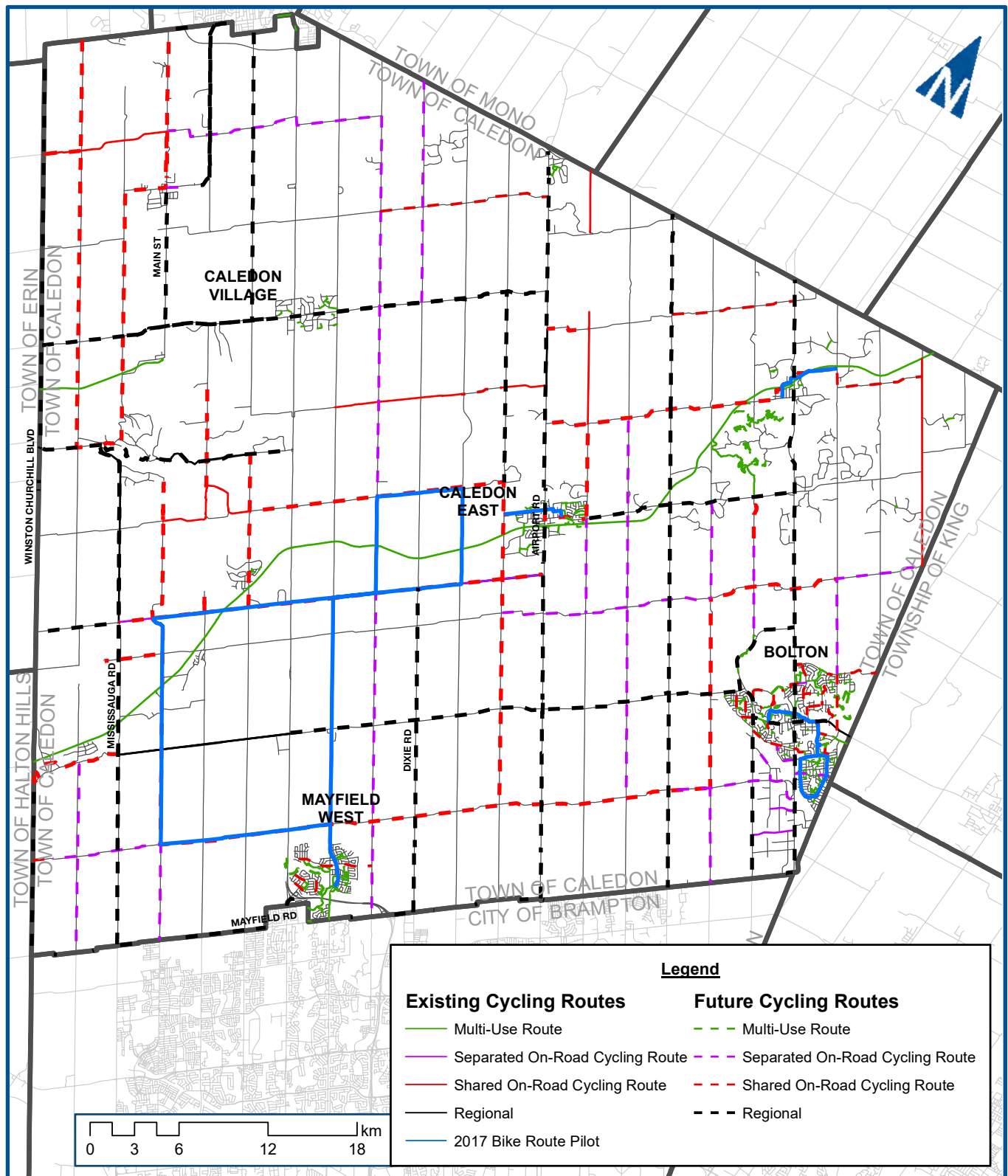
Directional Signs indicate where a change in direction is required to continue on the intended route or to access a destination.

Confirmation Signs are placed along the route to confirm that a cyclist is on the intended route.



Recommended Pedestrian Network



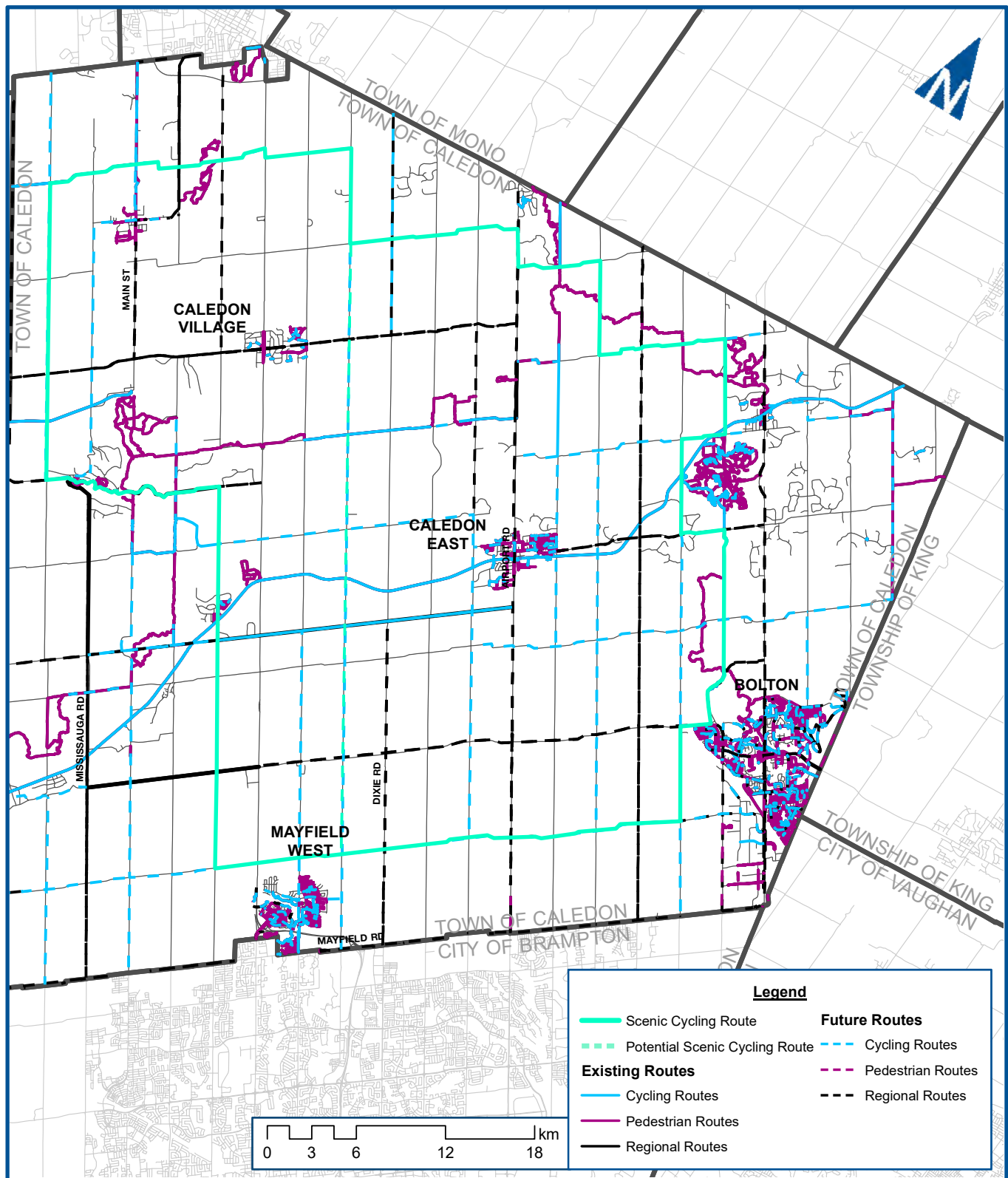


Recommended Cycling Network



Caledon Transportation Master Plan

Figure 4.7



Recommended Scenic Cycling Route



Caledon Transportation Master Plan

Figure 4.8



“Oregon Coast Bike Route”, Oregon (top-left); “West Don Recreational Trail”, Toronto ON (top-right); “Green Route”, Quebec (bottom-left); “Seaside Touring Route”, Victoria BC (bottom-middle); “BC Parkway Urban Trail”, Vancouver BC (bottom-right)

FIGURE 4.9: EXAMPLES OF BICYCLE TOURING ROUTE SIGNS

4.3.4 Route Types

The pedestrian and cycling networks identify a series of route types intended to accommodate pedestrians or cyclists (or both). Each route type is identified below with icons indicating which user group each route type is intended to accommodate and a series of facility types that may be applied on each route, depending on the context and intended function.



Cycling Route (refers to Proposed Cycling Network map)

Walking Route (refers to Proposed Pedestrian Network map)



A. Multi-Use Route



A1. Multi-Use Trail

An off-road trail designed and regulated to accommodate walking, cycling and other non-vehicular travel modes.



A2. Separated Bicycle + Pedestrian Pathway

Off road trails that provide distinct operating areas for both pedestrians and cyclists.



B. Roadside Walking Route



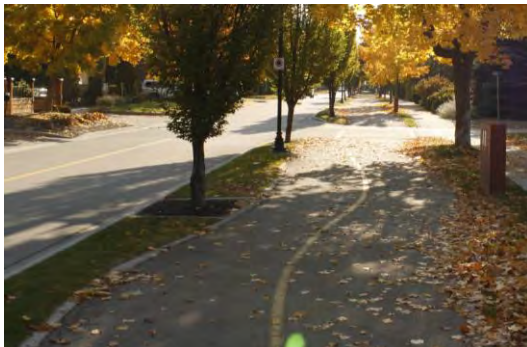
B1. Sidewalk

Paved pathways that are located on the side of the road that are separated from the travel lane by a curb. Sidewalks may be on one or both sides of the road and are designated space for pedestrians only.



B2. Sidewalk + Boulevard

A sidewalk facility that includes a boulevard (or other space) between the sidewalk and roadway to increase pedestrian comfort.



B3. Roadside Trail

A route contained within a maintained road right-of-way either with a separated pathway or widened road shoulders.



B4. Wide Shoulder

A wide shoulder provides larger width to better accommodate roadside walking. Shoulder may be paved or unpaved.



C. Off-Road Walking Route



C1. Pedestrian Pathway

A paved pathway located at the roadside (but not within the right-of-way) or provided between private properties to connect sidewalks or walking trails.



C2. Recreational Trail

Off-road facilities, typically set in wilderness, intended for recreational purposes. Routing is often circuitous (as opposed to direct routing for purpose-driven travel) and typically intended for pedestrians only.



D. Separated On-Road Cycling Route



D1. Conventional Bike Lane

A conventional bicycle lane is at the roadside, marked with a linear white line and bicycle and diamond stencil.



D2. Buffered Bike Lane

On-street travel lanes designated for bicycles with a painted buffer between cyclists and moving vehicles or parked vehicles.



D3. Cycletrack

On-street cycling facilities that are physically separated from vehicle traffic. Separation may be provided by basic bollards, more extensive landscape and/or trees, or may be achieved by locating on-street parking between the vehicle and bicycle travel areas. Cycletracks may be one- or two-directional, although bi-directional facilities require specific consideration at intersections.



D4. Paved Shoulder

Located on streets without curb and gutter but with paved shoulders wide enough for bicycle travel. Should include signage indicating it is a bike route to alert motorists to the presence of cyclists.



E. Shared On-Road Cycling Route



E1. Shared Use

Bicycles and vehicles share the lane in a side-by-side manner. Roadside signs identify the routes as shared and “sharrow” paint markings at the side of the lane indicate the intended path of bicycle travel.



E2. Bicycle Boulevard (or “Neighbourhood Bikeway”)

Located on streets with limited vehicle traffic that are continuous and provide good connectivity with other cycling routes. These routes may be enhanced by traffic calming to limit traffic volumes.



E3. Signed Bikeway

Located on streets without curb and gutter. Should include signage indicating it is a bike route to alert motorists to the presence of cyclists.



E4. Urban Shoulder

Located on streets with curb and gutter. Can include signs indicating it is a bike route to alert motorists to the presence of cyclists. Often used where on-street parking permitted.

4.3.5 Pedestrian and Cycling Route Design Guidelines

Table 4.5 provides design specifications for all identified pedestrian and cycling route types. The following provides further information regarding the specifications:

Design Resources

The following local, provincial or national documents were used in developing design specifications for pedestrian and cycling facilities. These documents should be consulted for detailed design guidance.

- a. Town of Caledon, Trails Master Plan, March 2011
- b. Peel Region, Active Transportation Plan (Final Report), November 2011
- c. Ministry of Transportation of Ontario (MTO), Ontario Traffic Manual, Book 18: Cycling Facilities, December 2013
- d. Transportation Association of Canada, Bikeway Traffic Control Guidelines for Canada – 2nd Edition, February 2012

Context

Urban areas are defined as the settlement areas: Rural Service Centres, Villages, and Hamlets. All other areas are considered Rural.

TABLE 4.5: PEDESTRIAN AND CYCLING ROUTE DESIGN GUIDELINES AND SPECIFICATIONS

Facility Type (Source)		Context		Width		Signs + Markings
		Urban	Rural	Desired	Minimum	
A. Multi-Use Route						
A1. Multi-Use Trail ^{b,c}				4.0m	3.0m	S1
A2. Separated Bicycle + Pedestrian Pathway ^c				4.0m (2.0m x 2)	3.0m (1.5m x 2)	S2
B. Roadside Walking Route						
B1. Sidewalk ^a				1.8m – 2.0m ¹	1.8m	--
B2. Sidewalk + Boulevard				Same as B1 + 2.5m boulevard	Same as B1 + 1.5m boulevard	--
B3. Roadside Trail ^{a,b}				3.0m Wider where high user volumes anticipated		S5
B4. Wide Shoulder ^b				1.8m	1.5m ²	--
C. Off-Road Walking Route						
C1. Pedestrian Pathway ^a				3.0m	1.5m	--
C2. Recreational Trail ^a				3.0m	2.7m ³	--
D. Separated On-Road Cycling Route						
D1. Conventional Bike Lane ^{a,b,c}				1.8m+	1.5m	S4, P1
D2. Buffered Bike Lane ^c				1.8m lane + 1.2m buffer	1.5m lane + 0.5m buffer	S4, S5, P1
D3. Cycletrack ^c	1-way			2.0m	1.5m	S4, S5, P1
	2-way			4.0m	3.0m	
D4. Paved Shoulder ^{b,c}	≤ 4,500 AADT			1.5m	1.2m	S3
	> 4,500 AADT			2.0m		
E. Shared On-Road Cycling Route						
E1. Shared Use ^c				4.5m	4.3m side-by-side < 4.3m single file ⁴	S3, S6, S7, P2
E2. Bicycle Boulevard ^{c,d}				n/a		S3
E3. Signed Bike Route ^{b,c}	≤ 4,500 AADT			1.5m	1.2m	S3
	> 4,500 AADT			2.0 m		
E4. Urban Shoulder ^{c,d}				1.8m+	1.5m	S3

Notes:
¹ Current Town road standards specify only 1.5m sidewalk for most standard cross-sections

² Caledon Trails Master Plan currently specifies 1.2m minimum and 1.5m desirable shoulder width

³ Current Town road standard no.222 specifies 0.5 – 1.0m

⁴ Shared Use widths exceed minimum widths recommended in OTM Book 18 to provide for enhanced cyclist experience

Signs

S1. Shared Pathway Sign



OTM RB-71
300 x 450

S2. Pathway Organization Sign



OTM RB-72a
300 x 450



OTM RB-72b
300 x 450

S3. Bicycle Route Marker Sign



OTM M511
450 x 450

S4. Reserved Bicycle Lane Signs



TAC RB-90
600 x 750



TAC RB-91
600 x 750



TAC RB-92
600 x 750

S5. Turning Vehicles Yield to Bicycles Sign



TAC RB-37
600 x 750

S6. Share the Road Sign



OTM WC-19
600 x 600



OTM WC-19t
300 x 600

S7. Shared Use Lane Single File Sign



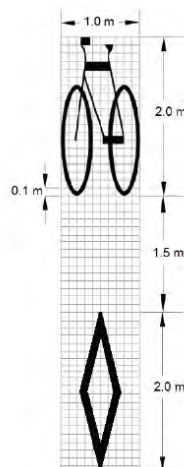
OTM WC-24
600 x 600



OTM WC-24t
300 x 600

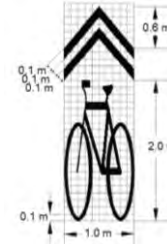
Pavement Markings

P1. Bicycle Lane Pavement Markings



TAC, Table 7-1

P2. "Sharrow" Pavement Marking



TAC, Section 7.4.3

Additional Design Considerations

Bicycle-Motorist Conflict Zones

Pavement markings may be applied to provide guidance to cyclists and motorists in conflict zones (e.g. offset intersections). The measures available for marking a bicycle facility through a conflict zone, in increasing order of visibility are:

- ▶ Bike stencils or chevrons at 1.5 m to 10 m spacing (with optional directional arrows to clarify cyclist trajectories);
- ▶ “Sharrows” at 1.5 m to 15 m spacing
- ▶ Dashed guide lines (with optional bike stencils or chevrons but not sharrows)
- ▶ Green surface treatment; or
- ▶ Dashed guide lines (with optional bike stencils or chevrons but not sharrows) and green surface treatment.

Refer to OTM Book 18, Section 5.4 for additional guidance on cyclist-motorist conflict treatments.

Additional signage alerting motorists to the presence of a pedestrian and/or cyclist crossing may be applied in conflict zones. The Pedestrian and Bicycle Crossing Ahead sign Wc-15 (OTM) should be placed on the roadway at the approach to an in-boulevard facility. The right or left version of the sign should be used as appropriate such that the pedestrian and bicycle symbols are oriented towards the centre of the road. The Crossing tab sign Wc-32t (OTM), must be attached below Wc-15 (OTM) to convey the meaning of the sign.



Wc-32t (OTM)
(300 mm x 600 mm)

Trail Surface Treatment

Trail surface treatment will depend on the type of trail, user volume and surround context. Treatment options are as follows:

- ▶ Asphalt and/or concrete paving;
- ▶ Impressed and coloured paving;
- ▶ Granular surfacing;
- ▶ Wood mulch surfacing; or
- ▶ Natural earthen surfaces.

Refer to Caledon Trails Master Plan, Section 6.12 (pg. 57) for additional guidance on trail surfacing.

4.3.6 Bicycle Parking Design Requirements

The Town of Caledon does not currently have requirements for off-street bicycle parking in its Zoning By-law. For communities that do require off-street bicycle parking, the requirements are usually organized into two categories: [a] requirements for the quantity of both short-term and long-term off-street bicycle parking spaces to be provided in new developments and [b] design standards for off-street bicycle parking facilities to meet the needs of cyclists and to support increased bicycle use.

If the Town is not yet prepared to adopt off-street bicycle parking requirements into its Zoning By-law, it can instead provide policy guidance and recommendations to developers as part of its overall effort to build an active transportation network.

The provision of bicycle parking is an important part of developing an active transportation network. Fear of bicycle theft has been shown to discourage bicycle use, which has highlighted the need for bicycle parking. Bicycle parking provides security and encourages people to bike because they have a place to park at their destination. Off-street bicycle parking is commonly categorized as either short-term or long-term, described below.

- ▶ **Long-term parking** – a secure, weather-protected bicycle parking facility with controlled access used to accommodate long-term parking, such as for residents or employees, usually within a room or covered, fenced area. This type of parking can include bicycle racks and/or secure enclosures like bicycle lockers.
- ▶ **Short-term parking** – a short-term visitor bicycle parking facility that may offer some security, and may be partially protected from the weather, for example a bike rack at a building's entrance. This parking is provided in an accessible location that is available for public use.

The following design criteria should be considered for off-street bicycle parking facilities.

Long-term Bicycle Parking Standards

An off-street bicycle parking facility is commonly used by cyclists needing to park their bikes for a long period of time. Below are several recommended standards for bicycle storage facilities (i.e., bicycle parking areas) to ensure high quality design.

- ▶ Each long-term bicycle parking space should have at least 1.9 metres vertical clearance and be a minimum of 0.6 metres wide and 1.8 metres in length if the bicycles are to be placed horizontally, and 1 metre in length if the bicycles are to be placed vertically.
- ▶ Aisles between long-term parked bicycles should have a minimum width of 1.5m.
- ▶ Bicycle racks or storage lockers should be securely anchored to a hard ground surface or fixed structure and allow the bicycle frame to be locked.
- ▶ Bicycle parking facilities should be securely enclosed by solid opaque walls or a compound enclosed by metal mesh to maximize security.
- ▶ Bicycle parking facilities should be located at building grade or within one storey of building grade in an area that provides convenient access to main entrances or well-used areas to maximize security and convenience. The facilities should be located no more than 50 metres from an elevator or building entrance.
- ▶ A minimum of 50 percent of the long-term bicycle parking spaces in a bicycle storage facility should allow for a bicycle to be parked horizontally on the floor to ensure accessibility.
- ▶ Bicycle storage facilities should be designed to accommodate a maximum of 40 bicycles which does not include those with bicycle lockers

Short-term Bicycle Parking Standards

Short-term bicycle parking is intended for visitors whose visits may be less than two hours long. While short-term parking is commonly provided in multi-family residential buildings and offices, it is more commonly found at commercial or retail outlets, parks and recreation areas, community centres, and medical / dental offices. Recommended design standards for short-term bicycle parking areas are as follows:

- ▶ Each short-term bicycle parking space should be provided in the form of racks that are permanently anchored to the ground or a permanent structure.
- ▶ Each short-term bicycle parking space should be independently accessible by means of an aisle with a minimum width of 1.2 metres. The aisle should be separate from pedestrian access to the premises for which the parking space is required.
- ▶ Short-term bicycle parking should be provided in a convenient, well-lit location that is as close to the main building entrance as possible (maximum of 15 metres). The parking area should be clearly visible and accessible by visitors.

Supply Rates

Table 4.6 provides recommended bicycle parking specifications for consideration by the Town.

TABLE 4.6: RECOMMENDED BICYCLE PARKING SPECIFICATIONS

Use	Long-term Bicycle Parking	Short-term Bicycle Parking
Commercial		
Commercial, including retail store, sales and service repair shop, personal service shop, factory outlet, merchandise service shop, light equipment rental establishment, bakery, printing and processing service shop	1 per 750 m ² of gross floor area	A minimum of 6 spaces for any building with 1,000 m ² or more of gross floor area
Financial Institution		
Business Office	1 per 500 m ² of gross floor area	A minimum of 6 spaces for any building with 2,000 m ² or more of gross floor area
Institutional		
Art Gallery, Artisan Operation, Artist Studio and Gallery	1 per 500 m ² of gross floor area	A minimum of 6 spaces for any building with 1,500 m ² or more of gross floor area
Museum		
Community Centre, Sports Arena, Wellness Centre, Fitness Centre, Club	1 per 250 m ² of gross floor area	A minimum of 6 spaces at each public entrance
Hospital	1 per 1,000 m ² of gross floor area	A minimum of 6 spaces at each public entrance
Place of Worship	No requirement	A minimum of 6 spaces at each public entrance
Place of Assembly		
Schools	Elementary – 1 per 200 m ² of gross floor area	1 per 300 m ² of gross floor area
	Secondary – 1 per 100 m ² of gross floor area	
Industrial		
Warehouse, Retail	1 per 1,000 m ² of gross floor area	No requirement
Warehouse, Wholesale		
Industrial Use		

4.3.7 Policies

Active transportation, as described in the Town of Caledon Official Plan, is any form of self-propelled transportation that uses human energy, such as walking and bicycling. Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Increased reliance on active transportation, by itself or in combination with other sustainable modes, would not only help reduce the strain on the transportation system but will have immense individual, societal, environmental and economic benefits.

While active transportation modes account for a relatively small share of overall travel demand, it is imperative the provision of facilities and programs to support their use are implemented to develop a more sustainable transportation system. An increased share of trips made by active transportation would contribute towards the sustainability of the transportation system, reduce transportation-related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

The Town wishes to promote a sustainable active transportation infrastructure where non-auto modes are increasingly recognized as a viable means of transportation. Non-motorized transport provides many benefits to users and non-users alike, including travel choice and mobility, affordability, reduced road congestion, infrastructure savings, improved health, recreation and enjoyment, environmental protection, and economic development.

Policy:

The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.

Actions:

Implement the Long-Term Network Plans for Pedestrian and Cycling Routes

The Long-Term Network Plans developed in the TMP provide a network of pedestrian and cycling routes that improve overall connectivity, increase integration with other modes of transportation, ensures coordination with initiatives in other municipalities, and includes design standards for facilities.

Once adopted, the new plan will serve as the basis for future pedestrian and cycling network development and investment in the Town. The Town will ensure the network plans are referenced, maintained and updated on a regular basis, and appropriate financing apportioned for implementation.

Implement the Trails Master Plan

Completed in 2011, The Trails Master Plan focuses on providing a long-term planning document which guides the planning, design, development and maintenance of Town-owned recreational trails as well, encourages ongoing partnerships with the many other private and public trail providers in Caledon to ensure an overall network that is safe, diverse, protects the natural environment and is well connected. In addition, the Master Plan includes public input to define user needs and identify trail connection opportunities. The Town will ensure the Trails Master Plan continues to be referenced, maintained and updated at regular intervals.

Update the active transportation policies in the Official Plan

The Town's Official Plan policies on active transportation should be updated to further guide planning and encouragement of active transportation. Specifically:

- ▶ Provide sidewalks on at least one side of all local streets and on both sides of all new and reconstructed urban collector and arterial roads, where appropriate;
- ▶ Provide for bicycle lanes in accordance with the Long-Term Cycling Route Network in the construction or reconstruction of roads and bridges;
- ▶ Provide for multi-purpose paths in accordance with the Trails Master Plan in the construction or reconstruction of roads, bridges, parks and community facilities;
- ▶ Encourage and support measures which will provide for barrier-free design of pedestrian facilities;
- ▶ Ensure that property for active transportation routes are included with the land requirements for roads;
- ▶ Ensure that the rights and privacy of adjacent property owners are factored into the design process for active transportation routes;
- ▶ Ensure that all active transportation routes are designed based on the principles of accessibility, connectivity, continuity, directness of route, safety, convenience and comfort; and

- Ensure integration with Regional networks and amenities to promote cross municipal travel using active transportation modes

Apply for the Share the Road Bicycle Friendly Community Award

The Bicycle Friendly Community (BFC) Award is program providing incentives, hands-on assistance and award recognition for communities that actively support bicycling. The BFC Program was launched by the Share the Road Cycling Coalition in Canada in August 2010 in partnership with the Washington-based League of American Bicyclists. Communities complete a thorough application and are judged in five categories often referred to as the Five “Es”: Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. A community must demonstrate achievements in each of the five categories to be considered for an award on the Bronze, Silver, Gold or Platinum or Diamond level.

Since 2012, the Town has been working towards receiving the Bicycle Friendly Community Award. The Town applied for the BFC designation in Fall 2013 and received an Honorable Mention. Feedback from the application was received in February 2014 including recommended action items. A Cycling Task Force was selected by the Town to assist with fulfilling the remaining requirements to reapply for the award.

Continue to participate in the Active and Safe Routes to School Program

The Town participates in the Peel Safe and Active Routes to School (PSARTS) initiative led by Peel Region’s Transportation Planning and Peel Health department. Active and Safe Routes to School is a community-based initiative that promotes the use of active transportation for the daily trip to school, addressing health, physical activity, and traffic safety issues while taking action on air pollution and climate change. PSARTS’ efforts in promoting safe, walkable school routes have made a large impact in the Region, benefiting the health of Peel’s children and protecting Peel’s environment.

Complete a Sidewalk Strategic Plan

The purpose of the Sidewalk Strategic Plan is to create a process to prioritize sidewalk projects within the Town, including new sections of sidewalk, and sidewalk ramps on existing sidewalks. The plan will identify missing sections of sidewalk for infill in existing developments, especially in older areas of Town, but will not include typical sidewalk repairs.

4.4 Transportation Demand Management

Several Transportation Demand Management (TDM) measures and policies have been initiated by Peel Region and the Town of Caledon, as described above in **Section 2.2**. Section 5.9.5.5 of the Town's Official plan provides the TDM policies which focuses on augmenting the capacity of the existing transportation system to ensure an optimal mix of both supply and demand rather than always adding capital-intensive new facilities.

There are still several opportunities within the Town to expand and improve transportation with the implementation of TDM programs and measures. The main types of TDM measures and programs focus on education, promotion and outreach, and travel incentives and disincentives. These measures coupled with sustainable travel options and supportive land use practices create an integrated approach to mobility management. To reduce single occupant vehicle trips in Caledon, the focal points of future TDM initiatives include: active transportation and transit in the rural service centres and carpooling in areas where fixed transit routes are not practical.

Smart Commute Brampton-Caledon provides several services to enhance the mobility of commuters in the City of Brampton and Town of Caledon. The program is led by a board of directors from Peel Region, City of Brampton, Town of Caledon and large employers in the area in partnership with Metrolinx. Smart Commute Brampton-Caledon operates in conjunction with thirteen other Smart Commutes in the Greater Toronto and Hamilton Area. Current Smart Commute Brampton-Caledon initiatives include:

- ▶ Carpooling/ridematching;
- ▶ Preferential carpool parking;
- ▶ Outreach campaigns;
- ▶ Emergency ride home; and
- ▶ Additional supportive measures.

In addition, Peel Region has completed considerable work in TDM over the past decade, developing the *Peel Region Transportation Demand Management (TDM) Plan (2014-2018)*, an update to the 2008 plan outlining TDM measures to continue to improve air quality by reducing single occupant vehicle travel demand. The Town should continue to work with the Region and build upon this plan moving forward to explore new options for TDM implementation.

It is important that the Town coordinate with the Region, City of Brampton, the Province and Metrolinx when undertaking TDM actions, as TDM is generally more effective when applied on a broader scale.

Policy:

The Town should develop and implement, in conjunction with Peel Region, Metrolinx and the Province, Transportation Demand Management initiatives to reduce single-occupant vehicle travel, increase vehicle occupancy rates, lessen congestion on the Town's road system, especially during peak periods, facilitate more sustainable travel behavior, and endeavour to create street configurations, densities and urban form that support walking, cycling and the early integration and sustained viability of transit services.

Actions:

Develop a TDM Plan, beginning with the following initiatives:

- ▶ *Increase local awareness of TDM with marketing and education programs;*
- ▶ *Include TDM considerations in all municipal plans and studies;*
- ▶ *Lead by example by implemented Town TDM measures and expanding the Town's role and participation in Smart Commute Brampton-Caledon; and*
- ▶ *Support Peel Region's TDM initiatives.*

To ensure long-term viability, the Town's TDM plan will need to reflect the more rural character, nature of travel behavior and transportation choices available in Caledon. The plan will be developed to leverage existing services and implement viable programs that can adapt and grow over time as behaviours and choices available change.

At this stage, the Town can most effectively advance its TDM program locally by leveraging and participating in Region-wide initiatives such as Smart Commute Brampton-Caledon and taking advantage of other Regional investments in TDM. But the Town will begin to establish its own initiatives as the community and its acceptance of TDM continue to mature.

It is important to note that stakeholder buy-in is critical to the success of TDM. The Town should proactively engage the business community and other participants through ongoing marketing and education. The municipality will also demonstrate leadership

through actions such as expanding participation in Smart Commute Brampton-Caledon to other municipal facilities.

Policy:

The Town will work with the Region, neighbouring municipalities, Metrolinx, the Province and other appropriate jurisdictions to devise a long-term Carpool Lot Strategy.

The Town will promote the establishment of carpool lots at strategic locations to integrate with GO Transit, York Region Transit, Brampton Transit and major highway interchanges.

Actions:

Develop and implement a long-term Carpool Lot Strategy

The Carpool Lot Strategy will identify ideal locations for carpools near major transit hubs and higher order transportation networks. The strategy will identify the phase and broad cost estimates for the carpool lots.

4.5 Other Policies to Support the Plan

4.5.1 Truck Routes

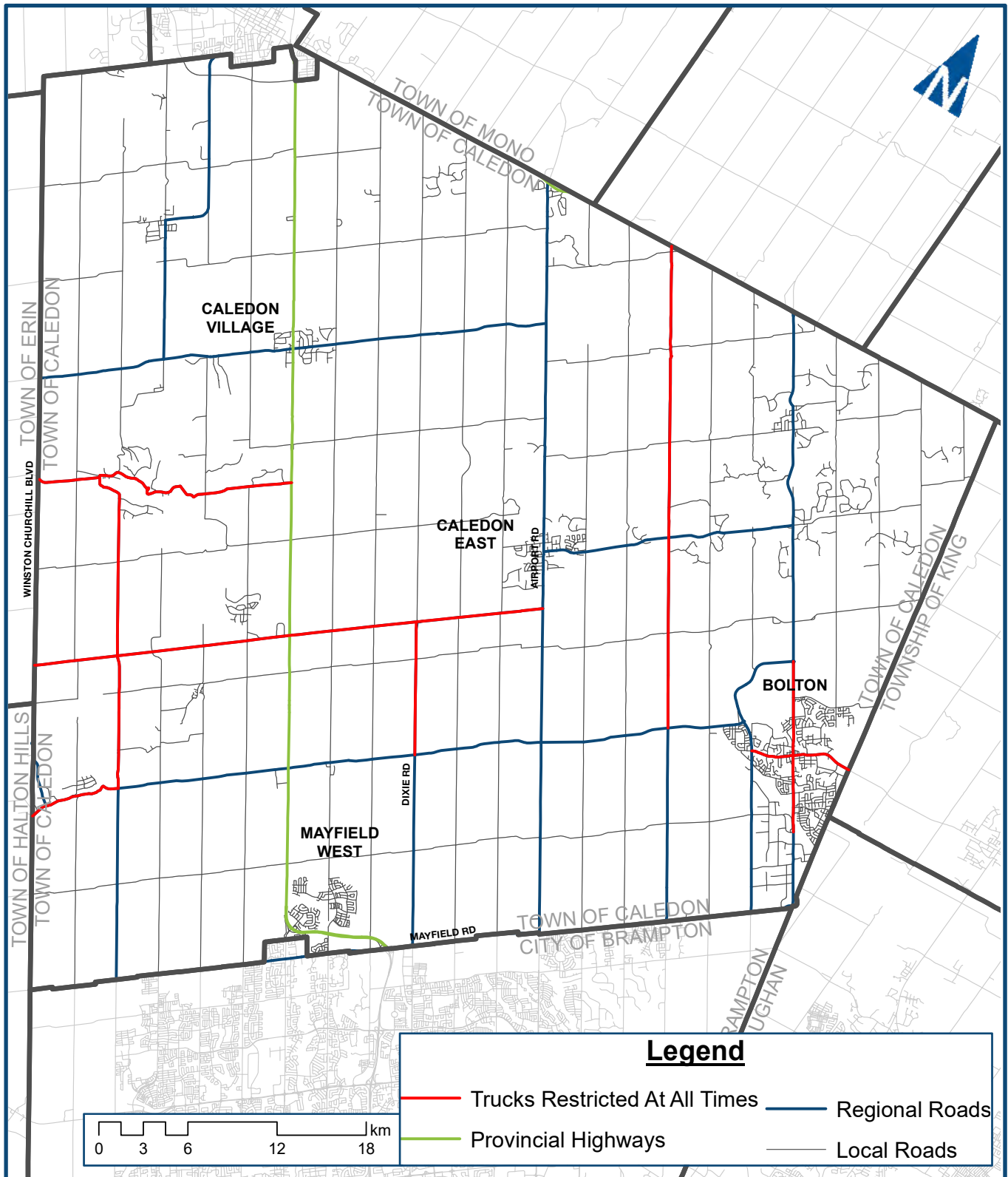
Heavy truck restrictions are used to protect road infrastructure that cannot bear heavy loads or roads where truck traffic would be unsuitable (e.g. narrow lanes, on or near local residential roads). A "Heavy Truck" is defined as commercial motor vehicle with a weight when unloaded, of three tonnes or more, or when loaded, of five tonnes or more, but does not include a passenger vehicle, an ambulance or any Vehicle of a police or fire department.

The Town of Caledon Traffic By-law No. BL-2015-058 details Heavy Truck Restrictions within the Town. Under Section 20, heavy trucks in Caledon are restricted to the Peel Regional Road network, with exceptions stated in Section 21, 22 and 23. Local deliveries, heavy trucks accessing owner's and/or operator's principal residence and vehicles identified under Section 23 of the By-law are permitted on the Town of Caledon Road network. Local deliveries and collections are exempt from heavy truck restrictions if the location cannot be reached by any other road and provided that the route taken is the shortest possible to and from the location on the truck restricted route.

Table 4.7 details the heavy vehicle restrictions on Peel Regional Roads in Caledon. **Figure 4.10** provides a map of the heavy vehicle truck routes in Caledon, including restrictions. Heavy vehicles are permitted on Hurontario Street (Highway 10) at all times. Any changes to the truck routes and truck restrictions should be publicized throughout the Town.

TABLE 4.7: PEEL REGIONAL ROAD HEAVY VEHICLE RESTRICTIONS

Regional Road	Between	Prohibited Times
Mississauga Road	King Street and Bush Street	Anytime
Dixie Road	King Street and Olde Base Line Road	Anytime
The Gore Road	Queen Street East and Mayfield Road	Anytime
The Gore Road	King Street and Highway 9	Anytime
King Street	Mississauga Road and Winston Churchill Boulevard	Anytime
King Street	Coleraine Drive to Albion Vaughan Road	Anytime
Forks of the Credit Road/Bush Street	Highway 10 and the boundary between the Region of Peel and the County of Wellington	Anytime
Olde Base Line Road	Airport Road and Winston Churchill Boulevard	Anytime
Highway 50	Emil Kolb Parkway and Healey Road	Anytime



Truck Routes

Figure 4.10



4.5.2 Goods Movement

Safe and efficient movement of goods and services within and through the Town is essential for sustainable economic growth and is an important component of the Town's economy in attracting and retaining a wide range of industries and businesses. Section 5.9.5.10 of the Town's OP details the policies surrounding trucking and goods movement in Caledon.

In the Town of Caledon, the community is concerned with the safety of goods movement, within the built-up areas near major arterials and collector roads. While the roadways were designed to accommodate heavy vehicles, they adversely affect the livability the community.

Policy:

The Town should provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas.

Actions:

Participate in the Peel Region Goods Movement Strategic Plan

The Town should participate in the study to ensure its goods movements objectives are met, including:

- ▶ Developing and supporting a comprehensive, integrated and effective multimodal goods movement system for the safe and efficient movement of goods;
- ▶ Formulating a strategic goods movement network and to define a truck route network for the Town;
- ▶ Supporting the Region's effort to acquire a necessary goods movement database for strategic planning, analysis and formulation of goods movement plans and programs;
- ▶ Investigating the feasibility of truck-only lanes on selected roads in Peel and the Town should support the Region's efforts in encouraging the Province to undertake highway improvements in a timely fashion; and
- ▶ Encouraging railway companies to play a more significant role in the movement of goods to and from the Town of Caledon.

4.5.3 Neighbourhood Traffic Management/Traffic Calming

Traffic calming measures are implemented in many municipalities across Ontario and Canada in both new developments and existing neighbourhoods to mitigate the adverse impacts of motor vehicle traffic. Traffic calming is the installation of mainly physical modifications to a roadway and its roadside environment to reduce excessive vehicle speeds and cut-through traffic in a neighbourhood. Implementation of traffic calming measures also considers maintaining or improving the aesthetics of the roadway.

The Town's Urban Traffic Calming Manual, in effect since 2004, provides an established process to fairly screen all neighbourhood requests for the installation of traffic calming measures. The policy has been developed so that traffic calming measures can be used, where deemed appropriate to improve safety on Caledon streets and not adversely affect operation costs and Emergency services. The manual requires updating to reflect new initiatives and policies and to improve its effectiveness. The Town does not include policies on neighbourhood traffic management/traffic calming in its Official Plan and should update the OP to include directives.

Policy:

The Town may investigate the need to implement traffic calming measures in certain locations to reduce the negative effects of motor vehicle use, including but not limited to excessive speed and cut-through traffic and promote pedestrian safety. The Town will evaluate the functional, operational, servicing and financial issues associated with the use of traffic calming features before their implementation.

Actions:

Introduce neighbourhood Traffic Management/Traffic Calming policies into the Town of Caledon Official Plan

At present, the Town's Official Plan does not include policy direction regarding neighbourhood traffic management/traffic calming. The policy statement above will be added to provide a basis for neighbourhood traffic management/traffic calming initiatives.

Update the Urban Traffic Calming Manual as required

The Town's Urban Traffic Calming Manual should be updated to reflect changes in policy and best practices over the past decade. It is recommended the Town wait to update the manual until after the new Transportation Association of Canada and Canadian Institute of Transportation Engineers *Canadian Guide to Traffic Calming* is available in late 2017/early 2018.

Participate in the discussion of Bill 65 Automatic Speed Enforcement at School Safety Zones and Community Safety Zones

Bill 65 amends the Highway Traffic Act. It addresses the ability of municipalities to set speed limits within their borders and the use of automated speed enforcement systems and red light camera systems. The Bill authorizes that municipalities can designate areas by by-law where they can impose speed limits that are lower than 50 kilometres per hour, the use of automated speed enforcement systems in community safety zones where the speed limit is below 80 kilometres per hour and in school zones, and removes the restriction that red light cameras may only be used in areas of the province designated by regulation. The Town should actively be involved in the discussion and implementation of Bill 65.

Investigate implementing a "Road Diet" on Queensgate Boulevard from Highway 50 to Albion-Vaughan Road

Queensgate Boulevard has a four-lane cross-section and currently functions as a collector road providing access to residential neighbourhoods and commercial areas from the surrounding arterial roadways. In keeping with the Town's goals to promote alternative modes and decrease auto dependency the Town should investigate implementing a "Road Diet" along Queensgate Boulevard. The "Road Diet" should consider the installation of on-road bike lanes through the reallocation of general purpose lanes while considering provisions for future transit services.

4.5.4 Parking Management

Parking is an essential component of the transportation system, as vehicles must park at all destinations. Parking comes at a major cost to society and parking conflicts including under or oversupply or parking and inefficient use of parking are the most common problems. Parking

management involves policies and programs that result in more efficient use of parking resources and a reduction in the number of parking spaces required. Section 5.9.5.8 of the Town's Official plan details the parking management policies which recognize the need to achieve careful planning of the location, quantity and cost of parking.

Policy:

As opportunities present themselves, the Town should investigate the need for parking management strategies, including the need for paid parking.

Actions:

Implement all-day parking on Queen Street in the Downtown Core (Bolton TMP)

4.6 Downtown Bolton

Downtown Bolton is centered on the intersection of Queen Street (Highway 50) and King Street. The downtown area has a number of commercial businesses including restaurants, banks, hair salons and specialty retail stores in addition to business offices and institutional uses. There also are residential units in the downtown, mostly multifamily dwellings but some single family dwellings as one gets to the periphery of the downtown. As part of the Bolton TMP, special focus has been paid to the downtown area in order to create a vision of a peoplefirst place that embraces the concept of "complete streets", meaning that the street network should be designed for all modes of transportation and all transportation system users.

The Bolton TMP provides an agent for change in the downtown, helping to transition the downtown from a traffic conduit to a people-friendly place where customers and the general public want to be. The downtown streetscape has safety in mind and embodies the concept of "complete streets" in that Queen Street has been re-visioned as a street that provides transportation facilities for all modes of transportation and all types of transportation system users. The transformation of the downtown has been developed with interim and ultimate solutions. In the interim solution, all-day onstreet parking is permitted with no time-of-day restrictions. Cyclists are accommodated using "super sharrows", which indicate that the cyclists should travel in the centre of the travel lane through this short portion of the downtown core. Bulb outs are used to decrease pedestrian crossing distances across Queen Street.

At the intersection of Queen Street and King Street, cyclists would remain in the centre of the lane. South of King Street, cyclists would transition to a proposed cycle track.

In the ultimate solution, all-day on-street parking is permitted northbound and bike lanes are provided northbound and southbound on Queen Street through the downtown core. A buffer has been provided between the northbound cycle lane and the northbound on-street parking in order to reduce the chance that cyclists might collide with people in parked cars opening their car doors.

At the intersection of Queen Street and King Street in the ultimate solution, two-stage left-turn boxes are proposed for cyclists. On each corner of the intersection, left-turn boxes that are outside of the travel lane have been designated for cyclists to wait until the traffic signal turns green in the direction that they wish to travel.

The interim and ultimate solutions for Queen Street in downtown Bolton are important to implement in order to re-vision downtown Bolton, reclaim the downtown for people and to embrace the concept of “complete streets” that provide for all transportation users and all modes. The benefits of implementing this vision are numerous, and include:

- ▶ Complete street design;
- ▶ Removal of truck through traffic on Queen Street (local deliveries only);
- ▶ All-day on-street parking;
- ▶ Facilities for cyclists;
- ▶ Opportunities for bicycle parking;
- ▶ Opportunities for enhanced pedestrian safety and amenities including:
 - Bulb outs to reduce pedestrian crossing time;
 - Fewer travel lanes for pedestrians to cross;
 - Public seating; and
 - Streetscaping, street furniture and public art.
- ▶ Special materials such as brick paving to create a sense of place;
- ▶ Increase in the number of street trees that could be planted;
- ▶ Reduced vehicle speeds;
- ▶ Potential for increased retail sales;
- ▶ Reduction in streetwater runoff;
- ▶ Improved water quality in nearby waterways;
- ▶ Increase in resident, business and customer satisfaction; and

- Responsive to public input.

Vehicle traffic congestion would be expected to increase over existing conditions, however, Emil Kolb Parkway provides an alternative route for through traffic. Increased congestion also could lead to a decrease in prevailing speeds of motor vehicles. The multi-modal benefits to creating a sense of place through a complete street design on Queen Street in the downtown core are deemed to vastly outweigh any increases to vehicle travel times.

Action:

The Town should engage in discussions with the Region of Peel and advocate for the transition of Queen Street into a “complete street” within Downtown Bolton.

Appendix A provides the executive summary for the Bolton Transportation Master Plan. The entire document is available on the [Town of Caledon website](#).

5 Plan Implementation

5.1 Implementation Phasing for Road Network Improvements

The phasing of the road network improvements recommended in the TMP considers the forecast growth in population and employment within the Town and associated travel demand. Relative priority compared to other initiatives and the broader transportation objectives of the Town were also considered.

The recommended road network improvement projects have been classified in two phases:

- ▶ **Short term**, generally considered appropriate for implementation by the year 2021;
- ▶ **Long term**, considered to be needed for implementation by the year 2031.

Indicative costs for the projects were obtained from the 2014 Town of Caledon Development Charge Background Study, where available.

5.1.1 Short-Term Horizon

Projects recommended for implementation in the short-term horizon generally are considered needed to address existing conditions and to serve planned growth of population and employment to the year 2021. **Table 5.1** lists the recommended short-term improvements and indicative costs. The total cost for the three short-term projects is estimated at approximately \$11.100 million.

5.1.2 Long-Term Horizon

Projects in the 2014 Development Charges Study were considered and reconfirmed to be necessary for implementation by the year 2031, which also include the works identified in the Bolton TMP and Mayfield West Phase 2 Secondary Plan TMP. **Table 5.2** lists the recommended long-term improvements and indicative costs. The total cost for the seven long-term projects is estimated at approximately \$44.789 million.

Actions:

Implement the short-term and long-term transportation improvement programs

TABLE 5.1: SHORT TERM TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To	Type of Improvement	MEA Class EA Schedule	Indicative Cost
1	Simpson Road	Mayfield Road	260 m south of Parr Boulevard	Extension (0-2 lanes)	C	\$10,600,000
2	Healey Road and Simpson Road	-	-	Intersection ¹	A	\$250,000
3	Abbotside Way and Kennedy Road	-	-	Intersection ¹	A	\$250,000
TOTAL COST						\$11,100,000

Note: 1. Only for the installation of traffic control signals.

TABLE 5.2: LONG TERM TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To	Type of Improvement	MEA Class EA Schedule	Indicative Cost
1	Albion Vaughan Road	Mayfield Road	King Street	Widening (2-4 lanes)	C	\$23,219,030
2	George Bolton Parkway Extension	Highway 50	Industrial Road	Extension (0-2 lanes)	C	\$5,863,680
3	Spine Road	Hurontario Street	Chinguacousy Road	New Road Construction	C	\$5,472,560
4	McLaughlin Road	Mayfield Road	Old School Road	Road Improvements	B	\$7,895,590
5	Chinguacousy Road	Mayfield Road	North Limits	Road Improvements	B	\$1,838,290
6	Nixon Road and McEwan Drive	-	-	Intersection ¹	A	\$250,000
7	Humber Station Road and Healey Road	-	-	Intersection ¹	A	\$250,000
TOTAL COST						\$44,789,150

Note: 1. Only for the installation of traffic control signals.

5.2 Potential Active Transportation Network Improvements

Table 5.3 summarizes the active transportation network improvements identified in **Section 4.3**, segmented by type of facility. These potential active transportation network improvements will be implemented primarily as opportunities are presented through the Town's ongoing road rehabilitation and reconstruction program. The shared on-street cycling facilities will be introduced if sufficient pavement width already exists. If not, implementation will be deferred to reconstruction of the road. The paved shoulder improvements will be added through the Town's ongoing road rehabilitation program, consistent with the cross-sections detailed in **Section 4.1**. New multi-use routes will be constructed either through future development or as stand-alone projects, which will be identified in the Town's capital budget.

The timing and funding for these improvements will be reviewed annually through the Town's capital works budget process.

Actions:

Implement active transportation improvements through planned capital works projects to the extent possible

5.3 Potential Funding Sources

Potential funding sources to implement the recommended TMP elements, in addition to the general tax levy, include:

- ▶ **Development Charges** can be used to recover some of the capital cost expenditures necessary to service new developments. The Town's Development Charges Study identifies projects and costs eligible for collection through development charges.
- ▶ **New Building Canada Fund**, which was established in 2014 to fund projects from 2014 to 2024. There is \$2.7 billion designated for Ontario projects in the New Building Canada Fund, and an estimated \$8.12 billion under the federal Gas Tax Fund.
- ▶ **Infrastructure Ontario's Loan Program**, which provides long-term financing to eligible public-sector clients to help renew infrastructure.
- ▶ **Special Purpose Funding** that may be available at the time of implementation, such as the Provincial Cycling Funding announced at the 2014 Ontario Bike Summit and other similar initiatives.
- ▶ **Other Alternative Infrastructure Funding Mechanisms** such as private sector sponsorship and focused advertising.

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
Signed Cycling Routes – 2017 Pilot			
1	Kennedy Road	Etobicoke Creek Trail	Olde Base Line Road
2	St. Andrews Road	Olde Base Line Road	The Grange Side Road
3	The Grange Side Road	St. Andrews Road	Heart Lake Road
4	Heart Lake Road	The Grange Side Road	Olde Base Line Road
5	Creditview Road	Olde Base Line Road	Old School Road
6	Old School Road	Creditview Road	Kennedy Road
7	Walkers Road West	Mountainview Road	Marilyn Street
8	Marilyn Street	Walkers Road West	Miles Drive
9	Miles Drive	Marilyn Street	Marilyn Street
10	Marilyn Street	Miles Drive	Old Church Road
11	Brawton Drive	Patterson Side Road	Wallace Ave
12	Wallace Ave	Brawton Drive	Church street
13	Church Street	Wallace Ave	Highway 50
14	Pine Ave	Highway 50	Mount Hope Road
15	Deer Valley Drive	King Street West	Pathway
16	Pathway	Deer Valley Drive	Hickman Street
17	Hickman Street	Pathway	Highway 50
18	Humber Lea Road	Humber Valley Heritage Trail	King Street East
19	Old King Road	King Street East	Bond Street
20	Bond Street	Old King Road	Trail

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
21	Strawberry Hill Court	Trail	Allan Drive
22	Allan Drive	Strawberry Hill Court	Sant Farm Drive
23	Sant Farm Drive	Allan Drive	Queensgate Blvd
24	Landsbridge Street	Queensgate Blvd	Allan Drive
25	Allan Drive	Landsbridge Street	Strawberry Hill Court
Upgrade to Paved Shoulder from Existing Signed Route			
26	Old School Road / Healey Road	Creditview Road	Humber Station
27	Boston Mills Road	Mississauga Road	Creditview Road
28	The Grange Side Road	McLaren Road (East)	Mountainview Road
29	Patterson Side Road	Airport Road	Mount Hope Road
30	Caledon East Garafraxa Townline	Shaw Creek Road	Main Street
31	Creditview Road	Olde Base Line Road	Old School Road
32	Shaws Creek Road	Caledon East Garafraxa Townline	Bush Street
33	Mississauga Road	Queen Street West	Forks of the Credit Road
34	Main Street	Caledon East Garafraxa Townline	Queen Street West
35	McLaren Road	Forks of the Credit	Trans Canada Trail
36	McLaughlin Road	Forks of the Credit	Olde Base Line Road
37	Mountainview Road/Torbram Road	The Grange Side Road	Old School Road
38	Innis Lake Road	Patterson Side Road	Old Church Road
39	Humber Station Road	Castlederg Side Road	Healey Road

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
40	Duffy's Lane	Old Church Road	Between Old Church Road and Castlederg Side Road
41	Mount Wolfe Road	Highway 9	Castlederg Side Road
Paved Shoulder			
42	Healey Road	The Gore Road	Highway 50
43	Holland Drive	Coleraine Drive	Healey Road
44	Wilton Drive	Ellwood Drive West	Highway 50
45	Old School Road	Winston Churchill Boulevard	Creditview Road
46	Creditview Road	Old School Road	Mayfield Road
47	Highpoint Side Road	Hurontario Street	Heart Lake Road
48	Heart Lake Road	Highpoint Side Road	Mayfield Road
49	Castlederg Side Road	Airport Road	Caledon King Townline South
50	Humber Station Road	Healey Road	Brampton Boundary
51	Humber Station Road	Old Church Road	Castlederg Side Road
52	Mount Hope Road	Pine Avenue	Hunsden Side Road
53	Main Street	Caledon East Garafraxa Townline	Highpoint Side Road
54	Heritage Road	King Street	Mayfield Road
55	Centreville Creek Road	Patterson Side Road	Healey Road
56	Duffy's Lane	Between Old Church Road and Castlederg Side Road	Emil Kolb Parkway
New Multi-Use Route			

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
57	Off Road bounded by Columbia Way, Mount Hope Road, King Street and Caledon King Townline South		
Buffered Bike Lanes			
58	Queensgate Boulevard	Highway 50	Albion Vaughan Road
Other			
59	Bike racks		
60	Bike specific signage, traffic control signals and pavement markings		

5.4 Future Environmental Assessment Requirements

The TMP will be relied upon in completing the Municipal Class EA studies for future projects identified herein. In some cases, the plan will satisfy Phases 1 (identify the problem) and 2 (identify alternative solutions to the problem) of the five-phase Municipal Class EA planning and design process. Functional plans will be completed for each project to assess costs and impacts in greater detail. It is assumed that these more detailed studies will not result in a complete re-think of the underlying basis for the project, but rather the implementation and adaptation of the initiative.

It may be desirable to alleviate adverse environmental consequences of a proposed project by relocating the facility, altering the design or choosing not to proceed with its implementation. However, in many instances the infrastructure already exists or the options for new or improved alignments are limited. In these situations, mitigation measures are needed to minimize the negative impact of the transportation facility or service.

5.5 Monitoring and Updates

Regular reviews and updates of the TMP allow for the ongoing assessment of its effectiveness and relevance. Establishing this stable transportation planning cycle ensures the plan strategies remain flexible to respond to unforeseen developments and imprecise assumptions. The performance of the plan in achieving the transportation vision and goals can also be reviewed, and necessary adjustments in strategy made.

The *Planning Act* requires the Town to assess the need for an update to its Official Plan every five years. That review process provides a timely opportunity to revisit the assumptions of the TMP and consider the need for an update.

An ongoing monitoring program will also provide an indication of the need for a review. A comprehensive program allows progress to be tracked and performance to be measured and reported. The program would feature Town-wide monitoring to track changes in land use patterns, demographic characteristics, and system performance and modal choice over time. It is anticipated that the elements of this program will be monitored every five to ten years, depending on the availability of data sources.

Corridor and area-specific monitoring may be considered in the future to measure development and transportation system performance in key corridors. This will help to proactively identify areas of concern and timely responsive measures. It is anticipated that the elements of this program may be monitored more frequently, perhaps every one to five years given the nature of the data and their collection methods. Care should be exercised not to duplicate, but rather to build upon, other performance measurement exercises already underway.

Over the period preceding the formal review, Town Council decisions on transportation issues will have the inevitable effect of amending, deleting, replacing or complementing some of the policies in the TMP. For this reason, individuals must consider this plan in conjunction with the record of subsequent Council decisions to obtain a complete understanding of current policy and plans.

Actions:

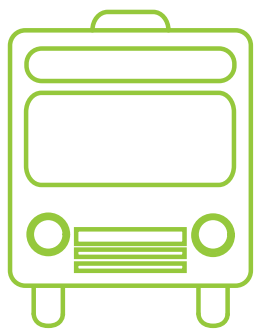
Design and implement an ongoing transportation monitoring program

Review the TMP every five years, ideally in conjunction with a review of the Town Official Plan

Conducting ongoing monitoring and regularly reviewing the TMP ensures the document remains relevant and a useful source for transportation planning within the municipality

Appendices

Appendix A – Bolton Transportation Master Plan Executive Summary



EXECUTIVE SUMMARY FOR THE BOLTON TRANSPORTATION MASTER PLAN STUDY

AUGUST 2015



1.0 INTRODUCTION

Bolton is expected to experience significant population and employment growth in the near future, bringing economic benefits to the Community and the Town of Caledon. However, the anticipated development in Bolton and along the planned Highway 427 extension could also have major impacts on transportation facilities. A Transportation Master Plan (TMP) is an effective strategic tool to guide the development of transportation infrastructure and programs, thus helping to maintain the current high quality of life in downtown Bolton and the Community as a whole.

The TMP study followed a comprehensive and consultative transportation master planning process consistent with the Municipal Class Environment Assessment Act. It identifies transportation deficiencies and road network issues, while supporting municipal planning goals for the short, medium and long term.

Goals of the TMP study include:

- ▶ Supporting current and future municipal planning objectives by optimizing transportation capacity to accommodate planned growth in the study area, and to mitigate negative impacts from the perspective of transportation, environment, health and economy;
- ▶ Identifying opportunities for improved transit services (rail and bus) connecting Bolton to the area;
- ▶ Articulating a Bolton core transportation vision, identifying and assessing the current and future transportation needs and developing alternative solutions and recommendations;
- ▶ Catering for trucks servicing businesses in Bolton while reducing the impact of through truck traffic on the downtown core;
- ▶ Exploring and identifying opportunities to enhance pedestrian, parking and cycling infrastructure; and
- ▶ Proactively engaging stakeholders to identify collaborative transportation solutions that will result in a better quality of life.

As shown in **Figure 1** overleaf, the TMP study area is bounded by:

- ▶ The Gore Road to the west;
- ▶ Caledon King Town Line/Albion Vaughan Road to the east;
- ▶ Old Church Road to the north; and
- ▶ Mayfield Road to the south.

For the purposes of network analysis, the assessment of goods movement characteristics, the review of transit services and other aspects of the study, a broader area was also considered. This encompassed the west part of Vaughan, the northeast part of Brampton, the Town of Caledon as far as Airport Road to the west, and the area to the north as far as Highway 9.



Figure 1: TMP Study Area

1.1 HOW THE TRANSPORTATION MASTER PLAN WAS DEVELOPED

The development of the Bolton TMP was a collaborative effort between the Town of Caledon, Region of Peel, MMM Group and the general public to identify existing transportation concerns and to envision a more sustainable, multi-modal future for the Community.

The Bolton TMP has been conducted in line with the Municipal Class Environmental Assessment (EA) process, which requires the following to be undertaken:

- ▶ Phase 1: Identification of a problem, deficiency or opportunity; and
- ▶ Phase 2: Identification of alternative solutions to address this by considering the existing environment and establishing the preferred solution.

Figure 2 shows the complete Environmental Assessment process. The phases covered by the TMP study are highlighted in red.

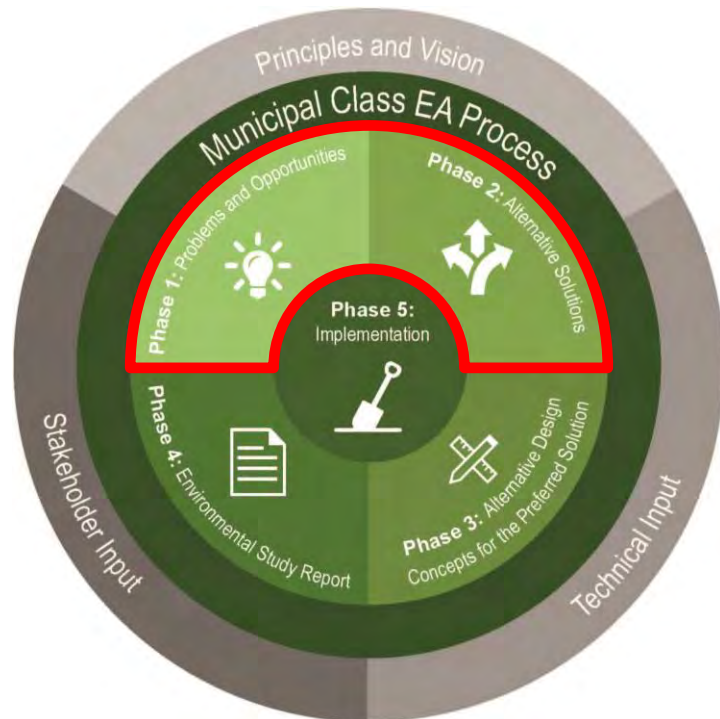


Figure 2: Environmental Assessment Process

1.2 THE PUBLIC AND STAKEHOLDER ENGAGEMENT PROCESS THE TRANSPORTATION MASTER PLAN WAS DEVELOPED

Public and stakeholder consultation and engagement are key components of a master planning project completed consistent with Phases 1 and 2 of the Municipal Class EA process. The process requires a minimum of two points of contact with members of the public and key stakeholders to review draft alternatives and to inform the identification of the preferred alternatives.

The public and stakeholder consultation and community process that was undertaken to inform the development of the Bolton TMP aimed to go beyond the Municipal Class EA requirements to involve residents, Town and Regional staff and stakeholders at key points in the study process and to provide them with a range of engagement alternatives e.g. online, in-person and at local community events.

At the beginning of the project, the consultant team worked with the Town of Caledon and the Region of Peel to prepare a communication and consultation strategy which was used as a guide for consultation timelines, objectives and key messages over the course of the project. The goal of the communication strategy was to identify key public, private, political, and technical groups that could provide the input needed to develop realistic and feasible solutions for the community of Bolton. **Table 1** provides an overview of the **public agencies, businesses** and **interest groups, elected officials** and **members of the public** that were engaged over the course of the study.



Table 1 – Overview of Bolton TMP Stakeholder Contacts

Public Agencies	Businesses & Interest Groups	Elected Officials	Members of the Public
<ul style="list-style-type: none"> ▶ Provincial Staff (MTO, MOECC, MMAH, etc.) ▶ Town and Regional Staff ▶ Staff from surrounding municipalities and Regions ▶ Metrolinx ▶ GO Transit 	<ul style="list-style-type: none"> ▶ Local / Regional Trail / Cycling Representatives ▶ Local Businesses ▶ Accessibility Committee ▶ BIA representation ▶ Transit Support groups 	<ul style="list-style-type: none"> ▶ Councilor representation from each of the Wards within the Town 	<ul style="list-style-type: none"> ▶ Youth & Seniors ▶ Working Professionals ▶ Multi-generational families ▶ Multi-lingual families ▶ Rural residents

Table 2 provides an overview of the consultation and engagement activities that were undertaken over the course of the project. All input received was documented and incorporated into the development of the master plan recommendations.

Table 2 – Overview of Consultation Activities

Consultation Method	Objective	Activities
Ongoing Consultation & Outreach	<ul style="list-style-type: none"> ▶ To provide members of the public and stakeholders with ongoing and consistent communication and outreach regarding the study to ensure that they are up to date with study findings and are aware of the consultation and engagement opportunities as they arise. 	<ul style="list-style-type: none"> ▶ Study promotional Business Card ▶ Study Webpage ▶ Promotional Posters & Project Notices
In-person Outreach	<ul style="list-style-type: none"> ▶ To provide members of the public and stakeholders (where applicable) with the opportunity to engage one-on-one with study team members, discuss, review and comment on study findings and engage with other members of the community at local community locations or events when at key study milestones. 	<ul style="list-style-type: none"> ▶ Public Information Centre #1 ▶ Booth at Bolton Farmer's Market ▶ Public Information Centre #2
Stakeholder Engagement	<ul style="list-style-type: none"> ▶ To strategically engage different stakeholders groups to review key elements of the master plan and to address specific concerns or highlight potential solutions based on their local experience or ideas moving forward. 	<ul style="list-style-type: none"> ▶ Stakeholder Workshop #1 ▶ Stakeholder Workshop #2
Steering Committee Coordination	<ul style="list-style-type: none"> ▶ To engage with members of the steering committee on an ongoing basis to ensure that they are involved in the development of study findings and solutions. Meetings will also be used to ensure that the team is on-track and that key issues, challenges or opportunities are highlighted and addressed. 	<ul style="list-style-type: none"> ▶ Steering Committee Meeting #1 ▶ Steering Committee Meeting #2 ▶ Steering Committee Meeting #3 ▶ Ongoing Communication



Consultation Method	Objective	Activities
Documenting the Findings	<ul style="list-style-type: none"> ▶ To clearly document the input received and demonstrate how it has been incorporated into the study report and how they mold study findings and solutions. 	<ul style="list-style-type: none"> ▶ Interim Consultation Summary Report ▶ Final Consultation Summary Report
Reporting to Council	<ul style="list-style-type: none"> ▶ To highlight study findings and key outcomes of the master plan to Regional and Town Councils to demonstrate how the plan will move forward and to gather support and buy-in from local politicians to facilitate implementation. 	<ul style="list-style-type: none"> ▶ Presentation to Regional and Town Councils at project completion

As the project progressed more interest was generated which yielded more involvement at the public and stakeholder events and thus more input on key master plan recommendations. A complete synopsis of the efforts made to engage the public and stakeholders, input received, as well as an analysis of survey results is provided as an appendix of the main TMP report.

1.3 PROBLEM AND OPPORTUNITY STATEMENT

Phase 1 of the Municipal Class EA process requires that the problem, deficiency or opportunity be identified. The issues and opportunities facing the Bolton community to the year 2031 and beyond from a transportation perspective include:

- ▶ **Population Growth:** the challenges associated with enabling increasing numbers of people, and goods that they consume, to get where they want to go in the most efficient way possible.
- ▶ **Truck Traffic Into and Through Bolton:** While the newly-built Emil Kolb Parkway will facilitate truck movement, the issue of trucks, especially through the historic downtown, is one of the most pressing transportation concerns. Truck traffic has positive economic impacts on the community, while at the same time negatively affecting the livability of the area due to the noise and congestion caused by large vehicles.
- ▶ **Downtown Heritage Preservation:** The historic downtown of Bolton dates back to the late nineteenth century and should be preserved and promoted as the centre of the community, creating an atmosphere that will attract businesses and residents to this area.
- ▶ **Multi-modal Transportation Options:** there are currently limited opportunities to travel comfortably in Bolton by other modes of transportation besides the personal automobile. With a vision toward a more sustainable and varied transportation future, non-auto modes such as transit, walking and cycling should be planned and enhanced in the coming years.



2.0 PLANNING CONTENT

Considerable planning work has been done in the Town of Caledon, Peel Region and other levels of government. The development of the Bolton TMP has been shaped by policies and plans presented in the documents identified in **Table 3 – Overview of Consultation Activities**

below. Descriptions of the most important plans and policies from the Federal, Provincial, Regional, Town and bordering jurisdiction levels are documented in Section 2 of the main TMP report, along with their relevance to the study.

Table 3 – Overview of Consultation Activities

Federal	Provincial	Regional	Town	Neighboring Jurisdiction
National Vision for Urban Transit to 2020	Provincial Policy Statement (2014)	Peel Region Official Plan (2013)	Bolton Residential Expansion Study (BRES) 2012	King Township Transportation Master Plan (2015)
Federal Sustainable Development Act (2008)	Growth Plan for the Greater Golden Horseshoe (2013)	Strategic Goods Movement Network Study (2013)	Canadian Tire Distribution TIS (2012)	Brampton Transportation Master Plan Update (2015)
	Ministry of Transportation Cycling Strategy (2013)	Peel Region Long Range Transportation Plan (LRTP) Update (2012 Draft)	Bolton Commuter Rail Feasibility Study (2010)	County of Simcoe Transportation Master Plan (2014)
	Ontario Ministry of Transportation Transit Supportive Guidelines (2012)	Region of Peel Road Characterization Study (2011)	Caledon Transportation Needs Study Update (2009)	Highway 427 Industrial Secondary Plan - Area 47 (2014)
	GTA West Corridor Environmental Assessment (2012)	Peel Region Active Transportation Study (2011)		A New Path: Vaughan Transportation Master Plan (2012)
	The Big Move (2009)	Peel Region Transportation Demand Management (TDM) Plan (2008)		Health Background Study (2011) – Toronto Public Health / Peel Region
	Accessibility for Ontarians with Disabilities Act (2005)	Highway 50 / 427 Extension Area: Arterial Road Network Study (2007)		York Region Transportation Master Plan (2009)
	Greenbelt Plan (2005)			



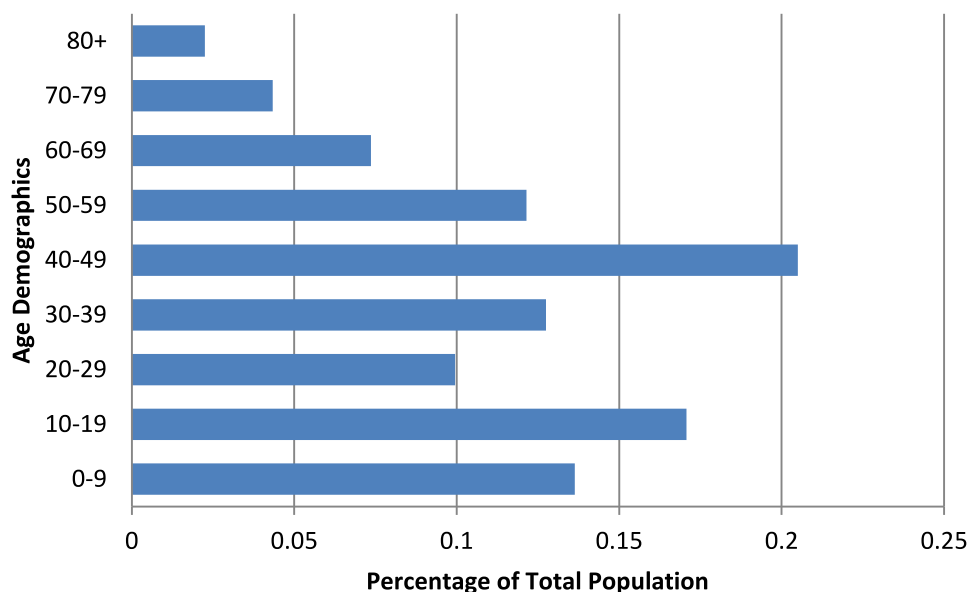
3.0 ASSESSMENT OF EXISTING CONDITIONS

CONTENT

The Census of Canada provides an insight into the socio-economic profiles of the Town of Caledon and the Community of Bolton, and traces their recent evolution. The following characteristics and trends were observed:

- ▶ Between 2001 and 2011, the population of the Town of Caledon almost doubled to 59,460. The population of the Community of Bolton nearly tripled to 23,174 over the same period.
- ▶ The median age of residents is 37 for Bolton and 40 for Caledon. As shown in **Figure 3**, the most populous age group in Bolton is 40-49. When combined with those under 20, this represents half of the Community, highlighting the significant presence of families in Bolton.
- ▶ Average household sizes are 3.1 and 3.3 persons in Caledon and Bolton, respectively, and have remained relatively stable over the last decade.
- ▶ In Bolton, average 2011 incomes were \$45,828 for individuals and \$104,708 for households. Though lower than the \$50,911 individual and \$119,258 household averages for Caledon in 2011, incomes in Bolton grew by around 14%, much faster than in Caledon, since 2006.
- ▶ Households in both Bolton and Caledon own an average of two cars each.

Figure 3: TMP Study Area



The 2011 Transportation Tomorrow Survey (TTS) recorded the following travel patterns:

- ▶ Of all morning peak period trips to or from Bolton, approximately 40% are internal, i.e. they both start and end in the Community.
- ▶ The main destination for Bolton-based commuters leaving the Community is the City of Toronto, followed by York Region and the Cities of Brampton and Mississauga.
- ▶ Morning trips destined for Bolton originate primarily in the adjacent municipalities of Caledon, Brampton and York Region.

These patterns are illustrated in **Figure 4**.

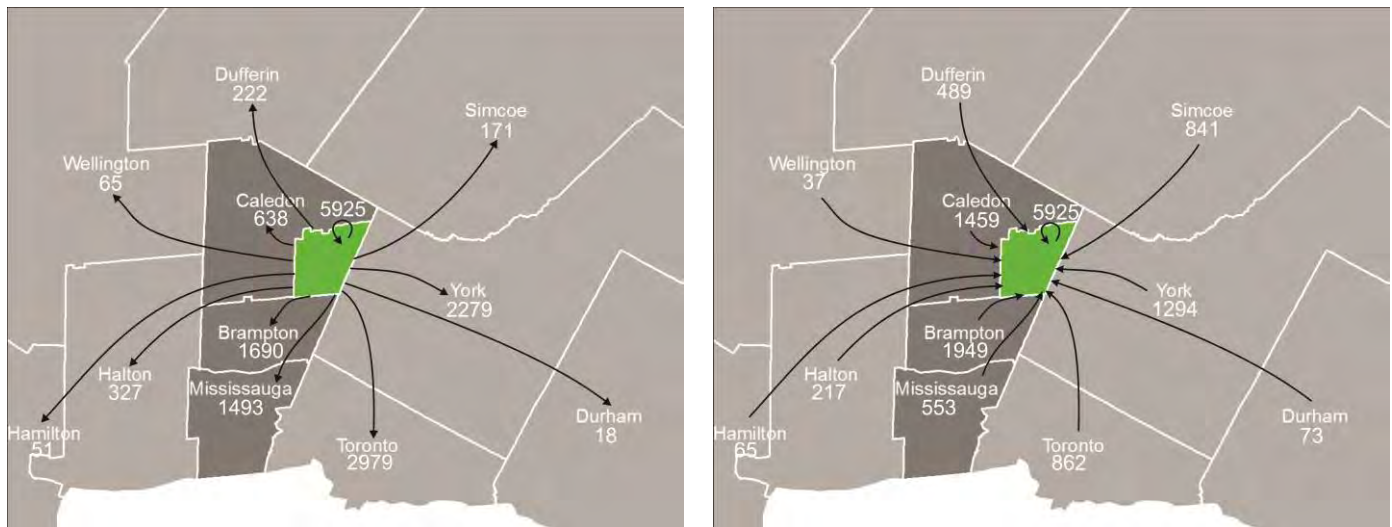


Figure 4: Trips From and To Bolton, Morning Peak Period

The TTS also indicates that, considering travel throughout the day, the overall proportion of auto driver trips starting or ending in Bolton decreased from 79% to 74% between 2001 and 2011. There was a corresponding increase in auto passengers over that period from 12% to around 15%, which suggests an increase in carpooling. Approximately 7% of trips were made by transit and 4% by bike or on foot in 2011.

Figures 5 - 8 show the modal splits of trips to and from Bolton in the morning and afternoon peak periods specifically.



Figure 5: AM Percentage Distribution of Primary Travel Modes Destined to Bolton, 2011

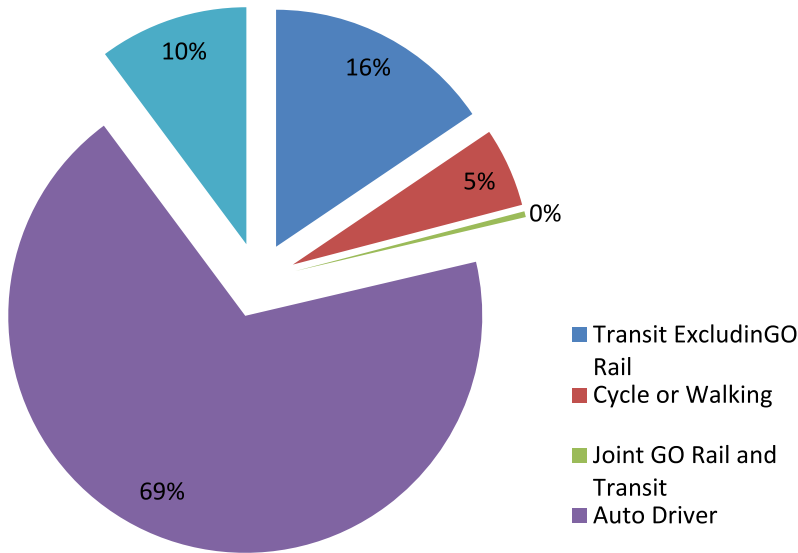


Figure 6: PM Percentage Distribution of Primary Travel Modes Destined to Bolton, 2011

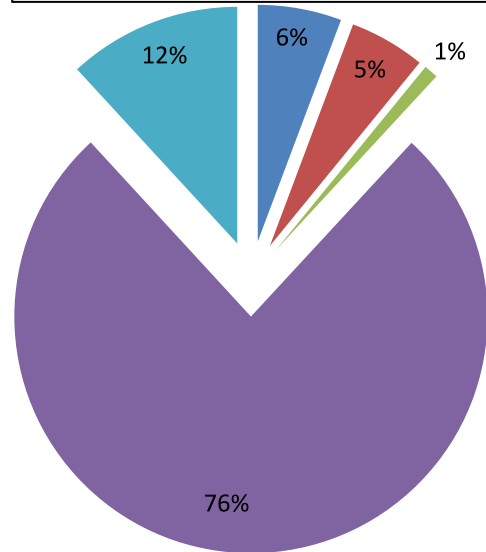


Figure 7: AM Percentage Distribution of Primary Travel Modes Destined to Bolton, 2011

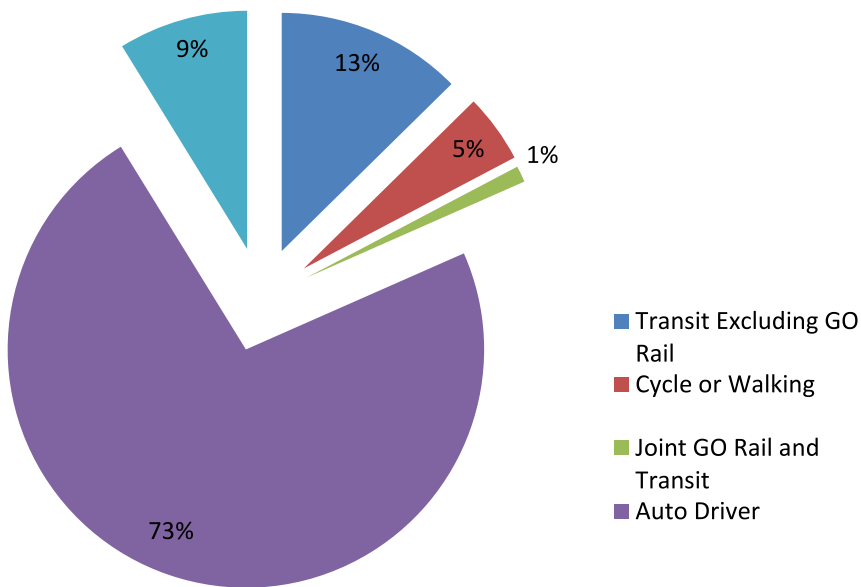
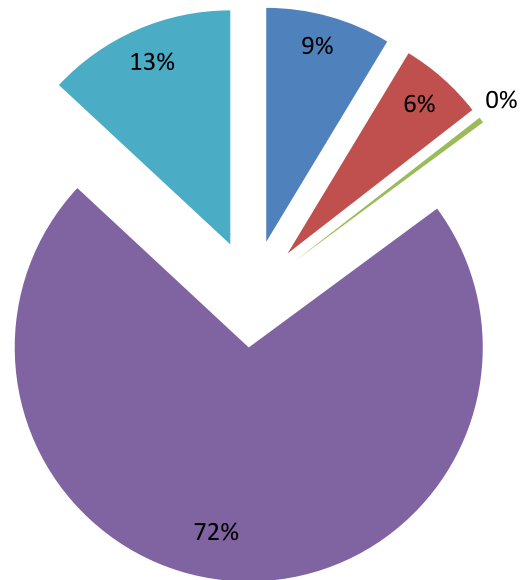


Figure 8: PM Percentage Distribution of Primary Travel Modes Destined to Bolton, 2011



As part of this study, Peel Region's 2007 Travel Forecasting Model (PFM) was reviewed, updated and used as a basis to determine the road improvements that are most appropriate for Bolton. The model improvements included updates to the seeding matrices, transportation analysis zones, the roadway network, and the model macros (used to run the model). **Figure 9** is a model output in which the grey lines represent roadways in and around the study area, and the thickness of the red lines is proportional to the traffic volumes on those roads.

To analyze the current roadway network, a screenline analysis was used. A screenline is a group of count stations along a strategically placed imaginary line. Summing traffic data along this line gives the volume of traffic entering or leaving an area. This takes into account that, in a grid system, drivers may have parallel alternate routes.

In both the a.m. and p.m. peak hours, there are existing capacity concerns in the vicinity of:

- ▶ King Street; and
- ▶ Mayfield Road / Albion Vaughan Road.

The capacity concerns are southbound in the morning and northbound in the afternoon. The Gore Road has sufficient capacity to accommodate vehicles in both peak periods and directions.



Figure 9: Existing Travel Flows

Intersection capacity analysis was undertaken for the following peak study hours: the weekday morning, midday and afternoon peak hours. Current intersection operation was found to be satisfactory in all but three locations, at which the following mitigating measures are proposed:

- ▶ Albion Vaughan Road intersection with King Road / King Street: an exclusive northbound right- turn lane should be provided to facilitate that movement in the afternoon; and
- ▶ Signal timings at the intersection of Mayfield Road and Albion Vaughan Road should be optimized to provide additional green time to the westbound left turn movement.

3.1 EXISTING ACTIVE TRANSPORTATION

Existing active transportation facilities in Bolton are:

- ▶ predominantly signed bike routes, hiking trails, footpaths and paved and unpaved multi-use trails;
- ▶ primarily located north of the railroad tracks in areas that are primarily residential; and
- ▶ Incomplete, particularly at barriers such as bridges over the railroad tracks.

Walking and cycling facilities are discussed in detail in a separate Active Transportation Strategy.

3.2 EXISTING TRANSIT

Currently, the only bus services to Bolton are operated by GO Transit and on weekdays only, along the routes shown in **Figure 10**:



- ▶ Route 38 travels along Highway 50, with 6 southbound buses from Bolton between 6 a.m. and the early afternoon, and 7 northbound buses from Malton GO station spread throughout the day. Connecting GO Rail and bus routes service Union Station in Toronto.
- ▶ Route 38A travels along Highways 27 and 401, with 2 southbound buses from Bolton in the morning and 2 northbound buses from York Mills in the afternoon. There are connecting services to and from downtown Toronto by train at Etobicoke North GO station and subway at Yorkdale.



Figure 10: GO Bus Routes through Bolton



4.0 TRUCKS

To evaluate the impact and effectiveness of the proposed restrictions, truck movements in the area were tracked between 6 a.m. and 8 p.m. on a weekday in August 2014. It was found that 86% of the existing northbound and southbound trucks along Queen Street are through trips that do not serve businesses on Queen Street. In the case of the eastbound and westbound trucks on King Street, the survey indicated that around 71% of the recorded truck movements were through trips.

As part of community considerations regarding downtown Bolton revitalization, it has been suggested that through truck movements be restricted in the downtown core. Only trucks making deliveries or collections at locations along the affected routes would be allowed to use them. Such restrictions have been considered in this TMP on Queen Street northbound and southbound between Emil Kolb Parkway and Healey Drive, as well as eastbound and westbound on King Street between Station Road and Albion Vaughan Road. The impact of truck restrictions was analyzed strictly from an intersection capacity perspective. To be conservative in the analysis, both the east/west and north/south restrictions were analyzed (if there is sufficient capacity on the roadways to divert both the north/south and east/west trucks then either of the two options can be accommodated individually). Through a detailed analysis of various routing alternatives, it was determined that the most likely alternative for the north/south trucks would be via Emil Kolb Parkway, Coleraine Drive, Mayfield Road. While the most likely alternative for the east/west trucks would be Coleraine Drive, Mayfield Road and Albion Vaughan Road and before returning to King Street. **Figure 11** shows the assumed detour routes.

Intersection capacity analysis indicates that the Queen Street restrictions may be implemented subject to the opening of Emil Kolb Parkway and the provision of modification of the traffic signals to facilitate the southbound left turn at the intersection of Mayfield Road and Coleraine Drive during the a.m. peak hour. It is recommended that the north/south truck restriction along Queen Street be implemented.

Currently restricting the east/west trucks on King Street through the downtown core would result in longer truck travel times due to the increased northbound delays and insufficient capacity at the intersection of King Street and Albion Vaughan Road. With an exception of the intersection of King Street and Albion Vaughan Road, all intersections along potential alternative routes will have sufficient capacity to accommodate additional truck volumes. The results of the capacity analysis suggest that strictly from the capacity perspective restricting the east/west truck movements along King Street through the downtown core should be considered in conjunction with the implementation of the exclusive northbound right turn lane at the intersection of King Street and Albion Vaughan Road.

Currently trucks are allowed on Queensgate Boulevard. In the event that trucks are restricted on King Street, it is recommended to restrict trucks on Queensgate Boulevard at the same time. It is likely that Queensgate Boulevard would become an attractive alternative which is not desirable considering this road runs through a residential area and has a school crossing. Moreover, if trucks are restricted on Queen Street between Emil Knob Parkway and Healey Road, that would create a scenario where the westbound trucks diverted from King Street would be allowed to utilize Queensgate Boulevard (via Albion Vaughan Road). In that case, once these trucks reach Highway 50, truck operators will have no other choice than to turn onto Highway 50 and violate the truck restrictions.



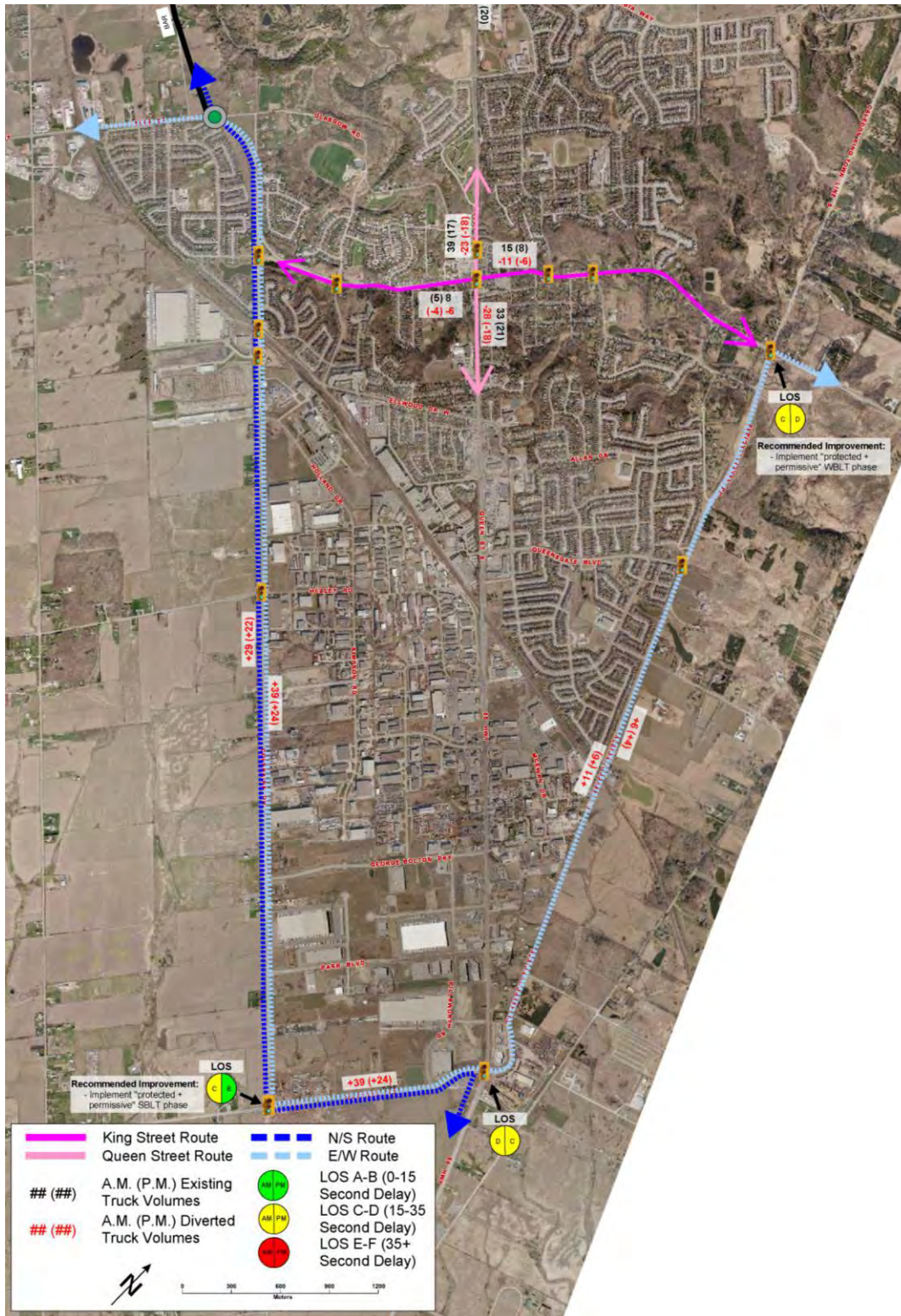


Figure 11: Truck Re-routing Patterns Associated with Queen Street and King Street Restrictions



5.0 TRANSPORTATION MASTER PLAN DEVELOPMENT

The Bolton TMP was developed by looking toward the year 2031 and assessing the effectiveness of various transportation alternatives in meeting the anticipated travel demand. First, population and employment projections were finalized and then multiple alternatives were devised and tested to gauge the performance of the transportation network. This iterative process led to the identification of a preferred alternative for the year 2031.

The population and employment projections used to forecast future transportation demands are shown in **Table 4**. These forecasts account for the population growth described in the Bolton Residential Expansion Study approved by Town Council in the fall of 2014, as well as future increases in employment in different parts of the Bolton community.

Table 4 – Forecast Population and Employment

Year	Population	Employment
2011	34,791	21,257
2021	35,699	27,032
2031	45,253	32,713

Note: *Includes the areas shown in Figures 12 and 13.

Figures 12 and 13 below show the 2011 population and employment distributions respectively. The majority of the existing population in Bolton is located between the rail corridor and Columbia Way, with the surrounding area having very low population as shown in **Figure 12**. Employment is also fairly concentrated with majority of the jobs located within either the downtown core area or the area surrounding Simpson Road (just south of the rail corridor), as indicated by **Figure 13**.



Figure 12: 2011 Population

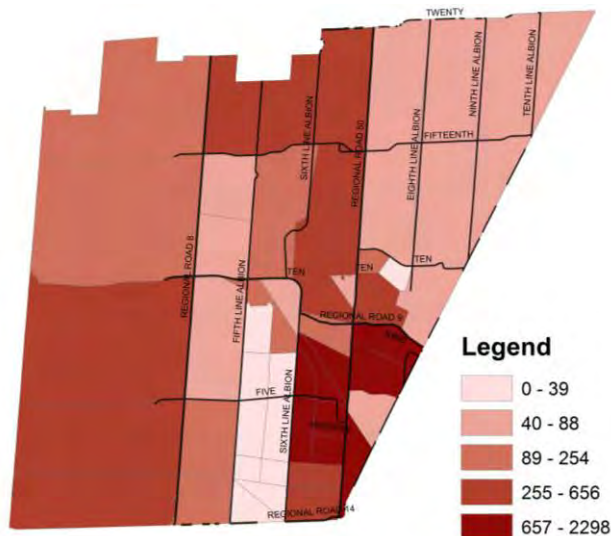
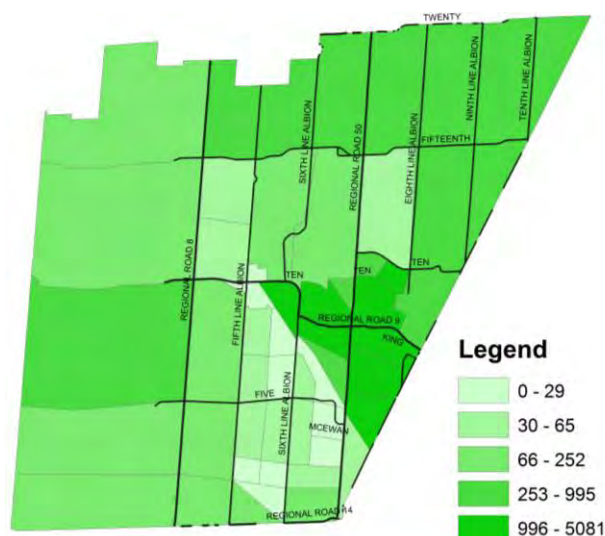


Figure 13: 2011 Employment

Key observations regarding the population and employment projections are that:

- ▶ Downtown Bolton is not projected to see significant increases in either employment or population;
- ▶ Balanced growth of population and employment is anticipated through the Community;
- ▶ The majority of the future population growth is expected in the area northeast of the King Street and The Gore Road intersection, whereas most of the employment growth will occur west of Coleraine Drive and north of Mayfield Road. The residential and employment areas are close enough to make active transportation a feasible option for commuters.

Phase 2 of the Municipal Class EA process for master plans requires the analysis of alternative future scenarios as part of the process to identify the preferred alternative. The alternatives were constructed sequentially, as illustrated in **Table 5** below:

Table 5 – Development of TMP Alternatives

Alternative	Modelled Network
1 ("Do Nothing")	Existing network with no infrastructure improvements
2 ("Base Case")	<p>= 1 +</p> <p>Planned and funded improvements in Town of Caledon and Region of Peel capital plans:</p> <ul style="list-style-type: none"> • Emil Kolb Parkway construction; • Simpson Road extension; • Mayfield Road widening 2 to 4 lanes; • Highway 50 widening 5 to 7 lanes; and • Arterial Road A2 construction.



Alternative	Modelled Network
3	<p>= 2 +</p> <ul style="list-style-type: none"> The location of the GTA West Highway was based on the input from the Town and Region. While the interchange was determined based on sensitivity analysis conducted; Highway 427 extension to GTA West Highway with full interchange; Albion Vaughan Road widening from two to four lanes from Mayfield Road to King Street; and Queen Street narrowing from four to two lanes from Hickman Street to south of King Street in the downtown core.
4	<p>= 3 +</p> <ul style="list-style-type: none"> King Street realignment; and George Bolton Parkway extension east to Industrial Road.
5	<p>= 4 +</p> <ul style="list-style-type: none"> East-west bypass from Queen Street to Caledon King Town Line Road.

The following observations were made from comparing the model outputs for the alternatives.

- ▶ The congestion levels predicted for Alternative 1 indicate that infrastructure improvements will be required by 2031 and that the "Do Nothing" scenario is not acceptable;
- ▶ The mobility in the system, in terms of the number of vehicles in the network and the distance they travel, is significantly higher in 2031 compared to existing conditions.
- ▶ Of the projects added into Alternative 3, the GTA West corridor has the greatest influence on the expected increase in mobility and decrease in congestion relative to Alternative 2.

5.1 MULTIPLE ACCOUNT EVALUATION

Although the implications of future network improvements for the mobility and congestion experienced by auto drivers are important factors, it is also necessary to evaluate the alternatives considering other modes of transportation and the extent to which policy objectives are met. Therefore the selection of the preferred alternative was based on both the capacity analysis and the Multiple Account Evaluation.

A multiple account evaluation framework was developed and used to compare the five alternatives. Doing so provides a more complete picture of how each alternative could affect the multi-modal transportation network in Bolton. The accounts and questions being answered included:

- ▶ Active Transportation: Are walking and cycling improvements aligned with road improvements?
- ▶ Air Quality: What is the impact on CO₂ emissions?
- ▶ Congestion: What is the proportion of peak hour travel that occurs on congested roadways?
- ▶ Construction cost: How expensive will it be to implement the road improvements relative to others?
- ▶ Downtown Bolton: Will quality of life in the core be enhanced?



- Environment: Do the road construction and widening projects avoid woodland areas?
- Goods Movement: Are there improvements to Peel Region's Strategic Goods Movement Network?
- Transit: Would the road improvements facilitate transit service reliability by minimizing congestion delay to existing and potential commuter buses?

For each alternative, a score ranging from zero to 10 points was assigned for each account. The scores were then added up as shown in **Table 6** below.

Table 6 – Development of TMP Alternatives

Alternative	Active Transportation	Air Quality	Congestion	Construction Cost	Downtown Vision	Environment Disruption	Goods Movement	Transit	Overall Score
1	0.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	30.0
2	9.4	8.8	4.9	6.4	0.0	6.0	2.3	3.0	40.7
3	10.0	0.1	9.7	5.7	10.0	5.8	6.4	6.0	53.6
4	10.0	0.6	9.8	2.5	10.0	4.8	8.4	8.0	54.0
5	10.0	0.0	10.0	0.0	10.0	0.0	10.0	10.0	50.0

5.2 SELECTION OF THE PREFERRED TMP ALTERNATIVE

The scores for each account were combined as shown in **Table 6** and the overall score was determined. The analysis of the alternatives led to the selection of Alternative 4 (illustrated by opposite) as the preferred TMP alternative that would be best suited to accommodate future transportation demands to the year 2031. This reflects all of the most current information regarding planned future population and employment, Town, Regional and Provincial planning objectives, and public input.

Additional elements such as interchange locations on the planned GTA West Corridor, active transportation, transit and transportation demand management measures should also be incorporated into the preferred TMP alternative in order to create a multi-modal transportation plan for the future. These aspects are discussed in the following sensitivity analysis sections.



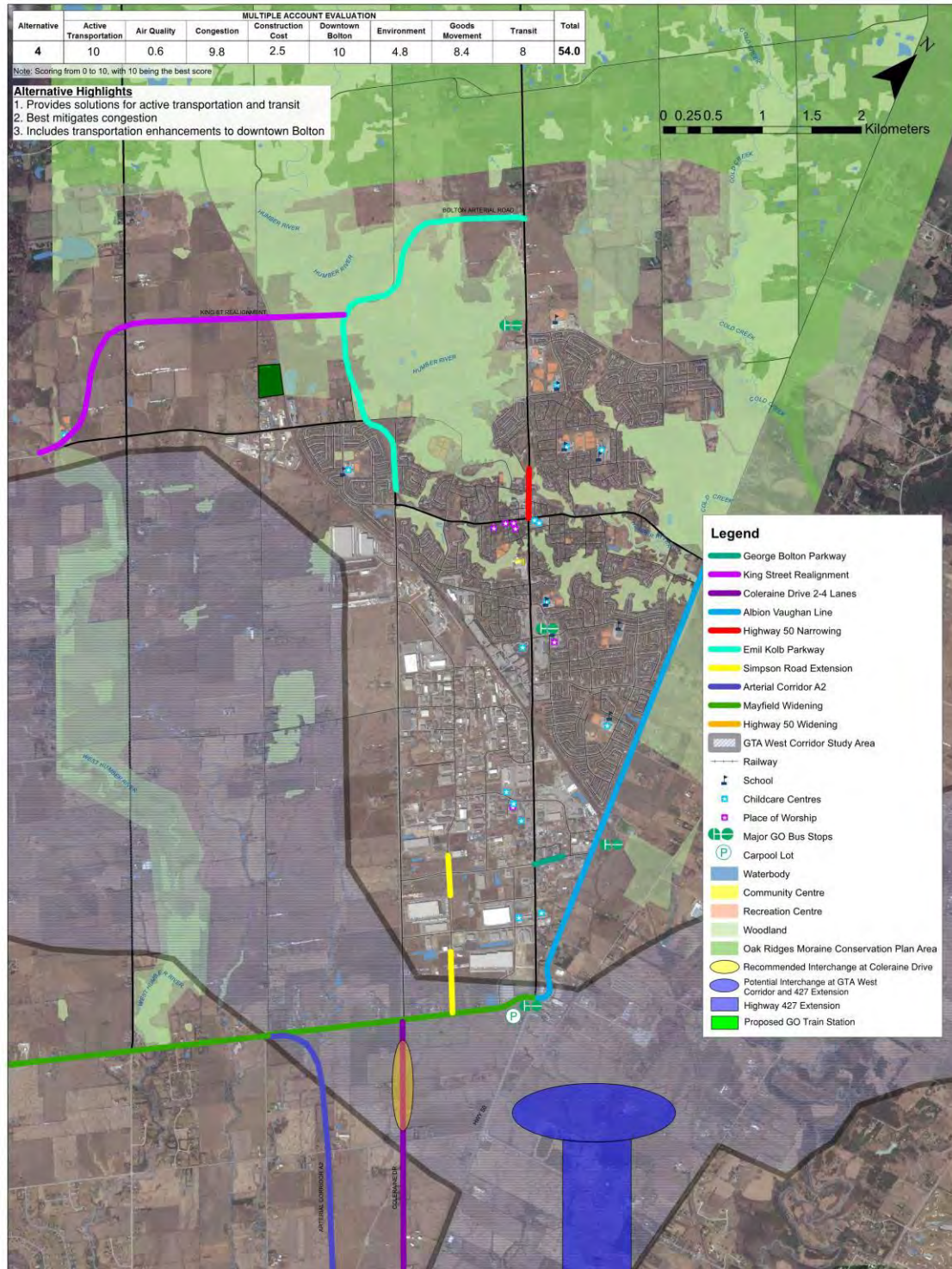


Figure 14: Preferred TMP Alternative 4



6.0 DOWNTOWN BOLTON SENSITIVITY ANALYSIS

As part of the Bolton downtown core revitalization, consideration has been given to narrowing Highway 50/Queen Street and modifying existing traffic signal locations in order to improve the pedestrian environment. A two-stage approach was used to determine the best cross-section option for Queen Street in the downtown core and the appropriate traffic control measures to institute with the preferred cross-section option. This approach was designed to determine the best option for transportation that would help to revitalize the downtown core.

The scenarios analyzed in Stage One – Cross-Section Analysis included:

- Scenario 1: Do Nothing – with the exception of prohibiting through trucks, Queen Street in the downtown core would be kept as-is. There would continue to be four travel lanes with on-street parking restrictions during the peak hours. The on-street parking stalls are not separated from the through lanes, allowing vehicles to travel in the parking lane if the space is not being utilized;
- Scenario 2: Two travel lanes (with bicycle sharrows) with all-day on-street parking on both sides of Queen Street; and
- Scenario 3: Two vehicle travel lanes, two bike lanes, and all-day on-street parking on the east side of Queen Street.

All three scenarios assumed that through trucks would be prohibited on Queen Street in the downtown core. Local deliveries would continue to be permitted.

The three Stage One scenarios were assessed using multiple account evaluation criteria, including:

- On-street parking: Which scenario provides the most on-street parking?;
- Pedestrian amenities: Which scenario creates the best environment for pedestrians?;
- Travel Time: Which scenario results in better travel times?;
- Cycling facilities: Which scenario provides the most appropriate cycling facilities?;
- Public realm (creating a “complete street”): Which scenario best utilizes the right-of-way to create a “complete street” for all road users?;
- Public input: Which scenario did the public prefer?;
- Noise: Which scenario would best mitigate transportation noise; and
- Cost: How does the cost of implementation compare with the other scenarios.

Based on the results of the multiple account evaluation, Scenario 3 scored the highest and is seen as the ultimate recommended solution for Queen Street in the downtown core. This scenario best embodies a complete street and will help Bolton create a destination for people in the downtown.



7.0 ADDITIONAL SENSITIVITY ANALYSIS

The GTA West Corridor will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west, and will feature a 400-series highway, a transitway, and potential goods movement priority features. The new highway is expected to traverse either within or very near to the study area of the Bolton TMP and will play an important role in the local transportation network. The shaded hatch in **Figure 15** indicates the study area of the GTA West Highway corridor.



Figure 15: Assumed GTA West and 427 Extensions

7.1 ASSESSMENT OF OPTIMUM INTERCHANGE LOCATIONS

The TMP study also assessed whether it would be preferable to have a GTA West interchange on Mayfield Road east of Humber Station Road, on Coleraine Drive north of Countryside Drive, or at both locations, as illustrated in **Figure 16**.

The modelling results indicate that the Coleraine Drive interchange would provide higher mobility and lower congestion than the Mayfield Road interchange. It would also provide a direct access to Coleraine Drive (and the surrounding industrial lands) as well as Emil Kolb Parkway, which would particularly facilitate goods movement. Building both interchanges would not provide sufficient benefits over the single interchange at Coleraine Drive to justify the additional cost. There would also likely be challenging geometric constraints associated with the short separation between the interchanges.

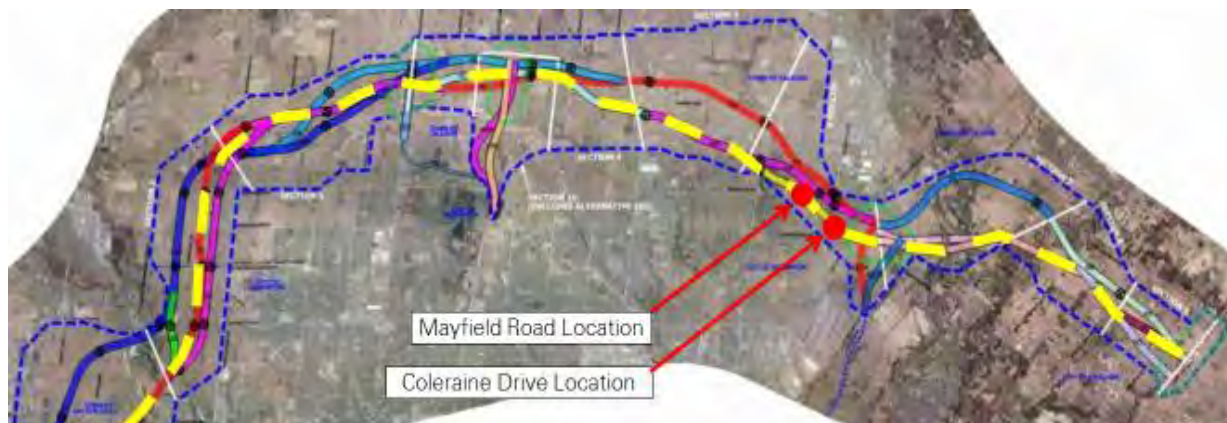


Figure 16: Potential Alignments for the GTA West Highway

7.2 SENSITIVITY TEST OF THE GTA WEST HIGHWAY

A sensitivity analysis was undertaken to determine what impacts might be experienced on roads in Bolton and the surrounding area if the GTA West Highway is not constructed by the year 2031.

Although more congestion is anticipated without the GTA West, the increase is not forecast to be sufficient to warrant improvements over and above those already identified in Alternative 4. There are two potential exceptions whose performance would need to be monitored if the GTA West Highway were not to be constructed by 2031:

- ▶ A section of Emil Kolb Parkway just north of King Street; and
- ▶ Highway 50/Queen Street between Mayfield Road and Major Mackenzie Drive (which is just south of the study area).

The GTA West Highway provides relief for the vehicles making long distance eastbound/westbound trips. Therefore the roadways that would be impacted the most by the deferral of the GTA West Highway are the ones that provide long distance east/west connections, such as Major Mackenzie Drive, Rutherford Road and Nashville Road, all of which are outside of the Community's jurisdiction and the TMP's study area.

7.3 ANALYSIS OF THE NEED FOR GRADE SEPARATED RAIL CROSSINGS

There is presently only one grade-separated rail crossing in Bolton: on Highway 50 at the CP rail line. However, the projected average daily traffic volumes at the existing level crossing locations on Albion Vaughan Road and Coleraine Drive will make them candidates for grade separation in the near future.

For the preferred road network, Alternative 4, grade separation is not warranted at the existing level crossing over King Street. The same applies to the location at which the railway would cross the proposed King Street realignment; however, the construction of this new road provides the opportunity to include a grade separation in the original design. This would enhance its functions of providing an east-west Bolton bypass and facilitating the development of the Bolton Residential Expansion area. The approach would also be more cost effective than a subsequent retrofit if this should later be deemed necessary on safety or operational grounds.

- ▶ It should be noted that if Alternative 3 were to be progressed, without the King Street realignment, the traffic volumes on King Street would warrant a grade separation at the existing level crossing there. However, the design and implementation of such a grade separation would be challenging due to constraints associated with existing adjacent land uses.



8.0 ACTIVE TRANSPORTATION

Every trip begins and ends with active transportation (AT) even if it is only walking to and from a car. Active transportation encompasses walking, cycling and other human powered modes of travel. More traditionally, active transportation was seen as a mode with a more recreational focus (e.g. fitness and fun); however, with the potential health, economic and environmental benefits that can be realized, people are now using active forms of transportation for day to day trips to and from work, school or primary destinations.

Promoting AT within the community of Bolton has the potential to accomplish short trips, provide recreational and touring access to surrounding communities and cultural destinations and is another mechanism to manage travel demand in Bolton. As the Bolton TMP evolved, it became apparent that an independent AT Strategy was required. The strategy was not intended to “reinvent the wheel” for the Town of Caledon and the Region of Peel but to build on what had already been proposed and implemented in the Region’s Active Transportation Strategy (2011) and other planning and policy documents prepared and adopted by the Town of Caledon, the Toronto and Region Conservation Authority and surrounding municipalities.

The Bolton AT Strategy is intended to be a high-level planning document which outlines proposed improvements, programs, and initiatives for further investigation and consideration by the Town, Region and its partners. The strategy was founded on a number of key assumptions that were highlighted and confirmed through discussions with Town and Regional staff, members of the public and key stakeholders. The assumptions were used to shape the development of the AT network and the supportive policies and recommendations outlined in the strategy. They included:

- ▶ The Region’s Active Transportation Strategy – Walk and Roll Peel – was adopted in 2012. The initial recommendations were investigated and updated as needed to reflect current conditions and emerging design principles.
- ▶ The Toronto and Region Conservation Authority (TRCA) is undertaking a master planning assignment on lands in the north-eastern area of Bolton. Future implementation of off-road trails will be determined by their master planning outcomes.
- ▶ Roads within the community of Bolton will be designed and developed based on the jurisdiction under which they fall. For example, the facilities identified on Regional roads will be designed and implemented by the Region.
- ▶ Maintenance of both on and off-road routes will need to be discussed in further detail and a common and consistent approach, where possible, will need to be applied for Region as well as Town Roads in addition to trails found under different jurisdictions.
- ▶ The newly-built Emil Kolb Parkway will help to alleviate traffic within the downtown core which will allow for more walking and cycling access and opportunities.
- ▶ Future transit connections and sites will require access by walking or by bicycle. Connections to these future planned sites as well as the design of amenities once at the site will be needed.
- ▶ Truck traffic is considered a significant barrier to walking and cycling within Bolton. The Town and Region will work together to move forward to restrict truck traffic along key Regional routes within the downtown core to alleviate traffic volumes and encourage walking and cycling.
- ▶ In some cases, the ultimate cycling facility identified may not be possible within the short-term. For these select locations, the study team had explored interim facilities which can be implemented in a shorter timeline due to costing, political or coordination constraints.



- The implementation of the strategy will need to be a collaborative and coordinated effort between the Town of Caledon, Region of Peel, Toronto and Region Conservation Authority, private land owners and other stakeholders within the community. It will require ongoing updates to Council and communication between those working on key initiatives.

The strategy focuses heavily on the development of the AT network for the community of Bolton. The network was developed using an eight (8) step iterative network development process. The process is illustrated in Figure 17 and a detailed summary of the steps and the results of the investigation undertaken are presented in the AT Strategy report.

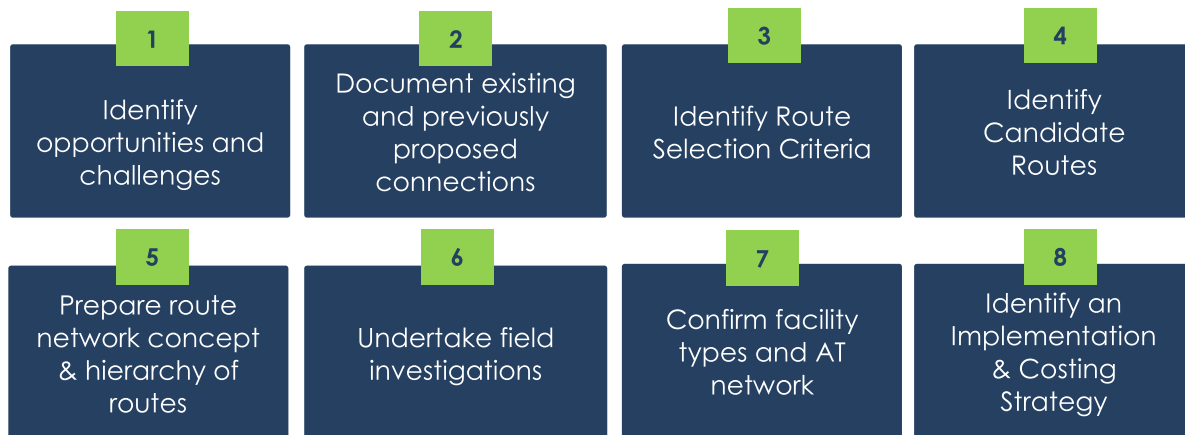


Figure 17 – Active Transportation Network Development Process

The process was founded on the principles outlined in Ontario Traffic Manual Book 18: Cycling Facilities. The project team applied step 1 of the facility selection tool to identify preferred facility types for the AT linkages / routes identified as part of the network.

The proposed AT network is illustrated in **Figure 18**. In addition to routes and facility types, the project team also identified network enhancements / intersection improvements to ensure that there were safe and comfortable connections and transitions between different the various facility types and at key conflict points in the network.

An implementable strategy not only identifies infrastructure improvements but also provides supportive recommendations, programs and policies. The AT Strategy includes 21 recommendations for consideration by the Town and the Region to facilitate the implementation of the AT network and to help achieve the community's AT vision and strategic objectives. Section 8 of the TMP report includes all 21 Active Transportation recommendations. The full Active Transportation Strategy is provided in Appendix A of the main report.





9.0 TRANSIT

Transit has the potential to serve an important role in the transportation network in and around Bolton.

The Bolton Commuter Rail Feasibility Study advocated for GO Rail service to Bolton and the Bolton Residential Expansion Study frames a location for the future GO Train Station, as illustrated in **Figure 19**. A GO Train Station at this location would help foster an environment for transit-oriented development in this new development expansion area. It also has the potential to significantly increase the proportion of trips to and from Bolton taken by transit.

In addition to the existing GO Bus service, the Town of Caledon is considering the introduction of local transit service between Bolton and its other main growth area, Mayfield West. While it is recognized that ridership will be low initially, a certain frequency of service during the periods that people want to travel will be necessary to make it attractive and maximize the potential for growth.

Service could be restricted to the a.m. and p.m. peak periods only, although if vehicles are to be purchased for a brand new local transit service, there may be value in utilizing them between the peaks also. A larger existing transit authority from a neighbouring municipality such as GO Transit or an amalgamated Regional authority would possess the economies of scale to make peak hour only service more cost effective.

Transit should be viewed as a utility that, like all such services, requires initial investment up front but will provide community benefits over the long run. The following actions should be considered:

- ▶ Working with the Town of Caledon and stakeholders in Mayfield West to develop a local transit plan that identifies the most convenient routes, periods of operation and frequency of service for potential riders. Sufficient funding should be secured to maximize the potential of this long-term investment.
- ▶ Liaison with GO Transit regarding increased frequency on existing routes and the potential for new and more direct services.
- ▶ Discussions on improving access from Bolton to transit hubs identified in the Metrolinx Big Move. Downtown Brampton, Vaughan Metropolitan Centre and Pearson Airport are nearby anchor hubs. Gateway hubs in the vicinity include Humber College, currently served by route 38A via York Region, where an expanded bus loop is now being constructed offering connectivity with the TTC and other operators.
- ▶ Encouraging Brampton Transit to extend service to Bolton via the northeastern portion of the City of Brampton as that area develops.
- ▶ Reviewing, in consultation with York Region Transit, the potential for extending or connecting to the peak hour YRT service 61 that runs between King, Nobleton and Schomberg.
- ▶ Engaging with studies that may arise regarding a potential Highway 427 transitway.
- ▶ Assessing, in collaboration with Brampton Transit, MiWay and Peel Region, the effectiveness of amalgamating the transit services into a regional authority that can leverage its scale to expand into Bolton and Caledon.



The potential to expand the catchment area of the transit network through improved active transportation facilities should also be evaluated.

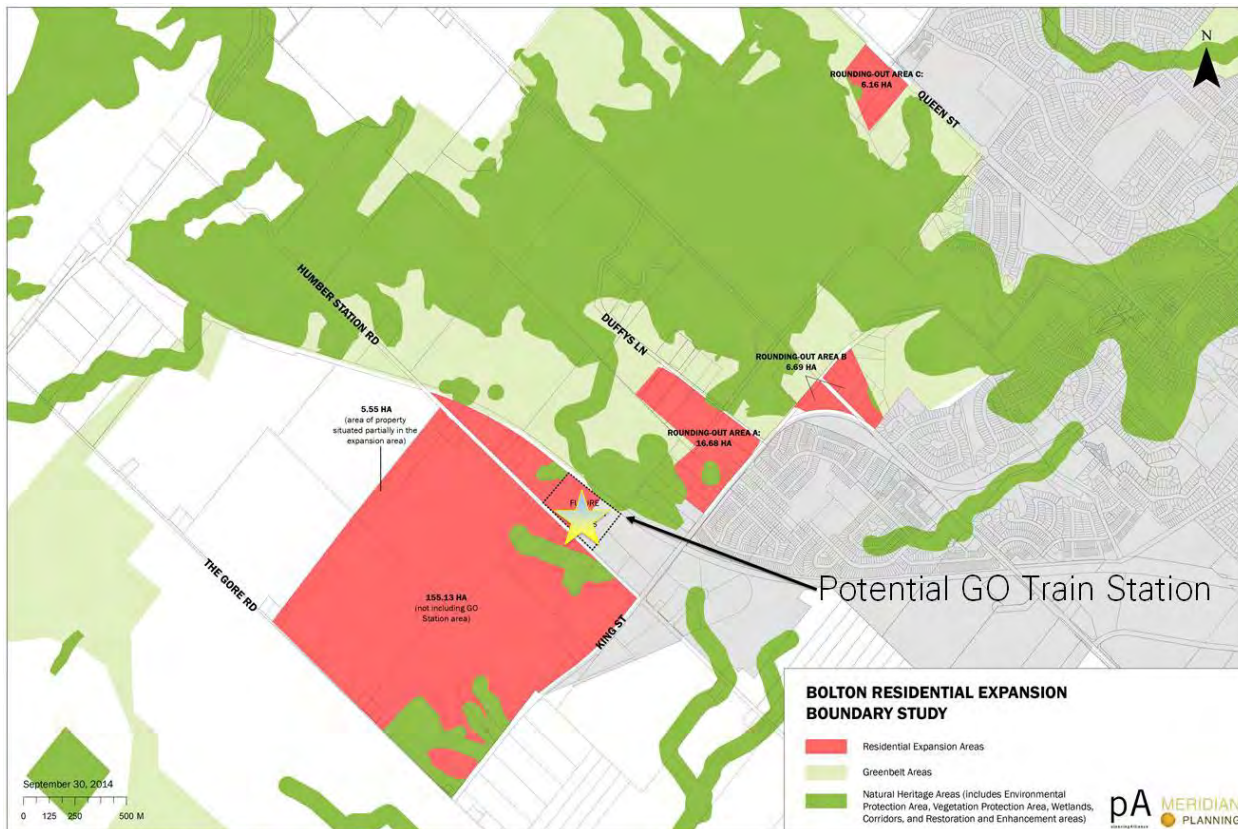


Figure 19: Possible Location of Future GO Train Stations in Bolton



10.0 OTHER TRANSPORTATION DEMAND MANAGEMENT MEASURES

There are a number of existing and potential Transportation Demand Management (TDM) measures and policies that the Community of Bolton can expand and introduce. These include reducing travel demand, redistributing the remaining demand in space and time, and minimizing the proportion of trips represented by single occupant vehicles. Two TDM strategies are already in place:

- ▶ Smart Commute, a Metrolinx program that works with GTA residents and businesses to explore walking, cycling, transit, carpooling and teleworking to ultimately reach its goal of easing gridlock while helping its users save time and money.
- ▶ 'Let Your Green Show', based around an online social media campaign promoting green living and encouraging residents throughout the Region of Peel to give their car a break and try more sustainable modes.

An upcoming TDM strategy involves the promotion of the Mayfield Road and Highway 50 Carpool Lot. This will encourage residents to park outside of downtown Bolton and take the GO Transit bus service instead.

More broadly, Caledon's 2015 Individualized Marketing Pilot for Sustainable Transportation aims to improve the Town's awareness of sustainable modes of transportation such as access to nearby public transportation, carpooling, and cycling. This project will facilitate changes in travel behavior by engaging with the public through surveys, followed by an evaluation phase to assess the impact of the project. Outcomes of the pilot will be:

- ▶ A project identity and brand;
- ▶ Newsletters, surveys and post cards;
- ▶ A transportation asset map of the community in and around Southfields Village;
- ▶ A Town devoted subpage on Caledon.ca;
- ▶ An online sustainable transportation store; and
- ▶ Community outreach and educational events.

There are several opportunities to enhance the existing and planned TDM program, by:

- ▶ Implementing active transportation and transit improvements, as described in Sections 8 and 9.
- ▶ Developing the partnership with Smart Commute to further facilitate carpooling by connecting commuters with similar origins and destinations, encouraging more Bolton businesses to join the Smart Commute network. Given the wide dispersal of potential riders compared to denser areas, expanding carpooling could be at least as effective as developing the local transit network.
- ▶ Continuing to collaborate with Peel Region in the implementation of their 2008 Transportation Demand Management Plan and Five Year TDM Plan (2014-2018).



