

TOWN OF CALEDON  
PLANNING  
RECEIVED  
May 13, 2026

# INNIS LAKE SECONDARY PLAN TOWN OF CALEDON

Transportation Study  
Official Plan Amendment Application



Prepared For: Innis Lake Secondary Plan Area Landowners c/o Mattamy (Innis Lake) Limited

May 2026



**BA Group**



---

**AUTHORSHIP**

Date	Revision	Update
2026-05-08	First Submission	Final Report

**PREPARED BY**



---

Lead Author

**Ethan Sun, MEngCEM, P.Eng.**  
Lead Transportation Analyst

**REVIEWED BY**



---

Project Manager

**Steve Krossey, P.Eng.**  
Principal



## TABLE OF CONTENTS

1.0	INTRODUCTION .....	1
1.1	Retainer .....	1
1.2	Development Proposal .....	1
1.3	This Report .....	1
2.0	PLANNING AND POLICY CONTEXT .....	3
2.1	Provincial Policies .....	3
2.2	Region of Peel Policies .....	3
2.3	Town of Caledon Policies .....	4
3.0	THE STRUCTURE PLAN.....	13
4.0	ROAD NETWORK .....	15
4.1	Existing Road Network .....	15
4.2	Future Road Network.....	18
5.0	TRANSIT NETWORK .....	23
5.1	Existing Transit Network .....	23
5.2	Future Transit Network .....	23
6.0	ACTIVE TRANSPORTATION NETWORK .....	25
6.1	Existing Active Transportation Network .....	25
6.2	Future Active Transportation Network .....	25
7.0	COMMUNITY-WIDE TRANSPORTATION STUDY .....	28
8.0	SUMMARY AND CONCLUSIONS .....	29



## LIST OF TABLES

Table 1	Development Proposal .....	1
Table 2	Region of Peel and Town of Caledon Road Network Improvements.....	8
Table 3	Existing Area Road Network.....	15
Table 4	Existing Area Transit Context .....	23

## LIST OF FIGURES

Figure 1:	Site Location.....	2
Figure 2:	Land Use Concept Plan .....	14
Figure 3:	Existing Road Network.....	17
Figure 4:	Future Road Network .....	20
Figure 5:	Area Road Right-Of-Way Width .....	21
Figure 6:	Highway 413 (GTA West Transportation Corridor) Preferred Route.....	22
Figure 7:	Area Transit Context .....	24
Figure 8:	Area Active Transportation Network.....	27

## TABLE OF APPENDICES

Appendix A:	Terms of Reference
Appendix B:	Proposed Cross Sections



## 1.0 INTRODUCTION




### 1.1 Retainer

BA Group is retained by Innis Lake Secondary Plan Area Landowners to provide transportation consulting services in support of an Official Plan Amendment application to implement the Innis Lake Secondary Plan (the “site”). The Innis Lake Secondary Plan is located in the Town of Caledon (the “Town”) in the Region of Peel (the “Region”), bounded by Centreville Creek Road to the east, Mayfield Road to the south, Healey Road and the Planned Highway 413 Transportation Corridor to the north, and Innis Lake Road to the west. The site location is illustrated in **Figure 1**.

### 1.2 Development Proposal

The development proposes approximately 6,948 residential units, with a mix of unit types and densities, as well as supporting commercial, institutional and recreational uses. As a complete community, the supporting land uses will generally act to internalize trip-making rather than act as external generators of activity. The development proposal is summarized in **Table 1**.

Table 1 Development Proposal

Use		Development Proposal
	Residential Units	Single-Detached/Semi-Detached
		Townhouses
		Apartments
		<b>Total</b>
	Retail GFA	To be determined <sup>[1]</sup>
	School	4 elementary schools 1 secondary school

Notes:

1. Retail Gross Floor Area is unknown at this stage and will be determined as the Secondary Plan progresses.

### 1.3 This Report

The proposed community will be developed over a long period of time with a series of studies providing additional details as the plan evolves and through the development approval process. The purpose of this report is to provide an end-state (full build-out) review of the community to help confirm the basic structure of the community as a prelude to further discussions with stakeholders.

The draft Secondary Plan Terms of Reference was provided by Town of Caledon staff on January 21, 2026, and is attached in **Appendix A**.





P:\6374\84\Graphics\Adobe\IDs\6374-84.indd

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 1 SITE LOCATION**

## 2.0 PLANNING AND POLICY CONTEXT

### 2.1 Provincial Policies

#### 2.1.1 Provincial Planning Statement

In October 2024, the Provincial Planning Statement (“2024 PPS”) came into effect, replacing A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the 2020 Provincial Policy Statement, to establish an integrated policy document.

The 2024 PPS, in part, provides the following policy directives to municipalities with respect to the integration of land use and transportation, and transportation infrastructure:

- Require transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations
- Lane use patterns within settlement areas should be based on densities and a mix of land uses;
- Provide transportation systems which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low-emission vehicles;
- Make efficient use of existing and planned infrastructure, including the use of transportation demand management strategies, where feasible;
- As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections with cross-jurisdictional boundaries; and
- New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The 2024 PPS provides the latest provincial direction towards planning in the Province of Ontario and guides municipal planning and policy creation.

#### 2.1.2 Highway 413

Highway 413 (GTA West Transportation Corridor) is a proposed highway and transit corridor running through York, Peel and Halton Regions. The proposed 52-kilometre highway is proposed to extend generally in an east-west direction from Highway 400 between Kirby Road and King-Vaughan Road in Vaughan to the area of the Highway 401 and Highway 407 interchange in Halton Hills. The Highway will also connect to Highway 410, Highway 427 and Highway 27. The Highway 413 Project is following Ontario’s process for Individual Environmental Assessment under the Environmental Assessment Act. Interchanges are proposed on The Gore Road and Airport Road in proximity to the site.

### 2.2 Region of Peel Policies

#### 2.2.1 Region of Peel Official Plan

The Region of Peel Official Plan (RPOP) was adopted on April 28, 2022. On November 4, 2022, the Ministry of Municipal Affairs and Housing issued a decision with modifications. The RPOP provides a comprehensive land use policy framework to guide development in the Region to 2051. It includes policies that address housing and growth management, long-term planning for employment and infrastructure, protection of water resources, natural heritage, rural/agricultural systems, and a plan for climate change.



On July 1, 2024, under the Planning Act, Peel Region was designated as an “upper-tier municipality without planning responsibilities” under Bill 185. Therefore, the Town of Caledon is the land use planning authority responsible for local and regional official plans and development applications. The Ministry of Municipal Affairs and Housing is the approval authority for certain official plan reviews and amendments.

2.2.1.1 SETTLEMENT AREA BOUNDARY EXPANSION (SABE) AREA

The RPOP includes policies and mapping for the “2051 New Urban Area” and identifies locations for the “Settlement Area Boundary Expansion” (SABE) to accommodate residential employment growth. The site is located in the “SABE Community Area”, as illustrated in **Exhibit 1**.

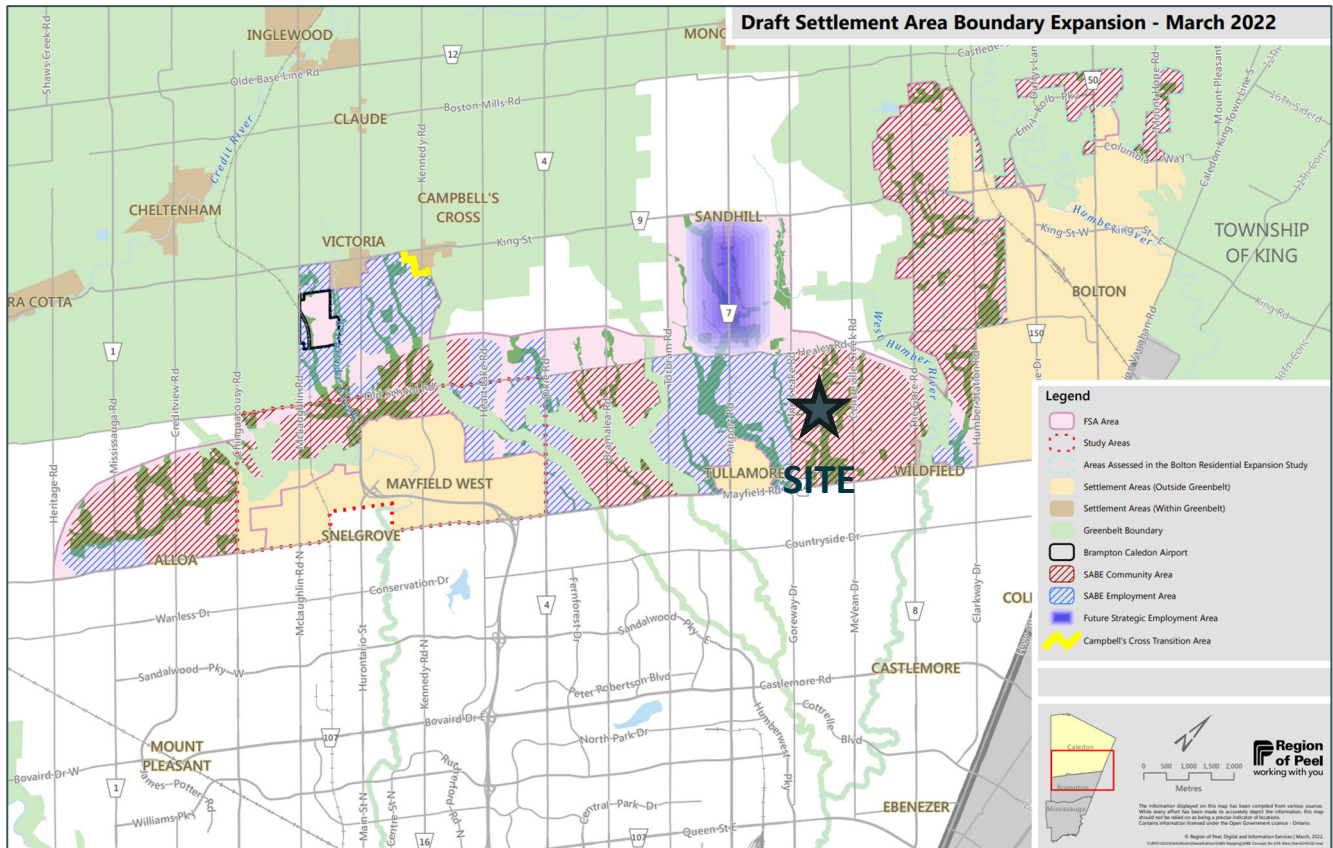


Exhibit 1: Settlement Area Boundary Expansion (SABE) Area

2.3 Town of Caledon Policies

2.3.1 Future Caledon Official Plan

The Town of Caledon’s new Official Plan (OP), *Future Caledon*, was adopted by the Town of Caledon on March 6, 2024. On October 22, 2025, the Ministry of Municipal Affairs and Housing approved *Future Caledon* with modifications. On November 25, 2025, Council adopted Official Plan Amendments to *Future Caledon* OPA 3, Bolton Secondary Plan, and OPA 7, Growth Management and Phasing.

*Future Caledon* represents the direction and vision of the Council for growth in the Town. It replaces a majority of the in-force Town of Caledon Official Plan, which was first implemented in 1978. Future phases of the Official Plan Review process will continue to update the new OP until all aspects of the previous official plan are replaced.



*Future Caledon* implements Provincial and Regional directions and outlines the Town’s vision and guiding principles. Of note are the following land development and transportation-related principles:

- Create Healthy and Complete Communities
  - *Plan for healthy and complete communities that offer a mix of housing and employment opportunities for all, a range of parks, open spaces and amenities, and the choice to conveniently access shopping and services without a car.*
- Create High Quality Transportation Options
  - *Create a mobility system that prioritizes people and transit through a network that supports all modes of transportation with an emphasis on creating great walking, cycling and transit infrastructure.*

#### 2.3.1.1 ROAD NETWORK

The Town’s road network consists of Town roads, Regional roads and Provincial freeways and highways. Mayfield Road is identified as a Regional Arterial with a right-of-way width of 50 metres. Innis Lake Road, Centreville Road, and Healey Road are identified as Town Arterials with a right-of-way width of 36 metres.

Key policies regarding the road network, as specified in Section 11.3 of *Future Caledon*, include:

- The Town will coordinate road improvements with the Region, Province, Metrolinx, neighbouring municipalities and other jurisdictions.
- The transportation mobility plan in support of a secondary plan or development proposal will confirm the road alignment, lanes and intersection configuration for any collector or arterial roads in general accordance with the Town’s conceptual collector road network. The Town may initiate an Environmental Assessment and property protection for the corridors based on the findings of the mobility plan.
- The Town will seek to achieve the necessary right-of-way widths and provide an appropriate number of lanes within the range set in this Plan. Necessary right-of-way widths will be acquired through the secondary planning process and/or conditions of approval for subdivisions, severance, or site plans, or through purchase, expropriation, gift, or other appropriate means. These right-of-way widths are not intended to specify that such roads will necessarily be widened, or intersections be improved.
- Any road that has less than the minimum public right-of-way width requirements will be considered for widening pursuant to the relevant sections of the Planning Act, dealing with road widenings as a condition of development approvals.
- Reductions to public right-of-way widths will be considered only if the Town’s objectives to achieve complete streets standards, including all mobility and transit needs, have been addressed.
- Road widenings in excess of road allowance requirements may be required along roads to provide land for environmental considerations, facilitate culverts, cut and fill requirements, bridges, overpasses and for auxiliary turn lanes to provide better access and improve traffic operations.

#### 2.3.1.2 ACTIVE TRANSPORTATION

Section 11.4 of *Future Caledon* incorporates policies to promote active transportation in the Town. Key policies include:

- The Town will implement appropriate active transportation facilities that meet or exceed industry safety standards on all existing, new, and reconstructed roads, intersections, and bridges, during the review of development applications, ensure that the design of area-specific plans and new subdivisions provides strong in-site circulation and comfortable, convenient and direct active transportation access to significant



destinations, and ensure all new subdivision and development proposals provide for context-appropriate trail links.

- Safe, accessible and direct, and context-appropriate crossings will be provided where trails and other active transportation infrastructure intersect with streets, roads, and other public rights-of-way.
- In the vicinity of school sites, sidewalks will be provided on both sides of the street for all existing, new, and reconstructed roads during the review of development applications and as part of road construction and reconstruction projects for safe and accessible connections for all students and users.
- Prepare an *Active Transportation Master Plan* that will identify a pedestrian, cyclist, and trail network of both off-road and on-road facilities, as well as other network and policy improvements and undertake a periodic review of the Town's *Active Transportation Master Plan*.

### 2.3.1.3 TRANSIT NETWORK

Local transit routes are proposed in *Future Caledon* along Healey Road, Innis Lake Road, Centreville Creek Road and Mayfield Road. Key policies regarding the transit network, as specified in Section 11.5 of *Future Caledon*, include:

- The Town will include future public transit facilities and active transportation connections to transit facilities in the formulation of secondary plans and provide continuous sidewalks along both sides of roads leading to anticipated transit stops and stations that are accessible to all users.
- The Town will also, in collaboration with other jurisdictions and agencies, explore opportunities to extend transit routes from neighbouring municipalities into the Town, coordinate the integration of services, facilities, schedules and fares, and provide safe and efficient first and last mile connections to transit stations and stops.
- The Town will collaborate with the City of Brampton for the future extension of Brampton Transit services to serve residents and businesses in Caledon.

