February 11, 2026

Kim Beckman
President
Development Collective
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416.605.7344

Re: Mayfield-Tullamore Secondary Plan, Town of Caledon
Transportation Impact Study Update

Dear Kim,

BA Group is retained by the Mayfield-Tullamore Landowners Group to provide transportation consulting services in support of the Official Plan Amendment (OPA) application to implement the Mayfield-Tullamore Secondary Plan (the "site"), a new greenfield community in Caledon, Ontario. The Mayfield-Tullamore Secondary Plan community is located in the Town of Caledon (the "Town") in the Region of Peel (the "Region"). Its boundaries extend from Mayfield Road in the south to Old School Road in the north, and from Torbram Road in the east to approximately midway between Bramalea Road and Dixie Road in the west. The subject lands are bounded by Old School Road to the north, Torbram Road to the east, Mayfield Road to the south, and planned employment areas to the east and west.

The proposed Mayfield Tullamore Secondary Plan covers an area of approximately 609 hectares (1,505 acres). Of this total, approximately 217 hectares are comprised of Greenbelt Plan Area and existing natural heritage features. The result is a net developable area of approximately 392 hectares.

The proposed secondary plan would include neighbourhood areas, urban corridors, neighbourhood centres (residential and mixed-use areas), parks and open space, schools, and community facilities.

Application History

The initial OPA application was submitted to the Town of Caledon, the Region of Peel and the Ministry of Transportation in August 2024. As part of this application, BA Group prepared a transportation report titled "*Mayfield-Tullamore Community – Transportation Study*" dated August 2024 (the "August 2024 BA Report").

Following the submission of the August 2024 BA Report, comments on the application and the supporting documents were received from the reviewing agencies via a memorandum dated April 28, 2025.

A revised OPA application submission is now being made that reflects a development concept that has been refined through the ongoing design development process and in response to staff comments received to date.

This Letter

The purpose of this report is to provide a traffic review of the development proposal. The draft plan will be updated as the development progresses. The conceptual block plan is provided in **Appendix A**.

1.0 PLANNING AND POLICY CONTEXT

1.1 Town of Caledon Multi-Modal Transportation Master Plan Addendum

The Town of Caledon's *Multi-Modal Transportation Master Plan* (MMTMP) was developed in conjunction with the Town of Caledon's new Official Plan (OP), *Future Caledon,* and provides direction on transportation improvements within Caledon to 2051. The MMTMP is a long-term strategy that guides the planning, policy, and infrastructure needs of the Town's multi-modal transportation system to accommodate future growth and development. Key conclusions and recommendations of the MMTMP are discussed in the August 2024 BA Report.

An Addendum to the MMTMP is being undertaken by the Town of Caledon and HDR Inc. to further refine the transportation network within the Settlement Area Boundary Expansion (SABE) lands. 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 rural and urban residential land. The site is located in the "SABE Community Area", as illustrated in **Exhibit 1**.

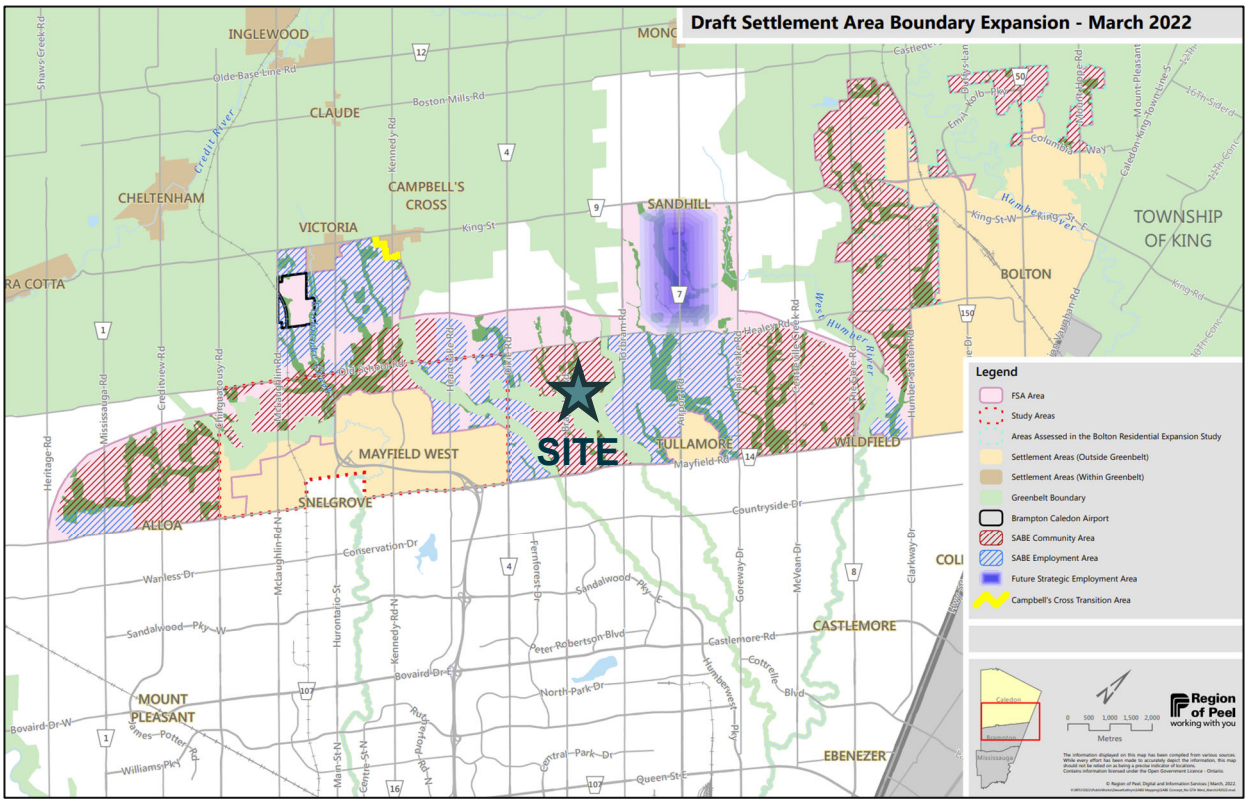

Exhibit 1: Settlement Area Boundary Expansion (SABE) Area

1.1.1 Collector Road Network

The MMTMP Addendum, completed by HDR Inc. and dated January 28, 2026, 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 study area of the MMTMP Addendum is illustrated in **Exhibit 2**.

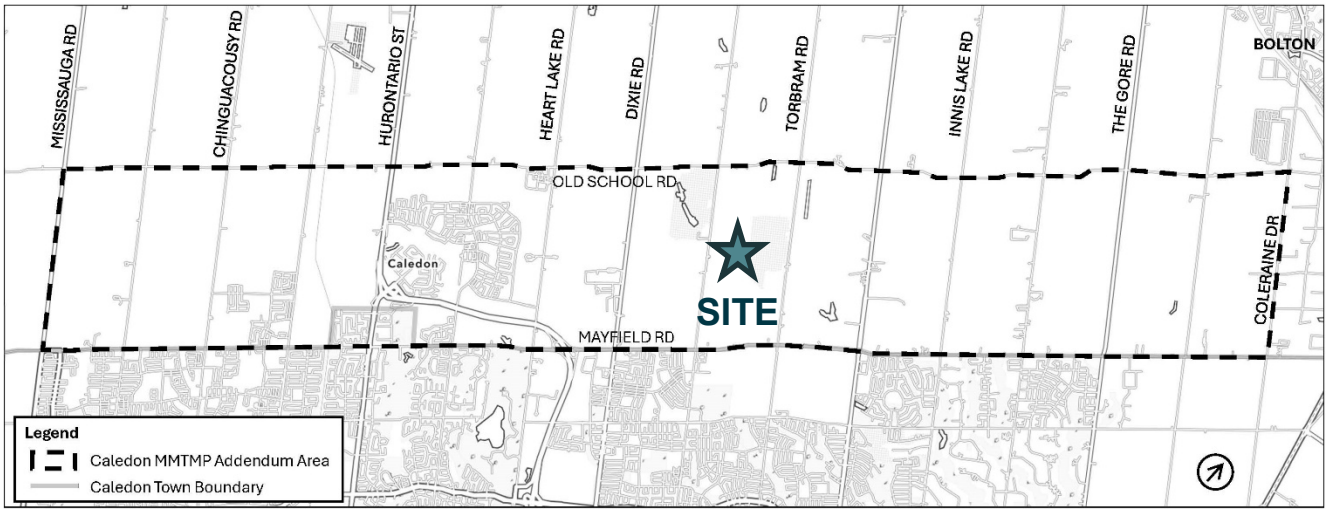

Exhibit 2: Town of Caledon's MMTMP Addendum Study Area

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**. The MMTMP Addendum has satisfied Phases 1 and 2 of the MCEA process.