11.0 DOWNTOWN BOLTON

Downtown Bolton is centred on the intersection of Queen Street (Highway 50) and King Street. The core has a number of commercial businesses including restaurants, banks, hair salons and specialty retail stores in addition to business offices and institutional uses. There also are residential units in the downtown: mostly multi-family dwellings with some single family dwellings at the periphery of the downtown area.

11.1 LAND USES AND ROAD NETWORKS

Although Queen Street and King Street are both major arterial roads, the existing traffic analysis indicates that the intersections along King Street through the downtown core operate at reasonable levels of service and delay, without any critical movements.

There are a number of available off-street parking areas accessible via Queen Street. Parking restrictions are in place on Queen Street prohibiting on-street parking on the west side (southbound direction) between 6 a.m. and 9 a.m., and on the east side (northbound direction) between 4 p.m. and 7 p.m. There are two off-street parking lots located in the vicinity off the King Street and Queen Street intersection, each parking lot is accessible by one of the two arterials.

11.2 A VISION FOR BOLTON

A common theme heard throughout the Bolton TMP, especially from the downtown business community, is a desire to reclaim the downtown for people and customers. There is an aspiration to shift the focus from moving cars and trucks through the downtown to bringing people to the core. The vision for downtown Bolton is to complete the street network, thus enabling all transportation modes and types of users to access the core.

Central to this vision is the enhancement of Queen Street to attract more people and make it more exciting for customers. It could be re-purposed with two vehicle travel lanes, bike lanes in both north and south directions and all day on-street parking on the east side for vehicles travelling in the northbound direction. The opening of Emil Kolb Parkway is expected to provide sufficient relief for the commuters to by-pass the downtown core. Existing sidewalks would be maintained and are recommended to be enhanced in line with other improvements to the downtown transportation network.

11.3 ALTERNATIVE TRUCK ROUTES AND ROUTE RESTRICTIONS

Trucks are currently allowed on Queen Street and King Street but truck turning movements between these two roads are prohibited at all times of the day. The newly-built Emil Kolb Parkway runs parallel to Queen Street as an alternative north/south connection. This new road also provides connections to east/west roads south of King Street. As discussed in Section 4, this TMP proposes to restrict truck movements through the downtown along Queen Street in the short term and possibly along King Street after provisions are made for trucks that would help facilitate this potential east-west restriction.



11.4 THE FUTURE OF DOWNTOWN BOLTON

The preferred TMP alternative is an agent for change in the downtown, helping to transition the downtown from a traffic conduit to a people-friendly place where customers and the general public want to be. The downtown streetscape has safety in mind and embodies the concept of “complete streets” in that Queen Street has been re-visioned as a street that provides transportation facilities for all modes of transportation and all types of transportation system users. The transformation of the downtown has been developed with interim and ultimate solutions. In the interim solution, all-day on-street parking is permitted with no time-of-day restrictions. Cyclists are accommodated using “super sharrows”, which indicate that the cyclists should travel in the centre of the travel lane through this short portion of the downtown core. Bulb outs are used to decrease pedestrian crossing distances across Queen Street. A Queen Street midblock rendering is shown in **Figure 20**.



Figure 20: Interim Solution: Looking South on Queen Street Midblock North of King Street

At the intersection of Queen Street and King Street, cyclists would remain in the centre of the lane. South of King Street, cyclists would transition to a proposed cycle track. A rendering of a cyclist heading south and approaching the Queen Street at King Street intersection is shown in **Figure 21**.

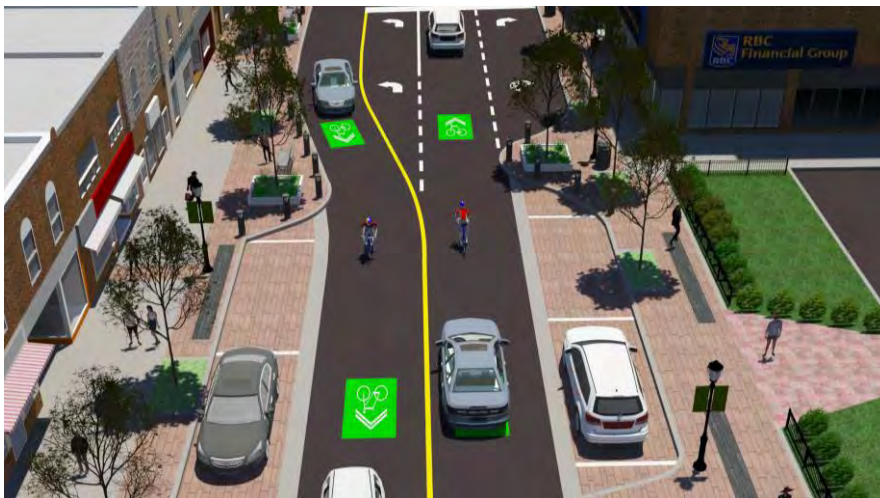


Figure 21: Interim Solution: Looking South on Queen Street Approaching Intersection with King Street



In the ultimate solution, all-day on-street parking is permitted northbound and bike lanes are provided northbound and southbound on Queen Street through the downtown core. A buffer has been provided between the northbound cycle lane and the northbound on-street parking in order to reduce the chance that cyclists might collide with people in parked cars opening their car doors. The midblock rendering of the ultimate solution is shown in **Figure 22**.



Figure 22: Interim Solution: Looking South on Queen Street Approaching Intersection with King Street

At the intersection of Queen Street and King Street in the ultimate solution, two-stage left-turn boxes are proposed for cyclists. On each corner of the intersection, left-turn boxes that are outside of the travel lane have been designated for cyclists to wait until the traffic signal turns green in the direction that they wish to travel. This proposed treatment is illustrated in **Figure 23**.



Figure 23: Interim Solution: Looking South on Queen Street Approaching Intersection with King Street



The interim and ultimate solutions for Queen Street in downtown Bolton are important to implement in order to re-vision downtown Bolton, reclaim the downtown for people and to embrace the concept of “complete streets” that provide for all transportation users and all modes. The benefits of implementing this vision are numerous, and include:

- ▶ Complete street design;
- ▶ Removal of truck through traffic on Queen Street (local deliveries only);
- ▶ All-day on-street parking;
- ▶ Facilities for cyclists;
- ▶ Opportunities for bicycle parking;
- ▶ Opportunities for enhanced pedestrian safety and amenities:
 - Bulb outs to reduce pedestrian crossing time;
 - Fewer travel lanes for pedestrians to cross;
 - Public seating
 - Streetscaping, street furniture and public art;
- ▶ Special materials such as brick paving to create a sense of place;
- ▶ Increase in the number of street trees that could be planted;
- ▶ Reduced vehicle speeds
- ▶ Potential for increased retail sales
- ▶ Reduction in streetwater runoff;
- ▶ Improved water quality in nearby waterways;
- ▶ Increase in resident, business and customer satisfaction; and
- ▶ Responsive to public input.

Vehicle traffic congestion would be expected to increase over existing conditions, however, Emil Kolb Parkway provides an alternative route for through traffic. Increased congestion also could lead to a decrease in prevailing speeds of motor vehicles. The multi-modal benefits to creating a sense of place through a complete street design on Queen Street in the downtown core are deemed to vastly outweigh any increases to vehicle travel times.



12.0 PHASING AND IMPLEMENTATION STRATEGY / SUMMARY OF RECOMMENDATIONS

The TMP includes a host of multi-modal recommendations. This chapter highlights short-term recommendations and includes tables and a map of recommended road improvements for the year 2021 and 2031.

12.1 SHORT TERM MULTI-MODAL RECOMMENDATIONS

Short term multi-modal recommendations are made for active transportation, transit, transportation demand management and truck movements. Greater detail for all of these improvements is found in the previous sections of this Executive Summary and in the complete TMP report.

12.1.1 Active Transportation

- ▶ Implement the short term recommendations as described in detail in the Active Transportation Strategy.

12.1.2 Transit

- ▶ Advocate for a GO Train Station to be constructed in the Bolton Residential Expansion area.
- ▶ Work with neighbouring jurisdictions and the Region of Peel to determine opportunities to expand transit service to Bolton.

12.1.3 Transportation Demand Management

- ▶ Start publicizing changes to truck routes and truck restrictions.
- ▶ Promote Emil Kolb Parkway as the best route to take for through movements of trucks as well as passenger cars.
- ▶ Expand carpooling opportunities.
- ▶ Support and promote existing and planned Regional TDM measures.

12.1.4 Truck Movements

- ▶ Upon the opening of Emil Kolb Parkway:
 - Restrict north-south truck movements on Queen Street.
 - Restrict east-west truck movements on King Street.
 - Construct additional road improvements and intersection improvements to help facilitate truck movements



12.1.5 Downtown Vision

- Implement all-day parking on Queen Street in the downtown core.
- Begin to re-purpose Queen Street in the downtown core in line with the Downtown Bolton Vision.

12.2 ROAD IMPROVEMENTS RECOMMENDED BY THE YEAR 2021

Road improvements recommended for implementation by the year 2021 are listed in **Table 7**, with their locations shown on a map in **Figure 24**.

Table 7: Road Improvements Recommended by the Year 2021

	Road	From	To	Type of Improvement
1	Emil Kolb Parkway	King Street	Highway 50	New Road Construction (0-2 lanes)
2	Queen Street (Highway 50)	South of King Street	Hickman Street	Narrowing (4-2 lanes)
3	Simpson Road	Mayfield Road	George Bolton Parkway	Extension (0-2 lanes)
4	Mayfield Road	Albion Vaughan Road	The Gore Road	Widening (2-4 lanes)
5	Coleraine Drive	Mayfield Road	Arterial Corridor A2	Widening (2-4 lanes)
6	Arterial Corridor A2	Mayfield Road	Highway 50	New Road Construction (0-6 lanes)



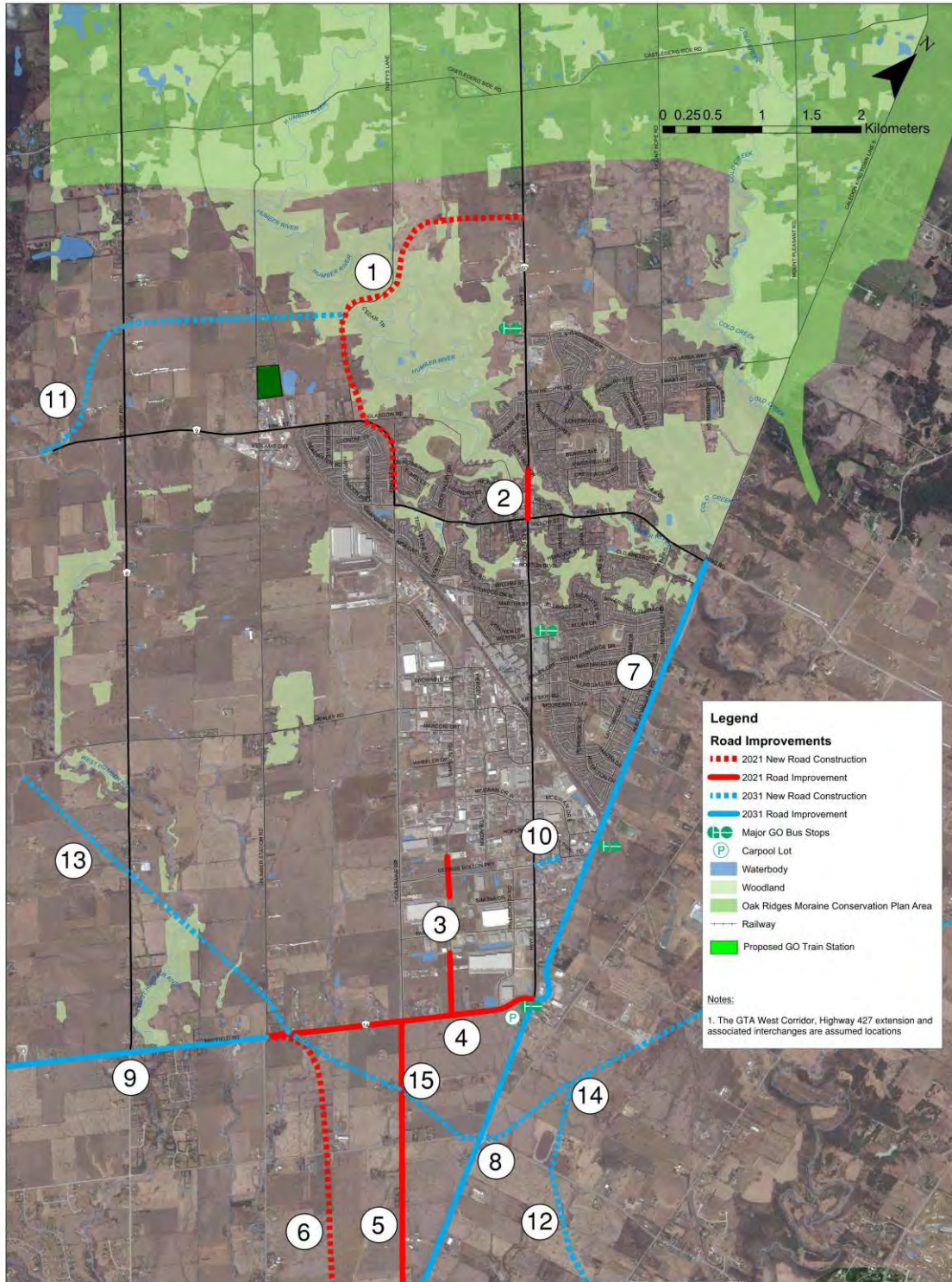


Figure 24: Recommended Road Improvements by Horizon Year



12.3 ROAD IMPROVEMENTS RECOMMENDED BY THE YEAR 2031

Road improvements recommended for the 2031 horizon year are listed in **Table 8** and are shown on **Figure 24**.

Table 8: Road Improvements Recommended by the Year 2031

	Road	From	To	Type of Improvement
7	Albion Vaughan Road	Mayfield Road	King Street	Widening (2-4 lanes)
8	Highway 50	Mayfield Road	Castlemore Road	Widening (5-7 lanes)
9	Mayfield Road	Humber Station Road	Airport Road	Widening (4-6 Lanes)
10	George Bolton Parkway Extension	Highway 50	Industrial Road	Extension (0-2 lanes)
11	King Street Realignment	King Street	Emil Kolb Parkway	New Road Construction (0-2 lanes)
12	Highway 427	Highway 427 (Existing)	GTA West Corridor	New Road Construction
13	GTA West Corridor	--	--	New Road Construction
14	GTA West Corridor / Highway 427 Extension Interchange	--	--	New Road Construction
15	GTA West Corridor / Coleraine Drive Interchange	--	--	New Road Construction



Appendix B – Community Engagement Program Summary

B.1 Notice of Study Commencement

Town News



Town of Caledon

March Break Activities

Monday, March 14 to Friday, March 18



March Break Activity Camp

Spend your March Break at your local recreation centre! Participate in a variety of indoor and outdoor activities including games, sports, arts and crafts and more.

Ages: 4-12 years | Time: 9:00 a.m. – 4:00 p.m. | Cost: \$185.00 per person

Locations: Caledon Community Complex, Caledon Centre for Recreation & Wellness and Inglewood Community Centre - half day option available at this location

Extended Care: Available at each location.

Time: 8:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m. | Cost: \$25.00 per person



ACTIVITY CAMP



SKATING



ROCK CLIMBING



SWIMMING

Other Activities

Other activities specific to the facility may include rock climbing, swimming (depending on age) and skating.

NOTICE OF COMPLETION

Municipal Class Environmental Assessment Loring Drive Stormwater Management Facility Retrofit in Bolton

THE STUDY

The Town of Caledon (the "Town") intends to provide effective storm water management practices within the Town of Caledon communities while meeting current quality and quantity control standards.

As such, the Town has solicited professional consulting services for a Schedule B Municipal Class Environmental Assessment study ("Class EA") for retrofitting of the Loring Drive Stormwater Management Facility ("SWM Facility") located at the south end of Loring Drive in Bolton, Ontario. The SWM Facility is identified as #23 in the Town's Stormwater Management Inventory dated July 2008.

The project is being planned under Schedule "B" as described in the Municipal Class Environmental Assessment ("Class EA") document dated October 2011. Subject to comments received as a result of this Notice and the receipt of necessary approvals the Town intends to proceed with the detailed design of the preferred alternative and construction of the project.

The project file is available for public review on March 7, 2016 for 30 calendar days at the following location:

LOCATION: Town of Caledon - Town Hall
6311 Old Church Road
Caledon, Ont.

AVAILABLE: March 7, 2016 to April 5, 2016

HOURS OF OPERATION: Monday to Friday 9:00 a.m. to 4:30 p.m.

Persons with questions or concerns regarding this information should provide written comment to the Project Managers listed below within 30 calendar days from the date of this Notice.

Mr. Tim Danyliw, P.Eng., PMP
Senior Project Manager
Engineering, Public Works
Town of Caledon
905.584.2272 x. 4171
tim.danyliw@caledon.ca

Mr. Robert Whyte, P.Eng.
Consultant Project Manager
Calder Engineering Ltd.
905.857.7600 x. 224
rwhyte@caldereng.com

If concerns regarding this project cannot be resolved in discussion with the Town, a person or party may submit a Part II Order request to the Minister of the Environment at the address provided below. A copy of the request must be received by the Minister of Environment within 30 calendar days of this Notice with a copy of the request also sent to the Project Managers listed above.

Minister of the Environment
135 St. Clair Avenue West, 12th Floor
Toronto, Ont.
M4V 1P5

This notice issued 3 March, 2016



Caledon Transportation Master Plan Notice of Study Commencement

The Town of Caledon has initiated a study to develop a Transportation Master Plan (TMP) for Caledon. The study will review the existing transportation network and identify strategic actions to meet the Town's future transportation needs.

PROCESS

The Caledon TMP Study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Ontario Environmental Assessment Act. The study will follow a comprehensive multi-modal transportation master planning approach, which will include developing a transportation vision for the Town.

PUBLIC CONSULTATION

Public consultation is a key component of the Caledon TMP Study. The Town plans to engage residents, stakeholders and members of the public as the study progresses and will issue notices to advise of upcoming events. If you are interested in providing input, you can complete the online survey at <http://fluidsurveys.com/s/CaledonTMP/>. You can also visit the project website at caledon.ca/tmp to follow and learn more about this important study.

Please contact one of the project managers if you wish to provide comments or to be added to the study contact list:

Dean McMillan
Coordinator, Transportation
Public Works Department
Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6
Tel: 1.888.225.3366
Tel: 905.584.2272 x.4093
Email: dean.mcmillan@caledon.ca

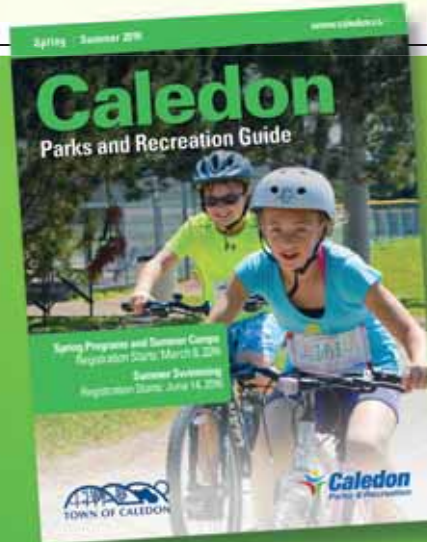
Gene Chartier, P.Eng.
Vice-President
Paradigm Transportation Solutions
Limited
5000 Yonge Street, Suite 1901
Toronto, ON M2N 7E9
Tel: 416.479.9684 x.501
Email: gchartier@ptsol.com

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice was first issued on February 19, 2016

Spring / Summer Recreation Guide is Out

Try the New Summer Camp Planner!



Spring Programs and Summer Camps Registration Starts: March 8, 2016 at 7:00 a.m.

For more information visit www.caledon.ca/recreation or call 905.584.2272 x.7327

Notice of Application and Public Meeting

Proposed Zoning By-law Amendment

File Number: RZ 16-02
Related Files: OPA 244

COMMUNITY INVOLVEMENT:

A Public Meeting will be held to consider a proposed Zoning By-law Amendment. This is your way to offer input and get involved.

APPLICANT AND LOCATION:

APPLICANT: Town of Caledon

LOCATION: 14245 Regional Road 50
Part Lots 11 and 12, Concession 7 (ALB)
North-East Corner of Regional Road 50
and Columbia Way
Ward 4

SITE AREA: 5.3 ha (13.1 ac)

Please visit the Town's website or contact the Development Planner to obtain a copy of the location map.

WHAT ARE THE PROPOSED CHANGES?

To amend the Zoning By-law on the subject lands from Agricultural (A1) to General Commercial Exception XXX (C-XXX) to permit commercial uses and site specific standards in keeping with the policies of OPA 244.

Reports, Studies, Plans: A Zoning By-law Amendment Application Form, Draft Zoning By-law Amendment and Aerial Photo form the application.

ADDITIONAL INFORMATION

A copy of the proposed Zoning By-law Amendment and additional information and material about the proposed application will be available to the public prior to the meeting at the Development Approval and Planning Policy Department at Town Hall. Office hours are Monday to Friday from 8:30 a.m. to 4:30 p.m.

APPEAL PROCEDURE:

If a person or public body does not make oral submissions at a public meeting or make written submissions to The Corporation of the Town of Caledon before the by-law is passed, the person or public body is not entitled to appeal the decision of The Corporation of the Town of Caledon to the Ontario Municipal Board.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to The Corporation of the Town of Caledon before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

HOW TO STAY INFORMED:

If you wish to stay informed of the project described above, you must make a written request to the Clerk of the Town of Caledon, 6311 Old Church Road, Caledon, Ontario, L7C 1J6.

ACCESSIBILITY

If you require an accessibility accommodation to attend or participate in this Public Meeting, or to access any materials related to this item in an alternate format, please contact Legislative Services by phone at 905.584.2272 x.2366 or via email at accessibility@caledon.ca. Requests should be submitted at least 10 days before the Public Meeting.

Notice Date: February 26, 2016



When and Where:

Tuesday, March 22, 2016
Info Session: 6:00 p.m.
Public Meeting: 7:00 p.m.

Council Chambers,
Town Hall, 6311 Old Church Road,
Caledon East, L7C 1J6



Additional Information:

Contact Stephanie McVittie,
Community Development
Planner at 905.584.2272 x.4253 or
stephanie.mcvittie@caledon.ca



Thursday March 3rd is the first installment of the 2016 Interim Property Tax Bill.

Taxpayers are responsible for the payment of property taxes by the due date. Payments must be received in the tax office no later than the due date. Late payment charges will be applied one day following the due date and on the first day of each following month that property taxes are outstanding.

For payment options, please contact the Town at 905.584.2272 x.7750 or visit our website at www.caledon.ca/tax



6311 Old Church Road
Caledon, ON L7C 1J6
www.caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

To obtain this page in an
alternative format please
contact x.4288 or
accessibility@caledon.ca

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Download our mobile app
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Town News



Town of Caledon

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Caledon, ON L7C 1J6
Tel: 1.888.225.3366
Tel: 905.584.2272 x.4093
Email: dean.mcmillan@caledon.ca

Gene Chartier, P.Eng.
Vice-President
Paradigm Transportation Solutions
Limited
5000 Yonge Street, Suite 1901
Toronto, ON M2N 7E9
Tel: 416.479.9684 x.501
Email: gchartier@ptsl.com



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caledon.ca/pingstreet



Town News

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Reports, Studies, Plans: A Zoning By-law Amendment Application Form, Draft Zoning By-law Amendment and Aerial Photo form the application.

ADDITIONAL INFORMATION

A copy of the proposed Zoning By-law Amendment and additional information and material about the proposed application will be available to the public prior to the meeting at the Development Approval and Planning Policy Department at Town Hall. Office hours are Monday to Friday from 8:30 a.m. to 4:30 p.m.

APPEAL PROCEDURE:

If a person or public body does not make oral submissions at a public meeting or make written submissions to The Corporation of the Town of Caledon before the by-law is passed, the person or public body is not entitled to appeal the decision of The Corporation of the Town of Caledon to the Ontario Municipal Board.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to The Corporation of the Town of Caledon before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

HOW TO STAY INFORMED:

If you wish to stay informed of the project described above, you must make a written request to the Clerk of the Town of Caledon, 6311 Old Church Road, Caledon, Ontario, L7C 1J6.

ACCESSIBILITY

If you require an accessibility accommodation to attend or participate in this Public Meeting, or to access any materials related to this item in an alternate format, please contact Legislative Services by phone at 905.584.2272 x.2366 or via email at accessibility@caledon.ca. Requests should be submitted at least 10 days before the Public Meeting.

Notice Date: February 26, 2016



When and Where:

Tuesday, March 22, 2016
Info Session: 6:00 p.m.
Public Meeting: 7:00 p.m.

Council Chambers,
Town Hall, 6311 Old Church Road,
Caledon East, L7C 1J6



Additional Information:

Contact Stephanie McVittie,
Community Development
Planner at 905.584.2272 x.4253 or
stephanie.mcvittie@caledon.ca

NOTICE OF COMPLETION

Municipal Class Environmental Assessment Loring Drive Stormwater Management Facility Retrofit in Bolton

THE STUDY

The Town of Caledon (the "Town") intends to provide effective storm water management practices within the Town of Caledon communities while meeting current quality and quantity control standards.

As such, the Town has solicited professional consulting services for a Schedule B Municipal Class Environmental Assessment study ("Class EA") for retrofitting of the Loring Drive Stormwater Management Facility ("SWM Facility") located at the south end of Loring Drive in Bolton, Ontario. The SWM Facility is identified as #23 in the Town's Stormwater Management Inventory dated July 2008.

The project is being planned under Schedule "B" as described in the Municipal Class Environmental Assessment ("Class EA") document dated October 2011. Subject to comments received as a result of this Notice and the receipt of necessary approvals the Town intends to proceed with the detailed design of the preferred alternative and construction of the project.

The project file is available for public review on March 7, 2016 for 30 calendar days at the following location:

LOCATION: Town of Caledon - Town Hall
6311 Old Church Road
Caledon, Ont.

AVAILABLE: March 7, 2016 to April 5, 2016

HOURS OF OPERATION: Monday to Friday 9:00 a.m. to 4:30 p.m.

Persons with questions or concerns regarding this information should provide written comment to the Project Managers listed below within 30 calendar days from the date of this Notice.

Mr. Tim Danyliw, P.Eng., PMP
Senior Project Manager
Engineering, Public Works
Town of Caledon
905.584.2272 x. 4171
tim.danyliw@caledon.ca

Mr. Robert Whyte, P. Eng.
Consultant Project Manager
Calder Engineering Ltd.
905.857.7600 x. 224
rwhyte@caldereng.com

If concerns regarding this project cannot be resolved in discussion with the Town, a person or party may submit a Part II Order request to the Minister of the Environment at the address provided below.

A copy of the request must be received by the Minister of Environment within 30 calendar days of this Notice with a copy of the request also sent to the Project Managers listed at left.

Minister of the Environment
135 St. Clair Avenue West, 12th Floor
Toronto, Ont.
M4V 1P5

This notice issued 3 March, 2016

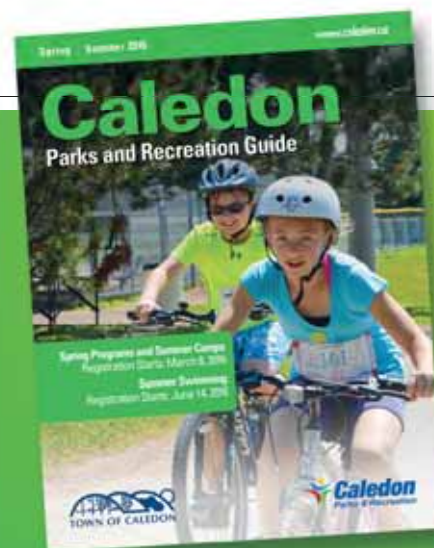
Spring / Summer Recreation Guide is Out

Try the New Summer Camp Planner!

Spring Programs and Summer Camps Registration Starts:

March 8, 2016 at 7:00 a.m.

For more information visit www.caledon.ca/recreation or call 905.584.2272 x.7327



Thursday March 3rd is the first installment
of the 2016 Interim Property Tax Bill.

Taxpayers are responsible for the payment of property taxes by the due date.

Payments must be received in the tax office no later than the due date. Late payment charges will be applied one day following the due date and on the first day of each following month that property taxes are outstanding.

For payment options, please contact the Town at 905.584.2272 x.7750 or visit our website at www.caledon.ca/tax



6311 Old Church Road
Caledon, ON L7C 1J6
www.caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

To obtain this page in an
alternative format please
contact x.4288 or
accessibility@caledon.ca

FOLLOW US for real-time updates
 [www.twitter.com/yourcaledon](https://twitter.com/yourcaledon)
 www.facebook.com/yourcaledon
 Download our mobile app
caledon.ca/pingstreet



Call for Community Green Fund Applications



The Town of Caledon invites local, not for profit or volunteer groups to apply to its Community Green Fund to support their community-based environmental projects. A maximum of \$5000 is available for funding.

Community Green Fund projects must have a clear environmental focus; engage the community; outline clear and specific results; provide measurable results and support the Town's environmental policies.

The 2016 project-funding letter of intent deadline is March 11, 2016. For fast-track funding the full application deadline is March 31, 2016.

The required letter of intent template and other application material is posted on the Town's website at www.caledon.ca/greenfund



CCCGT Primary Grant Application IS NOW AVAILABLE!

Agricultural and community groups are invited to apply for primary grant recipient funding through the 2016 Caledon Council Community Golf Tournament (CCCGT).

The 2016 CCCGT primary grant recipient will be awarded to an applicant supporting community projects within Caledon. Applicants will be considered generally based on, but not limited to, the following criteria.

The applicant:

- is a non-profit organization
- is located in Caledon and/or provides services for Caledon residents
- is a Capital project in nature benefitting the community
- provides details and the scope of the project, and
- provides a plan to recognize this grant and the Town

For an application form, visit www.caledon.ca/cccg or email municipalgrants@caledon.ca

All application forms must be submitted by 4:30 p.m. on Friday, March 4, 2016.

Applications can be sent by mail, in person or by e-mail to municipalgrants@caledon.ca



6311 Old Church Road
Caledon, ON L7C 1J6
www.caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

Date: 2016, March 03

Size: 1/2 Vertical

Color: Yes

Date:

Distribution: Caledon Enterprise

Department:

Account#:

Run X1

B.2 Notice of Pop-Up Events

Caledon Transportation Master Plan
Twitter and Facebook Content

Week of February 22nd

Twitter:

Share your input on Caledon's Transportation Master Plan <http://goo.gl/2R22Ta> #CaledonTMP

Have your say on Caledon's future transportation needs <http://bit.ly/1TDBfGn> Find out more at www.caledon.ca/tmp #CaledonTMP

Facebook:

The Town of Caledon is developing a Transportation Master Plan to study the existing transportation network and identify strategic actions to meet the Town's future transportation needs. Learn more about it and share your input at www.caledon.ca/tmp



Week of February 29th

Twitter:

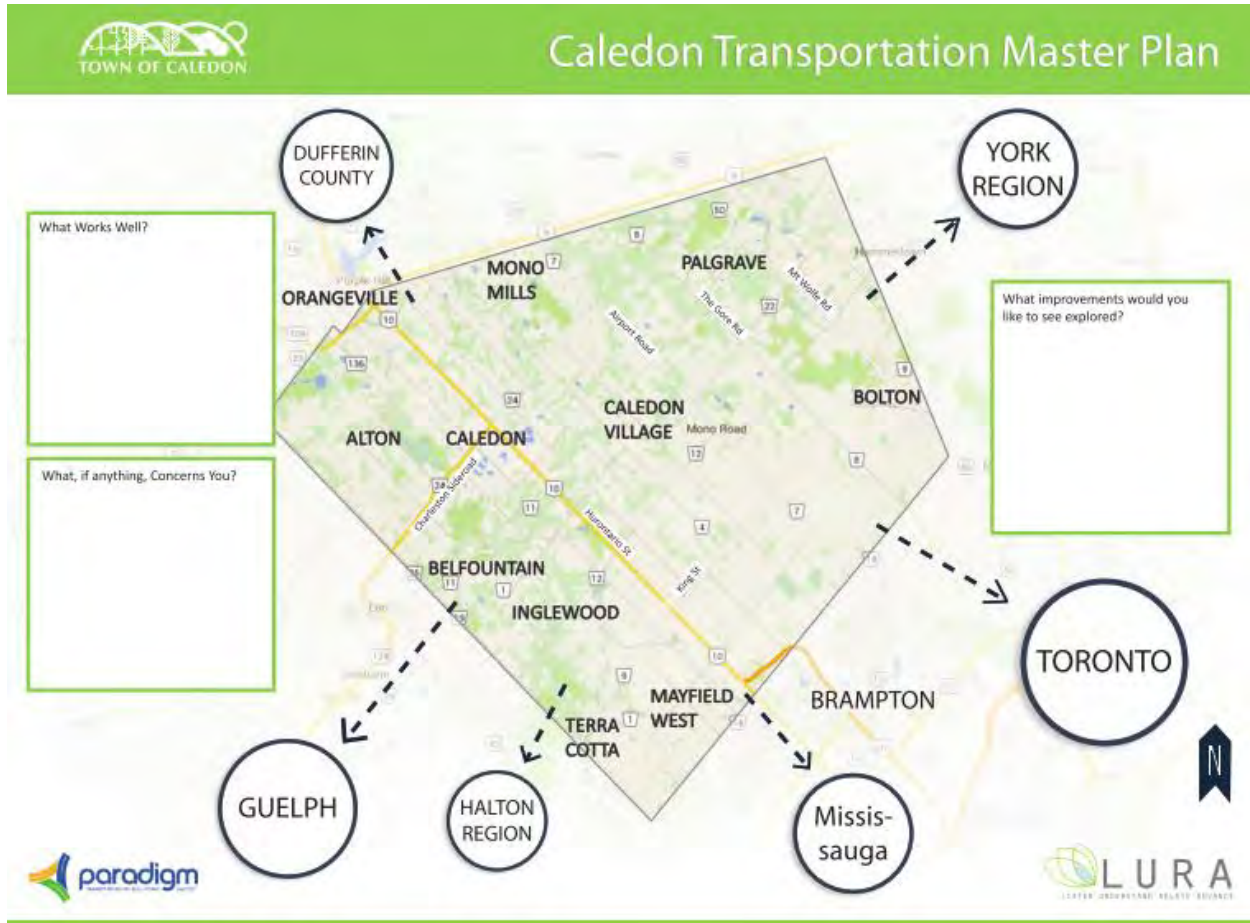
Have your say on Caledon's future transportation needs <http://bit.ly/1TDBfGn> Find out more at www.caledon.ca/tmp

We want to hear from you! Share your input on Caledon's Transportation Master Plan <http://goo.gl/2R22Ta> #CaledonTMP

Facebook:

Caledon Transportation Master Plan
Twitter and Facebook Content

How do you get around Caledon? Have some ideas on what can be improved? Share your input on Caledon's Transportation Master Plan at www.caledon.ca/tmp



Week of March 7th

Twitter:

Share your input on Caledon's Transportation Master Plan <http://goo.gl/2R22Ta> #CaledonTMP

The Town of Caledon is developing a Transportation Master Plan to **study the existing transportation network and identify strategic actions to meet the Town's future transportation needs.**

Public and stakeholder participation is an important, essential component of the master planning process. The engagement program features a structured series of in-person and online engagement activities to help the Town make sound and enlightened policy, program and investment decisions about its transportation system.



We Want to Hear From You!

Join us at a pop-up event in your neighbourhood and share your ideas to shape future improvements to Caledon's transportation and road network.

POP-UP EVENTS

CALEDON PUBLIC LIBRARY (CALEDON EAST BRANCH)

6500 Old Church Rd

Friday, January 29 – 12:30pm – 2:30pm

CALEDON CENTRE FOR RECREATION AND WELLNESS

14111 Hwy 50

Friday, January 29 – 3:00pm – 5:00pm

CALEDON COMMUNITY COMPLEX

6215 Old Church Rd

Friday, January 29 – 5:30pm – 7:30pm

MAYFIELD RECREATION COMPLEX

12087 Bramalea Road, R.R.#4

Saturday, January 30 – 10:00am – 12:00pm

INGLEWOOD COMMUNITY CENTRE & LIBRARY

15825 McLaughlin Rd

Saturday, January 30 – 1:00pm – 3:00pm

ALBION BOLTON COMMUNITY CENTRE

150 Queen St. S

Saturday, January 30 – 3:30pm – 5:30pm

Participate Online



#CaledonTMP



facebook.com/yourcaledon/



www.caledon.ca/TMP

Contact



jgarkowski@lura.ca



416-644-1801



Transportation Master Plan

caledon.ca/tmp

The Town of Caledon is developing a Transportation Master Plan to study the existing transportation network and identify strategic actions to meet the Town's future transportation needs. [View our Frequently Asked Questions \(FAQs\)](#).

We Want to Hear From You!

Public and stakeholder participation is an important, essential component of the master planning process. The engagement program features a structured series of in-person and online engagement activities to help the Town make sound and enlightened policy, program and investment decisions about its transportation system.

Events

Join us at a pop-up event in your neighbourhood and share your ideas to shape future improvements to Caledon's transportation and road network.

CALEDON Public Library (Caledon East Branch)
6500 Old Church Road
Friday, January 29 - 12:30pm - 2:30pm

CALEDON Centre for Recreation and Wellness
14111 Hwy 50
Friday, January 29 - 3:00pm - 5:00pm

CALEDON Community Complex
6215 Old Church Rd
Friday, January 29 - 5:30pm - 7:30pm

MAYFIELD Recreation Complex
12087 Bramalea Road, R.R. #4
Saturday, January 30 - 10:00am - 12:00pm

INGLEWOOD Community Centre & Library
15825 McLaughlin Road
Saturday, January 30 - 1:00pm - 3:00pm

ALBION BOLTON Community Centre
150 Queen St. South
Saturday, January 30 - 3:30pm - 5:30pm

Contact

Stay tuned to this page to find out about upcoming events as well as opportunities to participate online. You can also join the conversation on [Facebook](#) (Your Caledon) or [Twitter](#) (@YourCaledon) using the hashtag [#CaledonTMP](#).

For more information about this study, please contact one of the study project managers:

Town of Caledon
Dean McMillan
Coordinator, Transportation
Public Works Department
905.584.2272 x4093
Dean.McMillan@caledon.ca

Consulting Team
Gene Chartier
Project Manager
Paradigm Transportation Solutions
416.479.9684 x501
gchartier@ptsl.com

Frequently Asked Questions (FAQs)

What is this about?

The Town of Caledon is developing a Transportation Master Plan (TMP) to study the existing transportation network and identify strategic actions to meet the Town's future transportation needs. The Caledon Transportation Master Plan will build on existing community Transportation Master Plans to create a comprehensive strategic plan that will help guide future infrastructure investments to maintain and improve locally owned roads to keep pace with growth and development.

What are the project goals?

The Caledon Transportation Master Plan (CTMP) will study the existing transportation and road network to identify potential improvements based on the following study objectives:

- Creating a balanced transportation system that supports active and alternative transportation options;
- Identifying and proposing ways to mitigate current and future road capacity issues;
- Promoting consistent road classifications and design standards;
- Itemizing infrastructure requirements to maintain and build the Town's transportation in the short, medium and long-term.

What issues will be studied as part of the TMP?

The following topics and issues will be examined as part of the Caledon Transportation Master Plan:

- Travel Demand
- Intersection Analysis
- Transportation Network Deficiencies
- Active Transportation Planning
- Road Classification
- Design Guidelines & Right of Ways (ROW)
- Capital Improvements Plan

[back to top](#)

Sign up for our eNewsletter

Email:

© The Corporation of the Town of Caledon | 6311 Old Church Road, Caledon Ontario L7C 1J6 |
905.584.2272 | 1.888.225.3366

B.3 Pop-up Event Materials



Transportation Master Plan

The Town of Caledon is developing a Transportation Master Plan to study the existing transportation network and identify strategic actions to meet the Town's future transportation needs.

Have Your Say!

Share your ideas to shape future improvements to Caledon's transportation system.

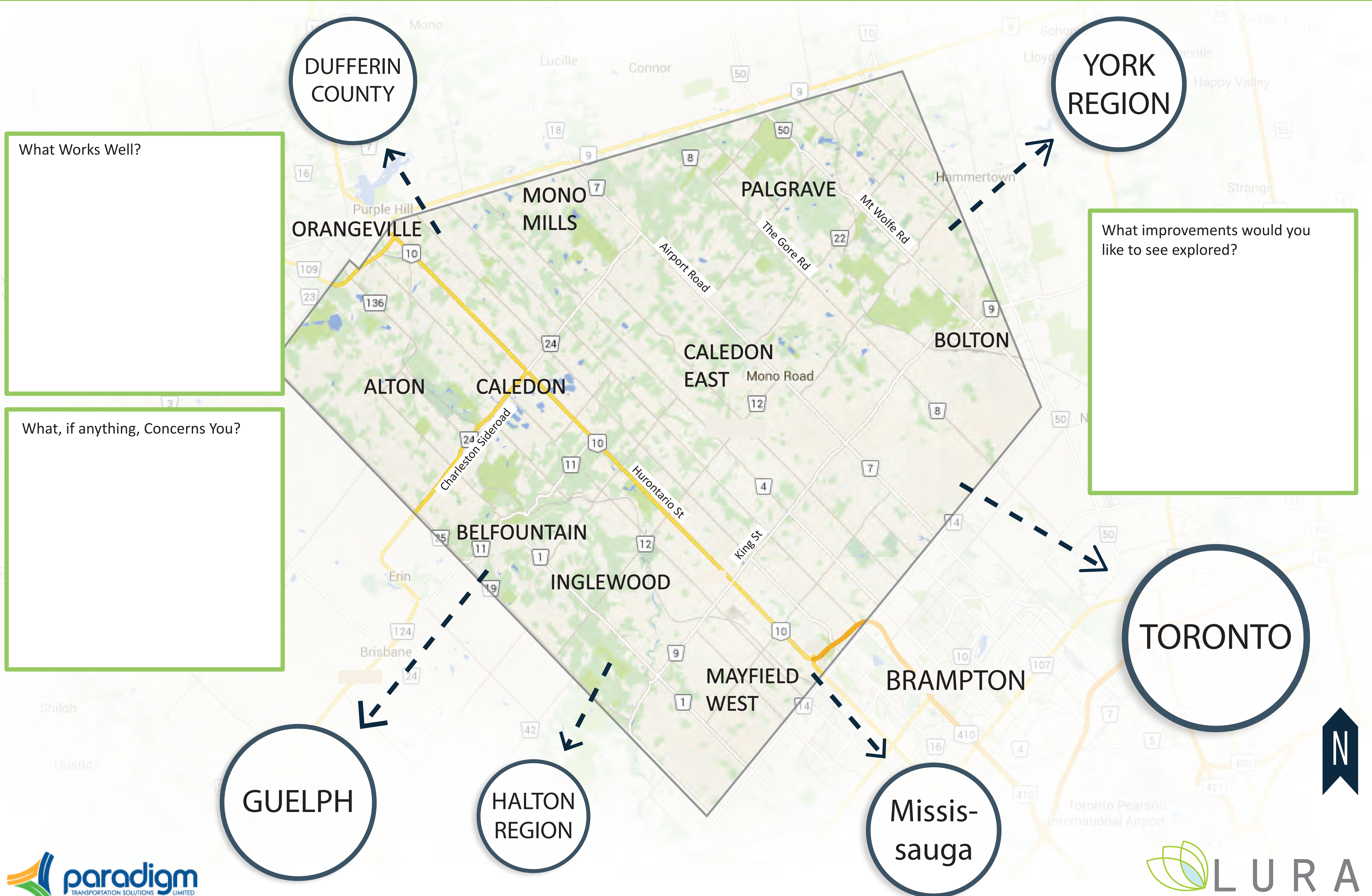


Participate Online

 [#CaledonTMP](#)  [facebook.com/yourcaledon/](#)  [www.caledon.ca/TMP \(TBC\)](#)

Contact

 jgarkowski@lura.ca  416-644-1801



B.4 Pop-Up Event Community Feedback

Within the last week, what mode of transportation did you use most as part of your travels?

<i>How Travel (Most often within last week)</i>	<i>Where Travel (Where live/ Where going to most often)</i>
1) Drive	1) Orangeville – Caledon East
2) Drive/Carpool	2) Simcoe Region – Caledon East
3) Drive	3) Caledon Village – Bolton
4) Drive with Children	4) Caledon Village – Brampton/Bolton/Orangeville
5) Drive (Cycle Moderately)	5) Palgrave – Caledon
6) Drive	6) Caledon East – Brampton
7) Drive	7) Caledon – Caledon
8) Drive	8) Palgrave – Airport/North York/Markham
9) Drive	9) Bolton – Vaughan
10) Drive	10) Bolton – Bolton
11) Drive	11) Bolton – Toronto (Scarborough)
12) Drive	12) Palgrave – Bolton
13) Drive	13) Caledon East – Brampton/Orangeville
14) Drive/GO Train (Steeles and Bramalea)	14) Palgrave – Downtown Toronto
15) Drive	15) Palgrave – Bolton
16) Drive	16) Bolton – Markham
17) Drive	17) Bolton – Brampton / King
18) Drive	18) Bolton – Orangeville
19) Drive	19) Bolton – Brampton / Orangeville
20) Drive	20) Bolton – Brampton
21) Drive	21) Palgrave – Toronto
22) Drive	22) Caledon East – Caledon
23) Drive	23) Caledon East – Toronto
24) Drive	24) Caledon East – Brampton
25) Drive	25) Caledon – Brampton
26) Drive	26) Bolton – Mississauga
27) Drive	27) Bolton – Bolton
28) Drive	28) Bolton – Brampton
29) Drive	29) Bolton – Brampton
30) Drive	30) Mayfield – Brampton / Toronto
31) Drive	31) Bolton – Brampton
32) Drive	32) Brampton – Vaughan
33) Drive	33) Mayfield – Halton Hills
34) Drive	34) Mayfield – Toronto
35) Drive/GO Transit	35) Caledon East – Bolton
36) Drive	36) Halton Hills – Caledon East
37) Drive	37) Halton Hills – Caledon East
38) Drive	38) Palgrave – Orangeville

How Travel (Most often within last week)	Where Travel (Where live/ Where going to most often)
39) Drive	39) Bolton – Bolton
40) Drive	40) Mayfield – Bolton
41) Drive	41) Bolton – Toronto
42) Drive/GO Transit	42) Palgrave – Bolton
43) Carpool	43) Bolton – Bolton
44) Drive/Carpool	44) Palgrave – Brampton
45) Drive	45) Caledon – Caledon
46) Drive	46) Caledon East – Orangeville
47) Drive	47) Inglewood – Inglewood
48) Drive	48) Inglewood – Inglewood
49) Drive	49) Inglewood – Inglewood
50) Drive	50) Inglewood – Brampton
51) Drive	51) Inglewood – Mississauga
52) Drive	52) Inglewood – Brampton
53) Drive	53) Inglewood – Toronto
54) Drive	54) Bolton – Toronto
55) Drive / Public Transit	55) Caledon East – Toronto
56) Public Transit	56) Bolton – Toronto
57) Drive	57) Mayfield – Brampton
58) Drive	58) South Fields – North York
59) Drive	59) Caledon Village – Brampton
60) Drive	60) Bolton – Toronto
61) Drive	61) Caledon East – Brampton
62) Drive	62) Mayfield– Bolton
63) Drive with Passenger	63) Bolton – Toronto/ Vaughan/ Orangeville
64) Drive	64) Caledon Village – Toronto/ Bolton/ Mississauga
65) Drive	65) Mayfield – Brampton
66) Drive	66) Mayfield – Toronto / Mississauga
67) Drive	67) Mayfield – Mississauga
68) Drive	68) Caledon Village – Mississauga/ Orangeville
69) Drive / GO Transit	69) Mayfield – Toronto
70) Drive with Passenger / Walk / Cycle	70) Caledon – Brampton / Vaughan / Newmarket

Thinking about your experiences using Caledon's transportation system, what works well?

- ▶ Commute from Orangeville
- ▶ Advanced green signals on lights
- ▶ Direct routes
- ▶ Central to travel destinations
- ▶ Bike paths
- ▶ GO Transit bus service
- ▶ Biking trails
- ▶ No complaints with commute
- ▶ Walking trails are great
- ▶ Bike trails
- ▶ The farmland
- ▶ Island Lake Conservation Trail (model trails after this trail)
- ▶ Traffic circles
- ▶ Trails
- ▶ GO Transit bus service
- ▶ Trails
- ▶ By-pass
- ▶ Love the trails
- ▶ Traffic circles
- ▶ Traffic is good, no issues
- ▶ Great trails
- ▶ Great trails
- ▶ Low traffic volumes
- ▶ Traffic circles
- ▶ Caledon Community Services
- ▶ Go Transit bus services
- ▶ Bike trails
- ▶ Road systems is good how it is
- ▶ Roads are in good condition
- ▶ Hiking trails are great
- ▶ Driving the country roads
- ▶ Lots of road options, well policed
- ▶ Generally roads are fine
- ▶ Close access to highway

- ▶ Flashing amber allows direction traffic to flow, good to see most of the bridges are back
- ▶ Roundabouts and streetlights
- ▶ 4 way stops and traffic lights
- ▶ Within Caledon the transportation is fine
- ▶ Highway 10 having 4 lanes
- ▶ Please start public transit as soon as possible
- ▶ Really, nothing. Transit to and from Toronto is absolutely abysmal. Apart from some limited GO options Bolton has no public transportation options.
- ▶ Higher speed limits on side roads
- ▶ Many long, high fences
- ▶ Unsatisfied with transportation
- ▶ Unsatisfied with transportation
- ▶ Transportation is an option, but driving seems to be a better option
- ▶ Back roads
- ▶ Overall satisfied and contempt with Caledon's transportation system
- ▶ Unaware of the services

What, if anything, concerns you about Caledon's transportation system?

- ▶ Plough service/winter maintenance quality
- ▶ Traffic concerns – very busy at times
- ▶ Traffic concerns on Highways 10, 8 and 50
- ▶ Safety concerns with Intersection at Highway 50 and Wilton Drive (intersection has no advance green lights)
- ▶ Safety concerns with traffic circles – many people do not know how to use them
- ▶ Concerns with people commuting through Caledon: "Caledon is a drive through municipality"
- ▶ Most traffic is commuters and are not Caledon residents
- ▶ Going east on Old Church Road it is hard to see highway 50
- ▶ No public transit (GO Transit trains)
- ▶ Decrease cost of GO Transit trips
- ▶ GO Transit parking spots always full
- ▶ Concern with heavy truck traffic on highway 50
- ▶ Only one lane on King Road
- ▶ Too many left hand turns (bad traffic flow)
- ▶ Trucks not using the by-pass: safety issues with trucks in Bolton

- ▶ Buses are empty
- ▶ GO Transit bus carpool lot to far (Mayfield Rd and Highway 50)
- ▶ No major east to west road through Caledon
- ▶ Do not want public transit
- ▶ Senior citizens who do not drive need local bus service
- ▶ Do not want the GTA West 400 Series Highway – do not want Bolton and Caledon to lose prime agricultural land
- ▶ Concerns about traffic on Old Church Road – but do not widen
- ▶ Safety concerns on Old Base Line (speed and traffic)
- ▶ Safety concerns on Innis Lake Road (speed and traffic)
- ▶ Concerned with the amount of truck traffic
- ▶ Bramalea Road is too narrow
- ▶ No bus service on Valley Wood
- ▶ Do not like the truck traffic
- ▶ No need for public transit
- ▶ Queen and Allen is a dangerous intersection
- ▶ Albion and Dobson is a dangerous intersection
- ▶ Concerns with safety from truck traffic
- ▶ Transit costs are too high
- ▶ Do not want new GTA West 400 series highway
- ▶ Safety concerns at Mayfield and Kennedy – need to widen roads
- ▶ Do not want municipal public transit
- ▶ Safety/vehicle damage concerns with non-paved portion of Winston Churchill
- ▶ No municipal buses please
- ▶ Very little congestion, no need for buses
- ▶ Safety concerns with trucks on Highway 50
- ▶ To many pot holes
- ▶ Safety concerns with high speeds on Hurontario Street
- ▶ Do not want GTA West highway
- ▶ Pot holes
- ▶ Dangerous to cycle on McLaughlin Road
- ▶ Do not think the current road network can support the current and future traffic demand
- ▶ Canadian Tire distribution centre opening and the increase of truck traffic
- ▶ GTA West 400 series highway is so close to 407 that it is not needed
- ▶ Lack of safe cycling and pedestrian walkways (rural and village)

- ▶ Turning south on Highway 10 from westbound Chaleston often takes many light cycles, and would be nice to have pedestrian crossing along Chaleston to get to parks and schools. Too many transport trucks make it unsafe
- ▶ 100% car-reliance
- ▶ Lane closures due to construction
- ▶ The city should be walking friendly; currently it is not
- ▶ Condition of some roads (they don't all need to be paved)
- ▶ Lack of public transit, downtown Bolton due to street parking and increased amount of truck traffic
- ▶ Condition of roads, old school road has major pot hole damage. There are frequently collisions at intersections with 2 way stops. Should be 4 way stops or traffic lights to reduce the occurrence of speeding
- ▶ No public transit
- ▶ I'm concerned that for various reasons the town will actively oppose a robust public transportation system for Bolton.
- ▶ Traffic on Airport Road
- ▶ We need public transportation for those who want to travel evenings or weekends
- ▶ Lack of Caledon's transportation in general
- ▶ Implement a cycle plan

What improvements would you like to see explored?

- ▶ Increased GO Transit us service
- ▶ Need more trails, paths, and sidewalks on (Highway 7, 10 and 50)
- ▶ More advanced green signals at intersections
- ▶ Less traffic circles
- ▶ More public transit
- ▶ More cycling trails and better connections between trails, connect trails to commuter lots
- ▶ Add carpool lot at highways 50 and 9
- ▶ Connect Caledon East trails to Bolton and make better connection with neighbouring regions and municipalities
- ▶ More transit options to the airport
- ▶ Connect transit with other municipal and regional transit systems
- ▶ GO train service and better connections to get downtown
- ▶ Increase size of carpool lot in King City

- ▶ Plan better for bikes (facilities, lanes, etc.)
- ▶ Widen King Road to two lanes
- ▶ More Caledon GO Transit bus stops (Caledon East)
- ▶ Finish by-pass to Highway 50
- ▶ Identify by-pass by making a larger sign: Trucks are not using the by-pass; truckers and people do not know that it is a by-pass
- ▶ Make GO Transit bus stop signs larger
- ▶ Road across Caledon from East to West
- ▶ Municipal bus access on Hurontario Street, Airport Road (to Brampton and Orangeville)
- ▶ Add street lights to intersections for safety at night
- ▶ Slow down traffic on Innis Lake Road
- ▶ Monitor truck traffic on Airport Road
- ▶ Widen Bramalea Road
- ▶ Antrim Court needs sidewalks
- ▶ Transit on Valley Wood
- ▶ Bus service to take kids to Caledon Wellness Centre
- ▶ Shuttle busses for children
- ▶ Queen and Allen: add traffic light
- ▶ Albion and Dobson: add traffic light
- ▶ Enforce no parking on Highway 50 during rush hour
- ▶ Create road for trucks (or better signs for the by-pass)
- ▶ Connect the transit plan with Peel Region and The Big Move Metrolinx transit plan
- ▶ Build new GTA west 400 series highway
- ▶ Implement/improve public transit on Highway 14
- ▶ More GO Transit bus service
- ▶ Widen Mayfield Road
- ▶ Want GTA West 400 series highway
- ▶ Pave gravel portion of Winston Churchill
- ▶ Increase on demand services for kids
- ▶ Increase partnership with Brampton Transit to provide coverage in Caledon
- ▶ Identify by-pass better for trucks
- ▶ Want new GTA West Highway
- ▶ More Go Transit service in Caledon
- ▶ Lower speed limits
- ▶ Install signs: "Welcome to Caledon, Respect the speed limits"

- ▶ Want to see more mid-rise condominiums nicely designed and connected along transit routes
- ▶ Want to see more GO Transit service on week days and weekends
- ▶ More cycling lanes
- ▶ GTA West 400 Series Highway should be further north
- ▶ Safe cycling and walking and a spine road (Not a highway) across the municipality
- ▶ Connect to GO train
- ▶ Advanced green a Highway 10 and 24, better communication, build bypass around the village for through traffic
- ▶ Except for Tullamore busing with Brampton Transit, we also need a leased run through SFV as I see many residents walking down to Kennedy and Mayfield intersection to catch Brampton transit.
- ▶ Construction should be worked around the community(residents) and not the other way around
- ▶ Planned communities to allow walking, playing, etc.
- ▶ Properly time the south left turn advance at Highway 10 and old base line. We only need an advance Monday to Friday 3 to 7pm.
- ▶ More bike lanes and public transit
- ▶ Newly paved roads
- ▶ 410 extension to Orangeville
- ▶ Start public transit
- ▶ Expand GO rail service to Bolton. Expand GO service so I can stay in Toronto past 7pm
- ▶ Expand GO service so that there's transit that arrives in Bolton between 17:53 and 19:45
- ▶ Add a town run shuttle bus on Highway 50 or within Bolton so seniors can access shops without having to drive
- ▶ GO train to Bolton or Caledon
- ▶ Actual public transportation
- ▶ LRT (Light Rail Transit) expansion
- ▶ Encourage other services (Uber, shuttle services etc.)
- ▶ The removal of street parking can expand roads, equaling less congestion
- ▶ Restoration and addition of traffic fences

B.5 Notice of Public Information Centre

Caledon Transportation Master Plan

THE STUDY

The Transportation Master Plan is almost complete. Find out how the transportation system is being improved and what benefits there are to the walking, cycling, transit, and road networks. Learn more about the Town's overall transportation experience. Learn more at www.caledon.ca/tmp.

Also, the Town of Caledon has initiated a Transit Feasibility Study to investigate the benefits and costs of providing public transit services within the Town. The project team will present and discuss the background and purpose of the study along with potential issues and opportunities. Residents will have an opportunity to provide feedback.

Residents are invited to attend a Public Information Centre to learn more about the Transportation Master Plan and the Transit Feasibility Study and to have your voice heard! If you have any questions or comments on the study or wish to be added to the mailing list, please contact:

Eric Chan, P.Eng., PMP

Town of Caledon Project Manager
Manager, Transportation Engineering
Finance and Infrastructure Service

Town of Caledon

Phone: 905-584-2272 x.4076
Email: eric.chan@caledon.ca

Gene Chartier, M.A.Sc., P.Eng., FITE

Consultant Project Manager
Vice-President

**Paradigm Transportation
Solutions Limited**

Phone: 416.479.9684 x501
Email: gchartier@ptsl.com

This notice was first issued on September 14, 2017.

Preparation of the TMP follows the master planning process defined in the Municipal Engineers Association Municipal Class Environmental Assessment. The work completed in preparing the plan is consistent with the first two phases of the Municipal Class EA planning and design process for the proposed infrastructure projects identified.



6311 Old Church Road
Caledon, ON L7C 1J6
www.caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

**WHEN AND WHERE:**

Monday, September 25, 2017
6:00 to 9:00 p.m.

Caledon Community
Complex, Banquet Hall 6215
Old Church Rd, Caledon East,
ON L7C 1J7

Size: 1/4 Vertical

Color: YES

Date: September 14, 2017

Distribution: Caledon Citizen

Department: Communications

Account#:

Run X1

Caledon Transportation Master Plan

THE STUDY

The Transportation Master Plan is almost complete. Find out how the transportation system is being improved and what benefits there are to the walking, cycling, transit, and road networks. Learn more about the Town's overall transportation experience. Learn more at www.caledon.ca/tmp.

Also, the Town of Caledon has initiated a Transit Feasibility Study to investigate the benefits and costs of providing public transit services within the Town. The project team will present and discuss the background and purpose of the study along with potential issues and opportunities. Residents will have an opportunity to provide feedback.

Residents are invited to attend a Public Information Centre to learn more about the Transportation Master Plan and the Transit Feasibility Study and to have your voice heard! If you have any questions or comments on the study or wish to be added to the mailing list, please contact:

Eric Chan, P.Eng., PMP

Town of Caledon Project Manager
Manager, Transportation Engineering
Finance and Infrastructure Service

Town of Caledon

Phone: 905-584-2272 x.4076
Email: eric.chan@caledon.ca

Gene Chartier, M.A.Sc., P.Eng., FITE

Consultant Project Manager
Vice-President

**Paradigm Transportation
Solutions Limited**

Phone: 416.479.9684 x501
Email: gchartier@ptsl.com

This notice was first issued on September 14, 2017.

Preparation of the TMP follows the master planning process defined in the Municipal Engineers Association Municipal Class Environmental Assessment. The work completed in preparing the plan is consistent with the first two phases of the Municipal Class EA planning and design process for the proposed infrastructure projects identified.



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6311 Old Church Road
Caledon, ON L7C 1J6
www.caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

Size: 1/4 Vertical

Color: YES

Date: September 14, 2017

Distribution: Caledon Enterprise

Department: Communications

Account#:

Run X1

B.6 Public Information Centre Display Boards

Caledon Transportation Master Plan

PUBLIC INFORMATION CENTRE

**Caledon Community Complex,
Banquet Hall
6215 Old Church Road**

**Monday, September 25, 2017
6:00 pm to 9:00 pm**





Study Background

What is the Transportation Master Plan?

The Town of **Caledon Transportation Master Plan (CTMP)** is a strategic planning document designed to identify and address the transportation needs of the Town to the year 2031 (and beyond). Building on the directions articulated in existing local, Regional and Provincial policies, the CTMP establishes the goals, strategies and initiatives necessary to achieve the municipality’s future transportation vision.

Study Process

Stage 1:
Establish
Vision and
Context

Stage 2:
Identify the
Opportunities

Stage 3:
Develop
Supporting
Strategies

Stage 4:
Prepare
Transportation
Master Plan

We are Here

Municipal Class Environmental Assessment

Preparation of the CTMP has followed the master planning process defined in the Municipal Class EA and is consistent with the first two phases of the planning and design process.





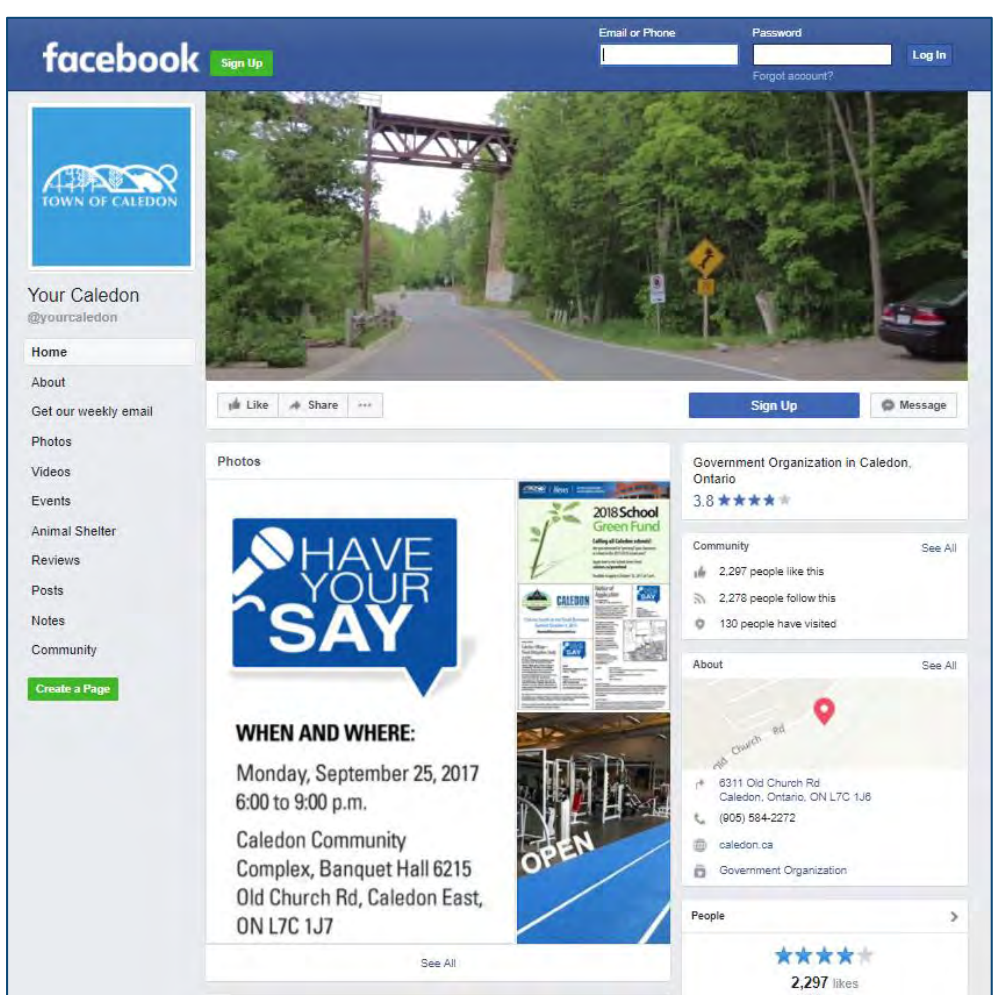
What We’ve Heard

Engaging residents and stakeholders is an important, essential part of the master planning process. We’ve sought input over the course of the study through a variety of methods.

How We’ve Engaged



Pop-Up Events



Social Media



Project Website



Public Opinion Surveys

Key Areas of Interest & Concern

- Truck Traffic
- Transit Services
- Through Traffic
- Active Transportation
- Safety
- Vehicle Speeds
- Connectivity
- Carpooling
- Proposed GTA West



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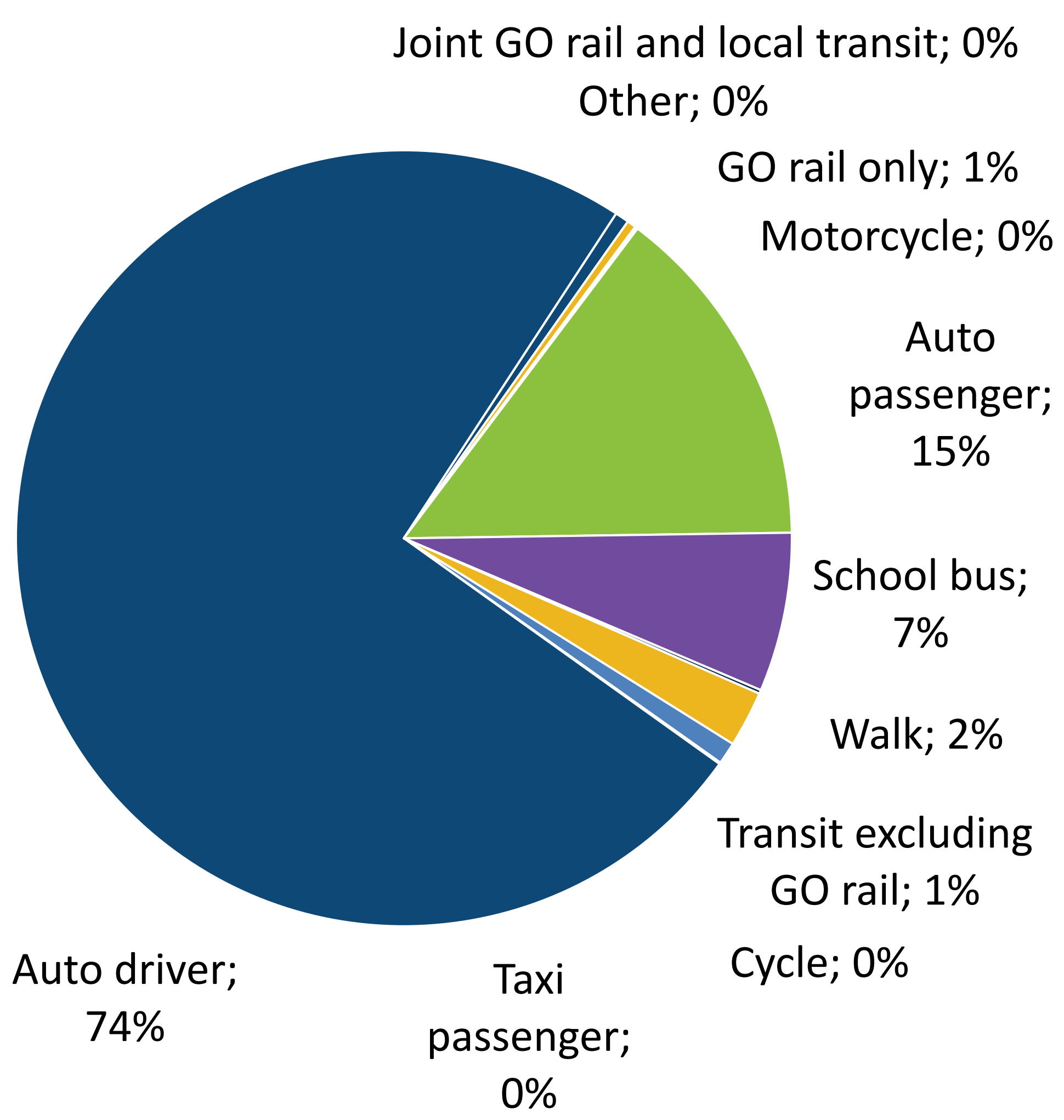




Existing Conditions

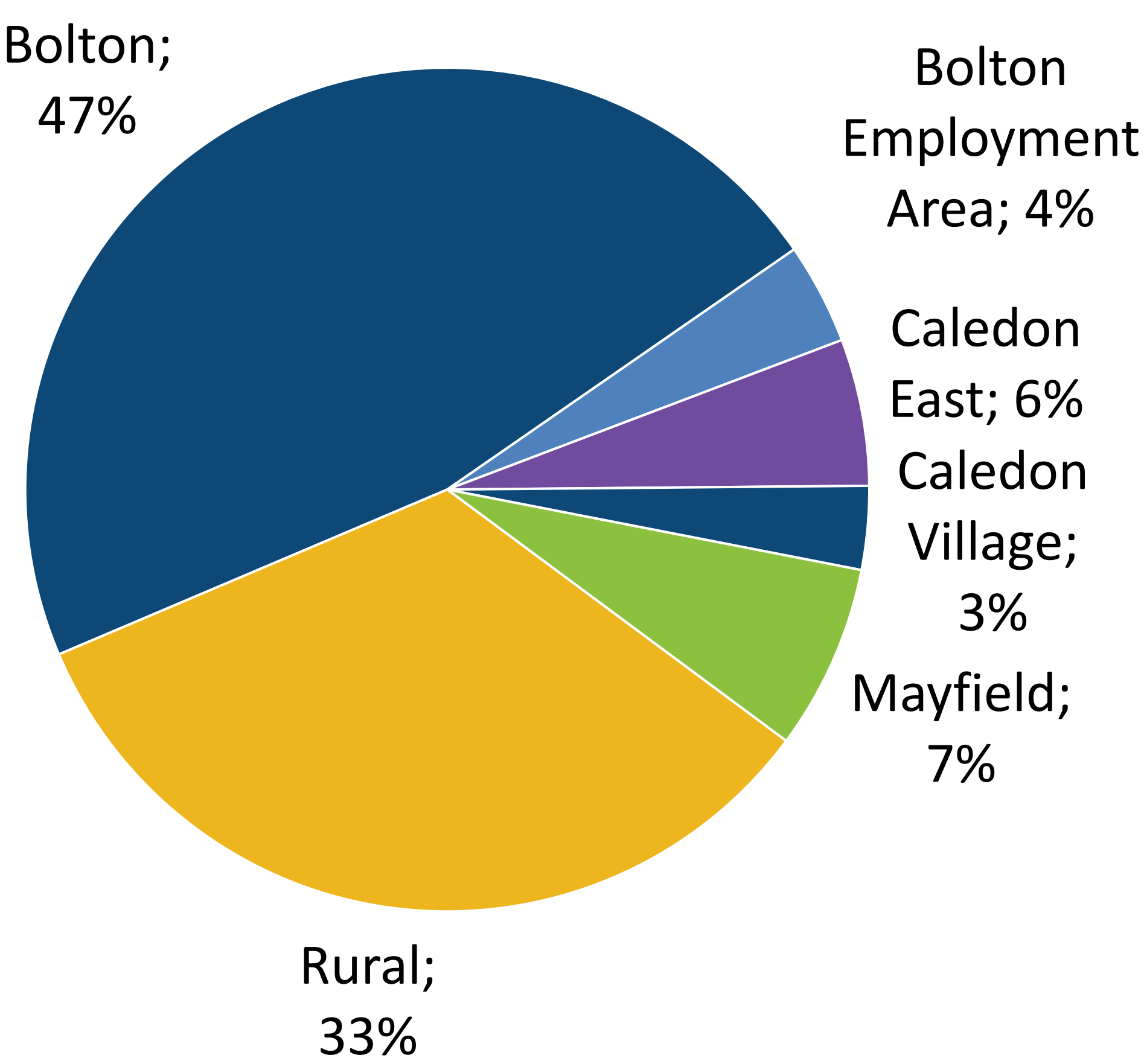
The transportation network serving Caledon consists of roads, sidewalks, on-road cycling facilities, trails and pathways. The local system is supplemented by a broader transportation network of Peel Regional Roads, Provincial Highways and interregional transit (GO Bus) services.

Primary Mode of Travel



Caledon Residents, Transportation Tomorrow Survey, 2011.

Distribution of Trips



Destined to Caledon during PM Peak Hour, Transportation Tomorrow Survey, 2011.



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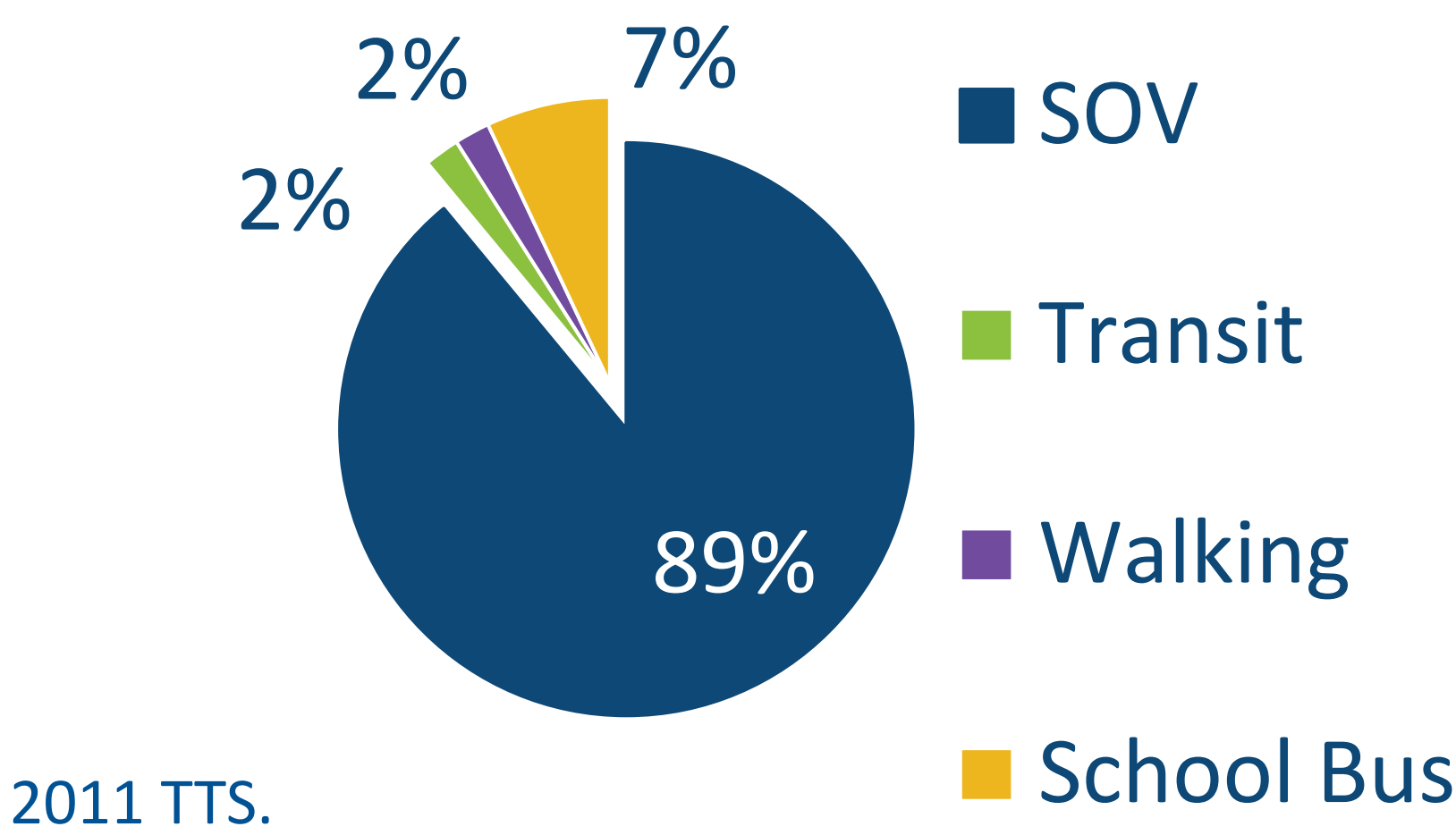


Emerging Trends

Trend 1: Half of all vehicle trips on Caledon Roads are through trips



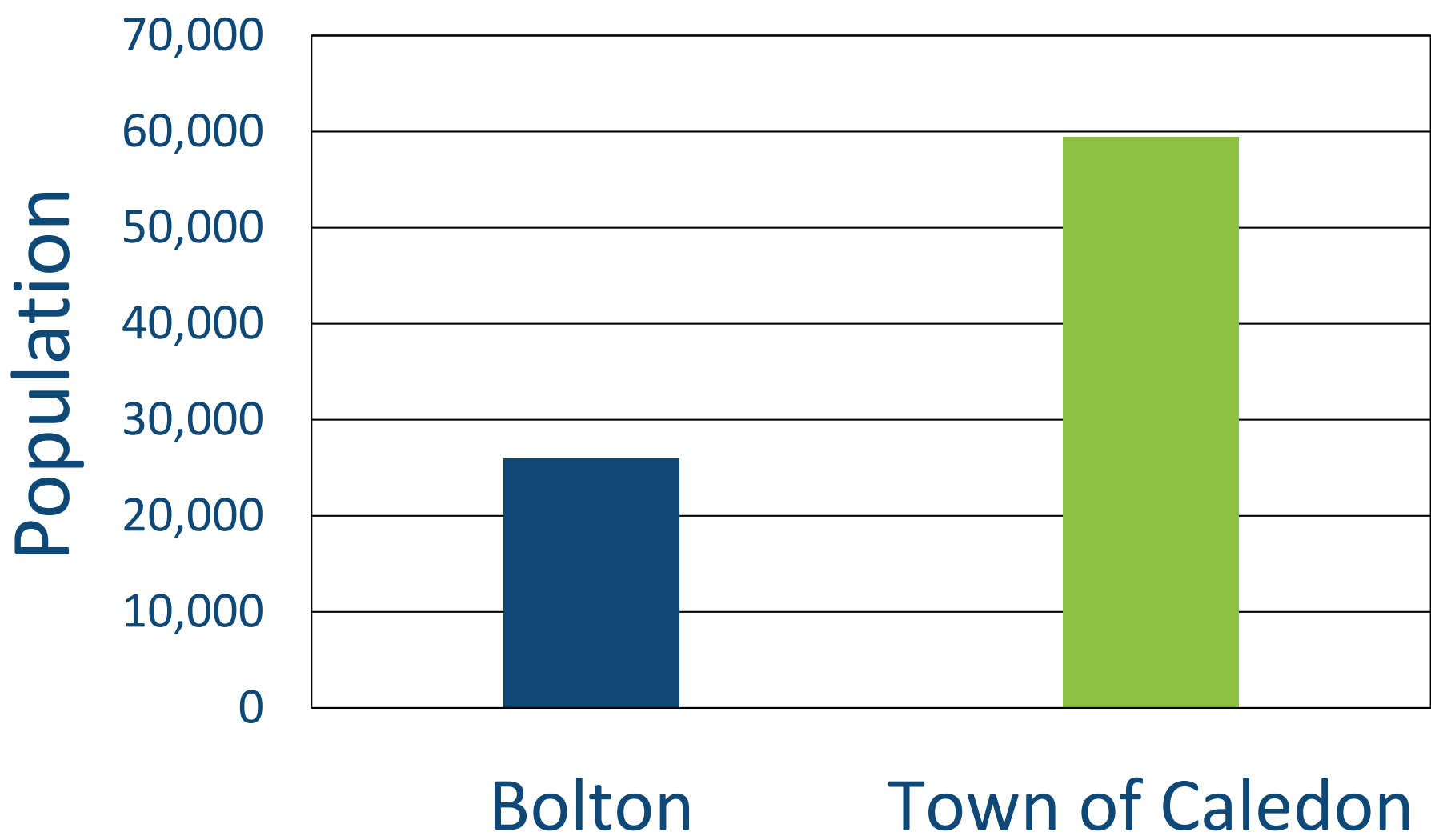
Trend 2: Majority are Single Occupant Vehicle (SOV) trips



Trend 3: Pearson Employment Lands in Brampton and Mississauga are the main destination for Caledon’s labour force

In 2011, 30.9% of the Caledon labor force travelled to the Brampton (11.8%) or Mississauga (19.1%) employment lands. (SURCS, 2016)

Trend 4: Bolton accounts for 46% of total Caledon population



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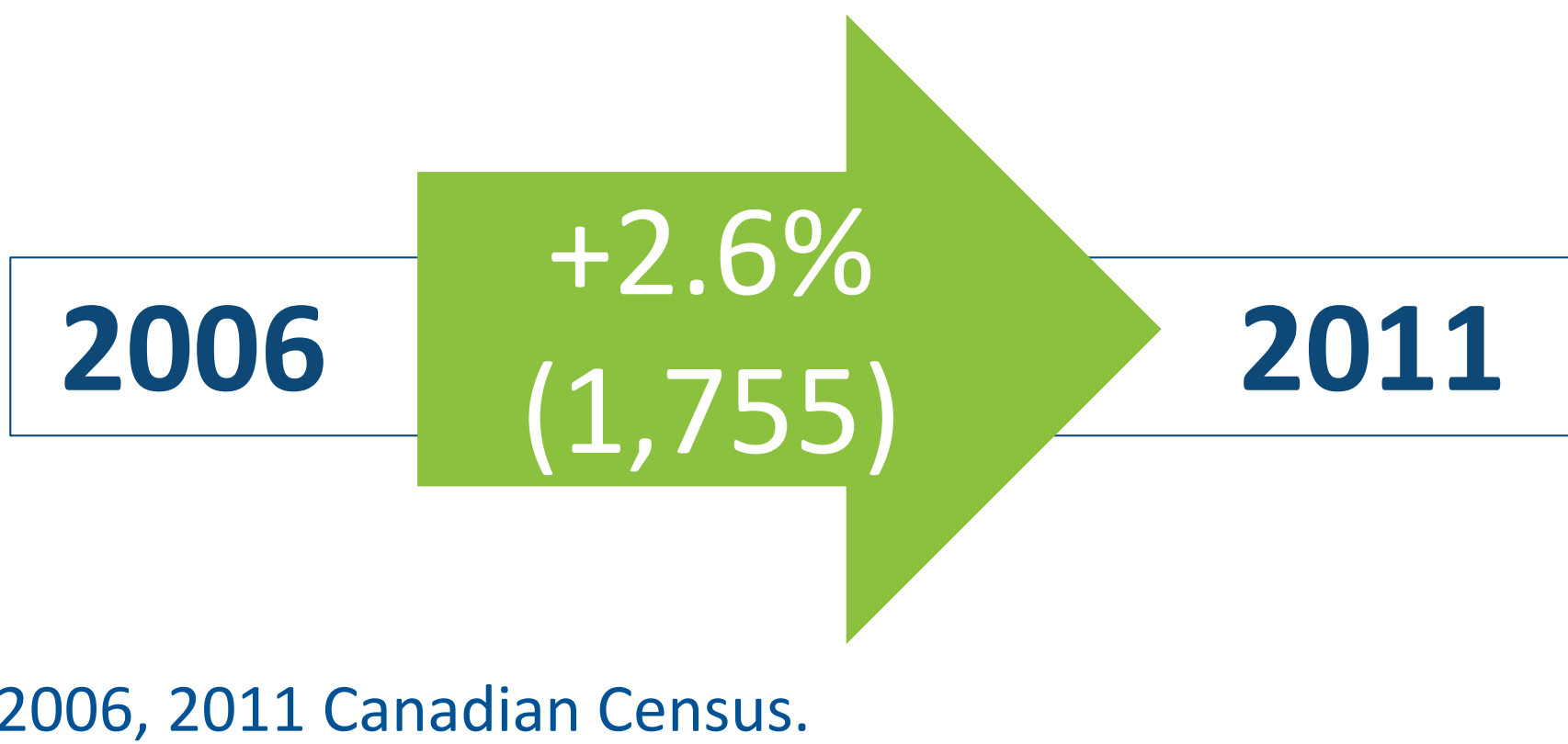


Emerging Trends

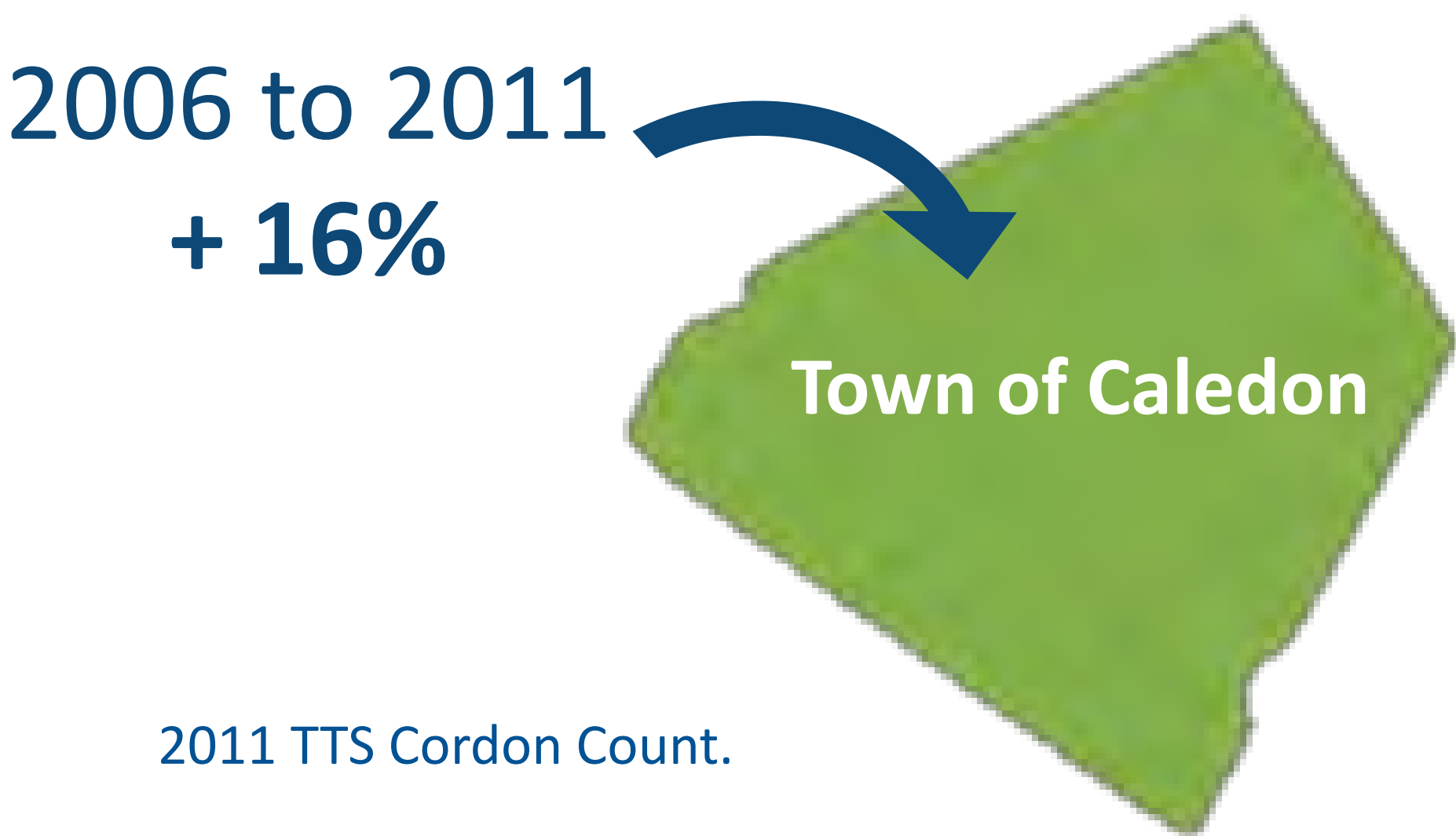
Trend 5: Caledon has a wide variety of cycling and pedestrian trail systems

With 182 km of trails and 86.2 km of cycling routes, there are facilities available for users of all abilities

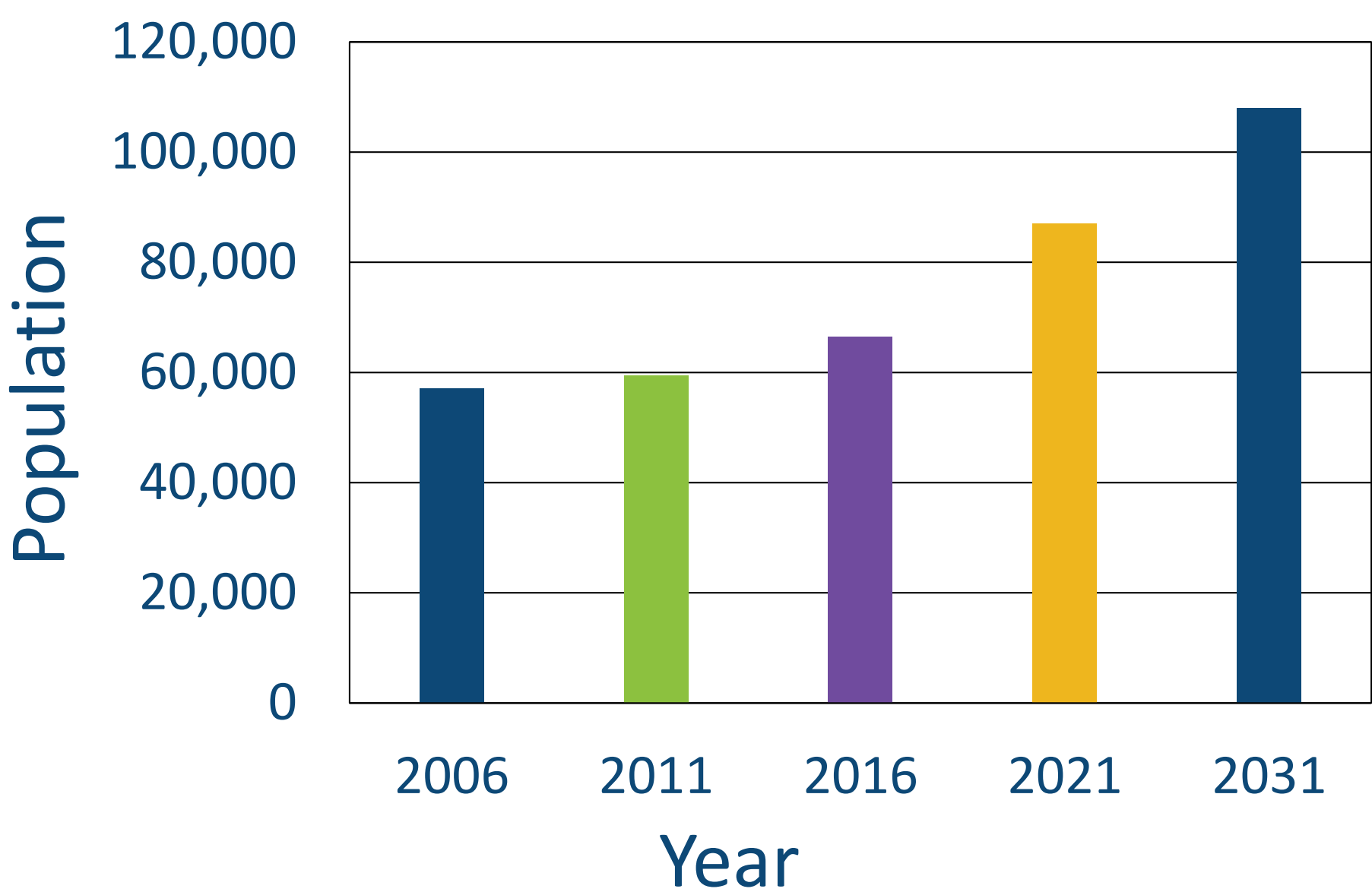
Trend 6: Aging population in Caledon is on the rise (persons 65+)



Trend 7: Through truck and aggregate truck trips in Caledon are increasing



Trend 8: High growth projected over the next 15 years in Caledon



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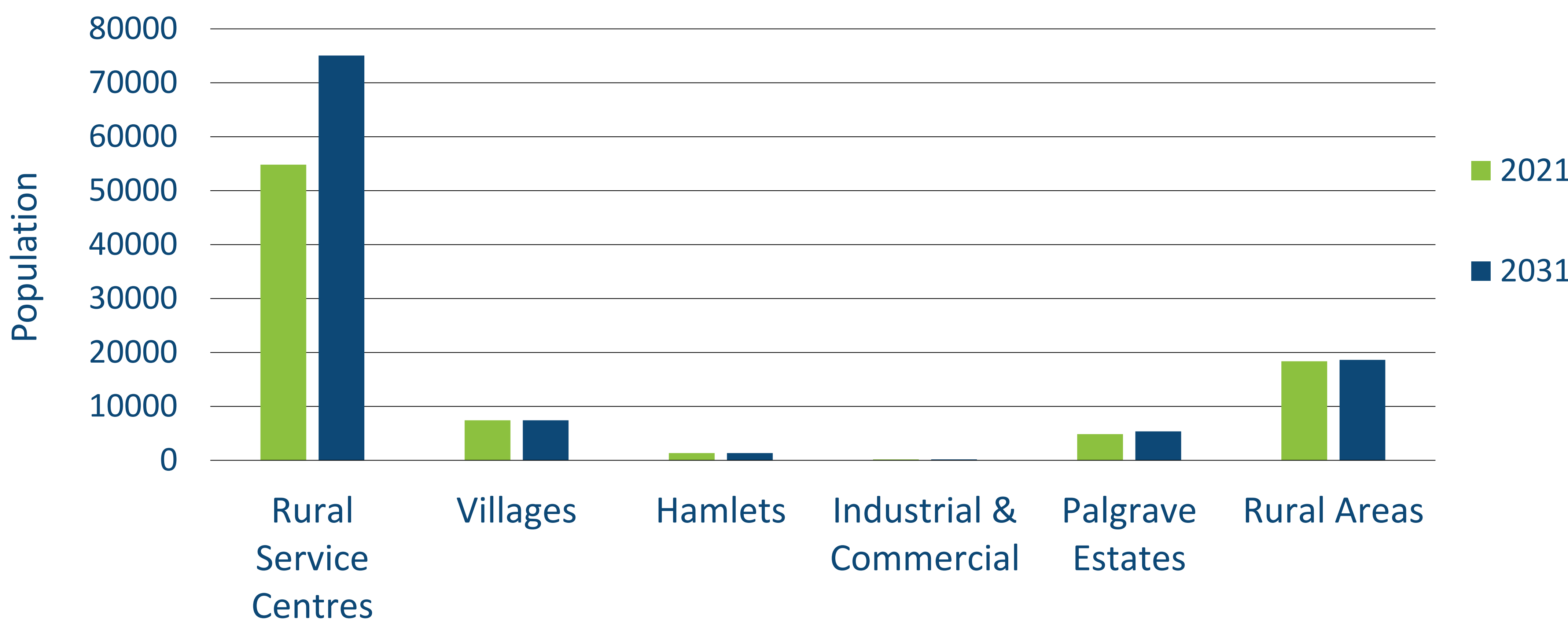
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Future Conditions

Population & Employment Growth

The Town of Caledon is expected to experience considerable growth between 2011 and 2031. Population is expected to increase by 80% (approximately 48,000 additional people), while employment is forecast to grow by 44%, adding 20,000 jobs by the year 2031.



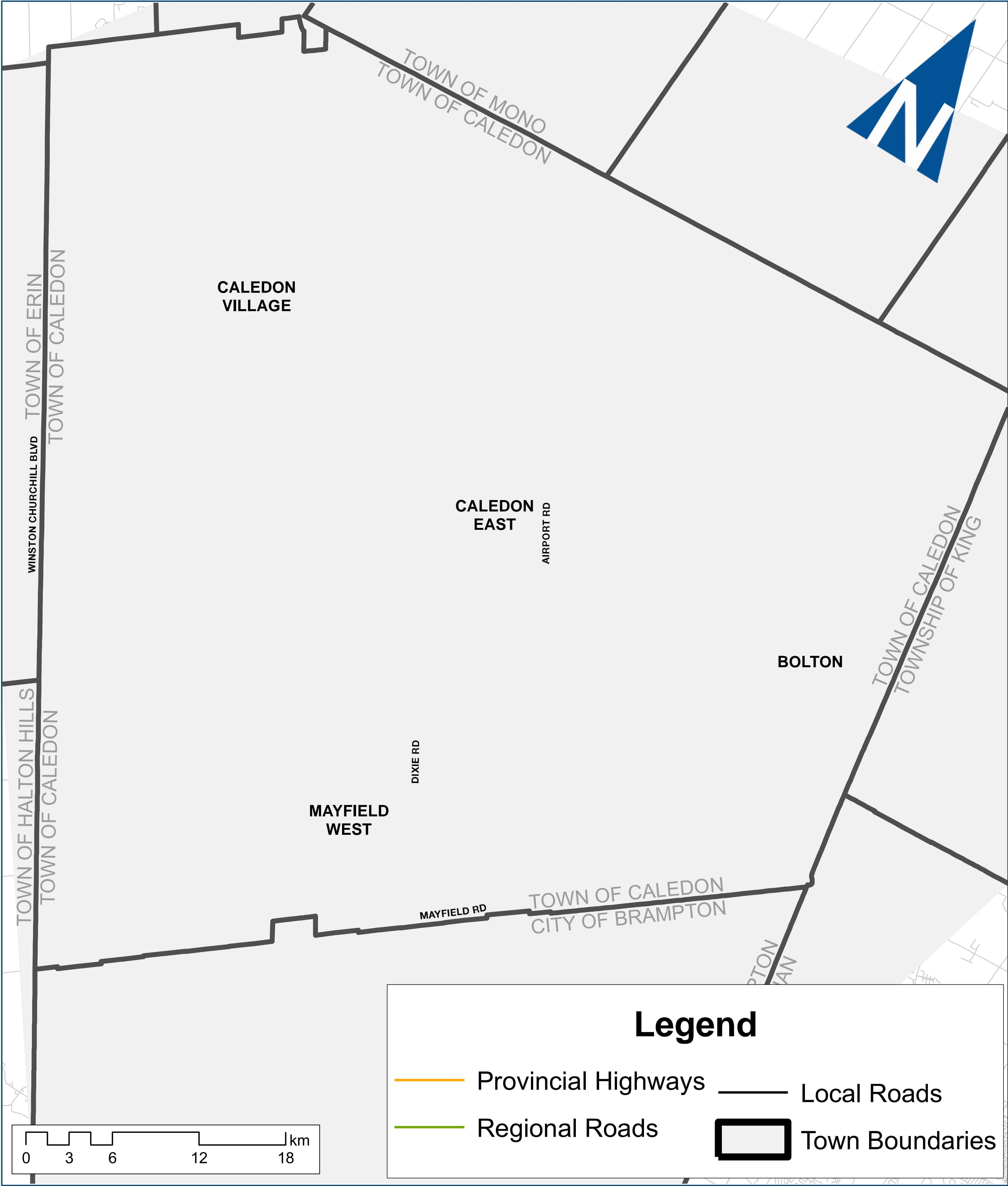
Road Network

The impact of planned growth within Caledon and the surrounding areas was assessed using the Peel Region Travel Demand Forecasting Model. Although traffic demands grow over time at every screenline, no location reaches over-capacity conditions, assuming planned improvements to the Peel Regional Road network are made.





Road Network



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Transportation Vision

By 2031, the Town of Caledon will have a transportation system that is safe, efficient, reliable, convenient, sustainable and multimodal. The system will balance demand with capacity allowing both intra- and inter-Town people and goods movement to support economic growth, respect the natural environment, reflect the urban and rural character of the town and preserve the high quality of life.

Goals to Support the Transportation Vision:

- Provide Choice in Services - Offers multimodal choices for travel and goods movement to maximize capacity and promote transit, cycling and walking.
- Facilitates Economically Sustainable Growth – Aids in the retention of the existing industries while attracting new diverse investments and expanding the employment base.
- Respects and Protects the Environmental Integrity of the Town – Provides for sustainable growth while protecting and respecting the natural, social and cultural environment.
- Develop a Safe, Reliable and Efficient System – Preserves and maximizes the existing network and underutilized links prior to adding new infrastructure while ensuring the safety and reliability.



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Problems and Opportunities



Rapidly Increasing Population & Employment
The projected 80% increase in population over the next 15 years, with employment growing by 44%, will place pressure on the transportation network.



Goods Movement
With employment expected to rapidly expand, the volume of goods movement will continue to grow, adding traffic to the Town, Regional and Provincial road networks.



Rural Roadway Deficiencies
The existing rural road network was not designed to accommodate the level of demand projected. These corridors provide opportunity for transportation enhancements.



Evolving Land Development
Caledon is planned to intensify and expand in the Rural Service Centres, placing greater pressure on the transportation network but providing the opportunity for greater use of sustainable transportation modes.





Alternative Solutions

- Alternative 1: “Do Nothing”
- Alternative 2: “Transportation Demand Management (TDM) Only”
- Alternative 3: “Road and Highway Improvements Only”
- Alternative 4: “Combination of Alternatives 2 and 3”
 - Alternative 4A: “High Level TDM & Road Improvements”
 - Alternative 4B: “Low Level TDM & Road Improvements”

	Transportation	Environmental	Social	Cultural Heritage	Economic	Costs	Customer Service	Overall Rank
Alternative 1								5
Alternative 2								4
Alternative 3								3
Alternative 4A								2
Alternative 4B								1



Walking and Cycling

The CTMP identifies pedestrian and cycling networks featuring a series of route types intended to accommodate walking and/or cycling. The different route types are identified below with icons indicating which user group each route type is intended to accommodate and a series of facility types that may be applied on each route, depending on the context and intended function.



Cycling Route
Walking Route

Multi-Use Route





- Multi-Use Trail – An off-road trail designed and regulated to accommodate walking, cycling and other non-vehicular travel modes.
- Separated Bicycle + Pedestrian Pathway – Off road trails that provide distinct operating areas for both pedestrians and cyclists.



Walking and Cycling





Sidewalk

Roadside Walking Route  
Includes Sidewalks, Sidewalks + Boulevard, Roadside Trails and Wide Shoulders located in the road right-of-way to accommodate pedestrians.



Recreational Trail

Off-Road Walking Route  
Includes pedestrian pathways (to connect to sidewalks and trails) and recreational trails that may be paved or unpaved.



Conventional Bike Lane

Separated On-Road Cycling Route  
Includes conventional bike lanes, buffered bike lanes and cycletracks on-road designated for cyclists.



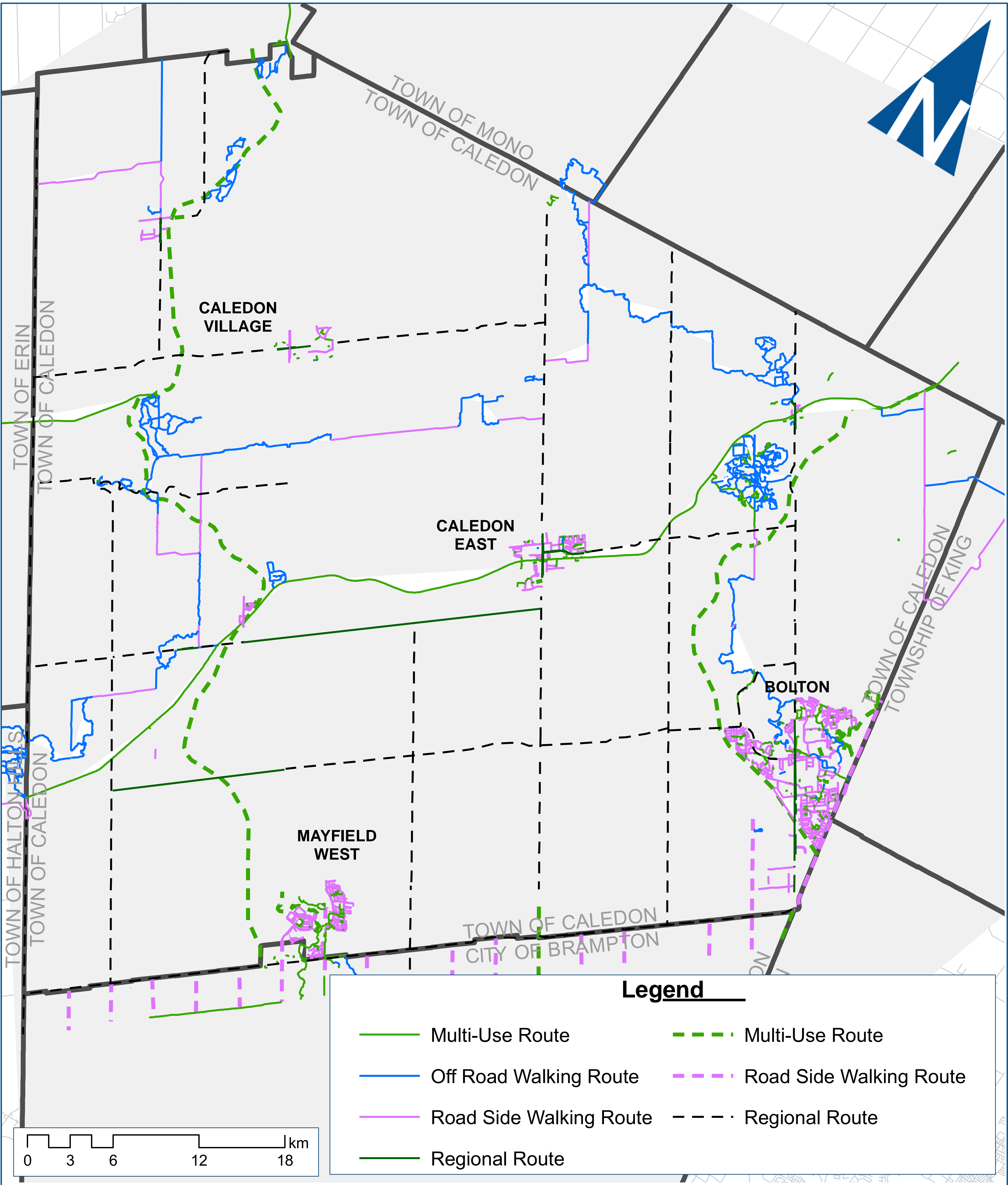
Signed Bikeway

Shared On-Road Cycling Route  
Includes shared use lanes, bicycle boulevards and signed bikeways indicating vehicles are required to share the road with cyclists.





Future Pedestrian Network



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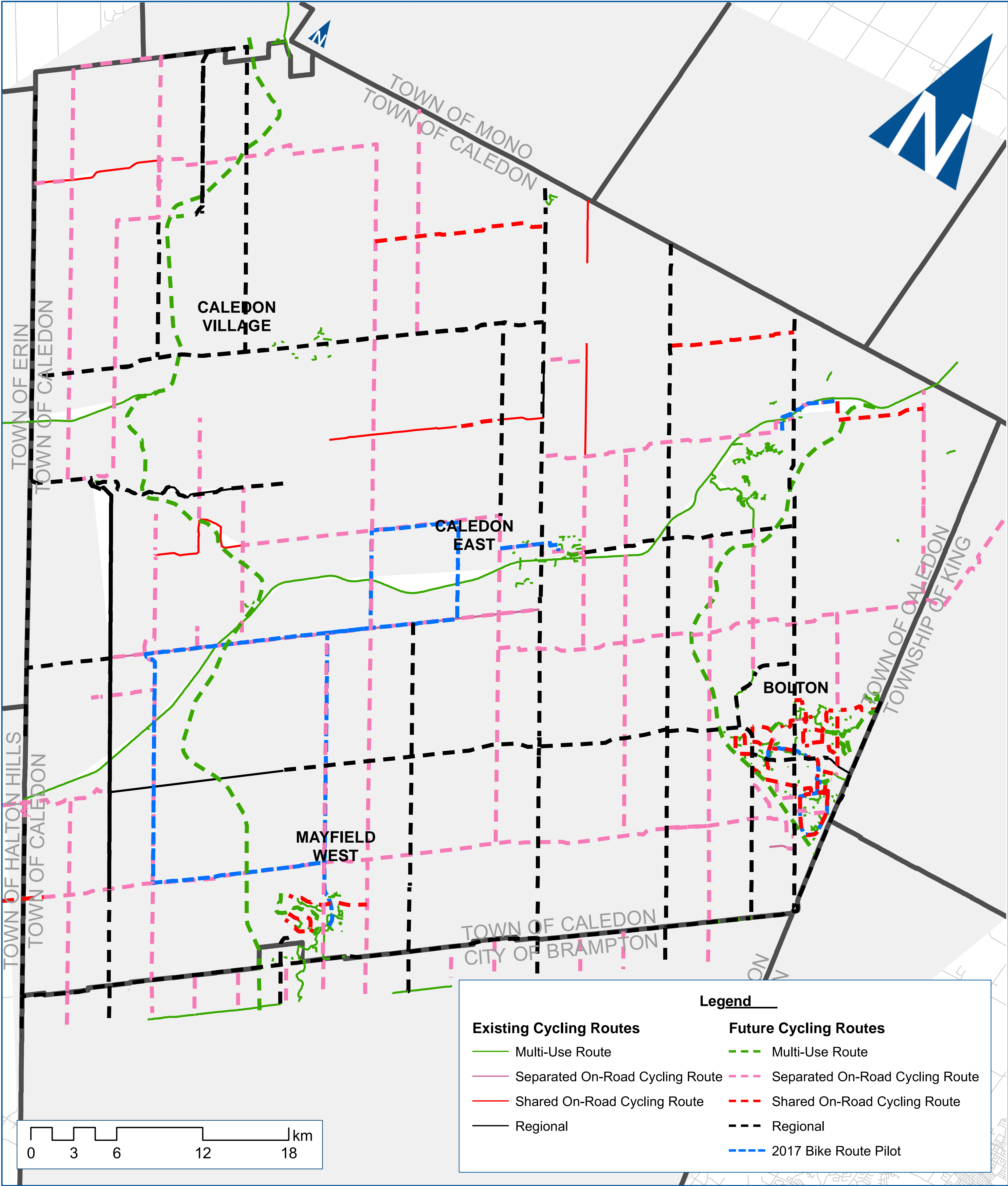


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Future Cycling Network





Road Network

The road network illustrated in the Town of Caledon Official Plan was determined to be satisfactory to serve future transportation demands with the addition of the following road network improvements. The table below displays the improvements required by 2021 and 2031, respectively, consistent with the Bolton TMP and Mayfield West Secondary Plan TMP.

Road	From	To	Type of Improvement
ROAD NETWORK IMPROVEMENTS BY THE YEAR 2021			
Simpson Road	Mayfield Road	George Bolton Parkway	Extension (0-2 lanes)
ROAD NETWORK IMPROVEMENTS BY THE YEAR 2031			
Albion Vaughan Road	Mayfield Road	King Street	Widening (2-4 lanes)
George Bolton Parkway Extension	Highway 50	Industrial Road	Extension (0-2 lanes)
Spine Road	Hurontario Street	Chinguacousy Road	New Road Construction
McLaughlin Road	Mayfield Road	Old School Road	Road Improvements and Widening
Chinguacousy Road	Mayfield Road	North Limits	Road Improvements and Widening



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Recommended Actions

Roads & Intersections

- Implement short-term and long-term transportation improvement programs such as road widening and intersection improvements
- Participate in Peel Region Goods Movement Strategic Plan



Walking & Cycling

- Implement Pedestrian and Cycling Route Network Plans
- Implement Trails Master Plan
- Apply for Share the Road Bicycle Friendly Community Award
- Complete Sidewalk Strategic Plan
- Continue to Participate in Active and Safe Routes to School Program



Development Standards Manual

- Incorporate CTMP recommendations into Development Standard Manual
 - Roadway classification,
 - Right of way needs



Plans and Policies

- Develop practice strategies to calm traffic and enhance safety
- Develop policies for community plans and development plans and Caledon Official Plan to support a sustainable transportation system such as:
 - Active Transportation
 - Carpooling and
 - And Other Transportation Demand Management strategies
- Support the ongoing Caledon Transit Feasibility Study



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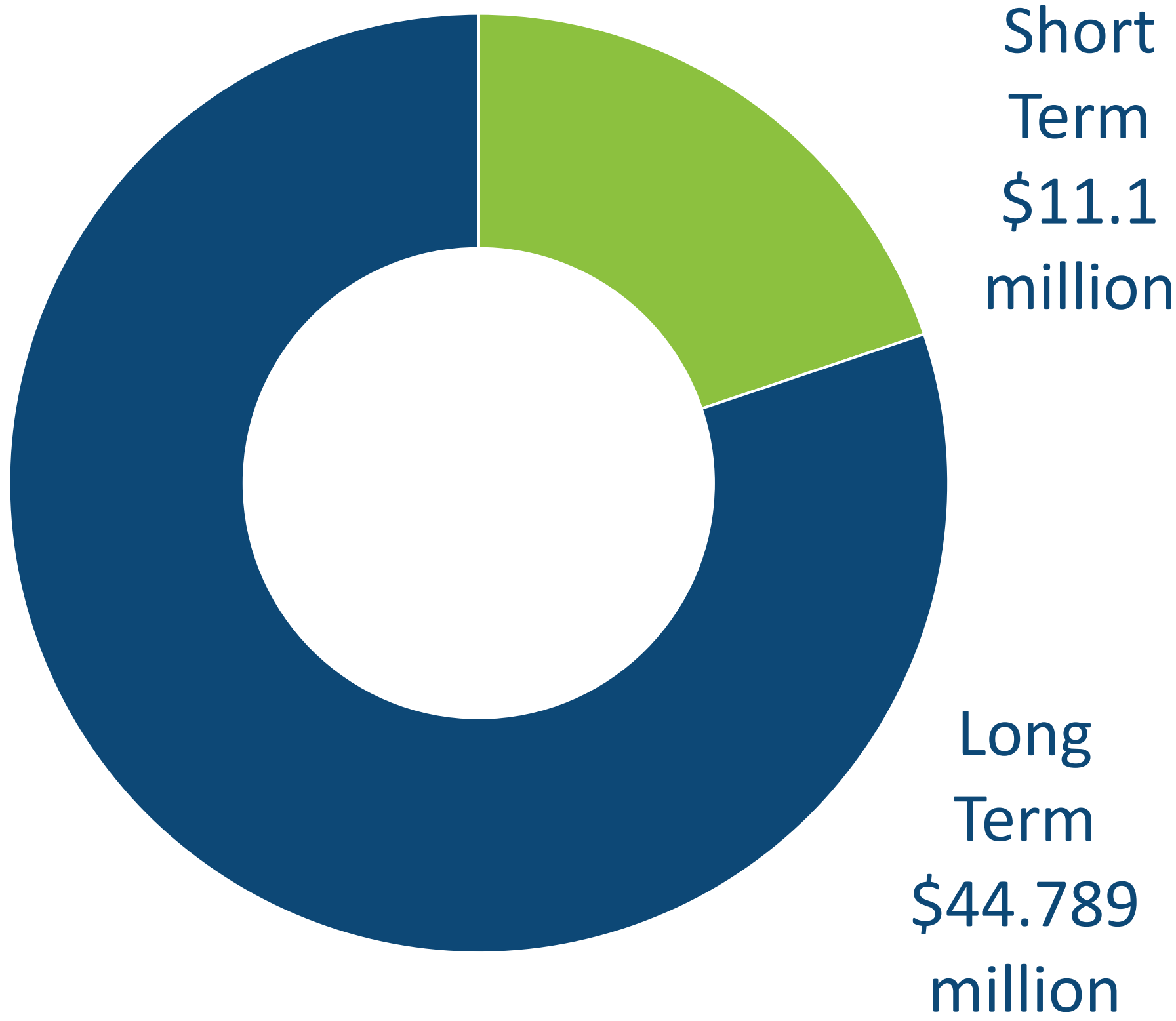
Phasing and Costs

Short-Term: to 2021

- Actions required to address existing conditions
- Cost estimated at \$11.1 million

Long-Term: 2021 to 2031

- Includes works identified in Bolton TMP and Mayfield West Phase 2 Secondary Plan TMP
- Cost estimated at \$44.789 million



Active transportation improvements will be implemented as opportunities become available through ongoing road rehabilitation and reconstruction.

Implementation and Monitoring

On-going monitoring and regular reviews allow for ongoing assessment of effectiveness and relevance of the CTMP. The Town should design and implement an ongoing monitoring program, as well as a review of the plan every five years.



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Next Steps

After this meeting, we will:

- Release the Draft CTMP for public review
- Present the Draft CTMP to Council
- Finalize the CTMP
- Incorporate key policy recommendations into a future Town of Caledon Official Plan Update

Projects recommended in the CTMP will be subject to further review under the Environmental Assessment Process.

Have your say:

If you have any questions or comments on the study, please contact:

Eric Chan, P.Eng., PMP

Town of Caledon Project Manager

Manager, Transportation Engineering

Finance and Infrastructure Services

Town of Caledon

Phone: 905-584-2272 x.4076

Email: eric.chan@caledon.ca

Gene Chartier, M.A.Sc., P.Eng., FITE

Consultant Project Manager

Vice-President

Paradigm Transportation Solutions

Limited

Phone: 416.479.9684 x501

Email: gchartier@ptsl.com

Participate Online



www.caledon.ca/tmp



www.facebook.com/YourCaledon



#CaledonTMP



B.7 Public Information Centre Comments

Town of Caledon Transportation Master Plan

Public Information Centre – September 25, 2017

Comments Sheet

We would appreciate if you could provide us with any additional comments you may have on the Town of Caledon Transportation Master Plan. Thank you!

If you are a healthy senior who no longer drives (not disabled) is there any available bus transit? Can one use the Caledon Community Services Bus for medical appointments etc.?
Have "parking" been considered for Trailway users? walking? cycling?
University students (college too) will transit coincide with class times?
Anyone with a part-time job (students etc.) will likely need bus transportation 7 days a week (not 6)
Are you prepared to licence an uber-like business in Caledon?

(See reverse for more space)

Please print clearly:

Name:	
Mailing Address:	
Phone Number:	
Email Address:	

You can submit your comments by dropping this sheet in the box provided, or by mailing, faxing or emailing it to one of our project managers by **September 30, 2017**:

Eric Chan, P.Eng., PMP
Town of Caledon Project Manager
Manager, Transportation Engineering
Finance and Infrastructure Services
Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6
Phone: (905) 584-2272 x.4076
Email: eric.chan@caledon.ca

Gene Chartier, M.A.Sc., P.Eng., FITE
Consultant Project Manager
Vice-President
Paradigm Transportation Solutions Limited
5000 Yonge Street, Suite 1901
Toronto, ON M2N 7E9
Phone: (416) 479-9684 x501
Email: gchartier@ptsl.com

Public Information Centre – September 25, 2017

[illegible]

Personal information is collected under the authority of Section 11 of the *Municipal Act, 2001*, and will be used for information purposes only for this project. Questions regarding the collection and use of personal information should be directed to the Town of Caledon, FOI Coordinator at (905) 584-2272.

Heather Goodman

From: Eric Chan <Eric.Chan@caledon.ca>
Sent: October 2, 2017 3:10 PM
To: Gene Chartier; Heather Goodman; Arash Olia
Subject: FW: Caledon TMP

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Chan, P.Eng., PMP
Manager, Transportation Engineering
Finance and Infrastructure Services

Office: 905-584-2272 x.4076
Cell: 416-452-7091
Email: Eric.Chan@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From: Eric Chan
Sent: Monday, October 02, 2017 2:56 PM
To: [REDACTED]
Subject: RE: Caledon TMP

Hi [REDACTED]
My answers in **RED** below.

Eric Chan, P.Eng., PMP
Manager, Transportation Engineering
Finance and Infrastructure Services

Office: 905-584-2272 x.4076
Cell: 416-452-7091
Email: Eric.Chan@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From: [REDACTED]
Sent: Monday, October 02, 2017 2:25 PM
To: Eric Chan
Subject: Caledon TMP

Hi Eric,

We had a brief discussion last Monday during the Caledon TMP PIC, but after reviewing some more information, I was hoping you could help me out with a couple follow up questions.

- Is there going to be any more public consultation prior to being finalized? Can you confirm the process from now until finalization of the study? Is there any email list I can get on to receive updates? **The PIC on Sept 25 was the second and final public consultant event for the TMP. After incorporating the comments from agencies**

and public, the TMP will be finalized in the next coming days. It is expected the TMP will be presented to the General Committee at Town Council on Oct 24, and to Town Council on Nov 7 seeking for approval.

- Based on this study, is the town going to come up with standard engineering drawings showing ROW widths needed to accommodate the cycling/active transportation network. **Yes the TMP includes the typical cross section drawings for different classification of roadway, all of which support the active transportation network.**
- Are you aware of any updates on the Coleraine Drive EA beyond the study notification posted online? **Please contact Peel Region. The contact person is Sally Rook, Manager of Infrastructure Programming and Studies sally.rook@peelregion.ca**
- Has there been any discussion on a grade separation at King Street and the CN Rail? **Please contact Peel Region. The contact person is Sally Rook, Manager of Infrastructure Programming and Studies sally.rook@peelregion.ca**

Thanks for your help,



This communication is intended solely for the attention and use of the named recipients and contains information that is privileged and confidential. If you are not the intended recipient, or the person responsible for delivering this information to the intended recipient, please notify us immediately by telephone. If you have received this information in error, please be notified that you are not authorized to read, copy, distribute, use or retain this message or any part of it.