### 2.3.2 Multi-Modal Transportation Master Plan

The Town of Caledon's *Multi-Modal Transportation Master Plan* (MMTMP) was developed in conjunction with the *Future Caledon* OP and provides direction on transportation improvements within Caledon to 2051. This plan is presently being updated, with the key change being the introduction of a new mid-block collector road, of which the planned urban corridor will be one link, between Highway 410 in the west and Bolton in the east.

The MMTMP's supporting objectives include:

- Develop a future-ready transportation plan for the Town and expand the multi-modality of the transportation system, including driving, transit, walking, cycling, and other emerging mobility options;
- Provide infrastructure to support and manage future land use growth and address the needs and priorities for both rural and urban communities;
- Deliver sustainable strategies that protect natural heritage assets while reducing transportation's effects on climate change;
- Build a safe and inclusive transportation system that supports age-friendly communities and promotes healthy living; and
- Develop complementary transportation solutions that support Provincial, Regional, and Local policies and the Town's Official Plan (OP) update.

The MMTMP also includes a series of planned improvements related to road widenings, a public transit strategy, and an active transportation plan.



### 2.3.2.1 BOUNDARY ROAD IMPROVEMENTS

The MMTMP recommends a series of road widenings to the collector road network concentrated in the southern half of Caledon. In the proximity of the site, the following roads are being widened:

- **Healey Road** from Airport Road to The Gore Road, widened from 2 to 4 lanes by 2041;
- **Centreville Creek Road** from Mayfield Road to Healey Road, widened from 2 to 4 lanes by 2041; and
- **Innis Lake Road** from Mayfield Road to Healey Road, widened from 2 to 4 lanes by 2041.

### 2.3.2.2 PUBLIC TRANSIT STRATEGY

The MMTMP recommends leveraging Brampton Transit within the short term, by 2035. Beyond 2035, the MMTMP recommends that the Town develop a transit service plan over a longer-term horizon in collaboration with developers as part of the Secondary Plan approval processes, so that it can be informed by the needs at the Secondary Plan level.

The MMTMP itself proposes fixed-route transit corridors on collector and arterial roads across the Town, with most of them located in the southern half of Caledon. Transit routes are proposed on Mayfield Road, Healey Road, Centreville Creek Road and Innis Lake Road. These fixed-route transit corridors are discussed further in **Section 5.0**.

### 2.3.2.3 ACTIVE TRANSPORTATION PLAN

The MMTMP includes active transportation recommendations that are within the MMTMP and were developed as part of the Caledon Active Transportation Master Plan process, as well as new road cross-sections which accommodate different types of cycling infrastructure.

Within proximity of the site, the MMTMP has proposed physically separated cycling facilities along:

- **Centreville Creek Road**, from Mayfield Road to north of Highway 413
- **Innis Lake Road**, from Mayfield Road to north of Highway 413
- **Healey Road**, from Winston Churchill Boulevard to Queen Street
- a midblock new east-west corridor (i.e. the SABE east-west corridor) between Torbram Road and The Gore Road

The active transportation network proposed in the MMTMP is further discussed in **Section 6.0**.

### 2.3.3 Multi-Modal Transportation Master Plan Addendum

An Addendum to the MMTMP is being undertaken by the Town of Caledon and HDR Inc. to further refine the transportation network within the New and Existing Urban Areas (NEUA) identified in *Future Caledon*. The final report of the MMTMP Addendum is dated January 28, 2026. The study area of the MMTMP Addendum is bounded by Coleraine Drive, Mayfield Road, Mississauga Road, and Old School Road, comprising approximately 62 square kilometres of land within the New and Existing Urban Areas (NEUA). The study area of the MMTMP Addendum is illustrated in **Exhibit 2**.

The MMTMP Addendum study was conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) (October 2000, as amended in 2007, 2011, 2015 and 2023), which is approved under the Ontario Environmental Assessment Act. The study followed Master Plan Approach #1 under the MCEA process.



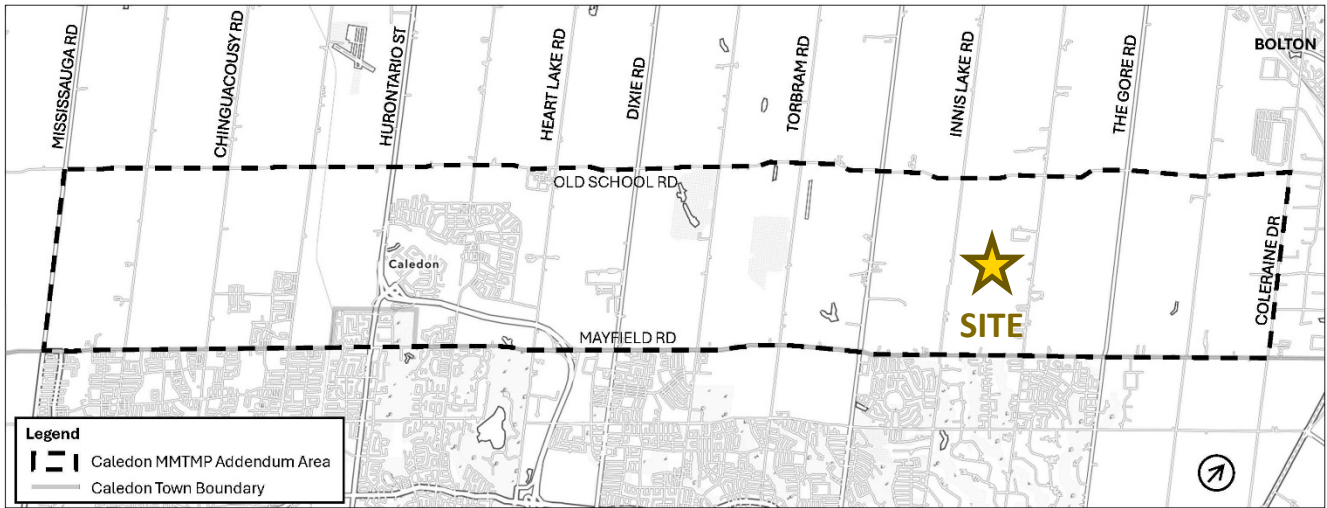


Exhibit 2: Town of Caledon’s MMTMP Addendum Study Area

2.3.3.1 COLLECTOR ROAD NETWORK

The MMTMP Addendum refined the recommended future transportation network identified in the Conceptual Collector Road Layout from the MMTMP through the planning and integration of a major east-west collector network. The MMTMP Addendum recommended a 26-metre right-of-way for the new east-west collector roads to support active transportation, automobile, and transit modes, while also accommodating landscaping, utilities, operations, and maintenance needs. The preferred alignment of the new east-west collector roads is illustrated in **Exhibit 3**.

2.3.3.2 PLANNED BOUNDARY ROAD IMPROVEMENTS

The following planned road network improvements are acknowledged in the MMTMP Addendum.

**HIGHWAY 413**

Highway 413 is a proposed 400-series highway connecting Highway 400 north of Kirby Road to the interchange of Highway 407 and Highway 401. The Highway is proposed to run through York, Peel, and Halton Regions and will serve as a key east-west connection for future residents and workers in the SABA Area. Interchanges are proposed on The Gore Road and Airport Road in proximity to the site. The expected completion timeline is currently unknown.

**REGION OF PEEL AND TOWN OF CALEDON IMPROVEMENTS**

Planned road improvements surrounding the site by the Region and the Town are summarized in **Table 2**.

Table 2 Region of Peel and Town of Caledon Road Network Improvements

Road	From	To	Improvement	Horizon Year	Improvement By
Mayfield Road	Airport Road	The Gore Road	Widen from 2 to 5 lanes	2033	Region of Peel
Healey Road	Airport Road	The Gore Road	Widen from 2 to 4 lanes	2041	Town of Caledon
Innis Lake Road	Mayfield Road	Healey Road	Widen from 2 to 4 lanes	2041	Town of Caledon
Centreville Creek Road	Mayfield Road	Healey Road	Widen from 2 to 4 lanes	2041	Town of Caledon

### 2.3.3.3 TRAFFIC ASSESSMENTS

Appendix A of the MMTMP Addendum includes traffic assessments for the study area to evaluate future conditions on roadway segments and at intersections.

#### MACROSCOPIC OPERATIONS

The MMTMP Addendum completed macroscopic traffic operations analysis using the 2051 EMME model developed for the Town's Growth Management Phasing Plan (GMPP) Study. The EMME model simulates AM peak-hour conditions and incorporates the latest land-use environments and planned roadway improvements. Key conclusions from this analysis include:

- Traffic volumes are expected to divert from Healey Road and Mayfield Road to the new east-west corridors, up to 550 vehicles per hour per direction; and
- All roadway segments surrounding the site are expected to operate acceptably with a v/c ratio less than 1.00.

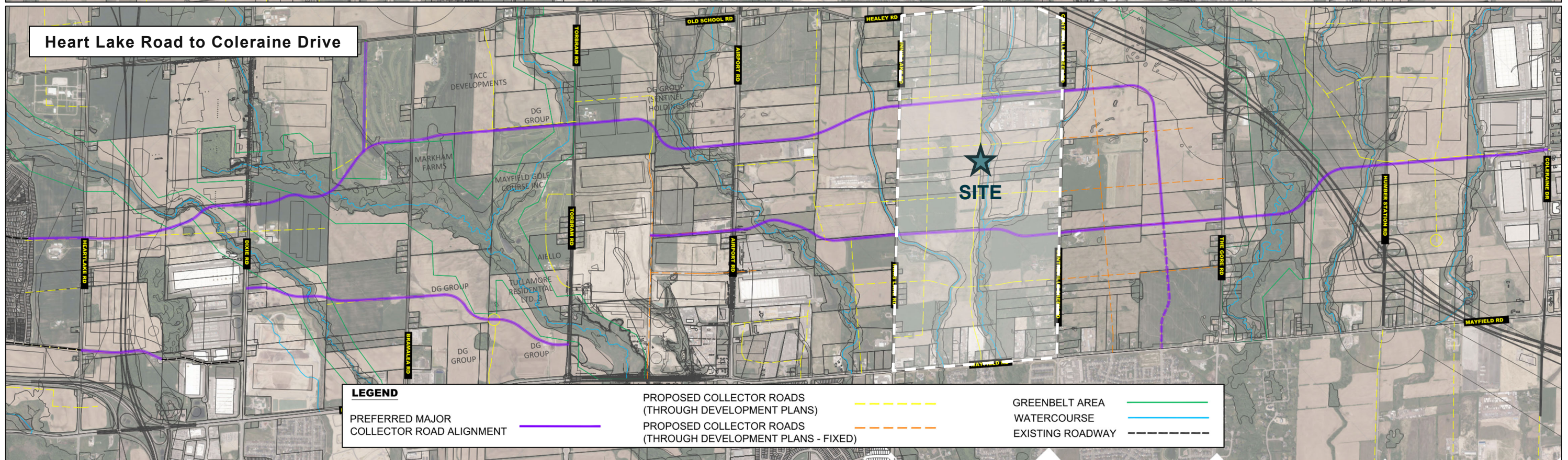
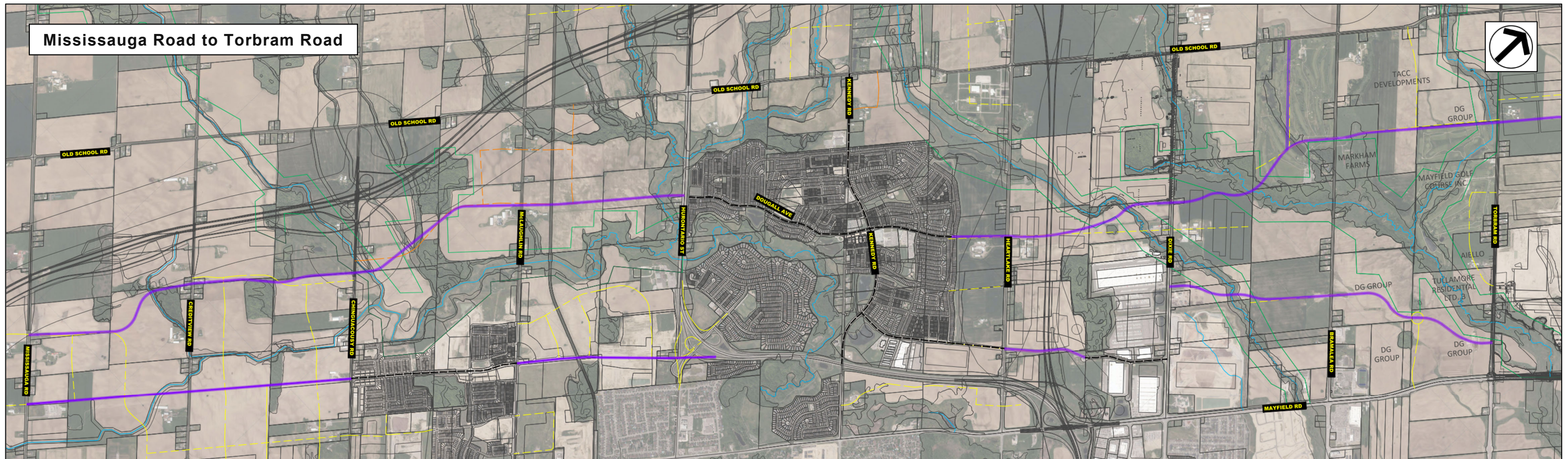
#### TRAVEL DEMAND FORECASTS

The MMTMP also projected future intersection turning movement volumes based on forecast link volumes from the EMME model and bi-proportional balancing, considering existing turning movement volumes and patterns and future EMME model link volumes. Furthermore, as the EMME model only simulates the AM peak-hour conditions, PM peak-hour traffic volumes were estimated by reversing the AM directional flows. A 13% upward adjustment was applied to the volumes, accounting for the higher traffic levels typically observed during the PM peak hour compared to the AM peak hour.

#### INTERSECTION OPERATIONS ASSESSMENT

The MMTMP Addendum completed the intersection operations assessment using Synchro 11 for both AM and PM peak hours. The MMTMP Addendum did not provide an operation assessment for intersections in proximity to the site, but acknowledged that refinements to intersection configurations and signal timings may be identified as part of the development applications process and Environmental Assessment.





LEGEND		
PREFERRED MAJOR COLLECTOR ROAD ALIGNMENT		
PROPOSED COLLECTOR ROADS (THROUGH DEVELOPMENT PLANS)		GREENBELT AREA
PROPOSED COLLECTOR ROADS (THROUGH DEVELOPMENT PLANS - FIXED)		WATERCOURSE
		EXISTING ROADWAY

Exhibit 1: Preferred East-West Collector Roads Alignment (MMTTP Addendum, 2026)

### 2.3.4 Active Transportation Master Plan

The Town of Caledon's Active Transportation Master Plan (ATMP), dated June 2024, was developed to provide a framework to develop and manage a community that includes more active transportation in a cost-effective manner that will connect, integrate, enhance, and expand on our existing facilities.