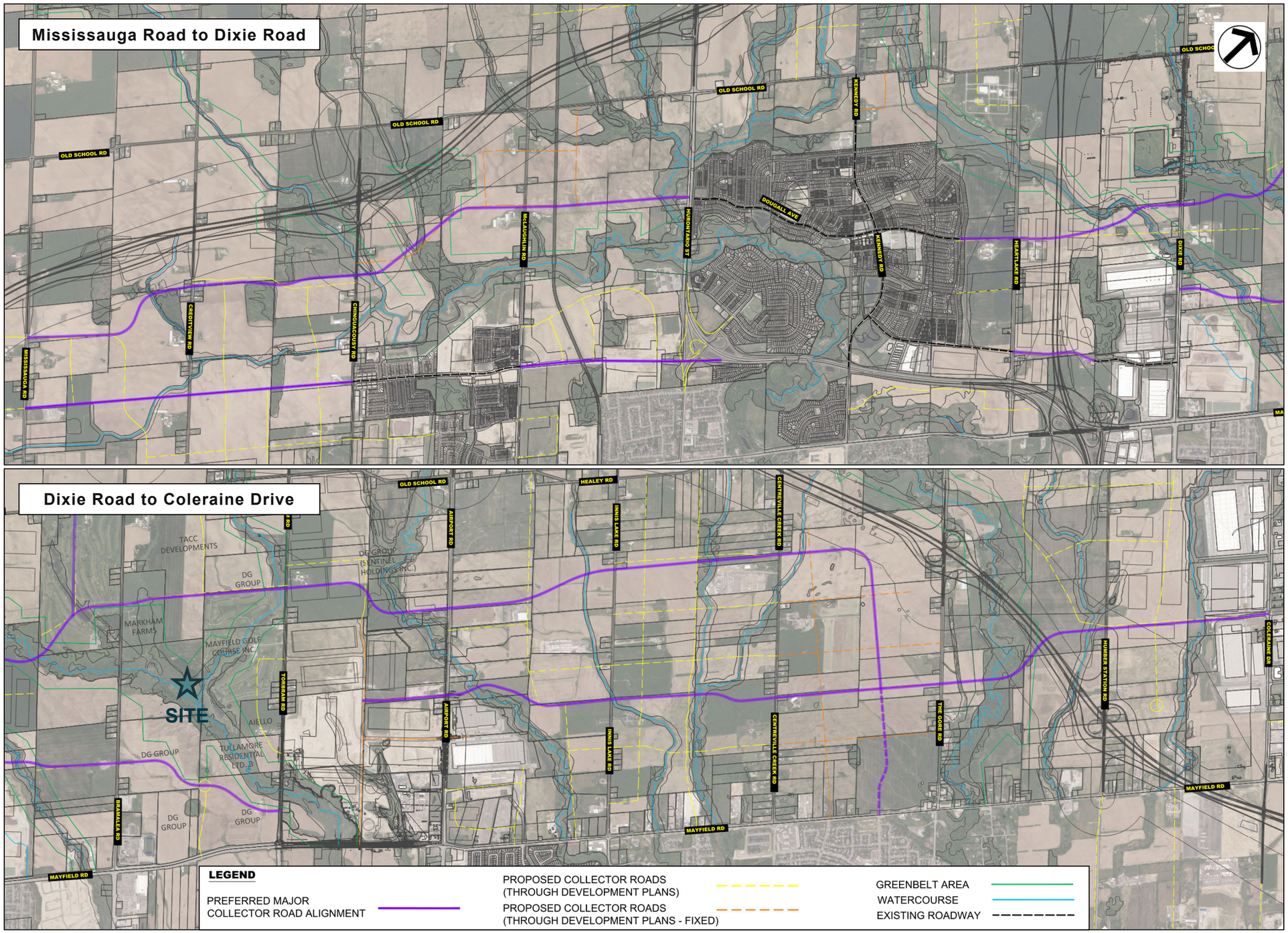

Exhibit 3: Preferred East-West Collector Roads Alignment (MMTMP Addendum, 2026)

1.1.2 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 SABE Area. In proximity to the site, the Highway runs north of Old School Road with a planned interchange at Bramalea Road.

REGION OF PEEL IMPROVEMENTS

In proximity to the site, the following road improvements are planned by the Region of Peel:

- **Dixie Road** – from Mayfield Road to 2 km northerly – widen from 2 to 5 lanes
- **Mayfield Road** – from Dixie Road to Bramalea Road – widen from 5 to 6 lanes

TOWN OF CALEDON IMPROVEMENTS

In proximity to the site, the following road improvements are planned by the Town of Caledon:

- **Old School Road** – from Winston Churchill Boulevard to Airport Road – widen from 2 to 4 lanes
- **Bramalea Road** – from Mayfield Road to King Street – widen from 2 to 4 lanes
- **Torbram Road** – from Mayfield Road to Old School Road – widen from 2 to 4 lanes

1.1.3 Traffic Assessments

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:

- Most east-west roadway segments are expected to operate acceptably with a v/c ratio less than 1.00;
- Traffic volumes are expected to divert from Old School Road and Mayfield Road to the new east-west corridors, up to 550 vehicles per hour per direction; and
- Mayfield Road is expected to operate under busy conditions in the eastbound direction between Dixie Road and Chinguacousy Road.

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. In proximity to the site, analysis was completed for the following intersections:

- Mayfield Road & Dixie Road
- Mayfield Road & Bramalea Road
- Dixie Road & Old School Road

Traffic operations analysis results for the above intersections are summarized in **Table 1**.

Table 1 Intersection Operations Analysis Summary (MMTMP Addendum)

Movement	2051 Future Total (Preferred Alignment)			
	LOS	Delay (s)	v/c	95th %ile Queue
Mayfield Road & Dixie Road				
EBL	F (F)	92 (617)	1.09 (2.21)	175 (146)
EBT	D (E)	49 (75)	0.93 (1.00)	195 (150)
EBR	E (F)	76 (214)	0.91 (0.38)	212 (84)
WBL	D (F)	54 (216)	0.84 (1.36)	47 (45)
WBT	D (F)	46 (253)	0.82 (1.45)	110 (227)
WBR	C (F)	31 (218)	0.05 (0.04)	1 (3)
NBL	F (F)	192 (324)	1.31 (1.62)	212 (401)
NBT	C (B)	29 (18)	0.46 (0.50)	74 (88)
SBL	D (E)	50 (71)	0.48 (0.66)	29 (45)
SBT	F (F)	292 (233)	1.54 (1.41)	204 (220)
Overall	**F (F)**	**97 (205)**	**1.26 (1.86)**	**-- (--)**
Mayfield Road & Bramalea Road				
EBL	B (E)	19 (67)	0.43 (0.91)	42 (101)
EBT	F (D)	92 (48)	1.10 (0.64)	221 (92)
WBL	D (C)	38 (35)	0.67 (0.72)	65 (47)
WBT	C (D)	33 (50)	0.38 (0.90)	61 (163)
WBR	C (C)	28 (29)	0.01 (0.02)	0 (0)
NBL	F (F)	148 (359)	1.22 (1.70)	213 (355)
NBT	B (C)	19 (32)	0.15 (0.56)	20 (93)
SBL	C (D)	33 (39)	0.23 (0.09)	15 (4)