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B.8 Notice to Stakeholders

Company	Title	Contact Name	Address	City, PR, PC	Email	Phone
MUNICIPALITY						
	Mayor	Allan Thompson	6311 Old Church Road	Caledon, ON L7C 1J6	allan.thompson@caledon.ca	416-319-6543
	Ward 1 - Regional Councillor	Barb Shaughnessy	6311 Old Church Road	Caledon, ON L7C 1J6	Barb.Shaughnessy@caledon.ca	905-586-0907
	Ward 1 - Area Councillor	Doug Beffort	6311 Old Church Road	Caledon, ON L7C 1J6	Doug.Beffort@caledon.ca	519-927-5365
	Ward 2 - Regional Councillor	Johanna Downey	6311 Old Church Road	Caledon, ON L7C 1J6	johanna.downey@caledon.ca	(416) 434-4102
	Ward 2 - Area Councillor	Gord McClure	6311 Old Church Road	Caledon, ON L7C 1J6	gord.mcclure@caledon.ca	(416) 258-3823
	Ward 3 and 4 - Regional Councillor	Jennifer Innis	6311 Old Church Road	Caledon, ON L7C 1J6	jennifer.innis@caledon.ca	416-697-8280
	Ward 3 and 4 - Area Councillor	Nick deBoer	6311 Old Church Road	Caledon, ON L7C 1J6	nick.deboer@caledon.ca	905-880-1370
	Ward 5 - Regional Councillor	Annette Groves	6311 Old Church Road	Caledon, ON L7C 1J6	annette.groves@caledon.ca	(416) 434-3256
	Ward 5 - Area Councillor	Rob Mezzapelli	6311 Old Church Road	Caledon, ON L7C 1J6	rob.mezzapelli@caledon.ca	(905)533-0209
	CAO	Mike Galloway	6311 Old Church Road	Caledon, ON L7C 1J6	mike.galloway@caledon.ca	905-584-2272 . 4000
	Executive Director, Strategic Initiatives	Laura Johnston	6311 Old Church Road	Caledon, ON L7C 1J6	Laura.Johnston@caledon.ca	905-584-2272 . 4108
Town of Caledon	Manager, Bus. Dev. Tourism & Culture	Ben Roberts	6311 Old Church Road	Caledon, ON L7C 1J6	ben.roberts@caledon.ca	905-584-2272 . 4011
	General Manager, Community Services	Peggy TOLLETT	6311 Old Church Road	Caledon, ON L7C 1J6	Peggy.TOLLETT@caledon.ca	905-584-2272 . 4112
	Manager, Policy & Sustainability	Haiqing XU (vacant)	6311 Old Church Road	Caledon, ON L7C 1J6	Haiqing.XU@caledon.ca	905-584-2272 . 4172
	Senior Planner, Transportation	Kant CHAWLA	6311 Old Church Road	Caledon, ON L7C 1J6	Kant.CHAWLA@caledon.ca	905-584-2272 . 4293
	Manager, Parks/Landscape Architect	Brian BAIRD	6311 Old Church Road	Caledon, ON L7C 1J6	Brian.BAIRD@caledon.ca	905-584-2272 . 4209
	General Manager, Corporate Services/ Town Clerk	Carey DEGORTER	6311 Old Church Road	Caledon, ON L7C 1J6	Carey.DEGORTER@caledon.ca	905-584-2272 . 4218
	General Manager, Finance & Infrastructure Services	Fuwing Wong	6311 Old Church Road	Caledon, ON L7C 1J6	fuwing.wong@caledonca.	905-584-2272 . 4257
	Manager Transportation Engineering	Eric Chan	6311 Old Church Road	Caledon, ON L7C 1J6	eric.chan@caledon.ca	905-584-2272 . 4076
	Coordinator, Transportation Development	Arash Olla	6311 Old Church Road	Caledon, ON L7C 1J6	arash.olla@caledon.ca	905-584-2272 . 4073
	Manager, Energy & Environment	Katelyn MCFADYEN	6311 Old Church Road	Caledon, ON L7C 1J6	Katelyn.MCFADYEN@caledon.ca	905-584-2272 . 4169
	Manager, Engineering	GRODECKI, Ryan	6311 Old Church Road	Caledon, ON L7C 1J6	Ryan.GRODECKI@caledon.ca	905-584-2272 . 4101
	Superintendent, Operations & Maintenance	Steve DOLLMAIER	6311 Old Church Road	Caledon, ON L7C 1J6	Steve.DOLLMAIER@caledon.ca	905-857-1436
	Heritage Resource Officer	Sally DRUMMOND	6311 Old Church Road	Caledon, ON L7C 1J6	Sally.DRUMMOND@caledon.ca	905-584-2272 . 4243
PROVINCIAL AGENCIES						
Ministry of Transportation Peel-Halton area	Area Manager (Acting)	Mr. Joseph Lai	159 Sir William Hearst Ave	Toronto, ON M3M 0B7	Joseph.lai@ontario.ca	416-235-4240
Niagara Escarpment Commission	Senior Strategic Advisor	Kim Peters	232 Guelph Street, Georgetown	Georgetown, ON L7G 4B1	kim.peters@ontario.ca	905-877-2512
Ministry of the Environment and Climate Change	Planning Coordinator	Trevor Bell	Place Nouvelle, 5775 Yonge St, 9th Flr	Toronto	trevor.bell@ontario.ca	416-326-4886
Ministry of the Environment and Climate Change	Environmental Resource Planner/EA, West-Central Region, Air, Pesticides and Environmental Planning	Paul Martin	12th Floor, 119 King Street West	Hamilton, ON L8P 4Y7	Paul.D.Martin@ontario.ca	
Ministry of Tourism, Culture & Sport	Heritage Planner	Rosi Zirger	Culture Division Programs & Services Branch Culture Services Unit, 401 Bay Street, Suite 1	Toronto, Ontario M7A 0A7	rosi.zirger@ontario.ca	416.314.7159
Ministry of Economic Development, Employment and Infrastructure	Environmental Advisor, Environmental Management	Kim Peters	1 Dundas Street West, Suite 2000	Toronto, Ontario M5G 2L5	Kim.Peters@infrastructureontario.ca	(416) 212-3768
Ministry of Natural Resources and Forestry	District Planner	Mr. Steven Strong	50 Bloomington Rd	Aurora ON L4G0L8	steven.strong@ontario.ca	
Ministry of Aboriginal Affairs	Director	Ms. Pam Wheaton	160 Bloor Strtet East	Toronto, ON M7A 2E6		
Ontario Parks (MNRF)	Senior Park Planner	Mr. Timothy Marchand	659 Exeter Road, 4th Floor	London, ON N6E 1L3	tim.marchand@ontario.ca	519-873-4618
Ontario Provincial Police	Detachment Commander	Inspector Tim Melanson	15924 Innis Lake Road	Caledon, ON L7C 3B3		
Metrolinx	Senior Manager of Transportation Systems Planning	Lisa Salsberg			Lisa.Salsberg@metrolinx.com	
Metrolinx	Manager, Hub and Station Planning	Elana Horowitz			Elana.Horowitz@metrolinx.com	
Metrolinx	Manager, Regional Partnerships, Planning and Policy	Peter Paz			peter.paz@metrolinx.com	
Metrolinx	Director of Service Planning	Chris Burke			chris.burke@metrolinx.com	
MTO	Team Leader	Rob Tardif			Rob.Tardif @ontario.ca	
MTO	Project Coordinator	Jin Wang			Jin.Wang@ontario.ca	
REGIONAL AND MUNICIPAL AGENCIES						
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Peel	Director, Transportation Division	Gary Kocialek			Gary.Kocialek@peelregion.ca	
Peel	Manager, Transportation System Planning	Sabbir Saiyed			Sabbir.Saiyed@peelregion.ca	
Peel	Principal Planner	Tina Detaramani			Tina.Detaramani@peelregion.ca	
Peel	Manager Traffic Engineering	Joe Avsec			Joe.Avsec@peelregion.ca	
Peel	Principal Planner	Roman Kuczynski			Roman.Kuczynski@peelregion.ca	
Peel	Planner	Elizabeth Bang			Elizabeth.Bang@peelregion.ca	
Peel	Public Health	Lorenzo Mele			Lorenzo.Mele@peelregion.ca	
Peel	Transportation Planner	Gordon Hui			Gordon.Hui@peelregion.ca	
York Region	Transportation	Thomas MacPherson			Thomas.MacPherson@york.ca	
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City of Vaughan	Transportation Engineering	Selma Hubjer			Selma.Hubjer@vaughan.ca	
Halton	Traffic Operations & Safety Coordinator	Ben Robertson			Ben.Robertson@halton.ca	
Halton	Transportation Engineering	Melissa Green			melissa.green-battiston@halton.ca	
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Dufferin	operation manager	Nathan Westendorp			operations@dufferincounty.ca	
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Credit Valley Conservation Authority	Regulations Officer	Mr Ken Thajer	1255 Old Derry Road	Mississauga, Ontario, L5N 6R4	kthajer@creditvalleyca.ca	905-670-1615 x236
Credit Valley Conservation Authority	Water Resources Analyst	Mr George Golding	1255 Old Derry Road	Mississauga, Ontario, L5N 6R4	ggolding@creditvalleyca.ca	905-670-1615 x387
Toronto and Region Conservation Authority	Planner I	Leila Sotoudeh			lsotoudeh@trca.on.ca	416-661-6600 x5689
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Métis Nation of Ontario	Director of Lands, Resources and Consultation	Ms. Melanie Paradis	75 Sherbourne St., Suite 222	Toronto, ON M5A 2P9		
Mississaugas of the New Credit First Nation	Chief	Ms. Stacey LaForme	2789 First Line Road R.R. #6	Hagersville, ON N0A 1H0		
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407 ETR	ice President, Traffic, Pricing and Planning	Ray Bacquie			rbacquie@407ETR.com	
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Metrolinx	Manager, Hub and Station Planning	Elana Horowitz			Elana.Horowitz@metrolinx.com	
Metrolinx	Manager, Regional Partnerships, Planning and Policy	Peter Paz			peter.paz@metrolinx.com	
Metrolinx	Director of Service Planning	Chris Burke			chris.burke@metrolinx.com	

Heather Goodman

From: Arash Olia <Arash.Olia@caledon.ca>
Sent: October 5, 2017 10:54 AM
To: Heather Goodman
Subject: FW: Town of Caledon Transportation Master Plan Workshop and PIC

Arash Olia, Ph.D., P.Eng.

Coordinator, Transportation Development, Transportation
Finance & Infrastructure Services

Office: 905.584.2272 x.4073

Email: arash.olia@caledon.ca

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From: Arash Olia
Sent: Friday, September 08, 2017 11:29 AM
To: 'joseph.lai@ontario.ca'; 'kim.peters@ontario.ca'; 'trevor.bell@ontario.ca'; 'Paul.D.Martin@ontario.ca'; 'rosi.zirger@ontario.ca'; 'lisa.myslicki@infrastructureontario.ca'; 'steven.strong@ontario.ca'; 'tim.marchand@ontario.ca'; 'Lisa.Salsberg@metrolinx.com'; 'Elana.Horowitz@metrolinx.com'; 'peter.paz@metrolinx.com'; 'chris.burke@metrolinx.com'; 'Rob.Tardif@ontario.ca'; 'Jin.Wang@ontario.ca'; 'Gary.Kocialek@peelregion.ca'; 'Sabbir.Saiyed@peelregion.ca'; 'Tina.Detaramani@peelregion.ca'; 'Joe.Avsec@peelregion.ca'; 'Roman.Kuczynski@peelregion.ca'; 'Elizabeth.Bang@peelregion.ca'; 'Lorenzo.Mele@peelregion.ca'; 'Hui, Gordon'; 'Steve.Mota@york.ca'; 'melissa.green-battiston@halton.ca'; 'maureenv@haltonhills.ca'; 'kbrett@orangeville.ca'; 'sarahw@wellington.ca'; 'planning@erin.ca'; 'Planning@townofmono.com'; 'Dave.Menary@eastgarafraxa.ca'; 'jtschekalin@adjtos.ca%E2%80%8B'; 'planning@newtecumseth.ca'; 'operations@dufferincounty.ca'; 'rachel.hamelin@simcoe.ca'; 'skitchen@king.ca'; 'ggolding@creditvalleyca.ca'; 'Isotoudeh@trca.on.ca'; 'doug.rieger@brampton.ca'; 'AnnMarie.Carroll@york.ca'; 'Adrian.Kawun@york.ca'; 'Lisa.Salsberg@metrolinx.com'; 'Elana.Horowitz@metrolinx.com'; 'peter.paz@metrolinx.com'; 'chris.burke@metrolinx.com'; 'Cherry.Greenland@peelsb.com'; 'Thane.Munn@dpcdsb.org'; 'rbacque@407ETR.com'; 'doug.rieger@brampton.ca'; 'AnnMarie.Carroll@york.ca'; 'Adrian.Kawun@york.ca'; 'Lisa.Salsberg@metrolinx.com'; 'Elana.Horowitz@metrolinx.com'; 'peter.paz@metrolinx.com'; 'chris.burke@metrolinx.com'; Eric Chan; Heather Haire; Peggy Tollett; Carey deGorter; Kant Chawla; Ryan Grodecki; Katelyn McFadyen; Rob Downard; Casey Blakely; Sylvia Kirkwood; Heather Savage; 'Ben.Robertson@halton.ca'; 'rachel.hamelin@simcoe.ca'; 'SKitchen@king.ca'; 'selma.hubjer@vaughan.ca'; 'Thomas.MacPherson@york.ca'; 'Chan, Wayne'; 'david.margiotta@peelregion.ca'; 'Henrik.Zbogar@brampton.ca'; 'Doug.Rieger@brampton.ca'; 'Hank.Wang@brampton.ca'; 'Christopher.Burke@gotransit.com'; 'Lisa.Salsberg@metrolinx.com'; Sylvia Kirkwood; Jackie McMillen; Lalita Nott
Subject: Town of Caledon Transportation Master Plan Workshop and PIC

Hello Everyone,

The Town of Caledon is in the process of preparing a Transportation Master Plan to meet the Town's future transportation needs. Consistent with the Municipal Class Environmental Assessment (EA) process, the workshop and the second public information centre (PIC 2) is scheduled to review draft proposed transportation improvements. You are invited to attend the workshop and the second and final public information centre on **Monday, September 25th** to review the draft recommendations for your community. Topics covered will include:

- The transportation visions and goals
- Roads and Intersections improvements
- Active Transportation
- Transit

Stakeholder Workshop

Date: Monday, September 25th

Time: 8:30 a.m. - 3:00 p.m.

Location: Bolton Centre for Recreation and Wellness-Whole Club Level

Address: 14111 Hwy 50, Bolton, ON L7E 2V2

Following the workshop, the Public Information Center (PIC 2) will be held at:

Public Information Centre (PIC 2)

Date: Monday, September 25th

Time: 5:00 p.m. - 9:00 p.m.

Location: Caledon Community Complex - Banquet Hall

Address: 6215 Old Church Rd, Caledon East, ON L7C 1J7

Your attendance at this meeting is important to help the study team to finalise the proposed recommendations and to contribute your ideas on transportation solutions for the Town. The Workshop/public information centre will be a drop-in/open-house during which key draft recommendations of the study will be presented as well as highlights of the findings from the study to-date. If you are interested in learning about the proposed Transportation Master Plan, you are invited to attend this workshop/public information centre and provide input to the study team. If you are unable to attend the meeting, all consultation materials will be available on the study webpage caledon.ca/tmp for you to review.

Please provide your feedbacks by September 29th.

Thanks,

Arash Olia, Ph.D., P.Eng.

Coordinator, Transportation Development, Transportation
Finance & Infrastructure Services

Office: 905.584.2272 x.4073

Email: arash.olia@caledon.ca

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B.9 Stakeholder Workshop Presentation



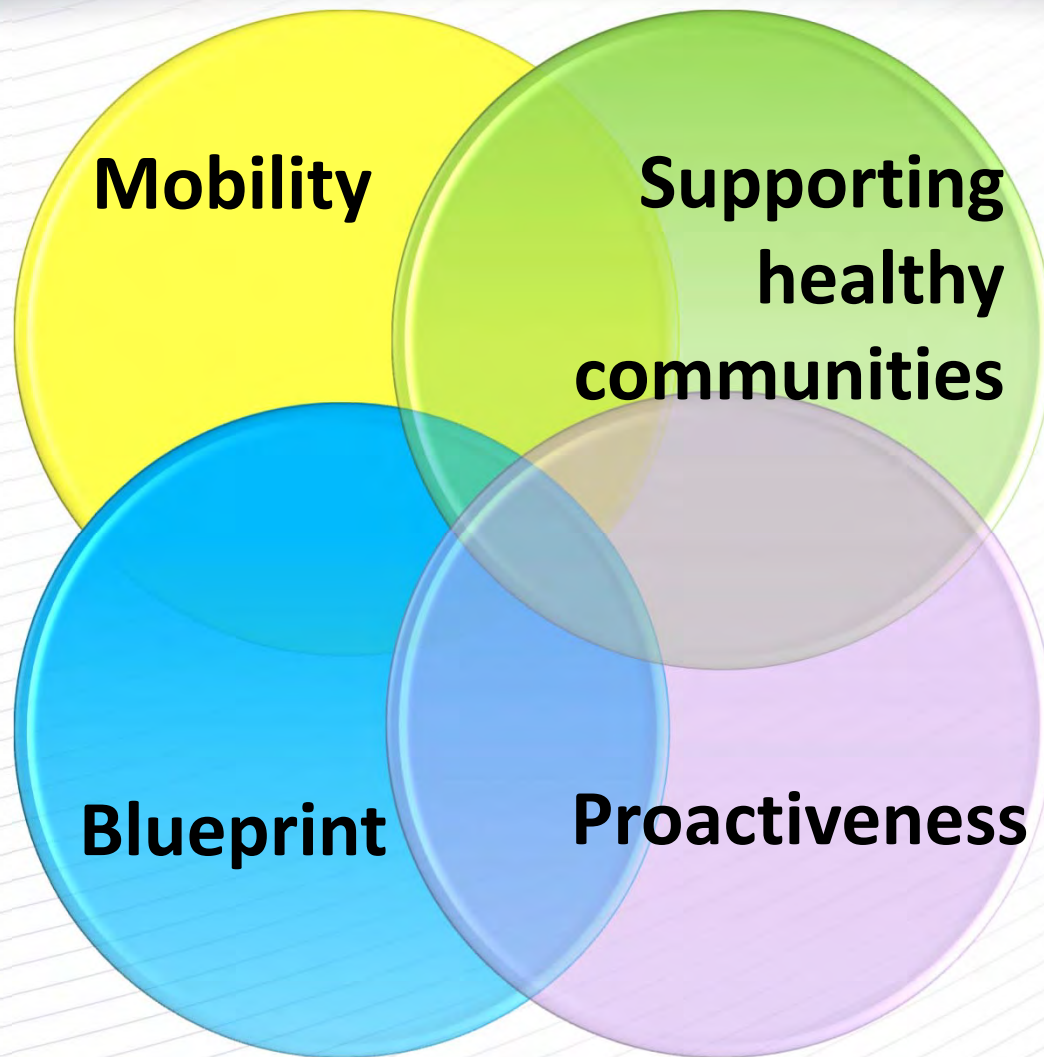
Caledon Transportation Master Plan

**Stakeholder Workshop
September 25, 2017**

Agenda

1. Introductions
2. Review of the Planning Process
3. Overview of the Draft Caledon Transportation Master Plan
4. Stakeholder Feedback
5. Next Steps

What is Transportation Master Plan



For Today

and

For Future

Study Approach

- ▶ Followed master planning process in Municipal Class EA:
 - Consistent with first two phases
 - Not intended to serve as problem and opportunity statement (Phase 1) or assessment of alternative solutions (Phase 2)

Community Engagement

- ▶ Six “pop-up” engagement events in January 2016 and online feedback form to gather community input
- ▶ 150 participants engaged in conversation

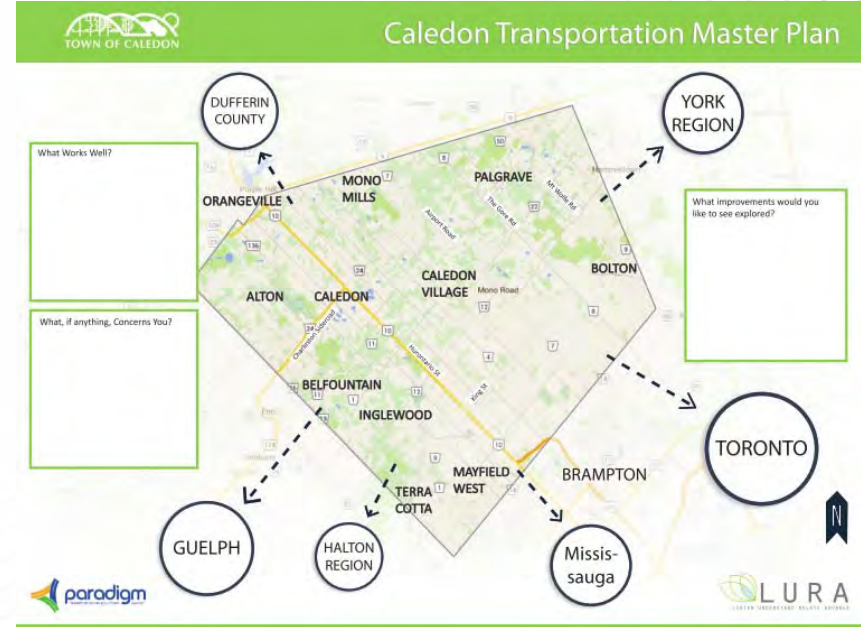
TOWN OF CALEDON
Transportation
Master Plan



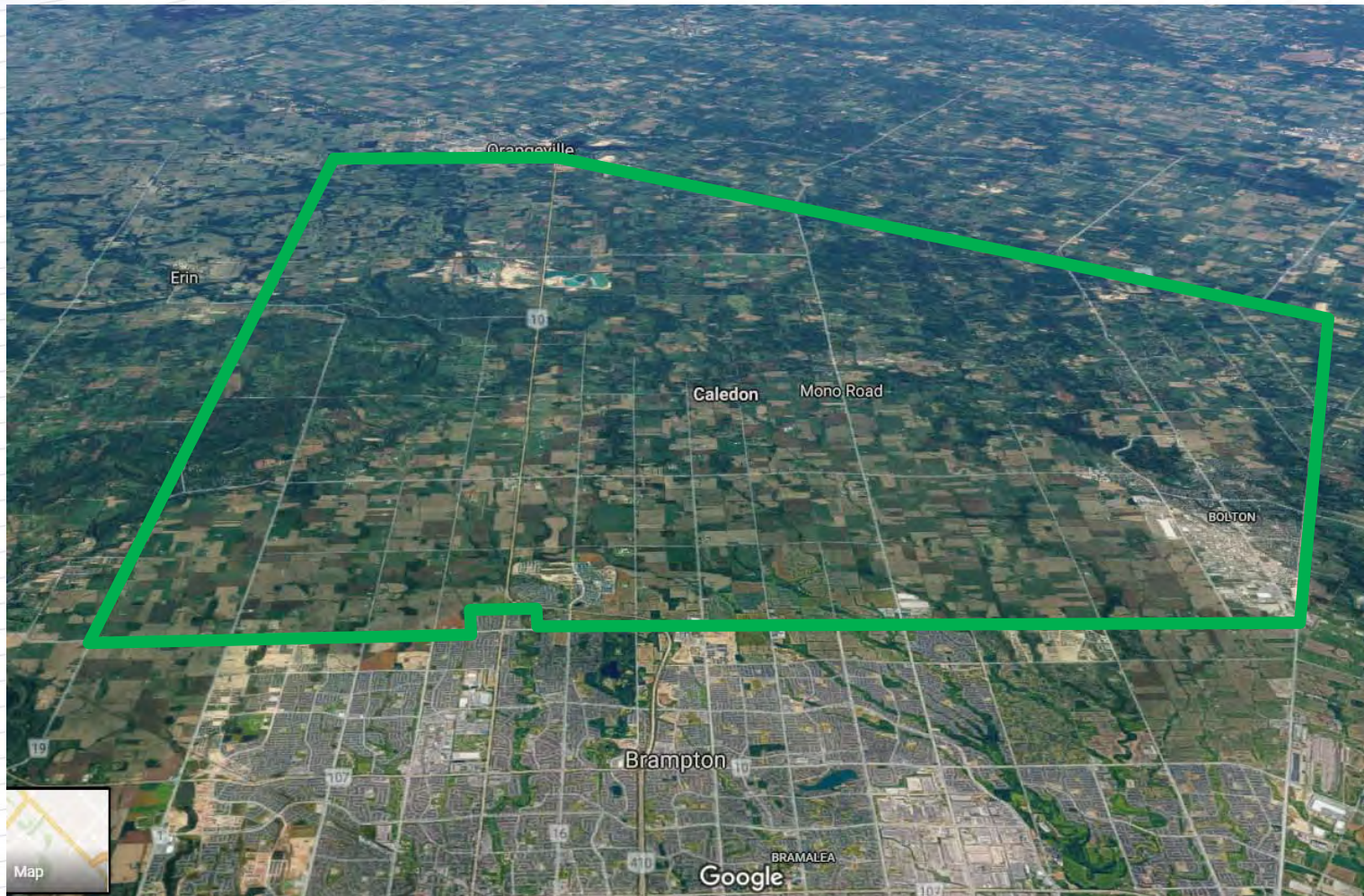
Community Engagement

► Participants asked:

- Mode of transportation used
- Where they lived
- Where they commute
- What works well
- Concerns
- Improvements they would like to see



The “Story”



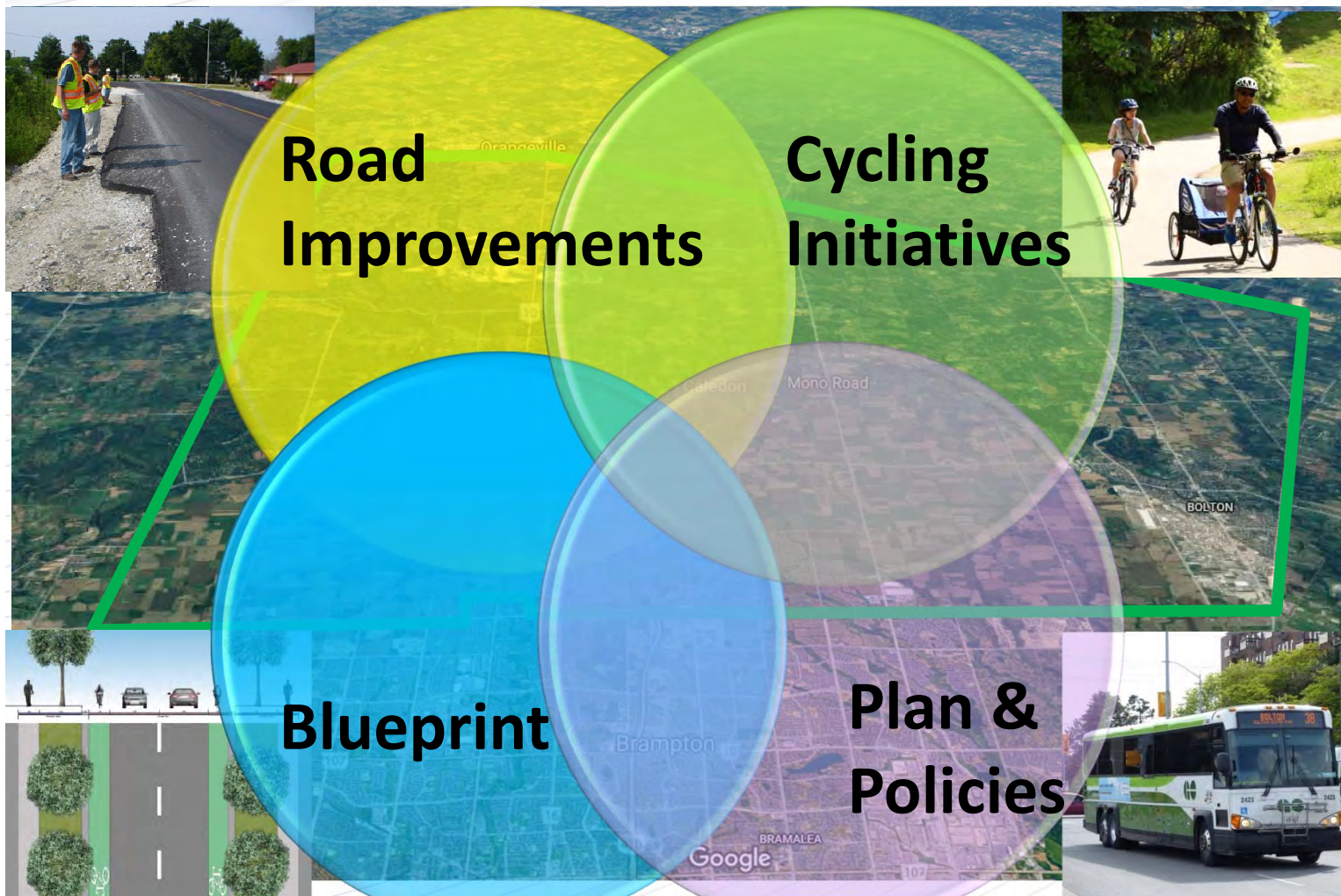
Today

Through traffic
Speeding
Safety

Future

All of above
Growth
Aging pop

The “Story”



Today

Traffic calming
Technology
Road design

Future

Add Capacity
Sustainability
Health system

Introduction and Background

- ▶ Strategic planning document addressing long-term transportation needs to 2031 (and beyond)
- ▶ Builds on:
 - Caledon Official Plan (OP)
 - Peel Long Range Transportation Plan (LRTP)
- ▶ Establishes goals, strategies and initiatives to achieve future transportation vision

Introduction and Background

- ▶ **Implemented through:**
 - Development Charge By-laws, Annual Operating and Capital Budgets, and Long-Term Capital Forecasts
 - Amendments to Caledon Official Plan
 - Implementation Strategies and Action Plans
 - Environmental Assessments
 - Guideline Documents

Planning Context

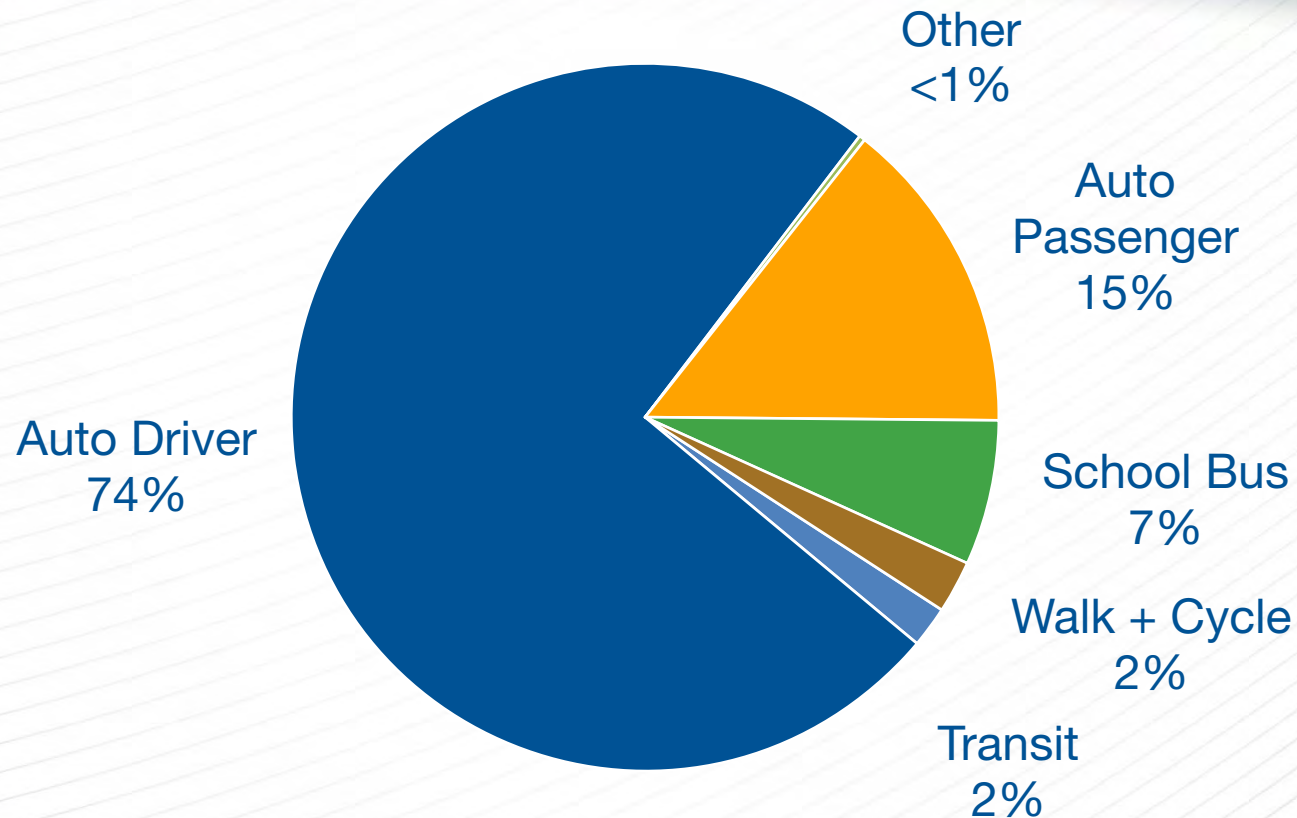
- ▶ Developed within context of land use and transportation plans and policy initiatives of:
 - Town of Caledon
 - Region of Peel
 - Provincial government ministries & agencies



Existing Conditions

- ▶ Town network consists of roads, sidewalks, on-road cycling facilities, trails and pathways
- ▶ Local system supplemented by broader transportation network of Peel Regional Roads, Provincial Highways and interregional transit (GO Bus)

Primary Mode of Travel



Source: Transportation Tomorrow Survey, 2011

Emerging Trends

- ▶ Half of all vehicle trips through trips
- ▶ Majority Single Occupant Vehicle (SOV) trips
- ▶ Pearson Employment Lands in Brampton and Mississauga main destination for Caledon labour force
- ▶ Bolton accounts for 46% of total population

Emerging Trends

- ▶ Wide variety of Cycling and Pedestrian Trail systems
- ▶ Aging population
- ▶ Through and aggregate truck trips increasing
- ▶ High growth projected over next 15 years

Future Conditions

- ▶ **Between 2011 and 2031:**
 - Population expected to increase by 80% (approximately 48,000 additional people)
 - Employment forecast to grow by 44% (adding 20,000 jobs)

Future Conditions

- ▶ **Transportation impacts assessed using Peel Region Travel Demand Forecasting Model:**
 - No Caledon roads reach over-capacity conditions
 - Planned Regional Road expansion will serve anticipated growth

Transportation Vision

By 2031, the Town of Caledon will have a transportation system that is safe, efficient, reliable, convenient, sustainable and multimodal. The system will balance demand with capacity allowing both intra- and inter-Town people and goods movement to support economic growth, respect the natural environment, reflect the urban and rural character of the town and preserve the high quality of life.

Transportation Goals

► Goals to support Vision:

- Provide Choice in Services
- Facilitate Economically Sustainable Growth
- Respect and Protect the Environmental Integrity of the Town
- Develop a Safe, Reliable and Efficient System

Problems and Opportunities

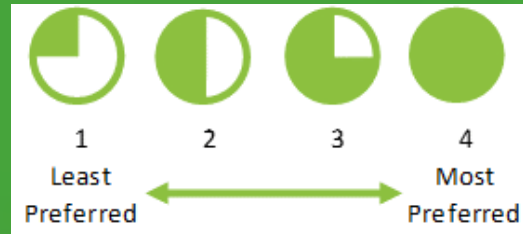
- ▶ Rapidly Increasing Population and Employment
- ▶ Goods Movement
- ▶ Rural Roadway Deficiencies
- ▶ Evolving Land Development

Alternative Solutions

► Consistent with LRTP:

1. Do Nothing
2. TDM Only
3. Road & Highway Improvements Only
4. Combination of Alternatives 2 & 3
 - A: High Level TDM & Road Improvements
 - B: Low Level TDM & Road Improvements

Preferred Solution



	Transportation	Environmental	Social	Cultural Heritage	Economic	Costs	Customer Service	Overall Rank
Alternative 1								5
Alternative 2								4
Alternative 3								3
Alternative 4A								2
Alternative 4B								1

Recommended Plan

Range of road, transit, TDM, active transportation & policy initiatives to address key objectives/trends:

- ▶ Through Trips
- ▶ Single Occupant Vehicles
- ▶ Major Destinations
- ▶ Bolton as a Major Community Hub
- ▶ Active Transportation
- ▶ Aging Population
- ▶ Trucks
- ▶ Growth

Recommended Actions

Roads & Intersections

- Implement short-term and long-term transportation improvement programs such as road widening and intersection improvements
- Participate in Peel Region Goods Movement Strategic Plan

Walking & Cycling

- Implement Pedestrian & Cycling Network Plans
- Implement Trails Master Plan
- Apply for *Share the Road Bicycle Friendly Community Award*
- Complete Sidewalk Strategic Plan
- Continue to Participate in Active and Safe Routes to School Program

Development Standards Manual

- Incorporate CTMP recommendations into Development Standard Manual:
 - Roadway Classification
 - Right of Way Needs

Plans & Policies

- Develop planning policies to support a more sustainable transportation system:
 - Active Transportation
 - Carpooling
 - Other TDM strategies
- Develop strategies to calm traffic & enhance safety
- Support Caledon Transit Feasibility Study

Phasing and Costs

- ▶ **Short-Term: to 2021**
 - Actions required to address existing conditions
 - Cost estimated at \$11.1 million
- ▶ **Long-Term: 2021 to 2031**
 - Includes works identified in Bolton TMP and Mayfield West Phase 2 Secondary Plan TMP
 - Cost estimated at \$44.789 million
- ▶ **Active transportation improvements implemented as opportunities are presented through ongoing road rehabilitation and reconstruction**

Implementation and Monitoring

- ▶ On-going monitoring and regular reviews allow for ongoing assessment of effectiveness and relevance of the TMP
- ▶ Town should design and implement an ongoing monitoring program
- ▶ TMP should be reviewed every five years

Stakeholder Feedback

Eric Chan, P.Eng., PMP
Town of Caledon Project Manager

Manager, Transportation Engineering
Finance and Infrastructure Services
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Gene Chartier, M.A.Sc., P.Eng.
Consultant Project Manager

Vice-President
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Phone: 416.479.9684 x501
Email: gchartier@ptsl.com

Next Steps

► Public Information Centre

- September 25, 2017 at 6:00 to 9:00 PM
- Presentation panels available online

► Comment Period

- Draft TMP available online for review
- Accepting comments up to September 30, 2017
- Committee of the Whole (Council) Meeting
- October 24, 2017 at 1:00 PM

B.10 Stakeholder Meeting Minutes

Meeting Minutes



Project

Town of Caledon Transportation Master Plan
151780

Stakeholder Workshop

Location

Caledon Centre for Recreation and Wellness
Whole Club Level
14111 Hwy 50, Bolton, ON L7E 2V2

Date

September 25, 2017
9 AM to 12 PM

Attendees

Gene Chartier (Paradigm)
Heather Goodman (Paradigm)

Eric Chan (Town of Caledon)
Arash Olia (Town of Caledon)

Stakeholders and Agencies
(See attached Registration Sheet)

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Toronto ON M2N 2E7
p: 416.479.9684
f: 1.855.764.7349
www.ptsl.com

Town of Caledon Transportation Master Plan Stakeholder Workshop

Presentation

GC and EC presented the project. (See presentation slides for details).

Questions

The following provides a summary of questions asked by stakeholders and agencies during and after the presentation, and answers provided.

- ▶ How will the aging population grow within the Town?
 - EC: Aging population is expected to grow in the same locations in proportion to the population growth within the Town. The Town will focus on senior growth in urban areas where there is access to walking and transit.
- ▶ What is the urban/rural population split?
 - GC: Population is split approximately 80% urban and 20% rural.
- ▶ Will the TMP address forecasts to 2041 consistent with the Peel TMP update?
 - GC: The Caledon TMP will only forecast to 2031 consistent with the current version of the Peel LRTP. The TMP is based on approved forecasts at the time of starting the study. The TMP will be updated later to the 2041 horizon.
 - EC: The CATS Study will provide updates to the 2041 horizon.
- ▶ Do the road improvements include both upgrades to existing roads and new corridors?
 - GC: Road improvements refers to both existing and new roadways.
- ▶ Why does High Level TDM have a lower customer service score?

- GC: Additional TDM initiatives would not be applicable to all residents, especially in rural areas and would result in increase efforts and funding toward a program that would have little benefits.
- ▶ Does the TMP consider greenfield sites and sustainability of new developments.
 - GC: Detailed environment impacts were not part of the scope of the TMP.
- ▶ Through traffic is a major issue in Caledon. How is this being addressed with respect to neighbouring municipalities?
 - GC: Addressed through further conversations between municipalities.
EC: As the employment sector in Caledon grows, it is expected may of these through trips will no become work trips. Caledon will become an employment destination versus a through area for employment to the south.
- ▶ What is the strategy for Carpooling
 - EC: The Town is currently working with the Region to develop a carpooling strategy.
- ▶ Consider including concrete actions for aggregate trucks through Caledon.
- ▶ Does the costing include a budget for TDM programs?
 - EC: Active transportation is budgeted for however, programs such as carpooling, work from home, etc. are not included.
- ▶ Where are the cost estimates from?
 - GC: Cost estimates are consistent with the Development Charges By-Law.
- ▶ As active transportation facilities are implemented through rehabilitation, are there concerns that this will leave holes in the AT network?
 - EC: Town is concerned, and will try to implement projects to create closed loops, however there is a large budget for AT upgrades. Bolton has a cycling task force that helps select the best route and built the network year by year to reduce gaps in the network.
- ▶ Is there a consideration for the effects of climate change including culvert washout from storms?

- GC: This is not directly addressed however partly through the Development Standards.
EC: The Town is going through a separate analysis for climate change risk and monitoring.
- ▶ Chapter 4 cross-sections do not show transit stop infrastructure.
- GC: Updates to the typical cross-sections for transit infrastructure will be addressed as part of the Transit Feasibility Study to follow.

Stakeholder Workshop – September 25, 2017

[illegible]

Town of Caledon Transportation Master Plan

Stakeholder Workshop – September 25, 2017

[illegible]

Stakeholder Workshop – September 25, 2017

Stakeholder Workshop – September 25, 2017

[illegible]

B.11 Stakeholder Comments

Agency	Date Received	Section/Page Reference	Comment	Response
Ministry of the Environment and Climate Change (MOECC) Emilee O'Leary Regional Environmental Assessment Coordinator	26-Sep-17	Section 1.3 Planning Context	Four of the provincial plans (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan) were recently updated and are now in effect. As of July 1, 2017, all planning matters including those associated with the environmental assessment process must conform to the new 2017 plans. Accordingly, section 1.3 and page ii of the executive summary are out of date. Please update.	Text revised to indicate the updates to the plans, however the TMP was prepared considering the prior versions.
		Section 1.5 Consultation	Appendix 4 of the Municipal Class Environmental Assessment parent document (2000, as amended) states that regardless of the approach, proponents must ensure that the minimum mandatory notification requirements outlined in this Class EA are met. Section A.3.5.3 of the MCEA document outlines minimum mandatory requirements of notices, which includes the requirement for two (2) published notices at the first mandatory point of contact. Two (2) published notices shall mean two (2) notices appearing in separate issues of the same newspaper. Based on section 1.5 it appears that the project Notice for the initial "pop-up" engagement events and Notice of PIC #2 (held on September 25, 2017) were not published in the local newspaper. In addition to the Town's communication channels, please ensure that the Notice of Completion is also published in the local newspaper in two (2) separate issues.	All notices were posted in the Caledon Citizen and Caledon Social for two weeks. Text revised to note newspaper ads in addition to Town communication channels. Copies of the ads provided in the Appendix.
			Section 1.5.2 and 1.5.3 – please provide a summary of how the proponent considered/addressed/responded to the comments received from the public.	Text revised to provide further detail.
			Section 1.5.4 – Please provide a discussion about the comments received from agency stakeholders and how the proponent considered/addressed/responded to the comments received.	Text revised to provide further detail.
			A complete record of all consultation activities associated with the planning of the Master Plan should be included with the report (correspondence, copies of all notices, letters, bulletins, comments, responses, Open House display or presentation materials etc.). Please include this as an appendix of the report.	Record of consultation activities provided in TMP Appendix.
		Section 2.1.3 Natural Environment	Page 23 discusses the existing environment as it relates to source water protection. However, the description requires more information/detail. a. Section 2.1.3 explains that there are Wellhead Protection Areas in the Town of Caledon. Please include a map which shows the locations of the Wellhead Protection Areas in the Town. b. In addition to Wellhead Protection Areas and Intake Protection Zones, other vulnerable areas that have been delineated under the Clean Water Act include Highly Vulnerable Aquifers (HVA's), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). All vulnerable areas delineated in the Town should be identified and described in this section. To identify vulnerable areas in the Town of Caledon, you can use this mapping tool: http://www.applications.ene.gov.on.ca/swp/en/index.php . The MOECC notes that there are many other vulnerable areas in Caledon. Please include a description of these areas and include a map(s) which shows the locations of the vulnerable areas. c. Please note in the report, that the projects identified in the Master Plan are subject to the applicable policies outlined in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan. For the project-specific environmental assessments that will be completed for the Schedule B and C projects identified in the Master Plan, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.	A. Figure added to show Wellhead Protection Areas B. Text revised to include description and figure added to show areas C. Text revised to note applicable policies.
		Section 2.1.3 Natural Environment	Section 2.1.3 states that there are natural heritage features in the Town that need to be protected and enhanced, however it does not include an actual description of these features. Please provide a description of the existing natural heritage features in the Town of Caledon, including for example, surface water (watercourses wetlands etc.), groundwater, wildlife habitat, woodlands etc.	Text revised.
		Section 2.1.3 Natural Environment	An additional figure could be added to the report to outline the different land use designations found in the Town of Caledon under the Oak Ridges Moraine Conservation Plan (2017) (i.e. a map which shows the Natural Core vs. Natural Linkage vs. Countryside vs. Settlement land use designations under the plan etc.)	Comment received.
		Section 2.1.3 Cultural Environment	Section 2.1.3 indicates that properties and landscapes of historical significance to be subject to a Cultural Heritage Impact assessment are identified in the Built Heritage Report (2008) and Cultural Heritage Landscape Reports. Please either include these reports as an appendix to the Master Plan or include a description of the properties and landscapes identified.	Text revised to indicate Built Heritage Road and Cultural Heritage Landscape Report provided in the TMP Appendix.

		Section 3.5 Analysis and Assessment of Alternative Solutions	Table 3.7 shows the summarized evaluation of the alternative solutions. This does not provide clear traceability of the decision-making process, a key component of the environmental assessment process. Please include the more detailed analysis/assessment as an appendix to the report.	Additional text added to refer to detailed analysis documents in the appendix.
		Section 5.0 Plan Implementation	Table 5.1 and 5.2 should also indicate the anticipated MEA Class EA schedule of the projects listed in the tables (Schedule A, A+, B or C) for reference. Please include a column in these tables with this information.	An additional column added to detailed the MEA Class EA schedule.
City of Brampton Brian Lakeman Transportation Planner, Policy	29-Sep-17	Figures 2.3 and 2.4, pages 29 and 30	These two maps depict only a few of the existing pedestrian and cycling facilities in the areas of Brampton adjacent to the Town. Either depict all applicable Brampton facilities or remove those that are currently depicted. If the figures are revised so as to depict all applicable pedestrian and cycling facilities in Brampton, include major City street names. More generally, include more street names on the Figures to allow for easier association of the facilities with specific streets.	Active transportation figures revised to remove all AT facilities outside of Caledon and to include street names.
		Figure 2.4, page 30	If this figure is revised so as to depict all applicable cycling facilities in Brampton, add the existing signed bike route on Kennedy Road.	Active transportation figures revised to remove all AT facilities outside of Caledon and to include street names.
		Table 3.7 and Section 3.6, pages 54 and 55	This table and/or text would benefit from additional discussion as to why Alternative 4B (road improvements and low level of TDM) ranked higher than Alternative 4A (road improvements and high level of TDM). Such text could be modelled on the rationale provided in response to a question on this posed at the Stakeholder Workshop.	Additional text added to discuss customer service.
		Table 4.3, Section 4.1, page 57	Two of the proposed road network improvements about roads in Brampton (McLaughlin Road and Chinguacousy Road). Brampton staff can help coordinate these road improvement projects with Caledon staff when they move forward.	Comment received.
		Figures 4.1 to 4.5, pages 63 to 67	Consider including cross-sections at intersections for some or all of these road types, particularly if such intersections will have turn lanes.	Comment received.
		Figures 4.1 to 4.5, pages 63 to 67	Consider depicting transit stops on applicable cross-sections. This would provide illustrations of the transit stop considerations outlined in Section 4.2.2.	Updated to the cross-sections to depict transit stops will be detailed in the Transit Feasibility Study.
		Section 4.2.1, page 70	This section (opportunities and policies for transit) includes a dot point that speaks to undertaking discussions to investigate the feasibility of developing the Orangeville Railway Line corridor to service future demand in the Town. City staff are of the opinion that consideration of future use of the Orangeville Railway Line corridor should not be restricted to its transit potential but should also consider other potential uses, such as active transportation. Given this, and the fact that this line passes through Brampton, City staff should be consulted on this matter.	Comment received.
		Figures 4.6, 4.7 and 4.8, pages 80 to 82	These maps depict only a few of the pedestrian and cycling facilities in the areas of Brampton adjacent to the Town. Either depict all applicable Brampton facilities or remove those that are currently depicted. If the figures are revised so as to depict all applicable pedestrian and cycling facilities in Brampton, include major City street names. More generally, include more street names on the Figures to allow for easier association of the facilities with specific streets.	Active transportation figures revised to remove all AT facilities outside of Caledon and to include street names.
		Figure 4.7, page 76	Consider extending the future proposed Separated On-Road Cycling Route on Centreville Creek Road and Torbram Road down to Mayfield Road, thereby providing a connection to a cycling facility in Brampton.	Comment received.
		Figure 4.7, page 76	Depict the existing cycling facility on Kennedy Road south of Boston Mills Road on this map.	Figure revised to include cycling facility.
		Figure 4.7, page 76	Revise the depiction of the Future Cycling Route on Hurontario Street within Brampton. Hurontario Street within Brampton is under the City's, not the Region's, jurisdiction.	Active transportation figures revised to remove all AT facilities outside of Caledon and to include street names.
		Figure 4.7, page 76	Consider adding a cycling facility on Chinguacousy Road or McLaughlin Road to provide a connection between Inglewood and Brampton.	Comment received.
		Figures 4.7 and 4.8, pages 76 and 77	McLaughlin Road is identified as part of the Scenic Cycling Route shown on Figure 4.8, but Figure 4.7 does not include a cycling facility on this road south of Old Base Line Road. Revise Figure 4.7 accordingly.	Recommended Cycling Facilities figure updated to include on-road separated facilities on McLaughlin Road as indicated in the scenic cycling route.
		Figure 4.8, page 77	A number of the Future Routes that are depicted in Brampton as Regional Routes are in fact on roads under the City's jurisdiction. Revise this figure to reflect road jurisdictions.	Active transportation figures revised to remove all AT facilities outside of Caledon and to include street names.
		Appendix D, Section 3.3, page 7	Consider including Sheridan College in the list of schools that are key trip generators.	Comment received.
		Section 1.3.1, page 6	This paragraph speaks to the Growth Plan for the Greater Golden Horseshoe (2013). Consider acknowledging the 2017 Growth Plan.	Text revised.
		Section 1.3.1 page 6, second paragraph	This paragraph speaks to the Greenbelt Plan (2005). As for the Growth Plan, consider acknowledging the 2017 Greenbelt Plan.	Text revised.
		Section 1.3.2, page 7, final paragraph	This paragraph speaks to the Metrolinx Regional Transportation Plan (2009). Consider also speaking to the upcoming update of the RTP.	Text updated to detail update to RTP.
		Section 2.1, page 22	Consider including demographic information from the 2016 Census.	Comment received.
		Section 2.2.3, page 28	Why is Oakville listed as a municipality adjacent to Caledon?	Text revised.

		Section 2.2.3 and Figure 2.3, pages 28 and/or 29	Consider adding explanatory text regarding the different types of trails depicted on Figure 2.3.	Text updated to refer to AT facility types in Section 4.3.4.
		Section 3.2, page 49	This section speaks to sustainable growth and a sustainable transportation system. Consider including a definition of "sustainable" somewhere in this section or elsewhere in the document.	Text revised to define Sustainability based on Caledon's OP.
		Table 3.4, page 47	The model screenline volume and growth rate for Screenline 5B appear lower than expected given the presence of Highway 410 in this Screenline.	Comment received. Model checked to verify screenlines - no changes required.
		Section 3.4, page 51, text between dot points for Alternatives 4 and 4A	This sentence speaks to refinements to Alternative 4 "to fit within the context of Caledon, specifically considering the increased dependency on auto travel". Has auto dependency increased in Caledon?	Text updated to reflect increased dependency on auto travel in Caledon in comparison to the rest of Peel Region.
		Tables 4.2 and 4.3, Section 4.1, page 57	These tables- road network improvements required by 2021 and 2031, respectively- would benefit from the inclusion of a map that depicts the road segments.	Comment received.
		Table 4.4, pages 61 and 62 (Road Characterization Matrix)	Consider including arterial roads and highways in this matrix, so as to provide information for the entire range of road types found in Caledon.	Comment received.
		Figures 4.1 to 4.5, pages 63 to 67	Increase the size of the text for the cross-section dimensions as shown now they are not legible.	Figures revised.
		Section 4.1.4, page 68	This section speaks to the criteria used to evaluate intersections, including meeting warrants for signalization and for dedicated turn lanes. For clarity, consider providing a brief explanation of what a warrant is.	Additional text describing the warrant process is provided in the appendix of the report.
		Figure 4.6, page 75	Revise the Legend to distinguish between Existing and Future Routes (as is done on Figures 4.7 and 4.8).	Figure revised.
City of Vaughan Mani Shahrokni Transportation Project Manager	28-Sep-17	General	Albion-Vaughan Road is a significant road in the Town of Caledon and the border between the Town of Caledon and City of Vaughan. Currently, it is a two-lane rural cross section with poor operational conditions however it has high traffic volumes and speeds, often utilized by Caledon residents as a bypass to Hwy 50. There is significant development happening on the Caledon side; as seen by aerial imagery which shows the area to the west of Albion-Vaughan Road as built out or in the process of being built out, while on the Vaughan side, it consists of rural lands and protected natural areas. Through development application review staff have requested the Town of Caledon to ensure that developers provide improvements to facilitate access into their lands (i.e. auxiliary turning lanes into developments, etc.) however the corridor has not been looked at holistically. Therefore, the City of Vaughan's Transportation Planning staff would like to kindly request Town of Caledon staff to ensure that Albion-Vaughan Road be identified as a priority roadway and eventually addressed through their TMP update.	Albion-Vaughan Road was detailed in the Bolton TMP and requires widening under the long term (to 2031) planning horizon. The corridor will be further analyzed as part of the Class EA for widening.
Ministry of Tourism, Culture and Sport Laura Hatcher Heritage Planner	02-Oct-17	General, Cultural Heritage	Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the draft Caledon Transportation Master Plan. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes: Archaeological resources, including land-based and marine; Built heritage resources, including bridges and monuments; and, Cultural heritage landscapes. Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. I see that the master plan report considers, in a general way, impacts to cultural heritage resources, and acknowledges existing inventories of cultural heritage resources. I trust that these inventories will help inform the selection of alternatives and detailed design in subsequent project-driven EAs.	Comment received.
York Region Transportation Services Rob Di Profio Senior Transportation Policy & Planning Specialist	01-Oct-17	General	The draft TMP would benefit by including some level of discussion around asset management and lifecycle costing.	Comment received.
			Regarding technology... The draft TMP does not speak to the shift in mobility preferences and disruption that will occur over the 20 year horizon due to rapid advancements in technology. In the absence of such a discussion, it would benefit the TMP document to provide some indication as to how the Town will leverage the changes in technology to help residents move more sustainably. (For example, will the road network be flexible and adaptable to these changes? Can the Town leverage some of these changes (i.e. sharing economy) to respond to resident needs, i.e. on-demand transit?)	Comment received.
		Executive Summary, 1st sentence of 1st paragraph	The Caledon TMP refers to a 2031 planning horizon. The growth projections in Places to Grow are based on a 2041 planning horizon. Will there be any modelling/sensitivity analysis done to determine the transportation needs for Caledon to 2041, to better align with Provincial land use and growth projections as well as neighbouring TMP's (i.e. York Region)?	Comment received. The TMP was drafted prior based on Council approved forecasts to 2031 and will not consider the 2041 planning horizon. The upcoming CATS Study will model beyond 2031. Subsequent updates of the TMP will consider the 2041 planning horizon.

Executive Summary, top of Page ii regarding overarching policies chart	Under the "Provincial" column... The draft TMP references the 2013 Places to Grow Update and 2005 Greenbelt Plan. However, the Province more recently released the revised Provincial land use plans (Growth Plan for the GGH, Greenbelt Plan and Oak Ridges Moraine Conservation Plan) that took effect July 1, 2017. Consider revising these sections to include the updated policies to ensure their policies are considered.	Text revised based on 2017 document updates.
	Under the "Provincial" column... The list should also include reference to Metrolinx's Draft 2041 Regional Transportation Plan (RTP), which was recently released for review.	Comment received. The TMP was drafted prior to the release of the report and was not explicitly considered in the TMP. Text revised to make reference to the RTP update.
Section 1.1 (Context), Page 1, 2nd paragraph, regarding the sentence "Anticipated population growth and development in Caledon..."	It should also be mentioned that initiatives such as Metrolinx Regional Express Rail (RER) and the TMP's recommended Bolton GO bus connection to Vaughan Metropolitan Centre (VMC) will have an impact on local population growth and development in Caledon.	Text revised to indicate Metrolinx regional transit upgrades will impact population.
Section 1.3 (Planning Context), Page 4 re: "Provincial Policies and Plans"	The bullet list should also include reference to Metrolinx's Draft 2041 RTP (recently released for review).	Comment received. The TMP was drafted prior to the release of the report and was not explicitly considered in the TMP. Text revised to make reference to the RTP update.
Section 1.3.2 (Transportation Plans and Policies), bottom of Page 7, re: "Metrolinx Regional Transportation Plan: The Big Move (2009)"	Since Metrolinx has recently released its Draft 2041 RTP, this section should reference/discuss this update.	Text updated to detail update to RTP.
Figure 2.4 and/or Figure 4.7 (Cycling Facilities)	The Town should consider showing a gateway or significant trail connection between Bolton and the Nashville Tract/William Granger Greenway in Vaughan (which is part of Vaughan's Supertrail conceptual plan).	Comment received.
Section 3.1.2 (Travel Demand Forecasting Model):	There appears to be a discrepancy between the EMME 4 Model Zones shown in Figure 3.1 and the Zone numbers listed in Table 3.3... The map in Figure 3.1 does not seem to reflect all the zones listed in Table 3.3. Are new zones being identified in Table 3.3 or could this be an error?	All zones in Table 3.3 are depicted in Figure 3.1.
Section 4.1.1 (Road Network), Page 58, 1st paragraph:	The explanation of the link between the 2014 Development Charge Background Study and this TMP may require clarification... Although the recommended road network improvements are derived with regard to the DC background study, the text states that some projects identified in the background study (even those deemed necessary to support growth to 2031) are not explicitly identified in the TMP. It might benefit to clarify why this is the case.	Text revised to clarify additional projects not included pertain to urbanization of rural roads.
Section 4.1.3 (Typical Cross-Sections), Page 62, Table 4.4: Road Characterization Matrix:	Regarding the "Residential Collector" street type... The information provided in the Matrix appears similar to roadway classification characteristics outlined in Peel's Roadway Classification Study. As such, for the "Residential Collector" type, the Town might want to consider clarifying that in the case of a reconstruction or new construction, the multi-use path takes the place of a sidewalk (as opposed to being included in addition to the sidewalk), as per Peel's study.	Text added to clarify multiuse paths will be in place of the sidewalk.
Section 4.2.1 (Transit Network), Page 70:	The 7th bullet ("Explore the possibility of extending future bus services into the Town from York Region") should be modified to appear as follows: "Engage in discussions with YRT/Viva to explore the possibility of extending future bus services into the Town from York Region".	Text revised.
	MTO has been working on a review of intercity/intercommunity bus transportation in Ontario. It might help to explore the relevance of this review and how its findings and eventual conclusions might benefit this TMP.	Comment received. The Transit Feasibility Study will research this topic further.
Section 4.2.1 (Transit Network), Page 71 re: recommended Action to "Develop a Transit Implementation Plan":	The recommended action should clarify that any feasibility reviews for establishing a local transit service would include a review of how existing GO bus services in Caledon would be integrated and/or could be rationalized in order to establish appropriate transit service levels and to avoid potential duplication of service.	Text revised to incorporate suggested action.
	Given its recent prominence in the news media, a brief discussion may be warranted regarding alternative/innovative transit service delivery models (such as the Town of Innisfil's transit partnership with Uber) as a means of accommodating local transit needs within the Town of Caledon.	Comment received. The Transit Feasibility Study will research this topic further.
Section 4.4 (Transportation Demand Management), Page 95, "Policy" paragraph:	York Region will continue to work with neighbouring municipalities, Metrolinx, the Province and other agencies on initiatives to reduce single-occupant vehicle travel and support an inter-connected system of mobility of cross-boundary services. Accordingly, it is recommended that Caledon consider revising its policy statement to indicate that the Town would similarly work in conjunction with other neighbouring municipalities (e.g. York Region) when developing its TDM initiatives.	Text revised.

		Section 5.1 (Implementation Phasing for Road Network Improvements), Tables 5.1, 5.2 and 5.3:	Whereas Table 5.1 and 5.2 both include indicative costs for each of the recommended short-term and long-term transportation network improvement projects, Table 5.3 does not include references to costs for the active transportation network improvements. For consistency between these tables, consideration should be given to incorporating project costs in Table 5.3.	Comment received.
		Page 7, 1st sentence in the 2nd paragraph under the header "Caledon East Community Improvement Plan (2014)":	Grammatical: Sentence structure needs work re: the period (.) that appears after the phrase 'project area': "The overall goal for the Caledon East Community Improvement Plan is "to improve the physical environment of the community improvement plan project area. to revitalize the Caledon East community, promote private investment, and improve the residents' quality of life."	Text revised.
		Page 13, 1st sentence in the 2nd paragraph under the header "Peel Region Climate Change Strategy (2011)":	Grammatical: Sentence structure needs work re: the period (.) that appears after the phrase 'local level': "The Region's Climate Change Strategy sets out a framework and action plan over the short and medium term (up to 5 years) to address factors contributing to climate change at the local level. in collaboration with partner municipalities, agencies, residents and the private sector."	Text revised.
		Page 22, 2nd sentence of the 2nd paragraph:	Grammatical: Word usage re: "Between 2006 to 2011, the population of the Town increased...": Suggestion to revise to either "Between 2006 and 2011..." or "From 2006 to 2011..."	Text revised.
		Page 23, 1st sentence of last paragraph:	Typo: "There are several Environmentally Significant Areas n the Town of Caledon..."	Text revised.
		Page 26, 2nd sentence in the 1st paragraph (under the header "Social Environment"):	Typo: Replace the word "provide" with "province"? "The data is analyzed in the annual Air Quality in Ontario Report, which summarizes the ambient air quality across the provide and examines air pollution trends."	Text revised.
		Page 31, section regarding the "Mayfield and Highway 50 Carpool Lot":	Typo: Text indicates that lot is "...located on the northwest corner of the Mayfield Road and Highway 50 intersection." It is actually located on the southwest corner of the intersection.	Text revised.
Town of Caledon Finance and Infrastructure Services Katelyn McFadyen Manager, Energy and Environment	27-Sep-17	General	The Town's Climate Change Action Plan and Greenhouse Gas emissions inventory should be referenced in this document. Based on our updated inventory (attached) Transportation emissions is the largest source of emissions, equating to 43% of emissions and 46% of expenditures in 2012. It is important to note that the Region's Climate Change Plan is referenced in this document.	Text revised to include Climate Change Action Plan & GHG Inventory in Section 1.3
			In the model criteria, since GHG emissions were one of the inputs-can this information be shared? This would be relevant to our climate change action plan update next year (page 53 of the report)	Comment received.
			Under the recommendations section, I think there is opportunity to reference 'innovation' through storm water management and accommodating evolving technologies for transportation in our roadways.	Text added to incorporate recommendation in Section 4.1.3.

Heather Goodman

From: Gene Chartier
Sent: September 29, 2017 10:49 AM
To: Heather Goodman
Subject: FW: Caledon TMP Update - Comments from City of Vaughan

Follow Up Flag: Follow up
Flag Status: Flagged

Additional comments

Gene Chartier, M.A.Sc., P.Eng., FITE
Vice-President



Paradigm Transportation Solutions Limited

p: 416.479.9684 x501
m: 416.300.7858

From: Shahrokni, Mani [mailto:Mani.Shahrokni@vaughan.ca]
Sent: September 28, 2017 3:01 PM
To: Gene Chartier <gchartier@ptsl.com>
Subject: FW: Caledon TMP Update - Comments from City of Vaughan

Gene,

FYI, see email below re: Caledon TMP Update. I had made a mistake in typing your email address.

Thanks,

Mani Shahrokni, P.Eng., PMP
City of Vaughan
(905) 832-8585 Ext. 8163

From: Shahrokni, Mani
Sent: September-28-17 2:59 PM
To: 'eric.chan@caledon.ca' <eric.chan@caledon.ca>; 'gene.chartier@ptsl.com' <gene.chartier@ptsl.com>
Cc: Deo, Musa <Musa.Deo@vaughan.ca>; Hubjer, Selma <Selma.Hubjer@vaughan.ca>
Subject: Caledon TMP Update - Comments from City of Vaughan

Good afternoon Eric, Gene,

Please note the following comments from Musa Deo, Transportation Engineer at City of Vaughan, in response to Caledon's TMP Update:

Albion-Vaughan Road is a significant road in the Town of Caledon and the border between the Town of Caledon and City of Vaughan. Currently, it is a two-lane rural cross section with poor operational conditions however it has high traffic volumes and speeds, often utilized by Caledon residents as a by-pass to Hwy 50. There is significant development happening on the Caledon side; as seen by aerial imagery which shows the area to the west of Albion-Vaughan Road as built out or in the process of being built out, while on the Vaughan side, it consists of rural lands and protected natural areas.

Through development application review staff have requested the Town of Caledon to ensure that developers provide improvements to facilitate access into their lands (i.e. auxiliary turning lanes into developments, etc.) however the corridor has not been looked at holistically.

Therefore, the City of Vaughan's Transportation Planning staff would like to kindly request Town of Caledon staff to ensure that Albion-Vaughan Road be identified as a priority roadway and eventually addressed through their TMP update.

Thank you,

Mani Shahrokni, P.Eng., PMP
Transportation Project Manager
905-832-8585, ext. 8163 | mani.shahrokni@vaughan.ca

City of Vaughan | Development Engineering and Infrastructure Planning
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**Ministry of the Environment and
Climate Change**

Central Region
Technical Support Section

5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

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**Ministère de l'Environnement et de l'Action
en matière de changement climatique**

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Section d'appui technique

5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1

Tél. : (416) 326-6700
Télec. : (416) 325-6347



September 26, 2017

File No.: EA 01-06-05

Eric Chan (BY EMAIL ONLY)
Manager, Transportation Engineering
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

**Re: Town of Caledon Transportation Master Plan
Town of Caledon
Municipal Class EA – Master Planning Process
Draft Report
Technical Support Section Comments**

Dear Mr. Chan,

We have reviewed the draft Master Plan report (report) found on the project website for the above noted environmental assessment. We understand that the Town is following approach #1 for Master Plans, meaning the Master Plan is completed at a broad level of assessment thereby requiring more detailed investigations at the project-specific level in order to fulfill the environmental assessment requirements for the specific Schedule B and C projects identified within the Master Plan. Schedule B projects will require the filing of a Project File report for review while Schedule C projects will require the filing of an Environmental Study Report for review. At that time, the projects will be subject to Part II Order provisions. Our understanding is that the preferred alternative is Alternative 4b: Low level of Transportation Demand Management Combined with Road and Highway Improvements. We provide the following comments below for your consideration.

Planning Context (Section 1.3)

1. Four of the provincial plans (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan) were recently updated and are now in effect. As of July 1, 2017, all planning matters including those associated with the environmental assessment process must conform to the new 2017 plans. Accordingly, section 1.3 and page ii of the executive summary are out of date. Please update.

Consultation (Section 1.5)

2. Appendix 4 of the Municipal Class Environmental Assessment parent document (2000, as amended) states that regardless of the approach, proponents must ensure that the minimum mandatory notification requirements outlined in this Class EA are met. Section A.3.5.3 of the MCEA document outlines minimum mandatory requirements of notices, which includes the

requirement for two (2) published notices at the first mandatory point of contact. Two (2) published notices shall mean two (2) notices appearing in separate issues of the same newspaper. Based on section 1.5 it appears that the project Notice for the initial "pop-up" engagement events and Notice of PIC #2 (held on September 25, 2017) were not published in the local newspaper. In addition to the Town's communication channels, please ensure that the Notice of Completion is also published in the local newspaper in two (2) separate issues.

3. Section 1.5.2 and 1.5.3 – please provide a summary of how the proponent considered/addressed/responded to the comments received from the public.
4. Section 1.5.4 – Please provide a discussion about the comments received from agency stakeholders and how the proponent considered/addressed/responded to the comments received.
5. A complete record of all consultation activities associated with the planning of the Master Plan should be included with the report (correspondence, copies of all notices, letters, bulletins, comments, responses, Open House display or presentation materials etc.). Please include this as an appendix of the report.

Natural Environment (Section 2.1.3)

6. Page 23 discusses the existing environment as it relates to source water protection. However, the description requires more information/detail.
 - a. Section 2.1.3 explains that there are Wellhead Protection Areas in the Town of Caledon. Please include a map which shows the locations of the Wellhead Protection Areas in the Town.
 - b. In addition to Wellhead Protection Areas and Intake Protection Zones, other vulnerable areas that have been delineated under the Clean Water Act include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). All vulnerable areas delineated in the Town should be identified and described in this section. To identify vulnerable areas in the Town of Caledon, you can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The MOECC notes that there are many other vulnerable areas in Caledon. Please include a description of these areas and include a map(s) which shows the locations of the vulnerable areas.
 - c. Please note in the report, that the projects identified in the Master Plan are subject to the applicable policies outlined in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan. For the project-specific environmental assessments that will be completed for the Schedule B and C projects identified in the Master Plan, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.
7. Section 2.1.3 states that there are natural heritage features in the Town that need to be protected and enhanced, however it does not include an actual description of these features. Please provide a description of the existing natural heritage features in the Town of Caledon, including for example, surface water (watercourses wetlands etc.), groundwater, wildlife habitat, woodlands etc.

8. An additional figure could be added to the report to outline the different land use designations found in the Town of Caledon under the Oak Ridges Moraine Conservation Plan (2017) (i.e. a map which shows the Natural Core vs. Natural Linkage vs. Countryside vs. Settlement land use designations under the plan etc.)

Cultural Environment (Section 2.1.3)

9. Section 2.1.3 indicates that properties and landscapes of historical significance to be subject to a Cultural Heritage Impact assessment are identified in the Built Heritage Report (2008) and Cultural Heritage Landscape Reports. Please either include these reports as an appendix to the Master Plan or include a description of the properties and landscapes identified.

Analysis and Assessment of Alternative Solutions (Section 3.5)

10. Table 3.7 shows the summarized evaluation of the alternative solutions. This does not provide clear traceability of the decision-making process, a key component of the environmental assessment process. Please include the more detailed analysis/assessment as an appendix to the report.

Plan Implementation

11. Table 5.1 and 5.2 should also indicate the anticipated MEA Class EA schedule of the projects listed in the tables (Schedule A, A+, B or C) for reference. Please include a column in these tables with this information.

Thank you for the opportunity to comment on this project. Should you or any members of your project team have any questions, please feel free to contact me at emilee.oleary@ontario.ca or 416-326-3469.

Please provide an accompanying response letter to support our review of the final draft of the report. Thank you in advance for your response to this ministry's comments as posed herein.

Sincerely,



Emilee O'Leary
Regional Environmental Assessment Coordinator
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MOECC
Tim Webb, Manager (A), Halton-Peel District Office, MOECC
Trevor Bell, Regional EA Coordinator, Technical Support Section, MOECC
Gene Chartier, Project Manager, Paradigm Transportation Solutions

Heather Goodman

From: Arash Olia <Arash.Olia@caledon.ca>
Sent: October 2, 2017 2:21 PM
To: Gene Chartier; Heather Goodman
Cc: Eric Chan
Subject: FW: Draft Caledon Transportation Master Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Gene and Heather,

FYI.

Thanks,
Arash

Arash Olia, Ph.D., P.Eng.
Coordinator, Transportation Development, Transportation
Finance & Infrastructure Services

Office: 905.584.2272 x.4073
Email: arash.olia@caledon.ca

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From: Hatcher, Laura (MTCS) [mailto:Laura.E.Hatcher@ontario.ca]
Sent: Monday, October 02, 2017 2:19 PM
To: Arash Olia
Subject: FW: Draft Caledon Transportation Master Plan

Dear Arash,

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the draft Caledon Transportation Master Plan. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. I see that the master plan report considers, in a general way, impacts to cultural heritage resources, and acknowledges existing inventories of cultural heritage resources. I trust that these inventories will help inform the selection of alternatives and detailed design in subsequent project-driven EAs.

These are all of my comments at this time. Please keep me updated as the project progresses.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Program | Programs and Services Branch | Ministry of Tourism, Culture and Sport

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 416.314.3108 | email: laura.e.hatcher@ontario.ca

From: Arash Olia [<mailto:Arash.Olia@caledon.ca>]

Sent: September 8, 2017 10:39 AM

Subject: Draft Caledon Transportation Master Plan

Hello Everyone,

The Town of Caledon has completed the draft version of its Transportation Master Plan and seeking the input from the members of public, stakeholders, municipal and agency staff and other interested parties/groups. The Caledon Transportation Master Plan is a strategic planning document designed to identify and address the long-term transportation needs of the Town to the horizon year 2031. Please review the draft from the following link and provide your comments/feedbacks by **September 30th**.

http://www.caledon.ca/en/townhall/resources/TMP_Final-Draft-Report.pdf

Thanks,

Arash

Arash Olia, Ph.D., P.Eng.

Coordinator, Transportation Development, Transportation
Finance & Infrastructure Services

Office: 905.584.2272 x.4073

Email: arash.olia@caledon.ca

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Draft Town of Caledon Transportation Master Plan
Comments from York Region Transportation Services
Sept. 29, 2017

Section/Page Reference	Comment
General Comments	
General	The draft TMP would benefit by including some level of discussion around asset management and lifecycle costing.
	Regarding technology... The draft TMP does not speak to the shift in mobility preferences and disruption that will occur over the 20 year horizon due to rapid advancements in technology. In the absence of such a discussion, it would benefit the TMP document to provide some indication as to how the Town will leverage the changes in technology to help residents move more sustainably. (For example, will the road network be flexible and adaptable to these changes? Can the Town leverage some of these changes (i.e. sharing economy) to respond to resident needs, i.e. on-demand transit?)
Detailed Comments	
Executive Summary, 1 st sentence of 1 st paragraph:	The Caledon TMP refers to a 2031 planning horizon. The growth projections in Places to Grow are based on a 2041 planning horizon. Will there be any modelling/sensitivity analysis done to determine the transportation needs for Caledon to 2041, to better align with Provincial land use and growth projections as well as neighbouring TMP's (i.e. York Region)?
Executive Summary, top of Page ii regarding overarching policies chart:	Under the "Provincial" column... The draft TMP references the 2013 Places to Grow Update and 2005 Greenbelt Plan. However, the Province more recently released the revised Provincial land use plans (Growth Plan for the GGH, Greenbelt Plan and Oak Ridges Moraine Conservation Plan) that took effect July 1, 2017. Consider revising these sections to include the updated policies to ensure their policies are considered.
	Under the "Provincial" column... The list should also include reference to Metrolinx's Draft 2041 Regional Transportation Plan (RTP), which was recently released for review.
Section 1.1 (Context), Page 1, 2 nd paragraph, regarding the sentence "Anticipated population growth and development in Caledon..."	It should also be mentioned that initiatives such as Metrolinx Regional Express Rail (RER) and the TMP's recommended Bolton GO bus connection to Vaughan Metropolitan Centre (VMC) will have an impact on local population growth and development in Caledon.
Section 1.3 (Planning Context), Page 4 re: "Provincial Policies and Plans":	The bullet list should also include reference to Metrolinx's Draft 2041 RTP (recently released for review).

Section/Page Reference	Comment
Section 1.3.2 (Transportation Plans and Policies), bottom of Page 7, re: “Metrolinx Regional Transportation Plan: The Big Move (2009)”	Since Metrolinx has recently released its Draft 2041 RTP, this section should reference/discuss this update.
Figure 2.4 and/or Figure 4.7 (Cycling Facilities):	The Town should consider showing a gateway or significant trail connection between Bolton and the Nashville Tract/William Granger Greenway in Vaughan (which is part of Vaughan’s Supertrail conceptual plan).
Section 3.1.2 (Travel Demand Forecasting Model):	There appears to be a discrepancy between the EMME 4 Model Zones shown in Figure 3.1 and the Zone numbers listed in Table 3.3... The map in Figure 3.1 does not seem to reflect all the zones listed in Table 3.3. Are new zones being identified in Table 3.3 or could this be an error?
Section 4.1.1 (Road Network), Page 58, 1 st paragraph:	The explanation of the link between the 2014 Development Charge Background Study and this TMP may require clarification... Although the recommended road network improvements are derived with regard to the DC background study, the text states that some projects identified in the background study (even those deemed necessary to support growth to 2031) are not explicitly identified in the TMP. It might benefit to clarify why this is the case.
Section 4.1.3 (Typical Cross-Sections), Page 62, Table 4.4: Road Characterization Matrix:	Regarding the “Residential Collector” street type... The information provided in the Matrix appears similar to roadway classification characteristics outlined in Peel’s Roadway Classification Study. As such, for the “Residential Collector” type, the Town might want to consider clarifying that in the case of a reconstruction or new construction, the multi-use path takes the place of a sidewalk (as opposed to being included in addition to the sidewalk), as per Peel’s study.
Section 4.2.1 (Transit Network), Page 70:	The 7 th bullet (“Explore the possibility of extending future bus services into the Town from York Region”) should be modified to appear as follows: “Engage in discussions with YRT/Viva to explore the possibility of extending future bus services into the Town from York Region”.
	MTO has been working on a review of intercity/intercommunity bus transportation in Ontario. It might help to explore the relevance of this review and how its findings and eventual conclusions might benefit this TMP.
Section 4.2.1 (Transit Network), Page 71 re: recommended Action to “Develop a Transit Implementation Plan”:	The recommended action should clarify that any feasibility reviews for establishing a local transit service would include a review of how existing GO bus services in Caledon would be integrated and/or could be rationalized in order to establish appropriate transit service levels and to avoid potential duplication of service.
	Given its recent prominence in the news media, a brief discussion may be warranted regarding alternative/innovative transit service delivery models (such as the Town of Innisfil’s transit partnership with Uber) as a means of accommodating local transit needs within the Town of Caledon.

Section/Page Reference	Comment
Section 4.4 (Transportation Demand Management), Page 95, “Policy” paragraph:	York Region will continue to work with neighbouring municipalities, Metrolinx, the Province and other agencies on initiatives to reduce single-occupant vehicle travel and support an inter-connected system of mobility of cross-boundary services. Accordingly, it is recommended that Caledon consider revising its policy statement to indicate that the Town would similarly work in conjunction with other neighbouring municipalities (e.g. York Region) when developing its TDM initiatives.
Section 5.1 (Implementation Phasing for Road Network Improvements), Tables 5.1, 5.2 and 5.3:	Whereas Table 5.1 and 5.2 both include indicative costs for each of the recommended short-term and long-term transportation network improvement projects, Table 5.3 does not include references to costs for the active transportation network improvements. For consistency between these tables, consideration should be given to incorporating project costs in Table 5.3.
Editorial & Grammatical	
Page 7, 1 st sentence in the 2 nd paragraph under the header “Caledon East Community Improvement Plan (2014)”:	Grammatical: Sentence structure needs work re: the period (.) that appears after the phrase ‘project area’: <ul style="list-style-type: none"> “The overall goal for the Caledon East Community Improvement Plan is “to improve the physical environment of the community improvement plan project area. to revitalize the Caledon East community, promote private investment, and improve the residents’ quality of life.”
Page 13, 1 st sentence in the 2 nd paragraph under the header “Peel Region Climate Change Strategy (2011)”:	Grammatical: Sentence structure needs work re: the period (.) that appears after the phrase ‘local level’: <ul style="list-style-type: none"> “The Region’s Climate Change Strategy sets out a framework and action plan over the short and medium term (up to 5 years) to address factors contributing to climate change at the local level. in collaboration with partner municipalities, agencies, residents and the private sector.”
Page 22, 2 nd sentence of the 2 nd paragraph:	Grammatical: Word usage re: “ Between 2006 to 2011 , the population of the Town increased...”: <ul style="list-style-type: none"> Suggestion to revise to either “Between 2006 and 2011...” or “From 2006 to 2011...”
Page 23, 1 st sentence of last paragraph:	Typo: <ul style="list-style-type: none"> “There are several Environmentally Significant Areas n the Town of Caledon...”
Page 26, 2 nd sentence in the 1 st paragraph (under the header “Social Environment”):	Typo: Replace the word “provide” with “province”? <ul style="list-style-type: none"> “The data is analyzed in the annual Air Quality in Ontario Report, which summarizes the ambient air quality across the provide and examines air pollution trends.”
Page 31, section regarding the “Mayfield and Highway 50 Carpool Lot”:	Typo: Text indicates that lot is “...located on the northwest corner of the Mayfield Road and Highway 50 intersection.” It is actually located on the southwest corner of the intersection.



September 29, 2017

Arash Olia
Coordinator, Transportation Development
Town of Caledon

Via e-mail

Re: City of Brampton Comments on the Draft Town of Caledon Transportation Master Plan

Thank you for the opportunity to review the Draft Town of Caledon Transportation Master Plan. The comments below represent input received from the City of Brampton's Transportation Planning and Capital Works sections and from Brampton Transit. These comments supplement those provided by Brampton Transportation Planning and Transit staff during the Stakeholder Workshop held on September 25, 2017.

Key Comments

1. Figures 2.3 and 2.4, pages 29 and 30: These two maps depict only a few of the existing pedestrian and cycling facilities in the areas of Brampton adjacent to the Town. Either depict all applicable Brampton facilities or remove those that are currently depicted.

If the figures are revised so as to depict all applicable pedestrian and cycling facilities in Brampton, include major City street names. More generally, include more street names on the Figures to allow for easier association of the facilities with specific streets.
2. Figure 2.4, page 30: If this figure is revised so as to depict all applicable cycling facilities in Brampton, add the existing signed bike route on Kennedy Road.
3. Table 3.7 and Section 3.6, pages 54 and 55: This table and/or text would benefit from additional discussion as to why Alternative 4B (road improvements and low level of TDM) ranked higher than Alternative 4A (road improvements and high level of TDM). Such text could be modelled on the rationale provided in response to a question on this posed at the Stakeholder Workshop.
4. Table 4.3, Section 4.1, page 57: Two of the proposed road network improvements abut roads in Brampton (McLaughlin Road and Chinguacousy Road). Brampton staff can help coordinate these road improvement projects with Caledon staff when they move forward.
5. Figures 4.1 to 4.5, pages 63 to 67: Consider including cross-sections at intersections for some or all of these road types, particularly if such intersections will have turn lanes.
6. Figures 4.1 to 4.5, pages 63 to 67: Consider depicting transit stops on applicable cross-sections. This would provide illustrations of the transit stop considerations outlined in Section 4.2.2.
7. Section 4.2.1, page 70: This section (opportunities and policies for transit) includes a dot point that speaks to undertaking discussions to investigate the feasibility of developing the Orangeville Railway Line corridor to service future demand in the Town. City staff are of the opinion that consideration of future use of the

Orangeville Railway Line corridor should not be restricted to its transit potential but should also consider other potential uses, such as active transportation. Given this, and the fact that this line passes through Brampton, City staff should be consulted on this matter.

8. Figures 4.6, 4.7 and 4.8, pages 80 to 82: These maps depict only a few of the pedestrian and cycling facilities in the areas of Brampton adjacent to the Town. Either depict all applicable Brampton facilities or remove those that are currently depicted.

If the figures are revised so as to depict all applicable pedestrian and cycling facilities in Brampton, include major City street names. More generally, include more street names on the Figures to allow for easier association of the facilities with specific streets.

9. Figure 4.7, page 76: Consider extending the future proposed Separated On-Road Cycling Route on Centreville Creek Road and Torbram Road down to Mayfield Road, thereby providing a connection to a cycling facility in Brampton.
10. Figure 4.7, page 76: Depict the existing cycling facility on Kennedy Road south of Boston Mills Road on this map.
11. Figure 4.7, page 76: Revise the depiction of the Future Cycling Route on Hurontario Street within Brampton. Hurontario Street within Brampton is under the City's, not the Region's, jurisdiction.
12. Figure 4.7, page 76: Consider adding a cycling facility on Chinguacousy Road or McLaughlin Road to provide a connection between Inglewood and Brampton.
13. Figures 4.7 and 4.8, pages 76 and 77: McLaughlin Road is identified as part of the Scenic Cycling Route shown on Figure 4.8, but Figure 4.7 does not include a cycling facility on this road south of Old Base Line Road. Revise Figure 4.7 accordingly.
14. Figure 4.8, page 77: A number of the Future Routes that are depicted in Brampton as Regional Routes are in fact on roads under the City's jurisdiction. Revise this figure to reflect road jurisdictions.
15. Appendix D, Section 3.3, page 7: Consider including Sheridan College in the list of schools that are key trip generators.

Other Comments

16. Section 1.3.1, page 6, first paragraph: This paragraph speaks to the Growth Plan for the Greater Golden Horseshoe (2013). Consider acknowledging the 2017 Growth Plan.
17. Section 1.3.1 page 6, second paragraph: This paragraph speaks to the Greenbelt Plan (2005). As for the Growth Plan, consider acknowledging the 2017 Greenbelt Plan.
18. Section 1.3.2, page 7, final paragraph: This paragraph speaks to the Metrolinx Regional Transportation Plan (2009). Consider also speaking to the upcoming update of the RTP.
19. Section 2.1, page 22, first paragraph: Consider including demographic information from the 2016 Census.
20. Section 2.2.3, page 28, first paragraph: Why is Oakville listed as a municipality adjacent to Caledon?
21. Section 2.2.3 and Figure 2.3, pages 28 and/or 29: Consider adding explanatory text regarding the different types of trails depicted on Figure 2.3.

22. Section 3.2, page 49: This section speaks to sustainable growth and a sustainable transportation system. Consider including a definition of “sustainable” somewhere in this section or elsewhere in the document.
23. Table 3.4, page 47: The model screenline volume and growth rate for Screenline 5B appear lower than expected given the presence of Highway 410 in this Screenline.
24. Section 3.4, page 51, text between dot points for Alternatives 4 and 4A: This sentence speaks to refinements to Alternative 4 “to fit within the context of Caledon, specifically considering the increased dependency on auto travel”. Has auto dependency increased in Caledon?
25. Tables 4.2 and 4.3, Section 4.1, page 57: These tables – road network improvements required by 2021 and 2031, respectively – would benefit from the inclusion of a map that depicts the road segments.
26. Table 4.4, pages 61 and 62 (Road Characterization Matrix): Consider including arterial roads and highways in this matrix, so as to provide information for the entire range of road types found in Caledon.
27. Figures 4.1 to 4.5, pages 63 to 67: Increase the size of the text for the cross-section dimensions; as shown now they are not legible.
28. Section 4.1.4, page 68: This section speaks to the criteria used to evaluate intersections, including meeting warrants for signalization and for dedicated turn lanes. For clarity, consider providing a brief explanation of what a warrant is.
29. Figure 4.6, page 75: Revise the Legend to distinguish between Existing and Future Routes (as is done on Figures 4.7 and 4.8).



Brian Lakeman, RPP, MCIP
Transportation Planner, Policy
City of Brampton

Copy: Henrik Zbogar, Senior Manager, Transportation Planning, City of Brampton
Tim Kocialek, Manager, Engineering, Capital Works, City of Brampton
Nelson Cadete, Project Manager, Active Transportation, City of Brampton
Hank Wang, Strategic Planner, Service Development, Brampton Transit

Heather Goodman

From: Eric Chan <Eric.Chan@caledon.ca>
Sent: September 27, 2017 10:28 AM
To: Gene Chartier; Heather Goodman
Cc: Arash Olia
Subject: FW: Transportation Master Plan Energy and Environment Comments
Attachments: 170310_Caledon GHG Inventory_FINAL.pdf; FINAL - RFP 2017-55 - 18May2017.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Gene and Heather,
Please review and incorporate as appropriate. Thanks.

Eric Chan, P.Eng., PMP
Manager, Transportation Engineering
Finance and Infrastructure Services

Office: 905-584-2272 x.4076
Cell: 416-452-7091
Email: Eric.Chan@caledon.ca

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From: Katelyn McFadyen
Sent: Wednesday, September 27, 2017 10:27 AM
To: Eric Chan
Cc: Rija Rasul
Subject: Transportation Master Plan Energy and Environment Comments

Hi Eric,

Thank you for the opportunity to provide comments on the Transportation Master Plan.
My general comments are below:

- The Town's Climate Change Action Plan and Greenhouse Gas emissions inventory should be referenced in this document. Based on our updated inventory (attached) Transportation emissions is the largest source of emissions, equating to 43% of emissions and 46% of expenditures in 2012. It is important to note that the Region's Climate Change Plan is referenced in this document.
- In the model criteria, since GHG emissions were one of the inputs-can this information be shared? This would be relevant to our climate change action plan update next year (page 53 of the report)
- Under the recommendations section, I think there is opportunity to reference 'innovation' through storm water management and accommodating evolving technologies for transportation in our roadways.

Overall, I understand that the existing team working to complete the TMP was not the original project team, however, our Division should have been one of the key stakeholders consulted in the development of this plan. It will be important for this Plan to at least reference the Town's Climate Change Planning efforts for both consistency and to serve as a policy basis for the Climate Change Plan Update, since transportation is the largest emissions contributor across the Town.

Our Team would be more than happy to meet with either yourselves or the consulting team to discuss further. I have attached our latest GHG emissions inventory (note it is going to Council next month) and have provided

a link to the Climate Change Action Plan below. Second, I have included the scope of work for the Town's Climate Change Risk and Vulnerability assessment that we will be kicking off with the Town shortly-your team will be involved in the workshops. This project will help us understand all of the risks and vulnerabilities associated with climate change to inform a climate change mitigation and adaptation plan in 2018. If you need more information on the Town's climate change efforts, I have CC'd Rija Rasul to this email, our Climate Change Specialist.

<https://www.caledon.ca/en/live/resources/CommunityClimateChangeActionPlan.pdf>

Thank you again Eric for the opportunity to be involved.

Katelyn McFadyen BA, MSc

Manager, Energy and Environment
Finance and Infrastructure Services

Office: 905.584.2272 x 4169

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Appendix C – Cultural Heritage Landscape Inventory Report and Built Heritage Resources Inventory Report



Town of Caledon

Cultural Heritage Landscapes Inventory

TOWN OF CALEDON

CULTURAL HERITAGE LANDSCAPES INVENTORY

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TOWN OF CALEDON CULTURAL HERITAGE LANDSCAPES INVENTORY

1.0 INTRODUCTION

1.1 OVERVIEW

This report represents the results of the survey and identification of Cultural Heritage Landscapes (CHLs) in the Town of Caledon utilizing the 'Criteria for the Identification of Cultural Heritage Landscapes' developed in 2003 for that purpose. The inventory work was done in accordance with Section 3.2.3.4.1 of the Town of Caledon Official plan which states, in part, "that an inventory of candidate cultural heritage landscapes shall be prepared by the Town and maintained through the Heritage Resource Office."

While still in its relatively early stages in the Province of Ontario the identification of CHLs offers the potential of preserving places with special character and meaning to the community. The CHL concept acknowledges that the context of our traditionally recognized heritage features (such as historic buildings) is as important as those elements themselves and that often, "the whole is more than the sum of the parts." In the case of CHLs those 'parts' may embrace a diverse array of elements ranging from dramatic viewsheds to an early survey marker. Recent revisions to the Ontario Heritage Act further strengthen this contextually based view of heritage.

1.2 STUDY PROCESS

The CHL Inventory work was conducted in two phases over several years. The findings and recommendations of this work is consolidated into this report, together with the key findings of the *Rockside Cultural Heritage Landscape Study*, undertaken as a separate exercise, and the findings of the 2008 Mayfield West Secondary Plan Cultural Heritage Landscape Assessment which identified the former Credit Valley Railway as a Cultural Heritage Landscape.

In undertaking the CHL identification process the areas examined were initially determined through a combination of general research and windshield survey and/or were suggested by the Town of Caledon staff. Those selected were then quickly narrowed down to the group, which seemed, by their potential thematic connection and/or apparent integrity, to warrant further study. This remaining group was then inventoried and analyzed according to the formal criteria.

Phase 1

Phase 1, focused to a large extent on northwest Caledon and Silver Creek. Earlier, the Rockside Cultural Heritage Landscape Study applied the CHL criteria methodology, and studied in detail the Rockside area in the southwest corner of the Town.

The area of northwest Caledon, bounded to the south by the crescent formed by the two main headwater tributaries of the main branch of the Credit River coming together around Alton, is distinctive, topographically and historically, relative to other areas of the municipality.

Physically this area is characterized by a range of rounded morainic hills extending east-west, the associated valleys, large wetland areas, ponds, and, of course, the Credit River itself. The unique Caledon Lakes are a specific feature of the northwest corner of the study area. Historically, European settlement of the area dates to the early 1830s and the growth of its urban nodes, Alton and Melville, to the establishment of saw and grist mills along the Credit River in the mid-19th century and the development of two railway routes to Orangeville in the 1870s. Highpoint Sideroad bisects the area and serves to tie together key features, including the landmark hills (Twenty-Five Hill, Melville Hill and the Pinnacle), former mill ponds, heritage buildings such as the Rosehill Schoolhouse, and the historic community of Melville. From a macrocosmic standpoint these features (including the Caledon Lakes and the village of Alton among others), natural and cultural, are key character-defining elements of this broad landscape.

Phase 2

Phase 2 of the inventory process investigated the balance of the Town and identified an array of Candidate CHLs ranging from a rural '4' corners of the (former) Chinguacousy Peel Plain to a number of areas along the Credit River section of the Niagara Escarpment. With regard to the latter it can readily be stated that the whole Credit Valley within the Town of Caledon could be considered as one CHL. However, given the unique characteristics, both built and natural, of a number of the component areas, the requirement of contiguous integrity, and the practical requirements of managing the preservation of the land base, three separate CHLs have been considered along the Credit River.

The Cultural Heritage Landscapes identified and described in the Inventory study are summarized below, listed based on their associated former townships.

Former Caledon Township

The Far Northwest Corner

This comprises an area in the vicinity of Shaw's Creek Road and Highpoint Sideroad, including the former Glassford Mill property (W 1/2 , Lot 26, Con V).

Alton and Environs

The village of Alton, including the Pinnacle in the north and the confluence of upper Credit tributaries, the Alton Branch (Shaw's Creek) and the Orangeville Branch to the southeast.

Melville Area

Centred on the historic hamlet at the junction of Willoughby Road and High Point Sideroad. It is bounded on the east and west by Porterfield Road and Hurontario Street (Highway 10) respectively, and extends to Lot 30 in the north and around Lot 23 to the south.

Belfountain and the Credit River Gorge

Scenic area with extensive and significant industrial heritage associations as well as the early and relatively intact village of Belfountain. The area under consideration is the river valley from the falls below the village of Cataract to the intersection of Grange Sideroad and McLaren Road.

Rockside

The area still known as *Rockside*, the southwest corner of the former Caledon Township, was the first area of Caledon Township to be settled. The community, largely made up of clans from the west of Scotland and initially topographically isolated from the eastern section of the Township by the spine of the Escarpment, developed into an internally coherent and distinct entity.

Inglewood: Railway Village

Excellent example of a railway junction village with one railway still active and the other represented by the Caledon Trailway. Intact building fabric within the old core and the surviving and adaptively used early stone mills along Maple Ave.

Former Settlement of Silver Creek

Located on Kennedy Road between Grange Sideroad and Escarpment Sideroad, this former hamlet is located close to the centre of the former Caledon Township, and derived its name from Silver Creek, a tributary of the Credit River.

Scottish Settlement Along St. Andrew's Road

Substantial early stone farmhouses and buildings just north of the early stone church of St. Andrew's (being restored by the Friends of St. Andrew's). Stonework clearly associated with early Scottish settlers, quarried virtually on site, and in contrast to other buildings in the vicinity.

Former Chinguacousy Twp.

Farmsteads of Former Chinguacousy Township

Farmstead grouping of high integrity with house and barns from the respective farms, representative of different periods, and centered on the fine stone schoolhouse at the corner of Creditview Road and Old School Road.

Cheltenham and the Brickworks

Highly intact core village with particular regard to structures along Creditview Road. Long-standing industrial tradition beginning with mills and early brick-making in the area still exemplified by the large brick kilns at Mississauga Road and Mill Street, of heritage importance in their own right. Important views of the brickworks are seen from the south along Mississauga Road.

Former Credit Valley Railway

Still an operational rail line extending to Orangeville, the CVR was established with several branches to improve trade opportunities in Southern Ontario, including a line that extended north from Toronto to Owen Sound. The tracks to Orangeville and branch line to Elora were opened in 1879 and included the well-known Forks of the Credit trestle bridge in Belfountain. The 2008 Mayfield West Secondary Plan Cultural Heritage Landscape Assessment evaluated the section of the Credit Valley Railway that extends north of Mayfield

Road to Old School Road, through Chinguacousy Township. In recognition of its ongoing presence and role in the settlement and growth of Caledon, the study recommended that the former CVR in its entirety be identified as a Cultural Heritage Landscape. Additional information on its significance is found in sections on Inglewood, and Belfountain and the Credit Gorge.

Former Albion Township

South Albion Farmsteads

Excellent extended example of the typical farmstead types of the area ranging from relatively early to late 19th century with the comparatively large Providence Cemetery underscoring the community life of the area.

Bolton's Historic Core

The earliest and most developed 19th century settlement in the area, the residential and commercial core of Bolton (within the original village plan) remains relatively intact. Its early (c.1824) milling associations are still recognizable.

Irish Settlement of Northwest Albion

The whole northwest sector of the Albion Townships as far south as Old Church Road could be included as part of the full area dominated by Irish settlement in the early to mid - 19th century. Indeed the main remaining legacy, St. John's Catholic Church and the Catholic elementary and high schools are currently outside of the candidate area boundaries. The Candidate CHL boundaries, which still embrace a relatively large area, have been narrowed over the course of study due to the issue of contiguous integrity. It is focused around the northern section of Innis Lake Road/Glen Haffy Road and contains a large section of relatively 'wild' land now associated with the Bruce Trail and the Glen Haffy trout ponds.

With the completion of the CHL Inventory, the Town of Caledon has a strong tool for planning and managing the preservation of the heritage character of its unique places. While an attempt has been made to be thorough and to develop, over the two phases, a complete inventory, it should be recognized that local perspectives may generate further Candidate CHLs worthy of consideration. Also it should be understood that the research and site examination able to be undertaken over these large areas is, with a few exceptions, forced to be at the 'broad brushstroke' level. Any future opportunity to deepen the inventory knowledge for each CHL will enhance the understanding and appreciation of the heritage resource. This process has already been furthered by the Built Heritage Inventory recently completed for the Town.

Note: The sources for the key 19th century reference dates used throughout the Inventory, 1859 and 1877, are respectively, Tremaine's Map of the County of Peel (1859) and the Atlas of the County of Peel, published by Walker and Miles (1877). While not absolutely definitive in terms of accuracy they remain our best 'snapshot' of settlement at those key periods in the Province's development

1.3 CONSERVATION MEASURES

With the completion of the Cultural Heritage Landscape Inventory, the Town of Caledon has a strong tool for planning and managing the conservation of the unique historic places that are the essence of its evolution and character. While an attempt has been made to be thorough and develop over several phases, a complete inventory, it should be recognized that local perspectives and knowledge may generate further Candidate CHLs worthy of consideration. Also it should be understood that the research and site examination able to be undertaken over these large areas is, with a few exceptions, forced to be at the 'broad brushstroke' level. A CHL is a complex entity that usually extends physically well beyond its road façade and contains elements and inter-relationships that can only be initially inferred. However, with the co-operation, and ideally the participation, of the property owners the information contained within the Inventory may be further elaborated upon, in order to enhance the understanding and appreciation of these significant heritage resources.

As delineated on maps, and through utilization of current planning and preservation mechanisms, the acknowledgement of CHLs can then serve to guide the municipality in responsibly planning for the future. Inherent in the concept of cultural heritage landscapes is an understanding that these areas are dynamic and will change. However, to be considered as a CHL these changes are tempered by a continuum made up of the character defining elements, which have endured over time. Although conserving the overall visual character and integrity of the CHL is a key objective, the character defining elements, as identified within the inventory and integral to the Statement of Significance, are essential to the understanding of a particular CHL. As such, they are most sensitive to land use change and alterations. Thus, they represent the highest priority for conservation.

As part of its Official Plan review, the Town of Caledon began to identify a process and policies for conserving cultural heritage landscapes some years ago. These policies are directed by the *Provincial Policy Statement* (PPS), which provides direction on matters of provincial interest related to land use planning and development under the authority of Section 3 of the Planning Act. The PPS states: "significant built heritage resources and significant cultural heritage landscapes shall be conserved". Conserved is defined by the PPS as meaning: "the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment".

In implementing this directive, both the Region of Peel Official Plan and the Town of Caledon Official Plan have policies pertaining to the identification and conservation of cultural heritage resources.

Within the *Region of Peel Official Plan*, objectives for rural areas include: "to preserve and enhance the distinct character, cultural attributes and historical heritage of the area". The Region's Official Plan further directs the Town to review development proposals in the rural area, based on parameters that include the evaluation of impacts on the existing rural character, landscapes and heritage of the area. Within the *Town of Caledon Official Plan*, policies provide for the preparation of a comprehensive Cultural Heritage Master Plan "whereby the cultural heritage resources of the Town are surveyed, inventoried or otherwise examined or studied to provide policies, guidelines, and other initiatives, as considered appropriate for the care and conservation of the identified cultural heritage resources".

This objective is fulfilled, in part, through the Cultural Heritage Landscapes Inventory and the parallel Built Heritage Resources Inventory.

With respect to conservation tools, the Town of Caledon Official Plan further provides for the preparation of a Cultural Heritage Planning Statement to guide development and redevelopment proposals “where the concentration and / or significance of culturally derived features in an area requires that detailed guidance be provided to conserve and enhance the cultural heritage of an area”. Cultural Heritage Planning Statements are to be incorporated through an Official Plan Amendment, or through the secondary planning process.

In reference to a cultural heritage resources inventory, or other information suggesting the presence of significant cultural heritage resources, the Official Plan also provides for a Cultural Heritage Survey to be requested by the Town in conjunction with development and redevelopment proposals. One of the outcomes of a Cultural Heritage Survey that identifies the presence of significant cultural heritage resources may be the requirement for a Cultural Heritage Impact Statement, and the undertaking of further site specific evaluations to determine what alterations are appropriate within or adjacent to CHLs.

Alternatively, the *Ontario Heritage Act* now provides for the designation of cultural heritage landscapes, either as specific properties under Part IV, or in the case of broader areas, as Conservation Districts under Part V of the Act.

However implemented, conservation measures must emphasize the preservation and continuity of the character defining elements, while acknowledging and allowing for change. This is most effectively accomplished with the will of the property owners whose lands constitute the place and will involve a campaign of public education regarding the meaning/implications of CHL identification, in order to allay fears that inevitably arise where any possible restrictions on property rights are seen to be involved.

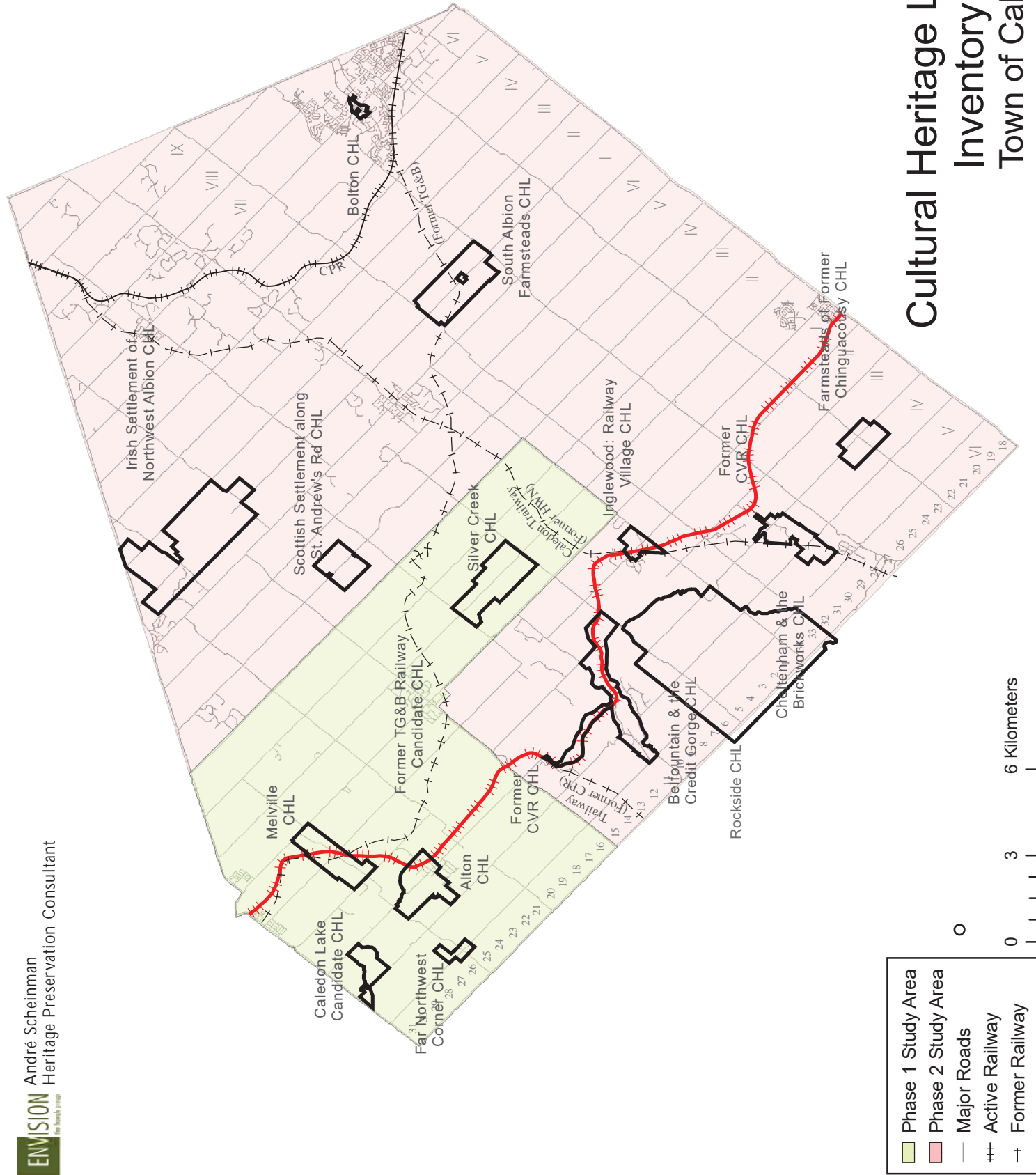


Figure 1
Cultural Heritage Landscapes
Inventory Study Area
Town of Caledon, Ontario

2. THE FAR NORTHWEST CORNER

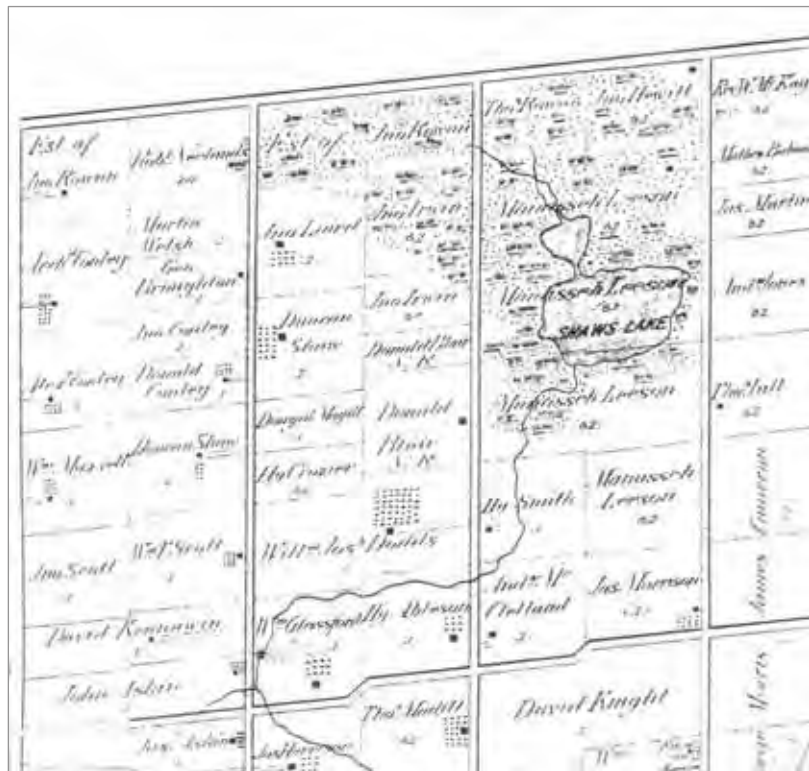
2.1 HISTORICAL CONTEXT

Note: All lot references are WHS unless otherwise noted.

This is an *organically evolved rural landscape*, as described in the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes, extending, for study purposes, from the west half of Con. IV, (east side of Mississauga Road) to the Townline with Erin (Winston Churchill Blvd.) in the west, and between High Point Sideroad in the south to the Townline with East Garafraxa in the north.

It was considered for CHL candidacy because it apparently 'embodies and/or is associated with' a number of Caledon's major historic themes.

The themes with which it is most closely associated are: *pioneer settlement; early subsistence farming and early industry – grist and sawmills on the Credit*. The fact that it contains the source of the Alton Branch of the Credit, i.e., the Caledon Lakes and associated wetlands, further magnifies its significance.



The Far Northwest Corner of Caledon, 1877
Source: 1877 Historical Atlas of Peel

2.2 INVENTORY

1. Physiographic Description

The Caledon Lakes (originally Shaws Lake) are situated at the northwest corner of the Candidate CHL area on the Orangeville Moraine. The surrounding area is a Quaternary deposit of peat, muck and marl. Caledon Lake itself is positioned on a glacial spillway and is "a shallow, marl-floored lake that appears to owe its existence to a mass of sandy drift dropped in the spillway just south of it." (Chapman and Putnam 1984)

The forest wetlands around the western and northern section of the lake have been designated an ANSI and contain several regionally rare plant associations including a marsh dominated by wild rice. The vegetation shifts from shrub thickets by the lake itself to a

coniferous swamp forest dominated by tamarack with white cedar, balsam fir and black spruce at the heart of the ANSI.

The rest of the Candidate CHL area is crisscrossed with creeks and rills extending from this wetland heart, which eventually form into a main branch of the Credit River.

2. Processes

Land Uses and Activities

Though no archaeological survey has yet been undertaken in the area, the presence of water, the abundance of fish, game and wild edibles, including wild rice and the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors.

The survey of Caledon Township was completed in 1819-20 and Euro-Canadian settlement began shortly thereafter in the southwest corner. However, it does not appear that there was much development of the land until after the mid-1830s when Thomas Russell settled on the lots where the village of Alton now stands. Given the distance from civilization at the time and the extent of the local swamplands, it is understandable that growth was slow. However, the 1859 Tremaine Map may indicate all the lots had been spoken for, with four homes, a school house and William Glassford had established a saw mill at the northwest corner of his lot (W ½ Lot 26 Con.

V). The mill dam was located just where the creek bends southward, above where it joins another tributary stream (the mill pond, dam and spillways are still in evidence on the property) Glassford's sawmill would have been critical to further settlement of the area, greatly facilitating the house building process.

By 1877, this corner of the Township, with the exception of the extensive swamplands northwest of the lake, was virtually fully settled with homes dotting almost every lot beyond the marsh as depicted in the County Atlas of that year. The well-watered land was farmed and, given the relative lateness of development, moved quickly through the stages of subsistence and wheat farming to the mixed farming with livestock more typical of the last quarter of the 19th century. Many properties had orchards. As noted above, the typical domestic diet was augmented by wild fish and game, which was available close at hand. Unlike most areas, this remained a feature of life up until recent times. It is likely that the



Former Glassford mill site with remaining mill ponds
(now incorporated into domestic landscaping)

wild rice available in the marshes as well as watercress and other edible marsh plants and herbs were utilized by the settlers.

The Glassford Mill remained in operation into the last quarter of the 19th century but does not appear to have expanded into grist milling. Manasseh Leeson obtained ownership of the Shaw Lake (later known as Caledon Lake) properties as well as lots to the south and may have built the first hotel on the lake c.1878 (see Caledon Lake Resort Community).

A series of excavations were undertaken in the swamplands northwest of the Caledon Lake in 1908 by the Superior Portland Cement Company for extraction of 'marl', then a key ingredient of cement. The channels measured 300 feet long, 150 feet wide and 40 feet deep. Although the marl beds fell into disuse, they were later stocked with fish by Ontario Fisheries Department for local anglers.¹

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. The 100 acre half lots are almost square. Concessions run essentially north-south in this region (actually northwest). At every five lots there was an allowance for a side road. The inclusion of a sixth lot between Highpoint Sideroad and the Garafraxa Townline created an unopened road allowance between Lots 30 and 31. Several of the northernmost lots in Concession V were completely within the wetland and have never sustained settlement.

The other major determinant of domestic organization on the land was the great wetland and the myriad small creeks and minor sloughs emanating from that area. The lots to the north, northwest and directly adjacent to the west and southwest shores of Caledon Lake were never developed, allowing for preservation of the swamp forest now known as the Caledon Lake Forest Reserve. Mississauga Road (4th Line West) could not be extended north through the swamp to meet the Townline. Highpoint Sideroad had to be built to jog around impassable areas, and did extend to Winston Churchill Blvd. (6th Line West) due to the presence of another tributary creek. Houses were sited, where possible, on knolls to avoid inundation in the spring.

¹ Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#) : *the history of sports in Canada and the sportsmen of Peel, 1798 to 1934*, Toronto : The Perkins Bull Foundation, 1934, p. 102

3. Elements

Circulation Networks

As noted above, the typical concession and sideroad network associated with the double front grid, was quite fractured in this area due to impassable topography. On the other hand, the presence of two Townline roads meant reasonable ease of movement once those roads have been reached. With all the creeks in the area, bridges are essential components of the local road system. At the corner of Highpoint Sideroad and Shaw's Creek Road there is a concrete shallow arched bridge spanning each of the two streams which merge just southeast of this location. Along Winston Churchill Blvd., just north of Highpoint, there is a single-lane concrete arched bridge.

The closest rail station was Alton, the initial line being operated by the Toronto, Grey and Bruce Railway, followed by the Credit Valley Railway (both later amalgamated with the CPR).

Boundary Demarcations

The boundaries for this Candidate CHL area are established by a combination of administrative jurisdiction, roads and natural features. The eastern boundary and a portion of the northern boundary are demarcated by the western end of Caledon Lake. This is the 'wild' end of the lake from which the wetland wilderness extends; the eastern portion of the lake has a much different character (see Caledon Lake Historic Resort Community). The northern and western boundaries are defined by the Townline Roads. The northern boundary is much more obvious due to the Highway status of that road. To the west, the Erin side of Winston Churchill Blvd. seems to share the same general character as the Caledon side and that first lot is certainly visually part of the CHL landscape. Similarly the southern boundary can be taken as Highpoint Sideroad, though the lot to the south can be included. Beyond that the influence of Alton is more readily apparent.

Within the Candidate CHL area the original individual lots are mostly still demarcated in the traditional manner by cedar rail fences and windrows.

Vegetation Related to Land Use

The extent of creek tributaries and swampland in the northwest corner limited farming over large portions of the area, and ultimately shaped the settlement patterns that remain today. Although the original vegetation composition has been somewhat altered by invasive non-native species adjacent to roads, the overall landscape character through the wetlands appears much as it would have in the 19th century. Cedar and dogwood thickets predominate. The ANSI designation of the Caledon Lake swamp forest recognizes the presence of rare, native species such as wild rice that were once abundant in that area. It is likely that the wild rice available in the marshes, as well as watercress and other edible marsh plants and herbs, were utilized by the settlers.

Buildings, Structures and Objects

Note: All concessions indicated below are West of Hurontario Street. All references to 1859 and 1877 pertain to the 1859 Tremaine Map and 1877 Historical Atlas of Peel map, respectively.

A relatively high percentage of 19th century structures survive in the Candidate CHL area , and, coupled with the open space still dictated by the wetlands, do generally project the character of an earlier time.

Shaw's Creek Road:

21496 (E ½ Lot 29, Con. VI)

Centre-gable 1 ½ storey red brick structure with buff detail. Framed English barn raised on stone foundation. Creek runs behind. Cedar rail fence. Mature trees. Donald Conley has house on property by 1859. Existing house c.1880.

(W ½ Lot 29, Con. V)

Frame building with remnant log section but not shown in 1877.

21225 (W ½ Lot 28, Con. V)

2-storey 'L' – plan gabled red brick house with buff detailing set on knoll overlooking valley. Large frame banked barn. Remnant orchard. Not shown in 1877. Existing house c.1885.

20909 (W ½ Lot 28, Con. V)

Quebec style wood frame structure with log section. Appears to be replica structure. No building shown in 1877. Mature maples along frontage

20855 (W ½ Lot 27, Con. V)

Red brick house not shown on the property in 1877. Existing house c.1885

20725 (W ½ Lot 27, Con. V)

Brick schoolhouse (U.S.S.#13) with segmentally arched window and door openings, oculus at gable, bell tower and quoins. Mature maples along frontage. Not shown in 1877. Existing structure c.1895.

20537 (W ½ Lot 26, Con. V)

Former mill site with remaining mill ponds (now incorporated into domestic landscaping), dam (waterfall), spillway (ruins). William Glassford's sawmill 1859, 1877. Existing house c 1930 house on the property surrounded by cedars.

20566 (E ½ Lot 26, Con. VI)

Red brick centre gable with verandah. Possibly replica structure but occupies site of David Kennawin's 1877 home.

2 concrete shallow arch bridges c.1940

Located on Highpoint Road and Shaw's Creek Road, close to the intersection.

Winston Churchill Blvd. (All properties Con. VI):

21253 (W ½ Lot 30)

Brick centre-gabled house with buff brick detailing and segmentally arched openings. Set far up lane at height of land with rolling hills to the east. Mature maples line driveway. Home of Archibald Conley, 1877.

21145 (W ½ Lot 29)

Centre gabled 'L' plan red brick house with buff detailing and segmental window and door arches treated decoratively. Fine frame barn unusual for being banked on two planes and is built to take advantage of natural grade change. Cedar rail fence.

Note: Directly across road is the fine Erin property known as Swallow's Bridge (6128 Winston Churchill Blvd.)

20947 Winston Churchill Blvd.

Stuccoed 2 storey dwelling sited atop knoll. Mature trees and cedar fence.

Single lane concrete arch bridge c. 1940, located north of Highpoint Sideroad.

Settlement Clusters

There are no settlement clusters within the Candidate CHL area. However the Candidate CHL area is closely associated with the historic mill village of Alton. The development of Alton in the mid-19th century was one of the factors which catalyzed growth in the Candidate CHL area. Alton would have been the main local market, source of supplies and occasionally employment for the settlers in the Candidate CHL area. (see also Site Context)

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL area the presence of water, the abundance of fish, game and wild edibles including wild rice and the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors. A reasonable comparison would be with the Silver Creek area where several aboriginal sites have been found on tributaries of the Credit.

4. **Site Context**

While much of the northwest region of Caledon is riverine, the Candidate CHL area is particularly characterized by wetlands. Historically, and up to the present day, the large swamp area was an impediment to settlement and large sections remain undeveloped lending a wild, open sense to the landscape. As this has resulted in far less new construction in the area than further to the south, its heritage character remains more intact. The east shore of Caledon Lake has always been the accessible portion of the lake and here, in contrast to the wild western shore within the Candidate CHL area, cottages and resorts have been in place since the late 19th century.

The most distinctive views within and from the Candidate CHL area are of the rolling hills looking southeast from several high points along Winston Churchill and Shaw's Creek roads. As well, the view back to the southeast corner of the Candidate CHL area from Highpoint Sideroad is noteworthy. While many of the individual properties can be described as picturesque, the old Glassford mill property with its series of ponds deriving from its milling past is especially so.

2.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

While any landscape upon which humankind has left their imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. The key individual elements which constitute the cultural heritage landscape and the way in which their

interweaving makes a unique 'place' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

While the Far Northwest Corner generally contains attributes associated with Significance Criteria C and D, they are not considered to be manifest at such a level, or in such a distinctive manner, that the overall area is substantially distinguished from a number of other locations in the Town.

Furthermore, while the retention of 19th century housing stock throughout the Candidate CHL area is generally quite good and much undeveloped area does remain due to the wetlands, there have also been many land severances with associated new construction which have broken up the continuity of the heritage landscape. As well a large quarry exists directly across from the northwest corner of the Candidate CHL area in Erin.