The goals and objectives of the ATMP include:

- Examine and evaluate the existing condition of the cycling and trails network and identify the gaps and opportunities;
- By filling up the gaps, expand the network of existing and planned cycling and trails network;
- Adopt a balanced strategy that considers the environment, financial considerations, and the need and desire for increased infrastructure and services;
- Develop a complete active transportation network that connects all villages and urban centres across the Town;
- Increase the network's capacity by building more high-quality cycling and trail facilities that link to destinations across Caledon;
- Provide an accessible network that enables residents of all ages and abilities to use the Town's cycling, multi-use trail, and pedestrian trail facilities; and
- Address specific issues that hinder active transportation or are uncomfortable for hikers and cyclists.

Specific recommendations from the ATMP relevant to this development are discussed in the following sections.

#### 2.3.4.1 ACTIVE TRANSPORTATION NETWORK

The active transportation network improvements identified in the ATMP are generally consistent with the MMTMP. In proximity to the site, the following active transportation infrastructures are recommended:

- Multi-use path along **Centreville Creek Road** between Mayfield Road and Healey Road;
- Multi-use path along **Innis Lake Road** between Mayfield Road and Healey Road;
- Multi-use path along **Healey Road** along its entire span between Torbram Road and the SABE limit; and
- Multi-use path along a midblock new east-west corridor (i.e. the SABE east-west corridor) between Torbram Road and The Gore Road.

#### 2.3.4.2 PEDESTRIAN FACILITIES

Additionally, the ATMP recommends that pedestrian facilities (sidewalks or multi-use paths) be provided on:

- Both sides of urban arterial roads;
- Both sides of urban collector roads; and
- At least one side of local roads.
  - Both sides of local roads for streets that serve a transit route or are located within 800 metres of a school, 400 metres of a community facility or 500 metres of parks.

#### 2.3.4.3 POLICY RECOMMENDATIONS

The ATMP provides recommendations on policies and best practices to target the Town's approaches to support active transportation. Key policy recommendations include:

- Sidewalks should be a minimum of 1.8 metres to 2 metres wide;



- All new and reconstructed urban arterial and collector roads should include protected intersections, linear cycling, and pedestrian facilities on both sides of the roadway and consider crossings that will service the multi-use trails system;
- A “protected intersection” type design shall be the preferred intersection and driveway treatment for pedestrians and cyclists in urban areas; and
- Adopt updated standard cross-sections outlined in MMTMP, subject to the context, for new development.



### 3.0 THE STRUCTURE PLAN

The transportation system planned for the community is based on the following principles:

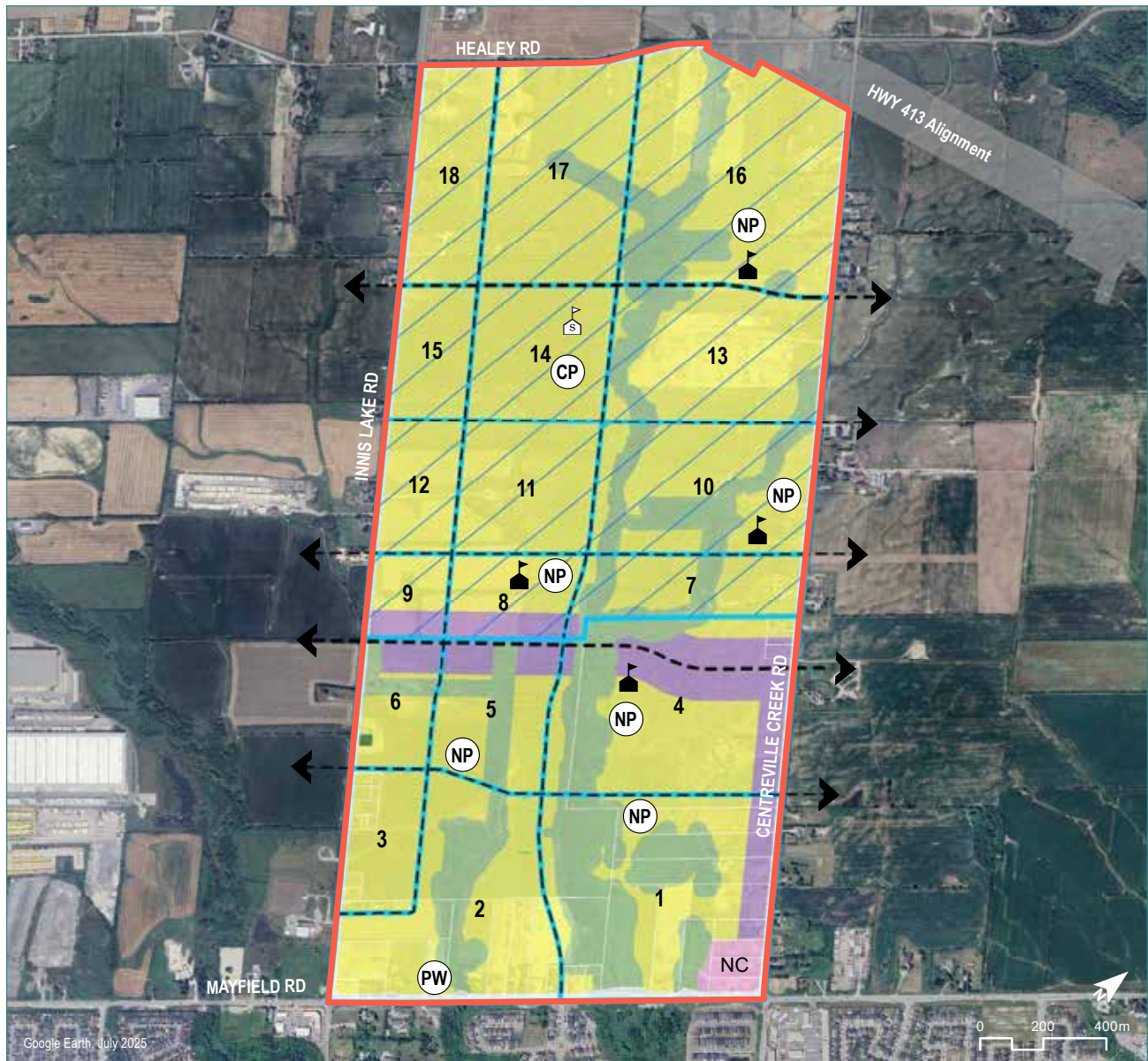
- Use of the existing arterial road network bordering the community for transit and automobile access to and from the community. Access to the area expressway system will be via The Gore Road (to Highway 413), Airport Road (to Highway 413) and Mayfield Road (to Highway 410). The roads will generally be urbanized and widened with supporting active transportation facilities.
- Development of a strong grid of new east-west and north-south collector roads linking the external arterial road network with the community. This grid, which is consistent with the one illustrated in the Multi-Modal Transportation Master Plan Addendum (January 2026), will provide for a high degree of access, permeability, and connectivity through the community.
- Rationalization of intersections along boundary roads. Along Mayfield Road, the collector road is located opposite the existing intersection at Gordon Randle Drive. Five new signalized collector road intersections are planned along Centreville Creek Road. Six new signalized collector road intersections are planned along Innis Lake Road. Two new signalized collector road intersections are planned along Healey Road. These intersections are located to meet spacing guidelines, considering upstream and downstream signals.
- Development of a complete community that allows for internalization of trips and active transportation connections to non-residential uses within the community.
- Construction of a new collector road network that will provide the primary vehicular access points to the boundary roads, provide supplemental public transit access to the community, and act as the primary internal cycling spine for the community. This collector road network is described in greater detail in **Section 4.2.1**.
- Development of a network of local roads that will provide the primary access to the structure of the planned community. These streets should be designed to be accessible, low-speed, and safe for all road users.
- Creation of a transit and active transportation network based around the planned collector roads linking the residential uses with schools, non-residential uses, and community parks.

The proposed land use concepts are illustrated in **Figure 2**.



# COMMUNITY STRUCTURE PLAN

## Innis Lake Rd, Caledon



- |              |                         |                          |
|--------------|-------------------------|--------------------------|
| Study Area   | Neighbourhood Area      | Proposed Major Collector |
| Traffic Zone | Urban Corridor          | Proposed Minor Collector |
| <b>Phase</b> | Neighbourhood Centre    | Elementary School        |
| Phase 1      | Natural Heritage System | Secondary School         |
| Phase 2      | Cemetery                | Community Park           |
|              | Place of Worship        | Neighbourhood Park       |

Contains information licensed under the Open Government Licence - Ontario.

MGP File: 25-3443  
Date: May 1, 2026

**\* DRAFT \***  
**For Discussion Purposes Only**



P:\63174\84\Graphics\Adebel\Ds\6374-84.indd

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 2 LAND USE CONCEPT PLAN**

## 4.0 ROAD NETWORK

### 4.1 Existing Road Network

The existing road network is illustrated in **Figure 3**. A description of the existing area road network is detailed in **Table 3** below.

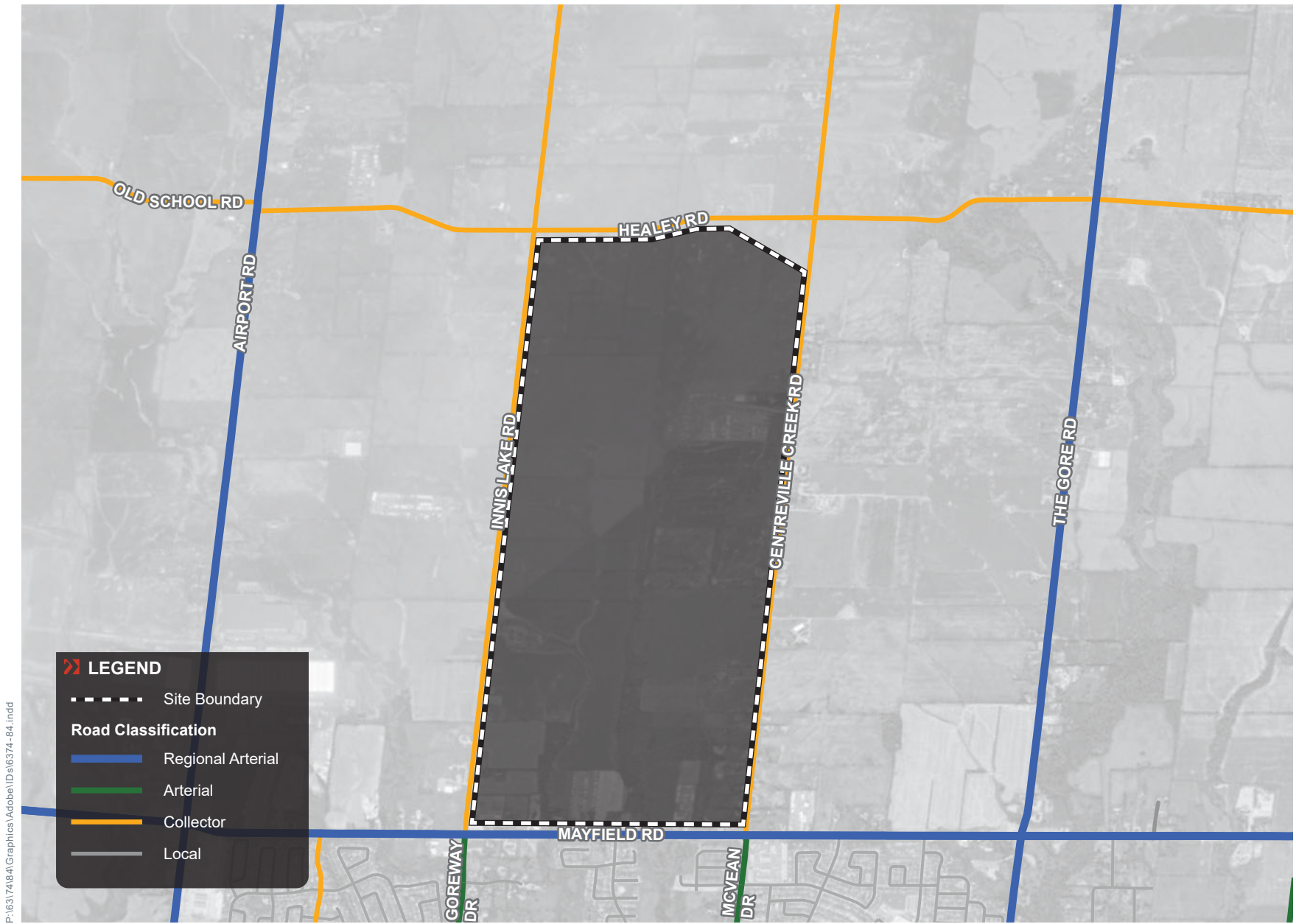
Table 3 Existing Area Road Network

Road Type	Street Name	Orientation	Speed Limit	Description
Regional Arterial	Mayfield Road	East-West	60 - 80 km/h	<p>Mayfield Road is an east-west major arterial road that serves as the boundary between the City of Brampton to the south and the Town of Caledon to the north. Mayfield Road extends from Winston Churchill Boulevard to the west and Highway 50 in the east.</p> <p>In the vicinity of the site, Mayfield generally has a multi-lane cross-section with vehicular lanes operating in each direction and auxiliary turn lanes at key intersections.</p>
Minor Arterial	Goreway Drive	North-South	50 - 70 km/h	<p>Goreway Drive is a north-south City of Brampton minor arterial road located south of the subject site. Goreway Drive extends from Mayfield Road in the north to Derry Road East in the south.</p> <p>In the vicinity of the site, Goreway Drive generally has a two-lane cross-section with one vehicular lane operating in each direction.</p>
	McVean Drive	North-South	50 km/h	<p>McVean Drive is a north-south City of Brampton minor arterial road located south of the subject site. McVean Drive extends from Mayfield Road in the north to Queen Street East in the south.</p> <p>In the vicinity of the site, McVean Drive generally has a two-lane cross-section with one vehicular lane operating in each direction.</p>
Collector	Old School Road / Healey Road	East-West	70 km/h	<p>Old School Road / Healey Road is an east-west Town of Caledon collector road that extends across the northern boundary of the study area. Old School Road extends from Hurontario Street to the west, transitioning into Healey Road, which continues to Highway 50 in the east.</p> <p>In the vicinity of the site, Healey Road has a two-lane rural cross-section with one vehicular lane operating in each direction.</p>



Road Type	Street Name	Orientation	Speed Limit	Description
	<b>Innis Lake Road</b>	North-South	80 km/h	<p>Innis Lake Road is a north-south Town of Caledon collector road that forms the western boundary of the subject site. Innis Lake Road extends from Finnerty Side Road in the north to Mayfield Road in the south, where it continues as Goreway Drive, a minor arterial road.</p> <p>In the vicinity of the site, Innis Lake Road has a two-lane rural cross-section with one vehicular lane operating in each direction.</p>
	<b>Centreville Creek Road</b>	North-South	80 km/h	<p>Centreville Creek Road is a north-south Town of Caledon collector road that forms the eastern boundary of the subject site. Centreville Creek Road extends from Highway 9 in the north, transitioning into Concession Road 2, and Mayfield Road in the south, transitioning into McVean Drive, a minor arterial road.</p> <p>In the vicinity of the site, Centreville Creek Road has a two-lane rural cross-section with one vehicular lane operating in each direction.</p>
<b>Local Roads</b>	<b>Gordon Randle Drive</b>	North-South	40 km/h	<p>Gordon Randle Drive is a north-south local road located south of the subject site in the City of Brampton. Gordon Randle Drive extends from Mayfield Road in the north to Countryside Road in the south.</p> <p>In the vicinity of the site, it generally has a two-lane cross-section with one vehicular lane operating in each direction to service local neighbourhood traffic.</p>





P:\6374\84\Graphics\Adobe\IDs\6374-84.indd

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 3 EXISTING ROAD NETWORK**

## 4.2 Future Road Network

### 4.2.1 Collector Roads

As noted in **Section 3.0**, a new collector road network is planned for the community. The proposed collector road network is consistent with what is planned in the MMTMP Addendum (January 2026), as illustrated in **Figure 4**.