Movement	2051 Future Total (Preferred Alignment)			
	LOS	Delay (s)	v/c	95th %ile Queue
SBT	D (D)	42 (41)	0.73 (0.39)	66 (35)
SBR	D (D)	44 (49)	0.42 (0.10)	34 (15)
Overall	**E (F)**	**72 (93)**	**1.16 (1.30)**	**-- (--)**
Dixie Road & Old School Road				
EBL	B (B)	15 (16)	0.17 (0.02)	28 (4)
EBT	B (B)	16 (18)	0.27 (0.17)	58 (33)
EBR	B (A)	14 (0)	0.07 (0.00)	11 (0)
WBL	A (B)	9 (16)	0.40 (0.03)	39 (7)
WBT	A (B)	8 (20)	0.13 (0.34)	21 (67)
NBL	C (C)	27 (21)	0.04 (0.25)	1 (16)
NBT	C (C)	29 (23)	0.32 (0.52)	30 (56)
NBR	C (B)	34 (19)	0.01 (0.18)	0 (0)
SBL	C (D)	34 (39)	0.04 (0.22)	6 (19)
SBT	D (D)	51 (51)	0.79 (0.73)	111 (87)
Overall	**C (C)**	**22 (25)**	**0.52 (0.48)**	**-- (--)**

Notes:
1. 00 (00): AM Peak Hour (PM Peak Hour)
2. Movements operating under critical conditions are identified in red.

Based on the traffic operations assessments completed in the MMTMP Addendum, the intersections of Mayfield Road & Dixie Road and Mayfield Road & Bramalea Road are expected to operate above capacity under 2051 future total conditions with the preferred road network alignment. The MMTMP Addendum did not identify any intersection-specific improvement but acknowledged that refinements to intersection configurations and signal timings may be identified as part of the development applications process and Environmental Assessment.

2.0 THE STRUCTURE PLAN

2.1 Proposed Road Network

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

- Use of the existing arterial road network bordering the community (or in the case of Bramalea Road, bisecting a portion of it) for transit and automobile access to and from the community. Notably, access to the area expressway system will be via Bramalea Road (to Highway 413) and Mayfield Road (to Highway 410). The roads will generally be urbanized with 4 to 6 vehicle lanes and supporting active transportation facilities.
- 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 below.
- 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 cycling network based around the planned collector roads linking the residential uses with schools, non-residential uses, and community parks.

2.2 Proposed Collector Roads

As noted above, a new collector road network is planned for the community. Since the August 2024 submission, the proposed collector road has been refined through ongoing discussions with the Town of Caledon staff. The proposed collector road network is generally consistent with what is planned in the MMTMP Addendum (January 2026), as illustrated in **Figure 1**. Two east-west urban corridors are proposed across the site. Four residential collector roads are proposed, including three north-south roads and one C-shaped road. For comparison, the previously proposed collector road network from the August 2024 submission is illustrated in **Figure 2**.

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.
- Incorporate modern roundabouts as primary traffic calming and wayfinding elements.

Consistent with the recommendations from the MMTMP, the urban corridors are proposed with a Right-of-Way of 26 metres. The residential collector roads are proposed with a Right-of-Way of 23.5 metres. The proposed cross-sections are provided in **Appendix B**.

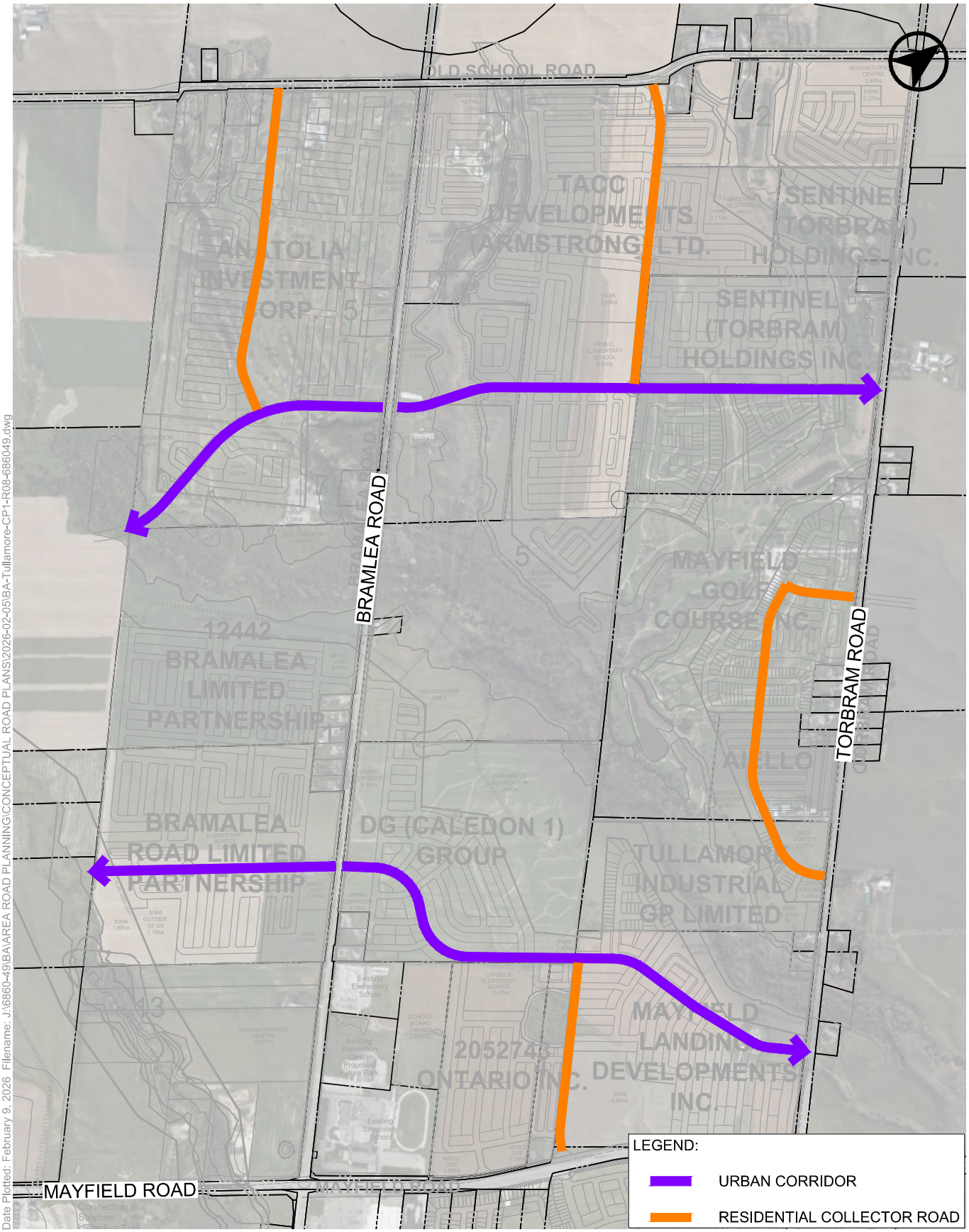

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FIGURE 1 PROPOSED COLLECTOR ROAD NETWORK