However, within this Candidate CHL area there is a section which does merit identification as a CHL. This is primarily focused on the old Glassford Mill Property (W ½, Lot 26, Con. V) but includes the crossroads of Highpoint and Shaw's Creek with its 2 associated bridges, and the adjacent 19th century farm properties located on the other three corners. It is here that the west branch (Alton Branch, Shaw's Creek) of the Credit River is formed of the confluence of two tributary streams. The picturesque qualities of the landscape with its large pond and waterfall, are very much the result of the historic mill operation. This milling legacy, central to the development of Caledon and associated thematically with the mills of Alton, is still readily legible on the landscape at the site.

2.4 STATEMENT OF SIGNIFICANCE



Glassford mill site and environs 1877
Source: 1877 Historical Atlas of Peel

This isolated corner of Caledon underwent its pioneer phase relatively late due to the wildness and inaccessibility of the lands. The large coniferous swamp dominated the area and settlement had to be established as the land permitted.

However, by 1859 William Glassford had dammed up the stream (Shaw's Creek) issuing from Caledon Lake and established a sawmill on his property. This sawmill would have greatly facilitated the settlement of the area, providing essential building materials relatively close at hand. Operable until at least the last quarter of the 19th century, the mill directly assisted in creating the picturesque landscape of large pond (with island) and waterfall now

apparent on the property. The dam still survives while other elements such as the sluiceways are visible as ruins or landscape features. The current house on the property, while seemingly not mid 19th century (more likely c.1920 though possibly containing earlier elements), is still generally sympathetic architecturally with the current nature of the site.

South of the dam this stream merges with a tributary originating in Erin to form the Alton Branch of the Credit. These streams required bridging at both Highpoint Sideroad and Shaw's Creek Road, which, since c.1940, have been shallow arch concrete bridges.



Heritage farm complex, southwest corner
Highpoint Sideroad and Shaw's Creek Road

The farm properties at the other three corners generally reinforce the integrity and picturesque qualities of the landscape. Particularly notable is the heritage farm complex at the southwest corner (Lot 25, Con. V), which appears to have been the property of James Askins in 1877 (possibly related to the prominent U.E.L. Askins). The southeast and northwest corners are characterized by open space associated with the streams, the Erin tributary at the northwest corner and Shaw's Creek at the southeast

Character-Defining Elements (Numbers refer to Caledon CHL Inventory database)

- | | |
|--------|--|
| FNWC-1 | 20348 Shaw's Creek (E ½ Lot 25, Con. VI) |
| FNWC-2 | 20537 Shaw's Creek (W ½ Lot 26, Con. V), with remaining mill pond, and remnants of dam and spillway |
| FNWC-3 | Concrete shallow arch bridges, near the corner of Highpoint Road and Shaw's Creek Road c.1940 and the confluence of Shaw's Creek with the Erin tributary to form the Alton Branch of the Credit River. |








It is thus recommended that the Highpoint/ Shaw's Creek four corners area of the Far North-West Corner Candidate CHL be identified as a Cultural Heritage Landscape (CHL).

2.5 BOUNDARIES

The CHL boundaries are generally defined as including the four corner lots centered on the Highpoint Sideroad / Shaw's Creek Road junction.(E ½ Lot 25,26 Con. VI, W ½ Lot 25,26, Con. V).



Character Defining Elements

 Road	 Rivers / Streams
 Built	 Lakes / Ponds
 Landscape	 Property Boundary (2006)
 CHL Boundary	

3. MELVILLE

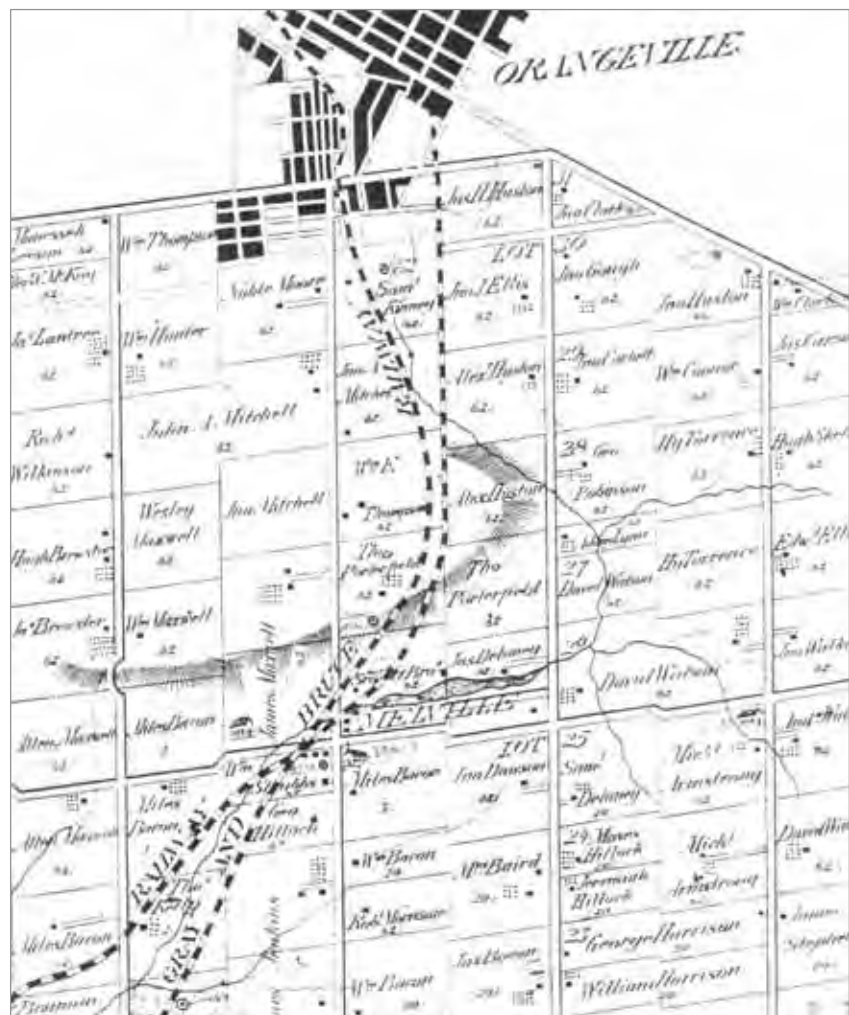
Note: All lot references are West of Hurontario Street unless otherwise noted.

3.1 HISTORICAL CONTEXT

This is an *organically evolved rural landscape*, as described in the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes, centered on the former industrial/railway hamlet of Melville at the crossroads of Highpoint Sideroad and Willoughby Road. The Candidate CHL area extends along Highpoint Sideroad to its intersection with Porterfield Road (Hwy 136) in the west and to Hurontario Street in the east and essentially one lot north and south along Willoughby Road.

A relatively early node of settlement (1831), this area is considered an excellent Candidate CHL because it clearly embodies and/or is associated with a number of Caledon's major historic themes.

The themes with which it is most closely associated are: *Early Industry: Grist and Sawmills along the Credit; the Railway and Outdoor Recreation-Fishing.*



Melville and area, 1877
Source: 1877 Historical Atlas of Peel

3.2 INVENTORY

1. Physiographic Description

Melville rests in the valley of the eastern arm of the upper Credit River between Melville Hill to the northwest and Twenty-Five Hill to the southeast. These prominent landforms and several smaller hills are associated with the Orangeville Moraine and are formed of till, sand and gravel deposited by the receding glaciers.

2. Processes

Land Uses and Activities

Though no archaeological survey has yet been undertaken for the area this river valley with its associated relatively gentle hills would have almost certainly been occupied, at least seasonally for fishing and hunting, for many centuries prior to Euro-Canadian settlement.

The survey of Caledon Township was completed in 1819-1820. Settlement in the area of Highpoint Sideroad and Willoughby Road (First Line West) appears to date from 1831. The corners became known as West Caledon, apparently taken from the name of the Presbyterian Church (later Methodist) which had been established on Lot 25, Con. I.

The first industry was milling, with the Credit River dammed at the west end of the W ½ Lot 26, Con. I, creating the large mill pond still in evidence today extending into the east half of the lot (the full lot was owned by Jesse Ketchum Jr.). The proximity of Hurontario Street (Centre Road), which was developed more quickly than the other concession roads, and Willoughby Road, which leads to Orangeville, helped establish the crossroads as an industrial hub.

By 1859 the hamlet of Melville had been laid out on the property of Jesse Ketchum Jr. Ketchum was the son of the great entrepreneur politician and philanthropist Jesse Ketchum, who became rich selling leather to the government from his Toronto tannery. Deeply religious, Ketchum Sr. donated the land and much of the money for the construction of the original Knox Presbyterian Church in Toronto. A reformer, he moved to Buffalo after the failed Mackenzie Rebellion. Jesse Jr. returned to Canada to lands that the family owned in the area of what is now Orangeville and was responsible in 1856 for laying out the north section of Orangeville as well. Ketchum is listed as an Orangeville-based 'Dealer in Real Estate' on the Subscriber's List of the 1859 Tremaine map. A tannery is shown on that map directly



Existing dam at Melville

across Hurontario Street from his property, Lot 26, which may well have been connected in some way to the Ketchum family tannery business.

As well as the tannery, a sawmill and oat mill were operating on the western portion of Lot 26, Con. 1 and a blacksmith's shop on the southwest corner. A road connecting these industries had been built along the south shore of the Credit while the road grid for the new village (then spelled Melville) occupied the northern portion of the property.

In the 1870s, the hamlet's growth was enhanced when track for both the Toronto, Grey and Bruce Railway (TG&B) and the Credit Valley Railway (CVR) were constructed crossing south of Highpoint Sideroad just west of the Willoughby /Highpoint corners, where the Melville Junction station and switching point were located.



Former Melville Schoolhouse

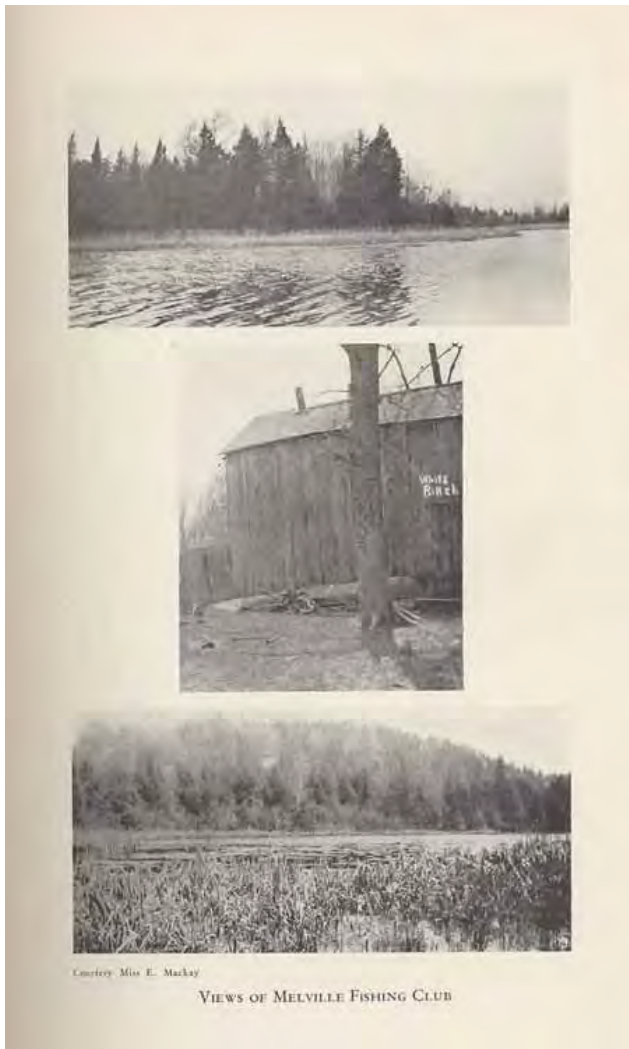
As shown on the 1877 County Atlas map, the community had a schoolhouse (still extant) and Methodist Church. The blacksmith shop was by then at the southwest corner of Highpoint Sideroad and Willoughby. In addition to the mills there was a plant nursery just north of the mill pond operated by the Scott Bros. The post office was located in the large house (still extant) at the southwest corner of Lot 26. Apparently a Grange store and Orange Lodge were also located in the hamlet.



Former Melville hotel / post office

By 1880 the original narrow gauge track of the TG&B had been shown to be inadequate and was replaced with standard gauge (which required new rolling stock). Ultimately the cost associated with this led, in part, to the purchase of the line by the Canadian Pacific Railway (CPR) which by 1883 owned the CVR as well. Two CPR stations in Orangeville was considered redundant and the CVR track between Melville and Orangeville was closed in 1884 (the first track to be abandoned in Ontario). In 1932 the TG&B track between Bolton and Melville was removed.

Beyond Melville itself, typical uplands farming was carried on. However permanent settlement on the farm lots lagged behind the industrial development on Ketchum's lot. By 1859 only three farmhouse are shown. However, these lands could be considered almost fully settled by 1877 by which time mixed farming, including livestock, was seen as the most profitable approach. Lime burning was also being carried out with kilns noted on E ½ Lot 27, Con I in 1877.



Views of Melville Fishing Club

Source: Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#)

Credit River, which in wending through the property of the developer Jesse Ketchum Jr. formed the basis for industry and hence a hub of settlement; Ketchum's village plan, a designed plan for growth on the north of his lot; the railways with their embanked tracks and associated structures; and, the adjacent hills (Melville Hill and Twenty-five Hill), which influenced the configuration of farmsteads. The village population never expanded to the size anticipated by Ketchum, and as viewed today from the road the influence of his plan is quite ephemeral. The alignment of the TG&B rail line is also not readily apparent through the village.

In the late 19th and early 20th century Melville Pond and the Credit River were known for trout fishing. William Perkins Bull notes "In 1883, T.W. Duggan's diary mentions with delight the sixteen-inch trout he and his friends were catching at Melville. Seven years later the Melville Trout Club was formed on preserves on the Credit River near Melville Junction on the farms of Raspin Scott and Albert Sodden."¹

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south in this region (actually northwest). At every five lots there was an allowance for a side road.

Beyond the survey itself four other key determinants historically shaped this area. These are: the course of the

¹ Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#) : *the history of sports in Canada and the sportsmen of Peel, 1798 to 1934* , Toronto : The Perkins Bull Foundation, 1934, p. 103

Elements

Circulation Networks

For its size the hamlet of Melville was, for a time, a transportation hub. The pattern of concession and sideroads was well established though this area despite the hills, though originally Porterfield Road had to jog west at Lot 27 due to the Melville Hill ridge. The proximity of Hurontario Street, which always has been given special status no doubt helped serve the nascent milling complex. The routing of both the CVR and TG&B railways through the village en route between Toronto and Orangeville gave the area service few other, larger centers could match. The streets laid out in Ketchum's village plan internal to his property (W ½ Lot 26) have now reverted to private lanes. The current CPR line through Melville utilizes a combination of the old CVR (to Melville) and TG&B (Melville to Orangeville). Highpoint, Porterfield and Willoughby roads essentially retain their original character while Hurontario Street, always intended as a more major thoroughfare, is very much a modern provincial highway.

Boundary Demarcations

Within the Candidate CHL area properties are demarcated with a wide variety of fencing types including wire, iron, painted board and cedar rail.

Vegetation Related to Land Use

Within the hamlet of Melville there are remnant orchards, woodlots, hedgerows and windrows in association with the 19th century buildings. Mature trees line the frontages of several properties and along stretches of Willoughby Road and Highpoint Sideroad.

The Credit River valley through this reach is comprised of floodplain meadow, and successional woodland areas.

To the east of the Willoughby/Highpoint Sideroad intersection, a steeply sided and still densely wooded hill forced a bend in the historic road pattern, which remains today.



Looking east along Highpoint Sideroad from just east of Melville

Buildings, Structures and Objects

*Note that * denotes properties designated under the Ontario Heritage Act. All concessions indicated below are west of Hurontario Street unless otherwise noted.*

Though there has been much change in the hamlet with the gradual loss of its industries (early 20th century) and status as a railway junction, significant heritage fabric still remains.

Highpoint Road

2512 Highpoint Sideroad

(W ½ Lot 26, Con. 1) at junction with Willoughby Road

2 storey, red brick structure with buff brick detailing, segmentally arched openings and hipped roof with bracketed eaves. 1 storey 'L' with similar detailing extends toward Highpoint while main section faces Willoughby despite the address. Wrap-around veranda. Former location of original Blacksmith Shop. Apparently the extant building was the post office and hotel. Existing house c. 1875. Original mill lot.

2465 Highpoint Sideroad

(W ½ Lot 25, Con. 2)

1 ½ storey re-brick 'L' plan gable fronted house with projecting bay with round arches and buff brick detailing and side verandah. Existing house c. 1875.

Southwest corner of Highpoint Sideroad and Willoughby Road

Several structures which could have associations with the railway (three buildings and the blacksmith shop shown here in 1877) and/or blacksmith's shop.

2345 Highpoint Sideroad

(E ½, Lot 26, Con. 2)

Red brick, gable fronted schoolhouse with buff brick detailing, segmentally arched openings, bracketed eave and projecting brick vestibule, built c.1870

Northeast and southeast corners of Highpoint and Porterfield roads

(Lots 25 and 26, W ½ Con. 2)

At north a fine 19th century farm complex with two brick farmhouses set well back from the road set at a 'bench' in the hill, and, to the south, a farm complex with brick farmhouse forming part of the wide viewshed as seen from Highpoint Sideroad.

Willoughby Road

20429 Willoughby Road

1 ½ storey frame cottage, c. 1850s earliest extant residence in hamlet

20469 Willoughby Road

(W ½ Lot 26, Con. 2)

Original mill lot; existing c.1920 Craftsman style house located just to the south of rail line.

**20298 Willoughby Road
(E ½ Lot 25, Con. 2)**

2 storey brick dwelling with buff brick detailing, bracketed eaves and widow's walk with iron cresting. Existing home c.1875 shown as George Hillock in 1877 Atlas map.

**21074 Willoughby Road
(E 1/2, Lot 29, Con. 2). Beyond but related to CHL**

5 bay, 2 storey, side-gabled stone house with ashlar façade, quoins and dentillated eaves. Earliest surviving structure in immediate area, built for Sarah and Alexander Mitchell before 1859. They purchased the full 200 acre lot in 1836 and originally lived in a log house on the property. Stone carriage house, now garage behind house. Cedar rail fence.

Other Features

Dam at outlet of Melville Pond (Modern structure but in location of original mill dam)

The **existing railway track (also as it crosses Highpoint Sideroad) and stone/steel structures** over Credit River.

Settlement Clusters

The Highpoint/Willoughby crossroads establishes the axis of still readily legible 19th century settlement cluster, which in terms of density etc. is recognizably different from the landscape of surrounding farmsteads.

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL area the presence of water, the abundance of fish, game and wild edibles as well as the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors. A reasonable comparison would be with the Silver Creek area where several aboriginal sites have been found on tributaries of the Credit River.



Looking southwest from Melville Hill

3. Site Context

The Candidate CHL area is a river valley dominated by Melville Hill to the northwest and Twenty-Five Hill to the east. The general context of a mill-based settlement surrounded by traditional farmsteads within the original spatial pattern remains relatively unchanged. From several locations along Highpoint Road, particularly at Porterfield there are sweeping views to the south. The long uninterrupted views to the southwest over rolling farmland and woods from the brow of Melville Hill on Willoughby Road are particularly noteworthy.

3.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

While any landscape upon which humankind has left their imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as distinct area of contiguous heritage integrity. The key individual elements which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination, the Melville Candidate CHL readily meets Significance Criteria A and B. With respect to Criteria A. it clearly embodies Caledon's milling, railway and recreational heritage (as well as the progression over time from one to the other). With respect to Criteria B. it pertains to Melville's association with Jesse Ketchum Jr. and his influence on the hamlet's form and development.

The integrity of the original 19th century settlement patterns and landscape is generally well maintained throughout the Candidate CHL with clear evidence of its milling origins as represented by the mill pond/dam, its past as a railway based settlement cluster established by the schoolhouse, hotel and the remaining CPR railway tracks in a surrounding context of hillside farmsteads.

3.4 STATEMENT OF SIGNIFICANCE

The Melville area was settled and developed in response to the establishment by Jesse Ketchum Junior, son of the famous early industrialist, philanthropist and Mackenzie rebel, of mills on the section of the upper Credit River system which ran through his property (Lot 26, Con. 1). This mill site formed the basis of an industrial hub, which also included a blacksmith shop and a tannery. By 1859 Ketchum had laid out a village to the north of the Credit River and another road internal to his lot connecting the industries to the south of the River. It is likely that this early growth and industrial base led to its inclusion in both the TG&B and CVR Railway systems.

Though both the industrial and railway activity of the hamlet gradually diminished during the late 19th century, evidence of this era and the community it spawned is still very evident in such elements as the large mill pond and dam and the restored schoolhouse (see below). Early in the 20th century the mill pond was stocked with trout and became the base for the Melville Trout Club, ushering in the era of Caledon as a recreational centre. As well, the broader contextual features such as Melville Hill and the surrounding rural landscape of farmsteads remain little changed in general appearance.

Character-Defining Elements (Numbers refer to Caledon CHL Inventory database)

- ME-1 2512 Highpoint Sideroad, (W ½ Lot 26, Con. 1)
- ME-2 2465 Highpoint Sideroad, (W ½ Lot 25, Con. 2)
- ME-3 2345 Highpoint Sideroad, (E ½, Lot 26, Con. 2)
- ME-4 20429 Willoughby Road,
- ME-5 20469 Willoughby Road, (W ½ Lot 26, Con. 2)
- ME-6 Dam at the outlet of Melville Pond
- ME-7 the existing railway track and bridge (also as it crosses Highpoint Sideroad and Credit River)
- ME-8 Melville Pond

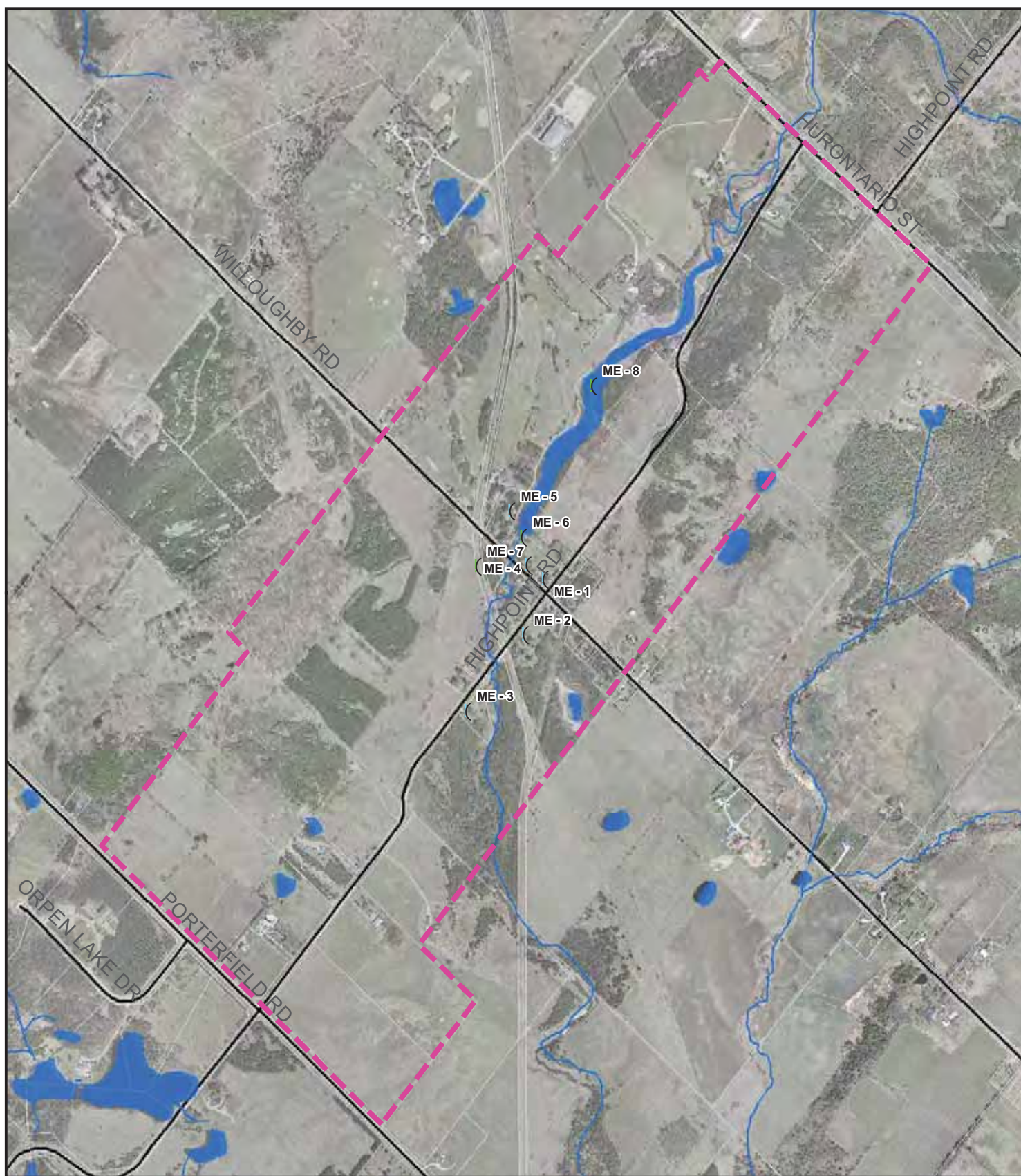
It is thus recommended that the Candidate CHL referred to as Melville be identified as a CHL.

3.5 BOUNDARIES

The Candidate CHL area encompassed Lots 25, 26 immediately to either side of Highpoint Sideroad between Porterfield and Hurontario (Con. I, II). The west halves of Lots 25 and 26, Con. II, with their farmsteads are considered the contextual gateway/buffer to the essential core of the CHL with its industrial hamlet theme/character. While the Study Area encompassed the whole of Lots 25 and 26 between Porterfield and Hurontario Streets (Con. I, Con. II) the actual distribution and density of heritage resources within this area indicates that the actual CHL boundary may more accurately be considered as including Lot 26, but only (for the most part) the northern half of Lot 25.

0 0.1 0.2 0.3 0.4 KM

Melville Figure 3



Character Defining Elements — Road
 (Built
 (Landscape
 CHL Boundary
 Rivers / Streams
 Lakes / Ponds
 Property Boundary (2006)

4. ALTON AND ENVIRONS

4.1 HISTORICAL CONTEXT

The Candidate CHL area is an *organically evolved mill village landscape as defined by the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes* and is focused on the milling heritage which extends along Shaw's Creek through the existing village.

It is considered an excellent Candidate CHL in that it is closely associated with a number of Caledon's major historic themes. These are: *pioneer settlement; early industry – grist and sawmills along the Credit and the Railway*. Much evidence of this heritage remains today.



Alton, 1877

Source: 1877 Historical Atlas of Peel

4.2 INVENTORY

1. Physiographic Description

The area is part of the Credit River Valley and sits directly below the large morainic hill locally known as the Pinnacle. This stretch of river originally contained a long set of rapids (approximately 1 mile) with a combined fall of about 108 feet making it ideal for mill sites. The main branch of the Credit is formed just east of the village proper where the Alton Branch (referred to as Shaw's Creek) and the tributary originating near Orangeville converge.

2. Processes

Land Uses and Activities

Though no archaeological survey has yet been undertaken for the area, this river valley with its associated relatively gentle hills would have almost certainly been occupied, at least seasonally for fishing and hunting, for many centuries prior to Euro-Canadian settlement.

The survey of Caledon Township was completed in 1819-1820. Thomas Russell is credited as the area pioneer having settled with his family in 1834 on the east half of Lots 23 and 24, Concession IV. In 1837 he was joined by several other families and in just over a decade an urban node had formed around grist and saw mills erected on the banks of Shaw Creek. By 1856 various plans of subdivision were registered and the village took on a form still recognizable today.

With the opening of a store by Robert Meek, the village had become an established settlement. It was granted a post office in 1855, at which time the name Alton was chosen. By 1877 the village had three churches for the Congregational, Methodist and Presbyterian denominations respectively, five stores, two hotels and a railway station and switches for the Toronto, Grey and Bruce Railway (TG&B). The long rapids noted above allowed for 8 dams which provided the head for such industries as D & L Mckinnon's flour and grist mills with four run of stone producing for export; Walter McClelland's and George Alanhams' flour and grist mills; Alanham's sawmill; the King brothers steam furniture factory as well as a tannery, axe factory and iron foundry. In the latter part of the 19th century woolen mills replaced grist and flour mills as the dominant industry and it is their legacy which is most obvious today.



Historic photo of mill in Alton



1889, after McClelland's dam burst

During the great flood of 1889, the McClelland's dam burst wiping out other dams downriver, flooding the village and causing two deaths.

Throughout the age of direct water powered industry Alton thrived, but with changing technology its role as an industrial centre went into decline.

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. The concessions run essentially north-south in this region (actually northwest). At every five lots there was an allowance for a side road.

It may well be that Thomas Russell chose his property with an eye to its potential as a mill seat(s). Shaw's Creek tends roughly east-west through Lot 23 with its long run of rapids, and it was along this stretch that the first mills were located. A road (Queen Street) was then laid out south of this stretch of the river for the commercial and residential needs of the expanding mill work force and their families, intersecting Third Line West, which eventually became Main Street. This established the main commercial intersection of the new settlement. While the area north of the river was originally mainly industrial, in 1856-57 extensive further residential subdivision took place on both sides of Shaw's Creek necessitating an increased number of bridges. By 1859 the village had taken on a form still recognizable today. The schools, churches and public buildings were concentrated south of Queen, either on, or just off of, Main Street.

The shape of all development was influenced by the presence of the Pinnacle, which rises steeply from the north side of the creek and restricted growth to its base. The shape and size of the millponds has varied over the decades, influencing the form of the northern section of the village. The extant Lower pond, much broader than that shown in 1877, at some point eclipsed the area north of the river which had been subdivided as part of the original village plan between the northern extension of Emeline and William Street. The historic village pattern remains largely intact.

Circulation Networks

The internal village road system with its series of bridges was connected to the main concession road grid via Queen Street. The original lay-out of streets is generally intact except as noted above and where slightly reworked at the Millcroft Inn property. Later the

TG & B Railway established a station on the eastern outskirts of the village and ran several switches to the lime kilns of Jamison and Carroll as their lime was very much in demand for construction purposes in Toronto. By 1877 the Credit Valley Railway (CVR) had been graded through Alton eventually establishing a station on Station Street. The line has been activated once again to accommodate sightseeing excursions through this scenic area though the original station has been moved off site.

Boundary Demarcations

The Candidate CHL area is bounded by the footprint of the historic village as identified on the Peel County Atlas map of 1877 to the south, east and west and by (and including) the hill known as the Pinnacle which served to define/constrain the shape of the village and serves as its northern scenic backdrop.

Within the village lots are defined by hedges, windrows, the location of driveways as well as a variety of fencing types, mostly of wood and ranging from pickets to lattice-topped privacy fences.

Vegetation Related to Land Use

Although much altered over time, the vegetation throughout the village alludes to its historic settlement patterns, and retains windrows, hedges and other domestic landscape features. Many of these elements are likely in original locations. Some mature trees remain along the streets and on residential properties. Riparian vegetation, willows and cattails exist in association with the millpond, marsh and creek system.

Buildings, Structures and Objects

*Note: * Denotes properties designated under Part IV of the Ontario Heritage Act.*

A high percentage of heritage structures remain in the village, concentrated along Queen Street north of the river west of Main, as well as Main Street south of Queen. The structures listed below predominantly focus on the village's water-powered industrial heritage and the Queen Street properties, though several other designated properties are included as well.

*** 55 John Street (Millcroft Inn)**

Property includes both the upper mill (now the main Inn structure) and the 'little' mill (currently the Conference Centre). These stone buildings originally constituted the Ward-Dods woolen mills. The upper mill dates from c.1880, constructed by Benjamin Ward on the site of William McClelland's c.1845 timber frame grist mill. The County Atlas indicates that the mill was still owned by the McClellands in 1877 and had "two run of stone" at that time.

The 'little' mill was originally a warehouse connected to the upper mill via a steel catwalk. The ruins of the associated dye house are also on the property. Gutted by fire in 1917, the structures were revitalized in the 1970's through an ambitious adaptive use project which has produced a successful hotel/conference operation while preserving this important component of the area's milling heritage.

***The Manor House, Millcroft Inn (see above)**

Originally the mill owner's house occupied by the Ward and later the Dods, families. Fine polychromatic brick structure with extensive gardens preserved and incorporated into the Millcroft complex.

***1402 Queen Street W
(The Alton Mill Studios)**

The other important late 19th century woolen mill (Beaver Woolen Mills) in Alton constructed by William Algie in 1881 of local stone. It retains its original relationship to its picturesque 3 acre millpond and has recently been converted into artists'/artisans' studios. The dam, remains of the sluiceway, wheelhouse and catwalk to Queen Street, all remain on the site.



Former Algie Woolen Mills

The Miller's House

This large red brick house with 'wraparound' verandah and balcony solarium located up the hill from the Algie Mill, looks out over the mill pond and the former Algie woolen mill complex.

The Palmer House

Originally built as the Dixie House, it is the only building remaining of five Alton hotels. The hotel was rebuilt after being substantially damaged by fire in 1890.

***1334 Queen Street W (Algie – Hall House)**

Situated at the edge of the mill pond on property associated with the Algie Mill it appears to have been built as the home for a mill worker of some importance. Though much altered with a modern mansard roof, the fine original stonework remains evident.

1398 Queen Street W – Science Hall

Built by William Algie in 1885, it became the village cultural centre - the site of musical and theatrical events and lectures. Now a private residence.

***1565 Queen St. E (Wright-Didd House)**

Regency style stone house constructed c.1860 apparently for Thomas Wright, a miller at one of Alton's mills. (Also a village merchant).

***1456 Queen St. W (Alton Mechanic's Institute and Library)**

William Algie (see above) very much believed in furthering the education of his mill workers and helped finance the construction of this institution in 1882. It is the last Mechanic's Institute remaining in the Town of Caledon.

***1422 Queen Street W (Dods-Long House)**

Dichromatic, hipped roofed brick house constructed on property associated with the Algie Mill.

1341 Queen St. W

Fine example of the quality of Alton's mid 19th century residential stonework.

***42 Charles Street (Fead-Fendley House)**

***10 Station Street (former Alton Baptist Church)**

***19739 Main Street (former Alton Congregational Church and Town Hall)**

Settlement Clusters

The subject area is itself a settlement cluster.

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL area the presence of water, the abundance of fish, game and wild edibles as well as the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors. A reasonable comparison would be with the Silver Creek area where several aboriginal sites have been found on tributaries of the Credit River.

4. **Site Context**

The dominant site feature is the large hill known as the Pinnacle. The village, and particularly all the historic milling operations which were its raison d'être, are nestled at its base. It looms over Alton and has been continuously depicted throughout the village's history in both paintings and photographs. As well from its slopes and summit it has provided fine views of the village and the surrounding landscape. It has been a favourite picnic spot for Alton residents since the 19th century, and, as well as several formal trails, there are many footpaths up its slopes known only to villagers. The other key physical feature establishing context for the village is the confluence of Shaw's Creek with the Orangeville headwaters tributary to form the main Credit River just east of the village.

4.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

While any landscape upon which humankind has left their imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group*

Integrity

A CHL must be able to be justified as distinct area of contiguous heritage integrity. The key individual elements which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions:

The preceding Inventory Report clearly demonstrates that this Candidate CHL area fulfills Significance Criteria A, B and C. The importance of water-powered industry to the development of Caledon cannot be overstated and Alton was, in its time, one of the most important (and one of the earliest) industrial centres in the Township. It certainly retains the greatest material evidence of its milling heritage.

The original village lay-out and its relationship to the two extant mills remains generally intact though the road network, north of Queen Street has been changed historically due to millpond expansion, flooding etc. and more recently, but only slightly, around the Millcroft Inn. Development historically centred along Queen Street and Main Street (originally Third Line West) and it is along these two streets, as well as the banks Shaw's Creek, where the surviving historic resources are concentrated. While there are other important properties on the side streets, several of which are already designated under Part IV of the Ontario Heritage Act, the historic fabric is much more fragmented. The buildings tend to be modest houses of a much more recent period, though not generally incompatible in size and scale, and typically built within the original village lot divisions.

Thus the historic core of Alton is recommended for identification as a CHL being an excellent example of a mill village, its primary focus being the landscape of water-powered industry along Shaw's Creek and its directly associated manifestations such as the mill workers' and mill owners' housing, and the Mechanics' Institute. As well, many of the anchor buildings of community life through the 19th and early 20th century remain in place, including the historic church structures, Town Hall, Mechanics Institute, and Science Hall.

4.4 STATEMENT OF SIGNIFICANCE

In 1834, Thomas Russell settled on the site of what became the village of Alton. His property included a section of Shaw's Creek with a long run of rapids (with a combined fall of 108 feet) and thus outstanding opportunities for obtaining water power. In just over a decade flour/grist and sawmills had been established. These formed the catalyst for further settlement and by 1856 a formal village plan was in place and the hamlet had been granted a post office. The village grew around the newly laid out Queen Street, the key east/west thoroughfare, just south of Shaw's Creek and its mills, and its intersection with Third Line, which became Main Street within Alton.

A succession of mills and factories operated along the river over the course of the latter half of the 19th century including a furniture factory, woolen mills, axe factory, iron foundry, sawmills and a number of flour and grist mills. At one time eight mill dams existed along this section of Shaw's Creek and its course was braided with sluice ways. With industry came growth and the associated institutions including a school and churches for the Baptist, Methodist, Congregational and Presbyterian denominations. As a flourishing urban node Alton was chosen as a station point on both the TG&B Railway and CVR Railways.

The prosperous mill owners built fine homes for themselves and more austere but serviceable housing for their work force in close proximity to the mills themselves. The earlier timber framed

mills were often destroyed by fire. In 1889 the McClelland dam burst causing much destruction downstream, including two deaths.

The existing mill structures, all of local stone (Inglewood) date to the latter part of the 19th century. Thus the existing industrial landscape featuring the Ward-Dods mill (now Millcroft) and upper mill pond and the Algie Mills (now Alton Mill Studios) with its 3 acre mill pond is largely a product of that period. Together with the ruins of associated and/or earlier outbuildings, the bridges, miller's, mill owners' and workers' housing, the Mechanic's Institute etc., this period landscape is remarkably complete. The village grew around the mills and the mid 19th century village plan remains readily discernible with a large degree of surviving heritage fabric from the milling era (c.1850 – c.1920.) As well, the relationship of the Pinnacle to the village and to Shaw's Creek itself remains intact.

Character-Defining Elements

- A-1 *55 John Street, Millcroft Inn,
- A-2 *The Manor House, Millcroft Inn (see above)
- A-3 1402 Queen Street W, The Alton Mill Studios,
- A-4 The Miller's House
- A-5 *1334 Queen Street W, Algie – Hall House
- A-6 1398 Queen Street W, Science Hall
- A-7 *1565 Queen St. E, Wright-Didd House
- A-8 *1456 Queen St. W, Alton Mechanic's Institute and Library
- A-9 *1422 Queen Street W, Dods-Long House
- A-10 1341 Queen St. W
- A-11 *42 Charles Street, Fead-Fendley House
- A-12 *10 Station Street, former Alton Baptist Church
- A-13 *19739 Main Street, former Alton Congregational Church and Town Hall
- A-14 the upper mill pond and dam (Millcroft)
- A-15 the lower mill pond and dam (Alton Mills)
- A-16 Bridge over Shaw's Creek

Others (not mapped)

Dam and sluice ruins and former bridge abutments

The Palmer House

The north and east slopes of the Pinnacle as seen from the village

The Shaw's Creek rapids

It is thus recommended that the Candidate CHL referred to as Alton Village be identified as a CHL.

4.5 BOUNDARIES

The original Alton Village Plan, extending southward, from its industrial origin at the river and northward, around the foot of the Pinnacle, remains essentially discernible to this day. It is the core area of the original plan centred on the intersection of Queen and Main Streets, extending along Queen and the riverbank, south along Main and including Edmund and Station Streets, where the key historic resources are concentrated.

The village of Alton is very much tied both visually and, in terms of its historic evolution, to the Pinnacle. This large landform needs to be included in the Alton CHL. Drawing a boundary which includes the Pinnacle will also mean the inclusion of a large number of much more recent structures but these, while certainly not historic resources, do not diminish the over all heritage character of the 'place'.

It is recommended that the boundaries of the Alton CHL be consistent with the historically built upon area of the historic village plan with the inclusion of the south and east slopes of the Pinnacle which have formed the backdrop to village life and become ingrained in the community consciousness.



- Character Defining Elements
- Road
 - (Built
 - (Landscape
 - CHL Boundary
 - Rivers / Streams
 - Lakes / Ponds
 - Property Boundary (2006)

5. FORMER SETTLEMENT OF SILVER CREEK

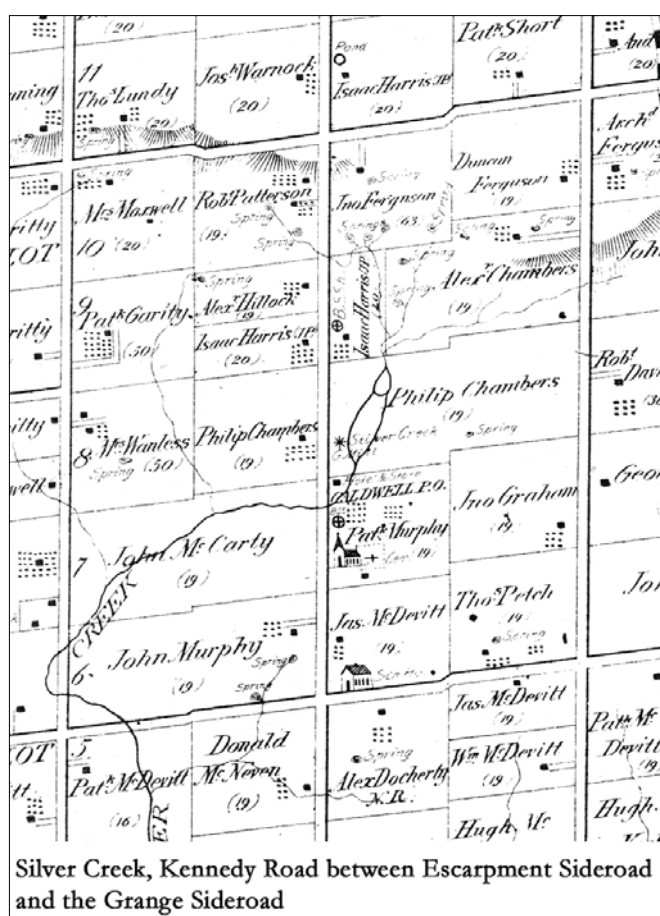
Note: All references to lots are East of Hurontario Street (EHS) unless otherwise noted.

5.1 HISTORICAL CONTEXT

The Candidate CHL area is considered a candidate cultural heritage landscape in the category of an *organically evolved landscape*, as defined by the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes. For study purposes, the area examined is centered on Kennedy Road between Escarpment Sideroad and Grange Sideroad. The local settlement patterns were influenced by the natural features of the area, which include the Silver Creek valley and the rolling terrain associated with Caledon Mountain.

This area is considered an excellent Candidate CHL because it clearly ‘embodies and/or is associated with’ a number of Caledon’s major historic themes, including *early pioneer settlement, farming, travel, and early industry*.

The area includes a number of well preserved 19th century buildings associated with the early settlement of the area, which, like most of central Ontario, is derived from immigration from the British Isles. The area is also home to the first Catholic Church in Caledon Township.



“Silver Creek” also known as Caldwell, c. 1877
Source: 1877 Historical Atlas of Peel County

5.2 INVENTORY

1. Physiographic Description

The Caledon Hills stretch across the township from Belfountain to Caledon East, forming part of the western end of the Oak Ridges Moraine. In the vicinity of Highway 10 and Kennedy Road is a steep rise up the Niagara Escarpment known as "Caledon Mountain".



Looking south on Kennedy Road from Escarpment Sideroad

Skirting along the top of the Escarpment is Escarpment Sideroad, which affords spectacular views over the rolling landscape.

Along Kennedy Road, a branch of Silver Creek, a tributary of the Credit River, has carved a valley into the undulating landscape. This tributary is borne of many springs that rise in the surrounding hills.

2. Processes

The area known as Silver Creek derives its name from the Silver Creek branch of the Credit River system. Settlement in the area dates from the early 1820s when both English and Irish pioneers immigrated to what is now central Ontario. Attracted by prospects of better economic conditions, they soon migrated to the newly opened Township areas. By the name of the creek it is possible that it was originally thought that precious minerals could be found here, another possible reason for its relatively early settlement.



St. Cornelius Catholic Church

As indicated by the names on the 1859 Tremaine Map, and the presence of an early Catholic Church, relatively rare in the Township, this area had a strong contingent of settlers of Irish Catholic descent. By 1840 the community of Caldwell (its name derived from the local post office) and its surrounding parish supported 30-40 Catholic families.

Although the community was locally known as Silver Creek from the late 1820s, it was formally referred to as Caldwell following the opening of the post office. Both names appear on the 1859 Tremaine Map with the former seeming to refer to the general area while the latter refers to the hub at that time, a bend in the creek across Kennedy Road at the border of Lots 7 and 8. This node, which developed at the river

crossing, consisted of grist and sawmills as well as an inn and Orange lodge, store, post office with a blacksmith shop and the California Exchange (another hotel, possible reference to mining?) slightly to the north. Already by this time a schoolhouse had been built at the southwest corner of, what is now, the Grange Sideroad and Kennedy Road. Particularly impressive was the early establishment of a church, St. Constantine's, constructed on the W ½ of Lot 7, Con. II, on the lot belonging to Cornelius Murphy. It was the practice of the Catholic diocese at that time to construct only one church per township, thus, as the first Catholic church in the Township, St. Cornelius was referred to as "The Catholic Church of Caledon".

In 1873 the Township Assessment Rolls, which listed the names of inhabitants in each locality, township or village, refers to it as Caldwell, describing it as: *"a small village in the Township of Caledon, 14 miles from Brampton. It is situate on Silver Creek, a beautiful spring creek, which, although small, affords excellent water-power. Population about 60."*

By 1877, the Historical Atlas of Peel County shows the community had continued to develop with a second blacksmith's shop and most importantly St. Cornelius' Roman Catholic Church with associated cemetery, which had evolved from St. Constantine's and may well have been destroyed by fire. The Township map denotes the Caldwell post office, although the historical record, contained within the Historical Atlas, indicates the village name as Silver Creek.

3. Patterns of Spatial Organization

The Township of Caledon was surveyed in 1818 and 1819, using a conventional grid of concession lines (running north-south) and sideroads (running east-west). The concession roads were numbered from the 'Centre Road' (Hurontario Street). Side roads intersected the concession roads approximately every five full lots. The historic location of the concession roads and side roads remain intact. In the double front survey system, each half of a 200 acre-lot fronted on a different concession road, with the half-lot being 100 acres in size. The early settlers followed these patterns, and the field layout and property demarcations by fence and tree-lines were aligned to the roads, as were most laneways, buildings, and houses. The many strands of Silver Creek through these lots and the springs which are there origin influenced the placement of structures. It was a road crossing in association with adjacent milling potential which created the urban node known as Silver Creek. While there is some increased density of settlement over a purely rural landscape, there was no formal village subdivision of property, rather simply the linear development of a service centre for the neighbouring farms.

4. Elements

Circulation Networks

The road network through this area remains relatively unchanged with gravel surfacing. As noted above there does not seem to have ever been roads internal to Silver Creek core beyond the typical cart tracks.

Boundary Demarcations

In the northern section of the Candidate CHL area the branches of the creek form a natural boundary between the east and west halves of several lots, serving also to define the Candidate CHL area. The ridge at Escarpment Sideroad is a natural northern boundary to the whole Candidate CHL area. Between lots the typical demarcations of windows, hedgerows and cedar rail fences continue to be the visible demarcation of property boundaries.

Vegetation Related to Land Use

In the valley of Silver Creek, several farm complexes are nestled against a backdrop of rolling terrain and woodlands, with buildings well removed from the roadway. Others are located on higher ground, with laneway, farmhouse and outbuildings in a more traditional farm cluster, in close relationship to the road. Agricultural fields have been cleared in areas unobstructed by topography and natural features. Property boundary lines and farm lanes exhibit hedgerows and planted windbreaks. Tree plantations have been established in recent decades, and woodland areas are naturally regenerating.



Farm complex overlooking Silver Creek

Framing the long-range views of the Escarpment, the historic roadside tree canopy is rapidly diminishing due to age and widening of the road over time; without intervention, this historic element will soon be lost altogether.

Buildings, Structures and Objects

*Note that * denotes properties designated under the Ontario Heritage Act.*

At its peak in the late 19th century, the community of Silver Creek comprised three hotels, a store, saw mill, grist mill, blacksmith shop and wagon factory, several farms, a church, post office and the local schoolhouse. As with many 19th century hamlets, settlement in Silver Creek revolved around the local mills, which were established in the early 1820s by English

settler Timothy Chambers. Chambers was later joined by his brother Philip, who operated one of the hotels. Several of the original 19th century structures remain in excellent condition, including the community buildings. Several well-kept 19th century buildings, some associated with the founding families of Silver Creek still exist.

16419 Kennedy Road* (Silver Creek Schoolhouse)

Located at the north-east corner of the Grange Sideroad and Kennedy Road, the brick schoolhouse was constructed in 1884. It is considered one of the best preserved and architecturally interesting schoolhouses in Caledon. The original log schoolhouse on the property was built c.1850.



Silver Creek Schoolhouse

The current building was designed more ornately than most schoolhouses with semicircular window heads, brick buttresses, and brick detailing more characteristic of church architecture. The schoolhouse was in use until 1963, and is now maintained as a private residence.

16631 Kennedy Road (St. Cornelius Catholic Church and cemetery)

The first Catholic church in Caledon Township, and one of only two 19th century Catholic churches in the Town of Caledon. Its name is derived from a local farmer and innkeeper by the name of Cornelius Murphy who donated five acres of land on which to build the original church. The original church, St. Constantine's, constructed around 1834, was a small log structure situated on the same site. Murphy died not long after the first church was completed, and his tombstone can be seen in the cemetery beside the existing church. The **St. Cornelius Rectory** is located directly south of the church.

Also the **c. 1880s 2-storey brick farmhouse south of church** is of note.

16761 Kennedy Road

The c. 1850s stone farmhouse that once housed the Caldwell post office. Currently pending heritage designation (at time of the CHL evaluation).

16849 Kennedy Road

Large two-storey frame farmhouse with wrap around verandahs, built c. 1896.

16834 Kennedy Road

Located north of the point where Kennedy Road crosses Silver Creek, the former California Exchange, one of the three hotels that once served the area, still remains. The Ontario Gothic farmhouse was built by Philip Chambers in 1865.

A family burial ground on the property includes the gravesite of Philip Chambers, and three of his children, who died in a diphtheria epidemic of 1861, which tragically claimed the lives of seven children in three local families.



Former California Exchange

Settlement Clusters

By the latter half of the 1800s, the accessibility of the surrounding roads and the presence of a water-powered mill site allowed Silver Creek to develop to a community of 150 residents, three hotels, a store, grist mill, blacksmith shop and wagon factory. However, the bypassing of Silver Creek by the railways that traversed the area in the 1870's, limited its growth. With the road network, natural topography and many built elements still intact, the original settlement pattern and community structure of Silver Creek is still very evident.

Archaeological Sites

While the specific Candidate CHL area has not itself been subject to archaeological survey archaeological sites have been registered along a section of Silver Creek in close proximity to Hurontario Street and just west of the Candidate CHL area. Using the standard criteria for predicting the potential for pre-historic sites, i.e., (proximity to water etc.), the area around Silver Creek exhibits high archeological potential. As well, there is historic archeological potential associated with locations of former buildings and structures such as barns or the grist and saw mills, blacksmith shops, earlier church etc.

4. Site Context

The rolling nature of Kennedy Road as it descends the Escarpment typifies the natural terrain of Caledon Township, and offers long range views south to Toronto and Lake Ontario. The 19th century schoolhouse and church still grace the knoll just north of the Grange Sideroad. There are spectacular views westward to the Escarpment and Devil's Pulpit, which is the 'signature' landmark of the area.



View to Devil's Pulpit from Kennedy Road

5.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

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- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
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- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as distinct area of contiguous heritage integrity. The key individual elements which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

This Candidate CHL is considered to be of heritage significance under several criteria categories but most strongly under Significance Criteria 'A':

The key elements of the area – the Silver Creek valley, the historic roads, and several seemingly well preserved 19th century farm properties and several community buildings - remain in historic

relationship to each other. There is relatively little new development within the stretch of Kennedy Road between the Escarpment Sideroad and the Grange Sideroad.

Spectacular long-range views on Kennedy Road, south west to Lake Ontario and westward to the Escarpment and Devil's Pulpit, still exist relatively intact. Views to and from several of the individual sites have not changed significantly from the historic period. Maintenance of these traditional views and vistas will play a large part in maintaining the CHL's integrity.

The area exhibits over all integrity. The original settlement patterns, relationships of natural and built elements, and representative historic themes – all of which lend the area its significance - can be understood and appreciated.

5.4 STATEMENT OF SIGNIFICANCE

The area typifies an early 19th century settlement cluster developed as a service node for the surrounding farming community and as a resting place for travellers. It developed quite early for Caledon, forming around a road crossing of Silver Creek, in an environment well suited for milling. As well as its importance as an early hamlet it is unique as representing the beginnings of the Irish Catholic community in Caledon Township, as home to St. Cornelius, "the Catholic Church of Caledon".



Brick farm complex on Kennedy Road

The original community structure and lifestyle are clearly evident in the well-preserved historic buildings, which include the church, schoolhouse, several farms and a former hotel. Further investigation would no doubt reveal particular characteristics of this early Irish and English community, both material and with regard to lifeways.

The historic relationships of built structures to the surrounding natural environment – the valley farms, church and schoolhouse on high ground - are apparent. Through its stories the community illustrates the challenges as well as the successes of 19th century rural living.

Furthermore, as an *organically evolved 'continuing landscape'*, Silver Creek "retains an active social role in contemporary society closely associated with the traditional way of life, and which the evolutionary process is still in progress" as the church is still active and farming is still present.

Character Defining Features (Numbers refer to Caledon CHL Inventory database)

- SC-1 16631 Kennedy Road, St. Cornelius Catholic Church and cemetery, and St. Cornelius rectory directly south of church.
- SC-2 *16419 Kennedy Road, Silver Creek Schoolhouse
- SC-3 16761 Kennedy Road, and family cemetery
- SC-4 16849 Kennedy Road, Silver Creek Farm

- SC-5 16834 Kennedy Road, California Exchange (former hotel)
- SC-6 c. 1880s 2-storey brick farmhouse south of church.
- SC-7 Silver Creek valley

Others (not mapped)

Rolling terrain of Caledon Mountain

Tree-lined, gravel surfaced Kennedy Road

Various split rail fences, and hedgerows

Long range views - south to Lake Ontario, and west to Devil's Pulpit and Escarpment;

It is thus recommended that the Candidate CHL referred to as the Former Settlement of Silver Creek be identified as a CHL.

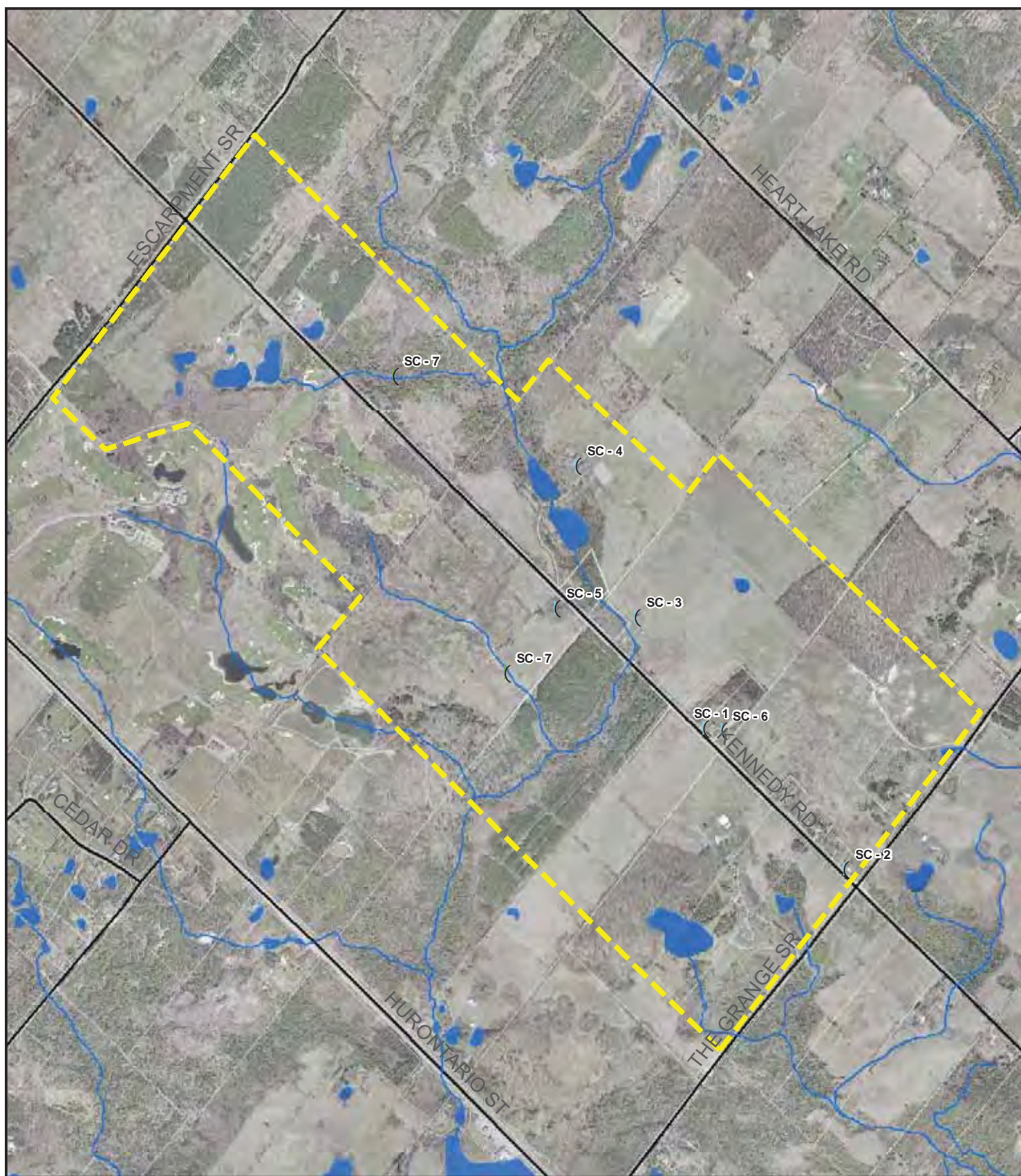
5.5 BOUNDARIES

The boundaries to the Silver Creek CHL are generally defined by Escarpment Sideroad to the north and Grange Sideroad to the south which appears to be the extent of the core of the original community. Boundaries to the east and west are generally the half-lots to either side of Kennedy Road, which, particularly through lots 7-10, are bounded by the stream valley(s).

Views and viewsheds internal to the CHL, such as the Silver Creek valley area, and externally, westward to the Escarpment and Devil's Pulpit, particularly from the church and schoolhouse, and south along Kennedy Road to Lake Ontario, are important considerations in preserving the special character of this CHL.

0 0.1 0.2 0.3 0.4 KM

Silver Creek Figure 5



- Character Defining Elements**
- Road
 - (Built
 - (Landscape
 - CHL Boundary
 - Rivers / Streams
 - Lakes / Ponds
 - Property Boundary (2006)

6. FARMSTEADS OF FORMER CHINGUACOUSY TOWNSHIP

Note: All lot references are west of Hurontario Street unless otherwise noted.

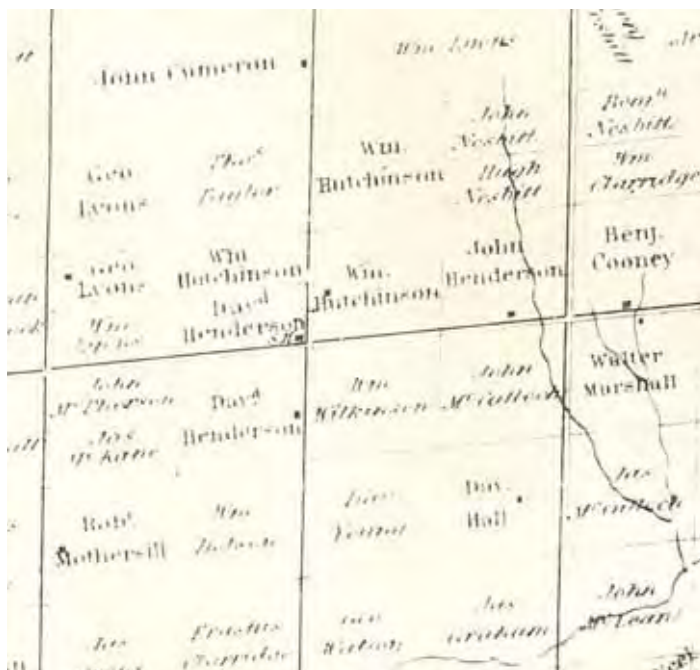
6.1 HISTORICAL CONTEXT

This is an *organically evolved rural landscape*, as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, centered on the intersection of Creditview Road and Old School Road. The properties around this crossroads are being considered as a Candidate CHL in that they appear to be representative of the traditional Chinguacousy farmstead community on the Peel Plain – one of Caledon's key historic themes.

6.2 INVENTORY

1. Physiographic Description

The Candidate CHL area occupies a portion of the Peel Plain. The soils of this area are classified as Class 1, among the best in the Province for the growing of crops. The Peel Plain, an ancient lakebed, is relatively flat though sloping generally toward Lake Ontario. It is composed of till containing large amounts of shale and limestone. In many areas this has been modified by a veneer of clay. The clays within the study area are reddish in colour being influenced by the red Queenston shales, with lower lime content than those to the north and eastern sections of the Plain.



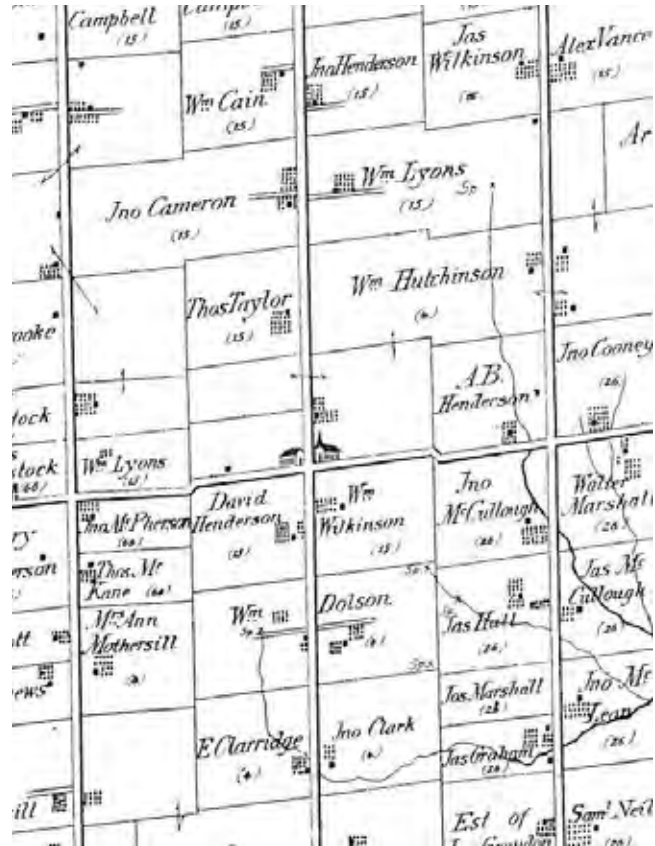
Chinguacousy Farmsteads as illustrated
on the Tremaine Map, 1859

The study area itself is within the upper reaches of the Etobicoke Creek drainage area, and includes several small tributaries. Though now treeless but for small woodlots, the area once contained a rich hardwood forest of wide species diversity. Though the soils of the Peel Plain are productive, there have always been issues of water supply and recharge as there are few aquifers in the region and evaporation from the clay soils is rapid. This particular location area along Etobicoke Creek was particularly favourable for farming and settlement.

2. Processes

Land Uses and Activities

Settlement began in the area shortly after the completion of the township survey in 1819. The rich soils of the Peel Plain were quickly recognized for their agricultural potential and greatly coveted by early pioneers. The Peel Plain is remarkably flat relative to the upland character of so much of the Town of Caledon and once the land was cleared, the farms of those who settled here prospered and expanded. While land clearing was a struggle, the soils were stable, much less susceptible to erosion than the sandy soils to the northeast, and able to support a variety of crop types. It was initially wheat farming that brought prosperity to the farmers of the area. Wheat prices skyrocketed in the mid 19th century, pushed by a chain of events which began with the gold rush of 1849. Prices peaked in 1854-1855 when the crop failed in Europe at the same time as the Crimean War cut off the supply of Russian wheat. It was with the wealth generated in this period that many of the area farmers built their 'second' homes, most often choosing the combination of red brick with buff brick detailing which is now considered a characteristic of the architecture of the area. While some residents built new structures in brick, others bricked over existing frame and log structures.



Chinguacousy Farmsteads as illustrated in the 1877 Atlas of Peel County

Beginning in this same period, the signing of the Reciprocity Treaty with the U.S.A. (1854-1865) and the coming of the railway encouraged farmers to diversify including an increase in livestock. In 1861 Thomas Taylor (E ½ Lot 24, Con. 4) had 46 acres in crop of which 27 were in wheat. His two acre orchard was also typical of the area farmsteads. This agriculture diversification in turn changed farm outbuilding requirements. The modest English two bay hay barn was no longer adequate in itself, leading to the construction either of a second barn or the raising of the existing barn on a stone foundation with livestock at that ground storey and hay in the loft above. Thus it was in this period that the barn became the dominant feature of the Peel Plain landscape.

For a time after alfalfa was introduced into Ontario it was an important crop on the Plain, but this diminished quickly after 1926.

A schoolhouse has been located at the northwest corner of the crossroads at Creditview Road and Old School Road since at least the mid 19th century. It was constructed on a corner of the lot owned by David Henderson (E ½ Lot 23, Con. 4) who also owned Lot 22, south of what is now Old School Road, on which he built his house. Schoolhouse S.S. #7 was reconstructed in stone in 1879. On the west half of Lot 23, Con. 3, William Hutchison had a home by mid century and before 1877 had donated land for a church (no longer extant) on the corner of the lot across the road from the schoolhouse. With schoolhouse and church, the crossroads became the community focus of this rural area, though it never grew into a hamlet. Land ownership was stable with the above families, along with those of Thomas Taylor, William Wilkinson, John Cameron and William Lyons, on the land throughout the latter half of the 19th century.



The Old School House

Patterns of Spatial Organization

The survey of Chinguacousy Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a side road.

Through the candidate CHL area, the original survey layout is still generally reflected in the road and lot patterns today. By 1859, as seen on the Tremaine Map, Lot 23, Con. 4 had been divided into north and south parcels, with a smaller lot containing the school. While there have been a number of further residential severances in recent times, the original lot configuration remains relatively intact through the area

Circulation Networks

The area conforms to the typical rural pattern with homes either fronting on to Creditview Road (originally 3rd Line) or to the sideroad now known as Old School Road. The farmhouses were typically accessed off these roads by a dirt or gravel lane, often extending as a cart track to the barns and fields.

Boundary Demarcations

Currently properties are demarcated with a variety of fencing types including cedar split rail, and cedar post with wire. The school property is bounded by evergreen shrubbery.

The boundary consists of the four lots (lots 22 and 23, Con. 3 and 4) adjacent the crossroads with the addition of the south section of Lot 24, Con. 4, which includes the Taylor House.

Vegetation Related to Land Use

The farm properties are shown as having orchards in the late 19th century (1877 Historical Atlas of Peel County) of which vestiges remain today. Evergreen windrows sheltering the lane, and evergreen and/or deciduous trees protecting the house are common on the heritage properties. There are few hedgerows marking field layouts, and no remnant or regenerating woodlots within the Candidate CHL boundaries, suggesting a higher intensity and success with farming than in other areas of the Town.



12911 Creditview Road

There is evidence of some historic tree rows along Creditview Road, although few mature trees remain today. There have been recent efforts by some landowners in the area to replant farm frontages with young trees to replenish the lost canopy.

Most of the fields appear to be in cultivation within the area. A minor tributary of the Etobicoke Creek meanders eastward through the Candidate CHL area, crossing Creditview Road just to the south of the farmstead at 13089. The creek is confined to a drainage course and has limited riparian vegetation through the agricultural fields. There is evidence of small springs and seasonal streams in the field drainage patterns, characteristic of headwaters tributaries.

Buildings, Structures and Objects

*Note * denotes properties designated under the Ontario Heritage Act.*

While the schoolhouse is constructed of stone, as are several of the late 19th century schools in the broader region, all the farmhouses within the area are of brick construction. These are all at least second houses on the respective properties, and range in age from c.1850 to the early 20th century. Brick became the building material of choice in the area with the establishment and expansion of local production from Cheltenham to Terra Cotta (named

for the colour of the native clay) from c.1840 into the early 20th century. Terra Cotta was formerly known as Salmonville, named for the proliferation of salmon in the Credit River.

The farmhouses of this area have gained 'tails', porches and other additions, and the farmsteads themselves have outbuildings of varied age ranging from early timber frame barns to metal silos. Each house has been carefully sited on a rise allowing drainage away from the building foundations.

**13089 Creditview Road
(W ½ Lot 23, Con. 3)**

Possibly the oldest surviving farmhouse in the Candidate area, the three-bay, 1 ½ storey brick building has side gables, medium pitched roof, end chimneys, returned cornice, and dentillated eave typical of the vernacular classicism of the first half of the 19th century. An unfortunate addition has been placed on the front obscuring the original entrance, which may have included a transom. This building was built likely c.1850 by William Hutchison.



13089 Creditview Road

***13278 Creditview Road
(now Pt. E ½ Lot 24, Con. 4) (Taylor-Echlin House)**



13278 Creditview Road

This is the most intact farmhouse and yard within the Candidate area (though severances have occurred to the north section of the property). The fine three bay, 1 ½ storey brick house has cut stone quoins, six light over six light double hung windows within voussoired openings and a pilastered main entrance with transom and original 6 panel door. While it has a typical medium pitch side gable roof at the front, at the rear the roof extends into a 'saltbox' form from which a board and batten carriage house extends. The structure was built c.1863 as the home for Thomas and Jane

Taylor, originally from Scotland. An addition with verandah was built to the north and served as the home for Jane and her daughter Christina when son Peter inherited the property in 1872. The many mature deciduous trees greatly enhance the grounds.

***1488 Old School Road
(Pt. E ½ Lot 23, Con. 4) (Sharpe Schoolhouse)**

This fine stone schoolhouse was built in 1879 to replace an earlier frame school building. Constructed in a 'T' plan, a projecting gabled bay fronts on to Creditview Road and carries the belfry with its relatively elaborate ogee shaped roof, as well as an oculus window in the gable, and the segmentally arched door openings for girls and boys respectively. All the openings are segmentally arched, relatively narrow in the Victorian mode, and have fine cut stone labels with projecting keystone motif. The walling of local limestone ashlar is randomly coursed and has a pecked finish. An original rear extension to the building has been further extended and turned into gracious living space incorporating architectural motifs from the original school.



1488 Old School Road

**12911 Creditview Road
(W ½ Lot 22, Con. 3)**

Constructed c.1875, this brick structure has the contrasting brick detailing (here painted), scrollwork verge, bellcast verandah with scrolled 'gingerbread', and projecting bay window typical of the later 19th century. A two storey addition with centre gable extends to the east. Unfortunately the window sash has been changed. A working farm, the full range of outbuildings, encompassing a number of generations, is extant. The long lane to the house and the rear yard is lined with conifers.



12911 Creditview Road

**12872 Creditview Road
(E ½ Lot 22, Con. 4)**

This brick 'four-square' from the early 20th century either has replaced, or incorporates, the original home of David Henderson already in place in 1859. This property is a working farm with a full complement of barns and sheds spanning the generations, and, except for a small severed section at the northwest corner, retains its full original lot.



Barn Complex at 12872 Creditview Road

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL, its location between the Credit River and Etobicoke Creek, in what was originally a fine hardwood forest, suggests that archaeological potential is high.

3. Site Context

Essentially the Candidate area is part of the broad patchwork of farmsteads (including yards, fields and woodlots) which make up the landscape of the Peel Plain. Though broken by modern residential severances the traditional rural agricultural landscape still pre-dominates in concessions 3 and 4 between Mayfield Road and King Street. Another fine, early (c.1850) brick farmhouse (13496 Creditview Road), unusual in being five bays, is located just north of the Candidate area. The flatness of the land allows distant views of the Escarpment to the north and northwest of the Escarpment. The main natural feature is Etobicoke Creek, several arms of which flow southeast through the Candidate area.

Through the 19th century the area looked to Cheltenham as its main market centre, but the former hamlets of Alloa at Creditview Road and Mayfield Road and Salmonville (now Terra Cotta) were part of its extended universe.



View to the west along Creditview Road

6.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. *Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. *Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. *Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. *Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. *Has yielded or is likely to yield information important to prehistory or history.*
- F. *Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination, the Chinguacousy Farmstead Candidate CHL meets *Significance Criteria C* - reflecting agricultural life on the Peel Plain throughout the 19th and early 20th century when it was the economic backbone of the area.

The farmsteads and the crossroads schoolhouse retain sufficient integrity that the traditional farming landscape/community is still readily perceivable.

6.4 STATEMENT OF SIGNIFICANCE

This crossroads grouping of farmsteads around the fine stone school is representative of rural life throughout the large, fertile Peel Plain. This region was an extremely important agricultural area throughout the 19th and early 20th century being a major producer of wheat during the mid 19th century 'boom' and diversifying in the later 19th century to include a greater variety of crops and an emphasis on livestock. The traditional agricultural landscape of the Plain is shrinking as the number of severances increase and sub-divisions march relentlessly northward.

The farmsteads which make up this Candidate CHL still, for the most part, retain their historic attributes including: original lot size; patchwork of fields, farmyards, and windrows; complement of

widely varied barns and outbuildings; and farmhouses of local brick, the construction of which spans the period c.1850 – c.1910. The presence of the schoolhouse emphasizes the sense of this area as a rural community. The quality of the school's design and stonework is testament to the regard with which education was held.

Character-defining Elements

CF-1 *13278 Creditview Road, 'Taylor-Echlin House' (now Pt. E ½ Lot 24, Con. 4)

CF-2, 4, 8 Seasonal streams and minor tributary of the Etobicoke Creek

CF-3 13089 Creditview Road (W ½ Lot 23, Con. 3)

CF-5 *1488 Old School Road, 'Sharpe Schoolhouse' (Pt. E ½ Lot 23, Con.4)

CF-6 12911 Creditview Road (W ½ Lot 22, Con.3)

CF-7 12872 Creditview Road (E ½ Lot 22, Con. 4)

CF-9 Associated lanes, fields, windrows and yard plantings

It is thus recommended that the Candidate CHL, referred to as the Farmsteads of Former Chinguacousy Township, and representing the Peel Plain farmsteads, be identified as a CHL.

6.5 BOUNDARIES

In general the identified Farmsteads of Former Chinguacousy Township CHL includes the East ½ of Lots 22, 23, 24 (south section) Con. 4 and West ½ of Lots 22 and 23, Con. 3.

Refer to **Figure 7 Farmsteads of Former Chinguacousy Township** for detailed delineation of the boundary.

0 0.1 0.2 0.3 0.4 KM

Farmsteads of Former Chinguacousy Township Figure 6



Character Defining Elements

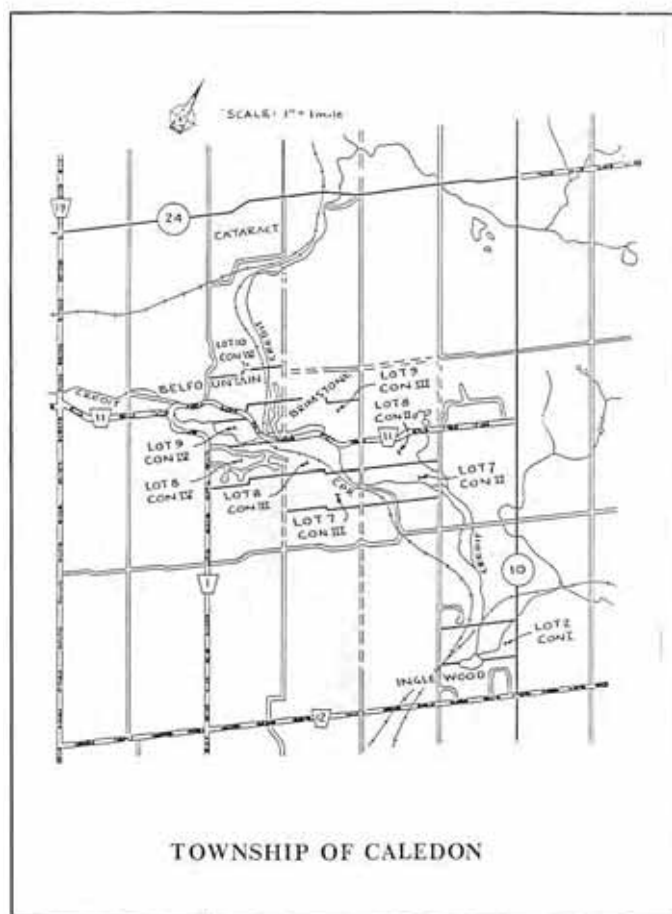
- Road
- (Built
- (Landscape
- CHL Boundary
- Rivers / Streams
- Lakes / Ponds
- Property Boundary (2006)

7. THE CREDIT RIVER VALLEY: SETTLEMENTS OF THE NIAGARA ESCARPMENT

The main physical determinants for settlement in the western sections of both Chinguacousy and Caledon townships were the intimately connected features of the Niagara Escarpment and the Credit River. From just below Cataract in the north, where the Credit River running southward from Alton cuts into the elbow of the Escarpment, to the village of Terra Cotta in the south, these natural features are really aspects of the same entity. Of great importance biologically and geologically, containing sites sacred to First Nations and once essential to their subsistence, the Escarpment is the most dramatic landform of the area and has been declared a World Biosphere Reserve by UNESCO, one of only eleven such reserves in Canada.

This area dominated by the Escarpment, was generally too rocky and rugged to support agriculture except in pockets at its margins. Still, from its initial discovery by Europeans, the Credit River was considered as one of the streams having the best potential as a power source for milling in all of southern Ontario. The early industries which developed around the Credit River were, as elsewhere in the province, saw and grist mills. Later, such enterprises as textile mills, distilleries, bottling plants and hydro-electric plants spawned communities all along the river valley, typically tucked close to the Escarpment.

The dolostone, sandstone and limestone of the Niagara Escarpment, exposed as outcrops and/or often close to the surface, which made farming so difficult, was found to be excellent building stone, with the red whirlpool sandstone particularly prized for major public buildings in Toronto and other urban centres. Toward the south, in former Chinguacousy Township, outcrops of red Queenston shale provided the basis for brick and terra cotta manufacturing at Cheltenham and Terra Cotta. It is the gulying of these shales due to deforestation which created the striking landscape feature known as the Cheltenham 'badlands'. Although small-scale relative to modern operations, stone and shale quarries, along with lime quarrying and burning, became key industries along this section of the Niagara Escarpment, particularly between Cataract and Inglewood.



Connections from Cataract to Inglewood

While each riverside community between Cataract and Terra Cotta is distinct, there are many shared characteristics. Bordered by the Escarpment and the river, most have a Mill Street, a mill pond and/or its vestiges (though Cataract 'Lake' disappeared with the removal of the dam), a combination of typical housing types (from workers' housing to that of the mill and/or quarry owner), the prevalence of local stone as a building material and at least some streets which wind with the river.

The railway, key to the development of many hinterland areas, played a particularly important role in the success of the industries along the Credit River and reciprocally the Credit Valley was itself the only real corridor through the area to make railway transportation possible. The development of Inglewood derived directly from it being the junction of both the Hamilton and Northwestern Railway (HNR) and the Credit Valley Railway (CVR). The railway still runs through the center of the village and remains a dominant feature. At the Forks of the Credit, once a bustling village in its own right, the steel railway trestle traversing the gorge echoes the monumental wooden trestle originally built for that location, of which portions still remain embedded in the existing embankments.



CVR's trestle as it originally appeared
at the Fork's Quarries

It is clear that, in many respects, the whole length of the Credit River valley along the Escarpment is a large CHL with the various communities and landscape features, such as Devil's Pulpit, having taken on cultural significance as the 'character-defining elements'. While this is an important perspective to maintain in any planning for the valley, for the purposes of detailed study we have chosen to look at three candidate CHLs along the Credit which appear to particularly exhibit the attributes demanded by the CHL identification criteria, most notably contiguous integrity. It should be noted that the area of Rockside, already identified as a discrete CHL, also belongs in this group.

7.1 CHELTENHAM AND THE BRICKWORKS

Note: All lot references are west of Hurontario Street unless otherwise noted.

7.1.1 HISTORICAL CONTEXT

This Candidate CHL is an *organically evolved mill village* as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*.

The area under consideration is the whole of the historic village and extending west across Mississauga Road to include the Cheltenham Brickworks.

The area represents several of Caledon's key historic themes, particularly *Early Settlement, Early Industry: Grist and Sawmills on the Credit, Brickmaking along the Credit*.



Cheltenham area, Tremaine Map 1859

7.1.2 INVENTORY

1. Physiographic Description

The area forms part of the eastern edge of the Niagara Escarpment, defined generally within this section by the Credit River. Here the reddish Queenston shales are relatively close to the surface, the basis for the brickmaking which evolved in the area.



Cheltenham Village, 1880

2. Processes

Land Uses and Activities

The area, along the Credit River that was to become the village of Cheltenham was pioneered by Charles Haines, who first settled there in 1820. Haines was a millwright who had originally emigrated from England to York (Toronto) in 1817 and recognized that the lot he had drawn in the newly surveyed Chinguacousy Township held promise as a mill seat (E ½ Lot 29, Con. 4). By 1827 he had constructed on his property a log grist mill with one run of stones, serving the first settlers in the area. Proximity to a mill attracted settlement and by 1837 the village of Cheltenham had been incorporated. In 1847 Haines built a much larger grist mill with three runs of stones, responding to increased local wheat production on the Peel Plain farms as well as milling imported American wheat to ship to England as Canadian flour under the advantages of the British Colonial tariffs. At that time a sawmill was constructed across the river from the grist mill. The grist mill was an economic cornerstone of the village until it burned down in 1945.



Illustration from the 1877 Historical Atlas of Peel County

As with many of the Peel County communities, Cheltenham, led by the Haines' family, was sympathetic to Mackenzie's reform position and it is alleged that Ebenezer Haines' premises were searched by British soldiers in the aftermath of the failed 1837 Rebellion.

Much of the village's early development was carried out by Charles Haines' sons, with



Cheltenham as illustrated in the 1877 Historical Atlas of Peel County

Frederick Haines opening the first store in the village in 1842, and building the second which was rented out. Tremaine map subscriber Ebenezer Haines is listed as "General Merchant and Proprietor of Saw mill and Bedstead and Chair Factory", while Fred is listed as "the Proprietor of the Grist Mill."

By 1848, there were two taverns in Cheltenham as well as two distilleries, one of which produced Cheltenham Wheat Whiskey.

As the milling and marketing centre for the wheat producing farms of the northern Peel Plain, Cheltenham experienced a 'boom' in the mid 1800s, fueled in part by the Crimean War, which cut off Russia's supply of wheat to Europe at a time when European wheat crops had failed. By 1853 there were three hotels. In 1859 (the year of the Tremaine map) the village plan was registered and later expanded in 1869.

A second economic boom was created by the agricultural supply requirements of the American Civil War. First the Hamilton and Northwestern Railway (HNR, 1874) and later the Credit Valley Railway (CVR, 1877) located their depots in Cheltenham. The 1877 County Atlas notes that the village also boasts a number of institutions, including both a Baptist and Presbyterian church, a large brick school house, a Lodge of Good Templars, as well as an Orange Lodge, which indicate the well established nature of the community by the third quarter of the 19th century.

However, in 1886, the original commercial core of the village, consisting mainly of wood structures burned to the ground. Following the fire many of these buildings were rebuilt in local brick and stone, including the Haines' store and William Henry's hotel.



Cheltenham Brickworks today

In 1910 telephone service came to Cheltenham and, in 1927, hydro-electricity, generated in Cataract.

1914 saw the opening of the brickyards (Mississauga Road and Mill Street) by Interprovincial Brick (Cheltenham Brickworks), which remained in operation until 1964. At its height Interprovincial was producing 90,000 bricks a day from its six downdraft kilns and one continuous burning kiln. It was taken over by Domtar in 1928. The brickyard was a major area employer for many decades, but it finally closed as the

traditional pressed-brick process no longer was seen to be competitive in the marketplace. The yards were reopened by Brampton Brick in 1993 for shale extraction.

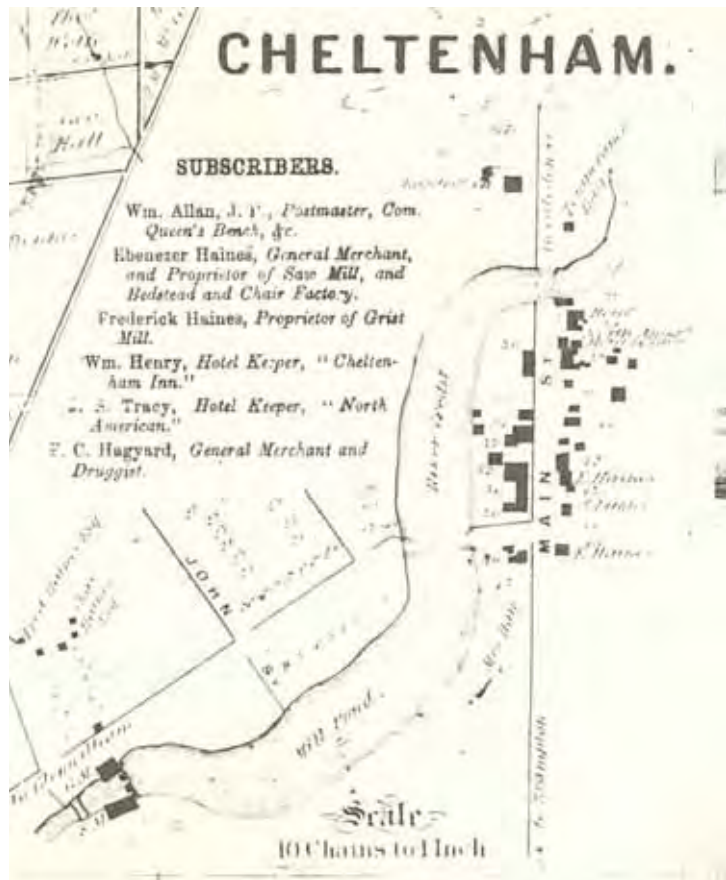
Patterns of Spatial Organization

As with most of the other villages along the Credit River, Cheltenham grew from the site of its first mill and took its form from the mill's location relative to the nearest concession road (3rd Line, now Creditview Road) established by the original survey (1819). The commercial core developed in the valley along Creditview Road. The original road to the grist mill was a given road extending from 4th Line (Mississauga Rd.) southeast to the grist mill and then northeast, roughly parallel to the river into the heart of the village at 3rd Line. Mill Street –

Creditview Road became the western boundary of the village and it became the baseline for the village lots laid out on the western side of the river on Charles Haines' original landholding. The resulting village form is somewhat unusual, with lots in the southwest portion of the village noticeably angled relative to the eastern concession road. The Haines family built their homes north of the mills at the western edge of the village.

The village expanded north along Creditview Road with both residential and commercial development straddling either side of the Credit River along Mill Street. The Baptist church marked the northernmost point of the village in 1859.

Bricks had been made in the area since the middle of the 19th century, utilizing the local Queenston shale. However, the scale of operation was vastly expanded when, in the early 20th century Interprovincial Brick developed clay pits and established their kilns close to the railway, across Mississauga Road from the village. The old mill road became the access from the village to the brickworks, one of its main employers. A railway spur line went into the plant from the adjacent main line.



Cheltenham Tremaine Map, 1859

3. Elements

Circulation Networks (see also preceding section)

The river provided the original means of travel through the area and still provides recreational travel opportunities.

As noted above, the road pattern still reflects the village origins and its 19th century development.

The main commercial thoroughfare and north-south route is Creditview Road. Mill Street is the village's access westward to



Creditview Road through Cheltenham Village

Mississauga Road. Internally the residential lot pattern conforms to the 'diagonal' formed off the baseline of Mill Street, itself reflecting the bend in the River. Key to the early road network was the establishment and maintenance of a bridge over the Credit River along the 3rd Line (Creditview Road). With the construction of the sawmill on the south bank of the river, a bridge was established at that location which was likely initially created over the dam. However by 1859 (Tremaine Map) the bridge is clearly shown just downstream of the mills and remains in this location through 1877(County Alas.

The Cheltenham area was originally served by two railways, the Hamilton Northwestern Railway (HNR) and the Credit Valley Railway (CVR). The Orangeville-Brampton Railway, established in 2000, still utilizes the former CVR track east of the village. The presence of the HNR is commemorated by the Caledon Trailway which utilizes its alignment, passing in close proximity to the Cheltenham Brickworks.

Boundary Demarcations

Property demarcations within the village are typically very informal, with only the occasional picket fence. Within the residential sector, side driveways and sometimes plantings separate properties. The Brickworks is, by contrast, bounded by steel and barbed wire fencing.



A residential garden in Cheltenham

Vegetation Related to Land Use

While not formally landscaped with street trees, the village has a verdant, green appearance from the many mature coniferous and deciduous trees that grace the residential properties. It is best viewed from the 'top of the hill' as one approaches the village from the south.

Although its original dense forest cover was nearly all lost to past farming and industrial activities, the Credit River valley is now regenerating to a more sustainable ecosystem. With the river stocked with trout and other fish species, the area continues to be popular for fishing. The village street and surrounding scenic and hilly countryside provides challenging terrain for cycling enthusiasts.

The former right of way for the HNR serves as the Caledon Trailway through the village and its contextual rural landscape. The corridor is re-vegetating, bringing wildlife and habitat to areas degraded through farming and clay extraction.

Buildings, Structures and Objects

*Note * denotes properties designated under the Ontario Heritage Act.*

The village retains a strong 19th century commercial and residential building fabric, though the commercial properties date from after the major fire of 1886. The third Haines sawmill and the nearby Cheltenham Brickworks act as reminders of the village's industrial past. A relatively large number of individual properties have been designated under Part IV of the *Ontario Heritage Act*.

***14396 Creditview Road (former Cheltenham Hotel)**

This dichromatic brick structure with segmentally arched window and door openings was built by William Henry as a hotel in 1887 following the destruction by fire of his earlier frame Inn, which dated to 1848.



Former Cheltenham Hotel

***14386 Creditview Road (Cheltenham Store)**

Like the former hotel, the Cheltenham Store was constructed following the 1887 fire. The façade and detailing is of dressed sandstone while the remaining walls are of local rubble limestone. Particularly noteworthy are the cut stone window arches with keystone and the verandah with fretwork frieze and chamfered columns. Fred Haines was the store owner and it remained in the Haines' family until 1926. Haines had built the original local store in 1842.



The Cheltenham Store

***14318 Creditview Road
(Haines-Lyons House)**

This frame structure was the second home of village founder Charles Haines, built c.1835, and has been occupied for many years by the Lyons' family, the other very prominent local family with whom the Haines' were historically linked. The building was substantially renovated in 1988, including placement on a full basement and an addition put on to the west, but retains original interior detailing and its heavy timber frame.



Haines-Lyons House

***14360 Creditview Road
(Haines Sawmill)**

This is the third Haines sawmill to occupy this site by the river and was built c.1886. The property has remained with the Haines' family since first settlement. With its monitor roof, the large heavy timber frame structure with the river running by its north wall remains an imposing and evocative structure.



Haines Sawmill

***1406 Mill Street Road
(Haines-Reid House)**

The datestone set into the gable of this large home indicates its construction in 1877. The property was assembled by Charles Haines (nephew of the village founder) from land originally owned by Ebenezer Haines Jr. It is a 1½ storey frame structure finished in stucco on a rubblestone foundation. It has a shed-roofed rear addition, also of some age. The home sits comfortably on a rise deep on the lot with mature maples. A white picket fence borders the property.



View of the Haines – Reid House

***1402 Mill Street
(Haines – Dennis House)**

This structure is important both in its original form as a stone barn constructed in 1890 on the Haines property, just at the village limits, and as an early barn-to-residence conversion project undertaken by Napier Simpson Jr. in the late 1950s. The original barn was of some pretension with quoins and door and window lintels of dressed stone.



Haines – Dennis House

Simpson, one of the first architects in Ontario to seriously see the merit and potential in the preservation and adaptive use of heritage structures, retained the barn character of the building, while adapting it to a fine home.

***14376 Creditview Road
(Haines – Thoman House)**

Constructed by Frederick Haines Sr. it was built adjacent to the family store after the fire of 1886. Frederick was a very prominent member of the Haines clan having taken over the running of the grist mill from his father and operating the general store, among other enterprises. The house with its twin sections of dichromatic brick and extended bay windows flanking the central arched entrance is architecturally unique within the village.



King – Brown House

***14411 Creditview Road
(King – Brown House)**

This frame structure with board and batten siding and particularly fine scrollwork was probably constructed c. 1875 by Charles King who had purchased the property from Fred Haines in 1870.



Edwards – Andrews House

***14377 Creditview Road
(Edwards – Andrews House)**

It appears that this modest frame structure had already been constructed when John Lyons sold the property to Thomas Mercer in 1860.

***14409 Creditview Road
(Beaver Hall)**

The Hall was constructed in 1884 (datestone) by John Edward Harris who purchased the property that year. It was rented out for a wide range of social events and community functions from that time until 1935.



Beaver Hall

***14575 Creditview Road
(Unicorn House)**

This three bay 1 ½ storey rubblestone structure appears to have been constructed c.1860, possibly by James McCormack. In 1930 the property was sold to Stephen Jones, listed as a brick setter, no doubt at the Cheltenham Brickworks. It is surrounded by mature deciduous trees.



Unicorn House

Cheltenham Brickworks

This collection of brick industrial buildings, shale pits and machinery associated with the early 20th century brickworks is located off Mississauga Road. While local brick making was occurring in the area from the mid 19th century, it was the purchase of the property by Interprovincial Brick in 1912 which turned it into a major producer of clay brick until its closing in 1964. At its height, Interprovincial was producing 90,000 bricks a day from its six downdraft



Cheltenham Brickworks

kilns and one continuous burning kiln. It was taken over by Domtar in 1928. For many decades it was a major area employer but finally closed as the traditional pressed-brick process no longer was seen to be competitive in the marketplace. The yards were opened again by Brampton Brick in 1993 for shale extraction after much debate on the fate of the site between the municipality, the Province and local residents. The key buildings were saved from demolition but require stabilization.

14460 Creditview Road

Fine brick farmstead at northern edge of village set well back on the lot and surrounded by a combination of mature conifers and deciduous trees.



14460 Creditview Road

Archaeological Sites

While to date there is only one registered archaeological site in the area this is only due to the fact that a formal archaeological survey of the Credit River Valley has yet to be undertaken. With its river valley location and adjacent relatively gentle banks which would allow for camps, the potential for prehistoric archaeological sites in the area in and around the village is high. The various generations of settlers' structures, including the earlier mills, suggest that the area is also rich in historic archaeological potential.

3. Site Context

The Candidate area is located within the Credit River Valley. Indeed the area of the original mills and the residential properties at the southwest corner are likely within the floodplain. Creditview Road slopes down to Cheltenham from King Street at the south and ascends northwards out of the village.



View to the Brickyards along Mississauga Road

While these hills are very gentle, the parallel route along Mississauga Road is much more dramatic, extending through a rock cut north of King St. from which point the remaining buildings of the brickworks and the red shale pits are seen deep in the river valley north of the Credit River. The village is still surrounded by small farms (as well as the Brickyards).

7.1.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination, the Cheltenham and the Brickworks Candidate CHL fulfills *Significance Criteria A and B*. The village of Cheltenham was settled very early and became the main milling and market center serving a large area of Chinguacousy Township. Charles Haines can be credited with founding the village and his sons and later descendants played a key role in its development. Though the Brickworks were never formally within the village boundaries, their

proximity and their impact on the village economy suggest that they can be justifiably linked as a CHL entity.

Within the area being examined, the integrity of the historic fabric is relatively strong, much of it having some association with the Haines family. The original village plan and street-layout remain generally intact.

7.1.4 STATEMENT OF SIGNIFICANCE

Charles Haines was relatively newly arrived in Canada when he and his sons made their way to his allotment on the Credit River in the newly surveyed Chinguacousy Township. Trained as a millwright he had, by 1827 constructed a grist mill of one run of stones at a southwest bend in the river which came to serve the steadily increasing number of settlers to the area. The neighbouring Peel Plain proved to be a prime wheat growing area and this, in association with world events such as the Crimean War and the American Civil War, gave continued impetus to the Haines' mill.

In 1847 Haines' built a much larger flour mill of three run of stones which was a village landmark until its razing in 1945. The mill became the catalyst for further development in the immediate vicinity, initially in the form of hotels/taverns along 3rd Line (Creditview Road) to serve the farmers whose wheat was being ground. Gradually permanent settlement increased on land severed largely from the Haines' holdings. Through the 1840's the Haines' family opened a store (1842) and a sawmill was constructed across from the grist mill. The Haines family continued to be at the centre of village growth throughout the 19th century making it the most important milling and marketing village in northwest Chinguacousy. From earliest settlement the potential for brick making from local shales/clays was known and by the mid 19th century small scale production was being undertaken throughout the stretch of the Credit Valley between Cheltenham and Terra Cotta (then known as Salmonville) including the site of the Cheltenham Brickworks. However with the purchase of that site by Interprovincial Brick in 1912, the manufacturing of brick increased to a national scale, continuing until 1964.



Cheltenham Regatta

The village of Cheltenham retains a high percentage of its historic form, fabric and context. Many properties are designated under the Ontario Heritage Act with an appropriate focus on the Haines family. It is a picturesque, appealing village through the retention of its heritage character.

Character-defining Elements

- CB-1 *14411 Creditview Road (King – Brown House)
- CB-2 *14409 Creditview Road (Beaver Hall)
- CB-3 *14377 Creditview Road (Edwards – Andrews House)
- CB-4 *14396 Creditview Road (former Cheltenham Hotel)
- CB-5 *14386 Creditview Road (Cheltenham Store)
- CB-6 *14376 Creditview Road (Haines – Thoman House)
- CB-7 *14318 Creditview Road (Haines-Lyons House)
- CB-8 the streetscape along Creditview Road
- CB-9 *1406 Mill Street Road (Haines-Reid House)
- CB-10 *1402 Mill Street (Haines – Dennis House)
- CB-11 *14360 Creditview Road (Haines Sawmill)
- CB-12 the streetscape along Mill Street to the ‘elbow’
- CB-13 the course of the Credit River through the village
- CB-14 Cheltenham Brickworks
- CB-15 View from Mississauga Road northwest to the brickyards
- CB-16 Village form as a combination of organic and planned elements
- CB-17 *14575 Creditview Road (Unicorn House)
- CB-18 14460 Creditview Road

It is thus recommended that this Candidate CHL, referred to as Cheltenham and the Brickworks be identified as a CHL.

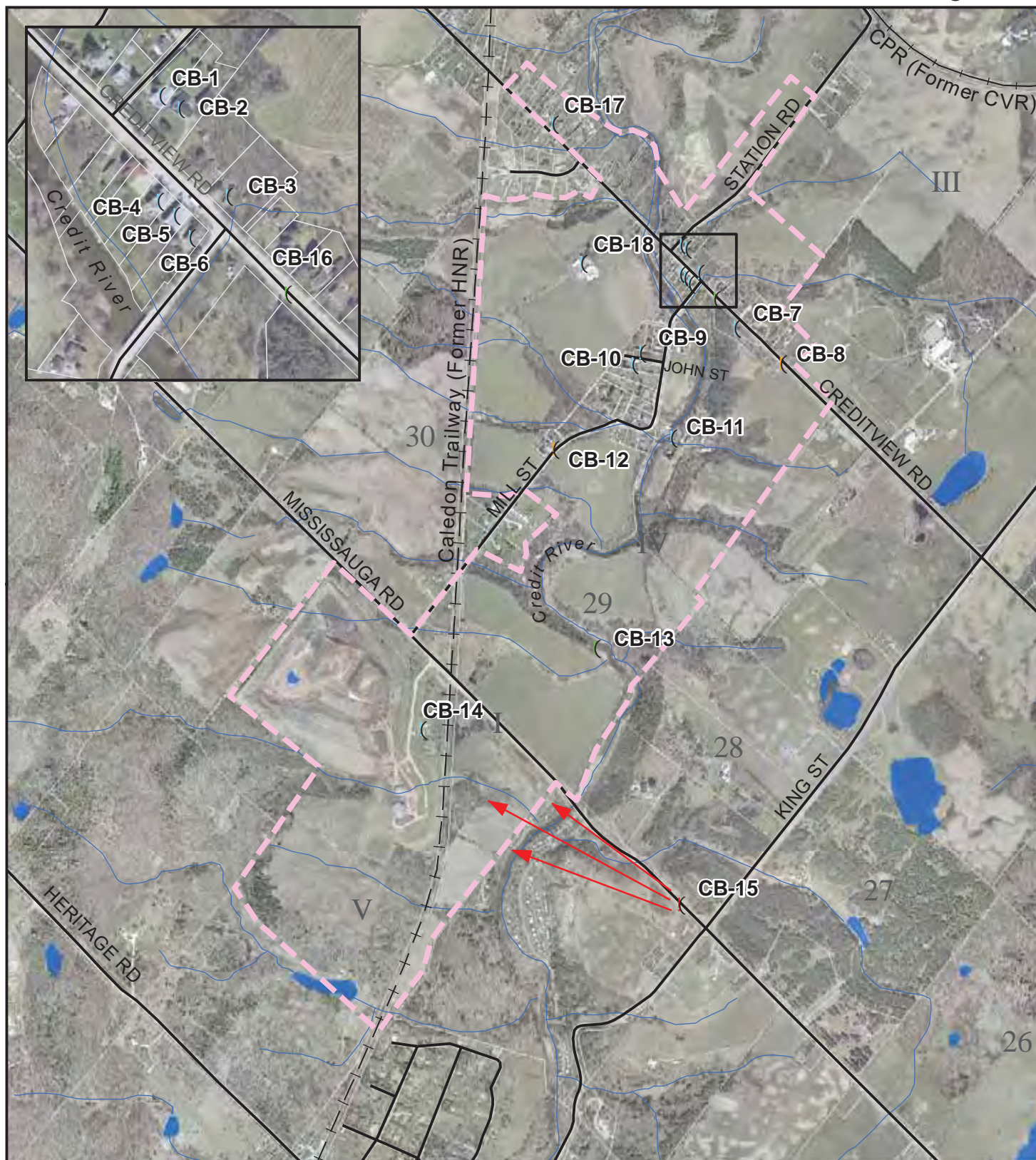
7.1.5 BOUNDARIES

The recommended boundaries of the Cheltenham and the Brickworks CHL may be generally described as including the full historic village plan, as revised in 1869, but extending west along Mill Street (note only the properties as far east as 1402 Mill Street are included) and beyond Mississauga Road to include the Cheltenham Brickworks.

Refer to **Figure 7 Cheltenham and the Brickworks** for detailed delineation of boundaries.

0 0.2 0.4 0.6 0.8 KM

Cheltenham and the Brickworks Figure 7



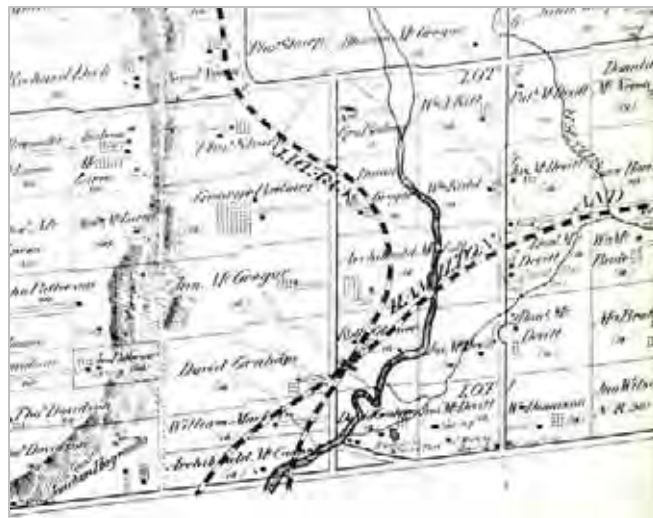
- | | | |
|------------------------------------|----------------|--------------------------|
| Character Defining Elements | CHL Boundary | Active Railway |
| Built | Road | Former Railway |
| Landscape | River / Stream | Property Boundary (2006) |
| Streetscape | Lake / Pond | Viewshed |
| View | | |

7.2 INGLEWOOD: RAILWAY VILLAGE

Note: All lot references are west of Hurontario Street unless otherwise noted.

7.2.1 HISTORICAL CONTEXT

This Candidate CHL is an *organically evolved Railway/Industrial village* as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*. Situated just north of the intersection of McLaughlin Road and Olde Baseline, it was historically at the border between Caledon and Chinguacousy Townships. The village is being considered as a candidate CHL in that it appears to represent a number of Caledon's inter-related historic themes: *Early Industry – Mills on the Credit; the Railway; Mining/Quarrying in the Credit Valley*.



Inglewood area as illustrated on the 1877 Atlas Map

7.2.2 INVENTORY

1. Physiographic Description

The Candidate area lies within the Niagara Escarpment, close to its eastern edge within the Credit River valley. It is located just south of an alluvial plain where Black Creek and the east branch of the Credit River join the main Credit.

2. Processes

Land Uses and Activities

Inglewood had a slower gestation as a community than a number of the other mill centered villages in the area. Even in the 1877 Peel County Atlas there is no village noted at its location, though the elements which would soon after come together to create the community are shown already in place.

In 1843 Thomas Corbett purchased the west half of Lot 1, Con. 1 which encompassed the confluence of the East Branch with the main Credit River, thereby offering many possibilities for mill seats. Corbett established the Riverdale Woolen Mills, completing the dam, millrace and small frame mill over a span of five years. The mill prospered for some

time utilizing the local farmers' wives to spin and 'full' the yarn at their homes. Eventually Corbett replaced the original mill with a larger frame structure 100 feet downstream. After 1860, the mill was largely managed by Corbett's son-in-law, David Graham, who reconstructed the mill in stone in 1871. Despite this the mill was gutted by fire and Graham, discouraged and in poor health, leased it to the highly successful milling firm of Ward and Algie in 1875. The mill, capable of the full process of manufacturing woolen clothing and goods again prospered, as did the local sheep raising farmers. Increased production required an increased labour force, bringing potential mill workers into the community and leading to the construction of workers' housing in close proximity to the mill.

The Graham family returned to actively running the mills in 1890 and the company has gone through several iterations with the changing times. While at the turn of the century its main product was woolen underwear today Graham Products Ltd. manufactures plastic products. The actual mill buildings have been transformed into the National Training Center for Fitness – Riverdale Mill Fitness Center.

By the third quarter of the 19th century there was growing demand for the dolostone of the Niagara Escarpment to construct Toronto buildings. Amongst other Escarpment locations, a quarry was established just west of the current village on the property of Joachim Hagerman (East ½, Lot 1, Con. 3). The opening up of the quarries led to an influx of labourers and stonemasons into the Inglewood area.



Distant view of the former CVR and Niagara Escarpment

The transportation requirements of these industries and their counterparts throughout the Credit Valley brought the railways. The Hamilton and Northwestern Railway (HNR) came through the settlement in 1877 and gave it the name of Sligo, so that when the Credit Valley Railway (CVR) traversed HNR track the following year it took on the name of Sligo



The Inglewood Station

Source: History of Inglewood, William E. Cook

Junction. This name did not sit well with the locals however, and as Riverdale, the name which the area had taken on from the mills, was already used elsewhere, the community was renamed Inglewood.

As a railway junction, with associated infrastructure and easy access for the transport of local stone and manufactured goods, Inglewood grew quickly. It is telling that over the period from 1880 to 1900 Inglewood doubled

its population while Cheltenham, its long established neighbour to the south, declined despite having the railway in close proximity.

By 1900 Inglewood could boast two general stores, a hardware store, bake shop, hotel, blacksmith, wagonmakers' shop, butcher, grain elevator, planing mill, bank, tailor, community hall and Methodist Church, as well as the Riverdale Woolen Mills and the railway station.

Patterns of Spatial Organization

As noted above, even as late as 1877 the area around 1st Line (McLaughlin Road) and the junction of the HNR and CVR (not actually realized until the following year) gives little evidence of typical urban development except along the mill road (Maple Avenue) which Corbett had developed between 1st Line and the Town Base Line (Olde Base Line Road). Here along with the mills were workers' housing and just east along the Base Line, a hotel. Toward the end of the 19th century commercial development had begun along 1st Line, north of the junction, while increased industrial growth occurred between the junction and the river. A modest grid of residential streets was laid out west from 1st Line north of the railway tracks. Mackenzie Street was angled to allow railway yard space and the grain elevator. The village essentially retains this form to this day. A village plan was registered in 1881 by David Graham.



Former Railway Junction

3. Elements

Circulation Networks

The Circulation Networks, as inferred above, are the key to village form. The river, the original surveyed roads, the 'organically' formed mill road, the railways and the later residential streets built up the network which remains in place today, save for the replacement of the HNR



Main Street Inglewood

Source: History of Inglewood, William E. Cook

with the Caledon Trailway. Through this area, the former CVR is still in use as the Orangeville-Brampton Railway, servicing special industries and offering periodic excursion trains through the scenic Credit River valley, with a rest stop in Inglewood.

Boundary Demarcations

Property boundaries are typically informal within the village, although many older residences define their yards with picket fences and, based on historic photos, it is likely that this was more prevalent in the past.

Vegetation Related to Land Use

As a working class railway and milling community, beautification was not a priority for Inglewood and there is a general lack of street trees to this day along the main street. However many private properties have been landscaped over the years, and there are now mature trees in the residential areas. A number of properties in the village centre contain perennial gardens, reminiscent of English cottage gardens. In this theme, the local community has established a decorative 'railway garden' on the north embankment of the railroad tracks at the entrance to the Caledon Trailway.



Inglewood Railway Garden

The trail corridor itself is re-naturalizing along its length, as are the former industrial sites near the railway junction. With its low hanging willows the Credit River valley, which meanders through the Candidate CHL area, crossing the main street just north of Maple Ave., is still a popular fishing spot. The adjacent park and softball diamond are the long standing location for community recreation and social activities.

Buildings, Structures and Objects

*Note * denotes properties designated under the Ontario Heritage Act.*

With the train crossing and signal lights still at the center of the village, and the Caledon Trailway a reminder of the HNR, the historic core of the village along with the mill complex still retain their late 19th century character. Typically the older houses are 3 bay centre gable, 1 ½ storey frame



44 Lorne Street

structures, such as 44 Lorne Street. Several recent buildings have replicated this traditional design.

***93 Lorne Street
(Graham-Wilson-Pim Residence)**

This 1 ½ storey centre-gabled, three bay 'cottage', currently clad in board and batten may date c.1870. Originally part of David Graham's mill property it may well have been tenanted by a mill employee. Graham's property, which included the mill complex, extended to both sides of the river though the Lorne St. area appears to have been workers housing rather than pure industrial.

The first documented owner is Jesse Wilson who purchased the property from the Grahams. A lancet window lights the upstairs hall and 2/2 windows remain in place.

A stone structure, which has been used as both a residence and to house livestock, is also a part of the property. A simple one storey rubblestone building, it almost certainly was constructed as workers' housing.



Graham-Wilson-Pim Residence

***102 Maple Avenue
Graham Industrial Complex**

The site has continuously supported industrial activity since Thomas Corbett constructed a mill slightly upstream from this location c.1846. The existing stone buildings have evolved from Corbett's son-in-law, David Graham's rebuilding of the 2nd frame mill in stone in 1871. That mill was gutted by fire but aspects of the stone shell were incorporated into the subsequent rebuilding.



Graham Industrial Complex

The rubble stone mill structures (with cut stone datestone on the main building) and the mature trees along the lane and throughout the property, in combination with Maple Avenue, the original mill road, the wooded hill to the north and, of course the Credit River and its east branch, all combine to create a particularly important industrial cultural heritage landscape. These features are given further significance by continued use of the site for commercial purposes.

21 Louise Street

5 bay, 1 ½ storey medium pitched end gabled frame house with wood siding and side kitchen wing. Main entrance with transom and sidelights, 12/12 windows with pilastered surrounds, corbelled chimneys and extended wood frieze indicate a building that would appear to predate the general village architecture and residential plan and may date to c.1860. A house is shown in that approximate position on David Grahams's Lot in 1877. The house occupies a corner lot and is surrounded by mature trees.



21 Louise St

15612 McLaughlin Road (former Store)

Italianate former general store (datestone of 1886) constructed in dichromatic brick with buff window arch and quoin accents. Bracketed eave, typical of the Italianate style, exuberant verandah and a particularly fine corbelled dichromatic chimney are key features of the building.



Former General Store

15672 McLaughlin Road United Church (formerly Methodist)

Constructed in 1894 in red brick with buff accents on a stone foundation extending up to a beveled water table, the formerly Methodist Church has a narrow belfry with weather vane. The longitudinal elevations are buttressed with the buttresses combining stone and brick as with the adjacent walling. Between the buttresses are large lancet windows with buff brick surrounds and diamond patterned leaded glass.



Methodist Church

**Former railway hotel, now General Store and Gift Shop
(Main Street at the Rail Crossing)**

Large hipped roof, two storey dichromatic brick store built into the knoll just south of the railway tracks. A section of the front is now covered in board and batten.



Former railway hotel, now the General Store and Gift Shop

Archaeological Sites

Although no thorough archaeological survey has yet been undertaken of the Credit River or the Inglewood village area, the nature of the valley at this location, being the confluence of the East Branch with the main Credit, the alluvial plain to the north and the wooded Escarpment ridge to the west, indicate a high potential for prehistoric sites, particularly seasonal hunting/fishing camps.

As well, the various generations of mills and evolution from a farming to industrial community suggest the potential for the recovery of historic artifacts.

3. Site Context

The Escarpment looms over the village to the west, while the river valley, broad as it accepts the East Branch, defines the eastern periphery of the area. The CVR followed the course of the river and the continued presence of the railway (now Orangeville-Brampton Railway) still dominates the village landscape.



Credit River

7.2.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination, the Inglewood Railway Village Candidate CHL fulfills *Significance Criteria A and B*. Though settled relatively late it strongly represents the key Caledon themes of: water-powered industry along the Credit River; the quarrying of building stone and the coming of the railway.

The family of Thomas Corbett, the original mill owner, maintained ownership and involvement in the mill and village life through his son-in-law David Graham, generally up until the present day.

Within the area being examined, the integrity of the historic fabric is relatively strong. The continued presence of the railway and the ongoing use of the mills for manufacturing allow for the most authentic links to the past.

7.2.4 STATEMENT OF SIGNIFICANCE

The continuous use of a mill site for industrial purposes from the mid 19th century to the present day is extremely unusual in Ontario, particularly where the site retains its late 19th century character.

Thomas Corbett's purchase of the W ½ Lot 1 Con. 1 in 1843, which included the confluence of the East Branch with the main stream of the Credit, began an industrial heritage now over 150 years old. Corbett had moved and expanded his original frame woollen mill to the present site by 1859. In 1871 this building was replaced in stone by his son-in-law David Graham, who had been managing Corbett's mills since c.1860. The stone structure was gutted by fire c.1875. After a period of leasing it to Ward and Algje, the Graham family again took over management and was particularly successful in the production of wool underwear well into the 1920s. Corbett's original operation utilized the local farmer's wives for weaving the wool into cloth, a true cottage industry, but by the later 19th century it had become a full manufacturing operation. The buildings of the mill complex currently house a fitness institute while the general site is still associated with manufacturing under the Graham name.



Tree-lined drive to the mill

By the third quarter of the 19th century the potential for supplying Toronto and other urban markets with building stone from the dolostone of the Escarpment was recognized and quarries sprang up just west of the current village. This, coupled with the coming of the railway finally created the necessary conditions for a true settlement node to develop. The HNR and CVR came through within a year of each other and the settlement became a railway junction with the associated infrastructure. Growth was rapid from that point on, with the area doubling its population over the next 20 years.

The combination of the continued presence of railways at the centre of town, both in the active track (formerly CVR) and the Caledon Trailway, the representative 19th century commercial establishments on Main Street (McLaughlin) and the residential fabric between the Trailway and Macdonald Streets still present the character of a late 19th century railway village.

Also, despite typical suburban development north of the historic core on McLaughlin, the overall context of Inglewood - open space and the mill complex between the village and Olde Base Line to the south, the Escarpment rising steeply to the west, and the Credit River generally to the east - remains largely intact.

Character-defining Elements:

- IN-1 * 93 Lorne Street (Graham-Wilson-Pim Residence)
- IN-2 McLaughlin Road, Methodist Church
- IN-3 44 Lorne Street
- IN-4 The Caledon Trailway representing the HNR
- IN-5 15612 McLaughlin Road, Former General Store
- IN-6 The confluence of the former railways (CVR and HNR), including elements such as track and signals
- IN-7 21 Louise Street
- IN-8 * 100-106 Maple Avenue, Graham Mill complex including buildings, lane, mature trees, dam ruins
- IN-9 General Store and Gift Shop
- IN-10 The existing and former stores (now Barber Shop) and their relationship to the railway
- IN-11 The confluence of the Credit River and the East Branch
- IN-12 The Lloyd Wilson centennial Arena and Inglewood Park

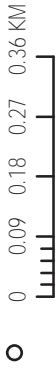
It is thus recommended that this Candidate CHL, referred to as Inglewood: Railway Village be identified as a CHL.

7.2.5 BOUNDARIES

In general, the identified Inglewood: Railway Village CHL Boundaries can be described thusly: at the south extending along Olde Base Line from the Trailway in the west to the eastern end of the W ½ of Lot 1, Con. 1 in the east; angling along the Trailway northeast to encompass the 19th century residential streets up to Macdonald Street, then along Macdonald Street (only the properties on the south side are included), jogging north to include 93 Lorne, crossing McLaughlin and to the Trailway south to the northern limit of the W ½ Lot 1 Con. 1 where it follows the western edge of the property to Olde Base Line.

Refer to **Figure 8 Inglewood: Railway Village** for detailed delineation of boundaries.

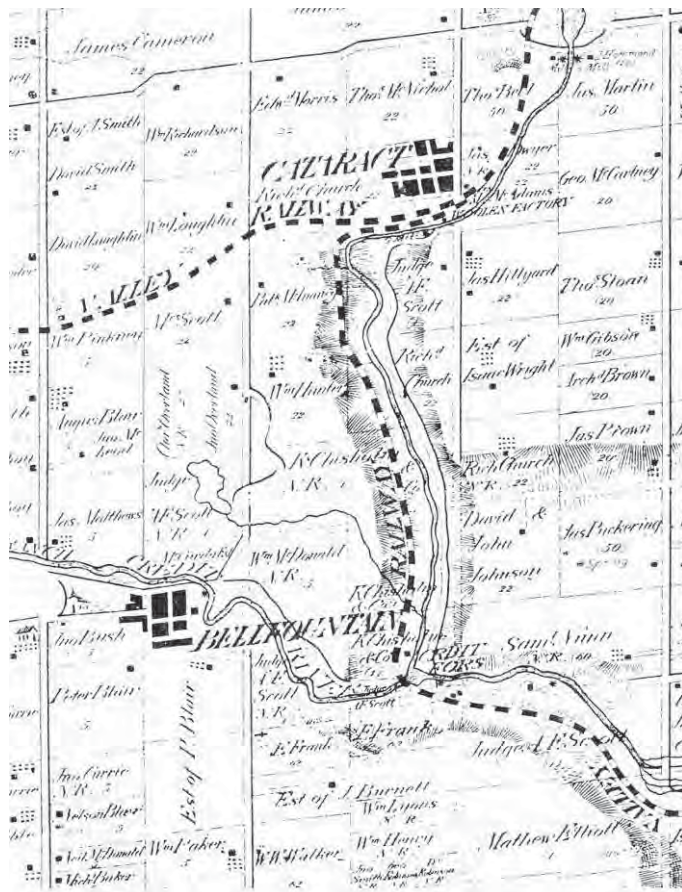
Inglewood: Railway Village Figure 8



7.3 BELFOUNTAIN AND THE CREDIT RIVER GORGE

Note: All lot references are west of Hurontario Street unless otherwise noted.

7.3.1 HISTORICAL CONTEXT



Belfountain and the Credit River Gorge, 1877

This Candidate CHL is an organically evolved landscape as defined in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes* combining settlements, both existing and disappeared; former milling and quarrying sites; railway heritage, recreational sites and natural sites with strong cultural associations all within the context of the Credit River gorge.

The area under consideration extends from southeast of the actual forks of the east and west branches of the Credit River, (where the Grange Sideroad meets the eastward 'jog' of McLaren Road) to include the westward bulge of the Escarpment along the West Branch of the Credit as far as Belfountain and north along the river valley to the falls just south of the village of Cataract.

It is considered an excellent candidate CHL as it clearly 'embodies and/or is associated' with a number of Caledon's major historic themes. The themes with which it is most closely associated are those of Early Industry though Transportation, Recreation

and Nature Conservation are also very important. More specifically the area is deeply connected to a wide range of water powered and water based industries including grist and saw mills, woolen mills, bottling plants and hydro plants; as well as quarrying, lime burning and their association with the railway.

7.3.2 INVENTORY

1. Physiographic Description

The candidate CHL is primarily a dramatic river gorge from where the Credit River leaves the upper plateau through a deep notch in the dolostone/sandstone Escarpment bedrock (the falls at Cataract) to its confluence with the West Branch of the Credit River at the Forks of the Credit at the base of the defined exposed Escarpment face, which has come to be known

as 'Devil's Pulpit.' The West Branch likewise descends through a gulch at Belfountain prior to joining the main stream of the Credit River at the Forks. The gorge, 'the Forks' and 'Devil's Pulpit' are all very significant natural features of the area.