The proposed new collector roads include:

- Two east-west major collector roads (i.e. urban corridors) across the site, consistent with the MMTMP Addendum. At Centreville Creek Road, these new collector roads will be aligned with the major collector roads proposed within the Wildfield Village Secondary Plan east of the site.
- Five minor collector roads (i.e. residential collector roads), including three east-west roads, one north-south road and one L-shaped road. At Centreville Creek Road, the new east-west collector roads will be aligned with the minor collector roads proposed within the Wildfield Village Secondary Plan east of the site. At Mayfield Road, the new north-south collector road will be aligned with Gordon Randle Drive in Brampton.

The collector road network was developed to meet the following objectives:

- Promote a high degree of permeability and connectivity both within the community and to the surrounding arterial road network.
- Establish the backbone of an extensive and safe cycling network that links the entire community.
- Ensure suitable vehicular access onto the boundary street network.
- Facilitate transit access into the community to supplement routes planned on the boundary roads.

The major collector roads (i.e. urban corridors) are proposed with a Right-of-Way of 26 metres. The minor collector roads (i.e. residential collector roads) are proposed with Right-of-Ways of 22 metres to 23.5 metres. Cross-sections of 26-metre, 23.5-metre and 22-metre collector roads are attached in **Appendix B**.

Section 11.3 of *Future Caledon* grants the consideration of reductions to public Right-of-Way widths if the Town's objectives to achieve complete streets standards, including all mobility and transit needs, have been addressed. The Right-of-Way width and cross-section of the internal collector roads are preliminary at this stage and should be reviewed on a case-by-case basis as the development plan progresses.

### 4.2.2 Boundary Roads

Planned road improvements surrounding the site by the Region and the Town are discussed in **Section 2.3** and tabulated in **Table 2**. Notwithstanding the above, the road improvements and intersection lane configurations will be verified through traffic operations analysis. The area road network Right-of-Way width is illustrated in **Figure 5**.

#### 4.2.2.1 INTERSECTION SPACING

Mayfield is classified as an Industrial Connector in the *Region of Peel's Road Characterization Study* (May 2013). The minimum required spacing between full-to-full, full-to-left-in/right-in/right-out and left-in/right-in/right-out-to-left-in/right-in/right-out intersections is 450 metres, 225 metres and 225 metres, respectively. The distance between the proposed north-south collector road and the closest signalized intersection (Mayfield Road & Centreville Creek Road) is approximately 650 metres. Right-in/right-out accesses to local roads and the neighbourhood centre are also proposed on Mayfield Road. It is recommended to introduce a median along Mayfield Road to prevent left-turn movements. The proposed intersection locations along Mayfield Road will satisfy the spacing requirement for regional arterial roads.



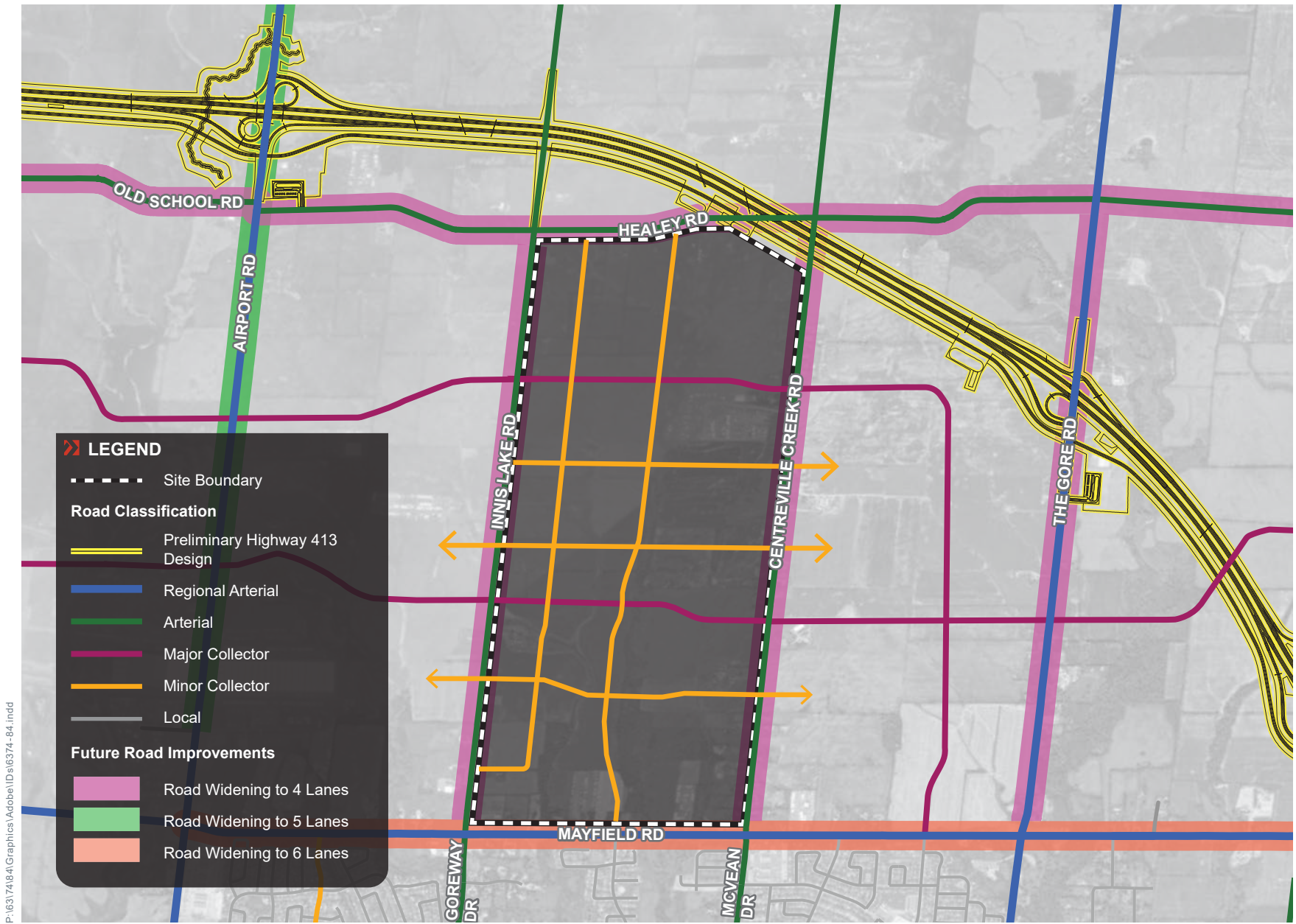
The Ontario Traffic Manual (Book 12) suggests a minimum distance of 215 metres between intersections for roads with a posted speed limit of 60 km/h or less. The proposed intersection locations along Centreville Road, Innis Lake Road and Healey Road will meet the recommendation from the Ontario Traffic Manual.

### 4.2.3 Highway 413

Highway 413 (GTA West Transportation Corridor) is a proposed highway and transit corridor running through York, Peel and Halton Regions. The proposed 52-kilometre highway is proposed to extend generally in an east-west direction from Highway 400 between Kirby Road and King-Vaughan Road in Vaughan to the area of the Highway 401 and Highway 407 interchange in Halton Hills. The Highway will also connect to Highway 410, Highway 427 and Highway 27. The Highway 413 Project is following Ontario's process for Individual Environmental Assessment under the Environmental Assessment Act. Interchanges are proposed on The Gore Road and Airport Road in proximity to the site.

The Highway 413 alignment is illustrated in **Figure 6**.





P:\6374\84\Graphics\Adobe\IDs\6374-84.indd

Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

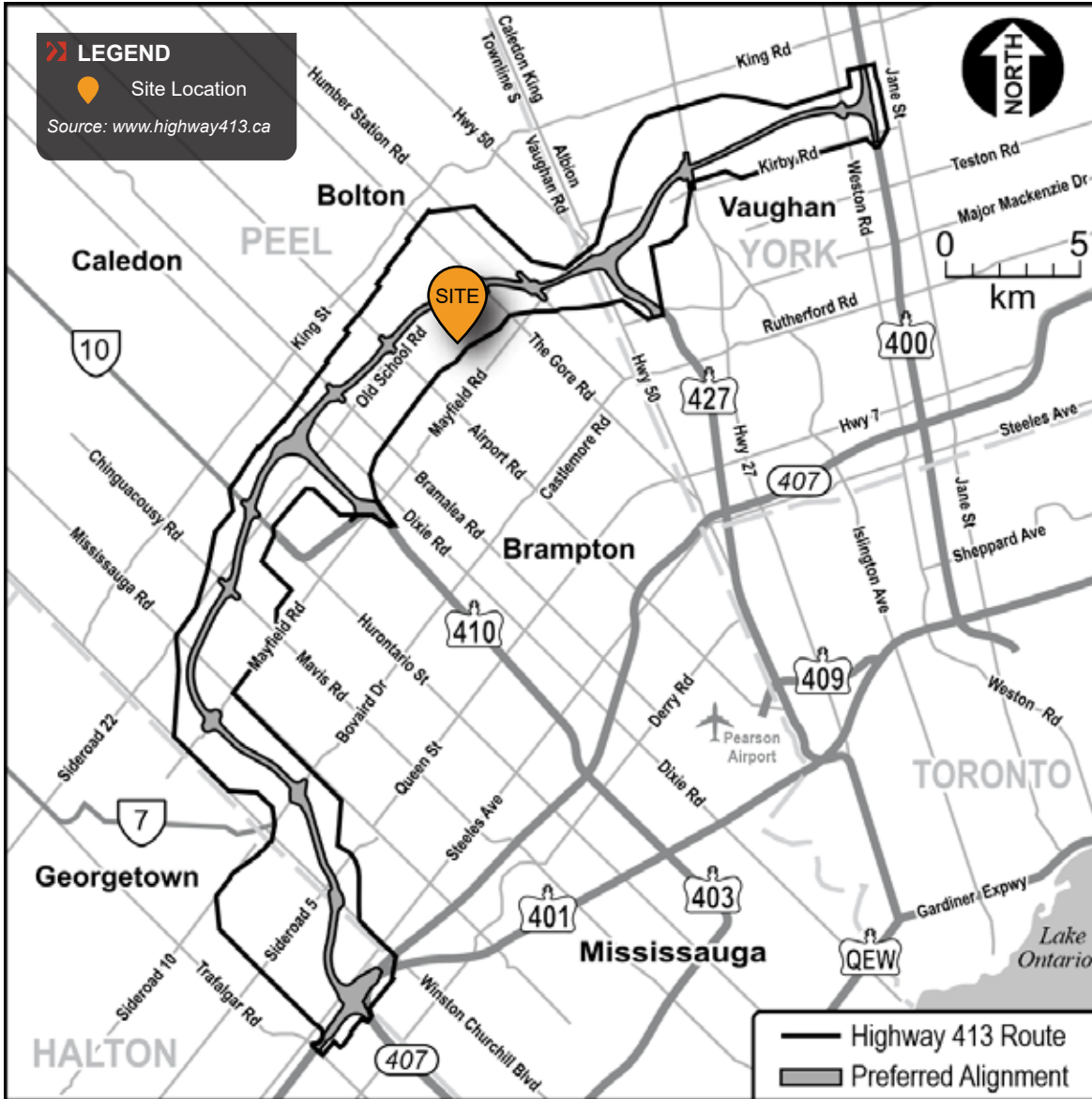
**FIGURE 4 FUTURE ROAD NETWORK**



P:\6374\84\Graphics\Adobe\IDs\6374-84.indd

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 5 AREA ROAD RIGHT-OF-WAY WIDTH**



**FIGURE 6 HIGHWAY 413 (GTA WEST TRANSPORTATION CORRIDOR) PREFERRED ROUTE**

## 5.0 TRANSIT NETWORK

### 5.1 Existing Transit Network

Surface transit services are operated by Brampton Transit south of the site. A summary of the transit services operating around the area is provided in **Table 4**. Existing transit routes are illustrated in **Figure 7**.

Table 4 Existing Area Transit Context

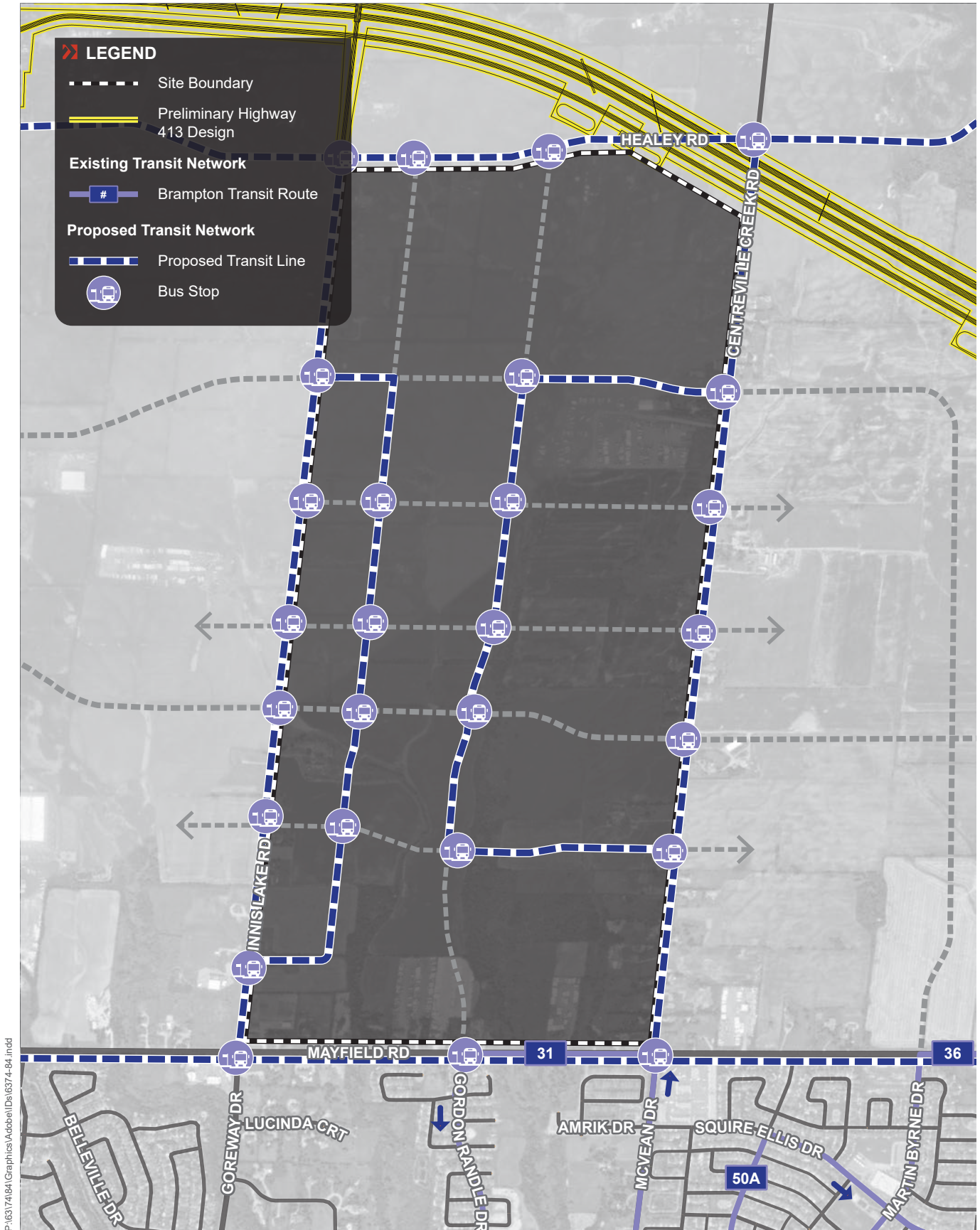
Route	Headway (weekday peaks)	Closest Stop	Description
<b>31 McVean</b>	32 minutes	Gordon Randle Drive at Layton Street	The 31 McVean bus route provides local north-south transit services directly south of the Site. The 31 McVean route loops through the adjacent residential neighbourhood via Gordon Randle Drive and operates south along McVean Drive, connecting the community to the broader Züm transit network at Queen Street.
<b>50 Gore Road</b>	15 minutes	John Carroll Drive between Cloverhaven Road & Venue Road	The 50 Gore Road bus route is a major north-south arterial route operating southeast of the Site. The 50 Gore Road route provides frequent service along The Gore Road, connecting the local communities to transit hubs including the Humber College Terminal.