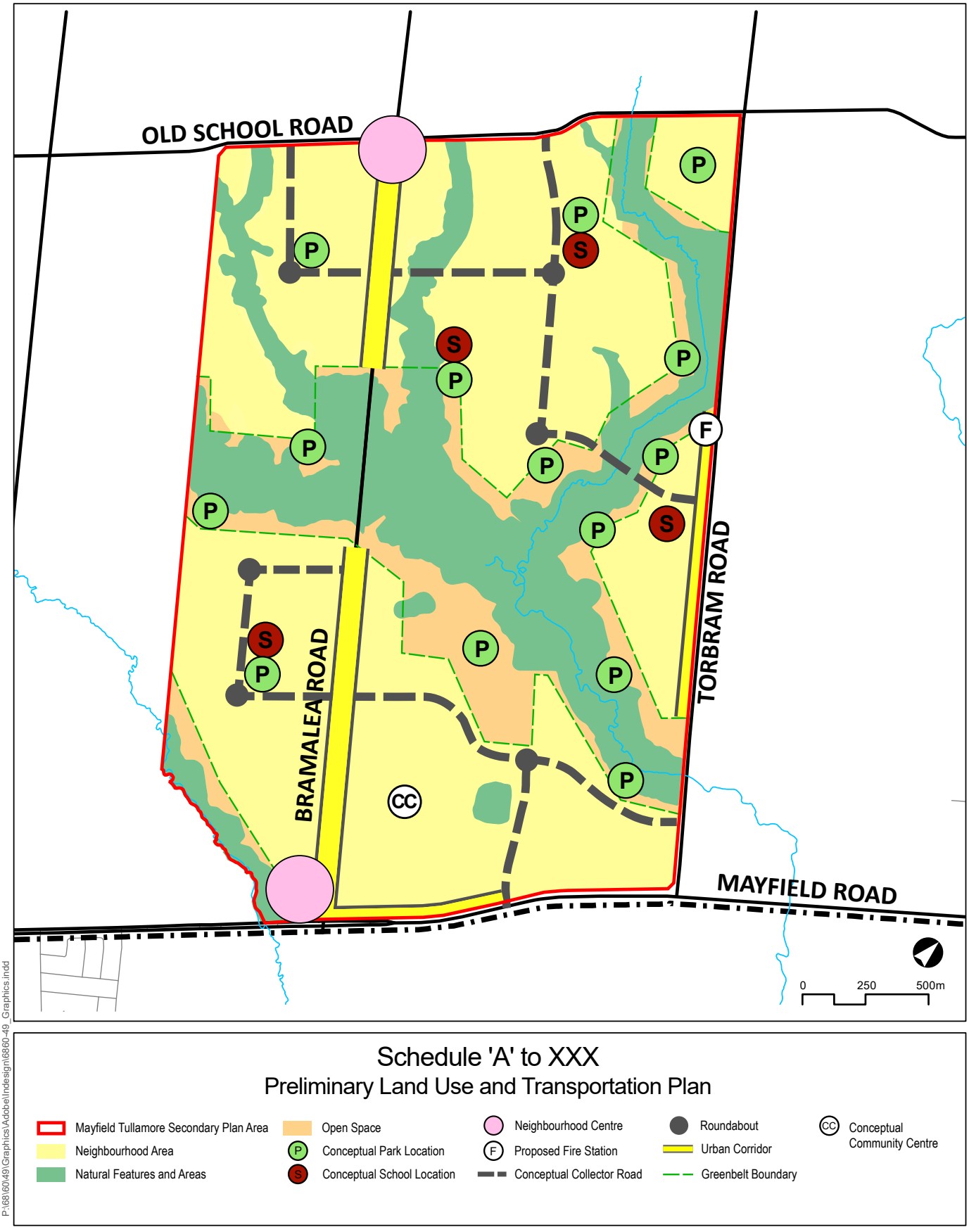

FIGURE 4 PROPOSED COLLECTOR ROAD NETWORK (AUGUST 2024 SUBMISSION)

3.0 TERTIARY PLAN TRANSPORTATION STUDY

A Tertiary Plan transportation study for the site will be prepared that addresses all outstanding comments. The Tertiary Plan transportation study will include the following:

- A Road Plan that identifies the internal collector road network and connections to boundary arterial roads;
- Tertiary-level traffic operations assessment for the following intersections:
    - Mayfield Road & Dixie Road
    - Mayfield Road & Bramalea Road
    - Mayfield Road & Torbram Road
    - Old School Road & Dixie Road
    - Old School Road & Bramalea Road
    - Old School Road & Torbram 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 Transit Plan that identifies proposed transit routes and stops to provide access to transit within 400 metres throughout the entire Secondary Plan community;
- An 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

4.0 RESPONSE TO COMMENTS

4.1 Town of Caledon Comments

4.1.1 Letter from Development Engineering, Town of Caledon (March 21, 2025)

GENERAL COMMENTS

2. Town Engineering Services plans to undertake an addendum to the approved Town of Caledon Multi Modal Transportation Master Plan (MMTMP, June 2024) in 2025. The MMTMP addendum is intended primarily to assess collector road requirements in the settlement area boundary expansion (SABE) area of Caledon, including assessment of the need for continuous East-West collector Roads. Secondary Planning, Tertiary Planning, and Draft Plans in the Mayfield Tullamore plan area are to have regard for the findings of the MMTMP update. MMTMP Update and Secondary Planning are anticipated to proceed concurrently.

   Concurrent to the MMTMP Addendum, Town Engineering Services also plans to initiate environmental assessment(s) for widening and urbanization of a number of existing Town roads. EAs are to be initiated in 2025-2026 for Old School Road/Healey Road, Torbram Road, and the extension of Dougall Ave East of Heart Lake Road. Environmental Assessments and Secondary Planning are anticipated to proceed concurrently. The Mayfield Tullamore Secondary Plan (POPA 2024-006) is to have regard for the findings of the EAs, including the requirement to protect for the future extension of Dougall Ave.

Response:

Noted. The proposed collector road network has been updated. The alignment of collector roads is generally consistent with the Town's January 2026 MMTMP Addendum.

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4. Bramalea Road Comments:
   - The current Caledon MMTMP identifies that Bramalea Road widening and urbanization from Mayfield Road to Old School Road is to be completed by 2051. Timeframe for road improvements will need to be accelerated considering the anticipated Mayfield Tullamore development. Town Engineering Services' preference is for the Environmental Assessment (preliminary design) for the widening and urbanization of Bramalea Road to be advanced by the Mayfield Tullamore Landowners Group in parallel with the first phase of development. Further discussions between Town Engineering Services and Mayfield Tullamore Landowners Group on the EA for Bramalea Road will be required to confirm the EA process.
   - The ultimate ROW for Bramalea Road is 36.0m in accordance with Schedule C- 2 of the Future Caledon Official Plan. The required ROW widening will be 18m from CL. Land dedication for ROW widening is to be provided as part of the draft plan of subdivision process for developments fronting Bramalea Road. Additional ROW may be required at intersections for auxiliary lands

Response:

The Environmental Assessment (EA) for the widening and urbanization of Bramalea Road requires further discussion between the Town and the Land Owners Group. The extent of the additional Rights-of-Way, if required, will be determined following the completion of the EA.

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5. Torbram Road Comments:
    i. Torbram widening and urbanization will be assessed in a Town led EA that is to commence in 2025. Transportation Engineering contact for EA is Gurpreet Walia, Manager, Transportation Engineering. Contact email: gurpreet.walia@caledon.ca.
    ii. The ultimate ROW for Torbram Road is 36.0m in accordance with Schedule C- 2 of the Future Caledon Official Plan. The required ROW widening will be 18m from CL. Land dedication for ROW widening is to be provided as part of the draft plan of subdivision process for developments fronting Torbram Road. Additional ROW may be required at intersections for auxiliary lands. Advanced land dedication may be required for any road works anticipated to be completed prior to registration of draft plans.