2. Processes

Land Uses and Activities

Surveyed in 1819-1820 by Samuel Rykman to the new 'double-front' lot system, the steep, rugged terrain in this area meant that farming was difficult, and that the concession roads could not be put through as shown on the idealized survey plan. However, the Credit River afforded great potential for waterpower. Mill seats became the nodes around which the communities grew. Early settlement occurred c.1825 at Belfountain with William Frank's saw mill established around that time. Frank then dammed the West Credit River to establish a grist mill. William Frank was related to the Archibald Frank family who were among the group of Rockside Pioneers that settled in the south-west corner of the Township immediately following its survey and opening.

Frank's mill was purchased by 'Grize' McCurdy who constructed a sawmill adjacent to it. The settlement that grew around the mills became known as McCurdy Mills. By 1860 a tannery, two other sawmills and another flour mill were established in the area of the village, encouraging local settlement of the associated work force. Initially cherrywood (for furniture) and white pine were the focus of lumbering and processing. By the early 1840's a general store was opened and the first tavern established at what is now the corner of Main and Bush streets. In 1844, William MacDonald, grandson of John MacDonald the Rockside Pioneers 'Patriarch', established a blacksmith shop to the rear of the tavern. About mid-century a cooper named Peter McNaughton sought to advertise his trade by constructing his house to a barrel, or tub-like shape using cooperage methods, i.e., barrel staves and steel bands. This oddity became a landmark and gave rise to the nickname of 'Tubtown' for the village. However, by the time of the issuing of the Tremaine Map (1859) it had become known as Belfountain.



Belfountain & Credit Gorge, Tremaine Map 1859

work force. Initially cherrywood (for furniture) and white pine were the focus of lumbering and processing. By the early 1840's a general store was opened and the first tavern established at what is now the corner of Main and Bush streets. In 1844, William MacDonald, grandson of John MacDonald the Rockside Pioneers 'Patriarch', established a blacksmith shop to the rear of the tavern. About mid-century a cooper named Peter McNaughton sought to advertise his trade by constructing his house to a barrel, or tub-like shape using cooperage methods, i.e., barrel staves and steel bands. This oddity became a landmark and gave rise to the nickname of 'Tubtown' for the village. However, by the time of the issuing of the Tremaine Map (1859) it had become known as Belfountain.

In 1818, a rumour led to gold being sought in the, then, wilderness of the Caledon Hills. William Grant, an emigrant from Renfrewshire, Scotland, as were many of the Rockside Pioneers who settled to the south, stopping at the falls at the north branch of the Credit near

the current village of Cataract, noted that the water tasted brackish. Assuming that a salt deposit must be located nearby he convinced his employer, Matthew Crooks, to purchase the property for its salt mine potential. Eventually a saw mill was erected and a tiny settlement known as Gleniffer developed.

Gleniffer failed to thrive and the village site was abandoned until purchased by Richard Church in 1858. Church eventually established a saw mill, grist mill and woolen mill at the cataract. He also developed plans for a village to be called Church's Falls (later Cataract). The mill pond for these operations became known as Cataract Lake. The sawmill, originally a wooden structure, burned in 1881 and was later rebuilt by the Wheeler Bros. as a three storey stone grist mill with stone quarried from directly beneath the falls (apparently the concavity is still visible). This mill burned again in 1885 and was purchased by John Deagle who rebuilt it to five storeys. When Deagle's grist milling operation floundered financially he experimented with generating electricity, eventually powering the first farm to be electrically lit in Ontario (Lot 15, Concession 5, Caledon). Deagle converted the mill fully into a hydro plant and formed The Cataract Electric Co. Ltd. He himself designed a new generator for the plant in order to meet the demands of his new clientele.

The demise of water powered hydro generation from the Deagle plant c.1930 (Deagle had actually sold by that time) is directly indicative of the denigration of the river. In 1915 the average water flow was gauged by Deagle at 35 to 40 cu. ft. per sec. Fifteen years later spring runoffs of as much as 5,000 cu. ft. per sec. were rushing over the falls but the summertime head was down to 5 cu. ft. per sec. during some periods, too little for the constant generation of electricity. The actual closing of the plant in 1947 by Ontario Hydro led eventually to the dynamiting of the dam at 'Cataract Lake' and the disappearance of this man-made feature, which had become a part of area life. The ruins of Deagle's mill are the most visible remnant of the historic period of water-powered milling on this section of the Credit River and of Deagle's pioneering work in hydro-electric generation.

Many springs flow from the Escarpment, and J.J. McLaughlin established a bottling plant by one just south of Cataract in 1911, shipping the water to Toronto as 'White Mountain Spring Water'. He later developed a beverage that was to become Canada Dry Ginger Ale. Crystal Springs now takes much of its water from the same source.

The Whirlpool (Medina) sandstone at the Forks of the Credit was first noted in a geological survey report of 1863. While some quarrying and use of the stone had been undertaken locally for some time (e.g., the building of 'McLaren's Castle' completed in 1864), it was only with the advent of the railway and its connections to urban markets, particularly Toronto and Hamilton, that an industry became viable. Providing this link between aggregate resource and market was stated as one of the key objectives for the organization of the Credit Valley Railway (CVR) in 1872. The railway came through the area in 1879.

A station was built at the Forks of the Credit at the northern end of the longest curved timber trestle in Ontario at that time (1,146 feet long and 85 feet high), spanning the Credit River. Concern over its strength in the face of heavy use led almost immediately to an effort to reinforce it with a gravel embankment.

In 1883 the CVR was purchased by the CPR, which, at that time, operated 16 quarry sidings between Inglewood and Cataract (none remain today.) The need to move stone from the quarries to the railway sidings led to the development of a diverse arterial network which included roads, tramways, inclines and an aerial tramway.



Forks of the Credit Railway Station

With the rail link in place, Credit Valley sandstone was shipped throughout southern Ontario but primarily to Toronto and Hamilton. Queen's Park and the old Toronto City Hall are two significant examples of the many important buildings completed in this material. Four varieties of 'dimension' sandstone were available from the Forks' quarries: a grey with occasional brown spots; a uniform grey stone of particularly high quality; a brownstone which varied from chocolate to deep brown depending on the quarry with occasional deposits of a pinkish brown stone (particularly prized) and a piebald mix of white and brown stone.

The village of Belfountain, already a stable entity as a local service centre when large scale quarrying began, came into prominence during this period, becoming home to the skilled stonecutters and quarry managers. Forks of the Credit had been laid out as a village and is shown as Adjuda on the 1859 Tremaine Map, although sparsely inhabited at that time. A sawmill had been constructed at the Forks of the Credit (Price's Mill) c.1850. However, the onset of quarrying turned the village into a 'boomtown', and led to the development of its neighbour, Brimstone, located further north on the east branch of the river. Both were essentially company towns.



Hillis Quarry, Circa 1900

The Forks of the Credit village (shown on the 1877 County Atlas map as Credit Forks) was developed, and Brimstone laid out, by the major quarry operator, Kenneth Chisholm. Chisholm had purchased most of the E ½ of Lot 9, Con. 4 from Richard Church in 1873 for quarry development, and was a promoter of the CVR. At one time Forks of the Credit had 33 houses, a store, a brick school with Mechanic's Institute, a workmen's hall and hotel. Folklore has it that Brimstone earned its name through the volatility of its inhabitants.

For twenty years some of the finest and most distinctive building stone to be used in Ontario came from the area, but by 1900 the accessible and economically viable deposits had been worked out. With the end of large scale quarrying, Brimstone and Forks of the Credit began to fade away, while Belfountain retracted to its pre-1880 size.

Burning lime for the production of lime mortar on an industrial scale was a secondary industry of the quarrying operations as the limestone 'cap' layers had to be removed to reach the desired sandstone. Fifteen draw kilns were built about 1896 near the east end of the railway trestle, but a down draft problem with the monumental central chimney caused it to be closed within a few years of commencing operation.

Sporadic attempts were made by various companies to establish a brick and clay works in the area of the Forks in the early decades of the 20th century, including a brickyard located on what is now the Caledon Ski Hills property.

While water powered industries and quarrying waned in the late 19th century, people continued to be drawn to the area by its scenic beauty and recreational opportunities. In 1877 the County Atlas was already describing the 'Devil's Pulpit' as "quite the locality for pic-nics". The developers of the Credit Valley Railway were aware of the scenic potential of the route along the Escarpment for their passenger traffic, despite the technical challenges it posed.

In 1908 Charles Mack, the inventor of the cushion back rubber stamp among other things, bought the property which forms the core of what is now managed as the Belfountain Conservation Area.

Mack landscaped the property with emphasis on picturesque effects, such as a miniature Niagara Falls and a suspension bridge as well as stone walls and walkways completed by a local mason, Sam Brock. In 1915 Mack Park was opened to the public.

By 1930, when A.J. Casson painted a view of the Forks of the Credit and Big Hill Quarry, the extraction activities had already been much softened by the regeneration of vegetation.



Picturesque Landscape at Mack's Park

Source: Belfountain and the Tuptown Pioneers, Whiteside 1975 (McLeod)

In 1950 the Caledon Ski Club began operation, one of the earliest ski hills in Ontario. The Bruce Trail, with now almost 40 years of 'formal' use in the area, is an important cultural route through the Candidate CHL. Using vestiges of earlier roads and paths, it is the best access to many of the key cultural ruins and artifacts as well as long standing scenic lookouts such as the Devil's Pulpit. The Trail extends through the Forks of the Credit Provincial Park which was established on the east bank of the river, extending

north from Forks of the Credit Road. The park's trail system explores a diverse landscape that includes the Credit River gorge and Cataract Falls, and other geological features that were deposited or carved out by retreating glaciers, including kame hills and kettle lakes.

The natural features of the Niagara Escarpment and Credit River valley together with the Bruce Trail, the transformation of Mack's Park in Belfountain into the Belfountain Conservation Area, and the establishment of Forks of the Credit Provincial Park, have cumulatively recreated a sense of a quasi-natural preserve in an area which was once so industrialized.

Patterns of Spatial Organization

The branched course of the Credit River and the stone spine of the Escarpment have been the key determinants of the form of settlement and cultural development within this Candidate area. While the land survey imposed its abstract gridiron on the landscape, the concession roads and sideroads could not all be put through as surveyed. Fourth Line (Mississauga), Third Line (Creditview), 2nd Line (McLaren) and the sideroad now known as Escarpment Sideroad had to be adapted, or give way, to the physical reality of the land. Waterfalls on both branches of the Credit River gave rise to mill seats, which in turn formed the basis for settlements, including further industrial enterprises.



Winding Roadway to the Forks

McCurdy's Mills developed into Belfountain, situated between the original road to the mill (River Road) which paralleled the river, the oxbow in the river and the northwest jog of the 4th Line (Mississauga Rd.) which became Main Street within the village. Within that area a relatively regular arrangement of village lots was laid out by survey in 1846 (registered 1853) with a grid of internal streets. Bush Street was developed as the link from the village westward into Erin, and the Forks Road, originally providing access to the mills at the confluence of the Credit branches (Price's Mills c.1850) from 2nd Line entered the village from the east at what is now Scott Street. Commercial development focused on the north-south section of Main Street and the eastern portion of Bush Street. The village's larger residences are found on these streets, while more modest cottages, originally workers cottages for the mills and quarries, were located on the back streets and the Forks Road. With few exceptions (Drury House), buildings are set quite close to the streets.

From earliest times a path extended along the Credit River to the Forks and, as industries such as Church's Mills developed at, and below, the waterfall, it became a road. Dominion Road, as it came to be called, was moved from the west to the east side of the river in 1879

so that the Credit Valley Railway could follow this 'path of least resistance'. It became particularly important during the height of the quarrying of building stone, linking the villages of Forks of the Credit and Brimstone with the quarries. For a period of about thirty years the Forks of the Credit and Brimstone had the lay-out and service essentials of any typical hamlet of that period. However, with the closing of the quarries, Brimstone virtually disappeared and only a small number of buildings survived at the Forks. The Dominion Road was almost destroyed in the great flood of 1912 and fell into disuse.

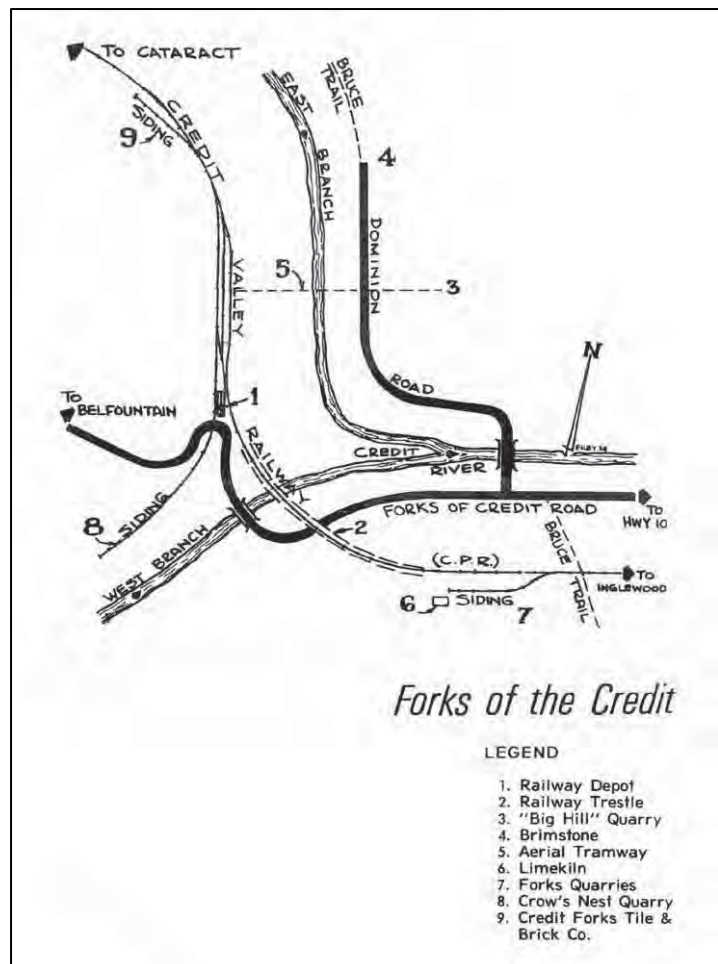
The sheer nature of the Escarpment face above the river around Cataract separated the developing village from its water-powered industries in the valley. With the gradual decline of these industries and the closing of the building stone quarries, the valley area began to revert to its natural state, with the east side now encompassed in the Forks of the Credit Provincial Park, and the steep hill(s) on the west side, part of the property of the Caledon Ski Club.

3. Elements

Circulation Networks

The road and rail system through this area has always been unique due to the topography. The idealized straight roads of the 'grid' system could not work through here and access depended on 'given roads' (or sections thereof) as roadways had to snake around the river and sheer cliffs. Ferries and bridges have always been an important part of the system. The Credit River itself, though certainly a major transportation route in pre-historic times, was not easily navigable through much of its length, particularly for upstream travel.

A large part of the historic road network described in the previous section remains intact and still reflects the anomalies dictated by the rugged landscape. However, Scott Street originally formed a portion of Forks of the Credit Road rather than the curving and less precipitous current orientation coming in to Belfountain. As noted above, the Dominion Road was a key road through the valley during the height of its industrial period, linking the village of Forks of



Historic road network at Forks of the Credit

the Credit with Brimstone and ultimately with Cataract. Almost destroyed in the great flood of 1912, it fell into disuse. The present day Dominion Road follows the southern section of the original road and continues northward as the Dominion Trail, a footpath within Forks of the Credit Provincial Park. Typically, the main roads through the area are now paved, but are not more than two lanes wide with a one lane bridge where 4th Line crosses the Credit River. The verdant valley vegetation extends down to the roadway at many locations giving a sense of enclosure.

Bridges have always been central to the efficacy of the road network through the area. Though most are now relatively new reinforced concrete spans, one early concrete shallow arch single-lane bridge c.1930 remains along McLaren Road (see above) with the original paneled treatment of the concrete railing. As well, earlier abutments remain at many locations.

The coming of the CVR was extremely important for industry, growth of communities, speed and ease of transportation. The train still occasionally passes through the valley and the tracks follow their historic route. While the railway bridge over the Credit River is now a steel trestle, it occupies the same position as the original wooden curved trestle, sections of which are still buried in the embankments. Two branches of the CVR at one time met at the junction in Cataract. The west branch is now the Cataract to Elora Trail.

The Bruce Trail and its branch trails now form an important recreational network of footpaths through the area. As discussed above, one trail follows the former Dominion Road and others utilize, in sections, the old cart tracks to former quarries.

Boundary Demarcations

There are a wide range of boundary demarcations within the Candidate area. Many of the residential properties are set well back off the road and only the lane is evident. Fencing is typically quite subtle, simple wire fences, which give the impression of unbounded greenery to the road's edge. However, particularly around the Forks, fencing includes 'No Trespassing – Private Property' signage and, in at least one location, barbed wire.

Within Belfountain, some wood picket fences remain, with wood post and rail and modern wood fence styles also present. Generally, property boundaries are treated informally with driveways, and occasionally shrubbery, denoting property divisions.

Vegetation Related to Land Use

Forks of the Credit

Just south and west of Belfountain is the confluence of the east and west branches of the Credit River. This area is one of the most documented scenic spots in Ontario, and has been the subject of photographs and paintings for generations. This area is protected within the Forks of the Credit Provincial Park, which extends northwards toward the village of Cataract and includes the gorge where the Credit River drops over a steep edge of the Niagara Escarpment as the Cataract Falls. Hiking trails and a viewing platform are provided at the falls, with an excellent view down into the gorge and out over the valley. The park's natural environment also includes small kettle lakes created by melting glaciers, as well as woodlands and regenerating former agricultural fields.



The "Forks" of the Credit River

Several Escarpment outcroppings are visible around the Forks of the Credit, with the most prominent being the Devil's Pulpit, which rises 100 metres above the Credit River Valley. Here, the Bruce Trail descends steeply down steps cut into the Escarpment face along what would have been the road allowance for the 3rd Line (Creditview Road), had the terrain not been so challenging.

In spite of incursions from quarrying and more recent residential development and recreation activities, the less accessible areas of the Niagara Escarpment remain relatively unchanged from historic times, with remnant areas of old growth forest, characterized by gnarled white cedar, remaining on the cliff face. As farms and quarries are abandoned within the Credit River valley and along the Escarpment ridge, woodlands are returning through natural succession to the original lowland and upland forest cover. In recent decades residential development has flourished throughout this area, with varying degrees of incursion into the surrounding natural areas. Many homes are nestled inconspicuously into a forest setting, while others have established manicured landscapes that are visually intrusive in an area renowned for its natural beauty and sensitive habitats.

Buildings, Structures and Objects

*Note that * denotes designation under the Ontario Heritage Act.*

Many types of built heritage survive within the Candidate Area. The core of Belfountain is composed of largely 19th century building stock as well as 20th century infill which, being typically frame and modest in scale, is generally sympathetic with that of the earlier period. Through the remainder of the area there are many structures, ruins and artifacts which are evocative of the fervent industrial activity in the valley.

Belfountain

***17426 Old Main Street, Mississauga Road (McTaggart – Douglas House and Store)**

Known for many years as the Wayside Inn, this frame 1 ½ storey, clapboarded structure appears to have been built c.1850. Possibly built in two sections, it combines a front gabled north wing (with remarkably intact early shopfront) and a residential centre-gabled section within its 'L' plan. A verandah extends from the longitudinally orientated section and was originally open with scrollwork between the columns. The original segmentally arched windows and corbelled brick chimneys are still in place. It was operated by Peter McTaggart in the mid-1850s as a store as well as an inn.



McTaggart – Douglas House and Store

Belfountain Village Store NW corner of Bush and Main streets

The large side-gabled dichromatic brick structure has been in continuous use as a general store since its construction in 1888 (according to the date stone). Window openings are segmentally arched with buff brick voussoirs and a stone keystone. Quoins and a patterned string course are also accented with buff brick. It occupies the site of the earlier Glover's Tavern.



Belfountain Village Store

673 Bush Street (Bush Residence)

This 1 ½ storey frame house with steep centre gable was the home of Thomas Jefferson Bush, the first post master of the Village. Said, by a local historian, to have been constructed c.1870s to replace an earlier house, the main entrance of the residence is plastered and has a rectangular transom with entablature above. Bush operated the post office on this property.



The Bush Residence

699 Bush Street (Drury Residence)

Fine side gabled, 1 ½ storey 3 bay c.1860 residential property set well back from the road, surrounded by mature trees and shrubbery. The façade features a main entrance with sidelights and transom and a full length verandah. Unfortunately, the chimney has been clad in siding.



The Drury Residence

***17241 Old Main Street (Mississauga Rd.) (Brock Residence)**

This 1 ½ storey frame structure with gabled roof and verandah on the south elevation was built by Robert Western Brock c.1840 and was the first residence on Main Street. Brock was a cabinet and casket maker who, in the course of his long life, took on many roles within the community. The house was the subject of a pen and ink drawing by C.W. Jeffreys in 1933, which shows extensive gingerbread and a finial at the gable and a 'bell cast' front verandah.



The Brock Residence

Along River Road (formerly Mill Street) and Forks of the Credit Road, as well as along the side streets, there are many small frame cottages which look as if they may have had their origin in worker's housing for the quarries and mills.

Mack's Park (Belfountain Conservation Area)

Within the village of Belfountain is a Conversation Area owned and managed by Credit Valley Conservation. To the locals this area has always been known as Mack's Park –with its origins first as a private retreat and summer home to a prominent Toronto businessman, Charles W. Mack, and later the village recreation area. Originally from Nova Scotia, Mack obtained the property in 1908, and built a summer home and pleasure grounds in the style of the English romantic landscape, with rustic park structures and formal park elements integrated as works of art within the natural landscape setting. The river was dammed to create a pond and waterfall, complete with a swinging bridge over the gorge.



Historic Stone Pillars and Steps to "Lucke-neuf"

Although now demolished, Mack also built a rustic log frame home in the woods, and called it "Lucke-neuf". The stone pillars and steps that led to the house are still intact, along with remnants of other decorative and historic stonework, including a fountain with a bell motif, and a cave accentuated by a decorative stone entranceway and ventilation shafts. The park continues to be popular for picnicking, and walking trails allow visitors to explore the wooded valley and Niagara Escarpment talus slopes, which are home to rare plant species, including ferns and orchids.

This well managed park is a jewel within the Belfountain Candidate CHL, and is in its self a significant cultural heritage landscape.

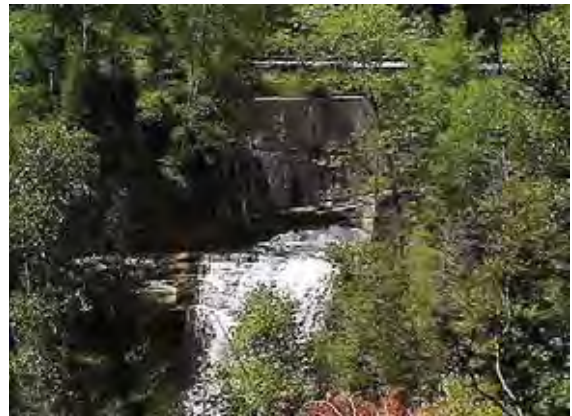
Industrial Heritage within the Valley

In the period of extensive milling and quarrying in and around this section of the river valley, many associated structures, some quite unique and specialized, were to be found. However today, for the most part, only ruins, vestiges, indications and artifacts remain as an intriguing testament to that period.

Deagle's Mill

Ruins of a number of mills and evidence of former industrial activity can be found within the Forks of the Credit Provincial Park, but the most dramatic and also most significant are the remaining stone walls of Deagle's Mill which became one of the earliest hydro generating plants in Ontario. The 'Ruins Trail' within the Park is dedicated to it.

A full survey of former industrial sites within the area has yet to be taken. However, a Heritage Assessment of what are now the Willoughby and Cox properties (the former owned by the Ontario Heritage Foundation (OHF) and the latter by the Credit River Conservation Authority) in the area of Forks of the Credit Road (Lot 9, Concession 4), undertaken in 1988 for the Ontario Heritage Foundation by Historica Research Limited, provides a sense of the wealth of material which remains.



Falls and Ruins of Deagle's Mills
Source: Forks of the Credit website 2006

Willoughby Property

- Stone dam, mid 19th century, apparently associated with provision of water power and unique stone penstock. Millpond still evident but silted over
- Concrete dam (downstream from stone dam) still relatively sound, but center section (possibly stop logs) is missing. Associated pond filled with stones
- Remains of railway line (siding) to serve quarries with associated retaining walls and stone abutments for a bridge which extended over a small ravine
- Remains of 'quarry access road' connecting Forks of Credit Railway Station to working quarries.
- Windmill, possibly related to area farm



Masonry Dam,
Willoughby Property

Cox Property

- Remains of aerial tramway
- Earthworks and worked sandstone face of Quarry #1
- Foot path from Quarry to access road
- Trail from access road along side of the valley wall
- Evidence of 'Crownest' Quarry with smooth stone face exposed
- Remains of 'Hillis Quarry' with very high working face
- Evidence of limestone quarry with limestone removed to level of sandstone. Evidence of Quarry #2 and Quarry #3

Adjacent Features

- Evidence of the 'Big Hill' Quarry with sandstone outcrop, pond and large waste stone dump. Large horizontal tube boiler on property and other terminal of aerial tramway
- Large limestone kiln in woods by CVR railway trestle
- Garbage dump associated with former CVR Station

Settlement Clusters

The heritage core of the village of Belfountain as described in the preceding section.

Archaeological Sites

There are no archaeological sites currently registered within the Candidate area, though four sites are known to be in relatively close proximity. There has been no systematic archaeological field survey done of this area which essentially accounts for the lack of sites. Indeed, using the typical criteria for predicting the potential for pre-historic sites (proximity to water etc.) the area has High Potential. Specifically the areas around the actual Forks and Devil's Pulpit have extremely high potential. As well, the historic evolution of the area and the many remaining heritage structures, ruins and artifacts suggests a high potential for archaeological sites and finds from the Euro-Canadian settlement and industrial period.

4. Site Context

The Escarpment is a singular feature within the context of the relatively flat farm land surrounding it, and most dramatically when viewed from the Peel Plain. Within the context of the Caledon section of the Escarpment, the portion included within the Candidate area, embracing the deep gorge and the Forks, is particularly striking and unique. However, between Mississauga Road and the valley north of Forks of the Credit extensive modern gravel extraction has disturbed the natural landscape.

The dramatic views - to Devil's Pulpit from the east, to the Forks from above, to the trestle from the road below, into the gorge at Cataract - all remain intact, though the view is a lot 'greener' than in the 19th century.

7.3.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*

- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination, the Belfountain and Credit River Gorge Candidate CHL strongly fulfills *Criteria A, C and D*. The early industries within the area grew and metamorphosed, with the assistance of the railway, to the point where their impact, e.g. the shipping of building stone and the pioneer development of hydro-electric power, had an impact well beyond the immediate area. As well, the unique topography and nature of the Credit River through this area has always promoted recreational use, which, over the last 50 years with the Bruce Trail and associated initiatives, has become most important.

In broad terms the key elements of the area– natural landmarks, settlements, rail lines and roads - remain in historic relationship to each other.

The dramatic quality and scale of the natural features have always 'defined' this area, even (it seems from historic photos) during the valley's industrial period, and continue to do so today. These elements are reasonably well protected through the interests and policies of the Niagara Escarpment Plan, the Forks of the Credit Provincial Park, the Credit Valley Conservation Authority and the Ontario Heritage Foundation.

The railway through the valley and the trestle over the Forks occupies the same general location/relationship with the other



Bridge at Forks of the Credit

site elements as it did in the 'historic period'. The current railway trestle is steel and the span shorter than the original, but the 'story' of the train through this landscape can still be readily understood.

The current condition of the abandoned quarries and associated artifacts is not known at this time. The quarries and evidence of roads, trails, tramways and waste piles will remain features in the landscape, though overgrown, but the iron artifacts will disappear without conscious protection/conservation.

Despite the inevitability of change over such a broad area, the Candidate CHL exhibits overall integrity, particularly in the relationship of key elements, i.e. the themes of which the area is representative and from which the area derives its significance can be understood and appreciated.

7.3.4 STATEMENT OF SIGNIFICANCE

The development of mills at the waterfalls of the West Branch and the East Branch of the Credit River gave rise to the early establishment of saw and grist mills in the area. At Belfountain this led to steady growth from 1825, the development of a sawmill and, subsequently, additional mills and water-powered industries, as well as stores and a tavern for the increasing population. The village itself was laid out between Mill Street (River Road) and an oxbow in the river to the west by 1850. With the establishment of significant quarrying operations in the area in the third quarter of the 19th century, it expanded and was generally the social and commercial hub of the region. Cataract, though founded earlier, only became viable with Richard Church's purchase of the mill at the Falls and his expansion of that operation which led to the laying out of a village at the top of the bank. It was at the location of Church's Mills that John Deagle rebuilt the Wheeler brothers stone grist mill and eventually established the first hydro generating plant in the area.

In the 1870s the cities of southern Ontario, particularly Toronto, required building stone. The Escarpment yielded a variety of stone types suitable for uses that ranged from fine buildings to curbs. This demand and the coming of the CVR through the area at this time facilitated a quarrying 'boom' along the Escarpment that saw the development of two villages in the area, Forks of the Credit and Brimstone, that were largely occupied by quarry workers. When the economically accessible deposits were used up these hamlets gradually reverted to 'ghost towns'.

The demise of local resource based industry in the valley led to the regeneration of the natural flora, renewed appreciation of its natural beauty and a major increase in the recreational use of the area.

The history of land use in the Candidate area over the last century reflects the significant general change in value perception (as well as economic viability) from resource extraction to environmental regeneration/protection for health, beauty and sustainable tourism, as exemplified by the Niagara Escarpment Plan and the Bruce Trail.

Character-defining Elements:

*Note that * denotes designation under the Ontario Heritage Act.*

- BC-1 Ruins of Deagle's mill/hydro operation, including all evidence of industrial operation
- BC-2 'Cataracts' at the Village of Cataract
- BC-3 The Dominion Trail
- BC-4 Caledon Ski Club, 17431 Mississauga Road
- BC-5 The curving nature of the roads and the 'jogs' along Mississauga Road
- BC-6 673 Bush Street, Bush Residence
- BC-7 699 Bush Street, Drury Residence
- BC-8 758 Bush Street, Belfountain Village Store
- BC-9 The historic core of the village of Belfountain
- BC-10 *17426 Old Main Street (Mississauga Rd) McTaggart – Douglas House and Store
- BC-11 Mill dams ruins at the Forks
- BC-12 *17241 Old Main Street (Mississauga Rd), Brock Residence
- BC-13 Mack's Park (Belfountain Conservation Area), 10 Credit Street
- BC-14 Evidence of the quarrying operations for building stone
- BC-15 The Bruce Trail
- BC-16 Willoughby Property, Forks of the Credit Road (W ½ Lot 9, Con. 4)
- BC-17 Cox Property, Forks of the Credit Road (E ½ Lot 9, Con. 4)
- BC-18 Evidence of the quarrying operations for building stone
- BC-19 The Credit River Gorge
- BC-20 Former CVR Tracks and Trestle above the Forks, Forks of the Credit Road
- BC-21 Confluence of both river branches at the Forks of the Credit
- BC-22 The 'Devil's Pulpit'
- BC-23 Single-lane c.1930 concrete bridge along McLaren Road
- BC-24 The curving nature of the roads and the 'jogs' along McLaren Road
- BC-25 'Cataracts' at Belfountain
- BC-26 Small frame cottages along River Road and Forks of the Credit Road
- BC-27 (Former) Forks of the Credit Village
- BC-28 Lime Kilns
- BC-29 1 Chisolm Street, Former Schoolhouse

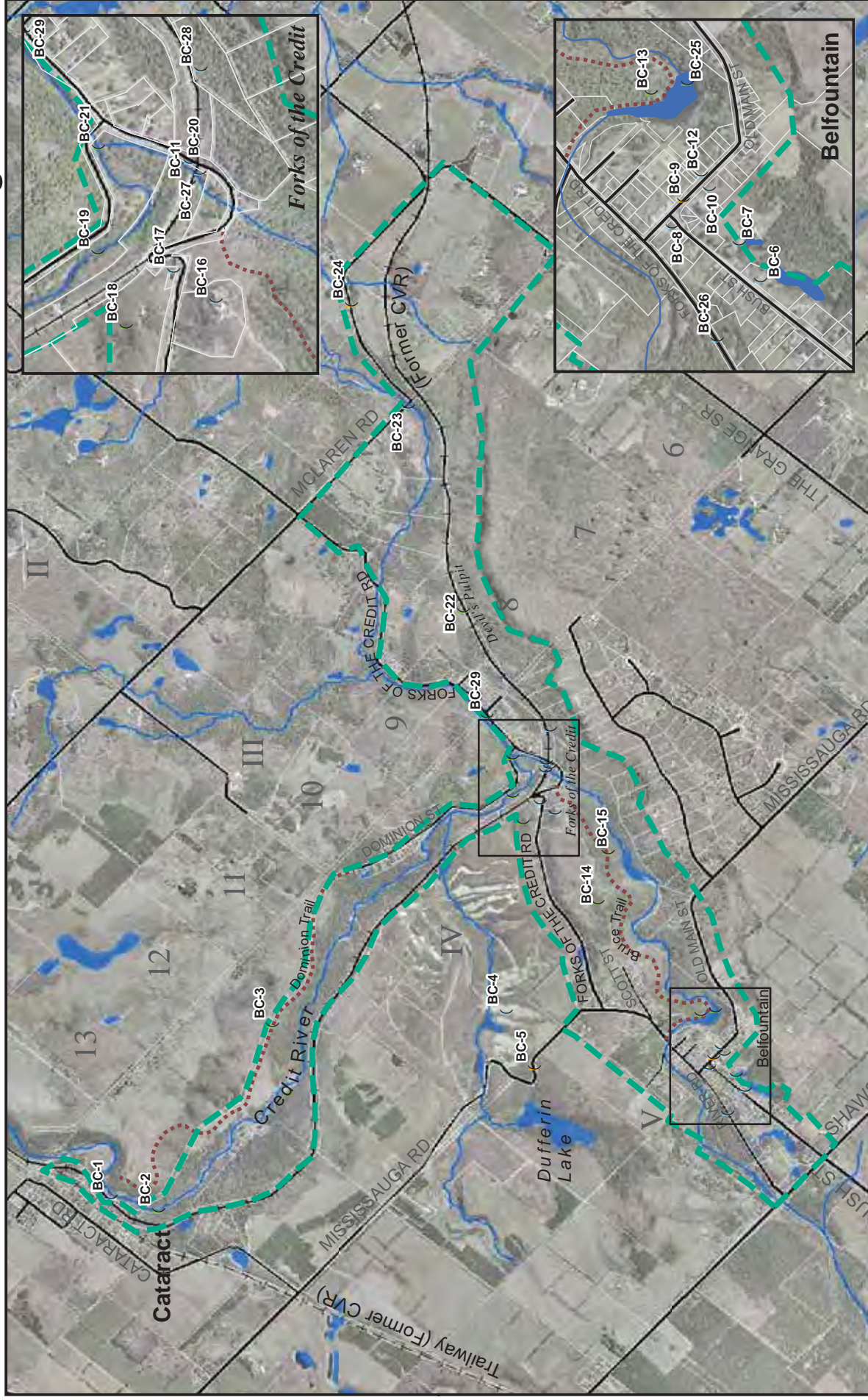
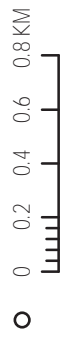
It is thus recommended that this Candidate CHL referred to as Belfountain and the Credit River Gorge be identified as a CHL.

7.3.5 BOUNDARIES

The proposed Belfountain and the Credit River Gorge CHL boundary is described thus: Along the East Branch of the Credit River from just below the village of Cataract to the Forks extending from the former C.P.R. track in the west to the line of the old Dominion Road in the east; extending eastward at the Forks to McLaren Road and thence south to the Grange Sideroad. Also: extending west from the Forks of the Credit Road to encompass the village of Belfountain, including Bush Street to its intersection with Shaw's Creek Road; thence back eastward following Main Street but, where it turns into Mississauga Road, continue along the western edge of the Escarpment southeast to Grange Sideroad.

Refer to **Figure 9 Belfountain and the Credit River Gorge** for detailed delineation of boundaries.

Belfountain and the Credit Gorge Figure 9



- | Character Defining Elements | | CHL Boundary | | Lakes / Ponds | |
|-----------------------------|---|------------------|---|--------------------------|---|
| Built | — | Road | — | Active Railway | — |
| Landscape | — | Trail | — | Former Railway | — |
| Streetscape | — | Rivers / Streams | — | Property Boundary (2006) | — |



17812 St. Andrew's Road

(Church of Scotland), they met for worship prior to 1830 at the home of Donald McKinnon, but in 1830 appealed to the Glasgow Colonial Society for a Minister. Rev. Duncan McMillan answered the call and was inducted as Minister in the barn of Archibald Ferguson (W ½ Lot 13, Con. 5), north of the extant church. A small log building was constructed as a church, probably also on Ferguson's lot. In 1853, Allan McKinnon donated an acre of his property (W ½ Lot 12, Con. 5) for the construction of the stone church and associated burying ground.

It is unknown at this time whether St. Andrew's was the first stone structure in the Candidate area but it is clear that the limestone for it and the other stone houses and barns in the vicinity was quarried along the north bank of Caledon Creek, particularly on Lots 13 (the original Donald McKinnon property) and 14, Con. 4. It is along this ridge, too, that lime kilns were established to make the mortar for these buildings. As with many of the Scottish communities in Ontario the settlers seem to have carried with them the masonry traditions of their native land. It is likely that, as with the Scots of Rockside, they worked on masonry projects in many different locations throughout the Province (particularly canals) and probably were employed in the quarries and stone-cutting operations along the Credit River later in the century. This practice was common to supplement the farming income, which may not have exceeded subsistence level in certain years.

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a side road.

The Niagara Escarpment and position of Caledon Creek influenced the siting of the settler's homes. Alex Ferguson's stone house (17797 St. Andrew's Road), seemingly the first masonry dwelling in the Candidate area, was set at the brow of the hill above the creek facing south, rather than to the road. Not only did this allow a broad view to the plain and the capture of maximum sunlight, but the house was actually built into the hill so that a cellar was provided at the rear half of the ground floor. This practice was common to many hill dwelling peoples and is often found in Ontario in relation to Palatine German homes as well. In general the setting of Ferguson's house and its close relationship to the original one storey stone barn, now in ruins, is closer to West Highland than typical Ontario practice. Another stone house across the road (19812 St. Andrew's Road), built after 1860, appears to be more 'conventionally' orientated to road and outbuildings.

3. Elements

Circulation Networks

While the typical surveyed concession road and associated side roads provided the main circulation routes, there grew to be a range of internal tracks, particularly through Lot 13 and Lot 14 Con. 4 relating to the location of the stone quarries and lime kilns along the escarpment ridge.

Boundary Demarcations

Extant fencing within and between properties consists largely of wire (around the Churchyard), cedar rail, and cedar post and wire. Surprisingly there is no ready evidence of stone fences, such as are found in the Rockside area or typically in locations where Scots were building other structures in stone.



Barn complex at 17728 St. Andrew's Road

Vegetation Related to Land Use

The Caledon Creek passes generally east-west through the Candidate CHL, hugging the base of the Niagara Escarpment, as it swings northeasterly through the Caledon Hills. West of St. Andrew's Road, and mid-concession, is a vegetated area of the Niagara Escarpment, which together with the wetland and pond areas associated with this section of the Caledon Creek, is protected within the Niagara Escarpment Plan as an Escarpment Natural Area. Some disturbed areas through this section of the Escarpment can be seen on current air photos, which may well be the sites of former domestic quarries and lime kilns.

To the east of St. Andrew's Road, the original escarpment landscape and creek valley are much disturbed by farming practices, although some regeneration is occurring. Unlike other areas of Caledon, there are few hedgerows and windrows demarcating field layouts and farm laneways through this Candidate CHL area.

A dug pond is situated in the creek valley adjacent to St. Andrew's Road between the properties at 17741 and 17797. The pond appears to be more recently developed with views from the road partially obscured by maturing planted conifers and successional vegetation.

A pine plantation occupies nearly a full lot in the southeast corner of the Candidate CHL, on rolling land east of the property occupied by St. Andrew's Church and burying ground.

Buildings, Structures and Objects

Note that * denotes designation under the Ontario Heritage Act.

A key component of the heritage character of the area is the use of local limestone, laid as random rubble, in the construction of its main structures in a manner consistent with traditional Scottish vernacular. There is remaining evidence that on the Church and 17797 St. Andrew's at least the jointing mortar was buttered out over the irregular stone edges and a fine, more regular 'faux' joint introduced.

***17621 St. Andrew's Road: St. Andrew's Presbyterian Church and Cemetery (Pt. W ½ Lot 12, Con. 5)**

Constructed in 1853 to replace the first log church, St. Andrew's was constructed with limestone quarried just west of the site, likely by the residents under the supervision of one among them with particular masonry skills. The simplicity of the building, gable front with three gothic windows on the side elevations, is typical of many rural and village Kirks. Its setting, close to the road with the cemetery directly adjacent, is also typical.



St. Andrew's Presbyterian Church and Cemetery

The Gothic windows are actually a relatively sophisticated feature and incorporate paired double hung units separated by the heavy mullion of the 'Y' tracery.

17797 St. Andrew's Road (W ½ Lot 13, Con. 5)

This farmhouse, built by Archibald Ferguson, appears to be quite early (possibly pre-dating the church) with its vernacular Georgian form incorporating massive stone end chimneys. Heavy timber lintels are used at the second storey window openings. It is built directly into the hill so that the rear of the ground storey can act as a cellar, while the south elevation is exposed to the maximum sunlight. The ruins (stone gable walls) of the original hay barn set directly beside the house remain on the property. The later livestock and hay barn is extant as well as several more recent outbuildings.



17797 St. Andrew's Road

**17812 St. Andrew's Road
(E ½ Lot 13, Con. 4)
'Stone Ridge Farm'**

This fine stone farmhouse is set well back from the road and reached via a curved lane. It appears to have been constructed c.1865 and (as can be discerned from the road) forms an 'L' plan. It is well screened from the road by mature conifers with new plantings filling existing gaps. A range of barns and outbuildings are reached to the rear of the main house via a circular drive.



Stone Ridge Farm

The original house appears to have been constructed by Hugh McKinnon from stone directly on the site as both a quarry and lime kiln were located on his property as well as the neighbouring lot to the west (originally Donald and later Archibald McKinnon).

**17728 St. Andrew's Road,
(E ½ Part Lot 12, Con. 4)**

While not a stone structure, this was another McKinnon property throughout the 19th century and is a relatively intact farmstead in its own right, retaining all but a small corner of its original lot and a variety of barns, outbuildings and silos. The farmhouse is of red brick with buff detailing and may well have replaced the original log home later in the century.



Brick farmstead at 17728 St. Andrew's Road

**17741 St. Andrew's Road,
(W ½ Pt Lot 12, Con. 5)**

Located on the same lot as the church and directly across the road from 17728, and across the creek valley from 17797, this fine 1 ½ storey side gabled stone residence with pilastered main entrance surround and rectangular transom appears to have been built by the McKinnon family about the time of the construction of St. Andrew's Church. There is also a well maintained log structure on the property. Prior to the construction of the current stone



17741 St. Andrew's Road

church, worship was said to be held in a log structure. It is perhaps possible that the log building on this site may have housed the church, which would make it both very old and extremely significant.

Archaeological Sites

Though no archaeological survey has been undertaken within the Candidate CHL the presence of Caledon Creek with its associated wetlands and ponds in close proximity to high ground (ideal for campsites) suggest high potential for archaeological remains. Indeed there are some registered sites just south of the creek just east of Hurontario Street.

4. Site Context

The general context of the Candidate CHL remains one of traditional upland farms, though the density of recent building on severed property becomes more pronounced to the north. The rise of the road up to the stone farmhouses (17797, 17741 and 17812) creates wide views from that point to the south and particularly the southwest. Looking southwest, the property with the brick house, itself on a gentle rise, provides a traditional farmstead viewscape of outbuildings, and fields with cedar rail boundary and field fencing undulating with the landscape. 17812 St. Andrew's Road would appear to have views southwest toward the ponds, creeks and marshes from which Caledon Creek springs.



17812 St. Andrew's Road

8.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

As revealed through the study process, this Candidate area well exemplifies *Criteria C and D* in the evidence of Scottish vernacular building practices utilizing limestone found directly within the area and the siting of structures to best optimize the topography and environment. This small enclave of Scottish rural community remains quite striking in contrast to the surrounding built environment.

8.4 STATEMENT OF SIGNIFICANCE

Scots, largely from the West Highland Island of Mull, began settling on this section of the Niagara Escarpment c.1825. Members of the McKinnon clan were among the earliest settlers who came to own all or parts of lots 11-14 in concessions 4 and 5. Staunch Presbyterians, the settlers first held services at the home of Donald McKinnon prior to the construction of a church. Shortly after 1830, a small log building was constructed as a church, on the property of Archibald Ferguson (W ½ Lot 13, Con. 5), north of the extant stone church. In 1853, Allan McKinnon donated an acre of his property (W ½ Lot 12, Con. 5) for the construction of St. Andrew's church and its associated burying ground. A fine stone McKinnon home with log ancillary structure also survive on the property.

The church is an excellent example of Scottish vernacular ecclesiastical building featuring three Gothic windows along its longitudinal elevations. It is unknown at this time whether St. Andrew's was the first stone structure in the Candidate area but it is clear that the limestone for it and the other stone houses and barns in the vicinity was quarried along the north bank of Caledon Creek, particularly on Lot 13 (the original Donald McKinnon property) and Lot 14, Con. 4. It is also along this ridge that lime kilns were established to make the mortar for these buildings. It is likely that the settlers also utilized their masonry and quarrying skills to obtain income to supplement their largely subsistence farming.



St. Andrew's Church



17797 St. Andrews Road

The Escarpment and position of Caledon Creek influenced the location of the early settlers' homes. Alex Ferguson's large Georgian stone house (17797 St. Andrew's), seemingly the first masonry dwelling in the Candidate area, was set at the brow of the hill above the creek facing south, rather than to the road. Not only did this allow a broad view to the plain and the capture of maximum sunlight, but the house was actually built into the hill so that a cellar was provided at the rear half of the ground floor. In general the setting of Ferguson's house and its close relationship to the original one storey stone barn, now in ruins, is closer to West Highland than typical Ontario practice.

This area, with the church and burying ground at its core, still clearly exemplifies the traditional building practices brought to bear by using locally available materials and site topography, as well as a sense of community of the original Scottish settlers.

Character-defining Elements:

- SS-1 17812 St. Andrew's Road, 'Stone Ridge Farm' (E ½ Lot 13, Con. 4)
- SS-2 17797 St. Andrew's Road (W ½ Lot 13, Con. 5)
- SS-3 17728 St. Andrew's Road (E ½ Part Lot 12, Con. 4)
- SS-4 17741 St. Andrew's Road (W ½ Part Lot 12, Con. 5)
- SS-5 17621 St. Andrew's Road, 'St. Andrew's Presbyterian Church and Cemetery' (Part. W ½ Lot 12, Con. 5)
- SS-6 The ponds and wetlands associated with Caledon Creek

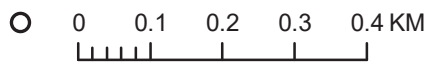
- SS-7 The vestiges of the 19th century farmstead quarries (Lots 13, 14 Con. 4)
- SS-8 The remaining field pattern, woodlots
- SS-9 The Escarpment setting offering views to the south

It is thus recommended that this candidate CHL referred to as the Scottish Settlement Along St. Andrew's Road be identified as a CHL.

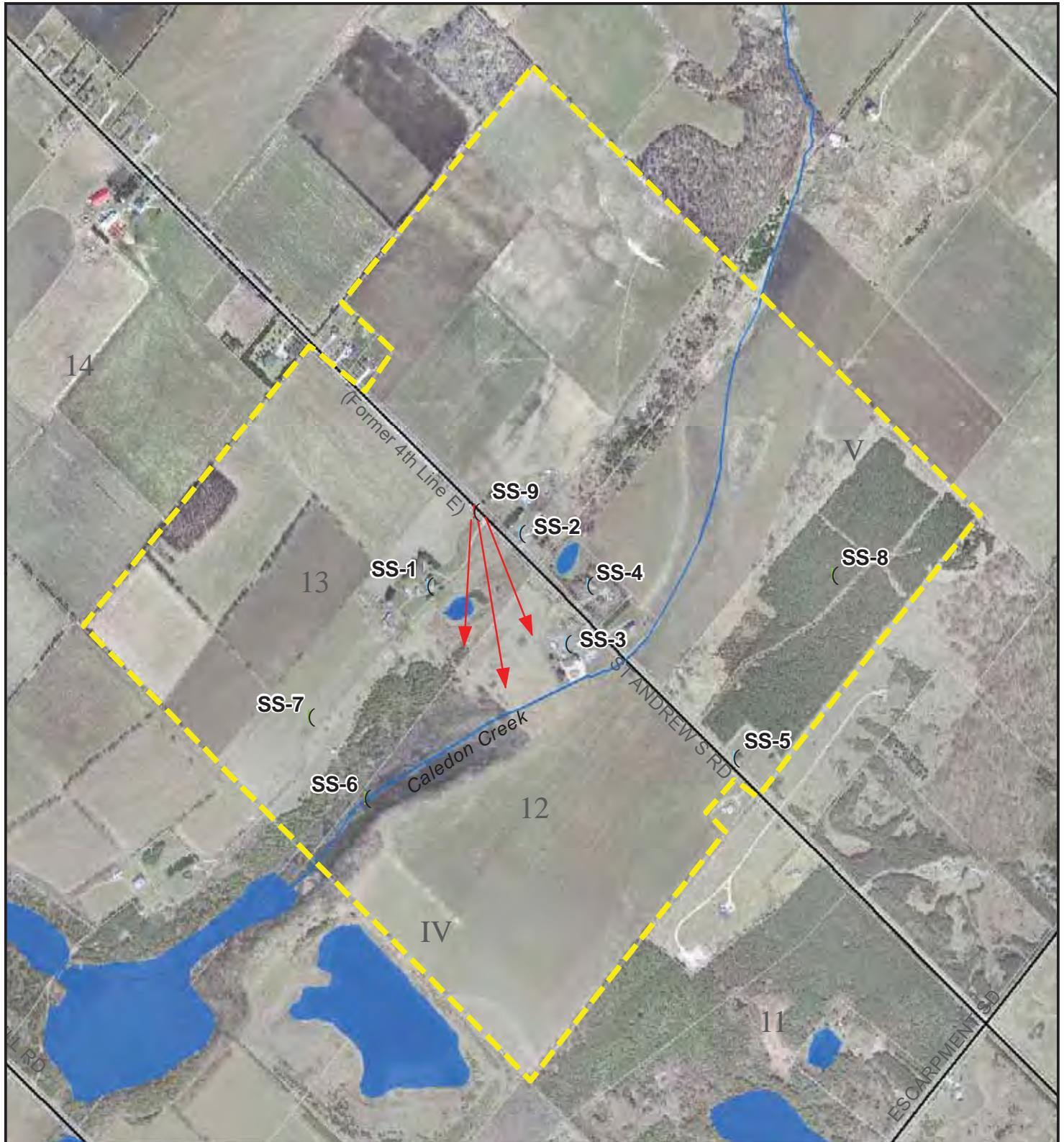
8.5 BOUNDARIES

The boundary of this Scottish Settlement along St. Andrew's Road CHL may be most simply described thus: comprising lots 12 and 13 in the west half of Con. 5 and the east half of Con. 4 but with small notches taken out of the north and south boundary adjacent to St. Andrew's Road.

Refer to **Figure 10 Scottish Settlement Along St. Andrew's Road** for detailed delineation of boundaries.



Scottish Settlement along St. Andrew's Road Figure 10



- | | | |
|-----------------------------|------------------|--------------------------|
| Character Defining Elements | CHL Boundary | Property Boundary (2006) |
| Built | Road | Viewshed |
| Landscape | Rivers / Streams | |
| View | Lakes / Ponds | |

9. IRISH SETTLEMENT OF NORTHWEST ALBION

9.1 HISTORICAL CONTEXT

This is an *organically evolved rural landscape*, as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*.

It includes a substantial land area in the northwest section of the former Albion Township, generally comprising the east half of Con. 1 eastwards through Con. 2 between Finnerty Road in the south to just below Highway 9 in the north, although with some anomalies throughout.

This area is being considered for candidacy as best representing the early Irish settlement in northwest Albion Township, which is one of the major settlement initiatives contributing to the character of the Town.



Northwest Albion, 1877

9.2 INVENTORY

1. Physiographic Description

Much of this wooded, hilly area is within the Niagara Escarpment, but its eastern section extends into the Oak Ridges Moraine where a more hummocky relief (hills filled with sand and gravel) is typical. The Glen Haffy Conservation Area is located at the meeting point of these two dominant physiographic features. The headwaters to a number of tributary streams that feed the Humber River rise in this area, one of which forms the Glen Haffy trout ponds.

Extensive cedar stands, much of it 'swamp cedar', line the roads giving rise to the name 'Cedar Hills' for the area.

2. Processes

Land Uses and Activities

Irish immigrants began settling the hills of northwest Albion around 1825. James Killeen and Michael Finnerty settled on the east and west halves of Lot 30, Con. 1 respectively at about this time. At the intersection of the sideroad to the north of their properties (now Finnerty

Sideroad) and the township line with Caledon Township (now Airport Road), Finnerty operated an inn and Killeen gradually developed a tavern, store and smithy¹. These enterprises became the seed for the postal hamlet of Sleswick. The directory of 1873 notes approximately 60 inhabitants in Sleswick including two innkeepers, Michael Finnerty as noted above and Richard Evans, who also was postmaster.



18030 Centreville Creek Road

As elsewhere in early Ontario, the houses of the settlers in this area were initially rough log shanties followed, as soon as the tasks of land clearing and farm establishment would permit, by more substantial three bay log houses with notched corners. However, unlike many other parts of the province, these log houses often remained their main dwellings until well into the 20th century.

This area, with its steep hills and river valleys was picturesque but difficult to farm and much of it remained bush. S.S. #11 was known as the Dingle School for its wild,

wooded valley setting (W ½ Lot 33, Con. 2). Originally constructed in log, it was replaced by a brick school building in 1872², but was always reached by nothing more than a cart track through the forest.

In this wooded and riverine environment hunting and fishing were important supplements to subsistence agriculture. Many settlers had small orchards, such as John Patterson (W ½ Lot 36, Con. 3) who, in the Agricultural Census of 1861, is listed with 5 acres in orchard/garden. Lumbering, both locally and with crews elsewhere, was a source of further income.

There were strong contingents of both Roman Catholic and Protestants among the Irish settlers, occasionally leading to brawling at the inns of the local villages of Sleswick, Lockton (southeast of Candidate area) and Centreville (south of Candidate area). The first Catholic Church was built at Lockton in 1834³.

Patterns of Spatial Organization

The survey of Albion Township was completed by William Chewett in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a side road.

¹ Story of Albion

² Ibid

³ Plaque erected at the current Church of St. John the Evangelist

The other key determinant was the Escarpment and moraine topography, often dictating the actual siting of homes and barns within the lots. The earliest permanent homes appear to have typically been set quite close to the road.

3. Elements

Circulation Networks

The grid of concession roads and sideroads after every fifth lot is typical, but there are some important anomalies. The Townline junction to the north is at a significant angle relative to the concession lines so that, for example, in Concession 3 the northmost lot is an irregularly shaped (Gore) portion of Lot 37.

Both Coolihans' and Finnerty Sideroads have significant bends, twists and offsets dictated by the topography. Innis Lake Road was never more than a track beyond Lot 32 due to the roughness of the terrain between there and Lot 35. The Glen Haffy Road, actually a continuation of Innis Lake Road north of Coolihans Sideroad is steep and little more than a track. Both these sections, densely wooded, form a part of the Bruce Trail. The Bruce Trail runs generally east-west through these lands, with the north-south oriented Glen Haffy Side Trail coming close to the ruin of the Dingle School as it utilizes, in part, the unopened road allowance that extends between Innis Lake Road and Glen Haffy Road.

Boundary Demarcations

The boundary of the Candidate area is constituted by roads and property lines.

The predominant property boundary and field delineation fencing in the area is of cedar, which grows abundantly. The typical extant fence type is cedar double post and split rail assisted with wire. There are also cedar split rail fences without wire, both snake rail and straight, as well as more relatively recent wire fencing with cedar posts. In the north end several horse farms have more contemporary board rail fences.



Cedar fence along Centreville Creek Road

Vegetation Related to Land Use

Given the challenges of the terrain for farming, much of the Candidate CHL area is still characterized by lowland swamp forest. The area's rolling topography and gullies associated with the creek tributaries provided inspiration to the early Irish settlers for the naming of the

Dingle, which means “a wooded or deep gulch which was shadowed from the sun”. Dense cedar forests still line much of the roads, perpetuating this description. In a few locations heritage trees, planted along the road frontages of farm properties or as field delineations, still remain.

Much of the land in the central portion of the Candidate CHL area is under the jurisdiction of the TRCA as part of the Glen Haffy Conservation Area, with TRCA trout-rearing facility and fishing ponds located along the cold waters of Coffey Creek. Located at the meeting point of the Oak Ridges Moraine and the Niagara Escarpment, the park is characterized by rocky outcroppings, and hills and valleys comprised predominantly of cedar swamps, pine plantations and deciduous forest. The Conservation Area continues the tradition of sport fishing in the area through its fly fishing club and public fishing programs.

Buildings, Structures and Objects

*Note * denotes properties designated under the Ontario Heritage Act.*

Most of the settlers' first permanent houses were of log (1 ½ storey, 3 bay, medium pitched gable), but unlike many other parts of the township many of these log structures were retained as residences well into the 20th century. However, within the Candidate CHL area there are only two buildings remaining which appear to be log, though now clad in other materials

In general it is the juxtaposition of the farmsteads noted below with the adjacent wild lands and open spaces which give this area its special character.

19353 Glen Haffy Road (W ½ Lot 37, Con. 2)

Secluded farm complex on the Humber River with frame house and large livestock and hay barn with goose pens on pond formed off the river. The house appears to date c.1865 and was constructed by the Lynas family.

19560 Glen Haffy Rd. (E ½ Lot 38, Con. 1)

Known as 'Briardale' this excellent farm complex is comprised of a 1 ½ storey frame house of three bays with centre gable and full verandah across the front,



View of 19353 Glen Haffy Road



19560 Glen Haffy Road

extensive barns of various eras including a large livestock/hay barn raised on stone foundation.

The house is built on a terraced rise reached by a long lane with windrow of mature trees. A cedar rail fence extends across the front of the property. The Escarpment rises up in the background. The house would appear to date c.1875.

***19179 Centreville Creek Road
(W ½ Lot 36, Con. 3)**

Historically known as Balsam Villa, this multi-gabled brick farmhouse has polychromatic (red brick with buff) accents at the quoins, window surrounds and string courses etc. It was built by James Patterson in 1887. (Remarkably all the original construction invoices/receipts have been preserved.).

James was the son of John Patterson who had emigrated from Ireland and purchased the property in 1851. The original family house was a two storey log dwelling built by John. The Pattersons played an important role in Albion Township community life, both religious and civic, and remained on the property until 1968. The property includes extensive secondary accommodations and outbuildings. It has been operated as a group home for young schizophrenics since 1968, and is now known as Peace Ranch.



19179 Centreville Creek Road

**19350 Centreville Creek Road
(E ½ Lot 37, Con. 2)**

Board and batten frame three bay 1 ½ storey house with centre gable extending through 'broken' eave. The screened verandah across the front is segmentally arched between the chamfered columns. The building appears to date from the turn of the 20th century. The property was in the McDonald family for much of the 19th century.



19350 Centreville Creek Rd

**19126 Centreville Creek Road
(E ½ Lot 36, Con. 2)**

Though this three bay medium pitched side gabled 1 ½ storey house may have new siding and windows etc., its form, scale and remaining brick end chimneys suggest it may be an original log house. It also retains extensive property including a river valley behind the house. The house appears to have been built by John McKedles c.1860.



19126 Centreville Creek Road

**18030 Centreville Creek Road
(E ½ Lot 31, Con. 2)**

This recently restored, small farmhouse, is constructed of rough-cast lathe and plaster over a square timber frame. The 1 ½ storey, three bay under medium gable roof form is typical of the pre mid 19th century homes of the area. The end chimneys, returned cornice and moulded verge are also typical classically-derived details of this period.



18030 Centreville Creek Road

The associated hay/livestock barn remains in situ and the field patterns remain extending to the hillside. Cedar fencing bounds the property and divides the yards from the fields. On both the Tremaine (1859) and County Atlas maps (1877) it is shown in the ownership of George Irwin.

**17889 Innis Lake Road
(W ½ Lot 30, Con. 2)**

This property belonged to one of the earliest settlers in the area, James Killeen who, as noted earlier, helped to establish the hamlet of Sleswick. It is a beautiful well treed site with the house and farm buildings set well back from the road and two tributary branches of the Humber River running through the property. The



17889 Innis Lake Road

house is a full two-storey three bay frame dwelling with medium gable roof and end chimneys, and reflects the relative prosperity and long establishment of the family by c.1860. It has a kitchen side addition.

Settlement Clusters

The area under discussion was historically associated with two hamlets, which now only survive as map place names, just at the periphery of the current study boundaries. Sleswick was located at the intersection of what is now the Finnerty Sideroad and Airport Road and was developed by early (within the Candidate CHL area) settlers Michael Finnerty and James Killeen and would have been the service centre and post office for the area.

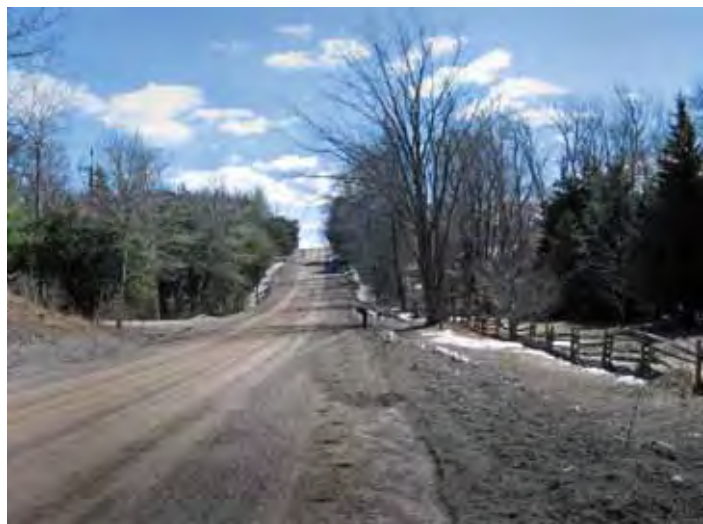
Lockton, associated with the Locke and Horan families, was developed southeast of the Candidate CHL area at Patterson Sideroad and Gore Road. There is little trace of what was once apparently a bustling and often rollicking village. Including Centreville to the south, the three villages served the Irish community, both Catholic and Protestant, with flare-ups of ancient enmities not uncommon.

Archaeological Sites

Though no archaeological survey has been undertaken within the Candidate CHL, a survey conducted along the main branch of the Humber River to the east and along a section of Centreville Creek revealed an abundance of First Nations' related sites. The Candidate area is essentially an extension of this environment of tributary stream valleys and wooded uplands and clearly has high potential for sites of First Nations' occupation.

3. Site Context

This area is characterized by the intersection of the Niagara Escarpment and the Oak Ridges Moraine, creating a series of ridges and hills running both north/south and east/west the latter containing the source of a number of the tributary streams of the Humber River. Early settlement was typically in plateau areas and along the river valleys. The difficult terrain, particularly in the northwest meant that some areas were never developed, or, if developed at all, were abandoned early for farming purposes. Thus Innis Lake Road never was taken through to Coolihans' Sideroad and yet is ideal as a section of the Bruce Trail. Generally, throughout the area, despite some severances, the prevailing sense is of isolated farms in a heavily wooded setting. Views to the northeast from the crest of Coolihans Sideroad are particularly dramatic.



View along Coolihans Side Road

9.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

The Irish Settlement of Northwest Albion well exemplifies *Criteria A, C and D*. The early date of settlement (c.1825) qualifies it under that main theme while its long history of Irish-originated occupation of the area is representative of Irish influence throughout northwest Albion Township and testament to their ability to forge a sense of permanent community out of necessarily isolated farmsteads. The wildness of this section of Albion Township could never be fully tamed and the settlers simply adapted to that reality.

9.4 STATEMENT OF SIGNIFICANCE

This picturesque but rugged area where the Niagara Escarpment and the Oak Ridges Moraine meet was settled c.1825 by Irish immigrants of both Protestant and Catholic backgrounds. Farmsteads were isolated due to the topography and some land was never built-on or was soon abandoned. This element of wildness has remained a characteristic of the area, perhaps even enhanced now by natural regeneration, TRCA ownership of much of its core and the Bruce Trail extending through it along the unopened road allowance for Innis Lake Road and its continuation north of Coolihans Sideroad as Glen Haffy Road.

Still, despite the isolation, the settlers forged a sense of community. A school was established along the 1st Line (Innis Lake Road) by the 1830s. Though this section of road never evolved beyond a cart track, the original log building was replaced with a brick structure in 1872 and continued in use well into the 20th century. Situated deep in a wooded valley, it became known as the Dingle School. Its



19126 Centreville Road

remains are a cultural feature along a side trail of the current Bruce Trail. James Killeen, one of the first settlers in the southwest corner of the Candidate area, is credited, along with his neighbour Michael Finnerty, with the establishment of the hamlet of Sleswick at what is now the corner of Finnerty Sideroad and Airport Road. No longer extant, it was the service centre and post office for the immediate area.

Log was the common construction material for the first permanent houses in this area, which often took the form of a simple three bay gable roofed storey and a half dwelling. There are two such properties along Centreville Road (18030; 19126), though now covered in siding and stucco respectively. The extent of swamp cedar in the area made it the material of choice for fencing, and the road side and field boundaries are still defined in this manner.

While much of the surrounding area shares similar qualities including Irish heritage, it is particularly within the Candidate area that the integration and juxtaposition of wild (or at least regenerated) lands and traditional heritage farmsteads is best represented with the minimal intrusion of new development.

Character-defining elements:

- IA-1 19560 Glen Haffy Road (E ½ Lot 38, Con. 1)
- IA-2 19353 Glen Haffy Road (W ½ Lot 37, Con. 2)
- IA-3 19350 Centreville Creek Road (E ½ Lot 37, Con. 2)
- IA-4 *19179 Centreville Creek Road (W ½ Lot 36, Con. 3)
- IA-5 19126 Centreville Creek Road (E ½ Lot 36, Con. 2)
- IA-6 Glen Haffy Road component of overall Road Network
- IA-7 The view northeast from Coolihans Sideroad
- IA-8 Coolihans Sideroad component of overall Road Network
- IA-9 The pattern of field and woodland
- IA-10 The trout ponds of the Glen Haffy Conservation Area
- IA-11 The Glen Haffy Side Trail to the Bruce Trail through Innis Lake Road and Glen Haffy Road
- IA-12 Centreville Creek Road component of overall Road Network
- IA-13 18030 Centreville Creek Road (E ½ Lot 31, Con. 2)
- IA-14 Finnerty Sideroad component of overall Road Network
- IA-15 Innis Lake Road component of overall Road Network
- IA-16 17889 Innis Lake Road (W ½ Lot 30, Con. 2)
- IA-17 The ruins of the Dingle School (W1/2 of Lot 33, Con. 2)

It is thus recommended that this candidate CHL referred to as the Irish Settlement of Northwest Albion be identified as a CHL.

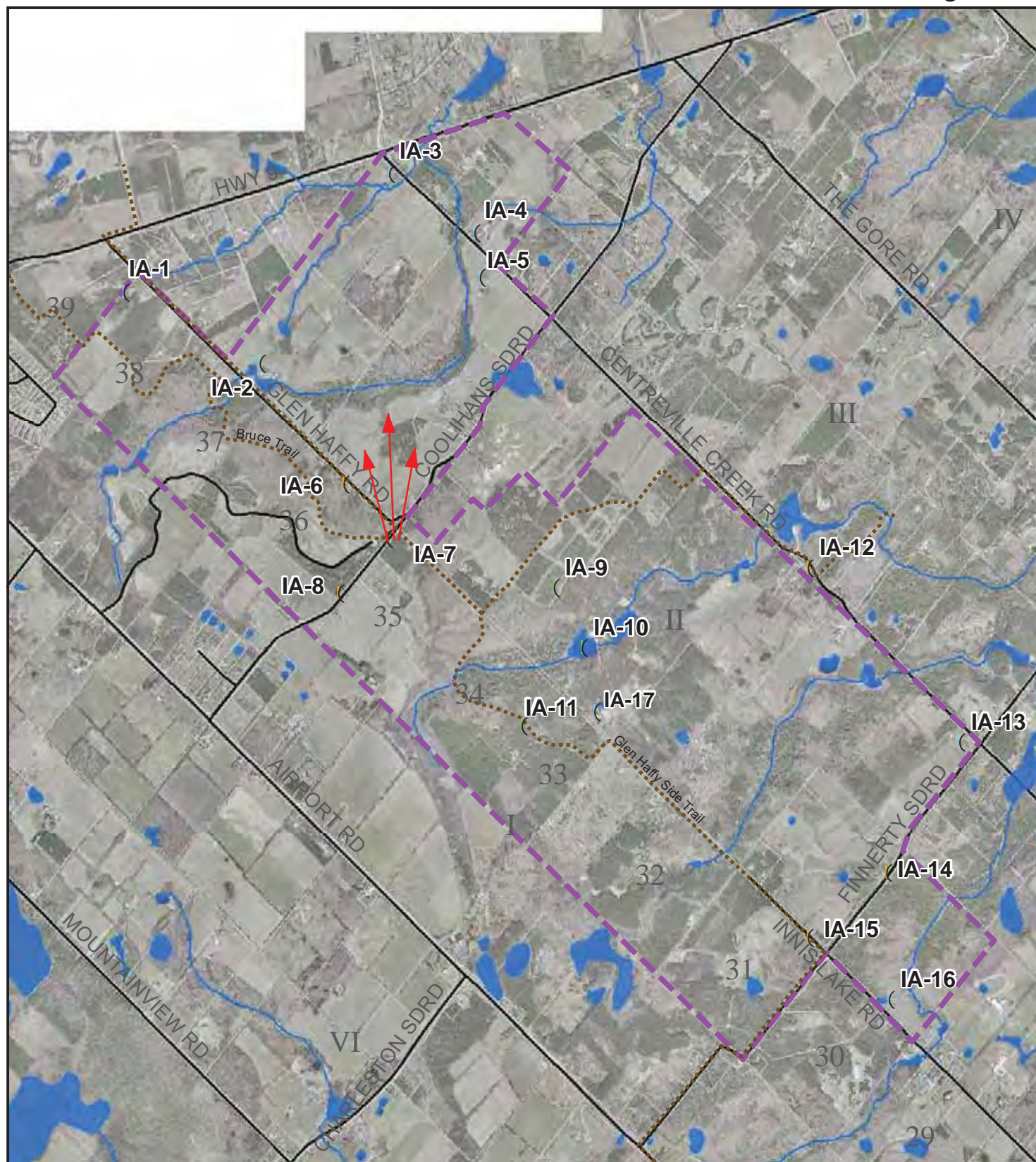
9.5 BOUNDARIES

The boundary of this Irish Settlement of Northwest Albion CHL may be most simply described thus: between Lot 31 and Lot 37 from the east half of Con. 1 through Con. 2 but extending to include Lot 38 in Con. 1, Lot 30 in Con. 2 and the west half of Con. 3 in Lot 37. A portion of Lot 35, Con. 2 has been excluded from the CHL.

Refer to **Figure 11 Irish Settlement of Northwest Albion** detailed delineation of boundaries.

0 0.25 0.5 0.75 1KM

Irish Settlement of Northwest Albion Figure 11



Character Defining Elements

- (Built
- (Landscape
- (Streetscape
- (Views

- CHL Boundary
- Lakes / Ponds
- Rivers / Streams
- Road

- Property Boundary (2006)
- Trail
- Viewshed

10. SOUTH ALBION FARMSTEADS

10.1 HISTORICAL CONTEXT

This Candidate area is an *organically evolved rural landscape*, as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, extending along Innis Lake Road between Castlederg Sideroad and King Street.

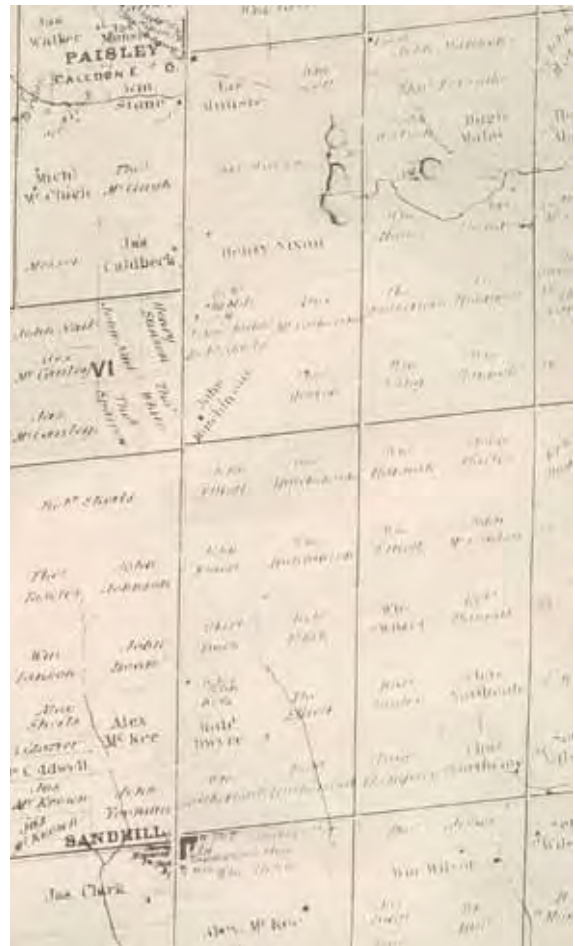
This area appears to represent a typical 19th century farmstead landscape within the Albion Township portion of the Peel Plain.

10.2 INVENTORY

1. Physiographic Description

The Candidate area occupies a portion of the Peel Plain. The soils of this area are classified as Class 1, among the best in the Province for the growing of crops. The Peel Plain, an ancient lakebed, is relatively flat though sloping generally toward Lake Ontario. It is composed of till containing large amounts of shale and limestone. In many areas this profile has been modified by a veneer of clay.

This portion of the Peel Plain is drained by the west branch of the Humber River. The area once contained a rich hardwood forest of wide species diversity, but is now treeless except for small woodlots.



South Albion Farmsteads,
Tremaine Map 1859

2. Processes

Land Uses and Activities

Settlement began in the area shortly after the completion of the Township Survey in 1819. The rich soils of the Peel Plain were quickly recognized for their agricultural potential and greatly coveted. The Peel Plain is remarkably flat, relative to the upland character of so much of the Town, and once the land was cleared the farms of those who settled here prospered and expanded. While land clearing was a struggle, the soils were stable, much less susceptible to erosion than the sandy soils to the northeast and able to support a variety of crop types. It was initially wheat farming that brought prosperity to the farmers of the area. Wheat prices skyrocketed in the mid 19th century, pushed by a chain of events which began with the gold rush of 1849 and peaked in 1854-1855 when the crop failed in Europe at the same time as

the Crimean War cut off the supply of Russian wheat. It was with the wealth generated in this period that many of the area farmers built their 'second' homes, most often choosing the combination of red brick with buff brick detailing which is now considered characteristic of the architecture of the area. While some residents built new structures in brick, others bricked over existing frame and log structures.

Beginning in this same period, the signing of the Reciprocity Treaty with the U.S.A. (1854-1865) and the coming of the railway encouraged farmers to diversify, including an increase in livestock. This diversification in turn changed their outbuilding requirements. The modest English two bay hay barn was no longer adequate, in itself leading to the construction either of a second barn or the raising of the existing barn on a stone foundation with livestock at that ground storey and hay in the loft above. Thus it was in this period that the barn became the dominant feature of the Peel Plain landscape.

A hardy variety of Alfalfa known as Ontario variegated was introduced into central Canada in 1871 and became an important crop in Peel County, in part due to its promotion by C.A. Drury, the Minister of Agriculture. Although alfalfa continued (and continues) to be grown, there was a marked decline in production following 1926 when an even harder strain was developed that could be grown on the Prairies.

This Candidate area was settled by a cohesive group of Primitive Methodists, that Methodist sect which had seceded from the Wesleyan Methodists in 1810 seeking to even more closely emulate the early Christians. Almost all the settlers shown in this area on the Tremaine Map (1859) are buried in Providence Cemetery (NE corner, Lot 13, Con. 1). This cemetery, which formally dates from 1906, appears to have existed as a less formal Methodist burying ground throughout the 19th century. It was associated with Providence Primitive Methodist Church, which was originally constructed in the nearby hamlet of Sandhill (Airport Road and King Street) as a frame church in 1837. This building was destroyed by fire in 1843. Rebuilt, it was apparently eventually demolished in 1900 and the extant United church built on the site.

Sandhill was a postal village by 1842 and was the market and service center for the immediate area, particularly before the coming of the railway. By the mid 19th century it had three hotels, a saddlery, tailor, doctor, shoemaker and two blacksmiths. A carding mill also was established as sheep raising was quite extensive within the area.

The Toronto Grey and Bruce Railway came through the Candidate area at Lot 13 c.1870, passing very close to the burying ground.

Patterns of Spatial Organization

The survey of Albion Township was completed by William Chewett in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres, with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a sideroad.

Within the study area there was little in the way of topography to force modifications on the survey grid. Homes have typically been set well back from the road on a rise.

3. Elements

Circulation Networks

The surveyed road network was established quite early in this area, particularly King Street, due in part to the early development of Bolton as a milling centre.

Boundary Demarcations

The typical boundary fencing currently in use is cedar post and wire, though several key properties have no extant roadside fencing. Providence Cemetery is demarcated with a modern wire fence with metal posts and newel top. However, the gate posts are original cast iron with arched decorative detailing, and the cemetery name included in the arched treatment.

Vegetation Related to Land Use

The area is comprised mainly of cleared agricultural land, with a few remnant woodlots remaining internal to the concession, east of Innis Lake Road and in association with the lesser tributaries. A branch of the West Humber River originates in the study area, traversing from the north to the south-east, east of Innis Lake Road. The lesser tributaries remain as drainage swales within the agricultural landscape, west of Innis Lake Road.

There are a few mature windrows, heritage tree-lined laneways and significant trees within the landscaped areas of the heritage properties. There are a limited number of hedgerows marking field and lot boundaries, and little woodland regeneration – evidence of the intensity and continuity of farming in this area. Due to road improvements there are few mature trees along Innis Lake Road, and those that remain are typically in poor condition.



A band of successional vegetation marking the alignment of the former Toronto Grey and Bruce (TGB) Railway is strongly apparent east of Innis Lake Road. It diminishes to the west of Innis Lake Road, although the rail bed is visible in air photos through some areas.

Vegetation marks the former TGB Railway

Buildings, Structures and Objects

*Note that * denotes designation under the Ontario Heritage Act.*

The farmsteads within this area, particularly as manifested in the houses, present the appearance of relatively early prosperity and are conservative architecturally. This may reflect the preference for simplicity in all things associated with the Methodist orientation of the community.

14880 Innis Lake Road (E 1/2, Lot 15, Con.

This property remained in the family of one of the areas original patentees, George Hutchinson, at least throughout the 19th century. The extant brick three bay centre gabled farmhouse likely dates c.1875. It is the only residence within this grouping with Gothic Revival detailing. It has a pointed arch window in the centre gable, segmentally arched typical window openings and the quoins are picked out in an unusual pattern of buff brick. Unfortunately the front door and window have been substantially renovated. It is set well back from the road and the yard includes a number of mature trees.



14880 Innis Lake Road

14921 Innis Lake Road (W ½ Lot 15, Con. 2)

This three bay, 1 ½ storey gable roofed farmhouse is relatively large for the type. Despite unfortunate renovations to the windows, it has retained its original main entrance treatment including a six panel door with sidelights, transom and pilastered surround. Clad now in an early synthetic (possibly asbestos) siding and apparently of frame construction, it may actually be a log structure. It would appear to have been constructed in the mid 19th century, during the ownership of William Hanna. A raised barn with banked entry and carriage house from the same period extend behind the house, the former with a crumbling stone foundation at the northwest corner. Fields extend back to a woodlot in the centre of the concession.



14921 Innis Lake Road

**14639 Innis Lake Road
(W ½ Lot 14, Con. 2)**

This stone house with brick detailing, set well down its drive, appears to also be of c.1865 origin (could not be easily viewed from the road). This was the property of William Elliot who possibly could be the same William Elliot with extensive holdings throughout Peel County, including a large house and store in Meadowvale and another home in Chinguacousy. A large gambrel barn is also visible on site.

**14580 Innis Lake Road
Providence Cemetery
(NE corner East ½ Lot 13, Con. 1)**

The current cemetery, formally defined with decorative cast iron arched entrance and gatepost, metal fence and associated brick structure dates from 1906. It is assumed that an earlier burying ground was located at this location as many of the early settlers are apparently interred here. A wide range of monuments and head stones are maintained in a park-like setting.



Providence Cemetery

**14520 Innis Lake Road
(E 1/2 Lot 13, Con. 1)**

This 19th century farmstead with its extant outbuildings and tree lined lane and fields occupies the land around the cemetery and acts as a buffer to it.

**14285 Innis Lake Road
(W ½ Lot 12, Con. 2)**

This three bay, 1 ½ storey, gabled farmhouse clad now in aluminum siding may well be a log structure. It would appear to predate the mid 19th century, though not shown on the Tremaine map. A stream extends through the back of the property. A wide range of outbuildings from various eras are arrayed across the lane from the house, including: frame gambrel barn; concrete silo; metal barn, and various sheds. The lane has been planted with young conifers. Holstein cattle were grazing in the front yard on the day visited.



14285 Innis Lake Road

14117 Innis Lake Road (W ½ Lot 11, Con. 2)

This property was owned throughout the 19th century by Issac Thompson. The farmhouse is unusual in the area being five bays long, rather than the typical three bays and with more elaborate detailing than its neighbours. This includes a dentillated, moulded cornice returned at the gables; a polychromatic wall treatment of buff and painted brick accents (quoins, arches, stringcourses) on a red brick 'background'; and a main entrance with transom and sidelights. A brick kitchen 'tail', with a rare, shed-roofed stone addition, extends from the rear of the main house. A gambrel barn with banked entrance sits amid the fields across the lane from the house. The fields extend right down to the roadside on both the west and south sides. The residence appears to date c.1860.



14117 Innis Lake Road

Archaeological Sites

Though no archaeological survey has been undertaken within the Candidate CHL, a survey conducted along the main branch of the Humber River to the east and to a section of Centreville Creek revealed an abundance of First Nations' related sites. The Candidate area is essentially an extension of this environment of tributary stream valleys and wooded uplands and clearly has high potential for sites of First Nations' occupation.

4. Site Context

Despite the existing land severances and associated recent construction this 'block' of the former Albion Township continues to present the general appearance of a 19th century farming landscape. Indeed the character of the farmhouses, despite some unfortunate renovations, manifests the c.1860s to 1870s period. Though this farming landscape extends all around the Candidate area, it tends to be much more fragmented.



View of 14117 Innis Lake Road from King Street

The gently undulating landscape allows for long views. The view of 14117 Innis Lake Rd. from King Street allows the full farmstead to be appreciated.

10.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination the Albion Farmstead Candidate CHL meets *Significance Criteria C* - reflecting agricultural life on the Peel Plain throughout the 19th and early 20th century when it was the economic backbone of the area. The farmsteads, together with Providence Cemetery, retain sufficient integrity that the traditional farming landscape/community is still readily perceivable.

10.4 STATEMENT OF SIGNIFICANCE

This area was first settled by members of the Primitive Methodists in the 1830s and was associated with the Providence Primitive Methodist Church in Sandhill, constructed in 1837. A main feature of the area, the Providence Cemetery, is assumed to be the formalization of an earlier Primitive Methodist burying ground associated with the church as many of the early settlers are interred there.

This block of farmsteads is representative of rural life throughout the Albion Township section of the large, fertile Peel Plain. This region was an extremely important agricultural area throughout the 19th and early 20th century, being a major producer of wheat during the mid 19th century 'boom' and diversifying in the later 19th century to include a greater variety of crops and emphasis on livestock. The traditional agricultural landscape of the Plain is shrinking as severances increase and subdivisions march relentlessly northward.

The farmsteads which make up this Candidate CHL still, by in large, retain their original lot size, patchwork of fields, open spaces and woodlots, complement of widely varied barns and outbuildings, and include farmhouses which largely date pre-1870 and appear to reflect, in the main, the preference for simplicity associated with Primitive Methodism. Still, they range from three bay frame buildings with no ornamentation to a fine five bay brick dwelling and another, which incorporates some Gothic Revival features.

Character-defining elements:

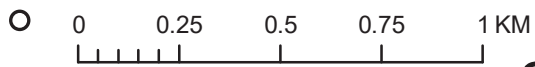
- SA-1 14921 Innis Lake Road (W ½ Lot 15, Con. 2)
- SA-2 14880 Innis Lake Road (E 1/2 Lot 15, Con. 1)
- SA-3 14639 Innis Lake Road (W ½ Lot 14, Con. 2)
- SA-4 Providence Cemetery, 14580 Innis Lake Road (NE corner East ½ Lot Con. 1)
- SA-5 14520 Innis Lake Road (E 1/2 Lot 13, Con. 1)
- SA-6 The remaining embanked indications of the TG & B Railway on Lot 13, Con. 2
- SA-7 The field pattern
- SA-8 14285 Innis Lake Road (W ½ Lot 12, Con. 2)
- SA-9 14117 Innis Lake Road (W ½ Lot 11, Con. 2)
- SA-10 The view of 14117 Innis Lake Road from King Street

It is thus recommended that the Candidate CHL referred to as the South Albion Farmsteads, and representing the farmsteads of the Peel Plain within the former Albion Township, be identified as a CHL.

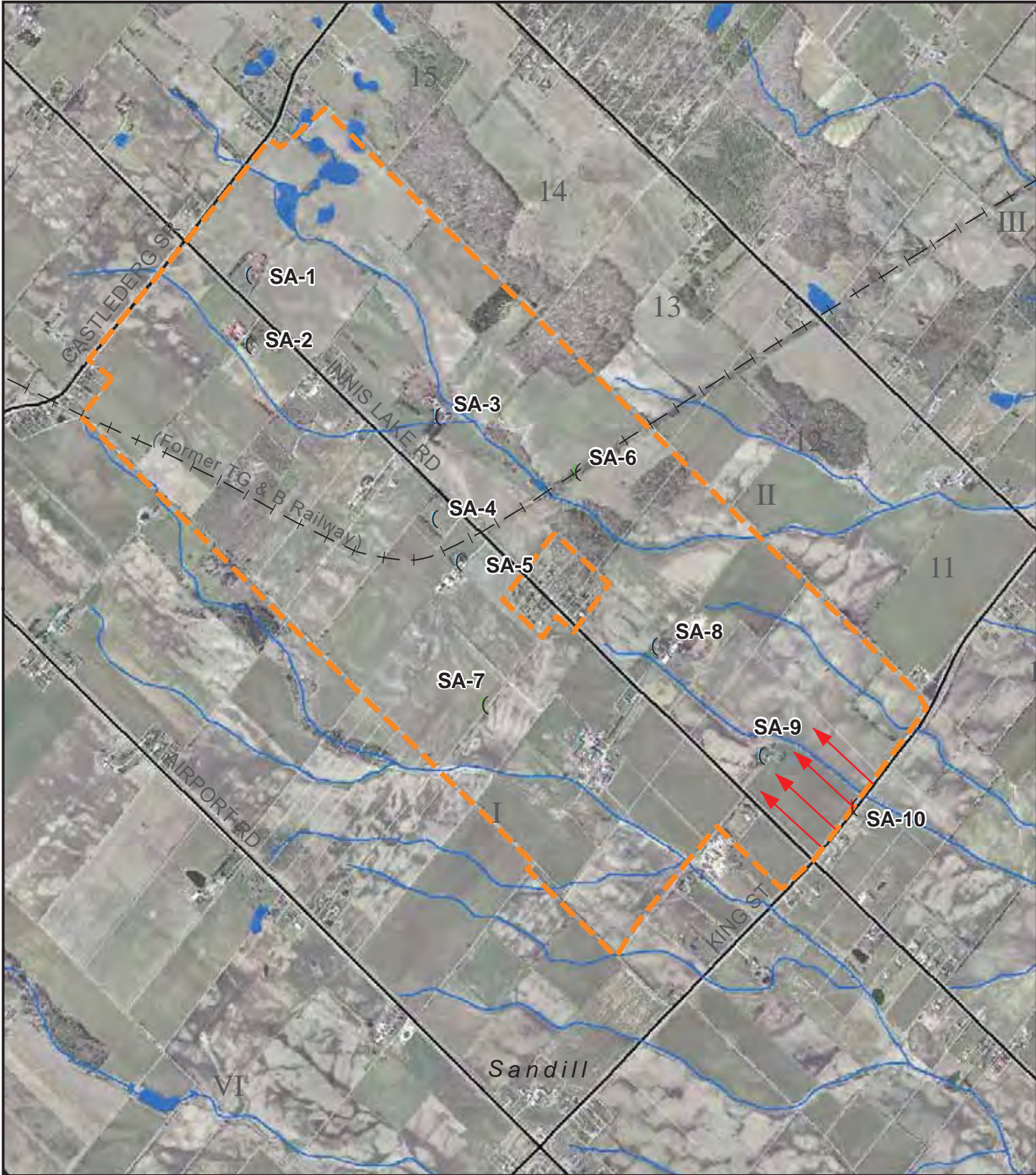
10.5 BOUNDARIES

The boundary of the South Albion Farmsteads CHL may be most simply described thus: between Lots 11 and 15 in the eastern half of Con. 1 and the western half of Con. 2 along Innis Lake Road with the exclusion of an area of new development on Lots 12 and 13.

Refer to **Figure 12 South Albion Farmsteads** for detailed delineation of boundaries.



South Albion Farmsteads Figure 12



- | | | |
|-----------------------------|--------------------------|------------------|
| Character Defining Elements | CHL Boundary | Rivers / Streams |
| Built | Road | Lakes / Ponds |
| Landscape | Former Railway | Viewshed |
| View | Property Boundary (2006) | |

11. BOLTON'S HISTORIC CORE

11.1 HISTORICAL CONTEXT

This Candidate CHL area is an *organically evolved mill town* as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*. The area under consideration is the core of the village centred on the intersection of Queen and King streets and extending north to the Humber, west to Sackville Street, east to James Street and south to Elizabeth Street. This area of the village appears to represent several of Caledon's key historic themes particularly *Early Industry- Grist and Sawmills on the Humber*. As the largest village in Caledon, it also appears to best represent the evolution of an early mill village into a major urban entity. Bolton is intimately connected to the Humber River, recognized as a *Canadian Heritage River*.



Bolton, Tremaine Map 1859

11.2 INVENTORY

1. Physiographic Description

The Candidate area occupies a section of the Humber River Valley as it meanders through the eastern limit of the Peel Plain from its headwaters in the Oak Ridges Moraine. The terrain of Bolton itself is hilly, descending from the high country to the north and south into the river valley. The village is located within the river floodplain and severe flood events characterized its history, until control measures were installed following Hurricane Hazel.

2. Processes

Land Uses and Activities

At the completion of his survey of Albion Township in 1819, James Chewett received a number of prime properties in the newly laid out area including Lot 9, Con. 7 (200 acres) through which the Humber River coursed. He sold off this property with its potential mill sites in 1821 to George Bolton, originally from Suffolk, England. Over the next few years George had a grist mill and dam constructed on his property, approximately at the bend of Mill Street, by his uncle James Bolton, one of Albion's pioneers (settled in 1819), who was

an extremely experienced millwright (mills in Weston, Newmarket and Tecumseh are credited to him) as well as a farmer. This small mill with its one run of stone was of great assistance to local farmers who previously had to take their wheat to Weston for milling. Adjacent to this location along the Humber River, a cooperage, blacksmith shop and workers' cottages were established and eventually a store, inn and tannery. This hamlet was then known as Bolton Mills.



Bolton. 1877

The Boltons were strong supporters of William Lyon Mackenzie and the village, part of Mackenzie's riding, was a 'hotbed' of reform politics. With the failure of the Rebellion James Bolton followed Mackenzie into self-exile in the U.S. where he died the following year. However, James' son, James C. Bolton, purchased the mill from George Bolton c.1842 and proceeded to erect a saw mill, and relocate the grist/flour mill to where Humberlea Road now crosses the river. He also established a general store at the southeast corner of Mill and King streets. In 1855, the mill was sold to Edward Lawson. By 1860, it was in the hands of the prominent local citizen John Guardhouse.



The Bolton Flour Mill

In 1881, Andrew McFall purchased the mill and, other than the Boltons, his is the name most associated with the enterprise. Water power was supplemented with steam engines after 1890 and in 1968 it was demolished to make way for Humberlea Road.

The village was designated as a postal village in 1832 under the name of Albion. By 1840, the village consisted of 14 houses (mostly log), two stores, blacksmiths, shoemakers, a tailor, a hotel, distillery and tannery as well as the mill. In 1842, the first school was opened and in 1843 the Congregationalists built the first church structure of mud brick, soon followed by the Anglicans, also in mud brick (see Buildings section for discussion of mud brick).

Growth was very strong through the mid 19th Century with the wheat boom associated with the Crimean War keeping the Bolton mills humming. By 1860 there was a soda biscuit factory, steam bakery, metal shop for tin and copper work, lawyer and doctor. In 1872 the

village was incorporated with a population of 750 voters. About this time the Toronto, Grey and Bruce Railway (TG&B) established a station at Bolton (southwest of the village itself) which further spurred industrial development. The Agricultural Works established by William Dick in 1869 was, by 1877, a major producer of the full range of agricultural implements. A soap and candle factory, wooden pump manufacturer, and carriage and wagon factory were all operating along with the earlier industries. A harness shop, five general stores, five hotels and a large drug store are also noted in the 1877 Atlas portrait of the village. This prosperity continued up to the Great Depression, which greatly affected the area.

Patterns of Spatial Organization

The manner in which the village developed spatially, still clearly reflected today, was determined by the course of the Humber River through the adjacent hills with its major oxbow east of James Street, its braided form and the creation of millponds and millraces along its route. The earliest node of settlement was at the natural bend in the river just east of Queen Street. It is likely that the relative proximity of Bolton's mill to the surveyed 6th Line (hence a nascent road) was a contributing factor in its rapid growth. In that regard the surveyed side road to the south, now King Street, was also close by. The initial village road lay-out grew organically out of the mill complex roads which reflected the southwest tending course of the river. Thus Mill, Elm and Hickman streets are all angled with respect to the formal grid.

The village survey, as in many of the communities in Canada West, was undertaken in sections between the late 1840s and the mid 1850s, spurred on by the prosperity engendered by the Crimean War situation. Quarter acre and half acre lots were laid out, each defined by a tall board fence.

The hills to the north and south limited expansion and contributed to the irregular form of streets, such as Elizabeth and Willow. A small tributary creek of the Humber River meandered through the west portion of the village also affecting the location of development.



Bolton, Tremaine Map 1859



North view along Queen Street
Source: Bolton (Baille, May and Schmelzer 1989)

The Village plan c.1859 shows the expectation of the village to expand to the southeast, but this only occurred very slowly and never to the extent envisaged.

The commercial and industrial areas in Bolton grew up in close proximity to the original mills, with the former eventually concentrating around the intersection of King Street and Queen Street.

Residential Bolton developed outward from this node. Despite the laying out of lots to the southeast, residential development was most concentrated directly to the west of Queen Street. By the mid 1870s the village had taken on much of the form it would maintain for a century until the relatively recent suburban type expansion to the south along Queen Street.

Lots within the core village area still largely reflect the historic size and form, with irregular parcels indicating the properties, which pre-date the survey. The former mill sites to either side of the river now form a park and commemorative trail with interpretive panels close to the location of the 1845 mill demolished in 1968.

Typically the residential lots have a small frontage to the street as would be expected in the latter half of the 19th century.

3. Elements

Circulation Networks (see also preceding section)

The proximity of industrial development to the intersection of the surveyed 6th Line (Queen Street) and the associated sideroad (King Street) was fundamental to the early development of Bolton. These roads then evolved into regionally important north/south and east/west routes respectively. Roads at the periphery of the Candidate area extended to associated communities such as Glasgow (Hickman Road).

The 'internal' road network still reflects a combination of the original organic routing influenced by the river coursing through the adjacent hills, the early industrial sites and the surveyed system of the mid 1850s.

Essential to the 'circulation' system were the bridges across the Humber, most significantly at the Queen Street crossing. However, the Tremaine Map suggests that even in 1859 no permanent bridge was in place at that location, though two bridges are shown along King Street east of the village center at narrower points along the river. By 1877, a bridge was in place, however. The current bridge is a reinforced concrete single span with galvanized steel balustrade apparently dating c.1965.



Queen Street Bridge

The track to the second mill was developed into Humberlea Road in 1968, necessitating the destruction of the mill. Slancy Street, which was proposed south of the river between Sackville and Ann (apparently providing access to a water powered industry), was never formally opened though vestiges of the access road and industrial activity are still present at the foot of Ann Street.

Boundary Demarcations

Of interest is that the newly surveyed properties in the 1850s were originally defined with tall board fences, but many of these decayed after the real estate boom of those years died out about 1865. Most residential lots do not now have 'hard' demarcations but some tall board fences have been reinstated.

Vegetation Related to Land Use

The description of Bolton village in the 1877 Atlas of Peel County emphasizes that "the grounds about the village are well cultivated and present a beautiful appearance" attributing this to the English origins of the early settlers.

Today this pride of ownership is still evident in the many front yards that are landscaped with ornamental shrubs and perennial gardens, particularly along King Street West and East. Even in winter it is evident that the residential areas still retain this character, with many lots featuring mature conifers and deciduous trees. A number of significant heritage street trees grace the area, complemented by the heritage styled streetlighting introduced in the 20th century. Although the plantings



Front yard gardens along King Street

have been altered over time, many residences still retain the historic arrangement of a centre walkway and steps.

Where there was once a dam and mill pond, the Humber River corridor, which meanders along the north-easterly boundary of the Candidate CHL area, is now regenerating into a series of wetlands. Along King Street East, the McFall lookout has been established as an attractively landscaped parkette with heritage plaques that commemorate the river and milling history. Downstream, the Humber River meanders south of King Street as a channelized corridor, which was implemented following the severe flood caused by Hurricane Hazel in 1954. Mature trees and vegetation overhang the concrete embankments.



Former Mill Pond

Buildings, Structures and Objects

*Note that * denotes properties designated under the Ontario Heritage Act.*

While most of the 19th century industrial structures that formed the basis of the village's economy are gone, a reasonable representation of the commercial architecture along Queen Street and strong representation of the residential fabric of that era remain intact. Among the latter are the homes of early mill owners.

As with most of the region, the first permanent structures in Bolton village were log, with the exception of the mill, which was certainly heavy timber frame. However, the proximity of river clay in the Humber River allowed for the early advent of mud (unfired) brick construction and eventually kiln fired brick manufactured locally. The original name for David Street was Brick Lane (Tremaine Map). The first schoolhouse, the Congregational Church, the Anglican Church and Hazzard's Hotel were all constructed in mud brick prior to 1850 (Rempel). After mid-century dichromatic brickwork with buff accents (quoins, stringcourse, window arches etc.) on a red brick background became the building treatment of choice and has come to characterize the core of Bolton to this day.

There are many fine heritage properties within the area of which some key examples are described below:

King Street:

***97 King Street East McFall House**

A unique plank wall structure it was used extensively as a case study in John Rempel's seminal book on 19th century



McFall House

building techniques Building with Wood. During restoration the house was found to actually be the amalgamation of the original single storey, frameless plank cottage pre-1850 and half a house which McFall purchased from Mrs. Guardhouse in 1882 and moved into position to allow linkage by a hall. The house went through many further changes to reach its current form. McFall purchased the mill along with the house property from John Guardhouse in 1881.

The house remains very much a Regency Cottage in appearance with hipped roof, six light over six double hung sash. It is shiplap sided with cornerboards and has a centre gabled portico with paired columns and scroll work. Work is currently being carried out to the landscaping including the walk and driveway.

***83 King Street East
Guardhouse – Goodfellow House**

John Guardhouse, who owned the flour mill until its sale to Andrew McFall, built this large brick home c.1876. In 1886, the house was purchased by Andrew McFall. It is rumoured to have been the first house in Bolton with indoor plumbing, and electricity powered by the mill likely following the introduction of coal-fired steam power to the mill. Constructed in red-brick with buff brick accents, the 2 ½ storey structure forms an 'L' plan. A two storey bay window projects from the gable front while the longitudinal section has a centre gable and a verandah with fine scrollwork spandrels. There is a one storey bay window on the west elevation. Other exterior features include stained and beveled glass windows.



Guardhouse – Goodfellow House



Streetscape along King Street East

King Street East Streetscape

The streetscape along the remainder of King Street East is mainly 19th century with examples of a wide range of styles from c.1850 to the turn of the 20th century. Of particular note are the frame centre gabled cottage with bell-cast verandah (122 King East) and the early frame property adjacent to the oxbow in the river which reflects the river's path in its angled east elevation.

15 King Street East Former Bolton Town Hall

Also along King St. East, near the commercial hub is the former Bolton Town Hall with its crenellated vestibule and ventilating cupola. Built in 1922, this brick structure is currently in need of maintenance, particularly in dealing with the flashing issues associated with the spalling brickwork.

Nancy Street:

Mature black walnut trees grace this street. There is a concentration of fine c.1865 - 1890 brick residential and institutional properties with lot fabric and inter-relationships intact.

These include:

- Bolton United Church (8 Nancy Street, corner of King and Nancy)
- True Blue Masonic Hall
- (16 Nancy Street)
- Christ Church
- 11 Nancy Street, likely one of the earlier brick structures
- *25 Nancy Street (Goodfellow-Nattress-Potts House)
- 38 Nancy Street

***45 Nancy Street (Joseph Watson Property)**

A particularly grand, late Victorian 'L' Plan with two-storey bay, ornate brick patterning, verandah and gable scrollwork

***31 Nancy Street (Smith-Schaefer-Potts House)**

George Smith was the acknowledged master artisan of decorative finishes in the Bolton area over the last half of the 19th century. Examples of his faux finishes are still present in the community. This dichromatic brick house, in the Italianate style, appears to have been built c.1885 for Smith by local builder



Former Bolton Town Hall



Looking east along Nancy Street



45 Nancy Street

George Watson, who also built the Guardhouse-Goodfellow House on King Street, which is a mirror image of this one. The orientation of the 'L' plan with the enclosed verandah along the south is distinctive. The bracketed eaves, segmentally arched windows and low medium pitch hipped roof are all typical of the Italianate.

Elizabeth Street and the east side of Jane Street extend the typical 19th century fabric noted for Nancy Street, creating a lovely residential enclave which terminates at the park created at the foot of the south hill e.g. 11 Jane Street (Tower House).

Temperance Street:

This short street has several distinctive properties including:

24-26 Temperance Street, a frame, shiplap sided multi-gabled row house

***34 Temperance Street (Shore-Nease Residence)**

The building is a fine example of a polychromatic brick 'L' plan residence featuring a diamond pattern at the gable of each section (as well as the typical accents of quoins and arches) and a distinctive 'L' form verandah formed at the inside corner between the two sections. Of particular note is its history as the combined residence and office of many generations of village doctors spanning the period 1890 – 1970.



34 Temperance Street

Elm Street:

This short block, close to the original mill site, contains a variety of building types including single storey stucco to 1 ½ storey frame as well as typical polychromatic brick structures. They are generally modest in appearance with 21 Elm and 34 Elm possibly originally worker's housing for the mill. There is a culverted ditch that runs along the west side of the street.



Elm Street

King Street West:

The homes on the north side of King Street West are typically later brick Queen Ann Style dwellings of some pretense, set high and well back above the roadway on the north side, e.g. 113, 105 and 99 King Street West.

The south side includes the Caven Presbyterian Church, c. 1875, at 110 King Street West.



105 and 99 King Street West

Commercial Hub: Intersection of King and Queen Streets

While there are gaps and losses within the commercial built fabric, the presence of a long late 19th century polychromatic brick range on the east side of Queen Street, several remaining heritage structures on the west, as well as the ambitious new commercial block built along King Street East in the style of the original commercial architecture, do maintain something of the traditional commercial ambience.



The Commercial Hub looking northeast

James Street:

The area to the southeast of the core, though laid out early on land owned by Charles Bolton, developed slowly and sporadically. In this area 19th century structures are more isolated with much post-war fabric in-between. However, the typically modest scale of the later dwellings, their placement on the lot and the lot size all remain in-keeping with the traditional village.



Lambert Bolton House

***65 James Street
(Lambert Bolton House)**

This fine large polychromatic brick 'L' plan house was built for Lambert Bolton, grandson of village co-founder James Bolton. Lambert was the first Reeve of Bolton when it was incorporated as a separate municipality in 1872. It is likely around this time that the house was built.

Archaeological Sites

There are over 30 registered archaeological sites within a 10 km. radius of Bolton spanning from the archaic period to early contact. Artifacts found near the second mill site have been dated to c.7000 B.C.E. This whole section of the Humber River valley with its meandering stream appears to be particularly rich in archaeological remains.

The area of the original mills and their ancillary structures can be expected to yield much in the way of historic artifacts.

4. **Site Context**

The core area of Bolton is now surrounded by recent development. However, the traditional village is somewhat shielded by the hill from modern residential subdivisions to the north and the more obtrusive growth, involving strip malls and shopping plazas to the south. To the east and west development is mainly residential in nature, allowing for a more gradual shift of built fabric.

Still, the village remains dominated by the adjacent wooded hills and the river valley. Views south along residential streets all are to the hills and the river, with its tortuous ox-bow, and the remnants of the mill ponds the main feature of the place.

11.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*

- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination, the Bolton Historic Core Candidate CHL fulfills *Significance Criteria A, B and E*. The village of Bolton was an important industrial centre in the 19th and early 20th century and remains the largest urban centre in the existing Town of Caledon. The Bolton family, particularly village founders, James and George Bolton, are among the most important historic figures associated with the settlement of the area. The area is extremely rich in archaeological potential.

Within the area being examined, the integrity of the historic fabric is relatively strong. The original village plan and street-layout remain generally intact.

11.4 STATEMENT OF SIGNIFICANCE

The Humber River valley has been host to human occupation for 9000 years. Perhaps the particular nature of the river in this section and the shelter provided by the hills accounts for its being seen as benign for settlement purposes from earliest times. George Bolton, newly arrived from England, and his uncle, James, an area pioneer from just after the completion of the 1819 survey, built a grist mill at a bend in the river on land George had purchased from the surveyor himself, William Chewett. This mill became the catalyst for several other enterprises which became the seed of a hamlet. The village was strongly Reform during the Mackenzie years and James Bolton had to seek refuge in the U.S.A. after the failed rebellion of 1837. In 1842, his son James C. Bolton purchased the mill site from his uncle and built a large flour mill at the site of the current Humberlea Road, as well as a

sawmill. The flour mill, in place until 1968, prospered under several prominent mill owners following Bolton including John Guardhouse and Andrew McFall, both of whose homes still survive along King Street East. The village continued to expand driven by water-powered industries such as William Dick's Agricultural Works. In 1872, it was incorporated with Lambert Bolton, grandson of James, as the first reeve.

While most evidence of the original mills and other industries have disappeared (other than the dam ruins), the 19th century residential fabric remain largely intact and enough survives of the late 19th commercial core to maintain the sense of the historic village. As it now stands, the area is characterized by the polychromatic brickwork of the second half of the 19th century in local brick with many of the finer homes incorporating a gabled 'L' plan with a verandah at the inside corner.



Original Commercial Range along Queen Street

Despite rapid change in all directions, the core of Bolton can still be viewed as 19th century river valley town.

Character-defining elements:

- B-1 118 King Street West;
- B-2 110 King Street West, Caven Presbyterian Church;
- B-3 102 King Street West;
- B-4 96 King Street West;
- B-5 88 King Street West;
- B-6 105 King Street West;
- B-7 99 King Street West;
- B-8 *34 Temperance Street (Shore-Nease Residence);
- B-9 24-26 Temperance Street;
- B-10 Temperance Street Streetscape;
- B-11 King Street West Streetscape;
- B-12 11 Jane Street, Tower House;
- B-13 19 Jane Street;
- B-14 25 Jane Street;
- B-15 8 Nancy Street, Bolton United Church;
- B-16 *16 Nancy Street, True Blue Masonic Hall;
- B-17 22 Nancy Street, Bolton Anglican Church;
- B-18 34 Nancy Street;
- B-19 38 Nancy Street;

- B-20 Nancy Street Streetscape;
- B-21 *45 Nancy Street, Joseph Watson Property;
- B-22 *31 Nancy Street (Smith-Schaefer-Potts House);
- B-23 *25 Nancy Street, (Goodfellow – Nattress – Potts);
- B-24 11 Nancy Street;
- B-25 Commercial Hub: Intersection of King and Queen streets;
- B-26 The Humber River as it courses through the village;
- B-27 15 King Street East: Former Bolton Town Hall;
- B-28 34 Elm Street;
- B-29 Elm Street Streetscape;
- B-30 21 Elm Street;
- B-31 King Street East Streetscape;
- B-32 *83 King Street East: (Guardhouse – Goodfellow House);
- B-33 *97 King Street East: McFall House;
- B-34 122 King Street East;
- B-35 James Street Streetscape;
- B-36 *65 James Street, (Lambert Bolton House);
- B-37 113 King Street West;
- B-38 Commercial range along the east side of Queen Street north of King Street;
- B-39 The encompassing hill views to the north and south

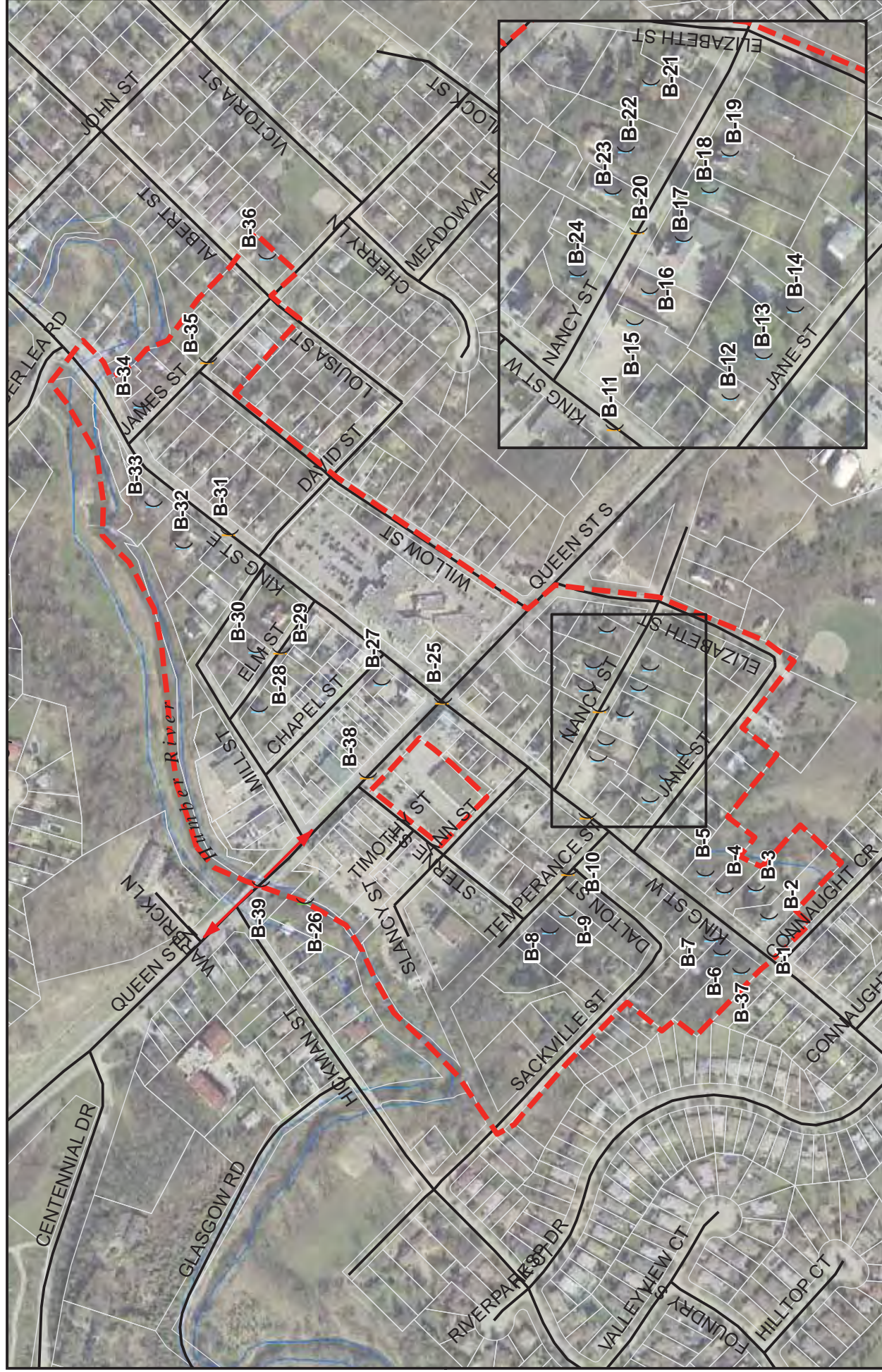
It is thus recommended that the Candidate CHL referred to as Bolton’s Historic Core be identified as a CHL.

11.5 BOUNDARIES

In order to maintain a reasonably high degree of contiguous integrity the recommended boundaries for the Bolton Historic Core CHL are somewhat complicated for written description, however, they can be generally described thus: extending along King Street to Jane at the west and Humberlea/James Street at the east; extending along the Humber River at the north and Elizabeth/Willow streets to the south. An area on the west side of Queen Street, north of the first two buildings north of King is excluded.

Refer to **Figure 13 Bolton’s Historic Core** for detailed delineation of boundaries.

Bolton's Historic Core Figure 13



- Character Defining Elements
- CHL Boundary
 - Road
 - Rivers / Streams
 - Lakes / Ponds
 - Viewshed
 - Property Boundary (2006)
 - Built
 - Landscape
 - Streetscape
 - View

12. ROCKSIDE

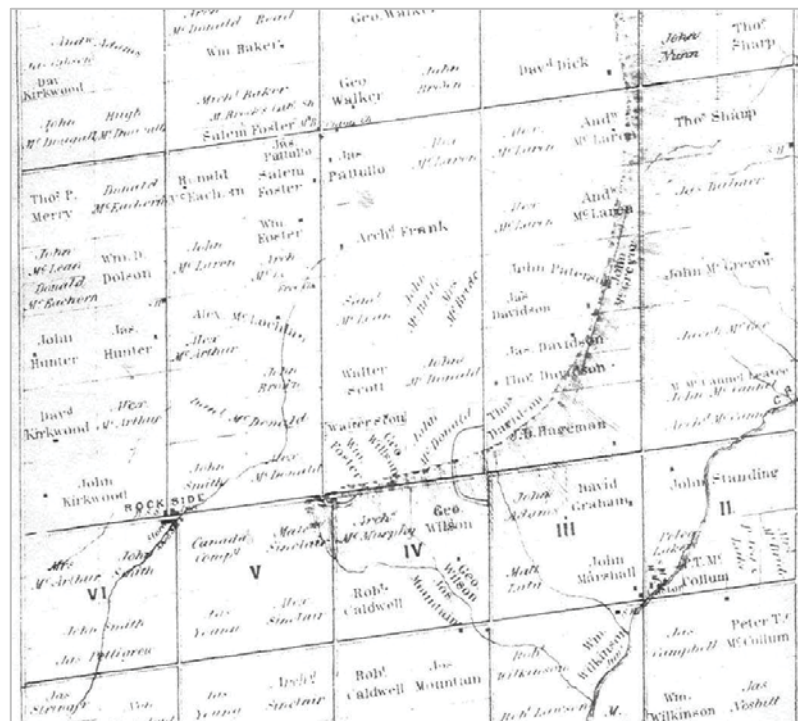
The Town of Caledon Rockside Cultural Heritage Landscape Study (Scheinman et al, 2006, rev. March 2009) provides a more in-depth evaluation and listing of heritage buildings and landscape features identified within the Rockside CHL, and should be referred to for additional information.

12.1 HISTORICAL CONTEXT

The earliest settlers in Caledon Township were a group of Scots originating from the counties of Renfrewshire and Argyllshire in Scotland, an area west of Glasgow and including a number of the Islands, the westernmost being Islay. John MacDonald and his extended family reached the southwest corner of the Township in June 1820, just after the completion of the original survey. They were followed over the next few years by other family members and countrymen.

It is this group of families, largely in place on the land by 1825, opening up a particularly rugged wilderness for settlement, which has come to be known in local lore as the *Rockside Pioneers* (the area being named Rockside, after a village on the Island of Islay). Though on historical maps Caledon's Rockside once identified a tiny crossroads hamlet formed at the corner of Base Line Road (Olde Base Line Road) and Shaw's Creek Road (Fifth Line West), in fact locally, and to the pioneers themselves, it was always understood to refer to the broader area settled by this group of pioneers. This continues to be true though the hamlet itself has long since disappeared.

This area, comprising the southwestern corner of the original Caledon Township consisting mainly of Lots 1-6 in Concessions 3 – 6 WHS and the uppermost lots (Lots 33-34) in the original Chinguacousy Township, is thus considered an excellent candidate *organically evolved* CHL for its direct association with the major Caledon themes of *Survey and Pioneer Settlement* and *Early Subsistence Farming*.



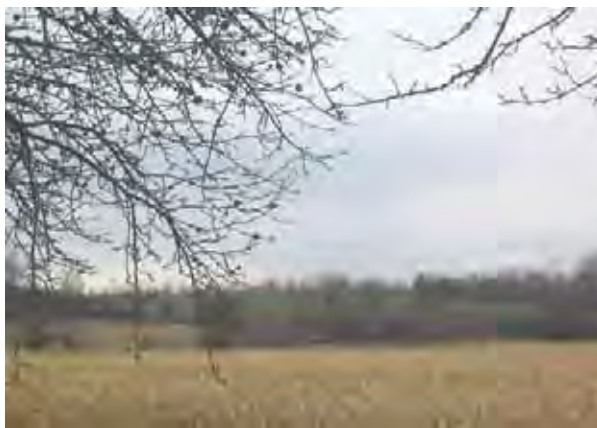
Rockside and area, Tremaine Map 1859

12.2 INVENTORY

1. Physiographic Description

The Rockside study area is located in the southwest quadrant of the Town, its boundaries generally comprised of Olde Base Line Road on the south, Winston Churchill Road on the west, The Grange Sideroad on the north and the Niagara Escarpment on the east.

Lands within the study area lie to the southwest of the Oak Ridges Moraine, and north and west of the Niagara Escarpment, on the rolling uplands of the Paris Moraine. This moraine, which extends westward into Erin Township, is comprised of sandy till and kame deposits deposited by a glacial retreat approximately 14,000 to 5,000 years ago. These glacial deposits have created a hummocky terrain characterized by stony soils, and numerous wet depressions, which are underlain by the limestone bedrock.



View to drumlin east side Winston Churchill Road

Within the study area, a drumlin is visible north of Olde Base Line Road and east of Winston Churchill Boulevard, just north of the Rockfort farm complex.

The study area also includes several minor tributaries of the Credit River, which, combined with the mineral soils and irregular terrain, give rise to the cedar swamps that are characteristic of the area. Located just to the south of the study area, below Olde Base Line Road is the Caledon Mountain Slope Forest, a designated Area of Natural and Scientific Interest comprised of a diverse bedrock plain forest, with wetlands, a peatland swamp and associated fen.



View to Badlands and Olde Base Line Road

hummocky terrain and exposed trenched gullies seen today. It is considered one of the best examples of “Badlands topography” in Ontario, and is designated a provincial Area of Natural and Scientific Interest (ANSI).

In the southeast corner of the study area (just west of Chinguacousy Road and north of Olde Base Line Road) on the edge of the Escarpment is an interesting physiographic feature known as the Cheltenham (or Caledon) Badlands. This phenomena dates to the early part of the 20th century when extensive land clearing caused the loss of topsoil and erosion of the underlying red shale, leaving the

2. Processes

Land Uses and Activities

Farming

The Rockside area was settled as farmland despite the rocky nature of the terrain. Heavily forested, stones and boulders at grade, rock outcrops and lack of soil cover all characterized most of the properties on which the *Rockside Pioneers* came to settle. For many this was not so different from the rough terrain of western Scotland. However, the combination of the rough nature of the landscape and, initially, the lack of frontier skills on the part of the immigrants, made the beginnings of settlement very difficult. As documented by Robert Crichton, son of RP John Crichton, in his memoir, many of the Scottish settlers were completely unfamiliar with the use of the axe, the basic tool of pioneer survival¹. Land clearing, firewood chopping and house building were dependent on its skilled use. Still, necessity and the early arrival in the area of several families skilled in backwoods living, including: Michael Baker, Frederick Frank, Aaron Teeter, James Hunter and James McLaren, led to quick learning and adjustment to the requirements of frontier life².

In general terms then the area followed the agricultural evolution of most of central Upper Canada in the first half of the 19th century but typically more slowly due to the poor quality of the farmland and distance from markets. Thus the period of land clearing and subsistence farming was long compared to that of the farms on the Peel Plain to the south. However, with few exceptions, the farms were never as prosperous as those even a few miles to the south and east. However, as elsewhere wheat was the main crop until c.1860, as is reflected in the proliferation in the area of the three-bay 'English Barn', a barn type developed specifically for the winnowing and storage of grain.