### 5.2 Future Transit Network

It is recommended to leverage the grid-style network as proposed by the MMTMP. The site is bounded by Centreville Creek Road, Innis Lake Road, Mayfield Road, and Healey Road, all of which are proposed transit corridors. It is also adjacent to the Highway 413 route, which will have a transitway running parallel to the vehicular travel lanes. The use of these corridors alone could provide a high level of transit connectivity to the community on efficient linear routes. Additional supplemental routes could be introduced on the planned new collector roads as required to provide additional connectivity to transit. The collector road network should be designed to accommodate transit access.

The transit network plan, which identifies conceptual new transit routes and transit stops within and surrounding the site, is illustrated in **Figure 7**. The transit network is subject to further review and refinement by Brampton Transit.





P:\63174\84\Graphics\Adebel\Ds\6374-84.indd

Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 7 AREA TRANSIT CONTEXT**

## 6.0 ACTIVE TRANSPORTATION NETWORK

### 6.1 Existing Active Transportation Network

The study area is currently greenfield land with no active transportation facilities within its boundary. The nearest existing active transportation infrastructure is in the neighbourhood south of the site:

- **Paved Recreational Trail** running north-south along the linear parks between Mayfield Road and Countryside Drive, routing beside Gordan Randle Drive and the local watercourse.
- **Bike Lanes** running east-west along Squire Ellis Drive between McVean Drive and The Gore Road.
- **Multi-Use Path** along Countryside Drive, extending The Gore Road in the east to just past Dixie Road in the west.

### 6.2 Future Active Transportation Network

#### 6.2.1 Boundary Road Active Transportation Improvements

Consistent with the MMTMP and the ATMP, physically separated multi-use paths are recommended along Centreville Creek Road, Innis Lake Road and Healey Road.

#### 6.2.2 Internal Road Active Transportation Improvements

The 2051 cycling network will afford residents and visitors of the study area access to the entire study area via active modes. All schools and parks are located along the collector road network, which is proposed to have cycle tracks or multi-use paths. The existing and proposed active transportation network in the MMTMP is illustrated in **Figure 8**.

Proposed cross-sections for the new collector roads, local roads, window streets and laneways are provided in **Appendix B**. These cross-sections are intended to be the basis for future design to be undertaken through the functional design of the internal road network.

#### Collector Roads

Collector road Rights-of-Way (ROWs) range from 22 metres to 26 metres. This range is within the 20-30-metre guideline in the MMTMP and provides flexibility based on the need for parking and long-term usage. These cross-sections have been approved by the Town in other Secondary Plan developments (such as Wildfield Village Secondary Plan and Mayfield-Tullamore Secondary Plan) in the SABE area.

- **XS-3** shows a 22m ROW with an 8.5m pavement (parking on one side) with multi-use paths on both sides. This would apply to collector roads where the provision of on-street parking is less of a priority. Parking demand studies will be provided in future submissions to determine if on-street parking is required on both sides of the roadway.
- **XS-4** shows a 23.5m ROW with an 11m pavement (parking on both sides) with multi-use paths on both sides. This would apply to collector roads where the provision of on-street parking is a priority.
- **XS-5** shows a 26m ROW with an 11m pavement (parking on both sides) with separate sidewalks and cycle tracks on both sides. This would apply to the east-west urban arterial road.

Traffic impact assessments will be completed to determine the appropriate lane configuration at intersections.

#### Local Roads

All the local roads are proposed with a Right-of-Way width of 18 metres. The Town of Caledon has indicated that local roads with a pavement width of 8.5 metres and sidewalks on both sides of the streets are the default design configuration,



although variations in pavement widths and provision of sidewalks could be considered depending on the context. Narrower pavements are recommended for consideration as an effective and simple traffic calming measure. Single-sided sidewalks have been identified for application in areas of lower priority for pedestrians. These cross-sections have been approved by the Town in other Secondary Plan developments (such as Wildfield Village Secondary Plan and Mayfield-Tullamore Secondary Plan) in the SABE area.

- **XS-1A** shows an 8m pavement (parking on one side) with sidewalks on both sides.
- **XS-1B (default option)** shows an 8.5m pavement (parking on one side) with sidewalks on both sides.
- **XS-2A** shows an 8m pavement (parking on one side) with sidewalks on one side.
- **XS-2B** shows an 8.5m pavement (parking on one side) with sidewalks on one side.

#### **Local Window Streets**

All local window streets are proposed with a Right-of-Way width of 16 metres, with a pavement width of 7.9 metres and sidewalks on one side of the roadway, in accordance with the Town of Caledon's roadway cross-section standards.

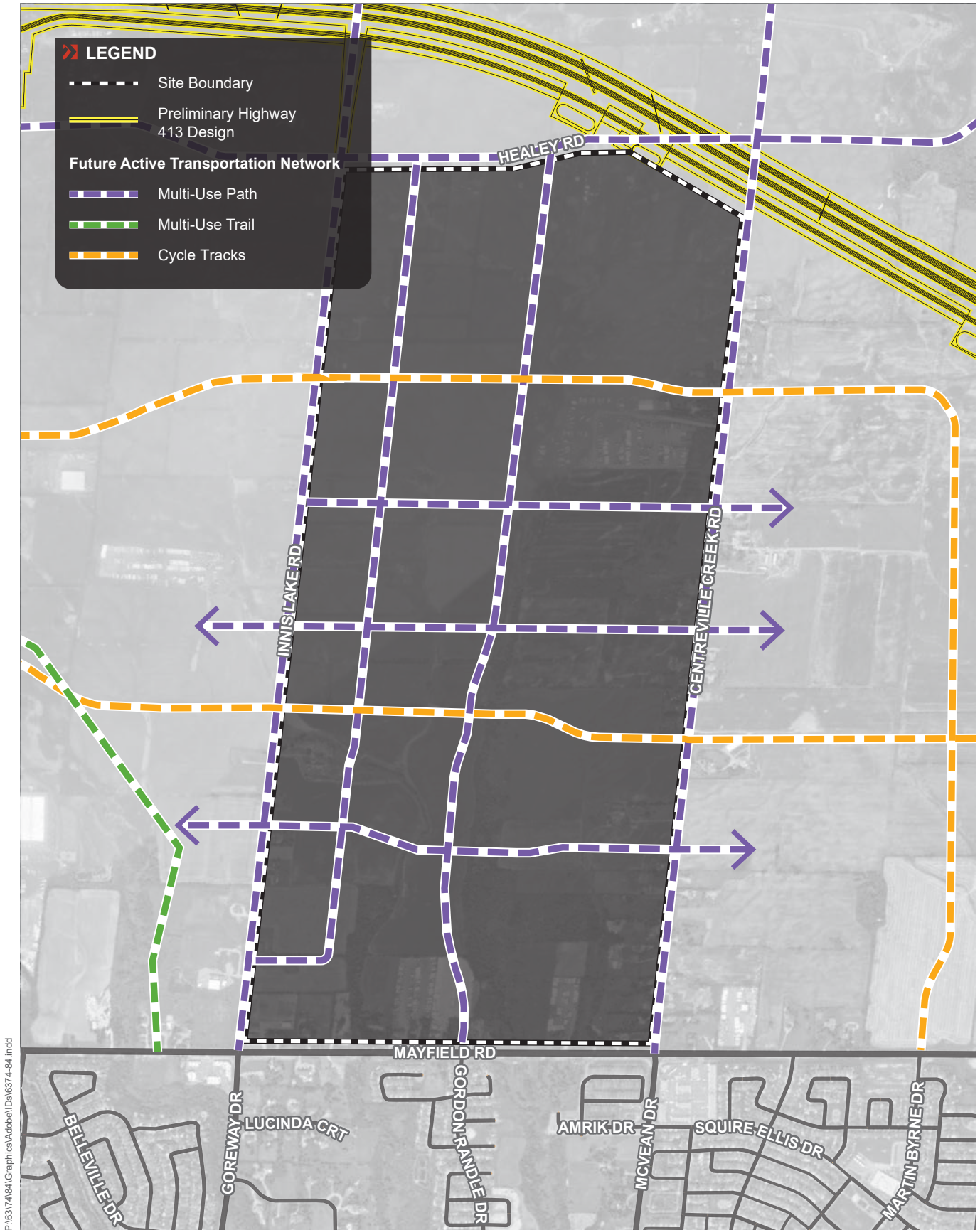
#### **Laneways**

All laneways are proposed with a Right-of-Way width of 8 metres, with a pavement width of 5.4 metres, in accordance with the Town of Caledon's roadway cross-section standards. Sidewalks are not proposed along the laneways. No on-street parking is permitted.

### **6.2.3 Pedestrian Crosswalks**

Traffic signals are proposed at all arterial-to-arterial, arterial-to-collector and collector-to-collector intersections along and within the site boundary. Pedestrian crosswalks are proposed on all legs of the signalized intersections.





P:\63174\84\Graphics\Acbble\Ds\6374-84.indd

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 8 AREA ACTIVE TRANSPORTATION NETWORK**

## 7.0 COMMUNITY-WIDE TRANSPORTATION STUDY

A Community-Wide Transportation Study will be prepared that addresses the “Tertiary Plan Study” requirements outlined in the Town’s draft Secondary Plan Terms of Reference attached **Appendix A**.

The Community-Wide Transportation Study will be completed for the entire Innis Lake Secondary Plan and will include the following:

- Road plans that identify the internal collector road network and connections to boundary arterial roads during interim and ultimate build-out;
- Tertiary-level traffic operations assessment for the following intersections:
  - Mayfield Road & Innis Lake Road
  - Mayfield Road & Centreville Creek Road
  - Healey Road & Innis Lake Road
  - Healey Road & Centreville Creek Road
  - All new collector-to-arterial road intersections
  - All new internal collector-to-collector road intersections

The traffic operations assessment will identify the required lane configuration and intersection control measures at the above intersections to support the full build-out of the site based on a 2051 horizon.

- A Transportation Demand Management plan;
- A detailed transit plan that identifies proposed transit routes and stops to provide access to transit within 400 metres throughout the entire Secondary Plan community;
- A detailed active transportation plan that identifies cycling and pedestrian infrastructure within the Secondary Plan community and along boundary roads; and
- A Traffic Calming Plan.

The transportation study will be completed based on requirements set in the following guidelines and standards:

- Town of Caledon TIS Guidelines
- Region of Peel TIS Guidelines



## 8.0 SUMMARY AND CONCLUSIONS

BA Group is retained by Innis Lake Secondary Plan Area Landowners to provide transportation consulting services in support of an Official Plan Amendment application to implement the Innis Lake Secondary Plan (the “site”). The Innis Lake Secondary Plan is located in the Town of Caledon (the “Town”) in the Region of Peel (the “Region”), bounded by Centreville Creek Road to the east, Mayfield Road to the south, Healey Road and the Planned Highway 413 Transportation Corridor to the north, and Innis Lake Road to the west.

### Proposed Development

1. The development proposes approximately 6,948 residential units, with a mix of unit types and densities, as well as supporting commercial, institutional and recreational uses. As a complete community, the supporting land uses will generally act to internalize trip-making rather than act as external generators of activity.

### Policy Context

2. The Town of Caledon’s new Official Plan (OP), *Future Caledon*, was adopted by the Town of Caledon and approved by the Ministry of Municipal Affairs and Housing with modifications. The plan guides land development through two of its principles: (1) create healthy and complete communities, and (2) create high-quality transportation options.
3. The Town of Caledon also developed its Multi-Modal Transportation Master Plan (MMTMP) in conjunction with the *Future Caledon* OP and provides direction on transportation improvements within Caledon to 2051. Among other objectives, the MMTMP describes a series of improvements related to road widenings, a public transit strategy, and an active transportation plan.
4. An Addendum to the MMTMP, undertaken by the Town of Caledon and HDR Inc., refined the recommended future transportation network identified in the Conceptual Collector Road Layout from the MMTMP through the planning and integration of a major east-west collector network.
5. The Town of Caledon also developed its Active Transportation Master Plan (ATMP) and provides direction on active transportation improvements within Caledon to 2051. Among other objectives, the ATMP describes improvements related to active transportation networks and pedestrian facilities and establishes policy recommendations.

### The Structure Plan

6. The proposed road network for the community aims to leverage the existing arterial road network that borders the community. The development proposal features new collector roads internal to the site that will provide access to the boundary roads and serve as public transit and active transit spines for the community.
7. Development of a strong grid of new east-west and north-south collector roads linking the external arterial road network with the community. This grid, consistent with the one illustrated in the Multi-Modal Transportation Master Plan and the Addendum, will provide for a high degree of access, permeability, and connectivity through the community.

### Proposed Public Transit

8. The MMTMP proposes Centreville Creek Road, Innis Lake Road, Mayfield Road, and Healey Road as fixed-route transit corridors. Use of these corridors alone will provide a high level of transit connectivity to the community on efficient linear routes, and there are additional opportunities for supplemental routes that operate on the internal collector road network to provide additional transit connectivity to residents.



### **Proposed Active Transit Infrastructure**

9. All proposed collector roads will include cycle tracks or multi-use paths on both sides of the roadway. The MMTMP has proposed several cycling infrastructure improvements within the vicinity of the site, which will help to provide external connectivity to the broader cycling network for community residents.

### **Community-Wide Transportation Study**

10. A Community-Wide Transportation Study will be prepared that addresses the “Tertiary Plan Study” requirements outlined in the Town of Caledon’s draft Secondary Plan Terms of Reference.