Response:

Noted. Future Draft Plan of Subdivision applications will comply with the 36-metre ROW requirement. The extent of the additional Rights-of-Way, if required, will be determined following the completion of the EA.

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6. Old School Road Comments:
    i. Old School Road / Healey Road widening and urbanization will be assessed in a Town led EA that is to commence in 2025. Transportation Engineering contact for EA is Gurpreet Walia, Manager, Transportation Engineering. Contact email: gurpreet.walia@caledon.ca.
    ii. The ultimate ROW for Old School Road is 36.0m in accordance with Schedule C- 2 of the Future Caledon Official Plan. The required ROW widening will be 18m from CL. Land dedication for ROW widening is to be provided as part of the draft plan of subdivision process for developments fronting Old School Road. Additional ROW may be required at intersections for auxiliary lands. Advanced land dedication may be required for any road works anticipated to be completed prior to registration of draft plans.

Response:

Noted. Future Draft Plan of Subdivision applications will comply with the 36-metre ROW requirement. The extent of the additional Rights-of-Way, if required, will be determined following the completion of the EA.

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7. East-West Collector Roads:
    i. Town Development Engineering is of the opinion a mid-block east-west collector road located between Mayfield Road and Old School Road is required to be provided for the Mayfield Tullamore community. Road is to provide additional connectivity between Dixie Road and Torbram Road and potentially further west and east. Various Region of Peel Official Plan policies speak to the need for continuous collector roads within the SABE to address traffic, transit, and active transportation objectives. Region water and wastewater DC maps indicate watermains to service the plan area are to be provided between Dixie and Bramalea that are typically within the municipal ROW. The current land use plan and other OPA documents do not provide for an east west collector road within the plan, and particularly the connection to the west to Dixie Road.
    ii. TIS indicates that the direct connection to Dixie Road via a collector road would create a negative condition in which delivery vehicles would use the road for access to Bramalea and the future HWY413. Town Development Engineering does not support this conclusion. The provision of an additional connection to Dixie would have multiple beneficial outcomes that far outweigh traffic impacts from smaller delivery vehicles.
    iii. As noted in comments above, Town is initiating multiple processes to assess the need for east-west collector roads including the MMTMP Addendum and the Dougall Ave EA. OPA is to have regard for the findings of this process with regards to east-west collector roads.
    iv. Determination of conceptual east-west collector road alignment and assessment of impacts is to be included in the applicable Secondary Plan documents (Local SWS, FSR, TIS).
    v. Development Engineering Staff is aware that there is on-going discussion with the Mayfield Tullamore landowners group as well as the adjacent landowners within the SABE with regards to the need for collector roads.

Response:

Noted. The proposed collector road network has been updated. The alignment of collector roads is generally consistent with the Town's January 2026 MMTMP Addendum.

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8. Collector Road Network General Comments:
    i. The multiple proposed crossings of the NHS/Valley Lands are to be assessed in the Local Subwatershed Study and the FSR. FSR is to provide details for crossings including plan profile drawings and preliminary crossing structure design. The current High Level Servicing Analysis does not provide any information with regards to the road crossings.
    ii. Collector Road connection at Torbram Road through the Mayfield Golf Course lands is to be coordinated with the adjacent Rice Group industrial subdivision to the east (21T-21002C). Applicable studies (TIS, FSR) are to confirm road alignment matches the collector road in Rice Group.

Response:

Noted. The proposed collector road network has been updated. The alignment of collector roads is generally consistent with the Town's January 2026 MMTMP Addendum.

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9. Construction of the active transportation network as noted in the FSR and TIS will be the responsibility of the individual developers as part of the subdivision works. Policies will need to be included in the OPA to address implementation of the AT network.

Response:

The collector road network will form the spine of the AT network. The design and connectivity of the network will be further refined as part of the Tertiary Plan.

TRANSPORTATION IMPACT STUDY

16. Figure 4 and Section 2.3 – Multiple roundabouts are proposed in the community at collector-to-collector intersections. Additional details for the roundabouts will be required at the Tertiary Plan and Draft Plan stage including preliminary design and ROW requirements. Note that Town Engineering Services may indicate that standard at grade intersections are preferred at certain locations in place of the proposed roundabouts.

Response:

Roundabout designs will be provided in the Tertiary Plan transportation study.

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17. Section 3.0 – additional detail is required for the transit requirements for the community. Brampton Transit is anticipated to be the transit provider for the Town of Caledon in the short to medium term. Transit plan needs to include specifics on the existing or new bus routes that are proposed to service the community. Plan to demonstrate how transit stops are provided within 400m walking distance for the entire community. Transit plan to address continuous collator road network in the community. Transit plan also needs to address planned HWY413 transitway to the north.

Response:

The Transit Plan will be provided in the Tertiary Plan transportation study.

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18. Section 4.0 Active Transportation

    A more detailed active transport network will be required to delineates specific trails proposed within the NHS. Detail to be provided at the Secondary Plan or Tertiary Plan level. Trail connections on the adjacent lands (south, east, west) are to be confirmed. Trail alignment and any required watercourse crossings within the NHS are to be addressed. Assessment of impacts of trails on NHS to be included in the Local SWS.

    i. AT section proposes narrowing the pavement width within the Town ROW for traffic calming. Town Development Engineering does not necessary support narrow pavement widths for ROWs. ROW cross section requirements including pavement widths to be in general conformance with Town Standard Drawings.

    ii. Further assessment of MUTs on collector roads will be required. Town does not support asphalt MUTs on collector roads with driveways fronting onto the road.

Response:

The Active Transportation Plan will be provided in the Tertiary Plan transportation study. The collector road network will form the spine of the active transportation network. The proposed road cross-sections have been agreed to by the Town and will be reflected in the Tertiary Plan submission.

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19. Development Engineering notes that no traffic counts were obtained in support of the traffic analysis in the TIS. Volumes projections for arterial and collector road from the MMTMP were used for the assessment. Site generated residential traffic was calculated based on the ITE Trip Generation Manual and added to the TMP volumes.

Response:

Updated traffic volume projections will be provided in the Tertiary Plan transportation study.

20. Section 5.1 of the TIS states that the modeling undertaken for the TMP accounted for the development of the subject lands, and that the road plan proposed for the site has undergone changes from the road plan proposed in the OP. TIS also states that the assignment of 2051 TMP horizon volumes may be refined through the development process. Further details on these points needs to be included in the study. Clarification on future process for tertiary plan / draft plan for assessment of traffic to be included in the study.

Response:

An updated Road Plan will be provided in the Tertiary Plan transportation study.

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21. Figure 11 - Street D and Torbram – street has no east leg. This road is to be continuation of the municipal road within the Rice Group Development. Clarify that assessment has addressed this.

Response:

This will be reviewed in the Tertiary Plan transportation study.

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22. Section 6.2.1.2 – Mayfield and Bramalea Road Intersection Assessment - Analysis indicates that the movements in the intersection will operation with LOS F, and the intersection will operate with an overall LOS of E with a v/c of 0.96 during the AM and PM peak hours. Section indicates that due to the limited ability to provide additional connection to the west, this intersection will experience a high volume of southbound right turning vehicles in the morning peak hour. Section appears to indicate that additional connections to the west (Dixie road) and/or connections to the south to Mayfield would be preferred.

Response:

An updated traffic operations analysis will be provided in the Tertiary Plan transportation study.

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23. Mayfield Road and proposed Street H – Street H alignment is to be coordinated with development to the south in Brampton. No info regarding alignment in relation to planned north-south collector roads in Brampton is provided in the TIS.

Response:

This will be reviewed in the Tertiary Plan transportation study.

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24. Section 7.0 Summary and Conclusions
    i. Section should provide summary of the required road improvements to support the development including timing for the improvements.
    ii. Section should provide figure showing the proposed arterial and collector road configuration including traffic control requirements and lane configurations at intersections.