The Reciprocity Treaty with the U.S.A. (1854-65) and the arrival of the railway in the mid 19th century encouraged farmers to diversify, including an increase in livestock for both dairy and beef production. This often led to the raising of the original timber frame barn to allow for a stone storey below for the housing of livestock. Most of the area's surviving barns show this modification. On the larger farms, such as those of Alex McLaren, John Kirkwood and David Kirkwood, second and sometimes third barns were added for specialized functions (e.g. stable). The 1871 Census Return noted that John Kirkwood (Lot 1 Concession 6 WHS) owned 200 acres of land, one house and four barns or stables as well as various carriages, and farm vehicles and equipment that included two fanning mills and a horse rake. The principal livestock were sheep and swine³. His was, for the area, a particularly prosperous farm.

Other crops of some importance in the area through the mid 19th century were peas, oats, potatoes and turnips⁴. The area was blessed with a large number of sugar maple stands and the production of maple sugar at a number of locations continued well into the 20th century

¹ Robert Crichton, The Rockside Pioneers. (Cheltenham: Boston Mills Press, 1977) Chapter 3 (no page numbers).

² Ibid. Chapter 7.

³ Unterman McPhail and Cuming Associates (UMCA). Rockfort Quarry Site Documentation Report prepared for James Dick Construction, August 1998, p.6.

⁴ 1860 Agricultural Census for Caledon.

(e.g. Rockfort farmstead, Lot 1, Concession 6 WHS)⁵. The 1877 Atlas of Peel County map shows that many of the properties had small orchards.

Other than agriculture some small scale 'industrial' activities were undertaken, such as lime-burning as depicted on the 1877 map along Olde Base Line Road (traces of which can still be seen) and stone quarrying, which was largely confined to personal use for house and/or barn construction e.g. the Frank property (Lot 5 Concession 4 WHS) and Rockfort farmstead (Lot 1, Concession 6 WHS).

As with many marginal agricultural areas employment for the *Rockside Pioneers* often had to be found elsewhere to supplement farm income. In the early years this meant having to go quite far afield to the quarries near Kingston⁶ or providing labour for the construction of the Erie Canal.⁷ With the development of the quarries along the Niagara Escarpment in the Credit River valley c.1865, including those at nearby Inglewood, supplemental work could readily be found within the area. As well, provisioning of the substantial workforce for these local quarries provided a ready market for local farmers.

In recent times the farms of the area have not been able to compete with larger holdings elsewhere and agricultural production, with a few exceptions (e.g. the Westerveld hog farm on Winston Churchill Boulevard (Lot 2 W½, Concession 6 WHS), has virtually ceased. Today many of the properties are hobby farms, and, along Creditview Road, horse farms dominate. Hart House affiliated with the University of Toronto since the early 20th century (originally the Patterson farm), is located deep into the interior of Lot 3 Concession 3 WHS. Directly south of Hart House Farm along Creditview Road is the Caledon Riding and Hunt Club.

Fox hunting began in the area with Major Kindersley at Rockfort farmstead at the corner of Olde Base Line Road and Winston Churchill Boulevard, where the fox pens are still in evidence.



Major Kindersley and hounds, Rockfort farmstead, 1963

Early Industry and Commerce

A tiny hamlet, which came to be known as Rockside, developed around the intersection of Olde Base Line Road (the original Township Baseline) with Shaw's Creek Road (Fifth Line West) to the north and the slightly offset Rockside Road to the south (a commemorative name for Fifth Line West in Chinguacousy Township).

⁵ Interview with Rod and Lorraine Symmes.

⁶ Robert Crichton, *The Rockside Pioneers*. (Cheltenham: Boston Mills Press, 1977) Chapter 8 (no page numbers).

⁷ *Ibid.*, Chapter 4.

A small creek crosses Olde Base Line Road at this point, but there is no evidence of a mill, often the catalyst of settlement, ever having occupied this site. By the mid-19th century a small commercial node had developed, catering to some of the basic needs of the farming community.

In 1859 this included a blacksmith's shop, inn, store and a shoe store operated by John McLeod, described on the Tremaine Map as 'a general merchant and boot and shoe maker.'

In 1877 this same array of commercial establishments remained intact⁸ but a Temperance Hall had replaced the inn, indicative of the influence of the temperance movement across the Province at that time⁹. However, as the larger villages and towns of the region became more accessible to the Rockside folk (particularly with the advent of the automobile), this commercial core gradually disappeared, until virtually no trace ('above ground') remains. Despite this, the name continues to be shown on maps to the present day, confirming that the identity of the area rests on much more than the transient hamlet.

Historic Events

The Rockside area was not generally the site of dramatic historic events on the grand scale, though certainly affected and influenced by them. However, the exception was, as for a number of small, disaffected farming communities in the orbit of York (Toronto), the Rebellion of 1837. When William Lyon Mackenzie was in flight after the battle of Montgomery's Tavern, he and fourteen followers are said to have been hidden for two weeks in a cave on the John MacDonald Jr. farm (Lot 1 E½ Concession 4 WHS), kept alive by MacDonald's wife who smuggled food to them despite the nearby presence of government troops¹⁰.

The other site associated with the broader issues of the time was the Grange (McLaren's Castle), the baronial Scottish castle built by Alex McLaren (Lot 5 E½ Concession 4 WHS) and completed in 1864.

The building itself with its grand scale, meticulous stone detailing, and prominent view, became a landmark, known well beyond the area. McLaren himself was involved in local politics both formally as Reeve of the Township but also as the catalyst behind the forming of 'the Grangers', the first united farmers' group which met in the attic of the Castle¹¹.



McLaren's Castle (W.I. Collection, photo courtesy of the McLaren family)

⁸ Peel County Atlas, 1877.

⁹ Robert Crichton, *The Rockside Pioneers*. (Cheltenham: Boston Mills Press, 1977) Chapter 9 (no page numbers).

¹⁰ Berniece Trimble, *Belfountain" Caves, Castles and Quarries*. (Erin: Herrington Printing, 1975) p.28

¹¹ Ibid. p23-27.

Patterns of Spatial Organization

Survey

The survey of Caledon Township was completed in 1819 by Samuel Rykman and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south in this region (actually northwest). At every five lots there is an allowance for a Sideroad.

In Caledon Township, concessions were numbered east and west from Hurontario Street (now Highway 10) with a number of the west concession roads unable to be run across the edge of the Niagara Escarpment. The earliest of the *Rockside Pioneers* were granted 50 acres of land with the other 50 acres of the half-lot potentially held in reserve for the settler until such time as all settlement duties had been performed and a small fee paid¹². The nature of the double front survey described above and the original granting of land as 50 acre (1/4 lot) parcels have had a lasting effect on the pattern of settlement in Rockside. While many early settlers did go on to obtain their 'reserve lot' (the other 50 acres), in a number of cases the second 50 acres ended up in different hands such as with John Crichton and Hugh McLaren¹³. This established relatively dense settlement in some parts of Rockside, as can be seen on both the Tremaine and the County Atlas maps, and constrained the growth of certain holdings. (Dense here refers to the potential for two completely separate farmsteads on the same 100 acres fronting the concession roads).

In association with the influences on settlement patterns described above, natural features played a key role in the siting of houses and barns and indeed in the definition of the community itself, being effectively bounded on the east by the spine of the Escarpment. The curving of this 'spine' also created the unique configuration of Creditview Road which could not go through to meet Olde Base Line Road in its surveyed alignment, but rather had to extend west into Lot 1 Concession 4 WHS before turning south. The location of the MacDonald cemetery at the inside corner of this realignment is one of the distinctive features of the area.

Other key natural determinants of settlement form were the system of springs (desired by the settlers) and creeks (running southwest through the western half of the area), the presence of cedar swamps, particularly through Lot 5 Concession 5 WHS, and the characteristic 'rockiness' of the land, which inspired the Rockside name.

¹² Robert Crichton, The Rockside Pioneers. (Cheltenham: Boston Mills Press, 1977) Chapter 2 (no page numbers).

¹³ Ibid.

Most farmsteads were situated within sight of the concession road, though typically down a lane well back from the road itself. The front part of the lot generally was cleared for domestic and/or agricultural activity while the rear of the lot was often left in bush for timber, firewood and maple sugaring. With the double-front system, this meant that the heart of the 200 acre lot could remain quite wild. Properties and fields within properties were demarcated with a variety of fence types, including snake rail and cedar rail, and, most distinctively, the stone and shingle type discussed in more detail in following sections.



Traditional cedar rail fence on Winston Churchill Blvd.

The original pattern of settlement established by the land survey and local topographic imperatives is still dominant, but over the last fifty years has begun to be eroded. Initially, lot severances led to the building of suburban type housing (e.g. bungalows infilling between the original homes and often much closer to the road than the original buildings) and to increased building along the sideroads. More recently estate development has transformed certain areas (e.g. west side of Shaw's Creek Road) where the lots, though large by urban standards, still create a density of development, which was not part of the original settlement pattern.

More promising for the retention of heritage character is the recent tendency to build 'hideaways' down long lanes, hidden from the road. Several recent period home reconstructions appear to have taken into account the traditional setback from the road and orientation of dwellings as well as period vernacular architecture.

In other areas derelict farms and old fields have begun to regenerate, substantially increasing the 'bush' component of parts of the area.



Farm pond and regenerating woodland

Cultural Traditions

Settlement

A number of the early settlers, who have come to be known as the *Rockside Pioneer,s* arrived in Canada together after sailing out of Greenock, Scotland on the *Young Norval*. Others, also mostly Scots from the area to the west of Glasgow, arrived separately. The earliest group was led by John MacDonald¹⁴, who had served in North America during the War of 1812, and was 56 years of age when he emigrated. He became known as the 'Patriarch', as his band included many of his ten children, two of whom were already married and had children of their own¹⁵. In his memoirs Robert Crichton notes that the group, being large, requested land together and, while plenty of land was still available in the near townships of Toronto, Chinguacousy and Esquesing, were duped by the Commissioner of Crown lands, and "forced to penetrate upwards of thirty miles into the almost unbroken wilderness" arriving in June, 1820¹⁶. The MacDonald clan and their traveling companions were truly the first settlers into the area of what was then, the frontier.

John MacDonald took his property on Lot 1 E½ Concession 6 WHS, son James the north-west quarter of Lot 1, and son-in-law William Kirkwood the lot directly to the north (Lot 2 W½ Concession 6). This group hailed from Renfrewshire (MacDonald from the village of Lockwinnoch, Kirkwood from Carisemple Estate near Horwood)¹⁷.

Also traveling aboard the *Young Norval* was John Crichton, a teacher from Paisley, Argyllshire, who after a time in eastern Ontario, made his way to west Caledon Township following the MacDonald clan whom he had met on the boat. At the land agency he selected the 50 acres constituting the north half of Lot 4 W ½ Concession 5 WHS while a fellow Scotsman, behind him in line at the agency, Hugh McLaren, selected the 50 acres directly to the south. At the time both no doubt thought of 50 acres as a great deal of land and took comfort in relative proximity but later, with growing families, would wish that they had been able to obtain their reserve land option.

Among the earliest settlers to the area was James McLaren who had originally emigrated to Canada in 1802. He moved to Caledon in 1820 with his wife Mary McNabb (also originally from Argyleshire), apparently lured by the hilly, scenic qualities of the landscape, unusual criteria for the time. He seems to have received and/or purchased substantial holdings, which included Lot 5 E½ Concession 4 WHS; Lot 5 Concession 3 WHS; and Lot 4 Concession 3 WHS¹⁸.

Alex Patullo of Glasgow arrived in the fall of 1820 and was followed by his son, James, in 1823. Alex settled on Lot 2 E½ Concession 6 WHS, beside William Kirkwood, and James on Lot 5 W½ Concession 4 WHS¹⁹.

¹⁴ MacDonald was also spelled McDonald, as indicated in such sources as the 1877 Atlas of Peel County, and the historic plaque at the family cemetery. This is not uncommon for the time period, however, on the MacDonald family gravestones, the name is generally spelled this way.

¹⁵ Berniece Trimble, *Belfountain Caves, Castles and Quarries*. (Erin: Herrington Printing, 1975), p.13.

¹⁶ Robert Crichton, *The Rockside Pioneers*. (Cheltenham: Boston Mills Press, 1977) Chapter 2 (no page numbers).

¹⁷ Berniece Trimble, *Belfountain" Caves, Castles and Quarries*. (Erin: Herrington Printing, 1975), p.16.

¹⁸ Belfountain-Rockside Women's Institute, *Tweedsmuir History*.

¹⁹ Ibid.

Among other early settlers of Scottish origin was Daniel McLaughlin, who provided a portion of his property Lot 3 E½ Concession 5 WHS for the church and original log school. He also owned the north quarter of the same lot²⁰.

Others who arrived in these first years of settlement included James Hunter, who was raised in Nova Scotia (Lot 3 Concession 6 WHS); Michael Baker from Pennsylvania (just north of The Grange Sideroad) and Frederick Frank, also from Pennsylvania (Lot 4, Concession 4 WHS). These settlers brought already well-honed pioneering skills and thus could act as tutors to the community of recent immigrants.

James Davidson, originally of Ireland, had settled on Lot 3 Concession 3 WHS by 1827²¹.

Thus the nature of the Rockside community was rooted in Scotland, in the region to the west of Glasgow, particularly Renfrewshire and Argyllshire, including the islands. The descendants of these first families intermarried and spread out over the remaining lots in this corner of Caledon, spilling over the Base Line into Chinguacousy to the south and over the Township line into Erin in the west, and forming the essential character of the community to well into the 20th century. Gaelic continued to be spoken here until World War 1²². This area, which came to be known as Rockside (also a hamlet on the Island of Islay), has always been identified with those first settlers who locally achieved notoriety as the *Rockside Pioneers*.

3. Elements

Circulation Networks

Circulation through the area continues to be along the historic concession roads and sideroads, which, with the exception of Mississauga Road, essentially retain much of their original character. While Mississauga Road and Olde Base Line Road are paved, the other roads in the study area remain as gravel roads. Chinguacousy Road at the eastern edge of the study area still dead-ends at the Escarpment and Creditview Road retains its historic re-orientation westward at Lot 1, forming a picturesque corner for the MacDonald cemetery. The curve of the Escarpment, and the rolling terrain that lent itself to the formation of the Badlands, also creates the roller coaster effect of Olde Base Line Road, eastward from this point. The Grange Sideroad, while narrow and winding between Winston Churchill Boulevard and Chinguacousy Road, becomes tortuous where it breaches the Escarpment and has always been impassable under certain conditions (it is closed during the winter months). Olde Base Line Road thus is the key road for east/west movement through the area.

Boundary Demarcations

The clearest area boundary is at the east, formed by the eastern edge of the Escarpment. Rockside nestles up to this natural feature, which curls around it to the southeast and serves as a physical barrier between this area and other parts of the former Caledon and

²⁰ Ibid.

²¹ Ibid.

²² Interview with Lorraine and Rod Symmes.

Chinguacousy townships. This isolation has imbued Rockside with its own unique sense of being a distinct community.

Less clear are the political boundaries. The Townline or Winston Churchill Boulevard separates Caledon from Erin as Olde Base Line Road divides the former Caledon Township from Chinguacousy Township. As well, there is little question that the north side of The Grange Sideroad was very much a part of the Rockside world as is indicated by the headstones at the Greenlaw Corners cemetery. The actual boundary of Rockside is soft in these areas, certainly continuing west a concession into Erin Township, several lots south to Ballinafad Road and at least one lot north of The Grange Sideroad. Beyond that point, to the north, Belfountain would have exerted greater influence.



Patullo-McDiarmid-Simmond stone fence,
Lot 5 Concession 4 WHS

The typical farmstead is bounded by dry stone and/or wood fences, the most distinctive of which is the carefully laid dry stone wall set to a slight 'batter' from base to top, shimmed with cedar shingles at regular intervals at the coursing to maintain consistent level, and capped.

The stone fence at Lot 5 W½ Concession 4 WHS on Mississauga Road is an example of a restored and well preserved section of this type of fence. Referred to as the Patullo-McDiarmid-Simmonds Stone Fence, it was designated in 1993 under Part IV of the *Ontario Heritage Act*.

This fence type, which thus far appears to be unique to this area of Caledon, can be found at the following locations:

- on the Rockfort farmstead at Winston Churchill Boulevard and Olde Base Line Road
- on the east side of Mississauga Road just south of Grange Road (Lot 5 W½ Concession 4 WHS, shown as Jas. Kirkwood in 1877, and a later Patullo property)
- on the west side of Shaw's Creek Road, at the corner of Olde Base Line Road (Lot 1 E½ Concession 6 WHS, part of the original John MacDonald land holding, according to Crichton's memoirs)
- on the east side of Shaw's Creek Road (Lot 2 W½ Concession 5 WHS, which is shown as Jas. MacDonald on the 1877 Atlas map)
- around the MacDonald cemetery (which is shown as owned by Daniel MacDonald on the 1877 Atlas map)

Other early typical fence types in the area include stone pile fences (essentially out of stone rubble and not really laid) associated with land clearing, cedar rail fences (mostly rebuilt) and a combination where the stone 'piles' are surmounted with a cedar rail fence. Along Creditview Road the most prevalent fencing is the board fence associated with the horse farms. Each fence type imparts a particular visual rhythm to the landscape.

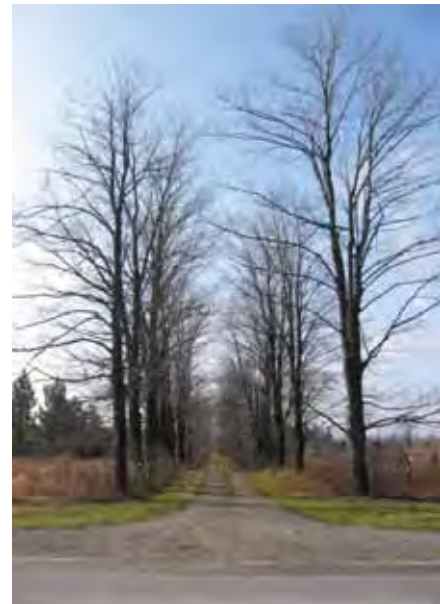


Rockside stone fence with cedar shims at the MacDonald family cemetery

Vegetation Related to Land Use

Since the clearing of land was a necessity of life in the settlement of the townships, there is little original vegetation remaining from the historic period of Rockside. Due to the necessary scale and competitiveness of modern farming, agriculture, always marginal in this rocky landscape, has all but disappeared, and many fields are returning to a vegetated state through natural succession. Much of these regenerating areas comprise wet-loving species, which would have naturally occurred along the streambanks and in the low-lying depressions, accompanied by balsam poplar, cottonwood, basswood, birch and other early successional species.

Air photo interpretation shows some remaining areas of mature woodlot, likely associated with the woodlots and sugar bushes of the 19th century farms, as well as extensive conifer plantations. More extensive forested areas can be seen in association with the Escarpment edge, although previously disturbed through the various quarrying operations that took place during the late 19th and early 20th centuries. Regrettably, as in the rest of Caledon and Southern Ontario in general, there are few heritage trees remaining in the Rockside study area. Generally the remaining heritage trees along the roads are sugar maple, although a few oak were noted along Creditview Road.



Typical tree-lined farm lane

Heritage trees are typically found along the road frontages of the heritage farms and lining the farm lanes. Due to the overall age and condition of these heritage trees, intervention will be required to ensure preservation, and their future is made uncertain by the continued threat of Regional road widening. Many mature trees are now contained within regenerating fencerows and forested areas, making the formal tree lines less distinct. More limited in this area, but still present, are windbreaks of Norway spruce or cedar adjacent to the building clusters.

Although numerous and frequently large orchards are shown on the 1877 County Atlas map, there was no evidence of maintained orchards observed during the windshield survey undertaken for this study. Some remnant orchard areas and 'escaped' apple trees can be seen in the regenerating areas and in hedgerows. Closer observation of individual heritage properties would likely reveal the remains of former orchards (as seen at the Rockfort farmstead).



Remnant orchard at property on Shaw's Creek Road

Buildings, Structures and Objects

Churches, Schools and Cemeteries

The Scots who settled Rockside were almost all of Presbyterian background and many, notably the former teacher, John Crichton, carried with them as well a belief in the importance of education. By the early 1830s a log building had been erected to act as a school and church following the organization of the Presbyterian congregation of West Caledon in 1831. It appears to have been located on the east side of Mississauga Road in close proximity to the extant c. 1890 stone schoolhouse. Prior to that time services had been held at the home of John Macdonald. With the formal establishment of a Presbyterian congregation Duncan Macmillan, a minister, who like many of his new flock, also was from Argyllshire and could preach in Gaelic as well as English, was inducted.

In 1835 a plot was procured from Daniel McLachlan for the construction of a church and for use as a burying ground. In 1837 the timber framed 'White Church' (later the Melville Church, Rockside) was built by Daniel McMillan of Erin and served the community until 1964²³. The church has undergone restoration in recent years, and is being used for special events such as weddings.



Melville Church and Cemetery

The cemetery contains the monuments of many of the *Rockside Pioneers* dating back to the earliest burials in the community, and including much of the Kirkwood family. It is still being used for interments. The site has become the focus for reunions of former Rocksiders.

²³ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), pp.103-107.

The other church within the community stood at Greenlaw Corners (now Mississauga Road and The Grange Sideroad) and was known as the Union or Congregational Church. While it originally also had a burying ground and parsonage, by 1900 it had fallen into disuse with many of the members joining the Melville Church. Greenlaw also appears to have included a smithy and Temperance Hall c. 1875. Nothing above ground remains of these buildings. However, the Greenlaw Corners Congregational church site remains as a pioneer cemetery with a number of the headstones having been reclaimed and set in two rows at the rear of the lot.



Greenlaw Corners Pioneer Cemetery

An extremely important and prominent burying ground is the MacDonald family cemetery at Lot 2 E½ Concession 4 WHS, Creditview Road on the property originally settled by John MacDonald Jr. (son of the 'Patriarch'). John Jr. had initially settled in Kingston with his wife, Jean Smith, to work as a foreman in the quarries, but moved into the Rockside area around 1825²⁴. It is here that John MacDonald 'the Patriarch' (d. 1840) and his wife Margaret McDonald (d. 1845) are laid to rest. Surrounded by the characteristic dry-laid stone wall of the Rockside area, with an iron gate, and shaded by mature trees, the MacDonald Cemetery continues to be a well maintained, almost prototypical 19th century burying ground.



MacDonald family cemetery, Creditview Road

The installation of a post office within a rural area conferred recognition of that area as an identifiable entity. The Rockside post office was established at the property of David Kirkwood (Lot 2 W½ Concession 6 WHS) the Kirkwood homestead, by 1861. It remained until 1876 when it was transferred to the Rockfort farmstead, home of his older brother John, on the property directly to the south. The post office remained at the Rockfort farmstead until 1913²⁵. By 1877 the Grange, castle-like home of Alexander McLaren, provided a second post office in the area. However, it was the post office at the southwest corner of the Township that was always known as Rockside.

²⁴ Ibid. p. 37.

²⁵ Unterman McPhail and Cuming Associates (UMCA). Rockfort Quarry Site Documentation Report prepared for James Dick Construction, August 1998.

The location of the original school on Mississauga Road has already been noted. Prior to 1860 a second, frame schoolhouse was built at the northeast corner of James Hunter's 50 acre lot (Lot 3 E½ Concession 6 WHS). This building, with a raised teacher's dias, seems to have served the community for a long period.²⁶ Shown at this location on the 1859 Tremaine Map and the 1877 County Atlas map, it was finally superseded by the fine stone schoolhouse on Mississauga Road in 1890. The stone school, built apparently in close proximity to the original log school, operated until 1963. It now makes a very impressive private home.



Barn raising at Maple Hill Farm

As in many closely knit rural communities, neighbours assisted each other in the larger tasks which confronted them, often imbuing the activity with the air of celebration. Local barn raisings, quilting bees and maple sugaring are all documented as having continued well into the 20th century.

Dwellings

The time consuming rigours of land clearing and the necessity of establishing some subsistence crops meant that settlers had to initially construct very rudimentary wood shanties in which to live. Crichton notes that this group of Scots had no background as woodsmen, increasing the difficulty of initial settlement and suggesting that their original structures would have been particularly basic. However, quite early on, the Scots were augmented by other settlers, transplanted from Pennsylvania and Nova Scotia, who transmitted their well-honed pioneer skills to the general community.

While the most obviously notable heritage homes in the area are of stone or brick, by far the greatest number of farm houses were originally modest one or 1 ½ storey log or frame dwellings. Of the 14 structures documented in the area in the 1851 census, six were log, six were frame and two were of stone. Of interest is that the stone structures belong to John Kirkwood and James McLaren respectively. Both Kirkwood and James' son, Alex McLaren, eventually built the most substantial stone dwellings in the Rockside area. Because of all the timber available and the relative ease of erection, wood structures were the overwhelming choice as the settler's first permanent house. Given the marginal nature of farming for many in the area, these houses remained the family domicile until at least the late 19th century. Brick was not commonly used in Rockside until c.1880.

There are several reasons for the lack of obvious surviving examples of these early frame and log homes including: the inherent transience of the material, i.e., subject to decay and fire; their finally being superseded by masonry dwellings; their being renovated and covered in later siding obscuring their early origins and, there being a greater tendency for 'new owners' to demolish rather than gentrify/restore these modest buildings. This is one of the reasons

²⁶ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), pp.118-119.

why the Westerveld farmhouse (Lot W½ Concession 6), clearly at its root a very early frame building and likely the original William Kirkwood home (see below), is so significant. It may well be the last and/or best preserved of that first generation of *Rockside Pioneer* homes, and is associated with one of the key families. Other important remaining early timber homes include: the reasonably well preserved 1 ½ storey center-gabled, shiplap sided dwelling on Lot 3 Concession 5 WHS facing Shaw's Creek Road and associated originally with the McArthur family; the Teeter house on the north side of The Grange Sideroad; and the Thomas Foster House, across from the Melville Schoolhouse. The Thomas Foster House, although much changed with new siding, window treatment and additions, is still the residence of a Foster descendant. There are several other frame structures, which may be quite early, but if so have been significantly changed and/or are in very poor condition.

Typically most of the early dwellings, including those of stone, were three bays (door flanked by a window on each side), originally one or 1 ½ storey with a medium pitched gabled roof, relying on the end gable windows to light the second floor, and a chimney(s) at the end wall. The dimensions were not much beyond that of the classic pioneer log home (18' x 24'). Usually this comprised four or five rooms on the ground floor (depending on whether a hall was included). Earliest additions would include a kitchen 'tail', a center gable with window to light the upstairs hall and a porch or verandah. The stair at the Westerveld House was found to have been built around a floor to ceiling newel at the enclosed chimney corner. The full height newel is a medieval form (precursor to the modern spiral stair) and its location in the Westerveld House is as was often found in early log dwellings. It is often difficult to distinguish between the early frame and log houses as typically both were covered with some form of siding.

The Westerveld House exhibits other features that were probably typical of the earliest permanent homes, such as the exposed second storey floor beams with tongue and groove floor boards above as the ceiling of the main storey. The beam edges were beaded as a decorative touch.

While log and frame were the predominant house types for the first half of the 19th century, it is clear that a stone house was considered more desirable and, if a Rockside family could, they did eventually build in this material. Indeed, the material, largely sandstone and dolostone, was abundant. It harked back to the traditional construction of their homeland, and a number in the community had experience working with it. John MacDonald Jr., son of the 'Patriarch', is documented as having worked as a foreman in the quarries of Kingston upon the family's arrival in Upper Canada, and many of the Rockside men were known to have worked there and in the construction of the Erie Canal to supplement their farm income. Later in the century of course, many would work from time to time at the growing number of quarries located along the Escarpment edge near the Credit River.



Log house at Lot 5 W1/2 Concession 4 WHS

Based on the 1851 Census, the only two stone homes in the area in 1851 were those of John Kirkwood (Lot 1W½ Concession 6 WHS) and James McLaren respectively. At present, of the 30 houses surveyed and considered to date to pre World War II, eleven are stone and most were constructed between 1870 and 1900. The Alex McArthur House (Lot 2 E½ Concession 6 WHS)) would appear to be typical of those constructed prior to 1870 in being the standard three bays with a Gothic center gable laid up in roughly squared dolostone, probably found on the property itself, with slab type lintels. Less typical are the paired casement windows at each front opening.

Alex McLaren's building of his 'Castle', the Grange, planned and built over approximately 10 years and finally completed in 1864, was a watershed for stone construction in the area. The quantity and quality of stone he required acted as a catalyst to the development of the Inglewood area quarries. Furthermore, to realize his dream he brought in particularly accomplished masons and fine stone carvers. His 'Norman' castle, apparently based on an actual Perthshire castle, had little connection to the local vernacular tradition but the high quality of cut stone detailing introduced by McLaren appears to have influenced the major renovations undertaken by John Kirkwood c.1876 and the home of Archibald Frank (Lot 4 W½ Concession 4 WHS), 1886. The Frank family case is instructive as they lived in their original log home (presumably dating to c.1830) until they finally built a large stone residence surmounted by a belvedere. The log structure survives on the Frank property adjacent to the stone house.

Indeed, several other log buildings survive adjacent to their successor buildings, including on the lot directly to the north of the historic Frank property, which has Patullo and Kirkwood associations, and Lot 2 W½ Concession 3 WHS noted as Thomas Davidson's property on both the 1859 and 1877 maps.

Despite its popularity throughout Peel, brick came late as a building material to the Rockside area and never was as prevalent as elsewhere in the region. Most examples follow the typical vernacular three bay treatment discussed above, e.g. Hart House Farm, and are of the red brick with buff detailing so characteristic of the broader area. The most articulated example would be 'Maple Hill Farms' (Lot 2 W½ Concession 5 WHS) constructed in 1890 for Daniel Robert Macdonald, great grandson of the 'Patriarch', on property which had been in the family since 1834 and remained in Macdonald possession until c.1960. The two-storey home at Maple Hill Farms combines stone (window hoods) and buff brick (decorative string course) detailing with the red brick. An 'L' plan with bay windows and dormers, it comprised fifteen rooms when built. It superseded a more typical five room brick house which had replaced the original log dwelling²⁷.



Typical barn of the Rockside area

²⁷ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), p. 37-39.

Barns/Outbuildings

Once again the earliest barns were undoubtedly rough log structures, none of which are known to have survived. As elsewhere they would have been quickly superseded by heavy timber frame structures. The earliest frame barn in the area is associated with Aaron Teeter, who settled on The Grange Sideroad c.1822²⁸ and is shown on the 1877 map as occupying the southwest corner of Lot 6 W½ Concession 5 WHS. An early timber frame barn remains on this lot today. Indeed the associated house, now covered with insulbrick and somewhat deteriorated with one window opening altered, still gives many indications that it is a very early frame dwelling. The barn is typical of most that survive today, essentially a modified 'English Barn'.

The English Barn, as the name suggests, has its origins in 17th century Britain. This barn type is also known as a three bay barn due to its internal division into three functional areas, essentially two mows and a threshing floor under a medium pitched gable roof. The classic version of this type of barn never had a livestock function but was solely designed for the storage and processing of wheat. Hand threshing was undertaken in the central space. Unthreshed grain was stored in one side bay, and during the fall and winter threshed by hand using a flail on the central threshing floor. The threshed grain and straw were separately stored on the other side in the opposite bay, the grain in built-in bins. The back doors could have been opened along with the front to winnow grain by the creation of natural drafts.

Wheat was the first 'cash' crop of Upper Canada and the 'three bay barn', well known to the settlers, was a natural choice for the typical early farmstead. However, as agriculture became more diversified and more focused on livestock, many of these timber structures were raised and an extended stone foundation built below to house the animals. As part of the Rockfort barn complex there is a three bay timber frame barn with stone storey below, which has a datestone of 1865 in the stonework, presumably the date of the new foundation (the timber frame is clearly much earlier). Of course, barns built after the mid 19th century were built with this two-storey treatment.

While the great majority of the barns in the Rockside area are timber with a stone lower storey, there are also several full stone barns constructed of the dolostone and sandstone found and/or quarried right on the farm sites. These include the small barn at Hart House farm; the Rockfort stone barn with its flared ventilation slits (ventilation was key to the storage of grain due to the possibility of spontaneous combustion), and datestone of 1864; and, the stone barn at the Westerveld farm complex.

Barns built in the last quarter of the 19th century and early 20th century were often built with gambrel roofs, and a number of earlier barns were renovated to that roof form. The gambrel roof had the advantage of increased loft capacity for hay storage (e.g. the large barn on the Frank property and the barn associated with 'Stonehouse').

²⁸ Ibid. p.37.

It has been suggested that the northeast stone barn at the former Westerveld Farm was originally a drive shed ²⁹. This is also probably the original function of the long stone building which forms a part of the Frank barn complex, though given the length of the building it probably was the stables as well. Other surviving outbuildings of note are the stone sheds on the Rockfort and Westerveld properties, the former of apparently early origin while the latter dated with a datestone to 1891. However, it is likely that others would be revealed in a detailed study of other surviving farm complexes. Milk houses, springhouses, forge barns, and smokehouses were likely common and several may yet be identified.

It is known that maple sugaring was a favourite seasonal activity and sugar shacks are still to be found at the key area sugar bushes, such as the current Symmes property (just south of Olde Base Line Road in former Chinguacousy Township). Many of the properties had springs which became a main source of drinking water, cooling and for watering livestock. The springs were an important feature of the Rockfort farmstead.

Farmsteads

The farm complexes that typify the Rockside area may be characterized as follows:

Buildings are set well back from the road with the house located on a rise reached by a tree-lined lane. The drive continues to the rear of the house dividing the rear of the domestic yard from the farm buildings and then continues to the modified three-bay barn.



Typical farmstead (Winston Churchill Boulevard)

Although a single barn was common, many of the properties exhibit barn complexes that have evolved to deal with expanded capacity and diversified usage, such as at the Westerveld and Rockfort properties.

The following are key historic properties in the area. For a complete list of the built heritage structures contained within the Rockside Cultural heritage Landscape Study, refer to the Character Defining Elements in section 12.4. Additional information is contained in the Rockside Cultural Heritage Landscape Study Appendix: Built Heritage Inventory.

²⁹ Unterman McPhail and Cuming Associates (UMCA). 'Rockfort Quarry Site Documentation Report' prepared for James Dick Construction, August 1998.

The Rockfort Farmstead (Lot 1 W½ Concession 6 WHS)

John Kirkwood, grandson of John MacDonald (the Patriarch), built one of the first stone houses in the area on the property originally granted to James MacDonald, and developed much of the extensive barn complex still present today, including an early timber frame barn raised on a stone foundation in 1865 and a c.1864 stone barn with ventilation slits. The c.1850s house, virtually rebuilt in 1876, is one of



The Rockfort Farmstead

the finest stone houses in the area. With the house, barn complex, stone fences (including sections of the area's unique stone fence type incorporating cedar shims), woodlot (including vestigial sugar bush), vestigial quarry and lime kiln, orchard and spring, this is one of the most intact, and certainly the most historically significant, farmsteads in the area.

The Westerveld Farmstead (Lot 2 W½ Concession 6 WHS)

The current Westerveld hog farm was originally the pioneer property of John MacDonald's son-in-law, William Kirkwood. William Kirkwood's younger son, David, came into ownership of the property in 1857 and was Rockside's first postmaster. The house on the property, though now covered in vinyl siding and with an addition at the front, appears to be the original family homestead. It still retains the exposed beamed ceiling and boxed winder stair around the fireplace, characteristic of the area's earliest homes (c.1830). As one of the earliest surviving homes with features that have been lost elsewhere, and likely built by William Kirkwood, it is a very significant structure.

The barn complex is extensive, including a stone barn built into grade, a timber frame barn on stone foundation, stone carriage house and a small stone building set closer to the house than the barns, which may have been a smokehouse or dairy. The stonework on this ancillary building exhibits the same rough slab lintels as seen on the Alex McArthur House (Lot 2 E½ Concession 6 WHS).



Stone 'dairyhouse' at Westerveld

**‘Stonehouse’
(Lot 2 E½ Concession 6 WHS)**

This house, associated with Alex McArthur, is the best example of the area’s typical three bay, one and half storey, gabled cottage with center gable executed in stone. It has the irregular stone slab lintels of the vernacular stonework in the area of the 1860s, and was certainly built after 1851 when McArthur was assessed for a log house.

The house with its kitchen ‘tail’, the mature trees, stone fence at the road and large barn and pond to the north together present a particularly picturesque ensemble. The beginnings of the pond can be seen on the 1877 Atlas map as a spring which was also the source for the creek that still runs across Olde Base Line Road.



‘Stonehouse’

**Maple Hill Farms
(Lot 2 W½ Concession 5 WHS)**

This property remained in the MacDonald family until 1955 when it was sold to the Graveleys (the current owner.) Daniel MacDonald, son of the ‘Patriarch’, came from Scotland in 1834 and settled on this lot. It was his son, James MacDonald, who developed the property and his grandson who replaced the modest brick house in 1891 with a fifteen room, highly detailed brick ‘L’ plan dwelling with bays and dormers that incorporated stone quoins and window arches and patterned stringcourses ‘picked out’ in buff brick.

The longevity and evolution of the MacDonald family on the land in Rockside is reflected in this property.



Maple Hill Farm

The Melville Church and Cemetery (Lot 3 E½ Concession 6 WHS)

Known originally as the 'White Church', this heavy timber frame building was the focus of Rockside life from 1837 until 1964, when its congregation disbanded. It is perhaps the most tangible symbol of that community. The cemetery is the largest in the immediate area and contains the headstones of many of the *Rockside Pioneer* families. The restoration of the building using fund-raising is indicative of its important place in local memory.



Melville Church and Cemetery

The MacDonald Cemetery (Lot 1 E½ Concession 4 WHS)

Located on Creditview Road, on what was originally John MacDonald Jr.'s property, this family burying ground is the equivalent of a *Rockside Pioneer* shrine. Maintained by the MacDonald family descendants, it includes the graves of other *Rockside Pioneers* who were members of the extended family, and is enclosed by the characteristic Rockside stone fence.



'Rockside' stone fence with cedar shims at MacDonald cemetery

**Stone Schoolhouse, Frank Property, Patullo-Kirkwood Property
Lots 4, 5 Concession 4 W½ WHS**

The grouping of the 1890 stone schoolhouse with the Frank property to the north and the Patullo/Kirkwood property at the sideroad corner represents a particularly rich concentration of features and historic associations. Both farmsteads still retain original log dwellings as well as the current stone homes built later in the 19th century, with the Frank house distinguished by a belvedere. They both retain outbuilding complexes including large main barns and, at the Frank property, a stone stable.



Patullo/Kirkwood farmstead

The characteristic stone fence with wood shims runs along the roadside property line of the Frank and Patullo/Kirkwood properties, with the latter section considered the best extant example of this unique fencing type (though partially rebuilt).



1890 Stone Schoolhouse, Mississauga Road

Not only is the former stone school one of the finest buildings of Rockside, but it appears that the property was also the site of the community's original log school/church. This cluster can also be considered to include the Melville Church c.1837, discussed above.

**The 'Grange'
(Lot 5 E½ Concession 4 WHS)**

Built for Alex McLaren, son of *Rockside Pioneer* James McLaren, 'the Grange' at its completion in 1864 was one of the wonders of the region. Designed to closely imitate a Perthshire castle and constructed of local stone, it was a key factor in the opening up of the important quarries at Inglewood and the increase in stone structures in the area. Within it, McLaren entertained some of the important men of the era and it was at



The 'Grange'

'the castle' that he helped form the first united farmers group, the 'Grangers'. For a time a post office was maintained on the premises. Though much denigrated by fires in the 1960s and altered through several renovations, it still remains an impressive structure, its historic reputation such that it still is noted on maps.

Settlement Clusters

Nothing remains of the one node of settlement within the study area, that being the hamlet of Rockside itself. Shown on historic maps as including a smithy, store and Inn by 1859, and a smithy, store and Temperance Hotel by 1877, it had clearly developed to serve this rather isolated area. However, with the advent of better roads and later the common use of the automobile, residents could readily travel to larger centers where a greater variety of products and services were available.

Archaeological Sites

There has been no systematic archaeological survey of the study area. Archaeological investigation at the Rockfort and Westerveld properties, undertaken as part of the James Dick quarry application, found five prehistoric archaeological find spots (yielding isolated artifacts) but no larger site and/or encampment related archaeological activities³⁰. Local lore has it that there was an Indian encampment on the Frank property when they took possession in 1827 and that many prehistoric artifacts (including some related to maple sugaring) have been found on the Frank property during ploughing³¹. Apparently many artifacts were also found during the Sharp ownership of *Tweed Airigh* (Winston Churchill Boulevard at The Grange Sideroad). Where springs and creeks are present and along the rim and base of the Escarpment, the potential for prehistoric campsites must be considered relatively high.

There is clearly a high potential for historic archaeological resources throughout the study area, with the highest potential related to the earliest settled lots which have remained relatively undisturbed (including the Rockfort and Westerveld properties). Archaeology could still possibly reveal much about the location of the structures at the hamlet of Rockside and of the original church/school across from Melville Church.

4. Site Context

Cultural landscapes draw their character from human interaction with the natural features of an area, which are interdependent on one another and which may extend well beyond the boundaries of the historic area. The rolling moraine on which Rockside is situated lies nestled against the curve of the forested Escarpment and defines this area's perimeter on the east and the south. Beyond the Escarpment, the land descends sharply to the valley of the Credit River. The confluence of these features influenced an industrialized form of development in the former mill/quarry towns of Terra Cotta, Inglewood and Cheltenham, which is distinctively different from that of the Rockside area.

³⁰ York North Archaeological Services, 'A Stage I-II Archaeological/Heritage Assessment of the Proposed Rockfort Quarry Site, August 1977, pp.37-39.

³¹ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), p. 35.

Immediately to the north and west of Rockside, the physical differences are less distinct. The lobe of the moraine extends north to the Belfountain area where it again meets the Escarpment and Credit River, and to the west, well into Wellington County. Through this area, the moraine uplands give rise to similar topography and vegetation, making the physical aspects of the Rockside boundaries less distinct in this direction.

The edge of the Escarpment offers dramatic views over the farmlands of the Peel Plain. Views internal to the Rockside area are generally local rather than long range, and terminate with the crest of a hill or a woodland edge. The rolling land affords scenic vantage points along many of the unimproved north-south roads, although with the increase in successional vegetation many of these views will have changed from the latter half of the 19th century when much of the land was in agriculture.

12.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

In light of the findings of the Rockside Candidate Cultural Heritage Landscape Study, the Candidate CHL referred to as Rockside is considered to be of heritage significance under several categories, particularly 'A', 'B' and 'C', as outlined below.

Category 'A'

- Earliest settlement in Caledon Township hence the *Rockside Pioneers*;
- Sheltering of Mackenzie during his flight following the failed rebellion;
- Establishment of the Grangers' – first farmers' union.

Category 'B'

- John MacDonald – '*patriarch*' of the original settlers from the *Young Norval*.
- William Kirkwood – son-in-law of the *patriarch* and father of:
 - David Kirkwood, first postmaster of Rockside and,
 - John Kirkwood, postmaster, successful farmer, influential personage who built the Rockfort farmstead, one of the first stone homes in the area;
- James McLaren – arrived in the area around the time of John MacDonald but from elsewhere in Canada and father of:
- Alex McLaren for whom the Grange, an area landmark visited by many notable contemporaries, was built, and founder of the Grangers.

Category 'C'

- The Rockside area still manifests the original settlement of western Scots, largely Presbyterian, into lands which almost equaled the rocky ruggedness of their homeland, within the lot divisions of the double front survey system.

12.4 STATEMENT OF SIGNIFICANCE

The area still known as Rockside, the southwest corner of the former Caledon Township, was the first area of Caledon Township to be settled. The 'Patriarch', John MacDonald, brought his extended family, including son-in-law William Kirkwood, from Renfrewshire, Scotland to the heavily forested and rocky lands between the surveyed Township Line on the west and the dolostone spine of the Escarpment in June 1820, not long after the completion of the original Township survey. They were joined shortly thereafter mostly by countrymen (including the Crichtons who had made the Atlantic crossing with them on the *Young Norval*) from Renfrewshire and neighbouring Argyllshire, but also several families such as that of James McLaren, who had been in North America for one or more generations and thus were able to promulgate the necessary backwoods survival skills within this largely inexperienced pioneer community. It is this group of families, largely in place on the land by 1825, opening up a particularly rugged wilderness for settlement, who have come to be known in local lore as the *Rockside Pioneers*.

This community, largely made up of clans from the west of Scotland and initially topographically isolated from the eastern section of the Township by the spine of the Escarpment, developed into an internally coherent and distinct entity. Offspring of the original settlers married into each other's families and quickly filled the remaining lots within the area. John Kirkwood established the finest farm in the area, while James McLaren's son, Alex, constructed the locale's most distinctive residence and founded the Grange movement. Given the difficult living conditions it is little wonder that Rockside was very sympathetic to the Mackenzie cause and apparently Mackenzie was given extended shelter in a cave on the John MacDonald Jr. farm during his flight from Toronto. While Rockside evolved along with the rest of the region, cultural traditions were maintained in that Gaelic was still being spoken up until World War I. This coherence was manifested in the consistent forms and materials of buildings, walls and fences and the lay-out of farmsteads overlaid on the primary land pattern established by the original double front survey and the Escarpment.

This cultural heritage is still clearly manifest in a mosaic of features, the character defining elements of the area. Furthermore, the most significant of these elements, the 'touchstones' of the Rockside identity such as the Melville Church, the MacDonald Cemetery, Rockfort farmstead and the Westerveld farmhouse, remain in place and continue to evoke the *Rockside Pioneers*.

All landscapes change and evolve so it is really the extent and nature of such change that determines whether the heritage character of a cultural landscape remains identifiable and generally intact. In the Rockside area, always a marginal farming community and in close proximity to the GTA, it was almost inevitable that a number of the original lots would be subdivided for more residences and that former farms would become hobby and horse farms, and this is what has indeed occurred.

The process of modern (since 1960) residential development is evident in parts of Rockside, including the middle lots along Winston Churchill Boulevard; Lots 3 and 4, west side of Shaw's Creek Road and the south section of Mississauga Road. A number of horse farms are now located along Creditview Road, with their characteristic board fences establishing their own rhythm across that uneven terrain.

Still, many of the large recent 'estate' homes off The Grange Sideroad and along Creditview, for example, are set far down treed lanes and not visible from the road while others, such as several along Shaw's Creek Road, have opted to build in a manner intended to replicate the local vernacular, including traditional setback, treed lane and fencing. While this kind of development still has an impact on the integrity of local heritage character, it is relatively subtle compared to more obvious and broader kinds of approaches.

Most important though, is that despite the inroads of this modern residential development, as of this time the original settlement pattern is still readily discernible and the landscape still remains predominantly one of heritage farmsteads. The tapestry of farmhouses, outbuilding complexes, fences, windrows, hedgerows, woodlots etc. set along the original concession roads and sideroads and nestled into the bend of the Escarpment to the east remains generally visually intact, albeit slightly torn in a few places. It is true that many farm fields have become 'old fields' regenerating back to a bush condition, but this is a relatively benign form of change.

Furthermore the key places of the area, which are the 'touchstones' of the Rockside identity, such as: Melville Church; the MacDonald Cemetery; Rockfort farmstead; and the stone schoolhouse, remain in place and continue to evoke the *Rockside Pioneers*.

Lastly the 'concept' of Rockside and the *Rockside Pioneers* is not something developed by current historians or cultural tourism specialists, but rather has always been a part of local lore in understanding the beginnings of settlement in Caledon Township.

It is thus considered that the area exhibits overall integrity, particularly in the relationship of key elements, i.e. the themes of which the area is representative, and from which the areas derives its significance, can be understood and appreciated.

Character Defining Elements

*Note * denotes properties or structures designated under the Ontario Heritage Act.*

Buildings and Structures

Bolded are noted as 'character defining elements' in the Rockside Cultural Heritage Landscape Study.

RS-1 The 'Grange' (McLaren's Castle), (Lot 5 E½ Concession 4 WHS)

RS-2 15911 Creditview Road 'Hart House Farm', (Lot 3 E½ Concession 3 WHS)

RS-3 15747 Creditview Road, remains of stone house at Riding and Hunt Club, (Lot 2 W½ Concession 3 WHS)

RS-4 Abandoned cottage c.1940, (Lot 2 W½ Concession 3 WHS)

RS-5 15647 Creditview Road, 'Thomas Davidson farm complex', (Lot 2 W½ Concession 3 WHS)

RS-6 The MacDonald Cemetery, Creditview Road' (Lot 1 E½ Concession 4 WHS)

RS-7 former John MacDonald Jr. Property, Creditview Road (Lot 1 E½ Concession 4 WHS)

RS-8 'Tower House', unique structure on Creditview Road (Lot 1 E½ Concession 4 WHS)

RS-9 15428 Creditview Road, 'Alex MacDonald property', (Lot 1 E½ Concession 4 WHS)

RS-10 Tin shingled barn, on former MacDonald property (Lot 1 E½ Concession 4 WHS)

RS-11 15663 Mississauga Road, 'David MacDonald property' 1877, (Lot 1 E½ Concession 4 WHS)

RS-12 Derelict barn, former Alex McLaughlin property, Mississauga Road (Lot 3 E½ Concession 5 WHS)

RS-13 15962 Mississauga Road, 'Melville White Church/Cemetery', (Lot 3 E½ Concession 5 WHS)

RS-14 16015 Mississauga Road, stone schoolhouse (Lot 4 W½ Concession 4 WHS)

RS-15 16065 Mississauga Road, ' Frank property' (Lot 4 W½ Concession 4 WHS)

RS-16 16311 Mississauga Road, 'Patullo/Kirkwood property, and the *Patullo-McDiarmid-Simmonds Stone Fence', (Lot 5 W½ Concession 4 WHS)

RS-17 Early 1½ storey frame house and barn on former Teeter farmstead, Shaw's Creek Road, (Lot 6 W½ Concession 5 WHS)

RS-18 15668 Shaws Creek Road, 'Stonehouse', (Lot 2 E½ Concession 6 WHS)

RS-19 15719 Shaws Creek Road, 'Maple Hill' Farms, (Lot 2 W½ Concession 5 WHS)

RS-20 15859 Shaws Creek Road 'Duncan McArthur farmstead', (Lot 3 W½ Concession 5 WHS)

RS-21 Frame structure (possibly with early structure at its core), Shaw's Creek Road, (Lot 3 E½ Concession 6 WHS)

RS-22 16089 Shaws Creek Road, 'McLaren farmstead' (Lot 4 W½ Concession 5 WHS)

RS-23 Old frame barn, Shaw's Creek Road likely associated with McLaren Farmstead

RS-24 16245 Winston Churchill Road 'Tweed Airgh', Sharp farm, (Lot 5 W½ Concession 6 WHS)

RS-25 Erin Township property (W. side of Winston Churchill Road)

RS-26 Erin Township property (W. side of Winston Churchill Road)

RS-27 15349 Winston Churchill Road, former Alex MacArthur property, (Lot 34 W½ Concession 6 WHS, Chinguacousy Twp.)

RS-28 15547 Winston Churchill Road, 'Rockfort farmstead' (Lot 1 W½ Concession 6 WHS)

RS-29 15669 Winston Churchill Road, 'Westerveld farmstead', (Lot 2 W ½ Concession 6)

RS-30 Erin Township property (W. side of Winston Churchill Road)

RS-31 Small frame dwelling, possibly with early structure at its core, former Hunter property, Mississauga Road, (Lot 2 W ½ Concession 6 WHS)

RS-32 Abandoned barn, north of 15819 Winston Churchill Road, (Lot 3 E ½ Concession 6 WHS)

RS-33 15429 Shaws Creek Road, multi-gabled frame dwelling, (Lot 1 W ½ Concession 5 WHS)

RS-34 'McEachern house', Shaw's Creek Road, (Lot 5 W ½ Concession 5 WHS)

RS-35 former Foster house, Mississauga Road, (Lot 3 W ½ Concession 4 WHS)

RS-36 former Andrew McLaren House, Lot 5 E ½ Concession 3 WHS

Other Features

Although too numerous to note on the accompanying map of the Rockside CHL, there are a number of other historic and natural features that are identified in the Rockside Cultural Heritage Landscape Study and which are important character defining elements of the area. These represent only a handful of features that are likely to be present, internal to the farm field and properties.

Historic Lime Kilns and Pits

In additions to the use of collected stones for fences and walls many Rockside settlers took advantage of the stony, escarpment location and extracted stone for personal building use. The remains of these pits can be found in several locations and include:

- Former historic lime kilns
- Small historic personal-use quarries used to extract stone for building (example on Rockfort Farm)

Natural Features:

Key natural features in the area are:

- Niagara Escarpment natural areas
- The Badlands. Although outside of the Rockside CHL, this is an important adjacent cultural heritage landscape feature, located on Olde Base Line Road.
- Drumlin located mid-concession between Winston Churchill Boulevard and Shaw's Creek Road
- Streams, wetlands & natural springs

Roads

Many of the roads in the Rockside area remain in a rural profile (i.e. two-lane, unpaved), with several that retain historic curves and alignments, and tree-lined sections.



The Grange Sideroad

- Olde Base Line Road, although paved, retains its rolling topography, tree lined edges, and views to the south as it ascends the Escarpment.
- The Grange Sideroad, unpaved through much of the study area, retains its original narrow profile, curves and rolling topography. There is a significant stretch of heritage trees east of Mississauga Road. The road is closed in winter from Creditview Road to the base of the Escarpment, due to unmaintained and hazardous conditions.
- Winston Churchill Boulevard remains unpaved and retains some mature tree rows. Long views to the south and to the drumlin on Lot 2 W½ Concession 6 WHS are prominent from the high point found mid-concession, north of Olde Base Line Road.
- Shaw's Creek Road is a narrow, hilly, with pastoral views to the east and long views extending southward.
- Creditview Road is narrow, hilly and wooded with long range views to the south at The Grange Sideroad. Just north of Olde Base Line Road, the road maintains its historic curve necessitated by the topography of the Escarpment.

Based on the findings of the Rockside Cultural Heritage Landscape Study, it is recommended that this Candidate CHL, referred to as Rockside be identified as a CHL.

12.5 BOUNDARIES/BUFFERS

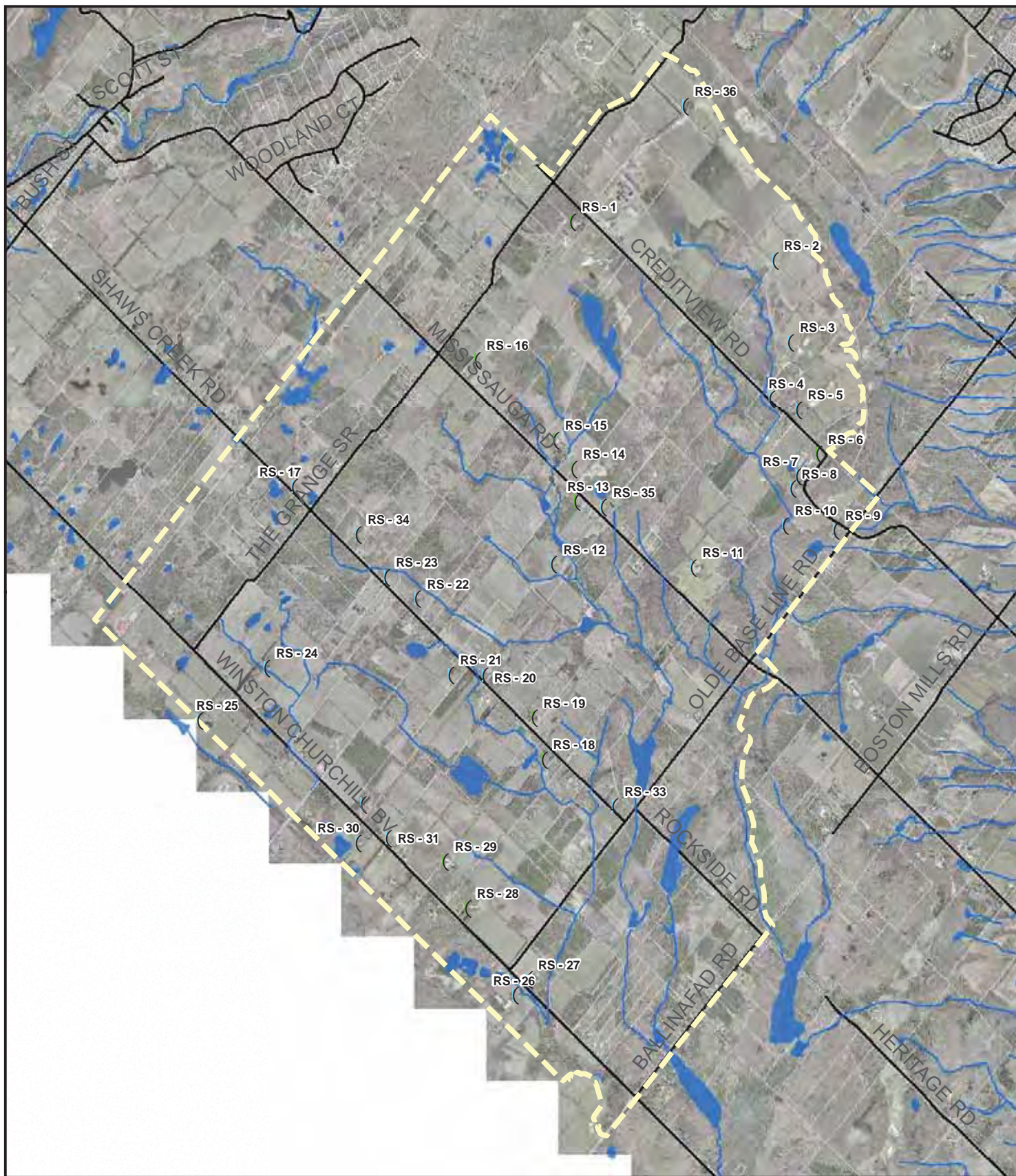
The study has shown that families of the *Rockside Pioneers* clearly spread across the Caledon Township boundaries into Erin and Chinguacousy townships and also had a notable influence on the development of the area around Belfountain. However, it is also clear that the community that was known as Rockside was indeed concentrated within the study area boundaries and continues to be particularly associated with that area, i.e., the area generally bounded by the Escarpment to the east; Winston Churchill Boulevard (and likely at least one lot further) to the west; one lot to the north of the Grange Sideroad; and Ballinafad Road and Rockside Road to the south.

Of course the lots directly across from these roads have always had a particularly close (virtually seamless) relationship with that of the study area, both historically and visually, and must be considered to be included, although the west side of Winston Churchill Boulevard is another municipal jurisdiction.

Refer to **Figure 14 Rockside** for detailed delineation of boundaries.

0 0.2 0.4 0.6 0.8 KM

Rockside Figure 14



Character Defining Elements

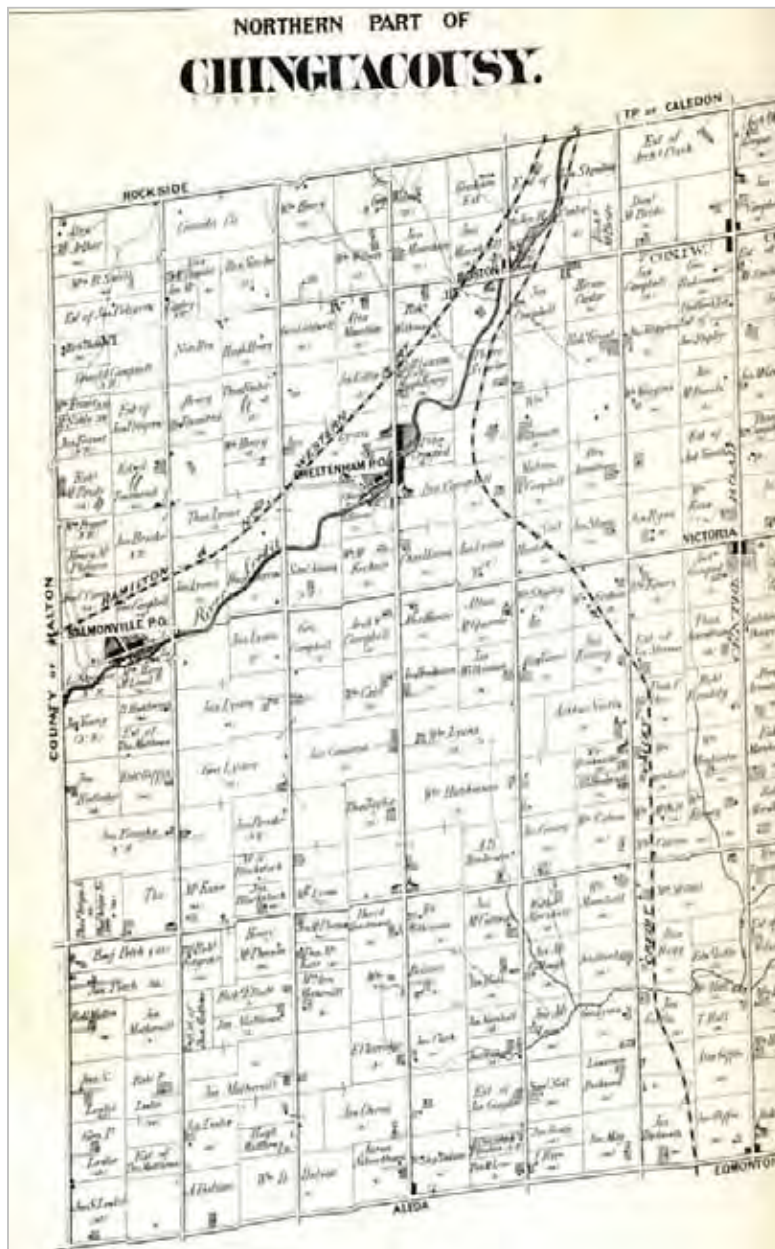
- Road
- (Built
- (Landscape
- CHL Boundary
- Rivers / Streams
- Lakes / Ponds
- Property Boundary (2006)

13. FORMER CVR RAILWAY

This chapter focuses on the former Credit Valley Railway (CVR), and its historic significance to the Town of Caledon. The CVR's physical presence and attributes between Mayfield Road and Old School Road were evaluated and identified through the Mayfield West Secondary Plan study lands, and a recommendation was made to designate the CVR in its entirety as a cultural heritage landscape.

Over the course of several CHL inventory studies undertaken for the Town of Caledon sufficient knowledge of the CVR has been gathered to conclude its significance as a cultural heritage landscape across its entire length. The CVR is noted as an important character defining element within several of the inventoried Cultural Heritage Landscape areas referred to in this report (see sections on Melville, Alton, Inglewood, and The Credit River Valley: Settlements of the Niagara Escarpment).

However, more thorough investigation of the CVR will undoubtedly reveal other extant heritage features, and therefore additional study of other uninvestigated stretches of the railway should be undertaken as need and opportunity arise.



1877 Atlas Map of the Northern Part of Chinguacousy Township

13.1 HISTORICAL CONTEXT

The development and subsequent decline of the former CVR line and its successors influenced a number of settlement areas in Chinguacousy and Caledon townships. It remains an active rail line to this day and includes a number of significant historic features along its length, with some of the most notable through the Forks of the Credit area.

Important to Caledon's history, the former CVR can be classified as an *organically evolved and continuing landscape*, defined as one which has evolved through use by people and whose activities have directly shaped the landscape or area, and on which historic uses continue.



1877 Atlas Map of Caledon Township

13.2 INVENTORY

1. Physiographic Description

Extending northward from Mayfield Road through the former townships of Chinguacousy and Caledon, the former CVR passes through all manner of terrain and several of Caledon's physiographic regions. These include the flat farmlands of the Peel Plain, the South Slope, and the rugged Niagara Escarpment. Through its southern section the former CVR crosses the main branch of the Etobicoke Creek, encountering the Credit River valley and its tributaries at several junctures as it extends northward to the Town limits.

2. Processes

Land Uses and Activities

The CVR was established in February 1871, in direct competition with the Toronto, Grey and Bruce (TG&B) Railway in the hopes of stimulating trade and economic opportunities in the outlying areas of what would later become Southern Ontario. The principle financial backer and first president was George Laidlaw, who was also a promoter of the TG&B.

In 1873, survey work was completed with track laying begun in 1876. By 1877 the first branch of the line had opened from Parkdale (Toronto) to Milton. The track reached Brampton in December 1878, with the Forks of the Credit trestle bridge completed in September 1879. The line was open to Orangeville and to Elora in December 1879. Work continued simultaneously on the western branch, with another large bridge over the Grand River at Galt, also constructed by 1879. As constructed, the total mileage for the CVR comprised: the Mainline from Toronto to St. Thomas with a distance of 121 miles; the Branch from Streetsville to Orangeville with a distance of 35 miles; and the Elora branch (Cataract to Elora) with a distance of 29 miles.

With growing financial problems, the CVR was taken over by the Ontario & Quebec (O&Q) Railway, along with the Toronto, Grey and Bruce. The O&Q was taken over by the Canadian Pacific Railway (CPR) on January 4, 1884 on a perpetual lease arrangement. Duplication with the TG&B Railway line led to the decommissioning of a short section of the CVR from Melville Junction in Caledon Township to Orangeville. Under CPR ownership, the former CVR line was divided administratively into four components, with the Streetsville to Orangeville branch as part of the Owen Sound Subdivision. By 1996, with parts to the north decommissioned by CPR, the 35-mile section from Streetsville to Orangeville section fell under the ownership of the St. Lawrence & Hudson Railway.

In September 2000, the Brampton-Orangeville Railway was created by the Town of Orangeville and operated as a shortline railway extending from Streetsville and serving several Orangeville businesses. Freight traffic is currently operating along this section a few days a week. A tour train operates seasonally from Orangeville to either Inglewood or Snelgrove through the scenic Forks of the Credit area, allowing present-day visitors the experience of traveling the old CVR. As of the writing of this report the Town of Orangeville is considering sale of the rail line to a private company, with the intent to

continue the existing freight and tour-train services, with the potential to expand the line northward along the decommissioned portion of the line.

Patterns of Spatial Organization

The former CVR passes through the Town of Caledon entering the former Chinguacousy Township north of Mayfield Road through Concession 1 WHS, beginning mid-way between the east and west half lots. It swings westward into Concessions 2 and 3 and then progresses northward into Caledon Township where it generally follows the route of the Credit River valley. In Caledon Township the steepening terrain on ascending the Niagara Escarpment and the ever-present Credit River presented significant challenges to the CVR and necessitated several crossings of the river valley. The most notable of these is the trestle and embankment at the Forks of the Credit.

The CVR was presumably under construction at the time that it appears on the 1877 Atlas of Peel County Map in Chinguacousy Township, two years before its documented completion in 1879.

3. Elements

Circulation Networks

The former Credit Valley Railway (CVR) was a significant part of the railway transportation network in Southern Ontario, beginning in the 1870s. The predominant landholdings of the CVR were in Peel County with the construction of a northern line from Toronto to Orangeville via Streetsville, and a branch line to Elora, with aspirations for a westerly arm extending from Toronto to Milton, Galt, and Berlin (Kitchener) or Waterloo.

Buildings, Structures and Objects

As an operating rail line the former CVR still includes all track and structures.

Through the Mayfield West study lands this includes two creek crossings, including a small bridge structure located on the northern edge of the property at 12461 McLaughlin Road which is clearly visible from the road.

Other significant features identified through other Cultural Heritage Landscape areas studied include:

- the confluence of the former CVR and HNR railway including elements such as tracks and signals (Inglewood)



Former CVR looking south from Old School Road.

- Former CVR tracks and trestle above the Forks, along Forks of the Credit Road (Belfountain and the Credit Gorge).
- The existing railway track through Melville also as it crosses Highpoint Sideroad and the stone/steel structures over the Credit River.

Many other railway structures exist along the length of the CVR. They are particularly prominent in the settlement areas, which include: Cheltenham, Boston Mills, Inglewood, Forks of the Credit, Cataract, Alton and Melville.

Vegetation Related to Land Use

As with all rail lines, the railway corridor was de-vegetated to facilitate construction. The rail line is still active, although lightly used, and some scrub vegetation is naturally recurring in pockets along its length. The areas adjacent to the former CVR include a diverse range of landscape and vegetation types, according to land uses.

4. Site Context

Through the southernmost areas of Chinguacousy Township from Mayfield Road to King Street, the context of the former CVR line remains largely farmland. Just north of Old School Road, the line passes through the lands associated with the Brampton Flying Club.

North of King Street the rail line first encounters the Credit River valley remaining east of it and skirting the village of Cheltenham and the former hamlets of Ferndale and Boston Mills, before passing through the Caledon Country Club lands.

Just north of Olde Base Line the former CVR enters the village of Inglewood and crosses the former alignment of the Hamilton Northwestern Railway, now the Caledon Trailway.

The tracks ascend the Caledon Mountain through rural lands running adjacent to agricultural lands, horse farms, and private residences. In this area present day tour passengers on the Credit Valley Explorer are afforded exceptional long views north to the Niagara Escarpment and eastward across rolling, pastoral countryside.

Through the Niagara Escarpment lands the immediate context of the rail line becomes more forested. As the CVR crosses the Credit River forks area, the rail line and its high trestle bridge are a significant feature within the village of Forks of the Credit. Just to the north the rail line runs along the western boundary of the Forks of the Credit Provincial Park. Through this area the Cataract Falls and remains of various dam and mill structures are clearly visible from the rail line.

Once north of the hamlet of Cataract the rail line runs adjacent to several conservation areas and a golf course, then passing through the village of Alton on its easternmost edge. The railway crosses the Credit River again in the vicinity of the hamlet of Melville, before entering the urban area of Orangeville on the northern edge of the Town of Caledon limits.

13.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on examination through the Cultural Heritage Landscapes Inventory and the Mayfield West Secondary Plan Cultural Heritage Landscapes Assessment, it is concluded that the former Credit Valley Railway is a significant part of Caledon's heritage and meets *Significance Criteria A* as described above.

13.4 STATEMENT OF SIGNIFICANCE

Although only briefly operating as the Credit Valley Railway, the rise and decline of the CVR and its successors influenced the growth and development of a number of settlement areas in Chinguacousy and Caledon townships. The railway was constructed through some of the most challenging and scenic terrain in the region, and a number of Caledon's most notable historic and natural features are aligned along its length. Of the five rail lines that historically traversed the Town of Caledon, the CVR is one of only two that remains intact, and it still operates as an active rail line to this day.

Character-defining Elements

Character defining elements of the CVR are generally noted as:

- historic rail corridor, embankments, track, signals, and structures associated with road and creek and river crossings;
- adjacent vegetation including creek valleys and woodlands;
- views to the railway and bridges as seen from roads and trails.

Specific features are noted in other sections of this report, and it is anticipated that further detailed study of as yet un-investigated areas will reveal additional historic features which should be noted for preservation.

In recognition of its value as a cultural heritage landscape, and pursuant to the intent of the Provincial Policy Statement and the Caledon Official Plan toward their conservation, the former CVR line through Caledon *in its entirety* is recommended for designation as a cultural heritage landscape.

13.5 BOUNDARIES

The boundary of this CHL is considered to be the rail line right of way, together with the creek corridors, any required development setback necessary to maintain an open landscape as context for the rail line, and the associated vegetation patches through which the line passes.

14. CANDIDATE CHLS REQUIRING FURTHER INVESTIGATION

14.1 CALEDON LAKES

This area, including both the main and smaller upper lakes and the associated wetlands is not only a scenic natural environment but potentially a CHL. The resort community along the eastern shore represents more than 120 years of recreational use, the southwestern shore forms a Conservation Area used by the local school board to teach Nature Studies and the northern lakes and ponds provided marl to the early concrete industry at the turn of the century. Shaw's Creek, critical to the development of northwest Caledon issues from the southwest corner of the main lake. It is a unique integration of natural and cultural elements within Caledon.



Source: Caledon Lake Club

In the Peel County Atlas of 1877, the Caledon Lakes were already being touted as "the resort of disciples of Issac Walton, from all parts of the continent. A large hotel is proposed being erected close to their borders, which will be a great convenience to the many visitors who flock to this beautiful pic-nicking (*sic*) place."

Writing in 1934, William Perkins Bull states: "A smaller but older group is the Caledon Lake Club with headquarters at Caledon lakes. It was organized in 1885 as a fishing and aquatic club.....During the first ten of fifteen years of this club's

existence, a feature of its activities was the annual sports day held 1st July. Boat races of various types and other aquatic sports were then conducted and open to all comers. The happy social atmosphere persists today. The members or shareholders are permitted to erect cottages on the lakefront, and retain ownership of these. In addition they are given all the privileges of the club, including use of the dance pavilion. During the season, euchres and other events are staged. Twenty-five members have erected cottages, which are grouped at the northwest corner of the largest of the lakes. "¹

Unfortunately up to the time of the writing of this report no access into this private resort community on Caledon Lake has been available and thus the identification of the community as a CHL must still await first hand examination/evaluation. However, based on the research into the unique nature of Caledon Lake itself, the extremely early development of the east shore of the lake as a recreation destination, the reports regarding the character of 19th and early 20th century hotels, cottages and boathouses and the tantalizing views from air photos, it would appear to have very high potential for identification as a CHL.

¹ Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#) : *the history of sports in Canada and the sportsmen of Peel, 1798 to 1934*, Toronto : The Perkins Bull Foundation, 1934, p. 103

14.2 REMAINING EVIDENCE OF THE TORONTO GREY & BRUCE RAILWAY, LOTS 18, 19, CON. II WHS AND ASSOCIATED LOCATIONS

At the request of municipal staff, the area noted above was investigated on foot to check on the possibility that evidence of the important cultural feature, the Toronto Grey & Bruce Railway (TG&B), its right of way, track location and embankment, still survived through this property. Access was along the western edge of the property via the unopened right of way for McLaren Road. The 1877 Map was compared to the current air-photo for orientation. There was no access to the property (barbed wire fence) through much of this area but at the wooded windrow between Lots 18 and 19 access was readily obtained. Historically the TG&B line came through the northern offset corner between the western and eastern halves of Lot 18 and tended northwest from that point. It was this area, now well wooded, where investigation focused. Sure enough the line is evident as a relatively narrow (narrow gauge track) flat depression surrounded by embankments and now collects and drains water through the wooded section. It has very much naturalized in this area. Wild turkeys were plentiful in this woodlot.

As a follow-up other locations within this Concession block were examined to the extent possible. It appeared from the road that at least the embankment ridge still remained within the eastern half of the property though its crossing point at Willoughby was difficult to discern. Not so its northern point of emergence at Beech Grove, close to the northwestern corner of the block (Lot 20), where it is very clear as an unusually regular (from nature's standpoint) grassed depression. It has this form as well as it extends into Lot 21 across Beech Grove. The historic stone house, shown on the 1877 map retains its historic relationship with this rail feature.

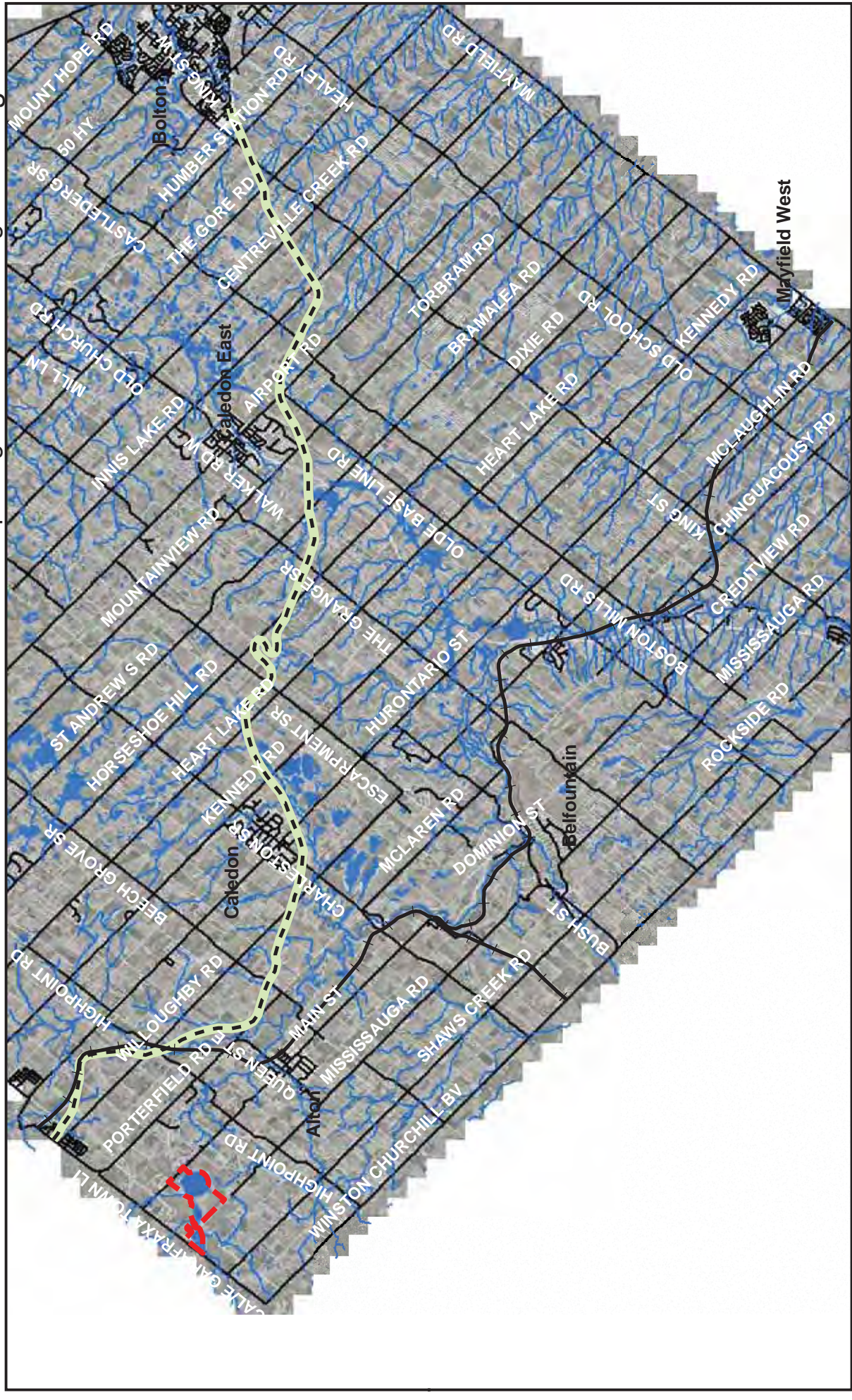
The TG&B, though relatively short-lived, represents an extremely important era for the original Township and the development of regional railways across the Province. The terrible 1907 derailment at The Horseshoe Hill curve, possibly in part a result of attempting to push the potential of narrow gauge track too far, has become an important story in local folklore, like the sinking of the Edmund Fitzgerald for Lake Superior. The railway plays an important role in the history of Caledon Village as well as Alton and Melville, both identified as CHLs. For these reasons the systematic preservation of evidence of the TG&B, and its commemoration, is an important cultural heritage landscape objective.

The typical approach to defunct rail line preservation has been to create a trail along its former route as Caledon itself has done with the Caledon Trailway. This would be very appropriate as well for the TG&B, given that Caledon is already a hikers destination, though perhaps much more difficult given that much of the right of way may have reverted back to private ownership. Still it is important that any remaining signs of this feature not be obliterated so that at least the potential continues to exist for the creation of, what in effect would be a linear cultural heritage landscape, particularly focusing on areas where its context remains intact, e.g. W ½ Lot 20, Con. II WHS.

Candidate CHLs:

Candidate CHLs Requiring Further Investigation Figure 15

0 0.5 1 1.5 2 KM



- Former Toronto Grey Bruce Railway — Road
- Caledon Lakes Candidate CHL — Rivers / Streams
- Former Credit Valley Railway — Lakes / Ponds
- Property Boundary (2006)

15. OTHER CANDIDATE CHLS CONSIDERED

During Phase 1 and 2 of the CHL Inventory several additional Candidate CHLs were considered that did not meet the established criteria for identification as Cultural Heritage Landscapes. These are briefly described below.

15.1 ROSEHILL

The area, which has come to be known as Rosehill, at Kennedy Road and Highpoint Sideroad, was initially considered as a possible Candidate CHL. However, despite the fine restored stone schoolhouse (1872) (designated Part IV, OHA) and two fine, early (pre-1860) stone farmhouses with surviving outbuildings along the east side of Kennedy, north of Highpoint, it was not felt that the concentration of resources, nor the thematic relationship between resources, justified CHL consideration at this time. However, the two stone houses are very worthy of consideration as individually designated properties, both for their early date and their stone construction. The David Watson House c.1859 (E ½ Lot 26, Con. 1 EHS) is of particular interest, due to the quality of the architecture and its picturesque setting. When these structures are examined for potential Part IV designation their outbuildings and other cultural heritage features should also receive consideration.

15.2 CENTRAL CALEDON TOWNSHIP

While the CHL Phase 1 Candidate CHL area focused on the northwest of the Town it also included a more central section of the original Caledon Township. An examination of the CHLs of this area follows below.

15.3 THE VILLAGE OF CALEDON:

As the original seat of Township administration, Caledon Village, or Charleston as it was originally known, clearly has historic and symbolic importance. Its location at the main crossroads of the original Township (Hurontario Street and Charleston Sideroad) continues to reflect its original importance. As well, the original village plan is still relatively evident. However, a combination of lower quality modern construction, the widening of Hurontario Street (Highway 10) through Caledon Village and the denigration of much of the heritage building stock disqualifies the village from consideration as a Candidate CHL due to lack of integrity. Two key buildings, the former Township Hall and the Agricultural Society building are thus far designated under Part IV of the Ontario Heritage Act. To revitalize the village, its heritage needs to be appropriately commemorated and its future carefully planned with the objectives of encouraging better new design and careful preservation of remaining heritage building stock to revitalize the village.

15.4 LOWER KENNEDY ROAD - BETWEEN THE GRANGE SIDEROAD AND OLD BASELINE

Silver Creek extends through this area to become the East Branch of the Credit River. The area was examined to see if it warranted consideration as an extension of the Silver Creek CHL. While the topography is similar though less dramatic, and there are several important cultural features – the early 20th century single-lane bridge and a few heritage farmsteads such as Applegarth they are not considered to display sufficient thematic coherence to justify identification as a CHL. In relation to

the Silver Creek CHL, the heritage fabric thins out considerably below the Grange Sideroad, with a much higher percentage of more recent structures. However the single lane bridge is itself an extremely important feature and deserves recognition and preservation. It is a key feature in preserving the quiet, scenic character of the lower half of Kennedy Road.

15.5 THE METHODIST FARMSCAPE OF EASTERN ALBION

The area under consideration generally comprised Lots 16 - 20 to either side of what is now Mount Hope Road (between Con. 7 and Con. 8). The first white settler in the whole area was William Downey who originally settled on E ½ Lot 18, Con. 8. The family eventually moved to the W ½ Lot 16, just north of the hamlet of Castlederg, and have remained on that farmstead for six generations. This area became the focus of a settlement of early British Methodists including John "Squire" Monkman (c.1835) who erected a church and burying ground on his property (Lot 18, Con. 7), noted on the Tremaine Map (1859) as "Mount Hope Farm", possibly so named due to its religious associations. The church was known as 'Monkman's Primitive Methodist'. The Monkman sons, James and Duke, also acquired properties in the Candidate area. Duke married Keziah Roadhouse, daughter of one of the earliest Methodist pioneers, William Roadhouse, and was a Justice of the Peace and Councillor for Albion, as well as the superintendent of the Primitive Methodist Church for many years.



15629 Mount Hope Road

There are a number of intact farmsteads and/or farmhouses within this area, most notably the Downey property. Most of the existing farmhouses date from the late 19th century though the farms themselves are much earlier. Unfortunately, upon further review it was felt that the extent of severances and associated development had too seriously broken up the sense of integrity to allow for the area to be identified as a CHL. However, it is recommended that a number of the properties be considered for individual identification, particularly the Downey farmstead.



15674 Mount Hope Road

15.6 THE BROAD AREA OF IRISH SETTLEMENT

The whole northwest sector of the former Albion Township - as far south as Old Church Road and extending to Duffy's Lane in the east - was dominated by Irish settlement throughout the 19th century and, as such, could merit consideration as one large CHL. Both Catholic and Presbyterian

Irish were well represented in the area. This included the now 'ghost' hamlets of Lockton and Centreville. The Irish roots of the area are still evident in the road names (e.g. Innis Lake, Finnerty, Coolihans), the Church of St. John's Albion with its burying ground, and the associated Catholic school. The old burying ground remains along Gore Road in the former hamlet of Centerville. The whole area is still characterized (even more so than in the historic period) by dense wooded valleys.



16775 Centreville Road

There are many fine individual heritage homes and/or farmsteads within the area, including a concentration of log structures along Gore and Centreville roads, south of Finnerty including 16775 Centreville, 16401 Gore ('Centreville House'), the Albion Hills Bible Church (17243 Gore Road), and 17416 Gore Road.

However, in considering the issue of boundaries and examining the nature of severances and infill development, it became apparent that it would be difficult to justify the broad boundaries of this CHL 'on the ground' due to the number of

gaps in the heritage fabric. At that point a somewhat smaller area was studied and, finally, a further reduced area was identified as a CHL (see The Irish Settlement of Northwest Albion) as having the level of contiguous Integrity required.

There are, however, as noted, a number of individual properties beyond the CHL boundaries which are certainly worthy of consideration for listing and/or designation including the log structures noted above.



Albion Hills Bible Church

15.7. BOSTON MILLS

The area of the former village of Boston Mills (Chinguacousy and Boston Mills Road) was considered a possible Candidate CHL. There are certainly a number of interesting natural and cultural features still associated with that general location -where the Credit River is bridged across



Boston Mills Cemetery

Boston Mills Road. A saw mill, woolen mill and schoolhouse were in place by 1859 and the cemetery prior to 1877. Both the HNR and the CVR Railways were established in close proximity to the hamlet and the CPR still runs along the original CVR route.

Foremost among the existing elements is the Boston Mills Cemetery set on a gentle rise with its early 20th century entrance comprised of cobblestone walls and cast and wrought iron gates with period signage forming an arch above. Tucked into the river valley just to the

southwest of the crossroads there is a mid 20th century cottage community of modest frame structures, seemingly originally established by families of Eastern European origin. North of Boston Mills, along the river, there appears to be some remaining mill workers' housing. The views from the east and west along Boston Mills down into the river valley are impressive. Up the hill to the west there is a fine log dwelling which seems to date to the mid 19th century.

While there are important remaining elements and historical associations with regard to the area, due to the extent of infill development and loss of village fabric, it was felt that the requirement of contiguous integrity was not sufficiently satisfied. However, it is recommended that the cemetery be considered for listing and/or designation.

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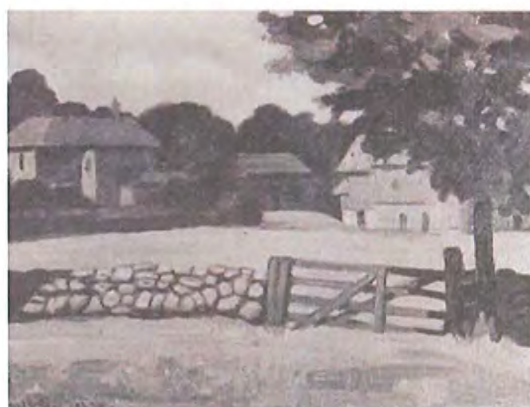
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TOWN OF CALEDON BUILT HERITAGE RESOURCES INVENTORY REPORT OF FINDINGS

by Peter Stewart, Principal, George Robb Architect
and Paul Dilse, Heritage Planning Consultant
for Sally Drummond, Heritage Resource Officer,
Town of Caledon

October 7, 2008



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REPORT OF FINDINGS

1. Introduction

The Official Plan of the Town of Caledon, in 2004, incorporated updated policies in regard to Cultural Heritage Conservation. These policies address the need for conservation of archaeological resources, built heritage resources and cultural heritage landscapes (OP 3.2.1). This study provides an inventory of built heritage resources in accord with 3.2.3.3.2 of the Official Plan.

The inventory should be considered as a base line record of today's resources. Inclusion in the data base has been based on the consultant team's knowledge of the history of the Town from the printed record and from observation in the field. As stated in the Official Plan, *"revisions to the initial inventory may occur as a result of additional investigations and field checks"*.

Since 1976, the Town of Caledon has selected over 100 properties on a case-by-case basis and recognized them for their cultural heritage value through designation under Part IV of the *Ontario Heritage Act*. These are the only properties identified in the Town property management database for heritage review when applications for planning approvals and building permits are received. There is now an inventory of over 1600 properties of cultural heritage value or interest which allows the Town to more clearly establish when Cultural Heritage Planning Statements, Cultural Heritage Surveys and Cultural Heritage Impact Assessments may be required, all as provided for in the Official Plan.

2. Background

In 2005, Town Council authorized a Town-wide, comprehensive inventory of all built heritage resources. The initiative responds to municipal and provincial planning priorities, beginning with both the Town of Caledon and the Region of Peel official plans that call for the preparation of a municipal inventory of cultural heritage resources.

Subsequent to the adoption, in 2004, of the strengthened policies in the Town of Caledon Official Plan, two significant pieces of legislation came into force:

- the *Provincial Policy Statement, 2005* was strengthened to state that significant built heritage resources and significant cultural heritage landscapes shall be conserved, and
- the *Ontario Heritage Act* was amended in 2005 to recognize properties that have not been designated, but which municipal council believes to be of cultural heritage value or interest, by allowing municipalities to place these properties on a "register" of properties of cultural heritage value or interest, which otherwise would only include designated properties.

In the fall of 2005, the Town engaged George Robb Architect in association with Paul Dilse, heritage planner, to create a searchable database, and associated GIS mapping, of all the built heritage resources and their associated landscape elements across the municipality. The team began its fieldwork in December 2005, identifying and describing properties where structures appeared to have been built before the end of the Second World War. The date of 1946 was established based on the notion that development patterns and building types changed following the Second World War. This should not be seen to preclude more contemporary buildings as the data base is refined over time and several notable examples of contemporary

architecture were discussed over the course of this study.

The team presented its findings for the first phase of the work – an inventory covering properties in 44 existing or historical settlement centres – to Town staff in February 2006. Phase Two, covering properties on the concession lines and sideroads of the former Albion, Chinguacousy and Caledon Townships, was complete by August 2007. The properties along concession lines or sideroads were either viewed from the road (the usual vantage point) or from the yard in those cases where they were distant from the road or hidden by vegetation. Properties were identified by the municipal emergency numbers found on freestanding green signs or posted on buildings. While conducting the fieldwork, the team was asked to a) identify and classify historic concentrations of built heritage resources and b) keep a list of properties of high significance. Appendix A is a map of the Town, showing the 44 existing or historical settlement centres and the three former townships.

3. Findings

The Town of Caledon Built Heritage Resources Inventory comprises individual textual and photographic records for built heritage resources on 1,643 properties, eight per cent of the total number of properties in the municipality. The database is constructed to allow searches by municipal emergency number, geographic location, resource type and other characteristics of the built heritage resources. Appendix B is a guide to understanding the fields of data that were collected for the inventory.

Appendix C summarizes the Phase One inventoried properties by settlement centre while Appendix D summarizes the Phase Two inventoried properties by study areas within the former townships. Appendix E lists those properties identified in the field as having high significance among other built heritage resources in the settlement centre or former township where they are located and properties already designated under Part IV of the *Ontario Heritage Act*.

a. Properties of High Significance

As many of the built heritage resources identified have been diminished by inappropriate alteration or lack of maintenance, the 361 properties of high significance (about 22 per cent of the total number of built heritage resources) stand out for their architectural integrity. Ontario Regulation 9/06 made under the Ontario Heritage Act, establishes criteria for determining heritage value or interest.

"1 (2) A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural or heritage value or interest:

- 1. The property has design value or physical value because it,*
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
 - ii. displays a high degree of craftsmanship or artistic merit, or*
 - iii. demonstrates a high degree of technical or scientific achievement.*
- 2. The property has historical value or associative value because it,*
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*

- iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
- i. is important in defining, maintaining or supporting the character of an area,
 - ii. is physically, functionally, visually or historically linked to its surroundings, or
 - iii. is a landmark."

While this determination generally requires research and detailed comparative analysis beyond the scope of this project, certain properties appeared to the consultants, based on their experience and analysis to be obvious candidates for further consideration as "*significant built heritage resources*". Section 27 of the Ontario Heritage Act requires a municipality to create a "register" of properties which council believes to be of cultural heritage value or interest. Caledon's register currently contains only designated properties. Properties on the register may, but need not, be designated under Part IV of the Act. All that is required to place a non-designated property on the register is a description of the property "*that is sufficient to readily ascertain the property*". Properties on the register are given limited protection from demolition with the intention that the municipality will, in the future, establish their significance and determine whether designation is warranted.

Several examples are given below of pairs of similar properties from Appendix E, List of Properties of High Significance. In each case below, one is designated under Part IV of the Act and the other is not. This comparison is drawn to indicate that Caledon is rich in properties worthy of designation. For example, there are 14 log farmhouses on the list of properties of high significance. Of these, only 2 are currently designated.



Picturesque Gothic Claude Presbyterian Church, 1880, designated



Gothic Revival St. Cornelius Roman Catholic Church, 1886, not designated



Neoclassical brick dwelling, 1850-1874, designated



Neoclassical brick dwelling, 1850-1874, not designated



Mid-nineteenth century Farmhouse, designated



Mid-nineteenth century Farmhouse, not designated



Mid-nineteenth century log Farmhouse, designated



Early Log Farmhouse, not designated

b. Settlement Centres

The Official Plan of the Town of Caledon recognizes several classes of settlement areas. Rural Service Centres include Mayfield West, Bolton and Caledon East. Villages include Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills and Palgrave. Hamlets include Albion, Belfountain, Brimstone, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta and Wildfield. The OP also recognizes three historic "Industrial-Commercial Centres"; Sandhill, Tullamore and Victoria. Separate policies apply to each. (Mayfield West, given its recent establishment, was not considered as a settlement centre for purposes of this study.)

In addition to these 21 settlements, there are 23 former ("ghost") settlement areas that were surveyed separately to establish whether significant remnants remained. The total number of settlement centres considered by this study was, therefore, 44.

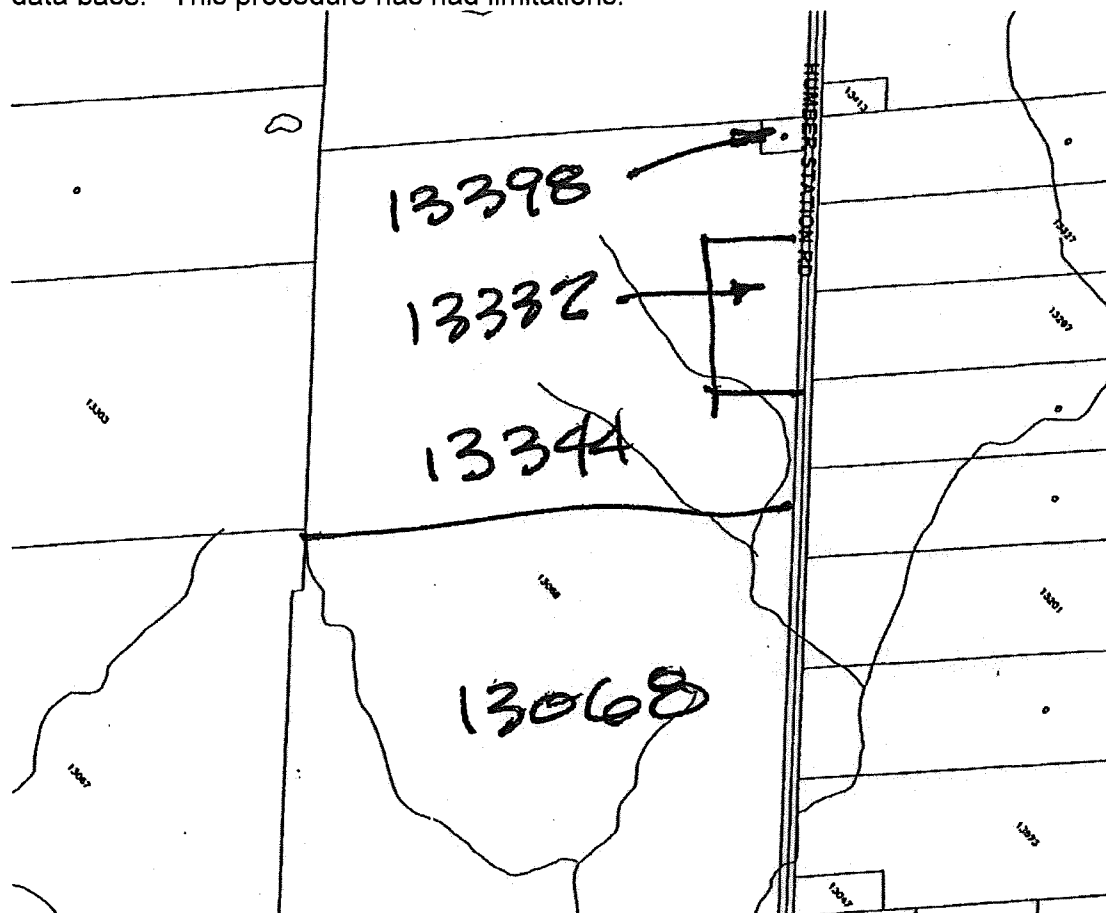
Eighteen of the 44 settlement centres retain concentrations of built heritage resources. Nine areas in eight of the settlement centres meet the official plan definition of an Area of Cultural Heritage Character. In the opinion of the consultants, these areas, while retaining significant built heritage resources and demonstrating a long history of settlement, may not display *"the concentration and significance of cultural heritage resources"* required (OP 3.2.3.4.2) to be considered as a potential Heritage Conservation District. The nine areas of cultural heritage character, which are drawn on maps in Appendix F, encompass all or parts of: Terra Cotta, Boston Mills, Inglewood, Belfountain, Melville, Caledon East, Queen Street North (north of the Humber River) in Bolton, Bolton's commercial core and the King Street East neighbourhood in Bolton.

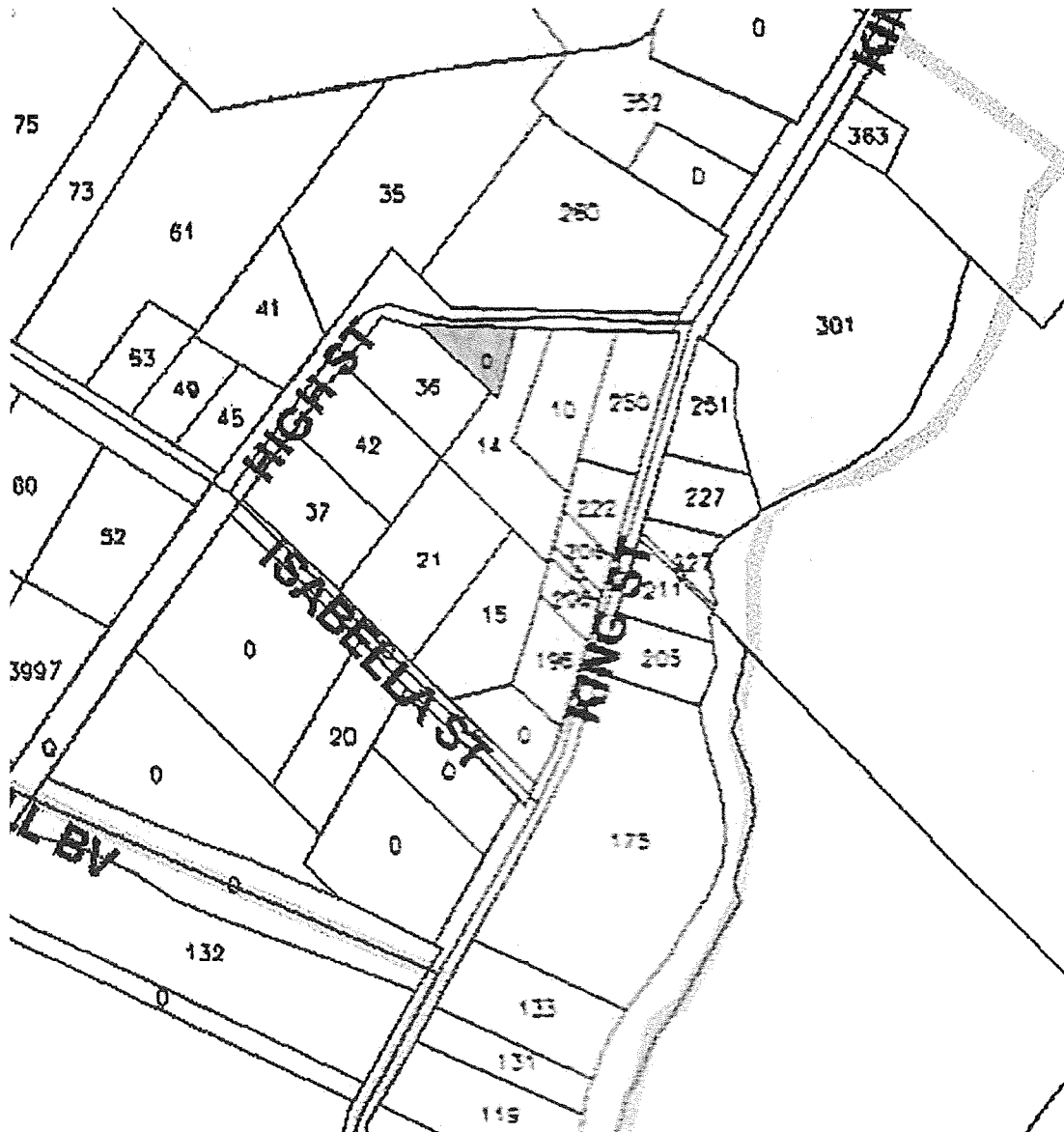
Four other areas, ranking above the nine Areas of Cultural Heritage Character and at the highest level of cultural heritage value in the Town, in the opinion of the consultants, merit study as Heritage Conservation Districts. These potential Heritage Conservation District study areas, which are shown on maps in Appendix G, cover all or parts of: Cheltenham, Alton, Silver Creek and the King Street West neighbourhood in Bolton. Cheltenham, Alton and the King Street West neighbourhood are to be considered for the high proportion of properties of cultural heritage value or interest and the homogeneity of the neighbourhoods. Silver Creek, while sparse in terms of built heritage resources, represents a unique early rural mill community in a significant setting.

In both the Areas of Cultural Heritage Character (Appendix F) and the potential Heritage Conservation Districts (Appendix G) mentioned above, the boundaries are suggested, but further study will be required to confirm the supportable boundaries.

4. Limitations

The primary method of identifying pre-1946 buildings in the field has been by municipal address. This observed address could then be located on the Town's GIS mapping system and certain other data (assessment roll number, lot and plan, etc.) could be determined from the Town's data base. This procedure has had limitations.





Terra Cotta – Note “0’s”. Triangular lot with “0” is Terra Cotta Community Hall

For example, we know that the Terra Cotta Community Hall is 18 High Street so its omission from the GIS mapping is of little consequence. In rural areas, the posted municipal address has been used to create the inventory entry. There may be some entries that represent “convenience” numbers and not property identifiers. Where we have identified properties which differ from the GIS mapping information, we have created a separate layer, identified as “field corrections”. Most of these corrections involved applying observed addresses to ‘0’ addresses in the GIS mapping. Most have been linked to assessment roll numbers through this process and are believed to be accurate. Some have not.

For example, there is a designated property in Caledon East listed as 6 Damascus Drive. This property is posted, with a green municipal address number, as 15753 Mountainview Road which was likely its pre-development address. Damascus Drive is a recent subdivision built to the east of and behind 15753 Mountainview. In cases like this, the inventory will include two entries, one with the proper address and one with the “convenience” address.

These discrepancies can only be resolved over time as the data base evolves and MPAC catches up. To summarize this issue, there are likely up to 200 properties which we have identified by observed municipal address numbers in the field which may be:

- Numbers that replaced '0's' on the GIS mapping,
- Numbers that corrected numbers on the GIS mapping,
- Numbers that are "convenience" numbers and not property identifiers,

5. Implementation

Overall, the existing architectural and landscape character across the Town could be described as exurban, a landscape on the fringe of the outer suburbs of Toronto. It is not solely rural, urban or suburban. Conserving the remaining built heritage resources and cultural heritage landscapes, in the face of contemporary development pressures, has become more difficult. While these development pressures are being felt by most municipalities, Caledon retains a richness of assets that needs to be preserved. Lands south of the recently established Green Belt Plan Area are more susceptible to development pressures than the northern portions of the Town.

The data base, when linked to the municipal GIS system, will advise Town staff when any proposed development involves a built heritage resource. It is also a tool that can assist in research and can be used to analyze trends across the Town.

The Official Plan of the Town of Caledon contains policies in regard to the preparation of Cultural Heritage Impact Statements (OP 3.2.3.1.5). Many municipalities in Ontario routinely rely on heritage impact statements when an owner proposes demolition or significant alteration of a built heritage resource or significant alteration of the resource's site. A heritage impact statement is a study prepared by a qualified heritage specialist for the property owner – usually, a private property owner, or where public lands are involved, the level of government that is affecting the resource. A Cultural Heritage Impact Statement aims to clarify the significance of the property and address the effects of any development proposal affecting the heritage attributes of the property.

At the least, the 361 properties identified as having high significance, other built heritage resources in the nine Areas of Cultural Heritage Character and all properties in the four prospective Heritage Conservation District study areas should be subject to the Cultural Heritage Impact assessment process at the discretion of the Heritage Resource Officer.

Under the amended *Ontario Heritage Act*, municipal councils can record properties they believe have cultural heritage value on the municipal register of heritage property in addition to properties that are designated under Part IV of the *Ontario Heritage Act*. This recognition of properties that are not designated offers 60 days protection from demolition or removal. It would be prudent for the municipal register to contain the 361 properties identified as having high significance, other built heritage resources in the nine Areas of Cultural Heritage Character and all properties in the four prospective Heritage Conservation District study areas.

Areas of Cultural Heritage Character are recognized in the Official Plan of the Town of Caledon (OP 3.2.3.5). The intent is to maintain the character of these areas through the zoning by-law. Controls are allowed to ensure that redevelopment is compatible with prevailing character. Infill is permitted if it does not impact heritage buildings or features. Redevelopment of non-residential land for residential purposes will be encouraged.

The Official Plan of the Town of Caledon contains policies in regard to the preparation of Heritage Conservation District Plans (OP 3.2.3.4.2). The Heritage Conservation District concept is a tool, defined in Part V of the Ontario Heritage Act, to protect historic character in a distinct area of the municipality according to a Heritage Conservation District Plan prepared in consultation with local property owners. There are 88 +/- heritage conservation districts, currently, in the Province. Experience suggests that district designation works best when there is support among property owners in the area considered for designation. To gauge local interest in district designation, public information sessions in the four prospective Heritage Conservation District study areas should be held at the opportune time.

6. Recommendations

- a. That the Town of Caledon add to its register of properties of properties of cultural heritage value or interest the 361 properties of "high significance" contained herein, the built heritage resources in the nine identified areas of Cultural Heritage Character and the built heritage resources identified in the four areas identified as prospective Heritage Conservation Districts.
- b. That the Town of Caledon consider recognition of the nine Areas of Cultural Heritage Character as meeting the Official Plan criteria and thereby affording them the protection outlined in the Official Plan.
- c. That the Town of Caledon consider further study of the three areas described as being prospective Heritage Conservation Districts under Part V of the Ontario Heritage Act.

**APPENDIX A: MAP SHOWING EXISTING OR HISTORICAL SETTLEMENT CENTRES AND
FORMER TOWNSHIPS**

Alloa
Boston Mills
Castlederg
Cedar Mains
Coulterville
Coventry
Dark Corners
Ferndale
Forks of The Credit
Glencoe Corner
The Grange
Humber Grove
Kilmanagh
Lockton
Macville
Mayfield West
McLeodville
Rockside
Rosehill
Silvercreek
Sleswick
Sligo
Speersville

[illegible]

APPENDIX B: A GUIDE TO UNDERSTANDING THE FIELDS OF DATA COLLECTED IN THE TOWN OF CALEDON BUILT HERITAGE RESOURCES INVENTORY

Municipal Emergency No. – The emergency number address is found on freestanding green signs or posted on buildings. There is one inventory entry for each property, and a single property can include more than one built heritage resource. The inventory records built resources that appear to have been constructed before 1946.

Assessment Roll No. – The assessment roll number identifies discrete properties for property tax purposes.

Legal Description – The legal description – lot and concession or lot and plan – runs with the property's title and so is a constant identifier.

Thumbnail Photograph/Photo Roll No./Photo Frame No(s). – One or more representative thumbnail photographs record the built heritage resource(s) on the property.

Historic Settlement Centre or Former Township Location – Every property is located within one of 44 settlement centres or one of three townships. The townships are Albion, Caledon and Chinguacousy.

Number of Built Heritage Resources on Property – In many cases, there is one resource per property. In a farmstead, mill complex or a house with driveshed, there will be more than one resource on the property.

Resource Type(s) – In many cases, there is one resource type. Sometimes, there may be a house and driveshed, a church and cemetery or some other combination. A complex farmstead may include a farmhouse, the main barn, a smaller barn, a driveshed, a silo, etc. Likewise, mill complexes may have several built resources. Each resource is identified by its type. The principal resource and the second-most important resource are noted. The number of built resources on the property matches the number of resource types.

Any Name(s) Given to Resource – Historically, some public buildings, such as churches, schoolhouses and halls, and some prominent private buildings, such as mills and great houses, were given proper names. Farms were also often given names, but most of these have disappeared with the departure of the original farm family. The resource's historical name may differ from its current name, and both are noted. For example, the historical name of 14309 Creditview Road is Cheltenham Presbyterian Church, and the current name is Cheltenham United Church.

External Wall Material – The external wall material that clads the built heritage resource is important in establishing the resource's character. This is especially true in an environment like Caledon where architectural style was often loosely and freely interpreted.

The use of red-and-buff brick together in the same house, farmhouse or other building was prevalent in Central Ontario in the nineteenth century and is listed first among the choices of external wall materials. Rug brick, a textured brick in reddish or yellowish tones, was popular in the early twentieth century.

Walls of fieldstone (a mix of stone collected from glacial till), limestone or sandstone when laid irregularly is called rubblestone. Cut stone, often the work of masons trained in Scotland or northern English counties, is set in even courses (ashlar masonry) or broken courses (broken-coursed masonry). Concrete block – smooth or “rock-faced” – was applied at the turn-of-the-twentieth century and somewhat into that century. The use of concrete for bridges began after the turn of the twentieth century.

Log was ubiquitous throughout Southern Ontario for first-generation buildings, but some areas of the province, including parts of Caledon, erected log houses in the second generation on the land. Clapboard, which can come in overlapping narrow or wide boards, differs from plank which is set one board directly above the other. Horizontal board, popular in the early twentieth century, is, like plank, flush to the wall but grooved between the boards. In board-and-batten cladding, the boards are hung vertically, and the cracks between the vertical boards are closed by “battens” or strips of wood. Vertical board cladding is without the battens, and was commonplace for barns. Wood shingle was infrequently applied over the wall as the principal material.

Roughcast plaster – smooth or scored to resemble stones – may have been more prevalent in the nineteenth century, but is now seldom found. An inferior acrylic substitute for plaster called Exterior Insulation and Finish System can be difficult to detect at a distance, and is described as plaster in the inventory.

Pressed tin as a cladding has almost disappeared in Caledon. However, mid- and late-twentieth century synthetic materials are everywhere, probably hiding nineteenth century or early twentieth century materials. Synthetic sidings include aluminum, vinyl, insul- brick and stone veneer such as angelstone.

The principal wall material of the principal resource on the property is noted first, and the principal wall material of the second-most important resource on the property is noted second. For example, at a complete farmstead, the farmhouse’s principal wall material is usually noted first, the main barn’s principal wall material noted second, and any other building’s wall material is not noted.

Style or Type of Design – Style mattered less farther from urban centres, and a good architectural style could last long after it was current.

The Neoclassical style had long-lasting appeal in Caledon in the nineteenth century. It was rooted in Georgian-era classicism, but maintained its popularity late in the Victorian era, often becoming taller as the century ensued. The shoebox form, low-pitched gable roof, centre-hall plan, symmetrical arrangement of door and window openings and the application of classical detail persisted from early in the nineteenth century through to the turn of the twentieth century.

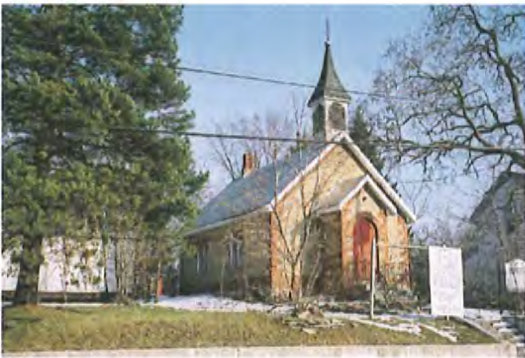


Neoclassical



Gothic Revival

A style, which is usually called Gothic Revival, is typically in Caledon and a lot of Ontario a tall variation of Neoclassicism with a central peak! A distinction is made among Gothic Revival, Picturesque Gothic (the shoebox with pointed-arched openings), High Victorian Gothic (a complex combination of form, material and/or window shape) and Late Victorian Gothic (simpler than High Victorian Gothic and influenced by a return to classicism).



Picturesque Gothic



High Gothic



Late Gothic



Queen Anne

Queen Anne is a late nineteenth century style with asymmetrical plan, tower or projecting multi-storey bay, multi-sloped roofs and porches that wrap around two sides.

An Ontario Cottage has a hipped roof and a symmetrical three-bay front facade, and may or may not have a central peak.



Ontario Cottage



Regency

From the nineteenth century in Caledon, there are a number of good examples of Italianate buildings with their slender round-arched openings and shallow hipped roofs.



Italianate



Georgian

Other nineteenth century styles occurring infrequently in Caledon include the Georgian (a few late manifestations), Regency, Classical Revival and Second Empire. In the early twentieth century, Caledon has examples of the Edwardian Classical style, Bungalow, Dutch Colonial Revival and Georgian Revival.



Classical Revival



Second Empire



Edwardian Classical



Bungalow



Dutch Colonial



Octagonal

Where discernible, the style or type of the principal building on the property (in the case of a farmstead, the farmhouse) is identified first and the style or type of the second-most important resource (the main barn in the case of a farmstead), where applicable, second.

Main barns are categorized as one of three types – Central Ontario (gable roof), Central Ontario (gambrel roof), or Three-Bay. The prevalent Central Ontario barn used in mixed farming is distinguished by its large size, wooden structure over stone foundation wall, gable or gambrel roof and earthen ramp (bank) leading to a large door usually in the long side. The gable-roofed Central Ontario Barn often predates the gambrel-roofed barn, but gable-roofed barns continued into the twentieth century. Some examples of the small, gable-roofed Three-Bay Barn, which preceded the Central Ontario Barn and was used in cash crop farming, are still found, sometimes in combination with the later Central Ontario Barn. Rare log, octagonal or other types of barn are noted.



Central Ontario (gable roof)



Central Ontario (gambrel roof)



Three-Bay Barn



Log Barn

Estimated Period of Construction – There are few buildings in Caledon built before the mid-nineteenth century. After 1850 and until the end of the Second World War, estimates of construction date for the principal resource on the property and second-most important resource, if any, fall into broad 25-year spans. The estimates, based on stylistic characteristics observed in the field, may sometimes be made certain by date stone information, which the inventory notes. Only historical research will give construction dates that are reliable. Where a resource is so altered that its period of construction cannot be estimated, an estimate is not provided.

Contextual Landscape Elements – Many built heritage resources in Caledon are associated with trees and other landscape features that contribute to their historical interest. Late nineteenth century plantings of roadside sugar maples, sugar maple-lined lanes leading into farmsteads, gateway trees at lane entrances, groves of locust trees, remnant apple orchards, woodlots, lawn specimens such as the ubiquitous Norway spruce, dry stone walls, rail fences and woven wire fences and gates are some of the contextual landscape elements that the inventory notes. Where possible, tree species commonly planted in nineteenth-century Caledon – Norway spruce, sugar maple, silver maple, horse chestnut, black locust, white pine, white cedar, tamarack (larch), black walnut, willow – are noted.

Note(s) – Date stone or cornerstone information, especially noteworthy architectural features, other salient observations and any known historical associations are recorded.

Year of Record/Recorder's Name – Fieldwork and data collection date from the winter of 2005-06 until summer 2007. The name of the individual on the George Robb Architect team who surveyed and assessed the property is noted as well as the person responsible for data entry.

Reason(s) why the Resource is on the Inventory – The resource may have cultural heritage value or interest to the Town of Caledon for one or more reasons.

It could already be designated under Part IV of the *Ontario Heritage Act* or otherwise protected by heritage conservation easement.

It may be located in an area of cultural heritage character, which is a distinct close grouping of buildings and their contextual landscapes. The name of the area of cultural heritage character is given.

It may be part of an area recommended for study as a heritage conservation district. The name of the prospective heritage conservation district study area is given.

As the resource may *eventually* be part of a heritage conservation district designated under Part V of the *Ontario Heritage Act*, a field is left blank for future use.

The resource may be of individual architectural or historical value, but not yet protected by designation or easement. A brief explanation of the individual resource's essential characteristics is noted.