## **Appendix A: Terms of Reference**





# MEMORANDUM

**Transportation Division  
Engineering Public Works & Transportation**

**Date:** January 21, 2026  
**To:** Simone Fiore, MCIP, RPP, Senior Planner  
Development & Design, Planning Department  
**From:** Emma Howlett, P.Eng., Transportation Engineer  
Transportation, Engineering Public Works & Transportation Department  
**Subject:** Innis Lake Secondary Plan Area - Draft Secondary Plan TOR and

---

Transportation Engineering Staff have reviewed the submitted files for the applications mentioned above and provide the following comments.

## 1. Road Network Alignment

- Demonstrate alignment of collector roads with the Mayfield Tullamore Secondary Plan (POPA 2024-0006) to the west.
- Coordinate with the landowners group to the east to ensure proper alignment.
- The Town of Caledon has retained HDR to complete a [Multi-Modal Transportation Master Plan \(MMTMP\) addendum](#) to review the need for continuous east-west collector roadways (for additional connectivity) within the study area. The Secondary Plan is to provide for the findings of this process with respect to collector roads. Check the website link provided for updates.

## 2. Policy Framework

- Include policies to ensure phased completion of transportation infrastructure across the entire area.
- Recommend detailed policies supporting:
  - Official Plan
  - Multi-Modal Transportation Master Plan
  - Active Transportation Master Plan
- Provide Transportation Demand Management (TDM) and Parking Plan policy recommendations.
- Ensure policy language states that all proposed public roadways shall comply with the Town's standard Right of Way (ROW)'s infrastructure requirements, including but not limited to off-road cycling facility provisions on collector and arterial roadways. Please be aware that the Town's Adopted Official Plan, Multi-Modal Transportation Master Plan, Active Transportation Master Plan, and Development Standards Manual provide additional information
- Ensure the proposal supports the Right of Way (ROW)'s widenings highlighted in the Council Approved Official Plan Schedule C2
- Ensure policy language facilitates the provision of trails/walkway blocks as per the Active Transportation Master Plan (ATMP) and Development Standards Manual. Including but not limited to, items mentioned in Pedestrian and Cyclist Circulation and Multi-Modal Transportation Planning. Speak to future studies required to implement trails.
- Policy language shall speak to appropriately limiting access (as required) on collector and arterial roadways to ensure sufficient flow of traffic.



# MEMORANDUM

## Transportation Division

### Engineering Public Works & Transportation

- Policy language shall speak to future designs and studies identifying and recommending appropriate traffic calming measures to promote safety and comfort for all road users, including pedestrians, cyclists, and motorists.
- Policy language shall support the integration of transit services, including improved first/last mile connections, to facilitate access between residential areas, employment areas, and key destinations.

### 3. Right-of-Way Standards

- Ensure compliance with Town's standard ROW requirements:
  - Minor collector: **23.5 m minimum**
  - Major collector: **26.0 m minimum (MMTMP Roads)**
- Reference relevant documents: Official Plan, MMTMP, ATMP, Development Standards Manual.

### 4. Transportation Studies

#### Both Studies:

- Ensure compliance with General TIS TOR attached.
- Connectivity: Ensure a high level of internal network connectivity and provide multiple route options for all transportation modes. Recommend improvements where necessary to enhance circulation and accessibility.
- Transit Implementation: Illustrate how the proposed development supports the implementation of transit services to meet mode share targets outlined in the Multi-Modal Transportation Master Plan and the Official Plan. This should include planning for specific transit routes that serve the development effectively.
- Review 2031, 2041, and 2051 horizons.
- Consider the impacts of surrounding developments.

#### Secondary Plan Study:

- Holistic study identifying major roadway improvements (signals, transit routes).

#### Tertiary Plan Study:

- Address phasing and high-level local road layout.
- Include traffic calming features and intersection design.
- Assess potential conflict points among vehicles, pedestrians, and cyclists based on anticipated desire lines, user volumes, and travel patterns. Consider the implementation of protected intersections at collector and arterial road crossings, provide a clear justification for priority areas.
- Traffic Calming considered at a high level, speak to when this will be addressed in detail.
- Include local roads at a high level subject to potential change. Ensure roadways align at intersections.
- Ensure the ultimate recommended lane configurations and traffic controls are sufficient to support the developed area as a whole (phase 1 and 2).

### 5. Active Transportation Circulation & Trail Planning:

- Provide a comprehensive future active transportation network map as a standalone file to facilitate multidisciplinary review and coordination.



# MEMORANDUM

**Transportation Division**

**Engineering Public Works & Transportation**

- Identify all existing and planned pedestrian, cycling, and community facilities within the vicinity of the site. Demonstrate how the proposed development will connect to these facilities through active transportation infrastructure.
- Collaborate with the Town and relevant agencies to implement planned trails as identified in the Active Transportation Master Plan (ATMP). Supplement the ATMP's 'Network Recommendations' with a local trail network within the development area, where appropriate and feasible.
- Local Trails are typically located around stormwater management ponds and within buffer zones of natural heritage features, subject to feasibility and environmental constraints.

Please let me know if you have any questions or require any additional information.

Regards,

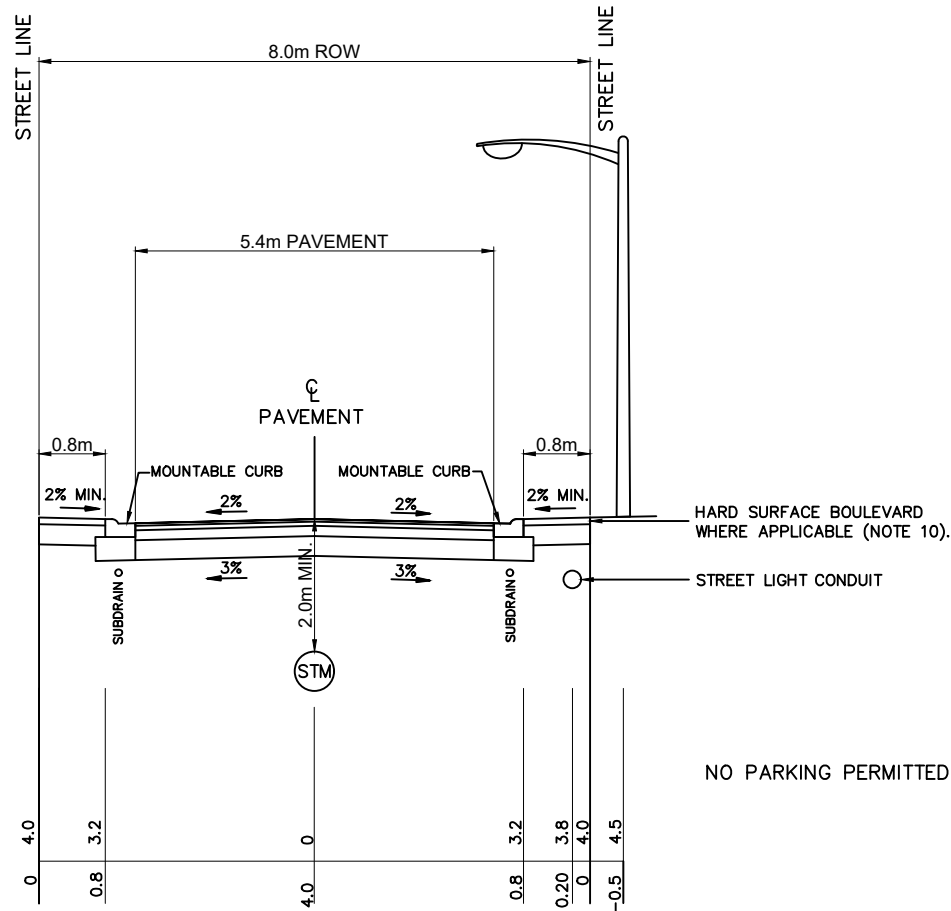
Emma Howlett, P.Eng.

Transportation Engineer

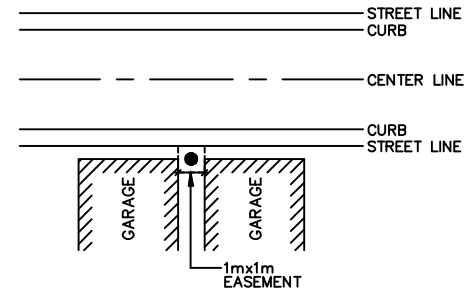
Engineering Public Works & Transportation Department

**Appendix B:  
Proposed Cross Sections**





PLAN:



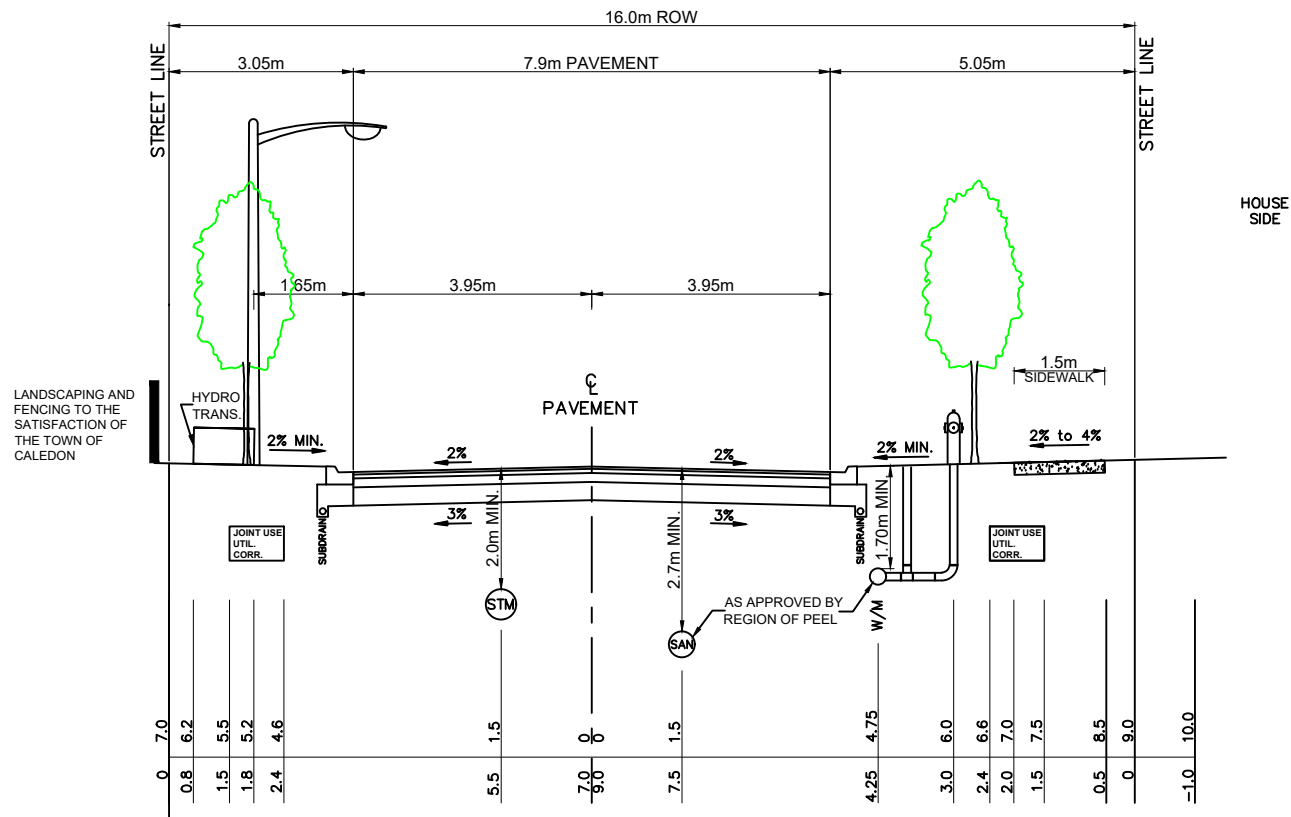
NOTES

- THE FOLLOWING IS A MINIMUM ROAD BASE AND WILL REQUIRE A SOILS REPORT VERIFICATION
  - 40 mm HL3
  - 65 mm HL8
  - 150 mm GRANULAR "A"
  - 300 mm GRANULAR "B"
- STREETLIGHT FIXTURE PER APPROVED TOWN STANDARD.
- FULL LENGTH MINIMUM 100 MM DIA. SUB-DRAINS C/W FILTERCLOTH SHALL BE INSTALLED, AS PER APPROVED TOWN OF CALEDON STANDARD NO. 218.
- SUB-GRADE SHALL BE COMPACTED TO A MINIMUM 95% OF S.P.D. AT OPTIMUM MOISTURE CONTENT.
- WHERE POSSIBLE MANHOLE LIDS TO BE LOCATED OUT OF TIRE LANE OF TRAFFIC.
- TRANSFORMERS TO BE LOCATED ON SIDE STREETS WHERE POSSIBLE OR ALTERNATIVELY ON EASEMENT ADJACENT TOLANEWAY.
- STREET LIGHT POLE IN 1m x 1m EASEMENT.
- 50m MAXIMUM POLE SPACING AND THEREFORE MAXIMUM LANEWAY LENGTH IS 50m WITHOUT LANEWAY ILLUMINATION.
- ONLY STORM SEWERS ARE PERMITTED WITHIN LANEWAYS.
- WHERE LANEWAYS ARE PROPOSED ADJACENT RESIDENTIAL REAR YARDS, HARD SURFACING IS TO BE INSTALLED FROM THE BACK OF CURB TO THE STREET LINE. HARD SURFACE TYPE IS AT THE DISCRETION OF THE TOWN.