Response:

An updated traffic operations analysis will be provided in the Tertiary Plan transportation study, which will include a summary of required road improvements to support the proposed development.

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25. Section does not indicate next steps for traffic assessment.
    i. Tertiary Planning to include refined TIS?
    ii. Draft plan TIS and/or Letter of Conformance to address individual developments?

Response:

An updated traffic assessment will be provided in the Tertiary Plan transportation study.

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26. Appendix C – Proposed Cross-Sections
    i. Cross sections to be Town Standards. Exception can be in village center areas where enhanced streetscaping is required.
    ii. Local Road – 18m ROW – pavement width of 7.9 from EP to EP
    iii. Collector Road – 22m ROW
        - pavement width to be 9.8m
        - No MUTs unless no driveways fronting the road
        - MUTs to be 3.0m width
        - MUTs to have 0.5m offset from ROW

Response:

The proposed road cross-sections have been agreed to by the Town and will be reflected in the Tertiary Plan submission.

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27. Collector Road with 26m cross sections – further discussion will be required where the 26m major collector is intended to be implemented and the ROW requirements for this.

Response:

The proposed road cross-sections have been agreed to by the Town and will be reflected in the Tertiary Plan submission.

4.1.2 Memorandum from Transportation Engineering, Public Works & Transportation Department, Town of Caledon (April 28, 2025)

1. Road Widening and Right-of-Way (ROW) Protection
    - Bramalea Road: The ultimate ROW width for Bramalea Road is 36.0 metres, in accordance with Schedule C-2 of the Future Caledon Official Plan. An 18.0-metre widening from the centerline will be required. Additional ROW may be required at intersections to accommodate auxiliary lanes. Confirm ROW dedications through the Draft Plan approval process.
    - Torbram Road: The widening and urbanization of Torbram Road will be assessed through a Town-led EA commencing in 2025. The ultimate ROW is identified as 36.0 metres, with additional widening potentially required at intersections. No immediate action is required at this time; to be addressed following EA completion.
    - Old School Road / Healey Road: The widening and urbanization of Old School Road and Healey Road will also be assessed through a Town-led EA commencing in 2025. The ultimate ROW is 36.0 metres, with intersection expansions potentially required. No immediate action is required at this time; to be addressed following EA completion.

Response:

Noted. The Bramalea Road ROW requirement will be addressed through subsequent submissions.

---

2. East-West Collector Road Requirements
    - Mid-Block East-West Collector:
      A mid-block east-west collector road is required between Mayfield Road and Old School Road to provide essential connectivity between Dixie Road and Torbram Road. Current land use plans do not accommodate this connection.
      Action: Revise the land use plan to incorporate the east-west collector road alignment
    - Connection to Dixie Road:
      Town Transportation Engineering does not agree with the Transportation Impact Study (TIS) conclusion that a direct collector connection to Dixie Road would create adverse traffic conditions. It is the Town's position that the benefits of connectivity outweigh the concerns identified.
      Action: Update the TIS to support the provision of a collector road connection to Dixie Road
    - Connection through Mayfield Golf Course:
      The east-west collector road connection through the Mayfield Golf Course lands must be coordinated with the adjacent Rice Group Industrial Subdivision (File 21T-21002C).
      Action: Confirm through updated TIS and FSR studies that the road alignment matches the adjacent Rice Group subdivision

Response:

The land use plan has been revised to include two midblock east-west collector roads, as illustrated in **Figure 1**. The alignment of these collector roads is generally consistent with the Town's January 2026 MMTMP Addendum.

3. Road Design Considerations
    - Roundabouts: Several roundabouts are proposed at key collector-to-collector intersections within the community. Additional design details are required, including preliminary layouts and associated ROW requirements. Provide preliminary roundabout designs and ROW dimensions at the Secondary / Tertiary Plan and Draft Plan stages.
    - Pavement Widths: The Active Transportation section of the proposal suggests narrower pavement widths for traffic calming purposes. Town Transportation Engineering does not necessarily support narrower cross-sections and prefers that ROWs generally conform to Town Standard Drawings. Revise cross-sections to ensure pavement widths align with Town Transportation Engineering standards.

Response:

Roundabout designs will be provided in the Tertiary Plan transportation study. The proposed road cross-sections have been agreed to by the Town and will be reflected in the Tertiary Plan submission.

---

4. Transit Servicing Requirements
    - Transit Plan: A comprehensive transit plan must be developed that identifies proposed or existing bus routes, ensures all residential areas are within a 400-metre walking distance to transit stops, and integrates with both the internal collector road network and the planned Highway 413 Transitway to the north. Brampton Transit is anticipated to be the interim service provider for this area. Prepare a detailed transit plan to address the transit servicing requirements as part of the Secondary and Tertiary Plan submissions.

Response:

The Transit Plan will be provided in the Tertiary Plan transportation study.

---

5. Active Transportation (AT) Network
    - Trail Planning: A more detailed Active Transportation network is required to delineate proposed trails within the Natural Heritage System (NHS) and to confirm trail connections to adjacent lands. Provide detailed AT network mapping and confirm external trail connections through Secondary or Tertiary Plan submissions.

Response:

The Active Transportation Plan will be provided in the Tertiary Plan transportation study.

---

6. Traffic Impact Study (TIS) Observations
    - Traffic Data: The TIS relied on traffic volume projections from the MMTMP and did not include site-specific traffic counts. Site-generated traffic volumes were calculated using the ITE Trip Generation Manual. Supplement the TIS with site-specific traffic counts where feasible or provide justification for relying solely on modeled volumes.
    - Street Network Coordination:
        - Street D: The eastward extension of Street D to connect with the Rice Group development is missing. Revise the Draft Plan to extend Street D into the adjacent subdivision.
        - Street H: Alignment information for Street H, which must coordinate with Brampton's planned north-south collector roads, is not provided. Confirm the alignment of Street H in consultation with City of Brampton planning staff.

Response:

The updated traffic impact analysis will be provided in the Tertiary Plan transportation study.

---

7. Next Steps
    - Road Improvements Summary: Section 7 and the Conclusions section of the TIS must clearly summarize all road improvements required to support development, along with proposed implementation timing.
    - Cross-Section Coordination: Road cross-sections must align with Town Transportation Engineering standards. Further coordination with Town staff is recommended.

Response:

The road improvement summary will be provided in the Tertiary Plan transportation study. The proposed road cross-sections have been agreed to by the Town and will be reflected in the Tertiary Plan submission.

4.1.3 Email from Transportation Engineering, Public Works & Transportation Department, Town of Caledon (September 30, 2025)

1. In addition to comments provided by Town Staff dated April 28th and Peer review comments dated March 31st, Transportation Engineering staff offer the following additional comments:
    - Local Road: To follow the Town's standard local road right-of-way (ROW).
    - Minor Collector: The Town requires a 23.5m cross-section, as illustrated in the attached document. This cross-section accommodates on-street parking on both sides and multi-use paths (MUPs) on both sides, in alignment with the Active Transportation Master Plan (ATMP) policy.
    - Major Collector: A 26m ROW is deemed sufficient
    - Please note that modifications to internal facilities are to be completed as required in the detailed design phase to further ensure compliance with applicable policies, standards, and stakeholder requirements

Response:

The proposed road cross-sections for local and collector roads have been agreed to by the Town and will be reflected in the Tertiary Plan submission.

4.1.4 Letter from R.J. Burnside & Associates Limited (March 31, 2025)

GENERAL COMMENTS

1. The Study assumes that Highway 413 will be implemented under future conditions. We note that the presence of this proposed highway will have impacts on the distribution of traffic, especially given its proximity to the Mayfield Tullamore Secondary Plan and the proposed highway interchange located at Bramalea Road. In the case that the highway is not approved, the Study notes that "potential considerations for the community will be studied at that time, through the course of the development process." We generally agree with this approach and assume that traffic studies will be updated accordingly.