**APPENDIX C: TOWN OF CALEDON BUILT HERITAGE RESOURCES INVENTORY
PHASE ONE REPORT – SETTLEMENT AREAS**

Settlement Centre	Number of Inventoried Properties	Number of Properties of High Significance	Historic Concentration	Area of Cultural Heritage Character	Area for Study as a Heritage Conservation District
Albion/ Centreville	6	2	yes	no	no
Alloa	2	1	no	no	no
Alton	111	26	yes	no	yes
Belfountain	45	11	yes	yes	no
Bolton	162	35	yes: 4	yes: 3: Queen St. N. north of Humber River; commercial core; King St. E. neighbour- hood	yes: 1: King St. W. neighbour- hood
Boston Mills	5	2	yes	yes	no
Brimstone	9	3	yes	no	no
Caledon East	80	13	yes: 2	yes: 1	no
Caledon Village	45	5	yes	no	no
Campbell's Cross	12	2	no	no	no
Castlederg	4	1	no	no	no
Cataract	12	1	no	no	no
Cedar Mains	2	0	no	no	no
Cheltenham	41	16	yes	no	yes
Claude	5	3	no	no	no
Coulterville	3	1	no	no	no
Coventry	3	1	no	no	no
Dark Corners	1	0	no	no	no
Ferndale	3	0	no	no	no
Forks of the Credit	3	1	no	no	no

Town of Caledon Built Heritage Resource Inventory
Report of Findings
September 2008

Settlement Centre	Number of Inventoried Properties	Number of Properties of High Significance	Historic Concentration	Area of Cultural Heritage Character	Area for Study as a Heritage Conservation District
Glencoe Cors.	1	0	no	no	no
Humber Grove	1	0	no	no	no
Inglewood	70	8	yes	yes	no
Kilmanagh	4	0	no	no	no
Lockton	5	1	no	no	no
Macville	2	0	no	no	no
Mayfield	3	1	no	no	no
McLeodville	2	0	no	no	no
Melville	9	6	yes	yes	no
Mono Mills	21	5	yes	no	no
Mono Road	25	2	yes	no	no
Palgrave	36	5	yes	no	no
Rockside	1	0	no	no	no
Rosehill	4	2	no	no	no
Sandhill	14	3	no	no	no
Silver Creek	12	7	yes	no	yes
Sleswick	2	1	no	no	no
Sligo	2	0	no	no	no
Speersville	5	3	no	no	no
Terra Cotta	15	4	yes	yes	no
The Grange	1	0	no	no	no
Tullamore	1	0	no	no	no
Victoria	6	0	no	no	no
Wildfield	2	0	no	no	no
TOTAL	798	172	21	9	4

**APPENDIX D: TOWN OF CALEDON BUILT HERITAGE RESOURCES INVENTORY
PHASE TWO REPORT - RURAL AREAS**

Former Township	Number of Inventoried Properties	Number of Properties of High Significance	Historic Concentration	Area of Cultural Heritage Character	Area for Study as a Heritage Conservation District
Albion:	292	60	no	no	no
Chinguacousy	247	60	no	no	no
Caledon	308	69	no	no	no
TOTAL	845	189	0	0	0

APPENDIX E: TOWN OF CALEDON BUILT HERITAGE RESOURCES INVENTORY –
LIST OF PROPERTIES OF HIGH SIGNIFICANCE
(with abridged field notes to identify properties)

Albion/Centreville

- 16066 The Gore Road: red brick, Late Victorian Gothic St. John The Evangelist Albion Roman Catholic Church of 1901-02 on hilltop + red brick, early twentieth century rectory hidden by bush + cemetery dating to c. 1847
- 15964 The Gore Road: red brick schoolhouse with hip roof

Alloa

- 1500 Mayfield Road: red brick with limestone Home United Church of Canada, Alloa of 1926 + board-and-batten driveshed behind

Alton

- 19566 Main Street: fieldstone cottage + plywood-covered barn + rows of Norway spruce and cedar
- 19595 Main Street: red-and-buff brick, L-shaped, High Victorian Gothic house
- 19657 Main Street: red-and-buff brick Alton Public School
- 42 Charles Street: red-and-buff brick, Italianate house + horizontal-sided driveshed on stone foundation + large hilly lot with deciduous trees (already designated)
- 19735 Main Street: red-and-buff brick, Gothic Revival house
- 19739 Main Street: red-and-buff brick, Picturesque Gothic Alton Town Hall on high collected stone foundation (already designated)
- 19798 Main Street: flat-roofed, red-and-buff brick, Italianate commercial block or hotel with bracketed pediment (now apartments)
- 19842 Main Street: red-and-buff brick, Italianate house with enclosed porch + vertical-boarded driveshed on stone foundation behind house + horse chestnut
- 19876 Main Street: painted brick, five-bay, Neoclassical house with Classical doorway
- 20088 Main Street: board-and-batten, High Victorian Gothic house with bay window and bargeboard on treed lot + roadside sugar maples, Norway spruce and willow
- 1581 Queen Street East: red-and-buff brick, High Victorian Gothic house
- 1565 Queen Street East: fieldstone cottage with stone lintels over openings and bracketed

eaves (already designated)

- 1469 Queen Street West: cut stone and fieldstone store with original storefront and round-shaped parapet
- 1459 Queen Street West: red-and-buff brick, two-storey commercial block
- 1456 Queen Street West: red-and-buff brick, one-storey, flat-roofed building (already designated)
- 20 Amelia Street: red-and-painted brick, High Victorian Gothic house
- 1402 Queen Street West: Alton Mill complex in parged stone of 1881 and 1913, etc. + concrete mill race and bridge + parged stone, shed-roofed, six-car garage + one-storey, flat-roofed, parged stone warehouse? (boarded up) with roofline protected in plastic + vertical-boarded and insul--brick garage (already designated)
- 1386 Queen Street West: red-and-buff brick, Italianate mansion on hilltop + Norway spruce, tamarack and sugar maples
- 1422 Queen Street West: red-and-painted brick, Italianate house nearly closing view on Agnes Street (already designated)
- 1401 Queen Street West: large red brick, turn-of-the-twentieth century house with shingled gables + small horizontal-sided, gambrel-roofed barn at far back + large lot encircled by sugar maples
- 1398 Queen Street West: William Algie's Science Hall, a rare surviving example of a public hall built for a local industrialist
- 1341 Queen Street West: parged fieldstone High Victorian Gothic house
- 1334 Queen Street West: fieldstone/rubblestone house (already designated)
- 1301 Queen Street West: buff brick, L-shaped, Italianate house +sugar maples along street
- 34 Credit Street: parged stone, Neoclassical industrial building, now a house, on large wooded lot
- 55 John Street North: large, parged limestone Alton Knitting Mill of 1881 + another smaller parged limestone structure now called the Conference Centre + board-and-batten Neoclassical house with saltbox rear wing and altered with front addition + red-and-buff brick, High Victorian Gothic mansion + stone dam + shingled, gable-roofed building (already designated)

Belfountain

- 988 Forks of the Credit Road: red-and-buff brick, Gothic Revival house with bay window
- 44 King Street South: coursed sandstone and limestone, Georgian house
- 758 Bush Street: red-and-buff brick with stone-detailed, late Neoclassical store of 1888 with Italianate segmentally arched windows
- 17258 Old Main Street: rock-faced limestone, High Victorian Gothic Baptist church of 1889 with squat side tower
- 17246 Old Main Street: clapboarded store and house in High Victorian Gothic style + vertical-boarded barn beside (already designated)
- 17204 Old Main Street: board-and-batten, late nineteenth century Belfountain Community Hall
- 17196 Old Main Street: rubblestone cottage with segmental arches over windows, built on ruins of Methodist church
- 715 Bush Street: aluminum-sided, Gothic Revival house + Norway spruce
- 700 Bush Street: plaster, vertical-boarded and insul-brick vacant store of 1876
- 699 Bush Street: Neoclassical house in siding + pond in front and coniferous lawn specimens
- 17200 Mississauga Road: farmstead back long lane from Belfountain Community Hall, consisting of red-and-buff brick High Victorian Gothic farmhouse + gambrel-roofed, vertical-boarded barn + well-treed property with many cedars

Bolton

- 389 Centennial Drive: Laurel Hill Cemetery, consisting of early twentieth century, fieldstone gate + red brick, Italianate "public waiting room" + red brick, polygonal deadhouse of 1894 + curvilinear lane lined with sugar and silver maples and Norway spruce + some marble but mostly granite monuments + in front of Laurel Hill Cemetery, First World War monument in grey granite featuring a soldier and a cross (already designated)
- ? Centennial Drive: on south hill an older cemetery, consisting of a hilltop burying ground surrounded by a cast-iron fence + a commemorative wall of 1972 in which marble tombstones are set + grove of locusts
- ? (at corner of Queen Street North and Warbrick Lane): commemorative wall in which are set marble tombstones

- Glasgow Road (over Humber River near Deer Valley Drive): single-lane, steel truss Glasgow Road Bridge made by Stratford Bridge Company (already designated)
- 1-25 Queen Street North: six-unit, red-and-buff brick, two-storey, Italianate commercial block with a parapet decorated by round-arched firewall projections
- 4 Queen Street North: landmark, red brick with limestone corner commercial block of 1893 with original storefront cornice, round-arched limestone ground-floor window and scroll-bracketed cornice at eaves
- 1 Queen Street North: landmark plaster, late Georgian, two-storey commercial building with parapeted gable ends to Queen Street
- 15 King Street East: painted (over red) brick Bolton Town Hall
- 83 King Street East: large, red-and-buff brick, High Victorian Gothic house (already designated)
- 94 King Street East: aluminum-sided, Gothic Revival house with unusual classical Features
- 97 King Street East: horizontal-sided, five-bay, one-storey cottage (already designated)
- 53 James Street: red brick Edwardian Classical house set off by cast-iron features made in the owner's (Charles Plummer's) foundry
- 65 James Street: red-and-buff brick, High Victorian Gothic house + sugar maples behind sidewalk (already designated)
- 117 James Street: red brick, late Regency, hip-roofed cottage with gable-roofed rear addition + two sugar maples along street
- 114 Hemlock Street: horizontal-sided, Italianate house at head of James Street + walnuts in front
- 116 Meadowvale Court: red-and-buff brick, Gothic Revival house or farmhouse facing North
- Sneath Road: single-lane, steel truss Sneath Road Bridge over the Humber River (already designated)
- 65 Sneath Road: board-and-batten, Regency cottage facing south + tamarack in front + sugar maple along road (already designated)
- 34 Temperance Street: red-and-buff brick, High Victorian Gothic house at head of Sterne Street (already designated)

- 102 King Street West: red-and-buff brick, High Victorian Gothic house (manse?) + Norway spruce
- 105 King Street West: L-shaped, red brick, Edwardian Classical house with finely detailed original verandah
- 110 King Street West: red-and-buff brick, Gothic Revival Caven Presbyterian Church of 1875
- 45 Nancy Street: red-and-buff brick, L-shaped, High Victorian Gothic house +walnuts in front
- 38 Nancy Street: red-and-buff brick, Gothic Revival house with early twentieth century verandah + sugar maple in side yard
- 34 Nancy Street: red brick with limestone, Edwardian Classical house
- 31 Nancy Street: red-and-buff brick, Italianate house with original enclosed porches + walnuts (already designated)
- 25 Nancy Street: red-and-buff brick, High Victorian Gothic house with early twentieth century enclosed porch + walnut (already designated)
- 22? Nancy Street: red-and-buff brick, Gothic Revival Christ Church Anglican Church with battlements on end tower
- 16 Nancy Street: red brick Masonic Hall (already designated)
- 11 Nancy Street: red-and-buff brick, Neoclassical house with well-preserved Doorway
- 8 Nancy Street: red-and-buff brick, Picturesque Gothic Bolton Wesleyan Methodist Church of 1876 with concrete block addition of 1978
- 38 Queen Street South: horizontal-sided, late Italianate house
- 34 Queen Street South: red-and-buff brick, Italianate house (converted to offices)
- 12700 Highway 50: red-and-painted brick, High Victorian Gothic farmhouse with iron cresting on bay window + remnant apple orchard
- 12131 Highway 50: red-and-buff brick, Neoclassical/Gothic Revival farmhouse

Boston Mills

- 1942 Boston Mills Road: S.S. No. 8 fieldstone Italianate schoolhouse of 1888 + row of sugar maples near lane + Boston Mills cemetery with several marble tombstones and a cobblestone and metal-arched gate off

Chinguacousy Road (already designated)

- 15045 Chinguacousy Road: horizontal-sided, 1 ½ storey house from late nineteenth century + sugar maples along road and lane (already designated)

Brimstone

- 285 Dominion Street: aluminum-sided, Gothic Revival house + well-treed lot with spruce, maples and other trees + hill behind
- 271 Dominion Street: asbestos-shingled, Neoclassical house on Credit Valley sandstone foundation + small stone entrance gate with iron maple leaves for door + sugar maples along frontage + cedar beside house + fruit trees in side yard + hill behind + mill stone erected in front yard + fieldstone shed toward back of lot
- 265 Dominion Street: horizontal-sided, early twentieth century cottage with original sun porch

Caledon East

- 6046 Old Church Road: red brick, Late Victorian Gothic Primitive Methodist Church
- 6029 Old Church Road: red brick, Picturesque Gothic St. James Albion Anglican Church
- 1 Greer Street: insul-brick over plank, gable-roofed Loyal Orange Lodge hall
- 15717 Airport Road: farmstead consisting of red-and-buff brick, Gothic Revival farmhouse + vertical-boarded, gambrel-roofed barn + old concrete silo + white pines and sugar maple at lane entrance + apple orchard in front + row of cedars along north lot line + specimen deciduous trees around house
- 15 Emma Street: red-and-buff brick, High Victorian Gothic house with enclosed porch (St. James Rectory from 1882 to 1926) + cedar lawn specimen (already designated)
- 14 Emma Street: mid-nineteenth century, clapboarded Neoclassical hotel (The Paisley House) facing south to creek, now house
- 2? Cedar Street: plaster, High Victorian Gothic house + Norway spruce lawn Specimen
- 16000 Airport Road: landmark, vinyl-sided, four-bay, Neoclassical commercial building
- 16024 Airport Road: buff brick, High Victorian Gothic house of c. 1880 + brick and horizontal-sided barn behind (already designated)
- 16041 Airport Road: red brick, Edwardian Classical house with large front window

framed by multi-paned stained glass transom light and sidelights

- 89 Walker Road West: fieldstone, three-bay, Neoclassical farmhouse with enclosed porch + gambrel-roofed barn on fieldstone foundation + sugar-maple-lined lane + driveshed + rail fence
- 16114 Airport Road: large, red-and-buff brick, L-shaped, High Victorian Gothic house + walnut near road (already designated)
- 15753 Mountainview Road: buff brick, High Victorian Gothic farmhouse + sugar-maple-lined lane + woodlot in front hiding house

Caledon Village

- 2976 Charleston Sideroad: coursed limestone, Gothic Revival Knox Canada Presbyterian Church of 1873
- 18365 Hurontario Street: red-and-buff brick, Italianate Caledon Township Hall of 1875 (already designated)
- 18440 Hurontario Street: Dutch Colonial Revival house in red brick veneer and rock-faced limestone trim of 1915
- ? Hurontario Street: Caledon United Church Cemetery with many marble tombstones and roadside sugar maples
- 2 George Street: red-and-buff brick cottage with saltbox wing + board-and-batten barn in side yard

Campbell's Cross

- 3515 King Street: red brick with limestone, Picturesque Gothic Trinity Anglican Church of 1899
- 13997 Kennedy Road: plaster, hipped roof, Ontario cottage with six-over-six double-sash windows

Castlederg

- 15091 Mount Hope Road: intact 19th C. farmstead with interesting collection of wooden farm buildings

Cataract

- 1498 Cataract Road: four-bay, red brick veneer, two-storey, Neoclassical hotel with segmentally arched openings (like Belfountain Village Store) + one-storey, parged collected stone, shed-roofed rear wing

Cheltenham

- 14700 Creditview Road: red-and-buff brick, High Victorian Gothic farmhouse + large, vertical-boarded, gambrel-roofed barn + small vertical-boarded, gable-roofed barn + treed lawn (already designated)
- 14575 Creditview Road: limestone rubblestone, Neoclassical house (already designated)
- 14515 Creditview Road: red-and-buff brick, Gothic Revival house + walnut and sugar maple
- 14460 Creditview Road: red-and-buff brick, Gothic Revival farmhouse + large, gable-roofed barn + outbuildings + sugar-maple-lined lane + Norway spruce and deciduous trees around front lawn + split rail fence + river view
- 14411 Creditview Road: High Victorian Gothic house (already designated)
- 14404 Creditview Road: board-and-batten Orange Hall and later Women's Institute hall called Rowe's Hall of c. 1870 (already designated)
- 14396 Creditview Road: red-and-buff brick, two-storey, five-bay commercial block (already designated)
- 14387 Creditview Road: clapboarded and wood-shingled, Edwardian Classical house + hill Behind
- 14386 Creditview Road: broken-coursed limestone, five-bay commercial block (already designated)
- 14376 Creditview Road: red-and-buff brick, High Victorian Gothic house + large deciduous tree (already designated)
- 14377 Creditview Road: aluminum-sided, 1 ½ storey, Neoclassical house with saltbox extension at rear and 12 over 8 windows in front facade + hill behind (already designated)
- 14309 Creditview Road: landmark red brick Cheltenham Presbyterian (now, United) Church of 1907 + Norway spruce
- 14299 Creditview Road: red-and-buff brick with limestone, Gothic Revival house
- 14318 Creditview Road: clapboarded, two-storey, six-bay, Neoclassical house (or hotel?) perched on hill opposite Cheltenham United Church + large deciduous tree in front (already designated)
- 14189 Creditview Road: cemetery on edge of Cheltenham with a few marble tombstones + white pine and deciduous trees

- 14360 Creditview Road: mill complex of seven structures, including: early, two-storey house with a stone foundation a full storey in height and clapboard above + gambrel-roofed barn of alternating red and buff brick + gable-roofed, board-and-batten, two-storey structure with one-storey shed-roofed wings + one-storey, board-and-batten house with altered windows + vertical-boarded driveshed + gable-roofed, board-and-batten barn on fieldstone foundation + concrete dam in river; + significant plantings of deciduous trees at the cluster of structures + long, tree-lined lane back to cluster (already designated)

Claude

- 15024 Hurontario Street: red-and-buff brick, Italianate house with three nearly identical projecting gable-roofed bays (already designated)
- 15084 Hurontario Street: large, two-storey, red-and-buff brick, five-bay Italianate house set behind woodlot
- 15175 Hurontario Street: red-and-buff brick, Picturesque Gothic, Claude Canada Presbyterian Church of 1880 with central tower (already designated)

Coulterville

- 1626 Charleston Sideroad: red-and-buff brick, Italianate schoolhouse + sugar maples along lot line

Coventry

- 9938 Columbia Way: almost completely altered Neoclassical house encased in brown brick + walnut + cemetery with marble tombstones set in a commemorative wall tucked behind house

Forks of the Credit

- Forks of the Credit Road: high-level railway bridge of concrete piers and iron truss deck

Inglewood

- 15596 McLaughlin Road: Inglewood Hotel of c. 1881 with two southern bays in red-and-buff brick and three northern bays in board-and-batten
- 15612 McLaughlin Road: red-and-buff brick, Italianate store of 1886
- 15635 McLaughlin Road: scored plaster (resembling stone blocks), Italianate house + horse chestnut in front yard
- 15672 McLaughlin Road: red-and-buff brick, Picturesque Gothic, Inglewood Methodist

Church of 1889 on tall fieldstone foundation

- 62 Lorne Street: red-and-buff brick, Gothic Revival house with rear wing of fieldstone for ground floor and addition above + vertical-boarded barn behind + creek bordering property
- 104 Maple Avenue: two fieldstone buildings down sugar-maple-lined lane – one gable-roofed with date stone that reads "Riverdale/Woolen Mills/1871" and the other shed-roofed and parapeted with date stone that reads: "A.D. 1896" (already designated?)
- 15893 McLaughlin Road: one of two gateway farms to village, consisting of three-bay, fieldstone, two-storey, Neoclassical farmhouse with eight-over-eight double-sash windows + two roadside sugar maples + remnant apple orchard
- 15896 McLaughlin Road: one of two gateway farms to village, consisting of limestone Neoclassical farmhouse + gable-roofed, L-shaped barn of vertical board and fieldstone foundation + sugar-maple-lined lane + rail fence + roadside row of sugar maples

Lockton

- 16839 The Gore Road: clapboarded?, Neoclassical farmhouse facing south + vertical-boarded, gable-roofed barn on stone foundation + row of cedars beside farmhouse

Mayfield

- 12035 Dixie Road: red-and-buff brick, Italianate farmhouse with bargeboard and finials decorating the peak of the central projecting bay (like the illustration in *Canada Farmer*) + large, vertical-boarded, gambrel-roofed barn + small, vertical-boarded, gable-roofed barn raised on concrete block foundation

Melville

- 2358 Highpoint Sideroad: red-and-buff brick, Italianate school of 1871 + sugar maples along road and fence line + Norway spruce
- 2512 Highpoint Sideroad: red-and-buff brick, Italianate house with wrap-around verandah + roadside walnuts + cedar copse
- 20298 Willoughby Road: red-and-buff brick, Italianate house with iron cresting on rooftop + maples and cedars around house + evergreen woodlot
- 20378 Willoughby Road: horizontal-sided, Neoclassical house with pointed-arched window surrounds + roadside cedar hedge

- 20429 Willoughby Road: board-and-batten, Neoclassical house with saltbox rear wing + two sugar maples framing lane
- 20469 Willoughby Road: L-shaped Bungalow with cobblestone verandah and chimney + rustic garage with bark-faced siding + curved stone veneer gate + small stone serpentine pond + well-treed lot

Mono Mills

- 19734 Airport Road: red brick, Italianate house on hilltop
- 19563 Airport Road: one-storey, limestone cottage with saltbox rear wing (already designated)
- 5765 Highway 9: cut stone schoolhouse of 1865?
- ? (corner of Highway 9 and Simcoe Street): Kidd Family Cemetery, consisting of cut stone mausoleum of 1892 built into hill and granite obelisk above
- 6 Simcoe Street: limestone, Picturesque Gothic church, now used as house (already designated)

Mono Road

- 15388 Airport Road: red brick, High Victorian Gothic store
- 5985 Old Baseline Road: horizontal-sided, Late Victorian Gothic house + horizontal-boarded driveshed behind + Norway spruce

Palgrave

- 17123 Highway 50: red-and-buff brick, Late Victorian Gothic house with early twentieth century, wrap-around bowed verandah + Norway spruce
- 17199 Highway 50: tin-covered late nineteenth century commercial building with original Italianate storefront
- 7 Maple Lane: concrete brick, Edwardian Classical house with original verandah
- 9 Maple Lane: log Neoclassical house with 12 over 8 double-sash window
- 17219 Highway 50: red-and-buff brick, Picturesque Gothic St. Alban's Anglican Church

Rosehill

- 20386 Kennedy Road: limestone schoolhouse with stepped stone window heads and finial-surmounted porch stoop + roadside sugar maples (already designated)

- 20460 Kennedy Road: limestone, High Victorian Gothic farmhouse with iron-crested porch and bargeboard decorating central pediment + maple in front

Sandhill

- 6060 King Street: red-and-buff brick, Gothic Revival church (now Shiloh Apostolic Church/North Peel Community Church) (already designated)
- 13940 Airport Road: red-and-buff brick, Neoclassical farmhouse + metal-clad and vertical-boarded driveshed + Norway spruce lawn specimens + remnant apple orchard
- 13889 Airport Road: red-and-buff brick, Gothic Revival Sandhill Methodist Church of 1900 + insul brick, gable-roofed hall now used by Sandhill Pipes and Drums

Silver Creek

- 16419 Kennedy Road: red-and-buff brick, Italianate schoolhouse on hilltop + sugar maples around perimeter (already designated)
- 16529 Kennedy Road: red-and-buff brick, Italianate farmhouse + sugar maples along frontage and lane + dry stone wall along frontage and side yard
- 16631 Kennedy Road: red brick, Gothic Revival St. Cornelius Roman Catholic Church of 1886 + red brick, Gothic Revival rectory with enclosed porch + cemetery with marble tombstones and monuments + specimen cedars and sugar maples
- 16761 Kennedy Road: parged fieldstone, Neoclassical house + small, vertical-boarded, gambrel-roofed barn with small gable-roofed wing + concrete silo + insul brick driveshed + sugar maples along road (already designated)
- 16834 Kennedy Road: red-and-buff brick, Gothic Revival farmhouse + two small, vertical-boarded, gable-roofed barns + locust trees along frontage and lane
- -16849 Kennedy Road: large, horizontal-sided, early twentieth century house with wrap-around verandah and fieldstone wing (overlooking millpond) + large, board-and-batten, gable-roofed barn + small, horizontal-sided barn with pointed-arched windows in pediments + small, horizontal-sided, gambrel-roofed barn + long curving lane lined with twentieth century planting of sugar maples + sugar maples along road
- 16260 Kennedy Road: log Neoclassical farmhouse with central pediment + small, gable-

roofed log barn behind

Sleswick

- 18450 Airport Road: red-and-buff brick, Gothic Revival farmhouse + vertical-boarded, gable-roofed barn on stone foundation + stone wall along frontage

Speersville

- 4366 Beech Grove Sideroad: red-and-buff brick, Italianate schoolhouse of 1882 + roadside sugar maples + Norway spruce at rear
- 4465 Beech Grove Sideroad: Neoclassical farmhouse encased in Modern white brick + large, vertical-boarded, gable-roofed barn + smaller, vertical-boarded, gable-roofed driveshed + small, vertical-boarded, gable-roofed farm building + open, vertical-boarded, gable-roofed farm building for hay storage
- 4541 Beech Grove Sideroad: red-and-buff brick, High Victorian Gothic farmhouse + large, vertical-boarded, gable-roofed barn with one-storey, vertical-boarded wing + roadside sugar maples + white pine lawn specimens + rail fence

Terra Cotta

- 196 King Street: board-and-batten, Gothic Revival house + small barn on high collected stone foundation with 1900 date stone + Norway spruce, cedar and another tall conifer on grounds
- 260 King Street: large, red-and-buff brick, High Victorian Gothic house
- 396 King Street: cut stone, two-storey, hip-roofed Regency house (The Grange) + gambrel-roofed, vertical-boarded barn + Norway spruce in front lawn (already designated)
- 18 High Street: horizontal-boarded, one-storey, gable-roofed community hall of 1862 + tamarack and Norway spruce along lane (already designated)

Ferndale, Glencoe Corners, Dark Corners, Rockside, The Grange, Sligo, McLeodville, Cedar Mains, Kilmanagh, Humber Grove, Macville, Victoria, Tullamore and Wildfield had no properties of high significance.

Albion Township

- 14275 The Gore Road: a well-maintained farmstead representative of the late 19th C. in Central Ontario
- 14495 The Gore Road: an unusual occurrence of a Queen Anne farmhouse

- 7640 King Street: a large Central Ontario barn + a gable-covered silo + a farmhouse that demonstrates the connection between the earlier Regency style and later Ontario Cottage style
- 7601 King Street: a complete farmstead from the Edwardian era
- 7403 King Street: a remnant early brick farmhouse
- 6600 Mayfield Road: handsome Neoclassical farmhouse with driveshed
- ? Caledon/King Townline (south of 14726): pioneer cemetery
- no municipal emergency number but southwest corner of Coleraine Drive and Healey Road: Albion Presbyterian Cemetery, an early cemetery
- 13304 Coleraine Road: John Shore House, a remnant early stone farmhouse (already designated)
- 14100 Mount Pleasant Road: landmark schoolhouse in road delta
- 14121 Duffy's Lane: Neoclassical house of brick construction + Central Ontario barn (already designated)
- 13479 Centreville Creek Road: early brick, five-bay, two-storey farmhouse + turn-of-the-20th C. barn
- 13740 Centreville Creek Road: excellent example of a Neoclassical farmhouse in Central Ontario materials + two early barns behind
- 14116 Centreville Creek Road: interesting mid-19th C. farmhouse + interesting barn Complex
- 12295 Innis Lake Road: Salem Primitive Methodist Church, an early brick church + 12546 Innis Lake Road: good example of a Neoclassical farmhouse in the vernacular treatment of red-and-buff brick
- 12649 Innis Lake Road: early stone Neoclassical farmhouse
- 12830 Innis Lake Road: interesting brick Neoclassical farmhouse + wooden farm buildings
- 13373 Innis Lake Road: well-preserved Neoclassical farmhouse in the red-and-buff brick of Central Ontario + typical wooden farm buildings
- 13386 Innis Lake Road: interesting for its close proximity to a similar Neoclassical armhouse across the road at # 13373
- 14117 Innis Lake Road: outstanding example of a Central Ontario farmstead
- 14580 Innis Lake Road: pioneer cemetery + turn-of-the-20th C. mortuary chapel

- 14639 or 14607 Innis Lake Road: early stone farmhouse + late 19th C. barn
- 13441 Airport Road: well-preserved Neoclassical house in Central Ontario materials + a clapboarded Central Ontario barn
- 6907 King Street: fine example of a vernacular Neoclassical farmhouse with a classically inspired central peak
- 6859? Healey Road: well-preserved High Victorian Gothic farmhouse in typical materials for Central Ontario + complementary wooden farm buildings
- 6278 Castlederg Sideroad: early log farmhouse, mid-19th C. barn + another 19th C. wooden Building
- 16062 Mount Wolfe Road: interesting farmstead from turn-of-the-20th C.
- 15172 Mount Pleasant Road: early brick farmhouse + wooden barn from same era
- 15421 Mount Pleasant Road: well-preserved mid-19th C. farmhouse
- 15911 Mount Pleasant Road: interesting collection of wooden farm buildings perched on a Hill
- ? Mount Pleasant Road (south of 16385): pioneer cemetery + rare fence manufactured by the Bolton Iron Works
- 16955 Mount Pleasant Road: two log houses side by side
- ? Mount Hope Road (north of 15274): pioneer cemetery
- ? Mount Hope Road (south of 15452): pioneer cemetery
- 15452 Mount Hope Road: well-preserved Italianate farmhouse
- 15629 Mount Hope Road: well-preserved mid-19th C. farmhouse + barn
- 15674 Mount Hope Road: rare Queen Anne farmhouse + large collection of wooden farm buildings
- 15919 Duffy's Lane: well-preserved, frame, Neoclassical farmhouse
- 16293 Centreville Creek Road: good example of an Italianate farmhouse
- 16448 Centreville Creek Road: outstanding log house + complementary log outbuilding
- 16775 Centreville Creek Road: early log house (already designated)
- 16952 Centreville Creek Road: outstanding collection of mid-19th C. farm buildings

- 16399 Innis Lake Road: outstanding Neoclassical farmhouse
- 1 Bartley Drive: rare Octagonal farmhouse
- 9961 Old Church Road: interesting example of a vernacular farmhouse that retains features from Neoclassicism but adds High Victorian Gothic elements
- ? Duffy's Lane (north of 17039): picturesque 19th C. railway bridge
- 18109 Duffy's Lane: mid-19th C. farmstead consisting entirely of wooden buildings
- 17866 Humber Station Road: early log farmhouse + timber-frame barn
- 18097 Humber Station Road: mid-19th C. log house (already designated)
- 17243 The Gore Road: outstanding and well-preserved, two-storey log farmhouse and well-preserved frame barn
- 17412 The Gore Road: well-preserved, two-storey, log farmhouse
- 18863 Centreville Creek Road: remnant 19th C. farmhouse, a twin of 19179 Centreville Creek Road
- 19179 Centreville Creek Road: well-preserved, High Victorian Gothic farmhouse, the twin to 18863 Centreville Creek Road, + barn from same era (already designated)
- 6251 Coolihans Sideroad: well-preserved, late 19th C. farmstead
- 7936 Finnerty Sideroad: two-storey log farmhouse with one-storey log farmhouse beside it
- 17644 Humber Station Road: large log structure
- 17306 Duffy's Lane: early log house + timber-frame barn
- 17650 Duffy's Lane: early log farmhouse
- 16500 Highway 50: interesting contrast between early log farmhouse and turn-of-the-20th C. concrete block farmhouse

Chinguacousy Township

- 12620 Airport Road: early stone farmhouse + early board-and-batten building on same Property
- 13256 Airport Road: well-preserved brick farmhouse + timber-frame barn characteristic of Central Ontario in the late 19th C.

- 13440 Airport Road: early Chinguacousy Township farmstead with brick farmhouse
- 14460 Airport Road: outstanding example of a mid-19th C. farmhouse in Central Ontario + complementary barn
- 14892 Airport Road: early stone farmhouse
- 13245 Torbram Road: early Chinguacousy Township farmstead
- 14524 Torbram Road: mid-19th C. farmstead typical for Central Ontario
- 14676 Torbram Road: early brick farmhouse
- 12489 Dixie Road: interesting example of a Neoclassical farmhouse in the typical materials of Central Ontario
- 12496 Dixie Road: Mayfield United Church, a 19th C. church, + its cemetery
- 12861 Dixie Road: turn-of-the-20th C. farmstead across the road from the mid-19th C. farmstead at 12892 Dixie Road
- 12892 Dixie Road: mid-19th C. farmstead across the road from the turn-of-the-20th C. farmstead at 12861 Dixie Road
- 13079 Dixie Road: farmhouse is an example showing how the Italianate style progressed to the Edwardian Classical style (already designated)
- 14898 Dixie Road: Matthew Caesar Farm, a 19th C. farmstead (already designated)
- ? Dixie Road (at southeast corner with Boston Mills Road): Caesar's Abandoned Pioneer Cemetery
- 14650 Heart Lake Road: Alexander Smith Farm, a well-preserved 19th C. farmstead (already designated)
- 12895 Kennedy Road: Dixons Primitive Methodist Church + Dixon's Union Cemetery, a well-maintained rural church from late 19th C. + adjoining cemetery
- 12909 Kennedy Road: well-maintained late 19th C. farmstead that with adjacent church at 12895 Kennedy Road creates an interesting late 19th C. landscape
- 13306 Kennedy Road: remnant farmhouse, an interesting example of the Neoclassical house in Central Ontario materials adapted to later stylistic preference
- 14234 Kennedy Road: well-maintained farmstead characteristic of Central Ontario
- 14498 Kennedy Road: remnant early brick farmhouse

- 14783 Kennedy Road: Andrew & Catherine Smith Farm, a 19th C. farmstead (already designated)
- 15078 Kennedy Road: early frame farmhouse set close to road (already designated)
- 5683 King Street: remnant Italianate farmhouse with many surviving features
- 5962 Old School Road: well-maintained, early brick farmhouse (already designated)
- 12701 Hurontario Street: cut stone farmhouse with timber-frame barn of comparable age and wooden driveshed
- 13435 Hurontario Street: early brick farmhouse + a later timber-frame barn
- 14691/14709 Hurontario Street: rare example of a Second Empire farmhouse in the vernacular manner
- 14514 Hurontario Street: late 19th C. farmstead typical of Central Ontario
- 12290 Hurontario Street: outstanding High Victorian Gothic farmhouse + complementary timber-frame barn
- 15096 Torbram Road: well-built and well-maintained Italianate farmhouse
- 13513 Bramalea Road: early log house in Chinguacousy Township
- 15147/15163 Dixie Road: early brick farmhouse
- 5065 Olde Base Line Road: well-preserved Neoclassical farmhouse clad in roughcast plaster + a collection of timber-frame farm buildings
- 14493 Kennedy Road: mid-19th C. farmstead with pioneer cemetery
- 12711 McLaughlin Road: well-preserved brick farmhouse + complementary timber-frame Barn
- 13064 McLaughlin Road: typical brick farmhouse + timber-frame barn for Central Ontario
- ? McLaughlin Road (north of 13388): pioneer cemetery
- 12529 Chinguacousy Road: good example of a mid-19th C. farmstead in Central Ontario
- 12846 Chinguacousy Road: rare Queen Anne features on a farmhouse
- 13913 Chinguacousy Road: remnant 19th C. farmhouse opposite mid-19th C. farmstead at 13926 Chinguacousy Road

- 13926 Chinguacousy Road: mid-19th C. farmstead opposite late 19th C. farmhouse at 13913 Chinguacousy Road
- 14266/14268 Chinguacousy Road: substantial brick Italianate farmhouse + complementary timber-frame barn
- 12455 Creditview Road: well-preserved farmstead from the turn-of-the-20th C.
- 13278 Creditview Road: well-preserved, mid-19th C. farmhouse
- 13496 Creditview Road: outstanding mid-19th C. Neoclassical farmhouse + well-maintained barn
- 15077 Creditview Road: interesting Gothic Revival farmhouse with round-arched front entrance, two timber-frame barns and outbuildings – all of which are typical of Central Ontario
- 12300 Mississauga Road: outstanding High Victorian Gothic farmhouse + complementary timber-frame barn
- 12466 Mississauga Road: interesting farmhouse in red-and-buff brick
- 13714 Mississauga Road: well-preserved late 19th C. farmhouse + barn
- 14370 Mississauga Road: rare remnants of an early 20th C. brickworks
- 13069 Heritage Road: outstanding example of a High Victorian Gothic farmhouse in stone + a large, timber-frame barn from the same era
- 12303 Winston Churchill Boulevard: outstanding Gothic Revival farmhouse in stone + timber-frame barn from same era
- 12961 Winston Churchill Boulevard: good example of a five-bay, brick, Neoclassical Farmhouse
- 13489 Winston Churchill Boulevard: remnant farmhouse at southern gateway to Terra Cotta
- ? Bricklane Road (north of 13424): remnant smokestack from Terra Cotta Brickworks
- 1488 Old School Road: landmark stone schoolhouse after which Old School Road is named (already designated)
- 13475 Creditview Road: well-preserved, mid-19th C. farmhouse in the vernacular materials of Central Ontario; opposite significant farmstead at 13496 Creditview Road
- 12456 Heritage Road: well-preserved early red brick farmhouse + complementary timber-frame barn

- 1100 Boston Mills Road: well-maintained, early stone farmhouse + milkhouse

Caledon Township

- 17022 Airport Road: pioneer cemetery, a component in a later cemetery development
- 16695 (16708) Mountainview Road: well-preserved log farmhouse + timber-frame barn (already designated)
- 16804 Mountainview Road: well-preserved Italianate farmhouse
- 17910 Mountainview Road: intact 19th C. farmstead
- 17621 St. Andrew's Road: landmark church after which road is named (already designated)
- 17741 St. Andrew's Road: early stone farmhouse + early log farmhouse
- 17797 St. Andrew's Road: interesting collection of stone and wooden farm buildings
- 17812 St. Andrew's Road: 19th C. farmstead in a small cultural heritage landscape extending southeast to St. Andrew's Presbyterian Church and Cemetery
- 18136 St. Andrew's Road: well-maintained Italianate farmhouse + timber-frame barn
- 15686 Horseshoe Hill Road: well-built and well-maintained late 19th C. farmhouse (already designated)
- 16250 Horseshoe Hill Road: early log farmhouse + timber-frame barn
- 16575 Horseshoe Hill Road: well-maintained mid-19th C. farmhouse
- 17153 Horseshoe Hill Road: interesting composition in High Victorian Gothic style + pioneer cemetery located in bush
- 17231 Horseshoe Hill Road: 19th C. farmstead (already designated)
- 19014 Horseshoe Hill Road: well-maintained log house + timber-frame barn (already designated)
- 4810 The Grange Sideroad: early Caledon Township farmstead
- 5294 The Grange Sideroad: outstanding collection of farm buildings original to site – a log farmhouse, an octagonal barn and a timber-frame driveshed (already designated)
- 5104 Olde Base Line Road: landmark farmstead along Olde Base Line Road
- 16708 Mountainview Road: early log house (already designated)

- 5287 The Grange Sideroad: early Caledon Township farmstead with frame farmhouse and log structures
- 17892 Heart Lake Road: intact 19th C. farmstead
- 18161 Heart Lake Road: well-constructed stone farmhouse from the mid-19th C.
- 18388 Heart Lake Road: 19th C. schoolhouse (already designated)
- 20683 Heart Lake Road: mid-19th C. stone farmhouse
- 18073 Kennedy Road: 19th C. Caledon Township farmstead
- 19090 Kennedy Road: cut stone farmhouse from mid-19th C. + timber-frame barn
- 20836 Kennedy Road: mid-19th C. cut stone farmhouse
- 4425 Highway 9: largely intact late 19th C. farmstead
- 3035 Escarpment Sideroad: well-preserved Neoclassical farmhouse
- 15667 Hurontario Street: well-preserved farmhouse + barn from mid-19th C.
- 21083 Hurontario Street: well-preserved mid-19th C. farmhouse + complementary Central Ontario barn
- ? Creditview Road (near 15589 Creditview Road): MacDonald Pioneer Cemetery
- 15647 Creditview Road: well-preserved stone farmhouse, log farmhouse + timber-frame Barn
- 15911 Creditview Road: Hart House Farm, an interesting collection of 19th C. farm buildings in public use for a half century
- 15962 Mississauga Road: Melville White Church and Cemetery – early pioneer church + cemetery + stone wall dating from the turn of the 20th C.
- 16015 Mississauga Road: S.S. No. 5, Caledon – outstanding stone schoolhouse from the turn of the 20th C.
- 16065 Mississauga Road: outstanding late 19th C. farmstead, containing a cut granite farmhouse, a long fieldstone driveshed + a timber-frame barn
- 17025 Mississauga Road: Blair-Belfountain Community Cemetery, an early cemetery
- 15668 Shaws Creek Road: cut stone farmhouse + timber-frame barn
- 15859 Shaws Creek Road: well-preserved, frame, Gothic Revival farmhouse

- 16089 Shaws Creek Road: large, late 19th C. farmhouse clad in materials that are characteristic of Central Ontario
- 16978 Shaws Creek Road: well-preserved stone farmhouse + timber-frame barn from mid-19th C.
- 17702 Shaws Creek Road: well-preserved Italianate farmhouse, timber-frame barn + Driveshed
- 15547 Winston Churchill Boulevard: outstanding stone farmhouse, rare stone barn, an early timber-frame barn + stone walls
- ? Winston Churchill Boulevard (north of 15547): early Caledon Township farmstead in poor condition, adjacent to well-preserved farmstead at 15547
- 17617 Winston Churchill Boulevard: well-maintained 19th C. farmstead characteristic of Central Ontario
- 1 Chisholm Street: 19th C. schoolhouse in apparent good condition
- 18557 Willoughby Road: mid-19th C. farmstead with stone farmhouse + timber-frame barn
- 19667 Willoughby Road: well-maintained 19th C. farmstead
- 21074 Willoughby Road: remnant cut-stone farmhouse (already designated)
- 18719 Main Street: Italianate farmhouse in cut stone
- 18722 Main Street: well-built Italianate farmhouse + barn from same era
- 18906/18942 Main Street: unusual Arts and Crafts remodelling of five-bay Neoclassical farmhouse + matching gatehouse
- 19379 Main Street: well-preserved example of three-bay Neoclassical farmhouse
- 21053 Main Street: well-preserved, two-storey, log farmhouse with complementary rear wing of recent age
- 21271 Porterfield Road: well-preserved example of mid-19th C. farmhouse in Central Ontario materials
- 18667 Mississauga Road: mid-19th C. farmstead
- 19511 Mississauga Road: well-preserved, two-storey, brick Neoclassical farmhouse
- 19701 Mississauga Road: late 19th C. farmstead with stone farmhouse + timber-frame barn
- 20743 Shaws Creek Road: 19th C. schoolhouse

- 20855 Shaws Creek Road: well-maintained 19th C. farmstead
- 21225 Shaws Creek Road: well-preserved late 19th C. farmstead
- 21496 Shaws Creek Road: well-maintained late 19th C. farmstead
- 1917 Highpoint Sideroad: large farmhouse in typical materials for the 19th C. in Central Ontario

Remainder

- near Duffy's Lane: Caledon Trailway Stone Culverts, two 19th C. stone railway culverts (already designated)
- 2217 The Grange Sideroad: outstanding mid-19th C. stone farmhouse
- 1841 The Grange Sideroad: McLaren Farmhouse, a well-maintained stone farmhouse (already designated)
- 1043 The Grange Sideroad: mid-19th C. dry stone wall (already designated)
- 16088 McLaughlin Road: early stone farmhouse

APPENDIX F: MAPS SHOWING AREAS OF CULTURAL HERITAGE CHARACTER

BELFOUNTAIN



44 King Street South



17258 Old Main Street



758 Bush Street



715 Bush Street



17204 Old Main Street



17196 Old Main Street



17200 Old Main Street



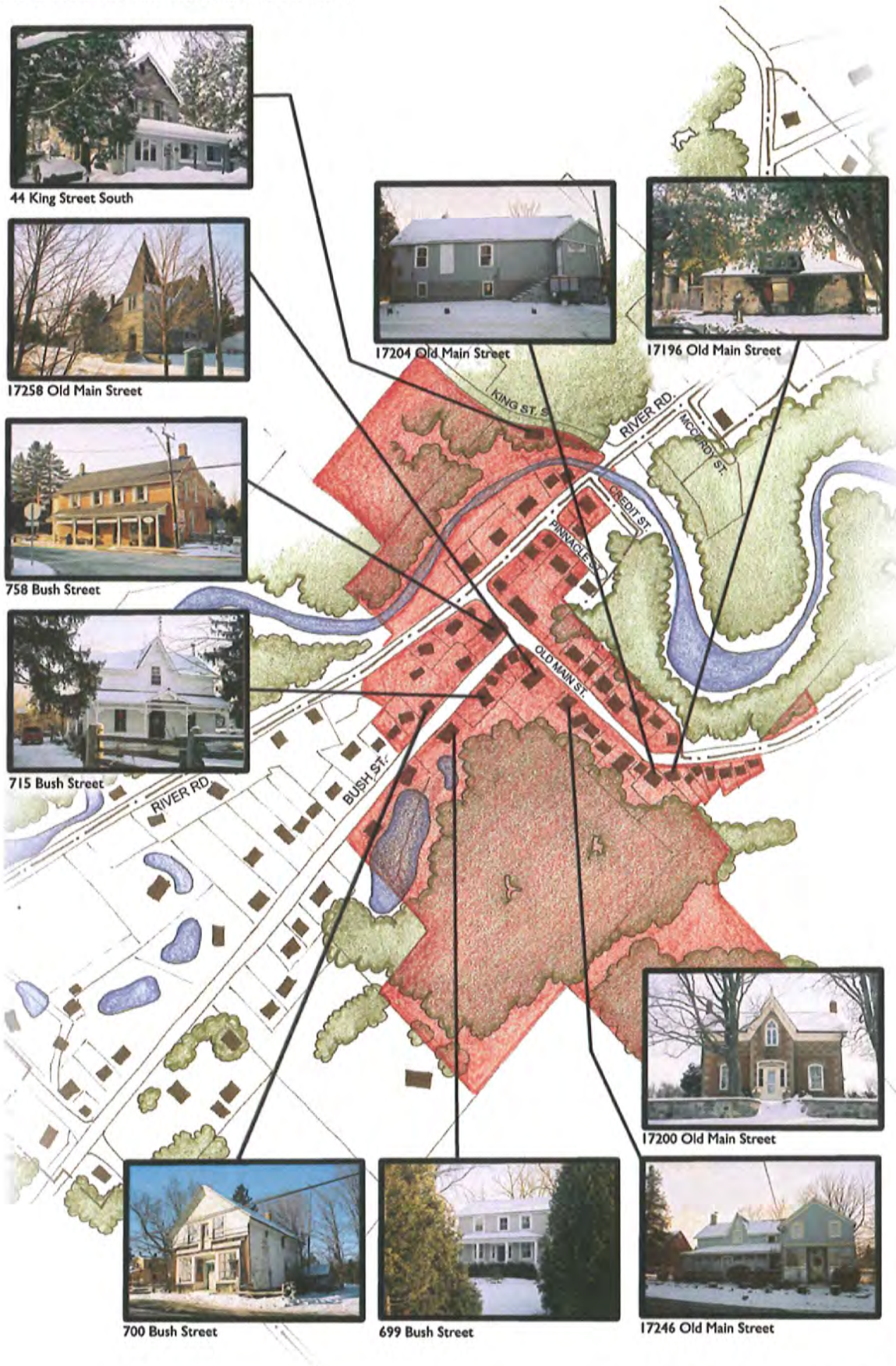
700 Bush Street



699 Bush Street



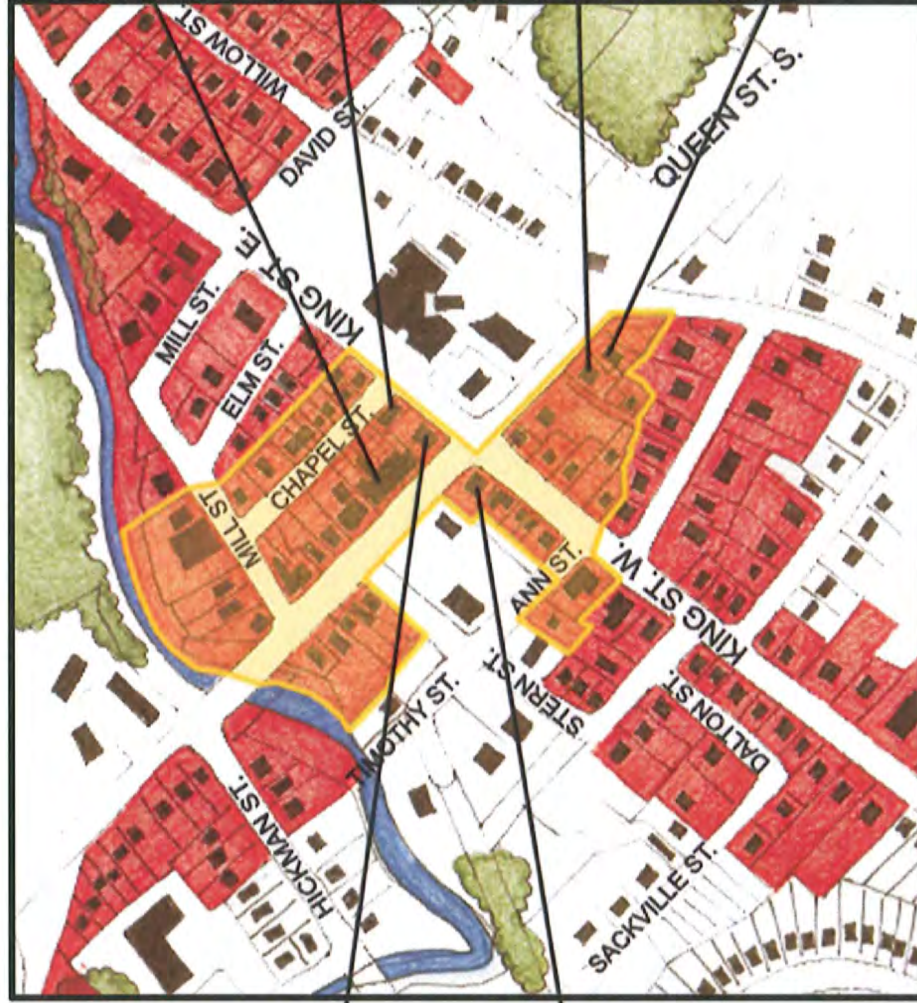
17246 Old Main Street



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Paul Dilse, Heritage Planning Consultant

October 7th, 2008

BOLTON - Commercial Core



11-25 Queen Street North



15 King Street East



34 Queen Street South



38 Queen Street South



1 Queen Street North



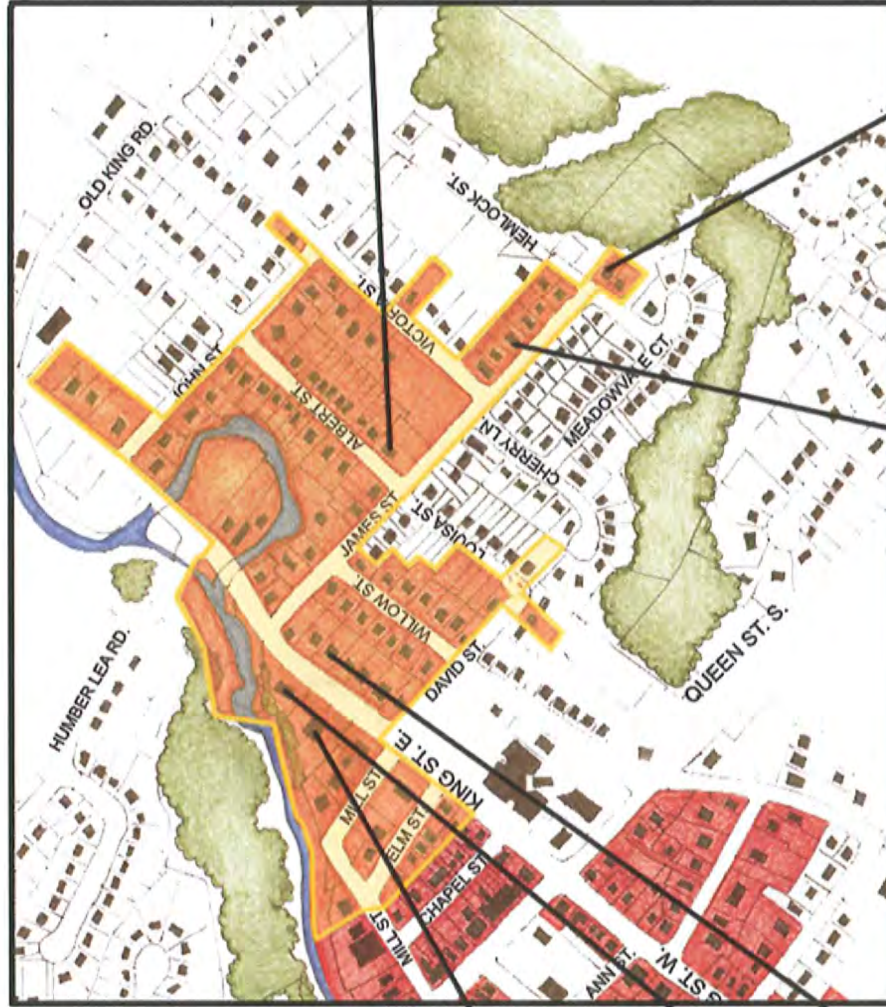
4 Queen Street North



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Paul Dilso, Heritage Planning Consultant

February 1st, 2006

BOLTON - King Street East Neighbourhood



65 James Street



83 King Street East



97 King Street East



94 King Street East



117 James Street



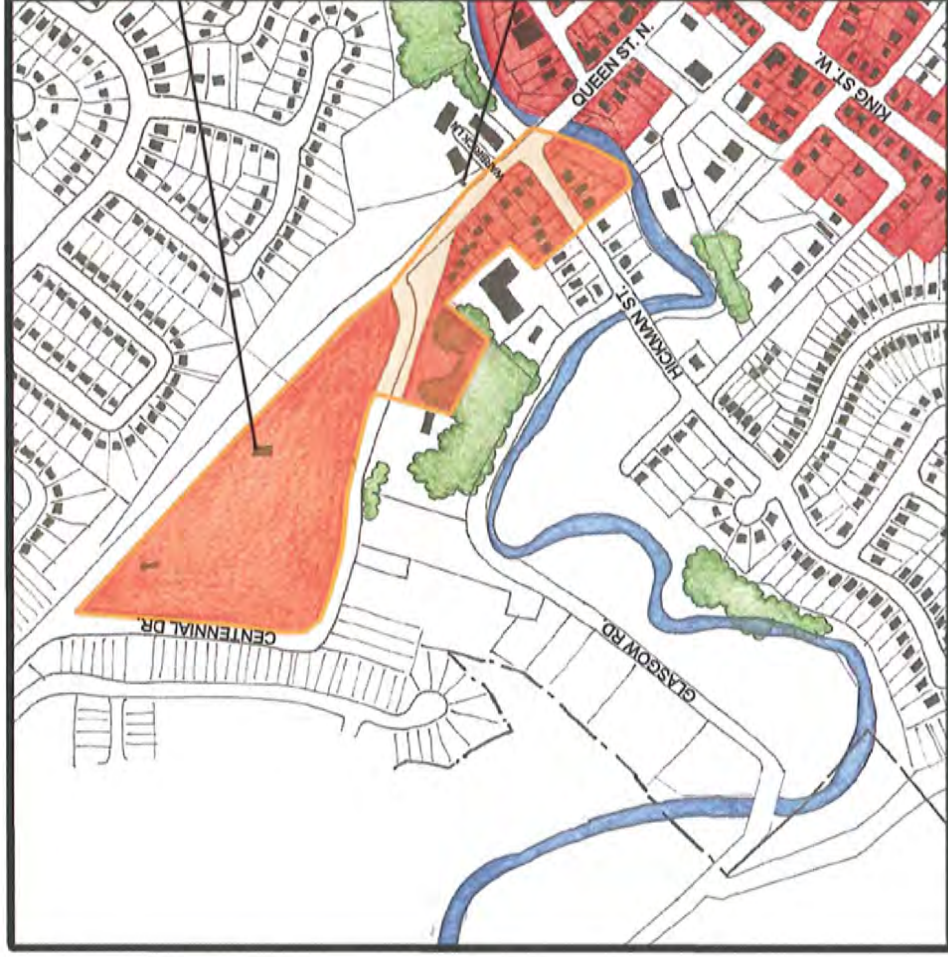
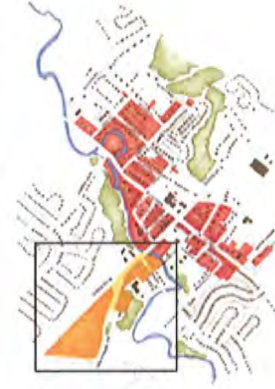
114 Hemlock Street



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October 7th, 2008

BOLTON - Queen Street North, North of the Humber River.



389 Centennial Drive



Corner of Queen Street North and Warbrick Lane

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Paul Dilise, Heritage Planning Consultant

October 7th, 2008

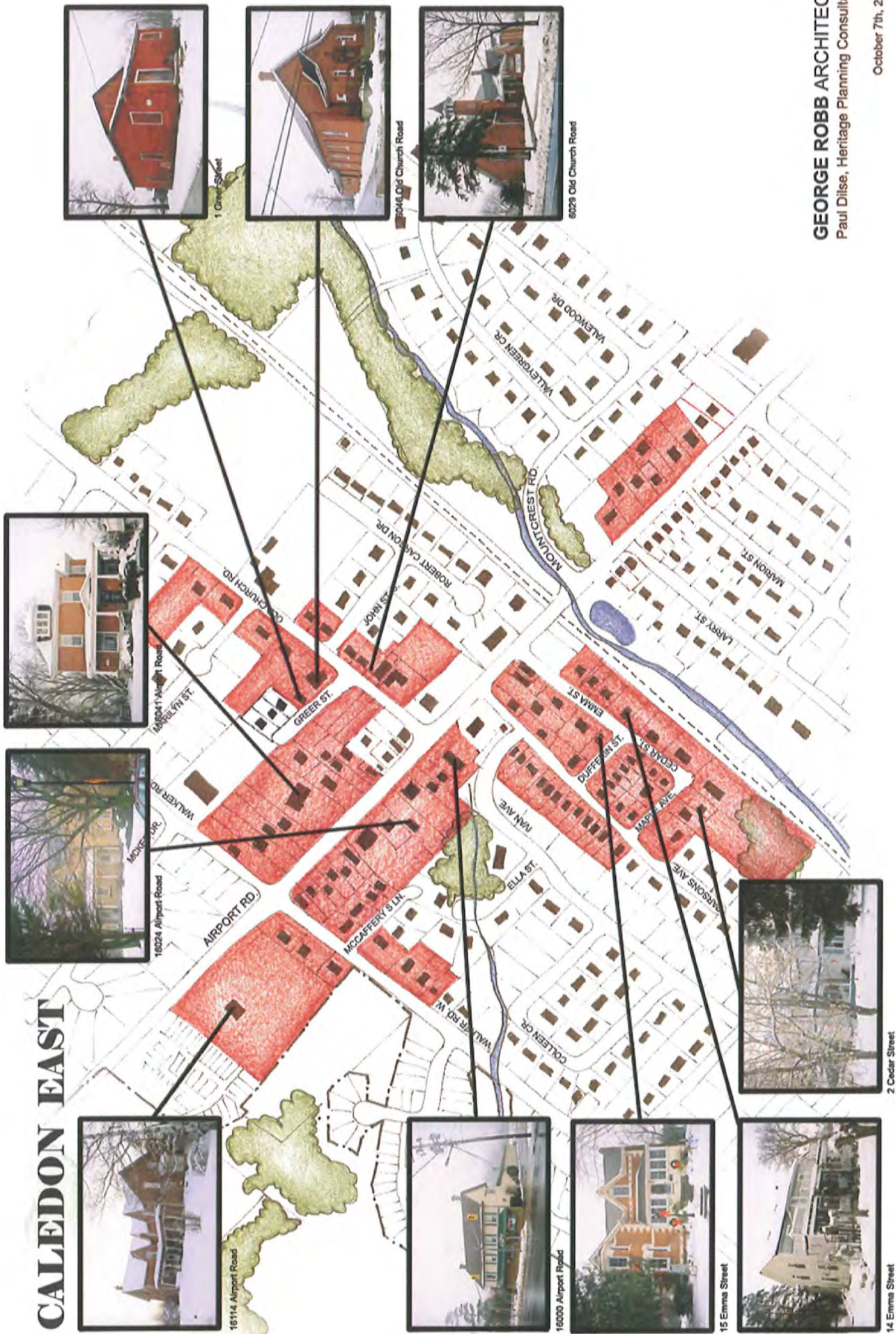
BOSTON MILLS



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February 1st, 2006

CALEDON EAST



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October 7th, 2008

INGLEWOOD



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October 7th, 2008

MELVILLE



20469 Willoughby Road



20429 Willoughby Road



2512 Highpoint Sideroad



20378 Willoughby Road



2358 Highpoint Sideroad



20298 Willoughby Road



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Paul Dilse, Heritage Planning Consultant

January, 25th, 2006

TERRA COTTA



369 King Street



260 King Street



196 King Street



18 High Street

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Paul Dilse, Heritage Planning Consultant

January 17th, 2006

**APPENDIX G: MAPS SHOWING PROSPECTIVE HERITAGE CONSERVATION DISTRICT
STUDY AREAS**

ALTON



1581 Queen Street West



1459 Queen Street West



1401 Queen Street West



1341 Queen Street West



1301 Queen Street West



1565 Queen Street West



1469 Queen Street West



1456 Queen Street West



20 Amelia Street



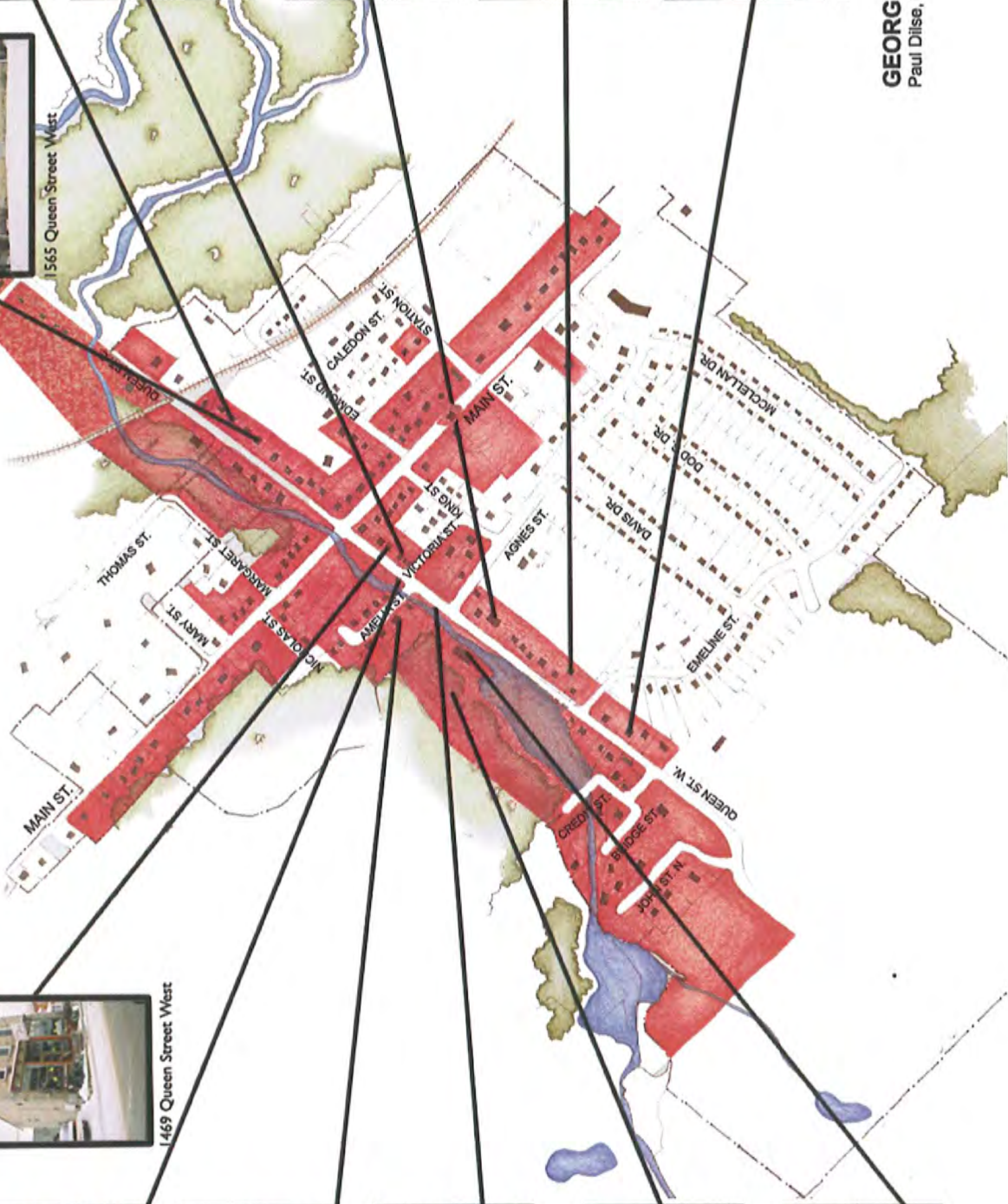
1422 Queen Street West



1386 Queen Street West



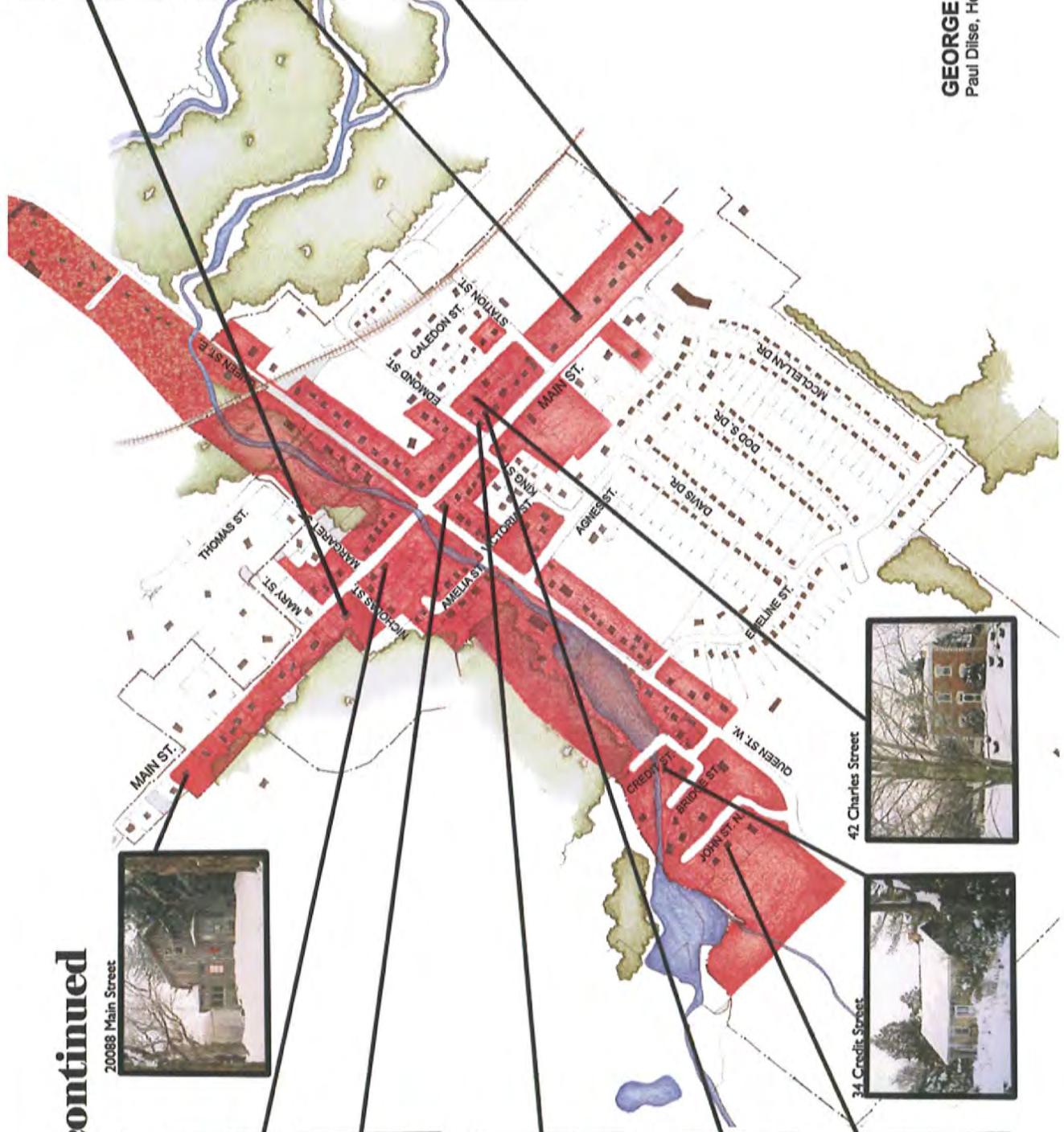
1402 Queen Street West



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October 7th, 2008

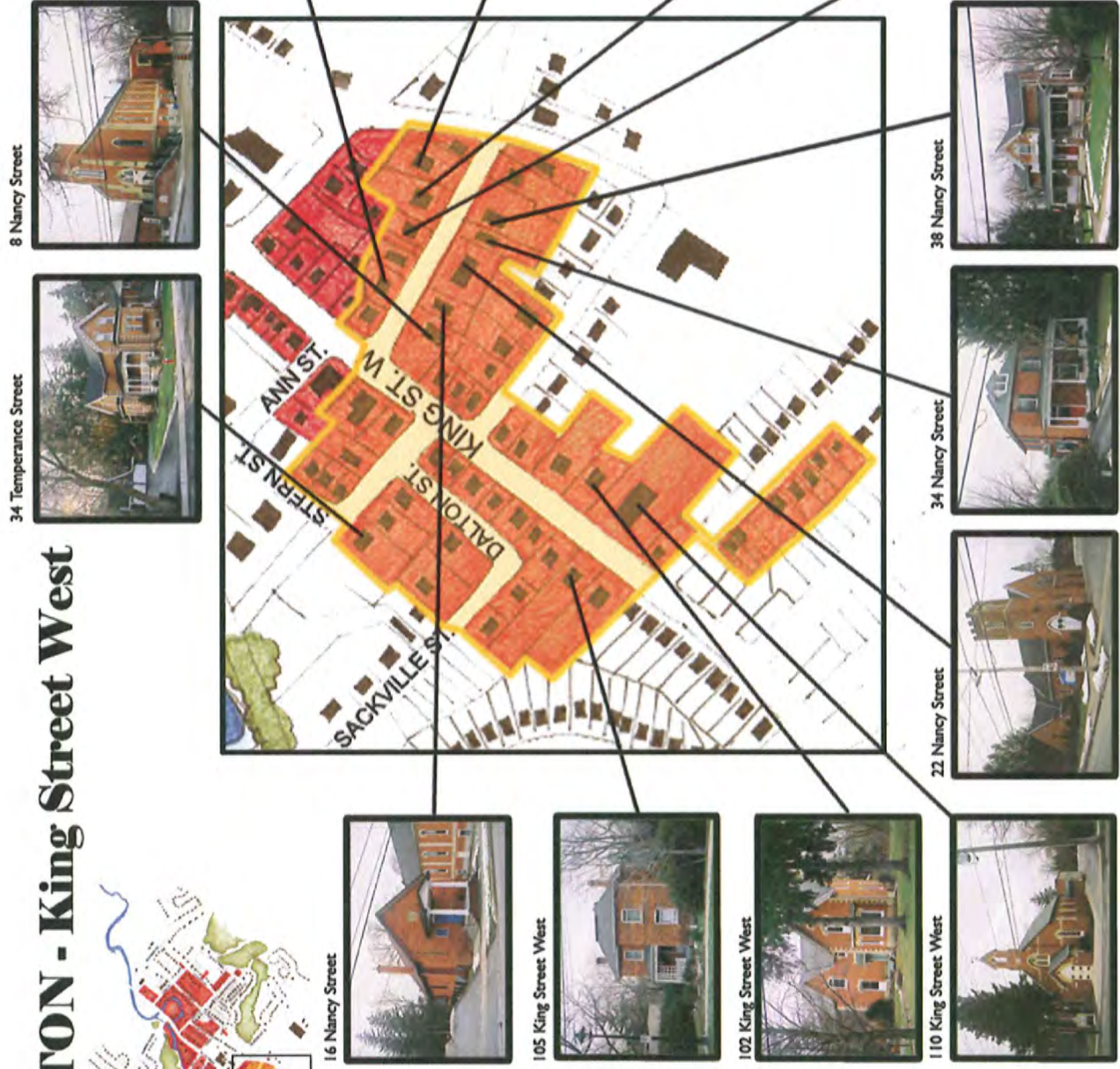
ALTON - continued



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October 7th, 2008

BOLTON - King Street West



GEORGE ROBB ARCHITECT
 Paul Dilso, Heritage Planning Consultant
 February 1st, 2006

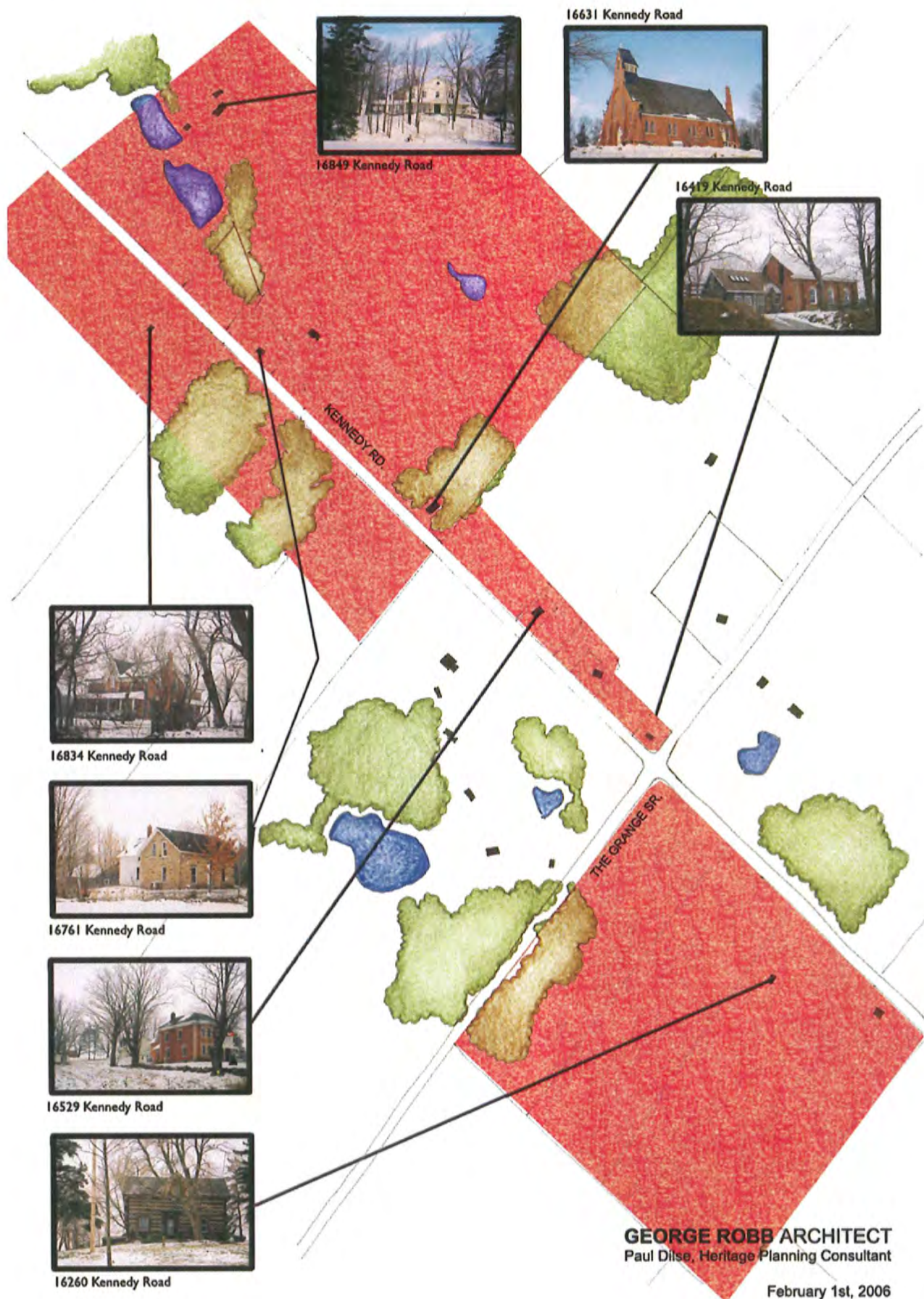
CHELTHENHAM



GEORGE ROBB ARCHITECT
Paul Dilse, Heritage Planning Consultant

October 7th, 2008

SILVERCREEK



On the cover, paintings from *The Perkins Bull Collection: Historical Paintings by Canadian Artists Illustrating Pioneers and Pioneering in the County of Peel, 1934*.

From the top:

Stone Barn, Caledon, Lot 13, Concession 5 East by W. Firth MacGregor

Stone Fence, Caledon, Lot 16, Concession 4 by W. Firth MacGregor

Barn Raising at Claude by Owen Staples, OSA

Old Mill, Alton by James R. Tate

Appendix D – Peel Long Range Transportation Plan Assessment of Alternatives

4. WHERE WOULD PEEL LIKE TO BE



4.1 Definition of Alternative Solutions

The Regional road infrastructure will face continued pressure over the next 20 years from increased population and business activity. Responding to these pressures requires a comprehensive technical and decision making approach through the evaluation of alternatives. Based on research, the following four distinct transportation planning alternatives were derived and analysed. **Table 4.1** outlines the assumptions for each of the alternatives. Each alternative contains horizon years 2011, 2021 and 2031.

Alternative 1: “Do Nothing” – This alternative reflects the current condition of the roadway and transit networks carried over to the 2031 horizon year without any improvements to transit or roadway capacities.

Alternative 2: “Transportation Demand Management (TDM) Only” – This alternative assumes that the current conditions of the roadway network are complemented with aggressive investments in TDM and transit improvements including encouraging carpooling, providing incentives to ride transit, encouraging walking and cycling, and promoting flexible working hours.

Alternative 3: “Road and Highway Improvements Only” – This alternative builds on road and highway widening/expansion as recommended in the road improvement Capital Plans and Master Plans from Peel, area municipalities, the Province, and other regions/municipalities in the Greater Toronto and Hamilton Area.

Alternative 4: “Combination of Alternatives 2 and 3” – This alternative provides for roadway capacity needed for vehicular and transit travel as described in Alternative 3, and is supplemented by additional investments to TDM and active transportation as outlined in Alternative 2.

Table 4.1: Assumptions for Transportation Planning Alternatives

ALTERNATIVE NAME:	DESCRIPTION AND ASSUMPTIONS:
1. Do Nothing	<ul style="list-style-type: none"> <input type="checkbox"/> The horizon years include the existing road and transit network (2011). Peak hour factors, modal split (transit ridership and network in Schedule G in the Regional Official Plan) and auto occupancy are input from surveys, area municipalities. Land use as per Regional land use forecast (same forecast as used for recent transportation studies such as the MTO GTA West Corridor, Highway 427 Extension EA, and HPBATS). <input type="checkbox"/> This alternative examines the level of congestion from growth population with no investment in transportation.
2. Transportation Demand Management (TDM) Only	<ul style="list-style-type: none"> <input type="checkbox"/> This alternative assumes more carpooling, more transit ridership due to incentives, more walking and cycling, less traffic during peak hours resulting from flexible working hours, and fewer trips made resulting from other TDM strategies such as work at home. Transit ridership and network improvements are as per input from area municipalities and as shown in Schedule G of the Regional Official Plan. The assumptions are approximation only and were primarily based on the 2008 Peel TDM Five-year Plan for Supplemental Funding. a) Auto Occupancy <ul style="list-style-type: none"> <input type="checkbox"/> This scenario is intended to evaluate possible aggregated effects of TDM. TDM measures are aimed at increasing auto occupancy by promoting carpooling in Peel. <ul style="list-style-type: none"> ■ Approx. 6 per cent increase in auto occupancy from 2011 in Caledon; approx. 12 per cent increase in auto occupancy from 2011 in Brampton and Mississauga ■ Approx. 6 per cent increase in auto occupancy from 2021 in Caledon; approx. 12 per cent increase in auto occupancy from 2021 in Brampton and Mississauga b) TDM Transit Incentives <ul style="list-style-type: none"> <input type="checkbox"/> The scenarios implement the following modal split assumptions for the 2021 and 2031 future years: <ul style="list-style-type: none"> ■ Approx. 4 per cent increase for transit demand for 2021 from 2011 ■ Approx. 4 per cent increase for transit demand for 2031 from 2021 c) Active Transportation <ul style="list-style-type: none"> <input type="checkbox"/> This scenario takes into account all non-motorized transportation modes such as walking, cycling, in-line skating. The assumptions for 2021 and 2031 include: <ul style="list-style-type: none"> ■ Approx. 5 per cent of auto trips with a trip distance of 4 km or less are designated as walk and cycle trips d) Peak-hour Spreading <ul style="list-style-type: none"> <input type="checkbox"/> The scenarios estimate possible effects of time shifting in travel (partly as a result of TDM) during the morning peak period. 2021 and 2031 horizon years main assumptions include: <ul style="list-style-type: none"> ■ Approx. 2 per cent reduction from 2021 in auto trips during morning peak hour ■ Approx. 2 per cent reduction from 2031 in auto trips during morning peak hour e) Other TDM Initiatives <ul style="list-style-type: none"> <input type="checkbox"/> This scenario takes into account all other TDM initiatives that are difficult to quantify but can not be discounted, such as telecommuting, working on a compressed work week schedule, implementation of the Safe and Active Routes to School program, etc. Assumptions for the scenario are as follows: <ul style="list-style-type: none"> ■ Approx. 1 per cent reduction in the Work Trip Production rate from 2011 to 2021 ■ Approx. 1 per cent reduction in the Work Trip Production rate from 2021 to 2031

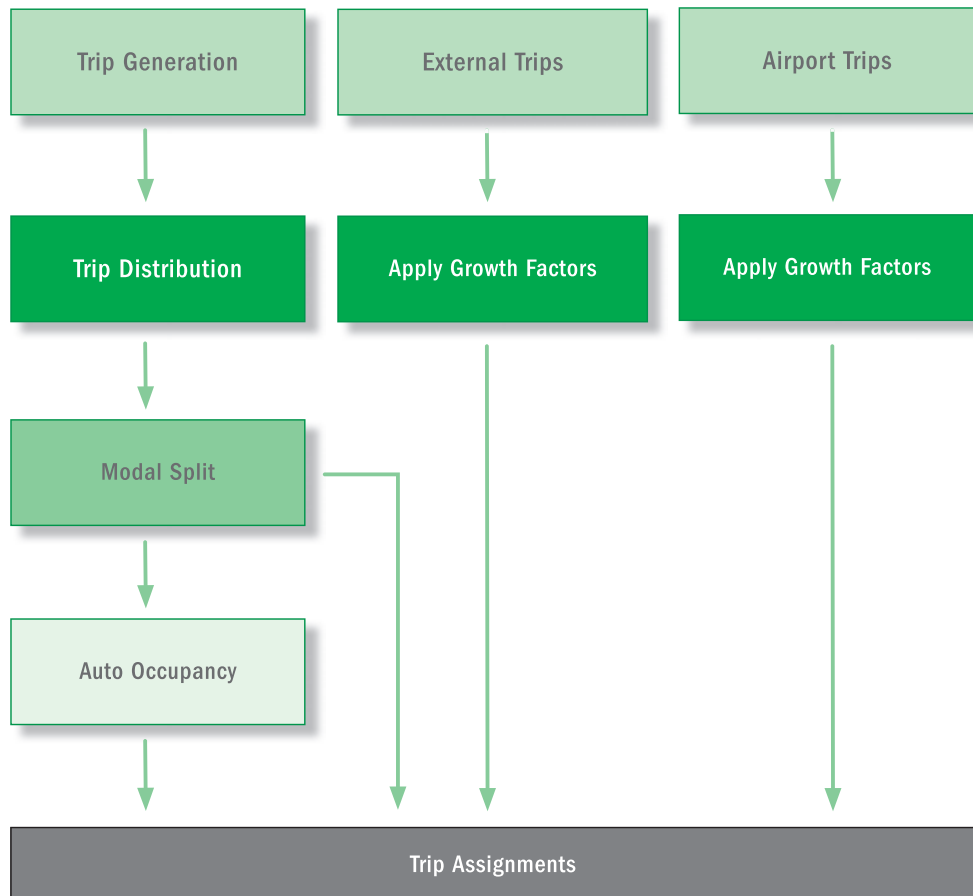
Table 4.1: Assumptions for Transportation Planning Alternatives *Continued*

ALTERNATIVE NAME:	DESCRIPTION AND ASSUMPTIONS:
3. Road and Highway Improvements Only	<p><input type="checkbox"/> The scenarios are based on approved or planned road and highway widening/expansion as recommended in the road improvement Capital Plans and Master Plans from Peel, area municipalities, the Province, and other regions/municipalities in the GTHA. Transit modal split is given as input from area municipalities. Improvements are from sources such as Caledon Transportation Needs Study Update, Brampton Transportation and Transit Master Plan and capital plan, Mississauga capital plan, York, Halton, Toronto, Durham and Hamilton capital plans and master plans, Highway 427 extension EA, GTA West Corridor EA Phase 1 Transportation Development Strategy, Halton-Peel Boundary Area Transportation Study, and the MTO Southern Highway Program. A sensitivity scenario was included to examine the traffics with and without the GTA West Corridor.</p> <p><input type="checkbox"/> The analysis reconfirms the need to widen for general purpose as included in the Road Capital Plan 2011 and Development Charge By-law. The analysis also identifies any additions/reductions of any necessary or un-necessary road widening such as the followings:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> An addition of widening on Mayfield Rd. from 4 to 6 lanes from Chinguacousy Rd. to west of Mississauga Rd., <input checked="" type="checkbox"/> A removal of widening on Winston Churchill Blvd. from 2 to 4 lanes from north of Bovaird Dr. to Mayfield Rd., and from 4 to 6 lanes from Royal Windsor Dr. to Bromsgrove Rd.
4. Combination of Alternative 2 and 3	<p><input type="checkbox"/> The scenarios combine assumptions of Alternatives 2 and 3.</p> <p><input type="checkbox"/> Year 2021 Assumptions:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Approx. 6 per cent increase in auto occupancy from 2011 in Caledon, 12 per cent increase in auto occupancy from 2011 in Brampton and Mississauga <input checked="" type="checkbox"/> Approx. 4 per cent increase from 2011 in transit demand due to incentives <input checked="" type="checkbox"/> Approx. 5 per cent of auto trips with a trip distance of 4 km or less are designated as walk and cycle trips <input checked="" type="checkbox"/> Approx. 2 per cent reduction from 2011 in auto trips during morning peak hour <input checked="" type="checkbox"/> Approx. 1 per cent reduction from 2011 in the Work Trip Production rate <p><input type="checkbox"/> Year 2031 Assumptions:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Approx. 6 per cent increase in auto occupancy from 2021 in Caledon, 12 per cent increase from 2021 in auto occupancy from 2021 in Brampton and Mississauga <input checked="" type="checkbox"/> Approx. 4 per cent increase from 2021 for transit demand due to incentives <input checked="" type="checkbox"/> Approx. 5 per cent of auto trips with a trip distance of 4 km or less are designated as walk and cycle trips <input checked="" type="checkbox"/> Approx. 2 per cent reduction from 2021 auto trips during morning peak hour <input checked="" type="checkbox"/> Approx. 1 per cent reduction from 2021 in the Work Trip Production rate <input checked="" type="checkbox"/> The GTA West Corridor linked to the north-south transportation corridor in Brampton

4.2 Peel Travel Demand Forecasting Model

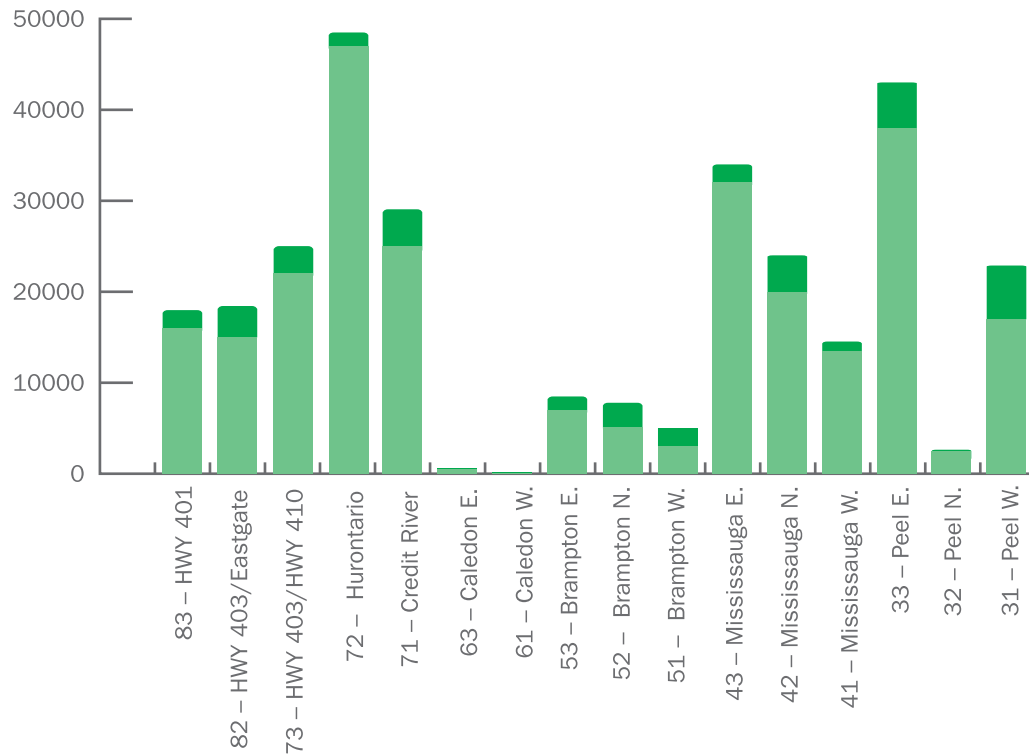
All groups of future transportation alternatives were developed and assessed using the Peel Regional travel demand forecasting model. The model is built around a four-stage process, which includes trip generation, trip distribution, modal split and auto occupancy. This process is illustrated in **Figure 4.1**.

Figure 4.1: Overview of the Peel Regional Travel Demand Forecasting Model



The model was calibrated in 2005 based on travel behaviour from the latest surveys. The trip distribution component is based on the modified GTA Simplified Model, which primarily follows the growth factor (i.e. Fratar) procedures. The model result was validated to the existing cordon count in a screenline level as shown in **Figure 4.2**. It was identified that the model compares well with the existing count, with an overall difference of about ± 5 per cent, which is acceptable.

Figure 4.2: Validation of Peel Regional Travel Demand Forecasting Model
with Cordon Count on Screenlines for 2001 Horizon Year



Source: Transportation Tomorrow Survey, 2001

Regional travel demand forecasts provide the basis for informed planning decisions. They help planners assess the future needs of the Region and evaluate and monitor the effects of various transportation planning initiatives. Among the main inputs to the Regional planning process are travel demand forecasts and the assessment of future networks. The purpose and scope of the Regional travel demand forecasting process is threefold:

- ☐ Provide modelling support and validation for regional planning policies;
- ☐ Consolidate results of travel forecasting work relevant to the transportation planning process in the Region;
- ☐ Provide an input and background work for future Regional Official Plan Amendments (ROPAs), Development Charges by-laws (DCs) and other Regional planning initiatives.

4.2.1 Consolidation of Regional Travel Forecasts

A number of major challenges will affect the future of the Regional transportation system. A few of these challenges are highlighted below:

- ☐ Rapid growth in population and employment and changes in land use;
- ☐ Continuous growth in travel demand;
- ☐ Significant reliance on the automobile for the majority of trips;
- ☐ Environmental, financial, administrative and legal limitations on expanding the highway and road network in the Region; and
- ☐ Changes in provincial, regional and municipal policies that directly affect planning for the future transportation system.

The Regional travel demand forecasting model consolidates travel forecasts, future scenarios and suggested road improvements from various sources. These include:

- ☐ The Regional Official Plan
- ☐ Regional reports related to Development Charges by-laws, relevant updates, and forecasts using Regional travel demand forecasting model
- ☐ Regional Capital Plan
- ☐ Most recent Regional land use forecasts
- ☐ Provincial and area municipal forecasting data, plans and studies
- ☐ Interregional studies
- ☐ Transportation Tomorrow Survey and other survey data
- ☐ Planning documents from other regional municipalities in the GTA.

4.2.2 Modelling Support and Validation of Planning Policies

Future transportation challenges and levels of service on Regional roads will be determined largely by the interplay of transportation supply and travel demand. Road capacity, transit services, corresponding modal demand for travel, and the efficient movement of goods during peak periods, will determine the quality of service provided by the Regional transportation infrastructure. Current and forecasted land use and travel demand trends, the demand for on-time delivery of goods, and future road and transit networks will determine the road improvements required, in order to maintain a desirable level of service on regional roads during peak demand periods.

The process of defining recommended Regional road improvements and corresponding rights-of-way included numerous modelling exercises as well as stakeholder consultation. It should be noted that the outlined process was derived based on the specifics of intended amendments to the Regional Official Plan. The base case scenarios for all years that served as a starting point for the modelling, included all road improvements incorporated in the Regional Official Plan, improvements indicated in the

4.2.2 Modelling Support and Validation of Planning Policies *Continued*

Development Charges studies, the Capital Plan, and improvements on area municipal roads (as identified in corresponding studies and official plans by area municipalities). Therefore, the road improvements proposed for ROPA are suggested on top of the projects identified by the Capital Plan and Development Charges updates. These improvements are incremental in nature and serve as an update to the Regional Official Plan, rather than a comprehensive revision of the Regional road network. Preliminary model runs indicated that given the base scenarios for the horizon year, potential changes are restricted to a set of Regional road segments and corridors that do not interact much with each other. Therefore, the study process was streamlined and adjusted to emphasize steps that affect the practicality of particular improvements rather than investigation of the interaction of different sets of road projects. A relatively limited scope of changes in the Regional arterial road network as a result of the improvements allowed considering all the recommended projects for a horizon year at the same time. Thus, issues of time-staging strategies or project prioritization did not play a significant role in the approach.

Further, the Region's Level of Service (LOS) Policy, approved by Regional Council in February 1993, also plays a role in the identification of road improvement projects. The Regional Roads Characterization Study will re-examine the LOS policy and analyze it for its relevance and appropriateness. Level of service describes traffic conditions in terms of factors such as travel time, average speed, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. In practice, six levels of service are defined, from "A" to "F", with "A" representing the best operating conditions and "F" representing the worst. In Peel, transportation facilities are assessed based on a LOS D, which generally reflects speeds on arterial roads that are 60 per cent below free flow conditions. In order to simplify LOS for the purpose of measuring and describing road conditions, a ratio of volume to capacity is used. The volume is the peak-hour traffic volume. A volume-to-capacity ratio of less than 0.9 reflects a LOS D or better. While there could be minor budgetary deferred expenditures associated with relaxed LOS standards, there would also be considerable costs such as user costs, economic costs, environmental costs, and energy loss.

In conclusion, the Peel travel demand forecasting model is a capable tool to perform sensitivity analyses on a regional scale and provide adequate results for the purpose of the Long Range Transportation Plan Update.

4.3 EVALUATION OF ALTERNATIVES

To evaluate each of the four alternatives as described in **Section 4.1**, six evaluation criteria and their measures were identified as shown in **Table 4.2**.

Table 4.2: Evaluation Criteria and Measures

EVALUATION CRITERIA	EVALUATION MEASURES
Transportation	<input type="checkbox"/> Volume/capacity ratio at screenlines <input type="checkbox"/> Congested vehicle kilometre travelled <input type="checkbox"/> Network connectivity and continuity <input type="checkbox"/> Support for transit
Environment	<input type="checkbox"/> Greenhouse gas emissions <input type="checkbox"/> Potential impacts/encroachments on any environmental sensitive areas such as wetlands, woodlots or other
Social	<input type="checkbox"/> Health issues related to air quality <input type="checkbox"/> Appropriateness for the changing demography, such as aging population and persons with disabilities <input type="checkbox"/> Support for a healthier commute, such as transit-friendly development <input type="checkbox"/> Potential impacts, such as aircraft noise exposure composite contours, regional intensification corridor, and urban system
Cultural Heritage	<input type="checkbox"/> Potential impacts on major structures, places of worship or cemeteries, existing and historical settlement areas and hamlets
Economy	<input type="checkbox"/> Cost of congestion <input type="checkbox"/> Network connectivity and continuity – access to the employment lands and provincial network
Other – costs or impact on utility corridors	<input type="checkbox"/> Qualitative discussion about potential costs and/or impacts on utility corridors

Source: Peel Region 2011

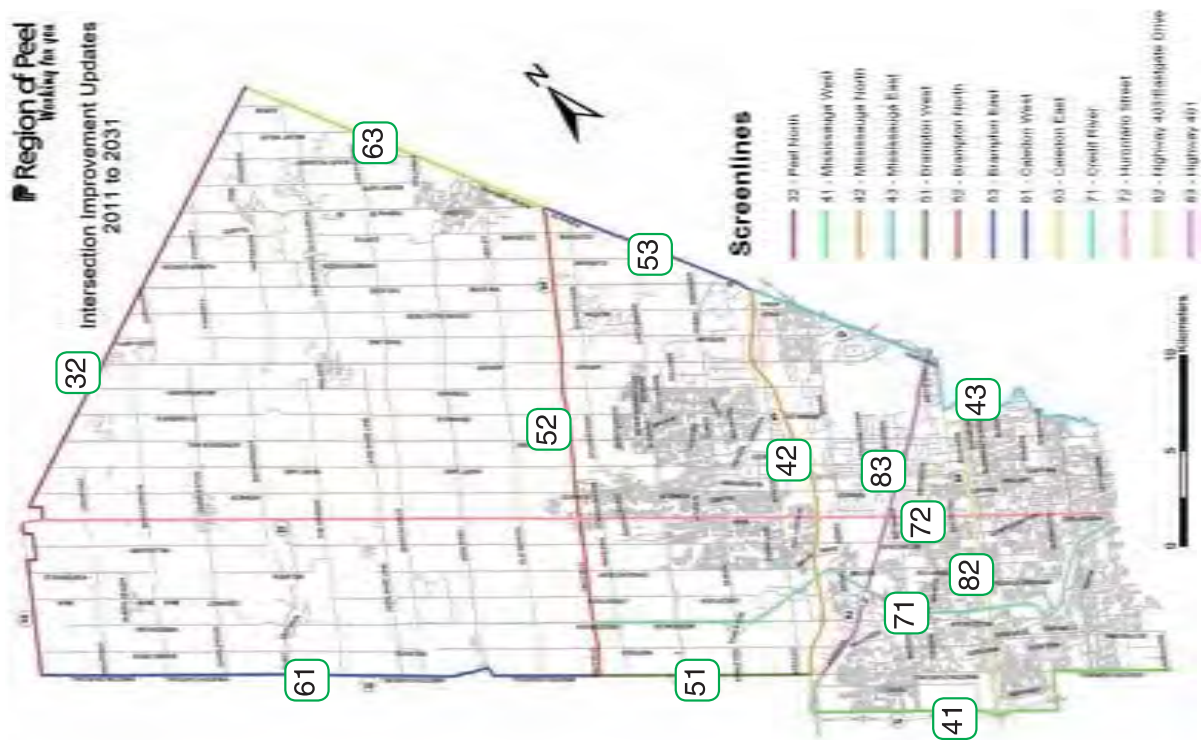
4.3.1 Transportation Impacts

The purpose of the scenario evaluation is to determine the effects of implementing transportation strategies during the critical time period, which occurs during the morning peak commute hour between 7:30 a.m. to 8:30 a.m. according to the Transportation Tomorrow Survey. This analysis serves as a tool to test alternative transportation policies and as an input for future regional transportation studies. Recommended road improvements were based on land use and modal split assumptions currently reflected in the official Regional forecast and most recent area municipal studies and official plans. The analysis indicates that the congestion problems on Regional roads can not be alleviated by solely relying on road improvements. Rather, road improvements will only provide important relief on a localized level for a relatively short-term future. Measures in the form of demand management and increased transit modal share will be required in order to accommodate future transportation demand and delay the deterioration of level of service on the Regional arterial road network.

A screenline analysis was conducted to examine the overall level of congestion for each alternative. An indicator of “volume/capacity ratio” was used to gauge the result. This measurement is a commonly used indicator, with the lower the ratio, the lowest congestion level. The summary screenline analysis result, as shown in **Figure 4.3**, indicates that the Alternative 4 “Combination” has the lowest volume/capacity ratio of 0.73 as compared to the Alternative 1 “Do Nothing” which has a ratio of 0.85 in the 2031 horizon year. It is noted that the Combination Alternative for 2031 can achieve a level of service that is slightly higher than today’s level of service, which implies that the improvements can almost address the affects of growth associated with the population and employment in the next 20 years.

Peel Region is responsible for the operation and maintenance of about 1,578 lane kilometres of road. The transportation network within Peel provides for inter and intra municipal travel. These Regional Roads serve a diverse mix of commuting needs (freight, transit, bicycle, etc.) and provide access to a variety of land uses including rural and agricultural landscapes, suburban low-density settings, more urbanized and intensive forms, and industrial needs. In general, Regional Roads are designed to provide a high level of inter- and intra regional transportation capacity and support all modes of travel. As well, from a network connectivity perspective, there are advantages to ensuring that Regional roads are connected to major origin and destination points and provide linkages between the highway system and the minor arterial roads, and collector roads. For example, a recommendation of widening Mayfield Road from 4 to 6 lanes between Chinguacousy Road to the future north-south freeway in the northwest Brampton area is not only to serve the high growth demand, but also to connect with the major transportation facility (N-S freeway) to support personal vehicles, transit, and heavy trucks movement. Furthermore, from a network continuity perspective, it is beneficial to maintain a consistent number of lanes until the road connects to an intersecting major road to avoid bottleneck lane configurations. The added capacity on a major arterial can also support existing or future transit service should any lane(s) be used solely or shared with express buses.

Figure 4.3: Result of Screenline Analysis



VOLUME / CAPACITY RATIO ON CRITICAL DIRECTION					
SCREENLINE	ALTERNATIVE				
	2011	DO NOTHING 2031	TDM ONLY 2031	COMBINATION 2031	ROAD/HWY IMPROVEMENT 2031
32S - Caledon North	0.47	0.71	0.71	0.74	0.74
61E - Caledon West	0.21	0.44	0.44	0.52	0.52
63E - Caledon East	0.26	0.44	0.45	0.34	0.34
52S - Brampton North	0.51	0.78	0.78	0.56	0.62
51E - Brampton West	0.49	0.55	0.55	0.46	0.39
53E - Brampton East	0.63	0.81	0.83	0.65	0.68
42S - Mississauga North	0.99	1.12	1.12	0.92	0.92
41E - Mississauga West	0.77	0.85	0.85	0.81	0.81
43 W/N - Mississauga E	0.78	0.92	0.92	0.86	0.86
71E/S - Credit River	0.93	1.02	1.03	0.90	0.90
72E - Hurontario Street	0.98	1.06	1.07	1.00	0.99
83S - Highway 401	0.80	0.86	0.86	0.86	0.86
82N - Highway 403	1.21	1.27	1.28	1.16	1.16
Overall	0.71	0.85	0.85	0.74	0.73

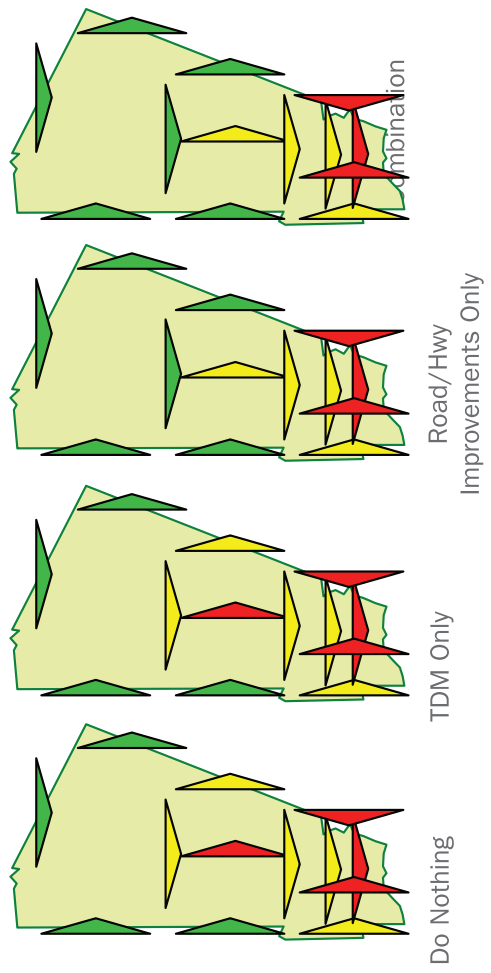


Figure 4.4 presents the results of the modelling exercise corresponding to each of the alternatives in terms of the performance of the overall network. The chart indicates the reduction in congestion that each alternative can create with respect to the Do-Nothing or Base scenario. For example, when compared individually, the TDM Transit Initiatives scenario can reduce the 2031 congestion levels by 7 per cent. The scenario definitions were based on major factors that affect travel demand. Limitations of the current structure of the Peel travel demand forecasting model were taken into account in interpreting the results. The results based on the Regional model runs are subject to the assumptions underlying the model's structure, implementation and calibration.

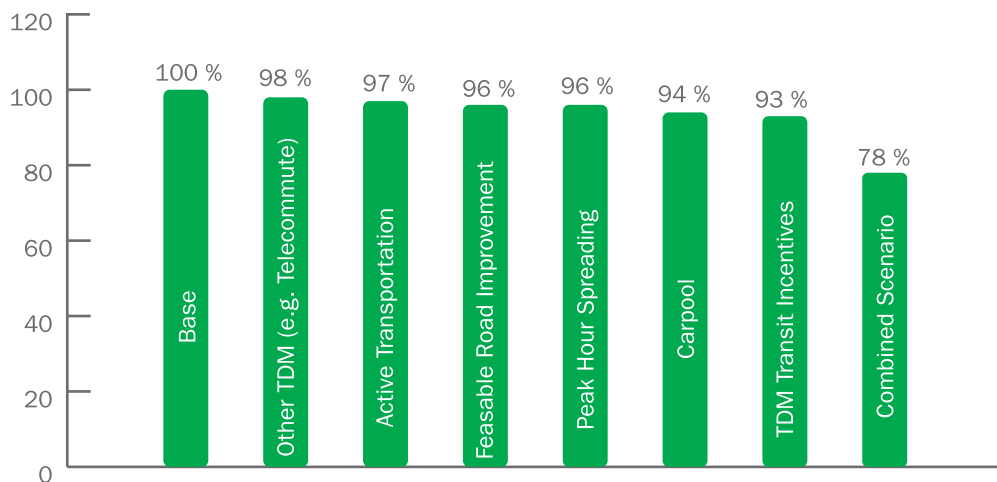
The modelling exercise revealed that in order to create a major offset in the continued growth of congestion, the Region needs to implement a combination of different measures. No one single factor will be able to reverse or even substantially offset the increased congestion on Regional roads. **Figure 4.4** indicates that a combination of different TDM measures, increased transit mode split, and more balanced travel demand can bring about a reduction in congested vehicle kilometres travelled. Based on the analysis, a significant number of auto trips on Regional roads are less than or equal to 4 kilometres in length during the morning peak hour. These short auto trips can be shifted to walk or cycle trips by providing active transportation supportive facilities.

Regional road improvements continue to play an important role in supporting an acceptable level of service. Proposed road improvements will provide some congestion relief on Regional roads. One of the goals of the LRTP Update is to determine congestion reduction strategies focused on travel demand rather than the supply or road capacity. Demand-focused strategies provide sustainable solutions to congestion problems that the Region of Peel may face in the upcoming years.

Figure 4.4: Change in VKT on Regional Roads as a Result of TDM Measures (2031 Horizon Year)

Impact of Additional Options on Regional Road Congestion in 2031

Changes in Congested VKT on Regional Roads in 2031

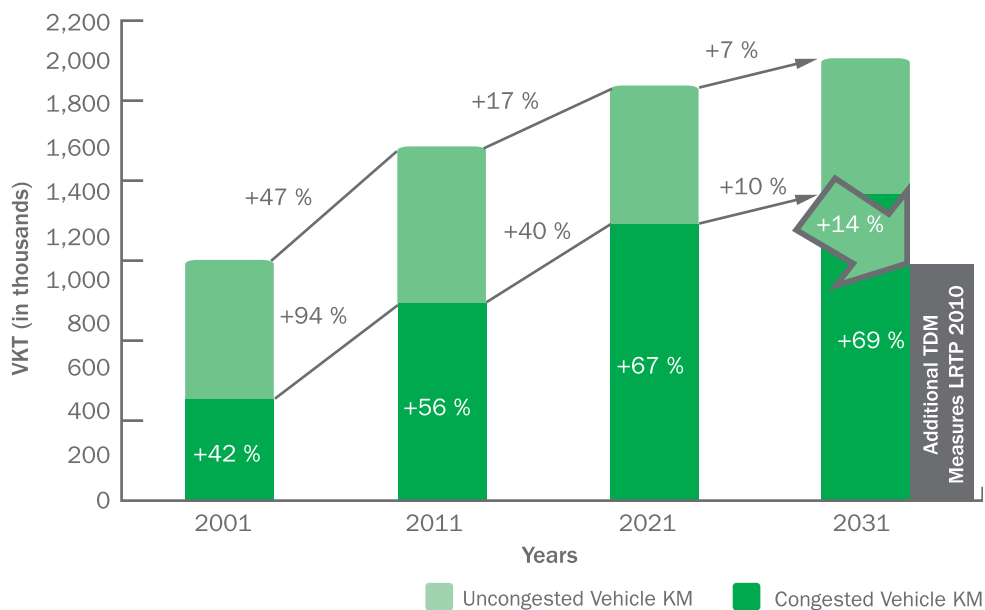


Source: Peel Region, 2010

The Combined Scenario, illustrated in **Figure 4.4**, shows the compound effect of TDM measures and transit modal share increases, as well as road improvements. **Figure 4.5** demonstrates the impact of these combined measures on the overall level of service on arterial roads in the Region.

Figure 4.5: Compound Effects of TDM Measures, Modal Split and Road Improvements

Implementing Transit/TDM Measures can help offset the congestion growth.
Vehicle Kilometres of Travel (VKT) for Peel Arterial Roads



Source: Peel Regional Travel Demand Forecasting Model

As can be seen in **Figure 4.5**, the system-wide impact of the Combined Scenario far exceeds congestion alleviation resulting from individual TDM measures or transit share increases. This figure indicates that without the implementation of the strategies, the projected congestion will continue to grow by 10 per cent between 2021 and 2031. Through the implementation of the additional TDM initiatives by 2021, the projected congestion can be reduced by 14 per cent over a period of 10 years to 2031. This analysis indicates that aggressive transportation demand management strategies are required, if the degree of traffic congestion in the Region of Peel is to be reduced. By investing in TDM measures, such as active transportation and auto dependency reduction initiatives, the Region will not only benefit from reduced congestion, but will also promote environmentally sustainable forms of transportation in Peel, reducing air pollution and greenhouse gas emission. Several high-density developments are planned for 2031 within the Region of Peel. As a result, the transportation demand is expected to grow significantly. A sustainable transportation system manages this demand cost effectively and provides various mode choices. It also limits the negative environmental impacts of transportation, thereby improving the overall quality of life.

4.3.2 Environmental Impacts

Assessments were performed to evaluate the environmental impacts for each alternative. Greenhouse gas emission was estimated based on simulated traffic volume derived from the Peel travel demand forecasting model, as shown in **Table 4.3**. It is found that the Alternative 4 “Combination of 2 and 3” has the least amount of CO₂ released from vehicular trips. As well, assessments were made to examine how each alternative would have potential impacts or encroachments on any natural environmental features and environmentally sensitive areas such as the greenland system, mineral aggregate resource, watersheds, woodlands, waterbodies and watercourses as illustrated in **Figure 2.29**.

Table 4.3: Greenhouse Gas Emission as Calculated from Simulated Traffic Volume

	(% DIFFERENCE BETWEEN 2011 AND 2031)			
	Planning Alternative			
	1	2	3	4
Congested VKT on all Regional Roads	259 %	259 %	133 %	114 %
	(ABSOLUTE DIFFERENCE BETWEEN 2011 AND 2031)			
GHG Emission for Peel (metric tons of CO ₂)	+5.11 M	+4.8 M	+4.75	+4.68 M

Source: Peel Region 2011

4.3.3 Social Impacts

Assessments were performed to evaluate the social impacts for each alternative. As described in **Chapter 2**, the aging population, persons with disabilities, health issues related to air quality and transportation, support for sustainable transportation (e.g. transit, transportation demand management) are all important factors in evaluating each alternative. As well, other social elements such as residential and employment areas, aircraft noise exposure, regional intensification corridor, and urban system as illustrated in **Figure 2.36** were reviewed.

4.3.4 Cultural Heritage Impacts

Direct or indirect cultural impacts from a transportation perspective were evaluated for each alternative. Elements such as existing and historical settlement areas, hamlets, place of worship and cemetery locations as shown in **Figure 2.40** were reviewed. Consultation with the aboriginal groups to discuss aboriginal land claims in Peel is described in **Section 4.4.3**.

4.3.5 Economical Impacts

As described in **Chapter 2**, transportation, and especially goods movement, has a huge impact to the local economy (Peel and Greater Toronto Area), as well as provincially, nationally and internationally. Also, there is a direct proportional relationship between the level of congestion and cost of congestion due to loss of productivity and delays. Areas such as employment lands, prime agricultural lands and high-potential mineral aggregate resources as illustrated in **Figure 2.42** were reviewed.

4.3.6 Other Impacts






























Other impacts such as capital and maintenance costs, major transportation highway and road corridors, hydro structures, water and wastewater facilities, and waste management sites were reviewed to assess the impact to each alternative.

4.4 Preliminary Preferred Solution

The preliminary results of the evaluation of the planning alternatives as shown in **Figure 4.6** indicate that Alternative 4 would have the most promising effects on the transportation network. A detailed summary of the evaluation can be found in **Table 4.4**.

The implementation of road, transit, TDM and active transportation programs included within the framework of the Alternative 4 would have significant congestion reduction impacts. In addition, the combination of “hard” infrastructure measures (such as road constructions or widening, implementation of rapid transit in rapid transit corridors) with “soft” or low capital cost measures such as TDM programs and aggressive promotion of active transportation would result in measurable shifts in travel modes and trends. The planning process and the preliminary preferred alternative have presented to the general public and the stakeholders in a public consultation process compliant with the requirements of the Master Plan process under the Municipal Class EA Phases 1 and 2.

Figure 4.6: Summary Evaluation Matrix

	ALTERNATIVE 1: DO NOTHING	ALTERNATIVE 2: TDM ONLY	ALTERNATIVE 3: ROAD WIDENING	ALTERNATIVE 4: ALL	
Impacts on Transportation Service					Legend  Least Preferred    Most Preferred
Environmental Impacts (GHG emissions)					
Social Impacts					
Cultural Impacts					
Economic Impacts					
Costs					
Overall	Not Recommended	Not Recommended	Not Recommended	Recommended	
	X	X	X	 RECOMMENDED	

Source: Peel Region 2011

Table 4.4: Detailed Evaluation Matrix

	ALTERNATIVE 1: DO NOTHING	ALTERNATIVE 2: TRANSPORTATION DEMAND MANAGEMENT (TDM) ONLY	ALTERNATIVE 3: ROAD IMPROVEMENT ONLY	ALTERNATIVE 4: COMBINATION OF ALTERNATIVES 2 AND 3
Transportation Service	<ul style="list-style-type: none"> Severe congestion level 	<ul style="list-style-type: none"> Severe congestion level Once implemented, the decrease in trips as a result of TDM can potentially delay a few planned road widening projects such as widening at Cawthra Rd. between Dundas St. and QEW 	<ul style="list-style-type: none"> Improved level of servicedue to the added capacity 	<ul style="list-style-type: none"> Improved level of service due to added capacity and reduction of trips
Environmental	<ul style="list-style-type: none"> Greenhouse gas emission is the most because of stop-and-go traffic No impact to the environmental features 	<ul style="list-style-type: none"> Greenhouse gas emission is the most because of stop-and-go traffic Least impact to the environmental features 	<ul style="list-style-type: none"> Greenhouse gas emission is medium because of improved level of service Minimum impact to environmental features due to road widening 	<ul style="list-style-type: none"> Combined effect on reduction of greenhouse gas emission due to improved level of service (less stop-and-go traffic) and reduced number of car trips Minimum impact to environment features due to widening
Social	<ul style="list-style-type: none"> Negative impact due to severe congestion, such as road rage 	<ul style="list-style-type: none"> Improved healthy lifestyle by promoting walk/cycle trips 	<ul style="list-style-type: none"> Improved accessibility, mobility and connectivity to destinations due to added capacity and improved level of service 	<ul style="list-style-type: none"> Satisfy all mode of commuters with different travel needs
Cultural	<ul style="list-style-type: none"> No impact 	<ul style="list-style-type: none"> No impact 	<ul style="list-style-type: none"> Potential minimum impacts to cemetery and existing/historical hamlet locations due to road widening 	<ul style="list-style-type: none"> Potential minimum impacts to cemetery and existing/historical hamlet locations due to road widening
Economic	<ul style="list-style-type: none"> High cost of congestion due to severe congestion 	<ul style="list-style-type: none"> High cost of congestion due to severe congestion 	<ul style="list-style-type: none"> Medium cost of congestion due to improved level of service 	<ul style="list-style-type: none"> Medium cost of congestion due to improved level of service
Others (costs)	<ul style="list-style-type: none"> No impact 	<ul style="list-style-type: none"> Minimum cost to implement TDM strategies 	<ul style="list-style-type: none"> High costs in capital and maintenance for expanded road capacity 	<ul style="list-style-type: none"> High costs in capital and maintenance for expanded road capacity
Overall	Not Recommended	Not Recommended	Not Recommended	Most Preferred Solution

Source: Peel Region 2011

Appendix E – Intersection Prioritization Process

Context

This appendix documents the analysis completed to identify intersections within the Town of Caledon that may require signalization and/or the addition of turning lanes by the 2031 horizon year. The following requirements were taken into consideration for the prioritization of candidate locations:

- ▶ The prioritization must be based on:
 - Current traffic operations conditions; and
 - Current traffic safety conditions;
- ▶ The prioritization must include all intersections under Town jurisdiction (intersection of two (2) Town roadways); and
- ▶ The current signalized intersections (4) under Town jurisdiction are to be included in the analysis.

Literature Review

A literature review was completed to collect information on intersection prioritization procedures applied by other jurisdictions based on both operations and safety criteria. After extensive research, it became apparent that there was no widely accepted, clearly defined method for ranking intersections based on combined needs for operations and safety improvements.

Methodology

In the absence of an industry-accepted/preferred procedure, a methodology specific to the Town of Caledon was developed. The proposed methodology takes into account both traffic operations and safety considerations to derive a list of intersections which may require signalization and/or the addition of turning lanes by the 2031 horizon year. The resulting prioritized list should not be taken as an absolute priority list, but rather used by Town staff as a tool to identify the most likely intersections requiring additional attention. It is expected to be supplemented by Town staff's knowledge of local conditions.

The methodology used to prioritize the town intersections consists of the following eight steps:

Step 1: Extract Current Signalized Intersections

The Town has indicated that the following intersections are currently signalized:

- ▶ Queensgate Boulevard at Albion Vaughan Road;
- ▶ Queensgate Boulevard at Landsbridge Street;
- ▶ McEwan Drive at Canadian Tire/Walmart Entrance; and
- ▶ Columbia Way at Kingsview Drive.

These locations were added to the list of intersections for analysis, and removed from the candidates for prioritization.

Step 2: Estimate Traffic Volumes for 2031 Horizon Year

Projected 2031 traffic volumes by movement for all intersections under Town jurisdiction were estimated by multiplying current traffic volumes by the growth rate derived from the Peel model, using the 2031 horizon with GTA West (with George Bolton Extension) scenario, which was an average of 2.62% yearly.

Step 3: Identify Intersections Warranting Signalization

Based on current and projected 2031 volumes, the potential need for signalization was determined for all intersections using Justifications 1 (minimum vehicle volume), 2 (delay to cross traffic), and 3 (volume/delay combination) as presented in the Ontario Traffic Manual (OTM) Book 12 – Traffic Signals.

This step produced two lists. The first list captured all intersections that qualify for signalization based on current traffic volumes. The second list includes all intersections that may qualify for signalization based on projected 2031 traffic volumes.

Note that only three of the seven available signalization justifications are relied upon to help prioritize the intersections. It is possible that some of these locations may not be suitable candidates for signalization upon more detailed engineering review. It is also possible that some intersections that do not qualify as part of the prioritization process would satisfy a different justification, or would still benefit from signalization. This level of analysis is beyond the scope of the TMP.

Step 4: Identify Intersections Warranting Right Turn Lanes

Based on current and projected 2031 peak hour right-turning volumes, the potential need for right turn lanes was assessed for all approaches of all intersections, using the following thresholds:

- ▶ 50 right-turning vehicles per hour for four lane roadways; and
- ▶ 40 right-turning vehicles per hour for two lane roadways.

This step produced two lists. The first list captures all intersections where at least one leg could benefit from the addition of a right turn lane based on current volumes. The second list includes all intersections where at least one leg could benefit from the addition of a right turn lane based on projected 2031 traffic volumes.

Note that this analysis is based solely on traffic volume and depends on general thresholds in prioritizing the intersections to review in detail. It is possible that some of these locations may not require or be suitable candidates for right turn lanes upon detailed engineering review. It is also possible that some intersections not identified through the prioritization process could still benefit from the addition of right turn lane(s). This level of analysis is beyond the scope of the TMP.

Step 5: Identify Intersections Warranting Left Turn Lanes

Based on current and projected 2031 peak hour volumes, the potential need for left turn lanes was assessed for all approaches of all intersections using the justifications provided in the MTO Geometric Design Standards for Ontario Highways. Specifically, the nomographs for unsignalized intersections on two lane highways were relied upon for:

- ▶ Design speeds of 60 km/h and 90 km/h, and
- ▶ Percentage left turns in the volume of approaching vehicles (VA) of 5%, 10%, 15% and 20%.

Roadways with posted speed limits of 50 and 60 km/h were assessed based on a design speed of 60 km/h, while roadways with posted speed limits of 70 and 80 km/h were assessed based on a design speed of 90 km/h.

This step produced two lists. The first list captures all intersections where at least one leg could benefit from the addition of a left turn lane based on current volumes. The second list includes all intersections where at least one leg could benefit from the addition of a left turn lane based on the projected 2031 traffic volumes.

Note that this analysis is based solely on general volume warrants in prioritizing the intersections to review in detail. It is possible that some of these locations may not require or be suitable candidates for left turn lanes upon detailed engineering review. It is also possible that some intersections not identified through the prioritization process could still benefit from the addition of left turn lane(s). This level of analysis is beyond the scope of the TMP.

Step 6: Combine Qualifying Intersections

The lists of qualifying intersections were combined for the current and 2031 horizon years. Both lists include the total number of qualifying warrants for each intersection, as well as the warrant satisfied. Intersections were sorted in the following order:

1. Intersections satisfying all three (3) warrants;
2. Intersections satisfying two (2) warrants;
3. Intersections satisfying either the signal or the left turn lane warrant;
4. Intersections satisfying the right turn lane warrant;
5. Intersections not satisfying any warrant; and
6. Intersections that do not yet exist.

Step 7: Calculate Potential for Safety Improvement Index

For all intersections, the Potential for Safety Improvement (PSI) Index was calculated based on a combination of the Equivalent Property Damage Only (EPDO) Average Crash Frequency with Empirical Bayes (EB) Adjustment Method and the Excess Expected Average Crash Frequency with EB Adjustment Method. Both methods are described in the Highway Safety Manual (HSM)³. Combining the two methods provides a PSI that is the excess EPDO average collision frequency, as opposed to the EPDO average collision frequency resulting from the first method or the excess equivalent societal cost resulting from the second method. The Potential for Safety Improvement is the difference between the number of accidents at the investigated site and the number of expected accidents at similar sites with the same traffic. Locations with a PSI

³ AASHTO, 2010. Highway Safety Manual, 1st Edition, Section 4.4.2.12

greater than one indicate there are safety benefits to intersection improvements. Safety Performance Functions (SPFs) developed for Peel Region were used.

Since the PSI Index is partly based on the number of observed collisions, it was only calculated for the current year. This value was used to rank both current and 2031 horizon year lists derived in Step 6.

More specifically, the PSI Index was calculated using the following methodology:

PSI Step 1:

Calculate the weighting factors, $f_F(weight)$ and $f_I(weight)$ based on collision severity:

$$f_{F(weight)} = \frac{CC_F}{CC_{PDO}} \quad \text{Eq. 1}$$

and

$$f_{I(weight)} = \frac{CC_I}{CC_{PDO}} \quad \text{Eq. 2}$$

where:

$f_F(weight)$ = EPDO weighting factor for fatal collisions;

$f_I(weight)$ = EPDO weighting factor for injury collisions;

CC_F = Collision cost for fatal collisions;

CC_I = Collision cost for injury collisions; and

CC_{PDO} = Collision cost for PDO collisions.

PSI Step 2:

Calculate the predicted average collision frequency for each of the past five (5) years, for each intersection. The predicted average collision frequency will be calculated for both severe collisions (fatal and injury collisions) and PDO collisions using the Peel Region SPFs.

PSI Step 3:

Calculate the annual correction factors:

$$C_{n(TOT)} = \frac{N_{Pr,n(TOT)}}{N_{Pr,1,(TOT)}} \quad \text{Eq. 3}$$

and

$$C_{n(FI)} = \frac{N_{Pr,n(FI)}}{N_{Pr,1,(FI)}} \quad \text{Eq. 4}$$

where:

$C_{n(TOT)}$ = Annual correction factor for total collisions for year n;

$C_{n(FI)}$ = Annual correction factor for severe (fatal and injury) collisions for year n;

$N_{Pr,n(TOT)}$ = Number of predicted total collisions for year n;

$N_{Pr,1(TOT)}$ = Number of predicted total collisions for year 1;

$N_{Pr,n(FI)}$ = Number of predicted severe collisions for year n; and

$N_{Pr,1(FI)}$ = Number of predicted severe collisions for year 1.