TOWN OF CALEDON

8.0m LANEWAY  
6.0m ROADWAY (5.4m PAVEMENT)

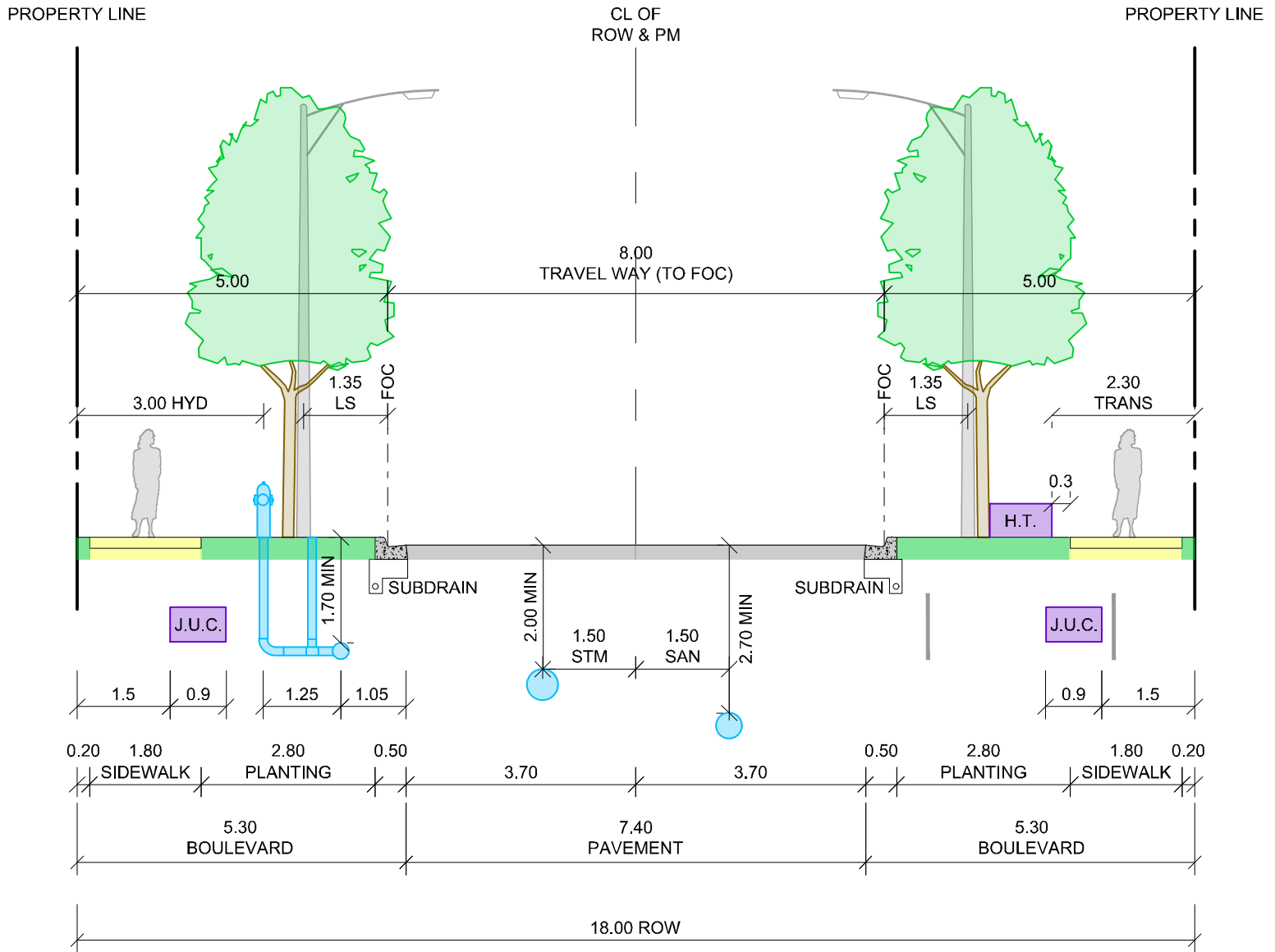
4	TEXT AND SLOPE REVISIONS	JULY 19	APR'D: C.C.	DATE: JUNE 08
3	DIMENSION AND TEXT REVISION	JAN. 09		
2	DIMENSION AND LAYOUT REVISION	JULY 08	DRAWN:	SCALE: N.T.S.
1	NOTES EDIT, STANDARD No. 225 NOW 200	JUNE 08		
NO.	REVISION	APR'D	DATE	STANDARD No. 200




**NOTES**

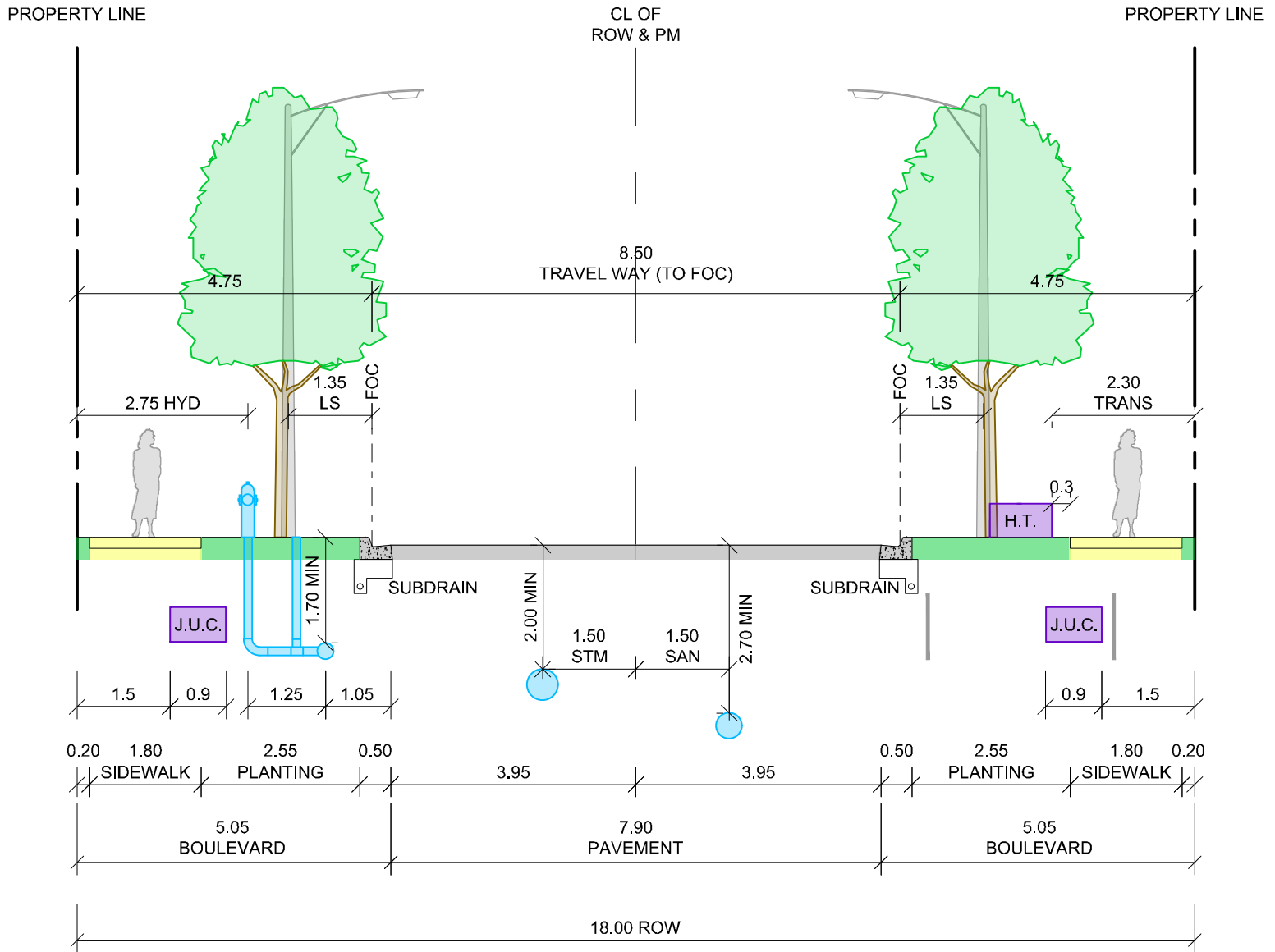
1. WATERMAIN TO HAVE MINIMUM COVER OF 1.7m.
2. UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.9m.
3. TREES TO BE PLACED IN LOCATIONS PER APPROVED LANDSCAPE PLAN.
4. STREETLIGHT FIXTURE PER APPROVED TOWN STANDARD.
5. THE FOLLOWING IS A MINIMUM ROAD BASE AND WILL REQUIRE A SOILS REPORT VERIFICATION
  - 40 mm HL3
  - 65 mm HL8
  - 150 mm GRANULAR "A"
  - 300 mm GRANULAR "B"
6. THE BOULEVARDS REQUIRE A MINIMUM OF 300mm OF TOPSOIL AND NURSERY SOD.
7. ON A CRESCENT THE WATERMAIN SHALL BE PLACED ON THE OUTSIDE.
8. FULL LENGTH MINIMUM 100 MM DIA.SUB-DRAINS C/W FILTERCLOTH SHALL BE INSTALLED, AS PER APPROVED TOWN OF CALEDON STANDARD NO. 218.
9. SUB-GRADE SHALL BE COMPACTED TO A MINIMUM 95% OF S.P.D. AT OPTIMUM MOISTURE CONTENT.
10. WHERE POSSIBLE MANHOLE LIDS TO BE LOCATED OUT OF TIRE LANE OF TRAFFIC.
11. LONG DIMENSION OF TRANSFORMER TO BE PARALLEL TO STREETLINE.

<b>TOWN OF CALEDON</b>  <b>16.0m LOCAL WINDOW STREET</b> <b>8.5m ROADWAY (7.9m PAVEMENT)</b>	4	TEXT AND SLOPE REVISIONS	MAY 19	APR'D: C.C.	DATE: JUNE 08
	3	DIMENSION AND TEXT REVISION	JAN. 09	DRAWN:	SCALE: N.T.S.
	2	DIMENSION AND LAYOUT REVISION	JULY 08	<b>STANDARD No. 201</b>	
	1	DIMENSION EDIT, STD No. 212 NOW 201	JUNE 08		
	NO.	REVISION	APR'D	DATE	




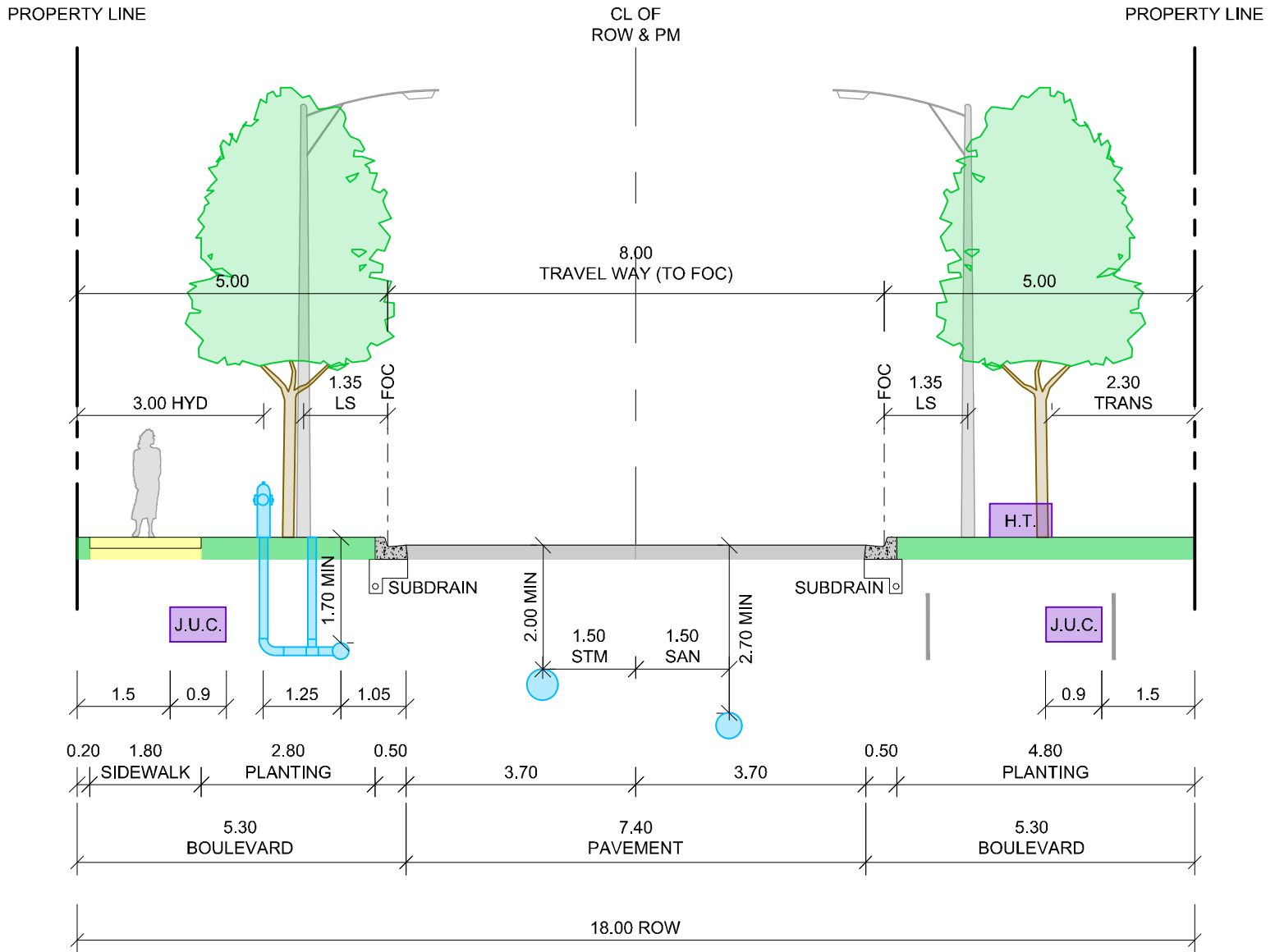
J.U.C. - JOINT USE UTILITY CORRIDOR  
H.T. - HYDRO TRANSFORMER

	<h3>CALEDON CROSS-SECTION</h3> <p>18.0m R.O.W.  Local Road (8.0m Roadway) - Sidewalk on Both Sides  Modified Town of Caledon Standard No. 202</p>	Project: Caledon Project No. 8155-03 Date: March 20, 2024 Revised: April 15, 2025
		Drawing No. <b>XS-1A</b>




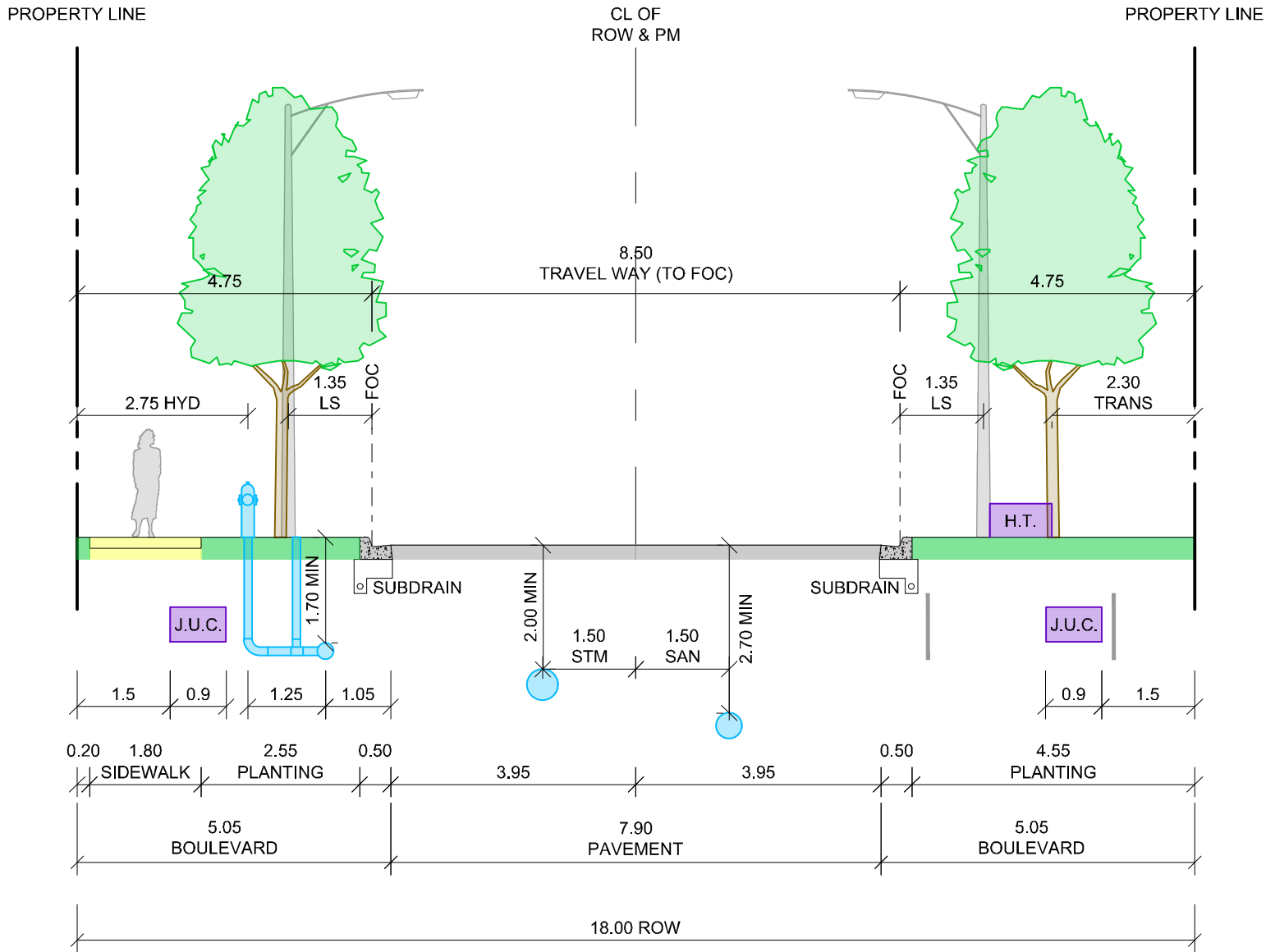
J.U.C. - JOINT USE UTILITY CORRIDOR  
H.T. - HYDRO TRANSFORMER

	<h3>CALEDON CROSS-SECTION</h3> <p>18.0m R.O.W.  Local Road (8.5m Roadway) - Sidewalk on Both Sides  Modified Town of Caledon Standard No. 202</p>	Project: Caledon Project No. 8155-03 Date: March 20, 2024 Revised: April 15, 2025
		Drawing No. <b>XS-1B</b>