Response:

Noted.

2. The proposed collector road network no longer proposes an east-west collector road within the community. While we agree that the road network should be built to reduce the amount of cut-through truck traffic through neighbourhoods to preserve the liveability standards, the function of a collector road is meant to collect traffic from residential areas and connect to higher order arterials. Further, there are other methods of mitigating cut- through and truck traffic if it becomes an issue. It is recommended that an east-west road be considered in the community with consultation with town staff to facilitate this need and ensure that the town network is not overburdened in the future.

Response:

The land use plan has been revised to include two midblock east-west collector roads, as illustrated in **Figure 1**. The alignment of these collector roads is generally consistent with the Town's January 2026 MMTMP Addendum.

---

3. The Terms of Reference (Appendix A) for the Study indicated that the "City of Brampton's development application websites will be reviewed to evaluate the inclusion of specific background developments. However, no comment was provided as to whether these were reviewed and/or adequately incorporated in the EMME model, which was used to model future conditions.

Response:

The updated traffic volume projections will be provided in the Tertiary Plan transportation study.

---

4. The Terms of Reference (Appendix A) for the Study notes that major site intersections will be reviewed. This should include the intersections at proposed collectors where there are roundabouts recommended.

Response:

The updated traffic operations analysis for roundabouts will be provided in the Tertiary Plan transportation study.

---

5. The Terms of Reference (Appendix A) for the Study includes a review of existing traffic conditions. This is not provided.

Response:

The traffic operations analysis for existing conditions will be provided in the Tertiary Plan transportation study.

SITE GENERATED TRAFFIC

6. In projecting the future traffic demand for the residential uses, the Study assumed that apartment units were concentrated in the neighbourhood centre located in Zone E. The Preliminary Land Use and Transportation Plan schedule indicates that there is another neighbourhood centre located to the north (within Zone B). Please clarify why apartment units were considered in one neighbourhood centre but not the other.

Response:

The updated site traffic generation will be provided in the Tertiary Plan transportation study.

---

7. The Study projects traffic for the residential uses within the Secondary Plan only and does not project traffic for retail uses. The Study assumed these trips will be internal to the Secondary Plan and therefore will not generate a significant amount of external trips. While we agree that this can be the case for ground floor retail areas of high-density residential buildings, no retail trips cannot be assumed across the Secondary Plan area. For example, residents located within other zones of the community may still use their vehicle and the study network to access retail/commercial areas in other zones.

Response:

The updated site traffic generation will be provided in the Tertiary Plan transportation study.

---

8. Please provide clarification on how recreational uses (i.e., the proposed community centre) were accounted for in the trip generation. Recreational uses can attract demand from areas beyond those living within walking/biking distance.

Response:

The updated site traffic generation will be provided in the Tertiary Plan transportation study.

TRAFFIC ANALYSIS

9. The traffic operation tables throughout this section presents a summary of v/c's and LOS. The Region of Peel Guidelines require that 95 percentile queue lengths for individual movements be presented to confirm if they exceed the available lane storage. Please update the operation tables to include the 95th percentile queue and the available storage for each movement.

Response:

The updated traffic impact analysis will be provided in the Tertiary Plan transportation study.

10. There are noted to be several movements projected to operate with a LOS F (high delays) at Mayfield Road/Dixie Road, Mayfield Road/Bramalea Road and Mayfield Road/Torbram Road. We agree that the improvements recommended as part of this Study should be investigated as part of the planned widening and study of Dixie Road, Bramalea Road and Torbram Road.

Response:

The updated traffic impact analysis will be provided in the Tertiary Plan transportation study.

---

11. Several movements at the Mayfield Road/Street H intersection are projected to operate with a LOS F (high delays). The Study recommends additional turn lanes to address these operational concerns. However, no discussion is provided as to how these recommendations improved the operations. Please provide an operations summary of the intersection with the improvements implemented.

Response:

The operations summary will be provided in the Tertiary Plan transportation study.

---

12. A review of the Synchro reports in the appendices indicate that the peak hour factor (PHF) of all movements at all study intersections were set to 1. Please justify why this value was used for all movements. Generally, this value should be calculated based on traffic counts. Where traffic counts are not available, the default value of 0.92 should be used.

Response:

Peak hour factor (PHF) was set to 1.00 for all movements based on the requirement from Region of Peel's *Regional Guidelines for Using Synchro Version 7.73 Rev 8* (December 2010).

APPENDIX C: PROPOSED CROSS SECTIONS

13. The cross section for the 18 m right of way local road does not include cycling facilities. We recommend that a cross section be developed for an option with cycling facilities considering all proposed collector roads within the community are identified as part of the cycling network and the local roads should facilitate access to them, where appropriate.

Response:

The proposed road cross-sections for local and collector roads have been agreed to by the Town and will be reflected in the Tertiary Plan submission.

4.2 Region of Peel Comments

TRANSPORTATION – STUDIES & ACCESSES

1. Any proposed access/roadway connections are to align with the road network of the approved surrounding secondary plans and any new secondary plan. Finer details will be addressed in forthcoming submissions.

Response:

Noted.

---

2. Please be advised that any existing access connections along Mayfield Road along the frontage of this site will be subject to review and revision as part of the secondary plan.
    - All access configurations, locations and type including all geometrics for auxiliary turn lanes will be determined after receipt and review of a satisfactory TIS, in consultation with the secondary and tertiary plans.

Response:

The access configurations and intersection control will be reviewed in the Tertiary Plan transportation study.

---

3. The Region requests a concept plan that clearly indicates the spacing distances for any proposed roadways for our review and comment, this should be included in the TIS.

Response:

The intersection spacing will be reviewed in the Tertiary Plan transportation study.

---

4. Signals Warrant Analysis will be required for any proposed roadways onto Mayfield Road.

Response:

Signal warrant analysis will be reviewed in the Tertiary Plan transportation study, if required.

---

5. The TIS speaks to intersection improvements along Mayfield Road. The Region will review these improvements in a functional design after the TIS is updated with the above request information.

Response:

Noted.

6. Pedestrian infrastructure and other urbanization may be required including a multi-use path along the entirety of the site fronting Mayfield Road. Details will be reviewed in future submissions and in consultation with our Capital Team. To be mentioned in the TIS.

Response:

Noted. Active transportation infrastructure will be reviewed in the Tertiary Plan transportation study.

---

7. The Region looks at access locations in conjunction with the Regional Standards based on the Controlled Access By-Law 62-2013; which speaks to the Road Characterization Study (RCS). The RCS defines our various road classifications as well as the minimum access spacing distances that are associated with them. This portion of Mayfield Road is classified as an Industrial Connector, which calls for 450m spacing for full moves to full moves access and 100m spacing for full moves to a right-in/right-out accesses. Please review the Region's Road Characterization Study and Controlled Access By-Law for more detailed information. To be noted in the TIS.

Response:

The intersection spacing will be reviewed in the Tertiary Plan transportation study.

---

8. Mayfield Road is designated as a primary truck route in the Region's Strategic Goods Movement Network. In the TIS, this corridor has been shown to provide a high level of service. To ensure accurate assessments, we recommend that the study includes traffic growth rate information for Mayfield Road as expected by Peel Region.
    - For example: Compound Annual Growth Rate Forecasts for Mayfield Road (Torbram Road to Bramalea Road):
        - 1.5% (2011 to 2021)
        - 1.0% (2021 to 2031)
        - 0.5% (2031 to 2041)
    - Please note that these growth rates do not account for the accelerated growth rate targets set by Bill 23, as those forecasts were only recently approved by Regional Council. These estimates are derived from multiple sources, including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. If anyone requires further assistance with forecasting, please feel free to contact us at transportationplanningdata@peelregion.ca.