PSI Step 4:

Calculate the weighted adjustment:

$$W_{TOT} = \frac{1}{1 + (k_{TOT} \times \sum_{n=1}^N N_{Pr,n(TOT)})} \quad \text{Eq. 5}$$

and

$$W_{FI} = \frac{1}{1 + (k_{FI} \times \sum_{n=1}^N N_{Pr,n(FI)})} \quad \text{Eq. 6}$$

where:

w_{TOT} = EB weight for total collisions;

w_{FI} = EB weight for severe collisions;

n = Year;

k_{TOT} = Overdispersion parameter, from the SPF for total collisions;

k_{FI} = Overdispersion parameter, from the SPF for severe collisions;

$N_{Pr,n(TOT)}$ = Number of predicted total collisions for year n ; and

$N_{Pr,n(FI)}$ = Number of predicted severe collisions for year n .

PSI Step 5:

Calculate the EB-adjusted number of expected collisions for the first year, $N_{Exp,1}$:

$$N_{Exp,1(TOT)} = w_{TOT} \times N_{Pr,1(TOT)} + (1 - w_{TOT}) \times \left(\frac{\sum_{n=1}^N N_{Obs,n(TOT)}}{\sum_{n=1}^N C_{n(TOT)}} \right) \quad \text{Eq. 7}$$

and

$$N_{Exp,1(FI)} = w_{FI} \times N_{Pr,1(FI)} + (1 - w_{FI}) \times \left(\frac{\sum_{n=1}^N N_{Obs,n(FI)}}{\sum_{n=1}^N C_{n(FI)}} \right) \quad \text{Eq. 8}$$

where:

$N_{Exp,1(TOT)}$ = EB-adjusted number of expected total collisions for year 1;

$N_{Exp,1(FI)}$ = EB-adjusted number of expected severe collisions for year 1;

w_{TOT} = EB weight for total collisions;

w_{FI} = EB weight for severe collisions;

$N_{Pr,1(TOT)}$ = Number of predicted total collisions for year 1;

$N_{Pr,1(FI)}$ = Number of predicted severe collisions for year 1;

$N_{Obs,1(TOT)}$ = Number of observed total collisions for year 1;

$N_{Obs,1(FI)}$ = Number of observed severe collisions for year 1;

$C_{n(TOT)}$ = Annual correction factor for total collisions for year n; and

$C_{n(FI)}$ = Annual correction factor for severe collisions for year n.

PSI Step 6:

Calculate the EB-adjusted number of expected collisions for the final year, $N_{Exp,N}$:

$$N_{Exp,N(TOT)} = N_{Exp,1(TOT)} \times C_{N(TOT)} \quad \text{Eq. 9}$$

and

$$N_{Exp,N(FI)} = N_{Exp,1(FI)} \times C_{N(FI)} \quad \text{Eq. 10}$$

where:

$N_{Exp,N(TOT)}$ = EB-adjusted number of expected total collisions for the final year, N;

$N_{Exp,N(FI)}$ = EB-adjusted number of expected severe collisions for the final year, N;

$N_{Exp,1(TOT)}$ = EB-adjusted number of expected total collisions for year 1;

$N_{Exp,1(FI)}$ = EB-adjusted number of expected severe collisions for year 1;

$C_{N(TOT)}$ = Annual correction factor for total collisions for the final year, N; and

$C_{N(FI)}$ = Annual correction factor for severe collisions for the final year, N.

PSI Step 7:

Calculate the proportion of fatal and injury collisions:

$$P_F = \frac{\sum N_{Obs(F)}}{\sum N_{Obs(FI)}} \quad \text{Eq. 11}$$

and

$$P_I = \frac{\sum N_{Obs(I)}}{\sum N_{Obs(FI)}} \quad \text{Eq. 12}$$

where:

P_F = Proportion of observed number of fatal collisions on the total number of severe collisions for the reference population;

P_I = Proportion of observed number of injury collisions on the total number of severe collisions for the reference population;

$N_{Obs(F)}$ = Number of observed fatal collisions in the reference population;

$N_{Obs(I)}$ = Number of observed injury collisions in the reference population; and

$N_{Obs(FI)}$ = Number of observed severe collisions in the reference population.

PSI Step 8:

Calculate the weight, or equivalent number of PDO, $w_{EPDO(FI)}$, of severe collisions:

$$w_{EPDO(FI)} = P_F \times f_{F(weight)} + P_I \times f_{I(weight)} \quad \text{Eq. 13}$$

where:

P_F = Proportion of observed number of fatal collisions on the total number of severe collisions for the reference population;

P_I = Proportion of observed number of injury collisions on the total number of severe collisions for the reference population;

$f_{F(weight)}$ = EPDO weighting factor for fatal collisions; and

$f_{I(weight)}$ = EPDO weighting factor for injury collisions.

PSI Step 9:

Calculate the number of expected and predicted PDO collisions for the final year, N:

$$N_{Exp,N(PDO)} = N_{Exp,N(TOT)} - N_{Exp,N(FI)} \quad \text{Eq. 14}$$

and

$$N_{Pr,N(PDO)} = N_{Pr,N(TOT)} - N_{Pr,N(FI)} \quad \text{Eq. 15}$$

where:

$N_{Exp,N(PDO)}$ = Number of expected PDO collisions for the final year, N;

$N_{Exp,N(TOT)}$ = EB-adjusted number of expected total collisions for the final year, N;

$N_{Exp,N(FI)}$ = EB-adjusted number of expected severe collisions for the final year, N;

$N_{Pr,N(PDO)}$ = Number of predicted PDO collisions for the last year, N;

$N_{Pr,N(TOT)}$ = Number of predicted total collisions for the last year, N; and

$N_{Pr,N(FI)}$ = Number of predicted severe collisions for the last year, N.

PSI Step 10:

Calculate the PSI, or excess EPDO expected average frequency of collisions:

$$PSI = (N_{Exp,N(PDO)} - N_{Pr,N(PDO)}) + w_{EPDO(FI)} \times (N_{Exp,N(FI)} - N_{Pr,N(FI)}) \quad \text{Eq. 16}$$

where:

$N_{Exp,N(PDO)}$ = Number of expected PDO collisions for the final year, N;

$N_{Pr,N(PDO)}$ = Number of predicted PDO collisions for the last year, N;

$w_{EPDO(FI)}$ = Weight, or equivalent number of PDO, of severe collisions;

$N_{Exp,N(FI)}$ = EB-adjusted number of expected severe collisions for the final year, N; and

$N_{Pr,N(FI)}$ = Number of predicted severe collisions for the last year, N.

Step 8: Rank Intersections for Improvement

The PSI Index will be added to the intersection lists developed in Step 6. Each group of intersections (all three (3) warrants; two (2) warrants; signal or left-turn lane warrant, with or without a right turn warrant; right-turn lane warrant; and no warrant) will then be ranked from the intersection having the highest PSI Index of the group to the intersection having the lowest PSI Index of the group.

Prioritized Lists of Intersections

Two prioritized lists of intersections were prepared following the methodology described above. The first list is based on the 2016 volumes, while the second list is based on the 2031 forecast volumes. The top 10 intersections from the first list (based on 2016 volumes) were then analyzed in more details (See **Appendix F**).

The projects in both lists are separated into two categories:

- ▶ **Recommended for Implementation** through the TMP – These projects are recommended to proceed based on satisfying certain warrant criteria.
- ▶ **Suggested for Monitoring** for future consideration – These locations approach the warrant criteria, so should be monitored for future improvement.

TABLE B.1: PRIORITIZATION OF INTERSECTIONS BASED ON 2016 VOLUMES

#	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
Recommended for Implementation (based on satisfying traffic signal warrant)									
1	17	Healey Road and Simpson Road	Unsignalized	2	Y		Y	0	Unsignalized + 2 warrants met
2	4	Abbotside Way and Kennedy Road	Unsignalized	2	Y	Y		0	
Suggested for Monitoring (for future consideration)									
1	24	Albion Vaughan Road and Queensgate Boulevard	Signalized	2		Y	Y	0.325	Signalized + left turn lane warrant met
2	37	Queensgate Boulevard and Landsbridge Street	Signalized	1			Y	2.093	Signalized + right-turn lane warrant met
3	21	Columbia Way and Kingsview Drive	Signalized	1			Y	0	
4	36	McEwan Drive and CT/WM Driveway	Signalized	1			Y	0	
5	25	Albion Vaughan Road and Commercial Road	Unsignalized	2		Y	Y	2.091	Unsignalized + 2 warrants met
6	26	Industrial Road and Albion Vaughan Road	Unsignalized	2		Y	Y	0.158	
8	9	Old School Road and McLaughlin Road	Unsignalized	1			Y	3.938	Unsignalized + right-turn lane warrant met
9	18	Nixon Road and McEwan Drive	Unsignalized	1			Y	2.457	
10	34	Mount Wolfe Road and Old Church Road	Unsignalized	1			Y	0.118	
11	5	Kennedy Road and Dougall Ave	Unsignalized	1			Y	0	



#	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
12	10	Old School Road and Kennedy Road	Unsignalized	1			Y	0	
13	12	Old School Road and Bramalea Road	Unsignalized	1			Y	0	
14	16	Humber Station Road and Healey Road	Unsignalized	1			Y	0	
15	22	Columbia Way and Mount Hope Road	Unsignalized	1			Y	0	
16	23	Caledon King Town Li S and Columbia Way	Unsignalized	1			Y	0	
17	31	Mount Wolfe Road and Castlederg Side Road	Unsignalized	1			Y	0	
18	20	Simpson Road and Parr Boulevard	Unsignalized	1			Y	0	
19	14	Healey Road and Innis Lake Road	Unsignalized	0				2.381	Unsignalized, no warrant met
20	13	Torbram Road and Old School Road	Unsignalized	0				1.659	
21	28	Innis Lake Road and Castlederg Side Road	Unsignalized	0				1.472	
22	11	Heart Lake Road and Old School Road	Unsignalized	0				0.307	
23	35	Shaws Creek Road and Beech Grove Sr	Unsignalized	0				0.211	
24	27	Boston Mills Road and Creditview Road	Unsignalized	0				0.127	
25	6	Old School Road and Heritage Road	Unsignalized	0				0	



#	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
26	7	Creditview Road and Old School Road	Unsignalized	0				0	
27	8	Chinguacousy Road and Old School Road	Unsignalized	0				0	
28	15	Healy Road and Centreville Creek Road	Unsignalized	0				0	
29	29	Mount Hope Road and Castlederg Side Road	Unsignalized	0				0	
30	30	Mount Pleasant Road and Castlederg Side Road	Unsignalized	0				0	
31	32	Mount Hope Road and Old Church Road	Unsignalized	0				0	
32	33	Mount Pleasant Road and Old Church Road	Unsignalized	0				0	
33	1	Spine Road and Chinguacousy Road							Intersection does not exist yet
34	2	Spine Road and McLaughlin Road							
35	3	Abbotside Way and Heart Lake Road							
36	19	Simpson Road and George Bolton Parkway							



TABLE B.2: PRIORITIZATION OF INTERSECTIONS BASED ON 2031 FORECAST VOLUMES

No.	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
Recommended for Implementation (based on satisfying all 3 warrants)									
5	18	Nixon Road and McEwan Drive	Unsignalized	3	Y	Y	Y	2.457	Unsignalized + all 3 warrants met
6	16	Humber Station Road and Healey Road	Unsignalized	3	Y	Y	Y	0	
Suggested for Monitoring (for future consideration)									
1	24	Albion Vaughan Road and Queensgate Boulevard	Signalized	2		Y	Y	0.325	Signalized + left turn lane warrant met
2	21	Columbia Way and Kingsview Drive	Signalized	2		Y	Y	0	
3	37	Queensgate Boulevard and Landsbridge Street	Signalized	1			Y	2.093	Signalized + right-turn lane warrant met
4	36	McEwan Drive and CT/WM Driveway	Signalized	1			Y	0	
5	25	Albion Vaughan Road and Commercial Road	Unsignalized	2		Y	Y	2.091	Unsignalized + 2 warrants met
6	26	Industrial Road and Albion Vaughan Road	Unsignalized	2		Y	Y	0.158	
7	23	Caledon King Town Li S and Columbia Way	Unsignalized	2		Y	Y	0	
8	5	Kennedy Road and Dougall Ave	Unsignalized	2		Y	Y	0	
9	8	Chinguacousy Road and Old School Road	Unsignalized	2		Y	Y	0	



No.	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
10	28	Innis Lake Road and Castlederg Side Road	Unsignalized	1		Y		1.472	Unsignalized + left-turn lane warrant met
11	9	Old School Road and McLaughlin Road	Unsignalized	1			Y	3.938	Unsignalized + right-turn lane warrant met
12	11	Heart Lake Road and Old School Road	Unsignalized	1			Y	0.307	
13	34	Mount Wolfe Road and Old Church Road	Unsignalized	1			Y	0.118	
14	10	Old School Road and Kennedy Road	Unsignalized	1			Y	0	
15	12	Old School Road and Bramalea Road	Unsignalized	1			Y	0	
16	22	Columbia Way and Mount Hope Road	Unsignalized	1			Y	0	
17	31	Mount Wolfe Road and Castlederg Side Road	Unsignalized	1			Y	0	
18	20	Simpson Road and Parr Boulevard	Unsignalized	1			Y	0	
19	14	Healey Road and Innis Lake Road	Unsignalized	0				2.381	Unsignalized, no warrant met
20	13	Torbram Road and Old School Road	Unsignalized	0				1.659	
21	35	Shaws Creek Road and Beech Grove Sr	Unsignalized	0				0.211	
22	27	Boston Mills Road and Creditview Road	Unsignalized	0				0.127	



No.	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
23	6	Old School Road and Heritage Road	Unsignalized	0				0	
24	7	Creditview Road and Old School Road	Unsignalized	0				0	
25	15	Healy Road and Centreville Creek Road	Unsignalized	0				0	
26	29	Mount Hope Road and Castlederg Side Road	Unsignalized	0				0	
27	30	Mount Pleasant Road and Castlederg Side Road	Unsignalized	0				0	
28	32	Mount Hope Road and Old Church Road	Unsignalized	0				0	
29	33	Mount Pleasant Road and Old Church Road	Unsignalized	0				0	
30	1	Spine Road and Chinguacousy Road							Intersection does not exist yet
31	2	Spine Road and McLaughlin Road							
32	3	Abbotside Way and Heart Lake Road							
33	19	Simpson Road and George Bolton Parkway							

Appendix F – Detailed Intersection Analyses

Analysis Information

The top 10 intersections for the 2016 horizon were analyzed both for operational and for safety performance to identify any issues and related potential improvements.

Operational Analyses

The intersections were evaluated for the current year (2016) and two (2) future horizons (2021 and 2031) using Synchro 9.1 with HCM 2000 procedures. The future volumes for the 2021 and 2031 horizons were determined using a growth rate of 2.6% compounded per annum applied to existing 2016 traffic volumes. To assess the 2021 and 2031 weekday peak hour forecasts, an operational analysis was conducted in identical fashion as that of the existing conditions. No improvements or adjustments to signal timings have been considered.

The PM peak hour was analyzed for each intersection, as it tends to result in higher levels of delay, and represents a worst case scenario for intersection operations. PM peak hour traffic usually reflects a more diverse traffic pattern, as compared to AM peak hours in which vehicle trips are usually more direct in their origin to destination, and capture delays on approaches that otherwise may not be effected during other times of the day. The intersections analyses considered the following measures of effectiveness:

- ▶ The volume to capacity (v/c) ratio;
- ▶ The 95th percentile queue length; and
- ▶ The LOS for each turning movement (based on the average control delay per vehicle).

Intersection level of service (LOS) is a recognized method of quantifying the average delay experienced by drivers at intersections. It is based on the delay experienced by individual vehicles executing the various movements. The delay is related to the number of vehicles desiring to make a particular movement, compared to the estimated capacity for that movement. The capacity is based on a number of criteria related to the opposing traffic flows, and intersection geometry.

The highest possible rating is LOS A, under which the average total delay is equal or less than 10.0 seconds per vehicle. When the average delay exceeds 80 seconds for signalized intersections, 50 seconds for unsignalized intersections, or the volume to capacity ratio is

greater than 1.0, the movement is classed as LOS F, and remedial measures are usually implemented, if they are feasible.

The key parameters used in the analyses include:

- ▶ Existing lane configurations;
- ▶ Heavy vehicle percentages as derived from the new traffic counts;
- ▶ Overall intersection peak hour factors (PHF), based on traffic counts for each intersection;
- ▶ Signal timing as per timing plans provided by the Town of Caledon, where applicable; and
- ▶ Synchro default values for all other inputs.

Critical movements have been identified based on those outlined in Peel Region's Transportation Impact Study Guidelines. Critical movements have been identified where:

- ▶ Volume-to-capacity (v/c) ratios for overall intersection operations, through movements or shared through/turning movements exceed 0.90;
- ▶ Volume-to-capacity (v/c) ratios for exclusive movements exceed 1.00; and
- ▶ 95th percentile queue lengths for individual movements that exceed available lane storage.

Safety Analyses

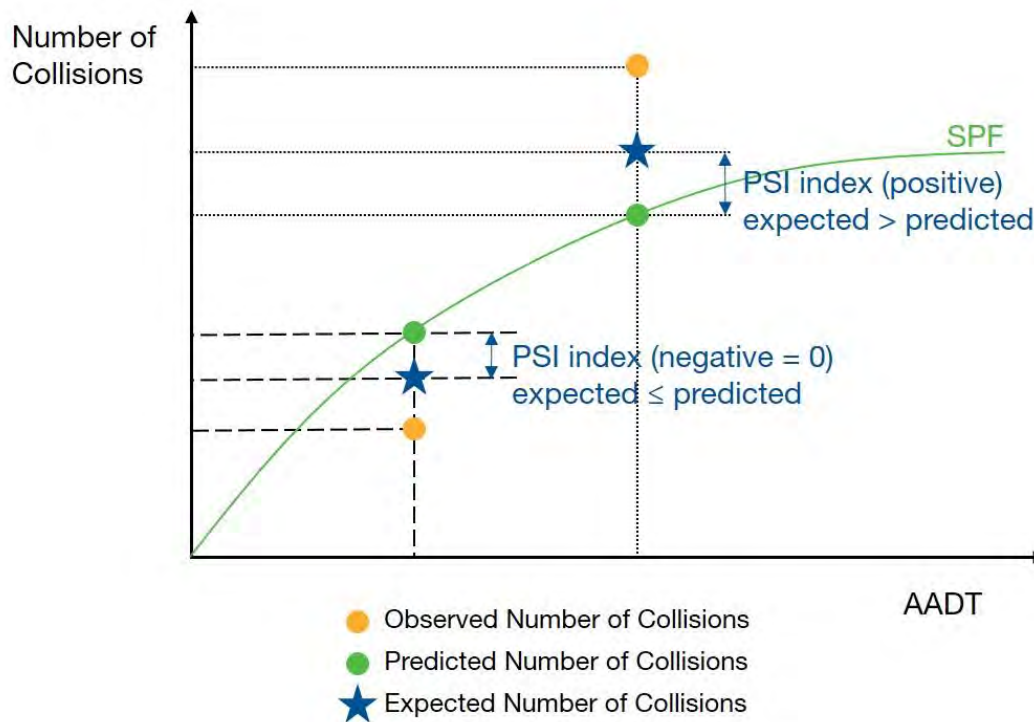
Since the potential for safety improvement (PSI) index has been calculated during the prioritization of the intersections (see **Appendix E**), the PSI index has been considered in the safety analyses. Additionally, the collision history was analyzed for each intersection to identify trends and potential safety hazards.

The PSI index represents the difference between the expected number of collisions and the predicted number of collisions. The PSI index is positive if the expected number of collisions is higher than the predicted number of collisions, and is equal to zero (0) if the expected number of collisions is equal or lower than the predicted number of collisions.

The predicted number of collisions is calculated based on the Peel Region Safety Performance Functions, and the expected number of collisions is calculated based on the predicted number

of collisions, and the observed number of collisions. **Appendix E** provides the details of the calculations. **Figure C.1** below shows a graphical representation of the PSI index.

FIGURE C.1: REPRESENTATION OF PSI INDEX



Potential Improvements

For each intersection, issues are identified, and potential improvements are listed. For some intersections, the potential improvements include the addition of right-turn lane(s), addition of left-turn lane(s) and/or signalization of the intersection. The warrants for these three (3) types of improvements have been verified as part of the prioritization. The warrants used are as follows.

- ▶ For right-turn lanes, right-turn movements with peak hour volumes higher than the following thresholds were considered to warrant a right-turn lane:
 - 50 right-turning vehicles per hour for four lane roadways; and
 - 40 right-turning vehicles per hour for two lane roadways;
- ▶ For left-turn lanes, the peak hour advancing volumes, opposing volumes, the percentage of heavy vehicles and the design speed were used with the MTO *Geometric Design*

*Standards for Ontario Highways*⁴ Left Turn Lane Warrants (presented in Section E, Appendix A); and

- ▶ For signalization, the volumes were used with Justification 1 (minimum vehicle volume), Justification 2 (delay to cross traffic) and Justification 3 (volume/delay combination) of the *Ontario Traffic Manual Book 12 – Traffic Signals*⁵.

Other improvements, such as all-way stop control or signalization, geometric modifications, signage and pavement marking improvements, for example, were also considered.

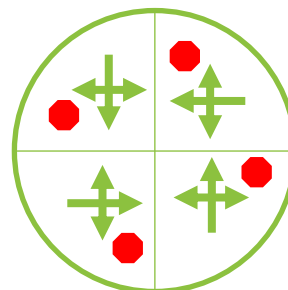
⁴ Ontario Ministry of Transportation, 1994. *Geometric Design Standards for Ontario Highways*. Downsview, Queen's Printer for Ontario

⁵ Ontario Ministry of Transportation, 2012. *Ontario Traffic Manual Book 12 – Traffic Signals*. Queen's Printer for Ontario.

Healey Road and Simpson Road

The intersection of Healy Road and Simpson Road is an all-way stop-controlled four-legged intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound shared left turn/through/right turn lane;
- ▶ Westbound shared left turn/through/right turn lane;
- ▶ Northbound shared left turn/through/right turn lane; and
- ▶ Southbound shared left turn/through/right turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.17** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizons. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.17: HEALEY ROAD AND SIMPSON ROAD TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach															
					Eastbound				Westbound				Northbound				Southbound			
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach
PM Peak Hour	Healey Road & Simpson Road	2016	AWSC	LOS Delay V/C Q	<	E 47 0.88	>	F 47	<	E 39 0.82	>	F 39	<	E 43 0.85	>	F 43	<	D 26 0.65	>	D 26
PM Peak Hour	Healey Road & Simpson Road	2021	AWSC	LOS Delay V/C Q	<	F 118 1.14	>	F 118	<	F 87 1.04	>	F 87	<	F 98 1.07	>	F 98	<	E 44 0.82	>	E 44
PM Peak Hour	Healey Road & Simpson Road	2031	AWSC	LOS Delay V/C Q	<	F 282 1.54	>	F 282	<	F 228 1.42	>	F 228	<	F 248 1.46	>	F 248	<	F 94 1.06	>	F 94

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

< - Shared Through/Left Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical, however three approaches operate at a LOS E and v/c ratio above 0.80.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ The eastbound approach is forecast to operate with high levels of delay (LOS F) and a v/c ratio of 1.14;
- ▶ The westbound approach is forecast to operate with high levels of delay (LOS F) and a v/c ratio of 1.04;
- ▶ The northbound approach is forecast to operate with high levels of delay (LOS F) and a v/c ratio of 1.07; and
- ▶ The southbound movement is not forecast to be critical, but is forecast to operate at a LOS E.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ The eastbound approach is forecast to operate with high levels of delay (LOS F) and a v/c ratio of 1.54;
- ▶ The westbound approach is forecast to operate with high levels of delay (LOS F) and a v/c ratio of 1.42;
- ▶ The northbound approach is forecast to operate with high levels of delay (LOS F) and a v/c ratio of 1.46; and
- ▶ The southbound approach is forecast to operate with high levels of delay (LOS F) and a v/c ratio of 1.06.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

Collision History

The database provided by the Town comprised zero collisions for the period from January 1, 2010 to December 31, 2014 (inclusive).

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating at an overall acceptable level of service;

- ▶ Under 2021 future conditions, the eastbound, westbound and northbound approaches are forecast to operate with higher levels of delay, and volumes exceeding theoretical capacity;
- ▶ Under 2031 future conditions, all four approaches are forecast to operate with high levels of delay, and volumes exceeding theoretical capacity; and
- ▶ No collisions have occurred at the intersection for the time period reviewed.

Potential Improvements

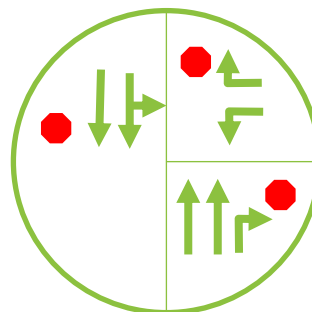
Potential improvements which could be considered for this intersection include:

- ▶ Install traffic signals at the intersection, which would be warranted based on 2016 volumes (Justification 1 and Justification 3);
- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2016 volumes (101 eastbound right turning vehicles in the peak hour) and 2031 forecast volumes (149 eastbound right turning vehicles in the peak hour);
- ▶ Install a dedicated westbound right turn lane, which would be warranted based on 2016 volumes (70 westbound right turning vehicles in the peak hour) and 2031 forecast volumes (103 westbound right turning vehicles in the peak hour);
- ▶ Install a dedicated southbound right turn lane, which would be warranted based on 2016 volumes (47 southbound right turning vehicles in the peak hour) and 2031 forecast volumes (69 southbound right turning vehicles in the peak hour);
- ▶ Install a dedicated northbound right turn lane, which would be warranted based on 2031 forecast volumes (53 northbound right turning vehicles in the peak hour);
- ▶ Install a dedicated northbound left turn lane, which would be warranted based on 2031 forecast volumes (25 m of storage);
- ▶ Install a dedicated southbound left turn lane, which would be warranted based on 2031 forecast volumes (15 m of storage);
- ▶ Install a dedicated eastbound left turn lane, which would be warranted based on 2031 forecast volumes (15 m of storage); and
- ▶ Install a dedicated westbound left turn lane, which would be warranted based on 2031 forecast volumes (15 m of storage).

Abbotside Way and Kennedy Road

The intersection of Abbotside Way and Kennedy Road is an all-way stop-controlled three-legged intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Westbound left turn lane;
- ▶ Westbound right turn lane;
- ▶ Two (2) northbound through lanes;
- ▶ Northbound right turn lane;
- ▶ Southbound through lane; and
- ▶ Southbound shared through/left turn lane.



A private driveway is present on the west leg of the intersection, leading to three residential dwelling units.

A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.18** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizons. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.18: ABBOTSIDE WAY AND KENNEDY ROAD TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach											
					Westbound				Northbound				Southbound			
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach
PM Peak Hour	Abbotside Way & Kennedy Road	2016	AWSC	LOS Delay V/C Q	B 11 0.24 -	-	A 8 0.00 -	B 11	-	B 10 0.37 -	A 6 0.17 -	A 9	C 17 0.62 -	A 7 0.00 -	-	C 17
PM Peak Hour	Abbotside Way & Kennedy Road	2021	AWSC	LOS Delay V/C Q	B 12 0.29 -	-	A 8 0.01 -	B 12	-	B 12 0.43 -	A 6 0.20 -	A 10	C 23 0.73 -	A 8 0.00 -	-	C 23
PM Peak Hour	Abbotside Way & Kennedy Road	2031	AWSC	LOS Delay V/C Q	B 15 0.40 -	-	A 9 0.01 -	B 15	-	C 17 0.60 -	A 6 0.25 -	B 14	F 70 1.02 -	A 8 0.00 -	-	F 70

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

< - Shared Through/Left Lane

It should be noted that due to several lanes limitation, to be able to model this intersection in Synchro the northbound right turn movement had to be modelled as a channelized right turn.

The difference between the modelled and actual configurations is not expected to have a significant impact on the operational analysis results.

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ No movements are forecast to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ The southbound left turn lane is forecast to operate with a v/c ratio of 1.02, and LOS F; and
- ▶ No other movements are forecast to be critical.

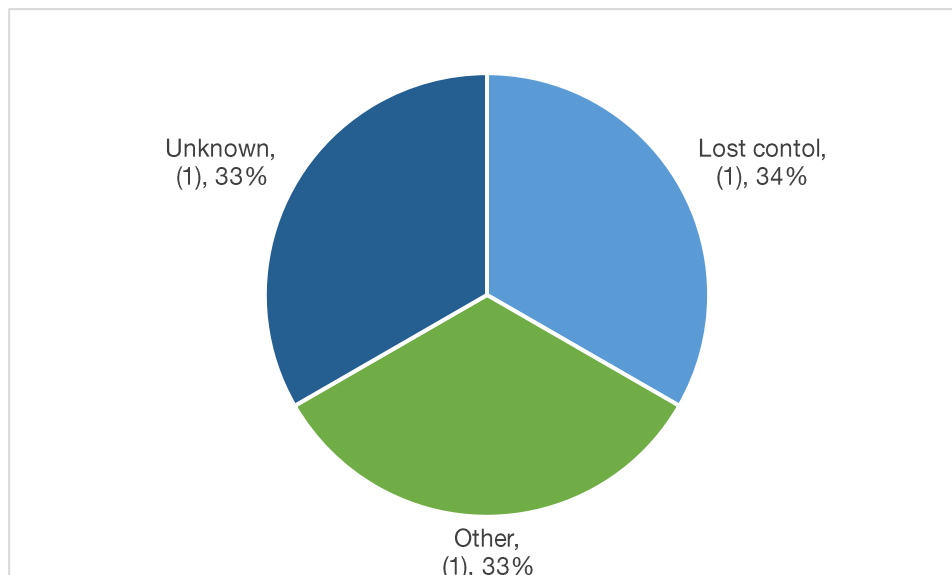
The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

Collision History

The database provided by the Town comprised three collisions for the period from January 1, 2010 to December 31, 2014 (inclusive). The following observations were noted for the collisions that occurred at the intersection:

- ▶ Most collisions resulted in personal damage only (2 or 67%). The other collision resulted in non-fatal injuries. No fatal injuries occurred at the intersection.
- ▶ The collisions generally occurred under clear conditions (3 or 100%), in the daylight (2 or 67%), and on a dry road surface (3 or 100%). One collision was noted to have occurred at night under artificial lighting conditions.
- ▶ Loss of control and other unidentified driver actions accounted for the three collisions at the intersection. **Figure C.7** summarizes the reported driver actions.

FIGURE C.7: REPORTED DRIVER ACTION



► Collision types and directions included:

- Westbound single motor vehicle collision (1);
- Northbound sideswipe (1); and
- Northbound rear-end (1).

Table C.19 shows the distribution by month of the year. All collisions occurred in the latter part of the year (September to November).

TABLE C.19: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	0	0	0	0	0	0	0	0	1	0	2	0

Table C.20 shows the distribution by year for the period from 2010 to 2014. The number of collisions peaked in 2014.

TABLE C.20: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	0	0	0	1	2

Based on the collision analysis, typical causes like winter conditions and impaired driving patterns do not appear to be contributing to the collisions being experienced at the intersection of Abbotside Way and Kennedy Road. Rather the collisions appear to be attributed to other factors, however trends in the collision data were not identified.

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating with acceptable levels of service, and no critical movements;
- ▶ Under 2021 future conditions, the intersection is forecast to continue operating with acceptable levels of service, and no critical movements;
- ▶ Under 2031 future conditions, the southbound left turn movement is forecast to operate with high levels of delay (LOS F), and v/c ratio of 1.02; and
- ▶ Minimal collision activity is present at the intersection, with driver error contributing to a large percentage of collisions.

Potential Improvements

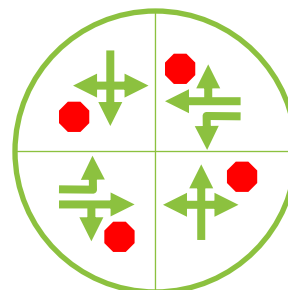
Potential improvements which could be considered for this intersection include:

- ▶ Install traffic control signals at the intersection, which would be warranted based on 2016 volumes (Justification 1 and Justification 3);
- ▶ Install a dedicated southbound left turn lane, which would be warranted based on 2031 forecast volumes (15 m of storage); and
- ▶ Evaluate the benefits of installing a roundabout.

Nixon Road and McEwan Drive

The intersection of Nixon Road and McEwan Drive is a four-legged, all-way stop-controlled intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Northbound shared left turn/through/right turn lane;
- ▶ Southbound shared left turn/through/right turn lane;
- ▶ Eastbound shared through/right turn lane;
- ▶ Eastbound left turn lane;
- ▶ Westbound shared through/right turn lane; and
- ▶ Westbound left turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.25** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizons. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.25: NIXON ROAD AND MCEWAN DRIVE TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach															
					Eastbound				Westbound				Northbound				Southbound			
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach
PM Peak Hour	Nixon Road & McEwan Drive	2016	AWSC	LOS Delay V/C Q	A 9 0.02	B 13 0.51	> > >	B 13	A 8 0.06	B 12 0.46	> > >	B 12	< < <	B 11 0.23	> > >	B 11	< < <	A 10 0.07	> > >	A 10
PM Peak Hour	Nixon Road & McEwan Drive	2021	AWSC	LOS Delay V/C Q	A 9 0.03	C 16 0.60	> > >	C 16	A 9 0.07	B 15 0.54	> > >	B 14	< < <	B 11 0.27	> > >	B 11	< < <	B 10 0.08	> > >	B 10
PM Peak Hour	Nixon Road & McEwan Drive	2031	AWSC	LOS Delay V/C Q	A 10 0.04	E 37 0.87	> > >	E 36	A 10 0.10	D 28 0.77	> > >	D 26	< < <	B 14 0.40	> > >	B 14	< < <	B 12 0.13	> > >	B 12

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

< - Shared Through/Left Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ No movements are forecast to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ No movements are forecast to be critical. However, the eastbound movement are forecast to operate at a LOS E.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

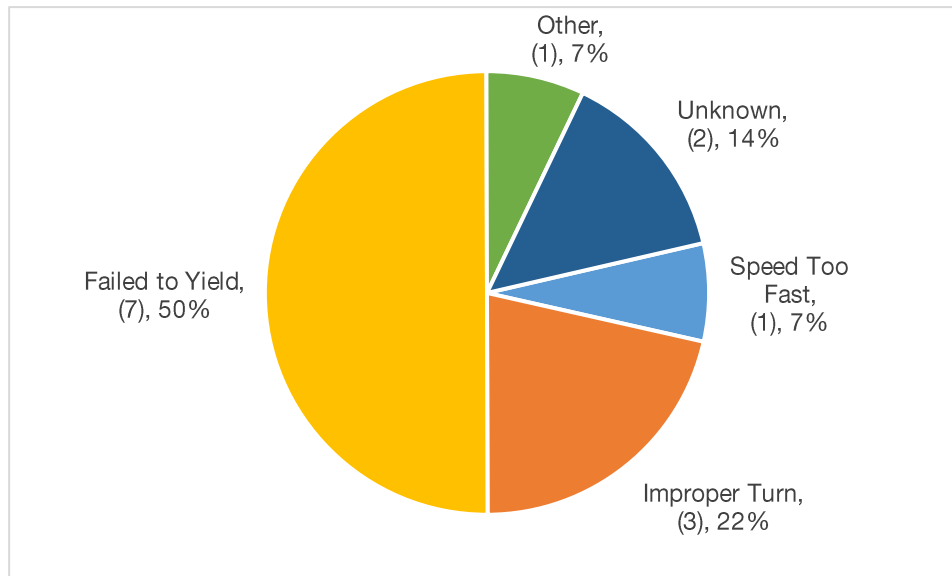
Collision History

The database provided by the Town comprised 14 collisions for the period from January 1, 2010 to December 31, 2014 (inclusive). The PSI Index was calculated to be positive (2.457) for this intersection, indicating that there were more observed collisions than predicted by the Peel Region model.

The following observations were noted for the collisions that occurred at the intersection:

- ▶ Most collisions (10 or 71%) resulted in property damage only. No fatal collisions occurred at the intersection. The remaining four collisions involved non-fatal injuries.
- ▶ The collisions generally occurred under clear conditions (11 or 79%), in the daylight (10 or 71%), and on a dry road surface (10 or 71%).
- ▶ Failure to yield the right-of-way (7 or 50%) was the most common driver action recorded as shown in **Figure C.9**. Improper turns (3 or 22%) was another notable driver action. Five drivers were also qualified as non-attentive, while other drivers were reported as normal, or unidentified.

FIGURE C.9: REPORTED DRIVER ACTION



- ▶ Collision types and directions included:
- ▶ Eastbound through with southbound through (4);
- ▶ Eastbound through with northbound through (2)
- ▶ Westbound through with northbound through (2);
- ▶ Westbound through with southbound through (2);
- ▶ Northbound through and southbound through (1);
- ▶ Westbound sideswipe (2); and
- ▶ Northbound rear-end (1).

Table C.26 shows the distribution by month of the year. The majority of the collisions occurred in the autumn months (September to December).

TABLE C.26: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	0	1	0	0	0	1	2	1	2	3	3	1

Table C.27 shows the distribution by year for the period from 2010 to 2014. The number of collisions peaked in 2010.

TABLE C.27: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	5	1	1	4	3

Based on the collision analysis, several collisions appear to be attributed to driver's failing to yield the right-of-way. The majority of the collisions were noted to be angle collisions between vehicles from all four approaches. Typical causes like winter conditions may also be contributing to some of the collisions at the intersection of Nixon Road and McEwan Drive. Wet and loose snow surface conditions were noted in some of the collisions.

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating with acceptable levels of service, and no critical movements;
- ▶ Under 2021 future conditions, the intersection is forecast to continue operating with acceptable levels of service, and no critical movements;
- ▶ Under 2031 future conditions, the intersection is forecast to continue operating with acceptable levels of service, and no critical movements. However, the eastbound movements are forecast to operate at a LOS E;
- ▶ Driver error appears to be contributing to a large percentage of the collisions at the intersection; and
- ▶ Based on Google Streetview imagery, it appears that the intersection operations changed from a two-way stop control (north/south approaches controlled) to an all-way stop-control at some point between 2014 and 2016.

Potential Improvements

Potential improvements which could be considered for this intersection include:

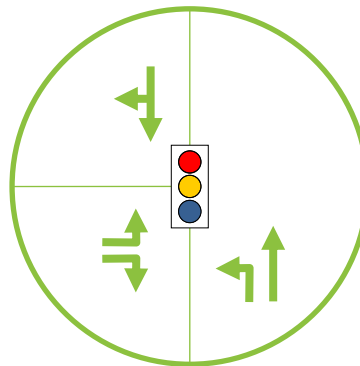
- ▶ Install a single solid yellow directional dividing line on the approach to the intersection for the north and south legs;

- ▶ Install a dedicated northbound right turn lane, which would be warranted based on 2016 volume (68 northbound right turning vehicles in the peak hour) and 2031 forecast volumes (100 northbound right turning vehicles in the peak hour);
- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2031 forecast volumes (50 eastbound right turning vehicles in the peak hour);
- ▶ Install a dedicated eastbound left turn lane, which would be warranted based on 2031 forecast volumes (15 m of storage); and
- ▶ Install traffic signals at the intersection, which would be warranted based on 2031 forecast volumes (Justification 3).

Albion Vaughan Road and Queensgate Boulevard

The intersection of Albion Vaughan Road and Queensgate Boulevard is a signalized three-legged intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound left turn lane;
- ▶ Eastbound right turn lane;
- ▶ Northbound left turn lane;
- ▶ Northbound through lane; and
- ▶ Southbound shared through/right turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.1** provides a summary of the results of the analysis for the PM peak hour in 2016, and for the 2021 and 2031 horizons. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.1: ALBION VAUGHAN ROAD AND QUEENSGATE BOULEVARD TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach												
					Eastbound				Northbound				Southbound				Overall
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
PM Peak Hour	Albion Vaughan Road & Queensgate Boulevard	2016	TCS	LOS Delay V/C Q Ex Avail.	E 69 0.94 130 - -	-	C 31 0.04 11 -	E 63	B 11 0.38 20 25 5	C 26 0.77 - -	-	C 23	-	C 23 0.68 - -	> > > > >	C 23	C 32 0.75
PM Peak Hour	Albion Vaughan Road & Queensgate Boulevard	2021	TCS	LOS Delay V/C Q Ex Avail.	F 93 1.03 155 - -	-	C 31 0.05 12 -	F 83	B 13 0.51 23 25 2	C 26 0.89 - -	-	C 31	-	C 29 0.79 - -	> > > > >	C 29	D 42 0.86
PM Peak Hour	Albion Vaughan Road & Queensgate Boulevard	2031	TCS	LOS Delay V/C Q Ex Avail.	F 212 1.35 214 - -	-	C 32 0.08 15 -	F 183	F 95 1.03 90 25 -65	F 110 1.16 - -	-	F 107	-	E 67 1.04 - -	> > > > >	E 67	F 112 1.16

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

Ex. - Existing Available Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ The eastbound left turn movement is forecast to operate with a v/c ratio of 1.03, and LOS F; and
- ▶ No other movements are considered to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ The eastbound left turn movement is forecast to operate with a v/c ratio of 1.35, and LOS F;
- ▶ The northbound left turn movement is forecast to operate with a v/c ratio of 1.03, and LOS F;
- ▶ The northbound through movement is forecast to operate with a v/c ratio of 1.16, and LOS F, as well as exceeding available lane storage by approximately 65 meters;
- ▶ The southbound shared through/right turn movement is forecast to operate with a v/c ratio of 1.04, and LOS F; and
- ▶ The intersection overall is forecast to operate with a v/c ratio of 1.16, and LOS F.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

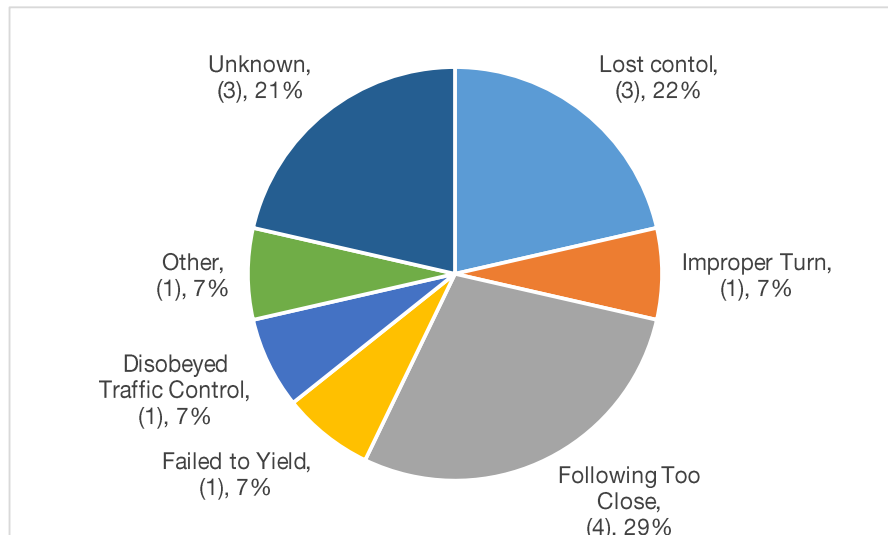
Collision History

The database provided by the Town comprised 14 collisions at the intersection for the period from January 1, 2010 to December 31, 2014 (inclusive). The PSI Index was calculated to be positive (0.325) for this intersection, indicating that there were more observed collisions than predicted by the Peel Region model.

The following observations were noted for the collisions that occurred at the intersection:

- ▶ Most collisions (10 or 71%) resulted in property damage only (PDO). No fatal collisions occurred at the intersection. (The remaining four collisions were either non-reportable (3), or unknown (1)).
- ▶ The collisions generally occurred under clear conditions (13 or 93%), in the daylight (13 or 93%), and on a dry surface (12 or 86%). Two collisions were reported with ice surface road conditions.
- ▶ Following too close (4 or 29%) were the most common driver action recorded as shown in **Figure C.2**. Lost control (3 or 22%) and Unknown (3 or 21%) were other notable actions. Six (6) drivers were also qualified as non-attentive, while other drivers were reported as normal or unidentified.

FIGURE C.2: REPORTED DRIVER ACTION



- ▶ Collision types and directions included:
 - Eastbound rear-end (6);
 - Southbound rear-end (5);
 - Northbound left turning movement with southbound through (1);
 - Southbound through with eastbound turning movement (1); and
 - Eastbound vehicle loss of control (1).

Table C.2 shows the collision distribution by month of the year. A majority of collisions occurred during the winter months (December to March).

TABLE C.2: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	2	2	1	0	0	1	2	1	0	0	0	5

Table C.3 shows the collision distribution by year for the period 2010 to 2014. The number of collisions peaked in 2014.

TABLE C.3: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	1	3	2	2	6

Based on the collision analysis, typical causes like winter conditions and impaired driving patterns do not appear to be contributing to the collisions being experienced at the intersection of Albion Vaughan Road and Queensgate Road. Rather, the collisions appear to be attributed to drivers following too closely, or losing control. A majority of collisions appear to be southbound or eastbound rear-end.

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating at an overall acceptable level of service during the PM peak hour;
- ▶ Under 2021 future conditions, the intersection is expected to operate with high overall levels of delay in the PM peak hour, with the eastbound left turn volume exceeding the theoretical capacity;
- ▶ Under 2031 future conditions, the intersection is expected to operate with very high overall levels of delay in the PM peak hour with all movements other than the eastbound right turn experiencing volumes exceeding theoretical capacity;
- ▶ There appear to be safety concerns related to southbound and eastbound vehicles being involved in rear-end collisions; and

- ▶ Driver error appears to be contributing to a large percentage of the collisions at the intersection.

Potential Improvements

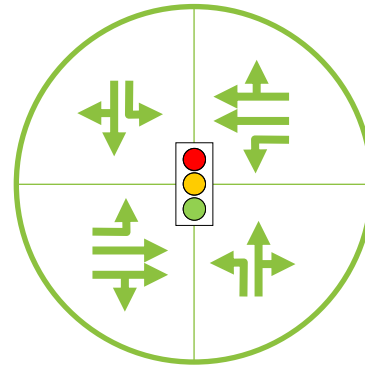
Potential improvements which could be considered for this intersection include:

- ▶ Install a dedicated southbound right turn lane, which would be warranted based on 2016 volumes (193 southbound right turning vehicles in the peak hour);
- ▶ Improve the geometry of the intersection by removing the horizontal curve just west of the intersection to improve the visibility of the intersection and traffic signals for eastbound vehicles; and
- ▶ Install a "Traffic Signals Ahead" warning sign to warn eastbound drivers approaching the intersection.

Queensgate Boulevard and Landsbridge Street

The intersection of Queensgate Boulevard and Landsbridge Street is a signalized four-legged intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound left turn lane;
- ▶ Eastbound shared through/right turn lane;
- ▶ Westbound left turn lane;
- ▶ Westbound shared through/right turn lane;
- ▶ Northbound left turn lane;
- ▶ Northbound shared through/right turn lane;
- ▶ Southbound left turn lane; and
- ▶ Southbound shared through/right turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.4** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizon. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.4: QUEENSGATE BOULEVARD AND LANDSBRIDGE STREET TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach																	Overall
					Eastbound				Westbound				Northbound				Southbound					
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach		
PM Peak Hour	Queensgate Boulevard & Landsbridge Street	2016	TCS	LOS Delay V/C Q Ex Avail.	A 5 0.13 18 20 2	A 5 0.24 32 - -	> > > > > >	A 5	A 5 0.05 6 45 39	A 5 0.08 12 - -	> > > > > >	A 5	C 32 0.42 24 25 1	C 30 0.21 19 - -	> > > > > >	C 31	C 30 0.25 17 25 8	C 31 0.39 30 - -	> > > > > >	C 31	B 13 0.27	
PM Peak Hour	Queensgate Boulevard & Landsbridge Street	2021	TCS	LOS Delay V/C Q Ex Avail.	A 6 0.16 20 20 0	A 6 0.27 38 - -	> > > > > >	A 6	A 5 0.07 7 45 38	A 5 0.10 13 - -	> > > > > >	A 5	C 32 0.47 27 25 -2	C 29 0.24 21 - -	> > > > > >	C 31	C 30 0.28 19 25 6	C 31 0.44 34 - -	> > > > > >	C 31	B 13 0.31	
MPM Peak Hour	Queensgate Boulevard & Landsbridge Street	2031	TCS	LOS Delay V/C Q Ex Avail.	A 7 0.23 26 20 -6	A 7 0.37 54 - -	> > > > > >	A 7	A 6 0.11 9 45 36	A 6 0.13 17 - -	> > > > > >	A 6	D 36 0.62 36 25 -11	C 28 0.28 26 - -	> > > > > >	C 32	C 29 0.32 23 25 2	C 31 0.54 46 - -	> > > > > >	C 30	B 14 0.43	

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

Ex. - Existing Available Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ The northbound left turn lane is forecast to experience queues exceeding available lane storage; and
- ▶ No other movements are forecast to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ The eastbound left turn lane is forecast to experience queues exceeding available lane storage;
- ▶ The northbound left turn lane is forecast to experience queues exceeding available lane storage; and
- ▶ No movements are considered to be critical.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

Collision History

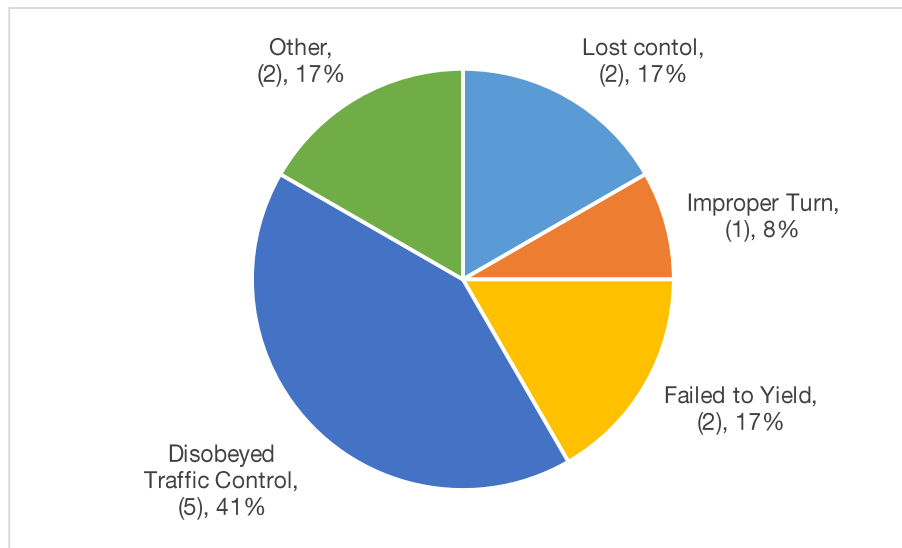
The database provided by the Town comprised 12 collisions at the intersection for the period from January 1, 2010, to December 31, 2014 (inclusive). The PSI was calculated to be positive (2.093) indicating that there were more observed collisions than predicted by the Peel Region model.

The following observations were noted for the collisions that occurred at the intersection:

- ▶ Most collisions (6 or 50%) resulted in non-fatal injuries. No fatal collisions occurred at the intersection. The remaining 6 collisions were property damage only (PDO).

- ▶ The collisions generally occurred under clear conditions (8 or 67%), in the daylight (10 or 83%), and on a dry surface (6 or 50%).
- ▶ Disobeying traffic control (5 or 41%) was the most common driver action recorded as shown in **Figure C.3**. Failure to yield (2 or 17%), Lost Control (2 or 17%) and Other (2 or 17%) were other notable actions. Five (5) drivers were also qualified as non-attentive, while other drivers were reported as normal or unidentified.

FIGURE C.3: REPORTED DRIVER ACTION



- ▶ Collision types and directions included:
- ▶ Eastbound vehicle and pedestrian (1);
- ▶ Westbound through and southbound through (3);
- ▶ Northbound through and eastbound through (2);
- ▶ Westbound through and northbound through (1);
- ▶ Eastbound through and southbound through (1);
- ▶ Eastbound rear end (1);
- ▶ Southbound rear end (1);
- ▶ Westbound left turning movement with eastbound through (1); and
- ▶ Eastbound left turn movement and westbound through (1).

Table C.5 shows the distribution by month of the year. Half of the collisions occurred during the autumn months (September to December).

TABLE C.5: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	0	1	0	0	2	3	0	0	1	2	1	2

Table C.6 shows the distribution by year for the period from 2010 to 2014. The number of collisions peaked in 2011.

TABLE C.6: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	3	4	2	2	1

Based on the collision analysis, typical causes like winter conditions and impaired driving patterns do not appear to be contributing to the collisions being experienced at the intersection of Queensgate Boulevard and Landsbridge Street. Rather the collisions appear to be attributed to drivers disobeying the traffic control, or failing to yield the right-of-way. No trend or pattern in the collisions was established.

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating at an overall acceptable level of service during the PM peak hour;
- ▶ Under 2021 future conditions, the intersection is forecast to operate at an overall acceptable level of service, however the northbound left turn lane is forecast to experience queues beyond existing lane storage;
- ▶ Under 2031 future conditions, the intersection is forecast to operate at an overall acceptable level of service, however the eastbound and northbound left turn lanes are forecast to experience queues beyond existing lane storage; and
- ▶ Driver error appears to be contributing to a large percentage of the collisions at the intersection.

Potential Improvements

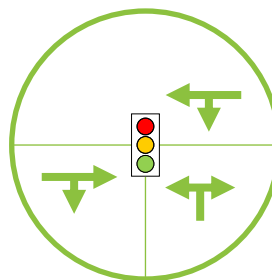
Potential improvements which could be considered for this intersection include:

- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2016 volumes (168 eastbound right turning vehicles in the peak hour);
- ▶ Install a dedicated westbound right turn lane, which would be warranted based on 2016 volumes (51 westbound right turning vehicles in the peak hour);
- ▶ Install a dedicated southbound right turn lane, which would be warranted based on 2016 volumes (70 southbound right turning vehicles in the peak hour);
- ▶ Install a “Traffic Signals Ahead” warning sign to warn westbound drivers approaching the intersection;
- ▶ Implement protected left-turn phases for eastbound and northbound left turn movements; and
- ▶ Observe traffic conditions at the intersection, and assess benefits of installing a red-light camera if drivers crossing the intersection on the amber or red light seem to contribute to angle collisions.

Columbia Way and Kingsview Drive

The intersection of Columbia Way and Kingsview Drive is a signalized three-legged intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound shared through/right turn lane;
- ▶ Westbound shared through/left turn lane;
- ▶ Northbound shared left turn/right turn lane;



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.7** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizon. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.7: COLUMBIA WAY AND KINGSVIEW DRIVE TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach												
					Eastbound				Westbound				Northbound				Overall
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
PM Peak Hour	Columbia Way & Kingsview Drive	2016	TCS	LOS Delay V/C Q Ex Avail.		B 13 0.34 41 - -	> > > > >	B 13	< < < < <	B 13 0.32 36 - -		B 13	B 18 0.10 13 - -		B 18 0.10 13 - -	B 18	B 13 0.24
PM Peak Hour	Columbia Way & Kingsview Drive	2021	TCS	LOS Delay V/C Q Ex Avail.		B 13 0.39 48 - -	> > > > >	B 13	< < < < <	B 13 0.37 42 - -		B 13	B 18 0.12 14 - -		B 18 0.12 14 - -	B 18	B 14 0.28
PM Peak Hour	Columbia Way & Kingsview Drive	2031	TCS	LOS Delay V/C Q Ex Avail.		B 14 0.45 58 - -	> > > > >	B 14	< < < < <	B 14 0.44 51 - -		B 14	B 18 0.13 16 - -		B 18 0.13 16 - -	B 18	B 15 0.32

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

Ex. - Existing Available Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

< - Shared Through/Left Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

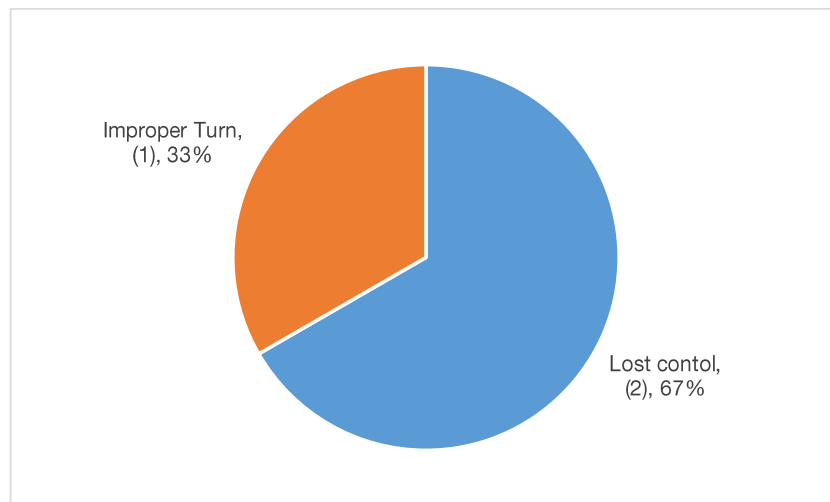
- ▶ No movements are considered to be critical.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

Collision History

The database provided by the Town comprised three collisions at the intersection for the period from January 1, 2010 to December 31, 2014 (inclusive). The following observations were noted for the collisions that occurred at the intersection:

- ▶ All collisions (3 or 100%) resulted in property damage only. No fatal or non-fatal injuries occurred at the intersection.
- ▶ The collisions generally occurred under clear conditions (2 or 67%), and in the daylight (3 or 100%). Road surface conditions were noted to be dry, (1 or 33%), wet (1 or 33%), or ice (1 or 33%).
- ▶ Loss of control (2 or 67%) was the most common driver action recorded as shown in **Figure C.4**. Improper turning accounted for the other collision. One driver was qualified as non-attentive, while other drivers were reported as normal.

FIGURE C.4: REPORTED DRIVER ACTION


► Repeated patterns in the collision types and directions included:

- Westbound rear end (1);
- Northbound rear end (1); and
- Westbound left turning movement with eastbound through movement (1).

Table C.8 shows the distribution by month of the year. All three collisions occurred during the winter months (January to March).

TABLE C.8: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	1	1	1	0	0	0	0	0	0	0	0	0

Table C.9 shows the distribution by year for the period from 2010 to 2014. The number of collisions was highest in 2011.

TABLE C.9: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	0	3	0	0	0

Based on the collision analysis, winter conditions may be contributing to the collisions being experienced at the intersection of Columbia Way and Kingsview Drive. No other trends were identified from the analysis.

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating at an overall acceptable level of service with no critical movements;
- ▶ Under 2021 future conditions, the intersection is forecast to operate at an overall acceptable level of service, with no critical movements;
- ▶ Under 2031 future conditions, the intersection is forecast to operate at an overall acceptable level of service, with no critical movements; and
- ▶ Winter driving conditions and driver error appears to be contributing to a large percentage of the collisions at the intersection.

Potential Improvements

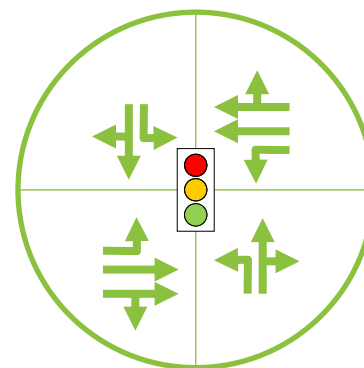
Potential improvements which could be considered for this intersection include:

- ▶ Install a dedicated northbound right turn lane, which would be warranted based on 2016 volumes (70 right turning vehicles in the peak hour) and 2031 forecast volumes (103 right turning vehicles in the peak hour);
- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2031 forecast volumes (50 right turning vehicles in the peak hour); and
- ▶ Install a dedicated westbound left turn lane, which would be warranted based on 2031 forecast volumes (25 m of storage).

McEwan Drive and Canadian Tire/Walmart Driveway

The intersection of McEwan Drive and Canadian Tire/Walmart Driveway is a signalized four-legged intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound left turn lane;
- ▶ Eastbound through lane;
- ▶ Eastbound shared through/right turn lane;
- ▶ Westbound left turn lane;
- ▶ Westbound through lane;
- ▶ Westbound shared through/right turn lane;
- ▶ Northbound left turn lane;
- ▶ Northbound shared through/right turn lane;
- ▶ Southbound left turn lane; and
- ▶ Southbound shared through/right turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.10** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizon. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.10: MCEWAN DRIVE AND CANADIAN TIRE/WALMART DRIVEWAY TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach																
					Eastbound				Westbound				Northbound				Southbound				Overall
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
PM Peak Hour	McEwan Drive & Canadian Tire/Walmart Driveway	2016	TCS	LOS Delay V/C Q Ex Avail.	A 6 0.27 27 25 -2	A 5 0.11 14 - -	> > > > > >	A 5	A 4 0.01 2 30 28	A 5 0.16 19 - -	> > > > > >	A 5	C 26 0.21 12 15 3	C 25 0.08 8 - -	> > > > > >	C 25	C 25 0.14 10 20 10	C 25 0.15 15 - -	> > > > > >	C 25	B 10 0.26
PM Peak Hour	McEwan Drive & Canadian Tire/Walmart Driveway	2021	TCS	LOS Delay V/C Q Ex Avail.	A 7 0.32 32 25 -7	A 5 0.13 16 - -	> > > > > >	A 6	A 4 0.01 2 30 28	A 5 0.18 21 - -	> > > > > >	A 5	C 26 0.24 13 15 2	C 25 0.08 9 - -	> > > > > >	C 25	C 25 0.16 11 20 9	C 25 0.17 16 - -	> > > > > >	C 25	B 10 0.31
PM Peak Hour	McEwan Drive & Canadian Tire/Walmart Driveway	2031	TCS	LOS Delay V/C Q Ex Avail.	A 9 0.48 48 25 -25	A 5 0.17 21 - -	> > > > > >	A 7	A 5 0.01 2 30 28	A 6 0.24 28 - -	> > > > > >	A 6	C 26 0.36 17 15 -2	C 24 0.10 11 - -	> > > > > >	C 25	C 25 0.20 13 20 7	C 25 0.21 18 - -	> > > > > >	C 25	B 11 0.45

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

Ex. - Existing Available Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ The eastbound left turn movement is currently experiencing queues exceeding the available lane storage; and
- ▶ No other movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ The eastbound left turn movement is forecast to experience queues exceeding the available lane storage; and
- ▶ No other movements are forecast to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ The eastbound left turn movement is forecast to experience queues exceeding the available lane storage;
- ▶ The northbound left turn movement is forecast to experience queues exceeding the available lane storage; and
- ▶ No other movements are forecast to be critical.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

Collision History

The database provided by the Town comprised zero collisions for the period from January 1, 2010 to December 31, 2014 (inclusive).

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating at an overall acceptable level of service; however, the eastbound left turn movement is experiencing queues exceeding the available lane storage;
- ▶ Under 2021 future conditions, the intersection is forecast to operate at an overall acceptable level of service; however, the eastbound left turn lane is forecast to experience queues exceeding the available lane storage;
- ▶ Under 2031 future conditions, the intersection is forecast to operate at an overall acceptable level of service; however, the eastbound and northbound left turn lanes are forecast to experience queues exceeding available lane storage; and
- ▶ No collisions have occurred at the intersection for the time period reviewed.

Potential Improvements

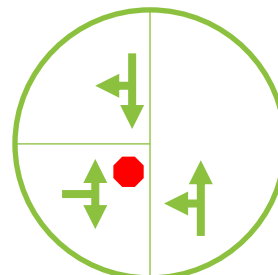
Potential improvements which could be considered for this intersection include:

- ▶ Install a dedicated southbound right turn lane, which would be warranted based on 2016 volumes (126 southbound right turning vehicles in the peak hour) and 2031 forecast volumes (186 southbound right turning vehicles in the peak hour);
- ▶ Install a dedicated westbound right turn lane, which would be warranted based on 2031 forecast volumes (52 westbound right turning vehicles in the peak hour);
- ▶ Analyze possible modifications to the traffic signal timings to help reduce the eastbound left turn queue length;
- ▶ Explore possibilities to extend the eastbound left-turn lane length to provide additional storage area, given the restrictions imposed by the current lane configuration just west of the intersection;
- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2031 forecast volumes;
- ▶ Analyze possible modifications to the traffic signal timings to help reduce the future (2031) northbound left turn queue length; and
- ▶ Extend the northbound left turn lane length to provide additional storage area.

Albion Vaughan Road and Commercial Road

The intersection of Albion Vaughan Road and Commercial Road is a three-legged intersection, with Commercial Road being stop-controlled. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound shared left turn/right turn lane;
- ▶ Northbound shared through/left turn lane;
- ▶ Southbound shared through/right turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.11** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizons. The analysis also includes 95th percentile queue lengths for each movement and the available left turn storage, where applicable.

TABLE C.11: ALBION VAUGHAN ROAD AND COMMERCIAL ROAD TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach											
					Eastbound				Northbound				Southbound			
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach
PM Peak Hour	Albion Vaughan Road & Commercial Road	2016	TWSC	LOS Delay V/C Q Ex Avail.	F 64 0.76 42 - -	-	F 64 0.76 42 - -	F 64	< < < < < <	A 1 0.04 1 - -	-	A 1	-	A 0 0.27 0 - -	> > > > > >	A 0
PM Peak Hour	Albion Vaughan Road & Commercial Road	2021	TWSC	LOS Delay V/C Q Ex Avail.	F 163 1.11 75 - -	-	F 163 1.11 75 - -	F 163	< < < < < <	A 1 0.05 1 - -	-	A 1	-	A 0 0.31 0 - -	> > > > > >	A 0
PM Peak Hour	Albion Vaughan Road & Commercial Road	2031	TWSC	LOS Delay V/C Q Ex Avail.	F 877 2.70 176 - -	-	F 877 2.70 176 - -	F 877	< < < < < <	A 3 0.07 3 - -	-	A 3	-	A 0 0.41 0 - -	> > > > > >	A 0

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

Ex. - Existing Available Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

< - Shared Through/Left Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical; and
- ▶ The eastbound left turn/right turn movement, although not critical, operates at a LOS F.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ The eastbound left turn/right turn movement is forecast to operate with a v/c ratio of 1.11, and LOS F; and
- ▶ No other movements are forecast to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ The eastbound left turn/right turn movement is forecast to operate with a theoretical v/c ratio of 2.70, and LOS F; and
- ▶ No other movements are forecast to be critical.

It should be noted that a theoretical v/c ratio of 2.70 is not practically feasible, but it indicates that the intersection is expected to have operational issues in the 2031 horizon.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

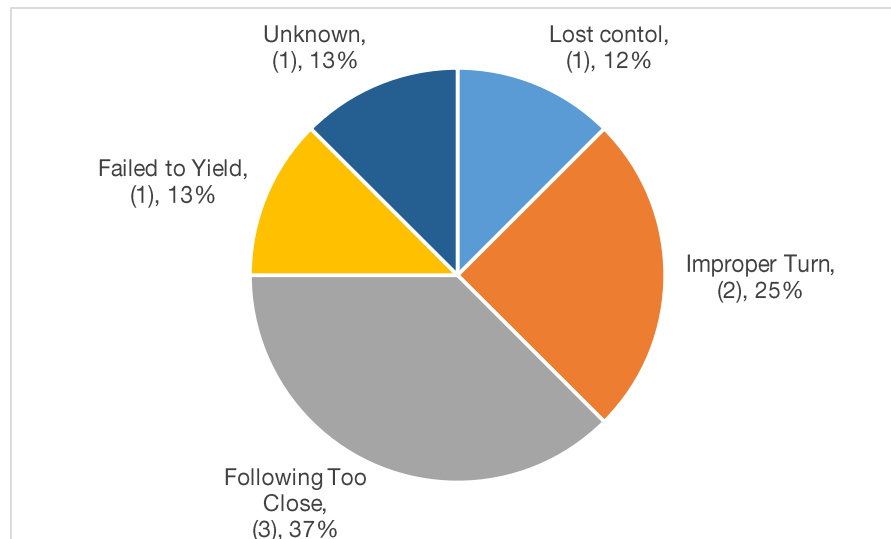
Collision History

The database provided by the Town comprised eight collisions for the period from January 1, 2010 to December 31, 2014 (inclusive). The PSI was calculated to be positive (2.091) indicating that there were more observed collisions than predicted by the Peel Region model.

The following observations were noted for the collisions that occurred at the intersection:

- ▶ The collisions resulted in property damage only (4 or 50%) or non-fatal injuries (4 or 50%). No fatal injuries occurred at the intersection.

- ▶ The collisions generally occurred under clear conditions (7 or 88%), in the daylight (6 or 75%), and on a dry surface (6 or 75%). One collision was reported with a road surface of packed snow.
- ▶ Following too close (3 or 37%) was the most common driver action recorded as shown in **Figure C.5**. Improper turn (2 or 25%) was another notable action. Three (3) drivers were also qualified as non-attentive, while other drivers were reported as normal.

FIGURE C.5: REPORTED DRIVER ACTION


- ▶ Repeated patterns in the collision types and directions included:
 - Eastbound rear end (3);
 - Northbound rear end (2); and
 - Southbound through with eastbound turning movements (3).

Table C.12 shows the distribution by month of the year. The collisions occurred during either the summer months (April to August), or late fall (November and December).

TABLE C.12: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	0	0	0	1	1	1	0	1	0	0	2	2

Table C.13 shows the distribution by year for the period from 2010 to 2014. The number of collisions peaked in 2014.

TABLE C.13: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	2	0	1	2	3

Based on the collision analysis, typical causes like winter conditions and impaired driving patterns do not appear to be contributing to the collisions being experienced at the intersection of Albion Vaughan Road and Commercial Road. Rather the collisions appear to be attributed to drivers following too close, or completing improper turns, resulting in a majority of rear end and angle collisions.

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating at an overall acceptable level of service; however, the eastbound approach is experiencing high levels of delay;
- ▶ Under 2021 future conditions, the eastbound approach is forecast to operate with high levels of delay, and a v/c ratio of 1.11;
- ▶ Under 2031 future conditions, the eastbound approach is forecast to operate with high levels of delay, and a v/c ratio of 2.70; and
- ▶ Driver error appears to be contributing to a large percentage of collisions at the intersection.

Potential Improvements

Potential improvements which could be considered for this intersection include:

- ▶ Install a dedicated southbound right turn lane, which would be warranted based on 2016 volumes (132 southbound right turning vehicles in the peak hour) and 2031 forecast volumes (195 southbound right turning vehicles in the peak hour);
- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2031 forecast volumes (43 eastbound right turning vehicles in the peak hour);

- ▶ Install a dedicated northbound left turn lane, which would be warranted based on both 2016 volumes (15 m of storage) and 2031 forecast volumes (greater than 25 m of storage);
- ▶ Install an “Intersection (controlled)” warning sign on the northbound and southbound approaches; and
- ▶ Improve the geometry of the intersection by realigning Commercial Road to meet Albion Vaughan Road at or near to a 90° angle.

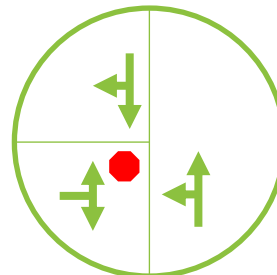
Traffic signals are not expected to be warranted at this intersection, based on the 2031 forecast volumes, according to Justifications 1, 2 and 3 of the OTM Book 12 – Traffic Signals⁶.

⁶ Ontario Ministry of Transportation, 2012. *Ontario Traffic Manual Book 12 – Traffic Signals*. Queen's Printer for Ontario.

Industrial Road and Albion Vaughan Road

The intersection of Industrial Road and Albion Vaughan Road is a three-legged intersection, with Commercial Road being stop-controlled. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound shared left turn/right turn lane;
- ▶ Northbound shared through/left turn lane;
- ▶ Southbound shared through/right turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.14** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizons. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.14: ALBION VAUGHAN ROAD AND INDUSTRIAL ROAD TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach												
					Eastbound				Northbound				Southbound				Overall
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
PM Peak Hour	Albion Vaughan Road & Industrial Road	2016	TWSC	LOS Delay V/C Q Ex Avail.	C 24 0.41 15 - -		C 24 0.41 15 - -	C 24	< < < < <	A 1 0.03 1 -		A 1		A 0 0.18 0 -	> > > > >	A 0	
PM Peak Hour	Albion Vaughan Road & Industrial Road	2021	TWSC	LOS Delay V/C Q Ex Avail.	E 37 0.57 26 - -		E 37 0.57 26 - -	E 37	< < < < <	A 1 0.04 1 -		A 1		A 0 0.20 0 -	> > > > >	A 0	
PM Peak Hour	Albion Vaughan Road & Industrial Road	2031	TWSC	LOS Delay V/C Q Ex Avail.	F 209 1.24 87 - -		F 209 1.24 87 - -	F 209	< < < < <	A 2 0.06 1 -		A 2		A 0 0.26 0 -	> > > > >	A 0	

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

Ex. - Existing Available Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

< - Shared Through/Left Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ No movements are forecast to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ The eastbound left turn/right turn movement is forecast to operate with a theoretical v/c ratio of 1.24, and LOS F; and
- ▶ No other movements are forecast to be critical.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

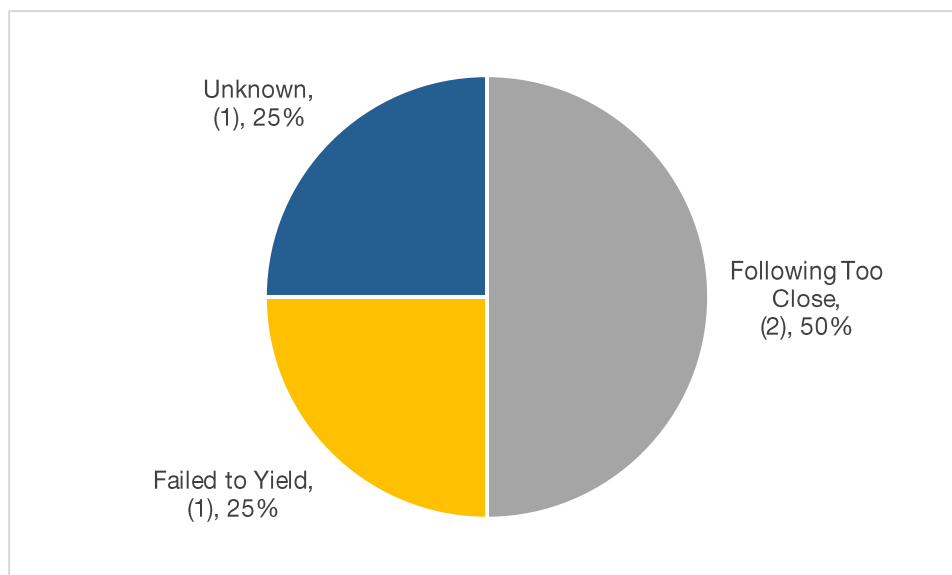
Collision History

The database provided by the Town comprised four collisions for the period from January 1, 2010 to December 31, 2014 (inclusive). The PSI was calculated to be positive (0.158) indicating that there were more observed collisions than predicted by the Peel Region model.

The following observations were noted for the collisions that occurred at the intersection:

- ▶ All four collisions resulted in property damage only. No fatal or non-fatal injuries occurred at the intersection.
- ▶ The collisions occurred under clear conditions (4 or 100%), in the daylight (2 or 50%), or dusk (2 or 50%), and on a dry surface (3 of 75%). One collision was reported with packed snow road surface conditions.
- ▶ Following too close (2 or 50%) was the most common driver action recorded as shown in **Figure C.6**. Failure to yield the right of way was another notable driver action for one other collision. Three (3) drivers were also qualified as inattentive, while other drivers were reported as normal.

FIGURE C.6: REPORTED DRIVER ACTION



► Collisions types and directions included:

- Eastbound and southbound through (1);
- Southbound rear-end (1);
- Southbound single motor vehicle collision (1); and
- Southbound through and northbound through sideswipe (1).

Table C.15 shows the distribution by month of the year. All collisions occurred during the late fall or winter months (November to January).

TABLE C.15: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	2	0	0	0	0	0	0	0	0	0	2	0

Table C.16 shows the distribution by year for the period from 2010 to 2014. The number of collisions peaked in 2014.

TABLE C.16: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	1	0	0	1	2

Based on the collision analysis, typical causes like winter conditions and impaired driving patterns do not appear to be contributing to the collisions being experienced at the intersection of Queensgate Boulevard and Landsbridge Street. Rather the collisions appear to be attributed to drivers following too close. Of note is that 75% of the collisions involved a southbound vehicle.

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating at an overall acceptable level of service;
- ▶ Under 2021 future conditions, the intersection is forecast to operate with higher levels of delay (LOS E);
- ▶ Under 2031 future conditions, the eastbound approach is forecast to operate with high levels of delay (LOS F), and a v/c ratio of 1.24; and
- ▶ Driver error appears to be contributing to a large percentage of the collisions at the intersection.

Potential Improvements

Potential improvements which could be considered for this intersection include:

- ▶ Install a dedicated southbound right turn lane, which would be warranted based on 2016 volumes (46 southbound right turning vehicles in the peak hour) and 2031 forecast volumes (68 southbound right turning vehicles in the peak hour);
- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2031 forecast volumes (47 eastbound right turning vehicles in the peak hour);
- ▶ Install a dedicated northbound left turn lane, which would be warranted based on both 2016 volumes (15 m of storage) and 2031 forecast volumes (25 m of storage);
- ▶ Install an “Intersection (controlled)” warning sign on the northbound and southbound approaches; and

- Improve the geometry of the intersection by realigning Industrial Road to meet Albion Vaughan Road at or near to a 90° angle.

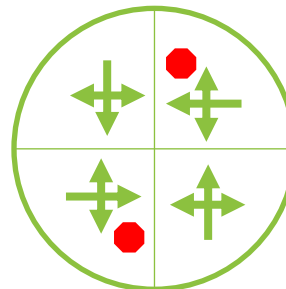
Traffic signals are not expected to be warranted at this intersection, based on the 2031 forecast volumes, according to Justifications 1, 2 and 3 of the OTM Book 12 – Traffic Signals⁷.

⁷ Ontario Ministry of Transportation, 2012. *Ontario Traffic Manual Book 12 – Traffic Signals*. Queen's Printer for Ontario.

Old School Road and McLaughlin Road

The intersection of Old School Road and McLaughlin Road is a four-legged, two-way stop-controlled rural intersection. The intersection currently consists of the following lane configurations and geometry:

- ▶ Eastbound shared left turn/through/right turn lane;
- ▶ Westbound shared left turn/through/right turn lane;
- ▶ Northbound shared left turn/through/left turn lane; and
- ▶ Southbound shared left turn/through/right turn lane.



A level of service analysis was conducted for the intersection based on existing traffic volumes, and signal timings provided by the Town. **Table C.21** provides a summary of the results of the analysis for the PM peak hour in 2016, and the 2021 and 2031 horizons. The analysis also includes 95th percentile queue lengths for each movement, and the available left turn storage.

TABLE C.21: OLD SCHOOL ROAD AND MCLAUGHLIN ROAD TRAFFIC OPERATIONS

Analysis Period	Intersection	Analysis Year	Control Type	MOE	Direction / Movement / Approach															
					Eastbound				Westbound				Northbound				Southbound			
					Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach
PM Peak Hour	Old School Road & McLaughlin Road	2016	TWSC	LOS Delay V/C Q Ex Avail.	< 11 0.09 2 - -	> B 11	< 11 0.01 0 - -	> B 11	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1
PM Peak Hour	Old School Road & McLaughlin Road	2021	TWSC	LOS Delay V/C Q Ex Avail.	< 11 0.09 2 - -	> B 11	< 11 0.01 0 - -	> B 11	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1	< 11 0.02 0 - -	> A 1
PM Peak Hour	Old School Road & McLaughlin Road	2031	TWSC	LOS Delay V/C Q Ex Avail.	< 13 0.15 4 - -	> B 13	< 13 0.01 0 - -	> B 13	< 13 0.03 1 - -	> A 1	< 13 0.03 1 - -	> A 1	< 13 0.03 1 - -	> A 1	< 13 0.03 1 - -	> A 1	< 13 0.03 1 - -	> A 1	< 13 0.03 1 - -	> A 1

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

Q - 95th Percentile Queue Length (m)

Ex. - Existing Available Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

> - Shared Through/Right Lane

< - Shared Through/Left Lane

2016 Operational Analysis

The key results of the analysis for the 2016 PM peak hour are as follows:

- ▶ No movements are considered to be critical.

2021 Operational Analysis

The key results of the analysis for the 2021 PM peak hour are as follows:

- ▶ No movements are forecast to be critical.

2031 Operational Analysis

The key results of the analysis for the 2031 PM peak hour are as follows:

- ▶ No movements are forecast to be critical.

The detailed Synchro reports for each analysis period are provided at the end of this Appendix.

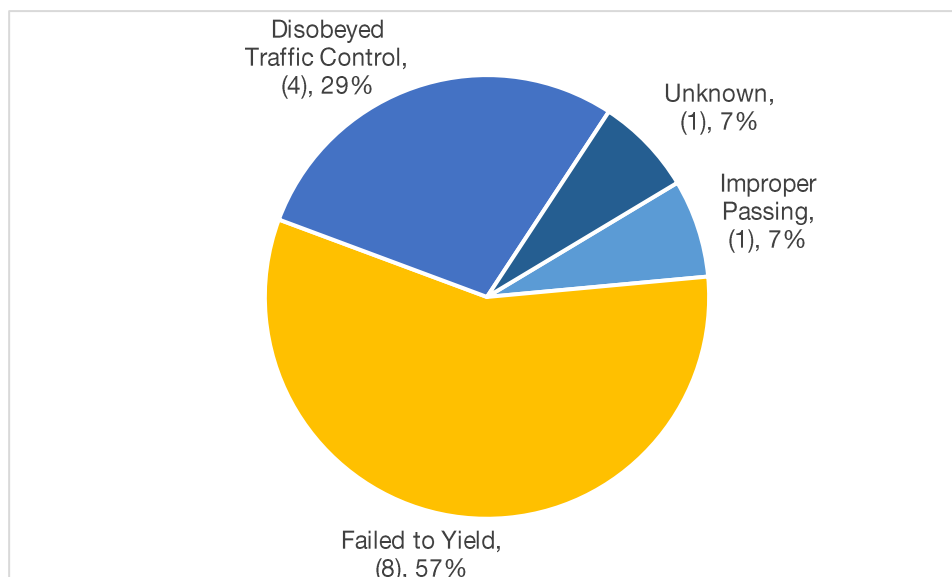
Collision History

The database provided by the Town comprised 14 collisions for the period from January 1, 2010 to December 31, 2014. The PSI Index was calculated to be positive (3.936) for this intersection, indicating that there were more observed collisions than predicted by the Peel Region model.

The following observations were noted for the collisions that occurred at the intersection:

- ▶ Most collisions (8 or 57%) resulted in property damage only. No fatal collisions occurred at the intersection. The remaining six collisions involved non-fatal injuries.
- ▶ The collisions generally occurred under clear conditions (12 or 86%), in the daylight (9 or 64%), and on a dry road surface (10 or 71%). The remaining four collisions were on wet roads (3 or 21%) or packed snow (1 or 8%).
- ▶ Failure to yield the right-of-way (8 or 57%) was the most common driver action recorded as shows in **Figure C.8**. Disobeying traffic control (4 or 29%) and Improper passing (1 or 7%) were other notable actions. Five drivers were also qualified as non-attentive, while other drivers were reported as normal.

FIGURE C.8: REPORTED DRIVER ACTION



► Collision types and directions included:

- Northbound through with westbound through (4);
- Southbound through with westbound through (4);
- Southbound through with eastbound through (4); and
- Southbound sideswipe (2).

Table C.22 shows the distribution by month of the year. Half of the collisions occurred in the winter months (December to March).

TABLE C.22: COLLISION DISTRIBUTION BY MONTH OF THE YEAR

Month	January	February	March	April	May	June	July	August	September	October	November	December
Number of Collisions	1	2	2	1	0	0	2	1	1	2	0	2

Table C.23 shows the distribution by year for the period from 2010 to 2014. The number of collisions peaked in 2012 and 2014.

TABLE C.23: COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Collisions	2	1	4	3	4

Table C.24 shows the distribution of angle collisions by year, for the period from 2010 to 2014.

TABLE C.24: ANGLE COLLISION DISTRIBUTION BY YEAR STUDIED

Year	2010	2011	2012	2013	2014
Number of Angle Collisions	2	1	2	3	4

Based on the collision analysis, typical causes like winter conditions may be contributing to some of the collisions at the intersection of Old School Road and McLaughlin Road. Wet and packed snow surface conditions were noted in some of the collisions. Collisions appear to also be attributed to driver's failing to yield the right-of-way, and disobeying traffic control. The majority of the collisions were noted to be angle collisions (northbound and westbound, southbound and westbound, southbound and eastbound).

Identified Issues

The operational analysis and safety review illustrated that:

- ▶ The intersection is currently operating with acceptable levels of service, and no critical movements;
- ▶ Under 2021 future conditions, the intersection is forecast to continue operating with acceptable levels of service, and no critical movements;
- ▶ Under 2031 future conditions, the intersection is forecast to continue operating with acceptable levels of service, and no critical movements;
- ▶ Driver error appear to be contributing to a large percentage of the collisions at the intersection; and
- ▶ Winter driving conditions may be contributing to some collisions at the intersection.

Potential Improvements

Potential improvements which could be considered for this intersection include:

- ▶ Install a dedicated eastbound right turn lane, which would be warranted based on 2016 volumes (60 eastbound right turning vehicles in the peak hour) and 2031 forecast volumes (88 eastbound right turning vehicles in the peak hour);
- ▶ Replace the eastbound and westbound secondary stop signs (located on the right side of the roadway) with special oversize stop signs;
- ▶ Add “STOP” and/or “STOP AHEAD” pavement markings for eastbound and westbound drivers on the approach to the intersection;
- ▶ Add transverse rumble strips for eastbound and westbound drivers on the approach to the intersection;
- ▶ Install red flashing beacons for stop sign reinforcement on the eastbound and westbound stop signs;
- ▶ Install an overhead intersection flashing beacon showing a flashing red light to eastbound and westbound drivers and a flashing amber light to northbound and southbound drivers; and
- ▶ Monitor collisions at this intersection for meeting the all-way stop collision warrant (average of four angle or turning movement collision types per year over a three year period).

Traffic signals are not expected to be warranted at this intersection, based on the 2031 forecast volumes, according to Justifications 1, 2 and 3 of the OTM Book 12 – Traffic Signals⁸.

⁸ Ontario Ministry of Transportation, 2012. *Ontario Traffic Manual Book 12 – Traffic Signals*. Queen’s Printer for Ontario.

Appendix G – Active Transportation Background Paper

BACKGROUND SUMMARY

ACTIVE TRANSPORTATION NETWORK

Caledon Transportation Master Plan
Town of Caledon, ON

Prepared for: **Town of Caledon**

Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**

Our File: **1880**

Date: **February 06 2016**

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Appendix A: Pedestrian Network Map

Appendix B: Cycling Network Map

1.0 OVERVIEW

The Town of Caledon is developing a Transportation Master Plan to address short- and long-term improvements to the transportation network. Active transportation (walking, cycling and other human-powered travel modes) are an important consideration, and the Town is seeking to develop comprehensive walking and cycling networks with recommended actions to 2031.

This document is provided as a background summary report focused on active transportation and considering key policies from existing plans, walking and cycling trip generators, and sidewalk, cycling, and trail facility types.

2.0 EXISTING PLANS

A review of existing planning documents was conducted to determine any strategies or policies that have been previously laid out regarding active transportation.

2.1 TOWN OF CALEDON

Town of Caledon Official Plan, Consolidated June 2015

The Town of Caledon Official Plan is intended to act as a guide for the Town in terms of future land use, physical development and the effects on the social, economic and natural environment.

Future residential and employment development will be concentrated in the Rural Service Centre settlements of Mayfield West, Bolton and Caledon East. It is anticipated that Mayfield West and Bolton will be similar in size in the future.

The plan outlines policies, goals and recommendations relative to active transportation including:

- Identify and develop a comprehensive recreational system in the Town through the preparation and implementation of a Caledon Greenways Strategy. This strategy could identify opportunities to establish a comprehensive, Town-wide recreational trails system
- Support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas
- Create new transportation networks that service expected new development sites to improve connectivity
- Advocate for an expanded role of a public transit system and other sustainable modes of transportation

- Develop a system of bicycle and pedestrian facilities to link public open spaces, activity centers and the transportation network
- Enhance pedestrian movement in Bolton through the provision of sidewalk in all developments. Provision of sidewalks shall be a priority to the Town. Sidewalks should be integrated along all streets with bus stops

Town of Caledon Trails Master Plan, 2011

The Town of Caledon Trails Master Plan establishes a comprehensive inventory of existing trails network throughout the Town of Caledon, and guides the development of Town-owned recreational trails. New developments are being designed to incorporate active transportation opportunities as a critical component of establishing a sustainable community.

Recommendations identified in the Plan include:

- Road reconstruction proposals will consider improvements to both cycling and pedestrian networks as an extension to road works
- Town-owned lands and road right-of-ways that are considered surplus shall not be sold until it can be determined if they can be used to establish a trail link
- New development areas that are to include on-road cycling facilities shall also ensure appropriate pedestrian ways are established
- The level of service benchmarks for primary trails of 0.8km per 1,000 people should be adhered to
- A primary north-south multi-use trail link is needed between Bolton and the Caledon Trailway and between the Caledon Trailway and the Elora Cataract Trail
- Communication and coordination with adjacent municipalities needs to occur to ensure proper connections are established
- Off-road trails should be implemented for pedestrians, hikers, and equestrian users to improve their safety. Trails should be encouraged behind the ditch
- Trail development standards and details should be prepared for inclusion in the Public Works and Engineering Development Standards, Policies and Guidelines

The following facility types are outlined in the Trails Master Plan. Design guidelines are also provided.

	Primary	Secondary	Tertiary
Urban Pedestrian Ways	Sidewalks	Walkways and Paths	
Rural Trails	Trailways	Hiking Trails	Spurs, loops & special purpose trails
On-Road Bicycle Facility	Bicycle Lanes	Signed Bicycle Routes	

The Bolton Transportation Master Plan Study, 2015

The Bolton Transportation Master Plan Study was developed to identify existing transportation concerns and to envision a more sustainable, multi-modal future for the community. The Plan includes an Active Transportation Strategy that outlines key recommendations and identified an action plan to guide the implementation of short-term and long-term routes. Recommendations include the following:

- The Town should undertake a sidewalk gap analysis to determine the criteria to evaluate the missing links and to identify priorities for future improvements in the sidewalk system with a focus on neighbourhoods with schools, community centers and other destinations
- The Town and Region should use the facility types recommended in the plan and should be investigated and confirmed through a feasibility study. The following facilities are proposed: off-road trail, in-boulevard trail, cycle track, buffered paved shoulder, paved shoulder, buffered bike lane, bike lane, signed-only route with edgeline, signed-only route with sharrows, signed-only bike route
- The network phasing should be used by the Town and Region as a guide for the development of the active transportation network and should be referenced when future connections are considered

2.2 REGION OF PEEL

Region of Peel Active Transportation Plan, 2011

This Plan will complement existing and planned active transportation networks, and improve the facilities on Regional roads to make walking and cycling a more comfortable and viable option for transportation and recreation. The plan identifies the following recommendations:

- Provide sidewalks on both sides of Regional roads within existing settlement areas, and extend sidewalks where a destination (school, community center) is slightly outside of the settlement areas
- Upgrade paved shoulders to sidewalks and potentially bike lanes, if feasible, in settlement areas where rural Regional roads are urbanized
- Provide pedestrian enhancements in Bolton
- Implement paved shoulder on rural Regional roads where feasible
- Provide shared-use lane markings and “Share the Road” signage where constrained
- Extend the Etobicoke Creek trail farther north; and improve the Caledon Trailway crossings of Regional roads
- Provide active transportation facilities within all Regional road corridors where feasible and possible. They may consist of sidewalks and boulevard trails for pedestrians; and boulevard trails, bike lanes, segregated bike lanes and paved shoulders (on rural roads) for cyclist.

Peel Long Range Transportation Plan, 2012

The Long Range Transportation Plan provides a policy implementation framework to address transportation challenges in the region. The active transportation recommendations included developing a social marketing/communication strategy and developing a region-wide active transportation plan.

- Walk + Roll Peel is a program that raises awareness of the benefits of walking and cycling and how individuals can incorporate walking and cycling into their daily routine. The program also promotes the existing trails and paths in Peel and helps make walking and cycling an attractive option for daily transportation. The website provides an interactive Peels Trail Map to help residents find existing trails.
- Region of Peel Active Transportation Plan (identified above)

The goal for 2021 and 2031 is that approximately 5% of auto trips with a trip distance of 4km or less can be shifted to walking and cycling trips by providing active transportation supportive facilities.

2.3 OTHER PLANS

Other planning documents were considered, however, it was deemed unnecessary to provide full sections on each. Plans considered included:

- Town of Caledon Transportation Needs Study Update
- Brampton Transportation Master Plan
- Town of Orangeville Draft Parks Master Plan
- York Region Transportation Master Plan
- York Region Pedestrian and Cycling Master Plan

Policies outlined in these plans that would impact the Town of Caledon generally include that they will coordinate with adjacent municipalities and regions when planning for active transportation along boundaries.

Existing active transportation networks are included in [Appendix A](#) (Pedestrian Network Map) and [Appendix B](#) (Cycling Network Map). Networks are a compilation of various plans and reflect proposed networks as well.

3.0 TRIP GENERATORS

Trip generators are the origins and destinations for active transportation trips, both within Caledon and external. Trip generators will influence much of the thinking around route selection, prioritization, and network

3.1 SETTLEMENT NODES

Settlement nodes are the major trip generators in the Town. They are where major residential communities are located and tend to include community destinations and connections to other transportation options. A hierarchy of nodes is used (primary, secondary, tertiary) to guide network development; primary nodes should have priority when planning networks, secondary and tertiary are of lesser importance.

3.1.1 RURAL SERVICE CENTRES (PRIMARY) - Compact, well-integrated rural towns that are designated as the primary growth areas and will be the focus for the provision of a wide range of goods and services for residents of the Town.

Bolton, Caledon East, Mayfield West

3.1.2 VILLAGES (SECONDARY) – Primarily residential communities that are generally focused on a historic main street or crossroads and provide limited range of services to the surrounding community. They contain one or more of the following municipal services: swimming pool, arena, library, fire hall or community hall.

Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills, Palgrave

3.1.3 HAMLETS (TERTIARY) – Small residential communities that are generally limited in size to a cluster of houses around a small historic settlement. They are smaller than villages and provide very limited services if any. Hamlets have generally experienced slow or no growth over the past planning period and this is expected to continue.

Albion, Belfountain, Campbells Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta

3.2 DESTINATIONS (WITHIN CALEDON)

Key trip generators that are located in the Town of Caledon include community centres, recreation, schools and transportation connections. The majority of these destinations are located within a settlement node identified in Section 3.1; however, some are located outside of settlement nodes and active transportation networks will need to be planned to provide service to each. Networks should also be planned that provide service to transit and existing cycling infrastructure including bus stops along Highway 10 and in Bolton.

SCHOOLS

Allan Drive Middle School
 Alloa Public School
 Alton Public School
 Belfountain Public School
 Brampton Christian School
 Caledon Central Public School
 Caledon East Public School
 Credit View Public School
 Ellwood Memorial Public School
 Herb Campbell Elementary
 Holy Family Elementary School
 Humberview Secondary School
 James Bolton Public School
 James Grieve Elementary School
 Mayfield Secondary School
 Palgrave Elementary School
 Peel Adventist Elementary School
 Saint John Paul II Catholic School
 St. John the Baptist Elementary School
 St. Michael Catholic Secondary School
 St. Rita Elementary School

COMMUNITY CENTRES

Alton Recreation Centre
 Belfountain Community Centre
 Bolton Community Centre
 Caledon Centre for Recreation and Wellness
 Caledon Community Complex
 Inglewood Community Centre
 Mayfield Recreation Complex
 Victoria Parks Community Centre

RECREATION

Caledon Golf and Country Club
 Caledon Ski Club
 Caledon Woods Golf Club
 Glen Eagle Club
 Orangeville Golf Course
 Osprey Valley Golf Course

TRANSPORTATION

GO Bus Stops

3.3 DESTINATIONS (OUTSIDE CALEDON)

Other key trip generators that are located outside of the Town of Caledon include outside municipalities (downtown city centers), shopping centers, recreation, schools and transportation options. The Town of Caledon borders 10 other municipalities. It is assumed that residents and visitors will travel to adjacent municipalities for work, services, appointments, and education. Downtown centers for each municipality are considered a trip generator (particularly the City of Toronto). Other destinations are located within the municipalities identified. Bus stops and train stations should be considered as they will provide service to these adjacent municipalities.

OUTSIDE MUNICIPALITIES (Downtown City Centres)

City of Brampton
City of Mississauga
City of Toronto
Town of Halton Hills
Town of Erin
City of Vaughan
Township of King
Town of Orangeville
Township of East Garafraxa
Township of Amaranth
Town of Mono
Township of Adjala-Tosorontio
Town of New Tecumseth

RECREATION

Canada's Wonderland

SHOPPING CENTRES

Bramalea City Centre, Brampton
Trinity Common, Brampton
Vaughan Mills Centre, Vaughan
Yorkdale Shopping Centre, Toronto

SCHOOLS

York University
University of Toronto
Ryerson University

TRANSPORTATION OPTIONS

Pearson International Airport
Downsview Airport
Brampton GO Train Station
Acton Go Train Station
Bramalea GO Train Station
York University GO Train Station
Lisgar GO Train Station

4.0 FACILITY TYPES

Active transportation facility types are identified to understand the “menu” of infrastructure options available to accommodate walking, cycling, and other human-powered travel modes.

OFF-ROAD FACILITIES



MULTI-USE TRAIL

An off-road trail designed and regulated to accommodate walking, cycling and other self-propelled travel modes various user groups.



RECREATIONAL TRAIL

Off-road facilities, typically set in wilderness, intended for recreational purposes. Routing is often circuitous (as opposed to direct routing for purpose-driven travel) and typically reserved for pedestrians only (although not always).



SEPARATED BICYCLE + PEDESTRIAN PATHWAYS

Off road trails that provide distinct operating areas for both pedestrians and cyclists.

ON-ROAD CYCLING FACILITIES



SHARED USE (side-by-side)

Bicycles and vehicles share the lane in a side-by-side manner. Roadside signage identify the routes as shared and “sharrow” paint markings at the side of the lane indicate the intended path of bicycle travel.



SHARED USE (single file)

A configuration that requires the cyclist “take the lane”. This is intended only over short distances where travel lanes are too narrow for cyclists and drivers to operate side-by-side. The “sharrow” is placed in the centre of the lane indicating the intended path of bicycle travel.



BICYCLE BOULEVARD (or “Neighbourhood Bikeway”)

Located on streets with limited vehicle traffic that are continuous and provide good connectivity with other cycling routes. These routes may be enhanced by traffic calming to limit traffic volumes.



SIGNED BIKEWAY

Located on streets without a curb and gutter but with paved shoulders wide enough for bicycle travel. Should include signage indicating it is a bike route to alert motorists to the presence of cyclists.

BIKE LANES



CONVENTIONAL BIKE LANE

A conventional bicycle lane is at the roadside, marked with a linear white line and bicycle and diamond stencil.



BUFFERED BIKE LANE

On-street travel lanes designated for bicycles with a painted buffer between cyclists and moving vehicles or parked vehicles.



CYCLETRACK

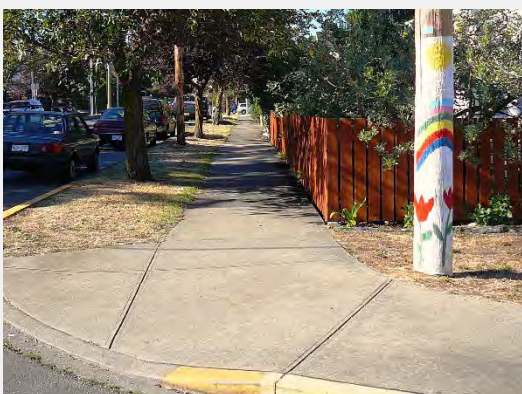
On-street cycling facilities that are physically separated from vehicle traffic. Separation may be provided by basic bollards, more extensive landscape and/or trees, or may be achieved by locating on-street parking between the vehicle and bicycle travel areas. Cycletracks may be one- or two-directional, although bi-directional facilities require specific consideration at intersections.

PEDESTRIAN FACILITIES



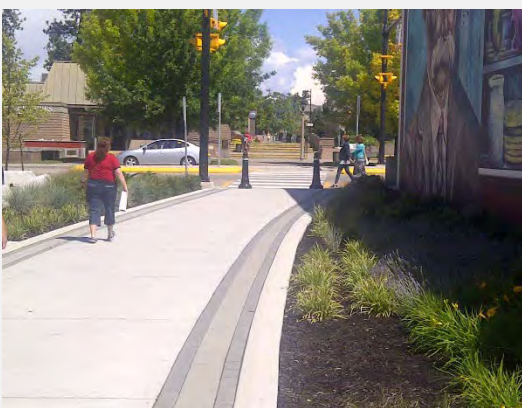
SIDEWALK

Paved pathways (typically concrete) that are located on the side of the road that are separated from the travel lane by a curb. They can be on one or both sides of the road and are designated space for pedestrians only.



BUFFERED SIDEWALKS

A sidewalk facility that includes a boulevard (or other space) between the sidewalk and roadway to increase pedestrian comfort.



PEDESTRIAN PATHWAY

A paved pathway located on the side of the road but do not necessarily need to be within the road right-of-way.

APPENDIX A

PEDESTRIAN NETWORK MAP

Legend

Existing Pedestrian Network

- Multi-Use Trail
- Recreational Trail
- Roadside Trail
- Sidewalk

Future Pedestrian Network

- Multi-Use Trail
- Roadside Trail
- Sidewalk

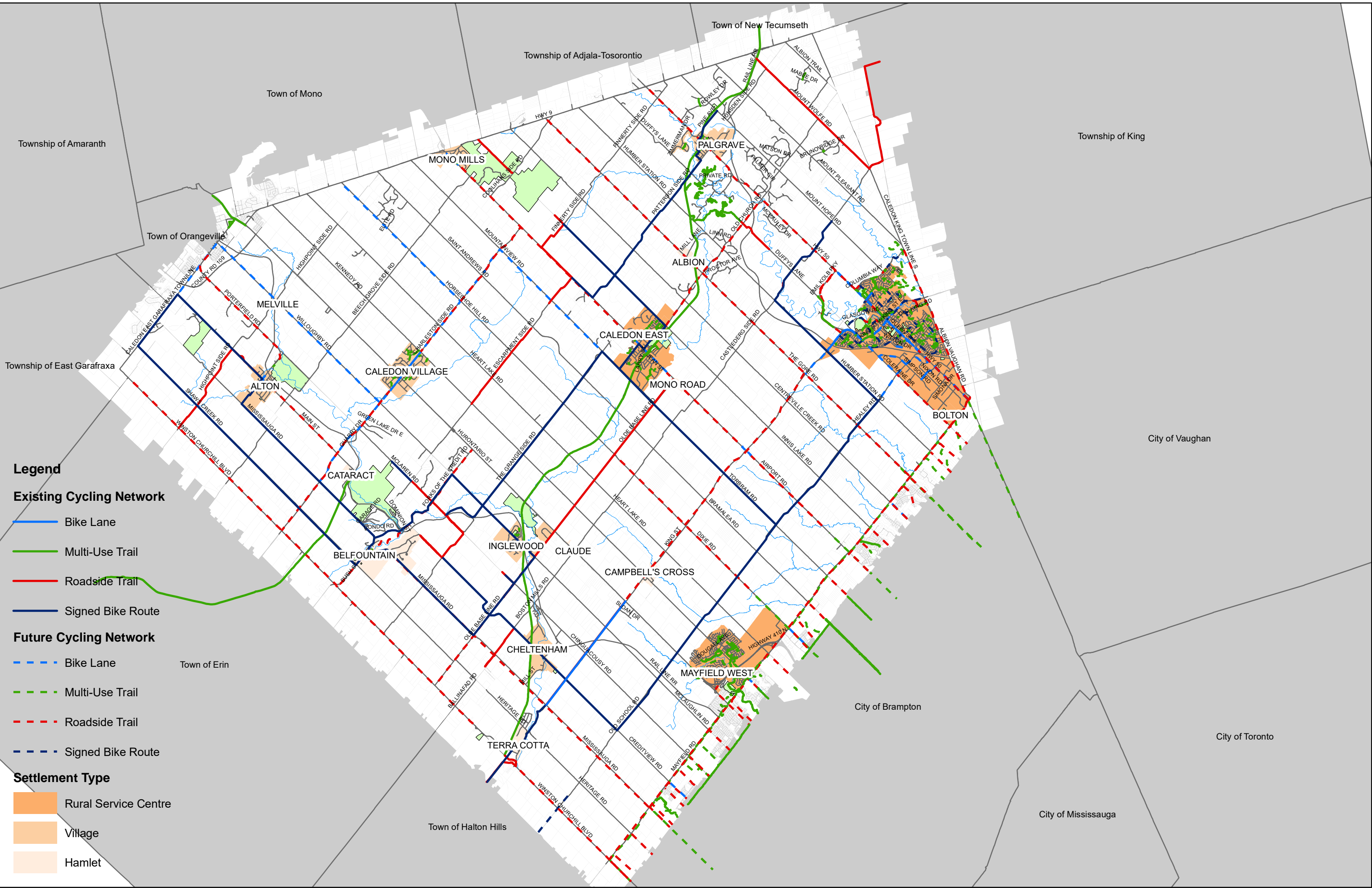
Settlement Type

- Hamlet
- Rural Service Centre
- Village



APPENDIX B

CYCLING NETWORK MAP





Appendix H – Cycling Route Summary

	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
1	Queens Gate Boulevard	Highway 50	Albion Vaughan Road	7088	50 km/h	Medium	Flat	Mixed	Major Routes	Separated On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
2	Healey Road	The Gore Road	Highway 50	6033	60 km/h 50 km/h W of Coleraine	High	Flat	Mixed	Major Routes Residential	Separated On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
3	Holland Drive	Coleraine Drive	Healey Road	3828	50 km/h	High	Flat	Mixed	Major Routes	Separated On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
4	Wilton Drive	Ellwood Drive West	Highway 50	3170	40 km/h	Medium	Flat	Mixed	Major Routes Residential	Separated On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
5	Lands Bridge Street Sant Farm Drive	Allan Drive	Allan Drive/Riverwood Terrace	2885	40 km/h	Low	Flat	Mixed	Schools Parks Major Routes Residential	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
6	Harvest Moon Drive	King Street	Emil Kolb Parkway	3655	40 km/h	Low	Flat	Mixed	Parks Major Routes	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
7	Cedar Grove Road	Harvest Moon Drive	Harvest Moon Drive	1176	40 km/h	Low	Flat	Mixed	Parks Major Routes	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
8	Derosé Avenue	Chickadee Lane	Derosé Avenue	Low	40 km/h	Low	Flat	Mixed	Parks Major Routes	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
9	Glasgow Road Deer Valley Drive Station Road	Chickadee Lane	Ellwood Drive West	990	40 km/h	Low	Hilly	Mixed	Parks Major Routes	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
10	Ellwood Drive West Ellwood Drive East Allan Drive	Coleraine Drive	Sant Farm Drive	2342	40 km/h	Low	Flat	Mixed	Schools Parks Major Routes Residential	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
11	Allan Drive	Highway 50	Ellwood Drive East	2459	40 km/h	Low	Flat	Mixed	Schools Transit Major Routes	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
12	Hickman Street	Bruce Trail	Highway 50	1001	40 km/h	Low	Flat	Mixed	Parks Trails Residential Major Routes	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
13	English Rose Lane Cross Country Boulevard Bolton Heights Road	Bruce Trail	Kingsview Drive	1846	40 km/h	Low	Flat	Mixed	Parks Trails Schools Major Routes	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
14	Taylorwood Avenue	Taylorwood Avenue	Taylorwood Avenue	555	40 km/h	Low	Flat	Recreational	Trails	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
15	Kingsview Drive Silver Valley Drive Evans Ridge	Columbia Way	King Street East	2345	40 km/h	Low	Flat	Mixed	Schools Parks Major Routes Residential	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
16	Kingsview Drive	Longwood Drive	Kingsview Drive/Silvermoon Drive	2469	40 km/h	Low	Flat	Mixed	Schools Trails	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
17	Humber Lea Road	Kingsview Drive	King Street East	5531	40 km/h	Low	Flat	Mixed	Schools Parks Major Routes Residential	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
18	Old Kings Road Bond Street	King Street East	Sunkist Valley Road	693	40 km/h	Low	Flat	Mixed	Major Routes Parks Trails	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
19	Strawberry Hill Court	Bruce Trail	Allan Drive	905	40 km/h	Low	Flat	Mixed	Major Routes Trails	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
20	Old Kings Road	Bond Street	Deer Hollow Court	765	40 km/h	Low	Flat	Recreational	Trails Parks	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
21	Columbia Way	Forest Gate Avenue	Caledon King Townline South	4017	60 km/h	Low	Flat	Mixed	Major Routes Trails	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
22	Horeshoe Hill Road	Highway 9	Charleston Side Road	702	70 km/h	Low	Mixed	Mixed	Major Routes Bike Networks	Separated On- Road Cycling Route	Caledon Trails Plan	Bolton



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
23	Centreville Creek Road	Mayfield Road	Brampton Boundary	2018	80 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Separated On- Road Cycling Route	Caledon Trails Plan	Brampton Boundary
24	Kennedy Road	Mayfield Road	Brampton Boundary	14422	50 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Separated On- Road Cycling Route	Caledon Trails Plan	Brampton Boundary
25	Credit View Road	Mayfield Road	Brampton Boundary	685	70 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Separated On- Road Cycling Route	Caledon Trails Plan	Brampton Boundary
26	Side Road 22 Old School Road	Halton Hills Boundary	Midway between Winston Churchill Boulevard and Heritage Road	1338	70 km/h	Low	Flat	Commuter	Major Routes Bike Networks	Separated On- Road Cycling Route	N/A	Georgetown/ Brampton Boundary
27	Mayfield Road	Humber Station Road	Coleraine Drive	15,689	80 km/h	High	Flat	Commuter	Connection to proposed routes and major routes	Multi-Use Route	N/A	Caledon/ Brampton Boundary
28	Follows Etobicoke Creek			N/A	N/A	N/A	Mixed	Mixed Use	Schools Trails Parks Residential Major Routes	Multi-Use Route	N/A	Bolton
29	Off of Columbia Way			N/A	N/A	N/A	Flat	Recreational	Connection to proposed routes	Multi-Use Route	N/A	Bolton
30	Off of Columbia Way			N/A	N/A	N/A	Flat	Recreational	Connection to proposed routes	Multi-Use Route	N/A	Bolton
31	Off Road	Columbia Way	Bolton Boundary	N/A	N/A	N/A	Flat	Recreational	Major Routes Parks Trails	Multi-Use Route	Bolton Transportation Master Plan	Bolton
32	Bounded by Columbia Way, Mount Hope Road, King Street and Caledon King Townline South			N/A	N/A	N/A	Mixed	Recreational	Trails Parks	Multi-Use Route	Bolton Transportation Master Plan	Bolton
33				N/A	N/A	N/A	Mixed	Recreational	Trails Parks	Multi-Use Route	Bolton Transportation Master Plan	Bolton



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
34	Old Church Road	Caledon East Park	Innis Lake Road	N/A	N/A	N/A	Mixed	Recreational	Trails Parks	Multi-Use Route	Bolton Transportation Master Plan	Bolton
35				N/A	N/A	N/A	Mixed	Recreational	Trails Parks	Multi-Use Route	Bolton Transportation Master Plan	Bolton
36				5871	50 km/h	Medium	Flat	Mixed	Parks Trails Major Routes Community Centre	Multi-Use Route	Peel Active Transportation Plan	Caledon East
37	Queen Street East	Rail Line RR	Middle of Grange Property	2641	50 km/h	Medium	Mixed	Recreational	Proposed Routes Parks	Multi-Use Route	N/A	Alton
38	Columbia Way	Highway 50	Kingsview Drive	5429	60 km/h	Low	Flat	Mixed	Proposed Routes Major Routes Schools Transit Community Centre Parks	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
39	Columbia Way	Westchester Boulevard	Forest Gate Avenue	4158	60 km/h	Low	Flat	Mixed	Proposed Routes Trails Residential	Shared On-Road Cycling Route	Bolton Transportation Master Plan	Bolton
40	Heritage Road	Mayfield Road	Brampton Boundary	933	70 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Transportation Master Plan	Brampton Boundary
41	Chinguacousy Road	Mayfield Road	Brampton Boundary	2067	80 km/h	Medium	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Active Transportation Plan	Brampton Boundary
42	Mclaughlin Road	Mayfield Road	Brampton Boundary	2896	80 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Transportation Master Plan	Brampton Boundary
43	Colonel Bertram Road	Mayfield Road	Brampton Boundary	Low	70 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Transportation Master Plan	Brampton Boundary



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
44	Heart Lake Road	Mayfield Road	Brampton Boundary	2544	80 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Transportation Master Plan	Brampton Boundary
45	Bramalea Road	Mayfield Road	Brampton Boundary	2673	60 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Transportation Master Plan	Brampton Boundary
46	Torbram Road	Mayfield Road	Brampton Boundary	2087	70 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Transportation Master Plan	Brampton Boundary
47	Innis Lake Road	Mayfield Road	Brampton Boundary	2837	80 km/h	Low	Mixed	Mixed	Major Networks Residential Brampton Employment Centres	Shared On-Road Cycling Route	Brampton Transportation Master Plan	Brampton Boundary
48	Humber Station Road	Mayfield Road	Brampton Boundary	1217	80 km/h	Low	Flat	Mixed	Major Networks Residential Brampton Employment Centres	Separated On- Road Cycling Route	Peel Active Transportation Plan	Brampton Boundary
49	Queen Street East	Main Street	Rail Line RR	2641	40 km/h	High	Mixed	Mixed	Proposed Routes	Separated On- Road Cycling Route	Peel Active Transportation Plan	Alton
50	Rail Road Line	Oakville Boundary	Brampton Boundary	N/A	N/A	N/A	Mixed	Mixed	Provides an North-South Network Major Networks Parks Trails Schools Rec Centres Tourist Destinations Employment Centres Residential	Multi-Use Route	Watt Consulting Group	Brampton Boundary



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
51	Rail Road Line	New Tecumseth	Bolton Boundary	N/A	N/A	N/A	Mixed	Mixed	Provides an North-South Network Major Networks Parks Trails Schools Rec Centres Tourist Destinations Employment Centres Residential	Multi-Use Route	Watt Consulting Group	Bolton
52	Old School Road Creditview Road	Midway between Winston Churchill Boulevard and Heritage Road	Mayfield Road	1100	70 km/h 40 km/h through Cheltenham	Low	Flat	Commuter	Provides connectivity (fills the gaps) on Old School Road and Credit View Road	Shared On-Road Cycling Route	Watt Consulting Group	Caledon/Brampton Boundary
53	Highpoint Side Road	Main Street	Hurontario Street	625	40 km/h	Low	Mixed	Mixed	Provided East-West Connectivity	Shared On-Road Cycling Route	Watt Consulting Group Mayor	Rural
54	Highpoint Side Road Heart Lake Road	Hurontario Street	Mayfield Road	625	60 km/h 40 km/h Willoughby Road to Highway 10 80km/h S of King	Low	Mixed	Mixed	Provides an North-South Network Major Networks Parks Trails Schools Rec Centres Tourist Destinations Employment Centres Residential	Separated On-Road Cycling Route	Watt Consulting Group Mayor	Rural
55	Beech Grove Side Road	Heart Lake Road	Airport Road	105	60 km/h	Low	Mixed	Mixed	Proposed Routes Parks Major Routes	Shared On-Road Cycling Route	Watt Consulting Group	Rural
56	Escarpment Side Road	Saint Andrews Road	Mountain View Road	114	60 km/h	Low	Hilly	Mixed	Fills Gap	Shared On-Road Cycling Route	Watt Consulting Group	Rural
57	Boston Mills Road	Torbram Road	Airport Road	530	60 km/h	Low	Mixed	Mixed	Provides East-West Route Improves connectivity	Shared On-Road Cycling Route	Watt Consulting Group	Rural
58	Castlederg Side Road	Airport Road	Humber Station Road	1159	70 km/h	Low	Mixed	Mixed	Provides East-West Route Improves connectivity	Separated On-Road Cycling Route	Watt Consulting Group	Rural



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
59	Innis Lake Road	Old Church Road	Castlederg Side Road	2911	60 km/h	Low	Mixed	Mixed	Provides connectivity to Caledon East	Separated On-Road Cycling Route	Watt Consulting Group	Rural
60	Humber Station Road	Healey Road	Mayfield Road	1217	80 km/h	Low	Flat	Mixed	Missing connection to Brampton	Separated On-Road Cycling Route	Watt Consulting Group	Rural
61	Mount Hope Road Castlederg Side Road	Columbia Way	Caledon King Townline South	1654	60 km/h 70 km/h	Low	Flat	Mixed	Provides another connection in and out of Bolton	Separated On-Road Cycling Route	Watt Consulting Group	Rural
62	Snelcrest Drive	Brookstone Court	Brookstone Court	607	40 km/h	Low	Flat	Local Commuter Recreational	Provides internal network for residential neighbourhood with connection to multi-use routes	Shared On-Road Cycling Route	Watt Consulting Group	Bolton
63	Cliffview Court	Royal Valley Drive	Etobicoke Creek Recreational Trail	Low	40 km/h	Low	Flat	Recreational	Provides connection - fills gap	Shared On-Road Cycling Route	Watt Consulting Group	Bolton
64	Dougall Avenue	Pinedale Avenue	Heart Lake Road	3565	50 km/h	Low	Flat	Mixed	Major Routes Continuous connection in Mayfield West Parks Trails	Shared On-Road Cycling Route	Watt Consulting Group	Bolton
65	Longwood Drive Kingsview Drive Hathaway Court Culpepper Court Westchester Boulevard	Kingsview Drive	Columbia Way	1741	40 km/h	Low	Flat	Mixed	Major Routes Schools Trails Parks	Shared On-Road Cycling Route	Watt Consulting Group	Bolton
66	Mount Hope Road	Columbia Way	King Street East	899	40 km/h	Low	Flat	Mixed	Major Routes Trails Parks	Shared On-Road Cycling Route	Watt Consulting Group	In Bolton
67	Blueberry Hill Court	N/A	N/A	Low	40 km/h	Low	Flat	Mixed	Fills gaps in proposed routes Connects to Major Routes Trails	Multi-Use Route	Watt Consulting Group	Bolton



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
68	N/A	Strawberry Hill Court	Deer Hollow Court	N/A	N/A	N/A	N/A	Mixed	Fills gaps in propsoed routes Connects to Major Routes Trails	Multi-Use Route	Watt Consulting Group	In Bolton
69	Blueberry Hill Court Riverwood Terrace Sant Farm Drive	Trail	Riverwood Terrace	2303	40 km/h	Low	Flat	Mixed	Fills gaps Provides connection for local residents	Shared On-Road Cycling Route	Watt Consulting Group	Bolton
70	Deer Hollow Court	Old King Road	Trail	620	40 km/h	Low	Flat	Mixed	Fills gaps	Shared On-Road Cycling Route	Watt Consulting Group	Bolton
71	Mcewan Drive West	Loring Drive	Highway 50	7971	50 km/h	High	Flat	Mixed	Filling gap	Separated On-Road Cycling Route	Watt Consulting Group	Bolton
72	Finnerty Side Road	The Gore Road	Highway 50	262	60 km/h	Low	Hilly	Mixed	Providing East-West Connection Major Routes	Shared On-Road Cycling Route	Watt Consulting Group	Rural
73	Mount Hope Road	Pine Avenue	Hunsden Side Road	513	60 km/h	Low	Flat	Mixed	Fills in Gaps Provides East-West Route Trail	Separated On-Road Cycling Route	Mayor	Rural
	Hunsden Side Road	Mount Hope Road	Mount Wolfe Road	152	60 km/h	Low	Flat	Mixed	Fills in Gaps Provides East-West Route	Shared On-Road Cycling Route	Mayor	Rural
74	Main Street	Caledon East Garafraxa Townline	Highpoint Side Road	783	60 km/h	Low	Hilly	Mixed	Fills in Gap Provides North-South connection Major Routes Parks	Separated On-Road Cycling Route	Mayor	Rural
75	Heritage Road	King Street	Mayfield Road	827	70 km/h	Low	Flat	Mixed	Major Routes Brampton	Separated On-Road Cycling Route	Mayor	Rural
76	Kennedy Road	Olde Base Line Road	Mayfield Road	5119	70 km/h N of King 60 km/h King to Bonnieglen Farm Boulevard 50 km/h S of Bonnieglen	Low	Flat	Mixed	Fills Gap Connects multiple rural service centres/hamlets/Villages Schools	Separated On-Road Cycling Route	Mayor	Rural



	Road	From	To	AADT/ Peak Hour Volume	Posted Speed	Truck %	Grade	Prime Users/ Purpose	Connectivity	Type of Recommended AT Facilities	Source	Other Location Description
77	Centreville Creek Road	Patterson Side Road	Healey Road	576	60 km/h N of King 80 km/h	Low	Mixed	Mixed	Major Routes Trails	Separated On- Road Cycling Route	Mayor	Rural
78	Duffy's Lane	Between Old Church Road and Castlederg Side Road	Emil Kolb Parkway	437	60 km/h	Low	Mixed	Mixed	Connection to Bolton Major Routes Trails	Separated On- Road Cycling Route	Watt Consulting Group	Rural
79	N/A	Trail connecting to English Rose Lane	Glasgow Road	N/A	N/A	N/A	Mixed	Recreational	Connection from trail to Glasgow Road Filling gap	Multi-Use Route	Watt Consulting Group	Bolton
80	Chickadee Lane	Glasgow Road	Derosé Avenue	Low	40 km/h	Low	Flat	Mixed	Filling gaps Major Routes	Shared On-Road Cycling Route	Watt Consulting Group	Bolton
81	Humber Station Road	Old Church Road	Castlederg Side Road	887	70 km/h	Low	Hilly	Mixed	Fill gaps Major Routes	Shared On-Road Cycling Route	Mayor	Rural