J.U.C. - JOINT USE UTILITY CORRIDOR  
H.T. - HYDRO TRANSFORMER

	<h3>CALEDON CROSS-SECTION</h3> <p>18.0m R.O.W.  Local Road (8.0m Roadway) - Sidewalk on One Side  Modified Town of Caledon Standard No. 202</p>	Project: Caledon Project No. 8155-03 Date: April 15, 2025 Revised: --
		Drawing No. <b>XS-2A</b>



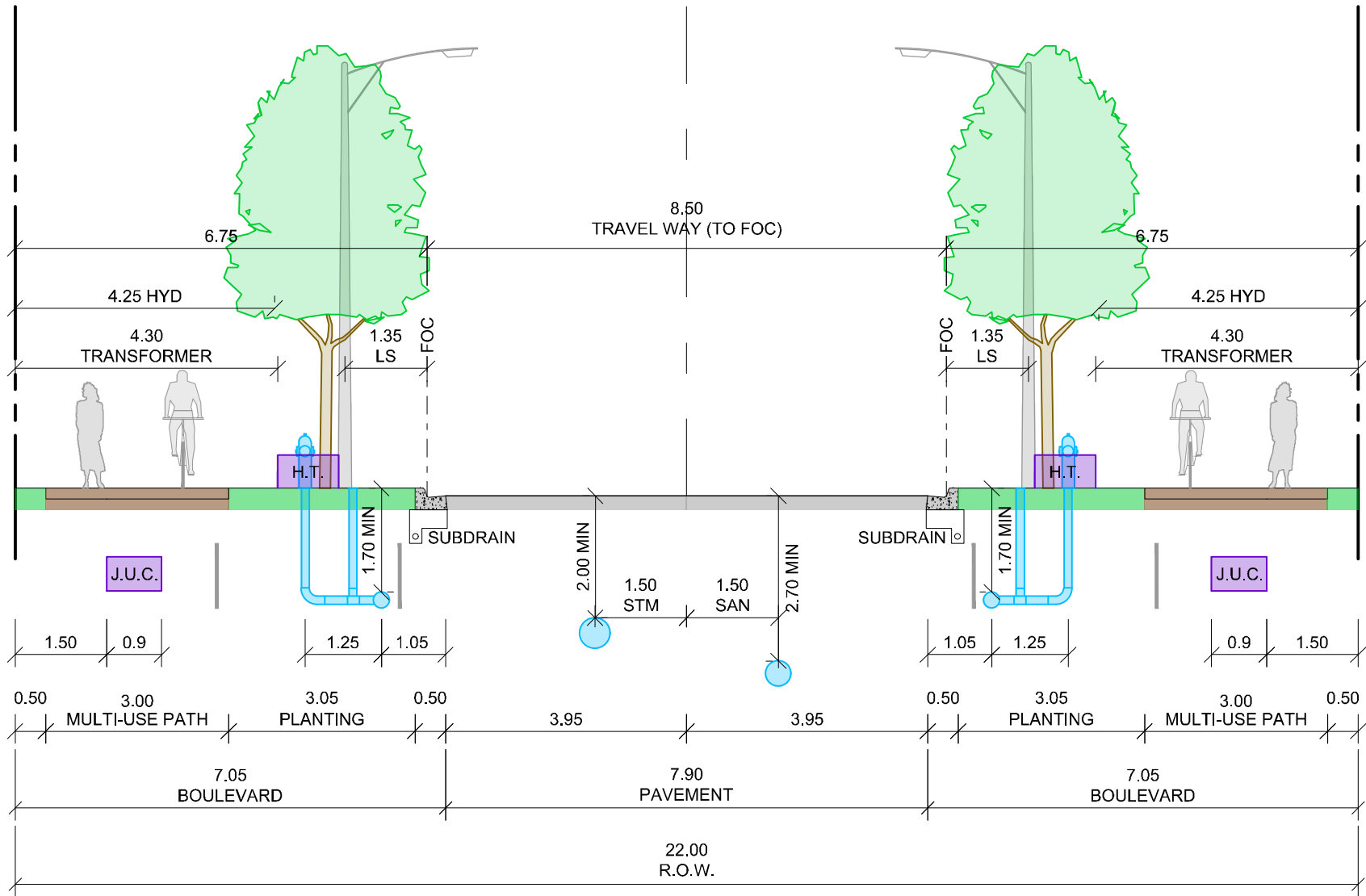
J.U.C. - JOINT USE UTILITY CORRIDOR  
H.T. - HYDRO TRANSFORMER

	<b>CALEDON CROSS-SECTION</b> 18.0m R.O.W. Local Road (8.5m Roadway) - Sidewalk on One Side <i>Modified Town of Caledon Standard No. 202</i>	Project: Caledon
		Project No. 8155-03
		Date: April 15, 2025
		Revised: --
		Drawing No. <b>XS-2B</b>

PROPERTY LINE

CL OF ROW & PM

PROPERTY LINE



J.U.C. - JOINT USE UTILITY CORRIDOR  
H.T. - HYDRO TRANSFORMER



**CALEDON CROSS-SECTION**  
22.0m R.O.W.  
Residential Collector with Multi-Use Path

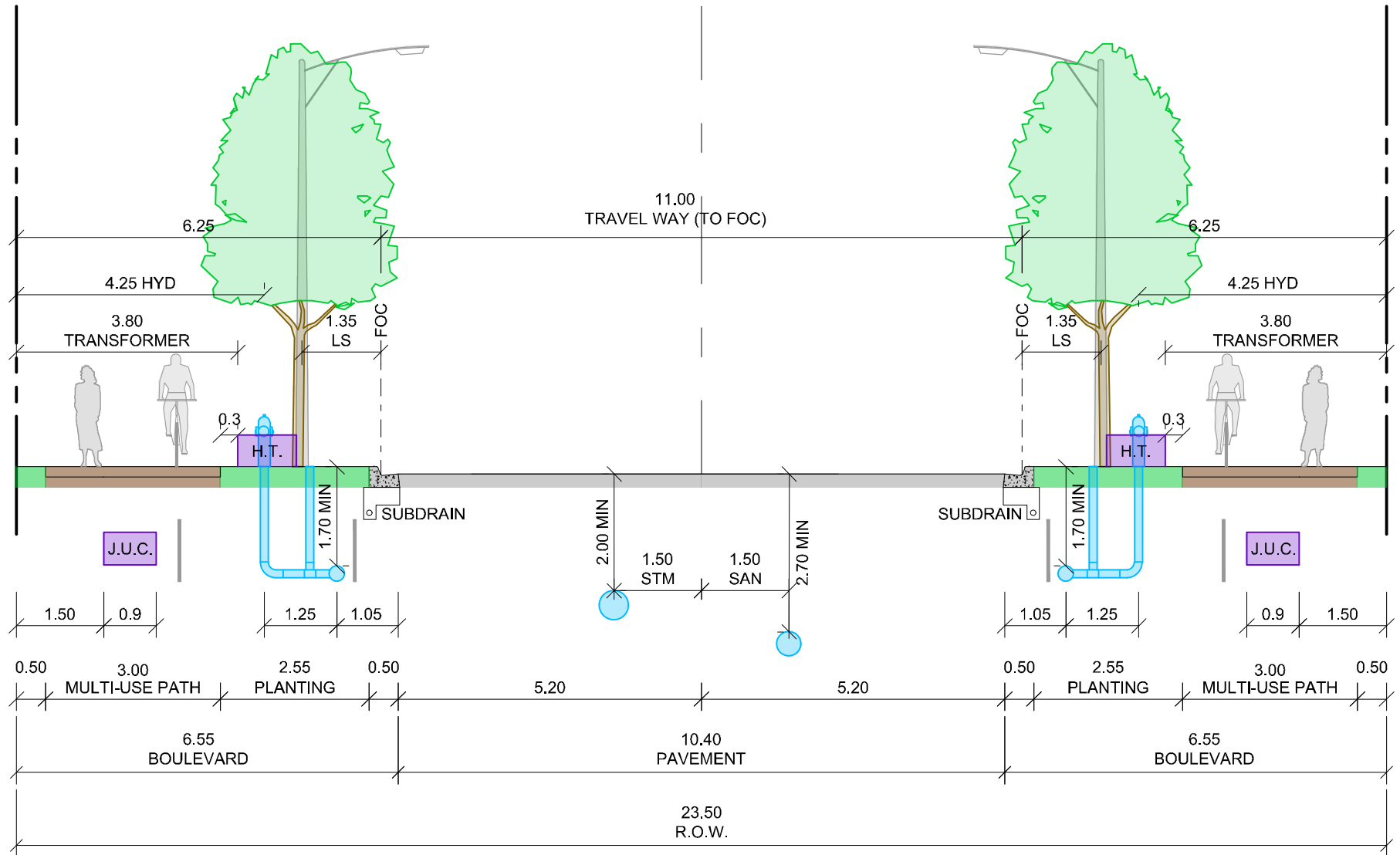
Project: Caledon  
Project No. 8155-03  
Date: March 20, 2024  
Revised: May 28, 2025

Drawing No. **XS-3**


PROPERTY LINE

CL OF ROW & PM

PROPERTY LINE



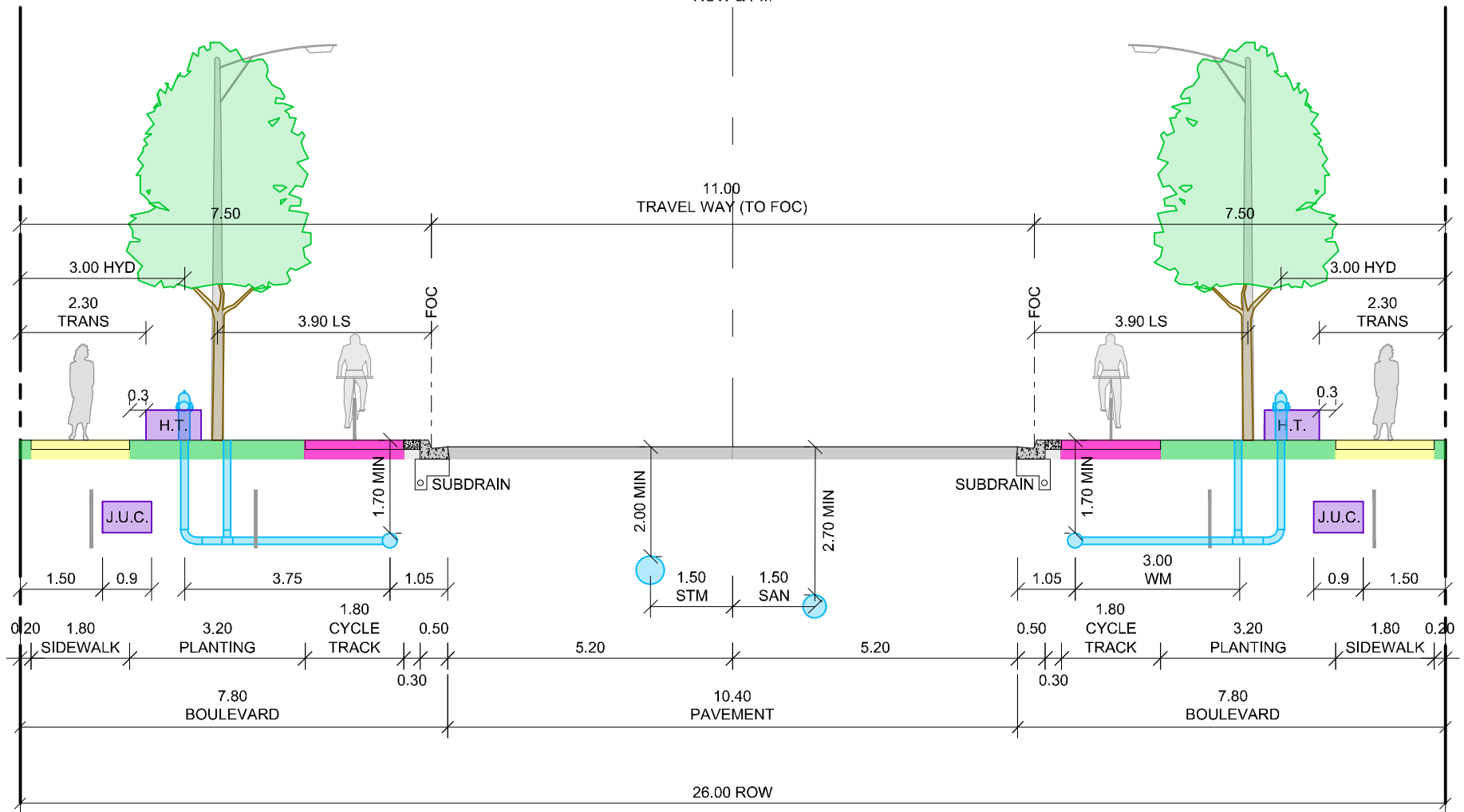
J.U.C. - JOINT USE UTILITY CORRIDOR  
H.T. - HYDRO TRANSFORMER

	<b>CALEDON CROSS-SECTION</b> 23.5m R.O.W. Residential Collector with Multi-Use Path	Project: Caledon
		Project No. 8155-03
		Date: March 20, 2024
		Revised: May 28, 2025
		Drawing No. <b>XS-4</b>


PROPERTY LINE

CL OF ROW & PM

PROPERTY LINE



J.U.C. - JOINT USE UTILITY CORRIDOR  
H.T. - HYDRO TRANSFORMER

	<b>CALEDON CROSS-SECTION</b> 26.0m R.O.W. Urban Corridor (Mid-Section)	Project: Caledon
		Project No. 8155-03
		Date: March 20, 2024
		Revised: May 28, 2025
		Drawing No. <b>XS-5</b>