Response:

Updated traffic volume projections will be provided in the Tertiary Plan transportation study.

4.3 Comments from the Public

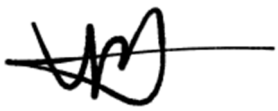
It is understood that residents have concerns about truck traffic through the existing residential neighbourhood. BA Group has reviewed the potential routing options for heavy vehicles to and from the site.

- Traffic to and from the north is expected to use Dixie Road, Bramalea Road or Torbram Road. Because these vehicles do not need to cut through residential neighbourhoods, their impact on the local community is expected to be minimal.
- Traffic to and from the north is expected to use Highway 410 via Mayfield Road. As the ramp terminal for Highway 410 is only provided on Mayfield Road, these vehicles do not need to cut through the residential neighbourhood and thus are expected to have minimal impacts on the community.
- Traffic to and from the west is expected to use Highway 413 via Highway 410 or Bramalea Road. As the ramp terminal for Highway 410 is only provided on Mayfield Road, these vehicles do not need to cut through the residential neighbourhood and thus are expected to have minimal impacts on the community.
- Traffic to and from the east is expected to use Highway 413 via Bramalea Road or Airport Road. Minor impacts on the neighbourhood are expected as vehicles travel on the collector roads to access the ramp terminal on Airport Road.

Based on the foregoing, only vehicles travelling to and from the east are expected to have some minor impacts on the neighbourhood community. Additionally, as the proposed development consists mostly of residential uses, heavy vehicle volumes generated by the site are expected to be low.

Truck traffic will be managed through a combination of physical and operational measures. Three roundabouts along the collector road network will physically restrict truck movements, while clear signage will discourage the use of local neighbourhood streets. Furthermore, the applicant will engage in employer outreach to promote adherence to designated truck routes.

Sincerely,

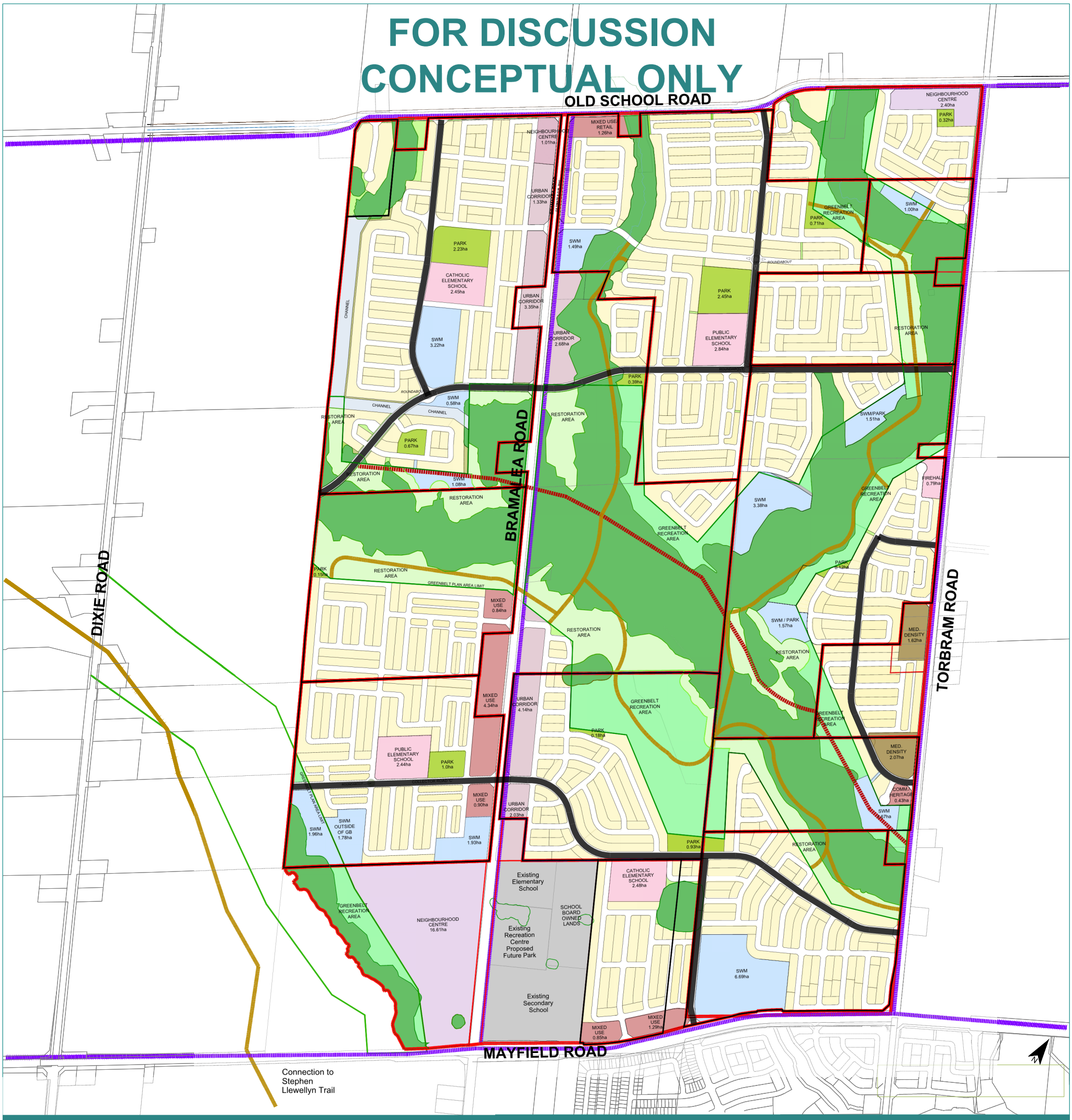


Ethan F. Sun, MEngCEM, P.Eng.
Lead Transportation Analyst
BA Consulting Group Ltd.

cc: Steve Krossey, P.Eng., BA Group
Theressa Chung-Hun, P.Eng., BA Group

Appendix A:
Conceptual Block Plan

FOR DISCUSSION
CONCEPTUAL ONLY



MAYFIELD TULLAMORE LAND OWNERS GROUP

BLOCK PLAN

LAND USE	AREA OUTSIDE GB	AREA WITHIN GB	TOTAL
Community Area	180.53	0.00	**180.53**
Medium Density	3.38	0.00	**3.38**
Urban Corridor	13.53	0.00	**13.53**
Neighbourhood Centre/Mixed Use/Commercial	29.95	0.00	**29.95**
School / Firehall / Heritage	11.01	0.00	**11.01**
Park	9.14	0.00	**9.14**
Open Space	16.61	106.63	**123.24**
45m Channel	4.41	0.20	**4.61**
Compensation Area	0.64	0.00	**0.64**
Vistas/Buffers and Walkways	2.32	0.00	**2.32**
Storm Water Management Facility	16.02	11.80	**27.82**
Environmental Restoration	0.00	34.06	**34.06**
Greeenbelt Recreation Area	0.00	35.65	**35.65**
Servicing	0.12	0.00	**0.12**
Roads	102.00	1.77	**103.77**
Existing School	19.70	0.00	**19.70**
Bramalea Road	8.25	0.00	**8.25**
TOTAL	**417.61**	**190.11**	**607.72**

TRAILS

- Suggested Trail (MGP)
- Trail (per Active TMP)
- Multi Use Path

ROADS

- Collector Roads
- Local Roads

MGP File No.: 24-3365
Date: February 12, 2026
Date or Air Photography: April 2024 Google

MGP Malone Given Parsons
140 Renfrew Drive, Suite 201 | Markham, ON | L3R 6B3
905 513 0170 | mgp.ca

Appendix B:
Proposed Cross-Sections

Caledon Local and Collector Road Cross-Sections

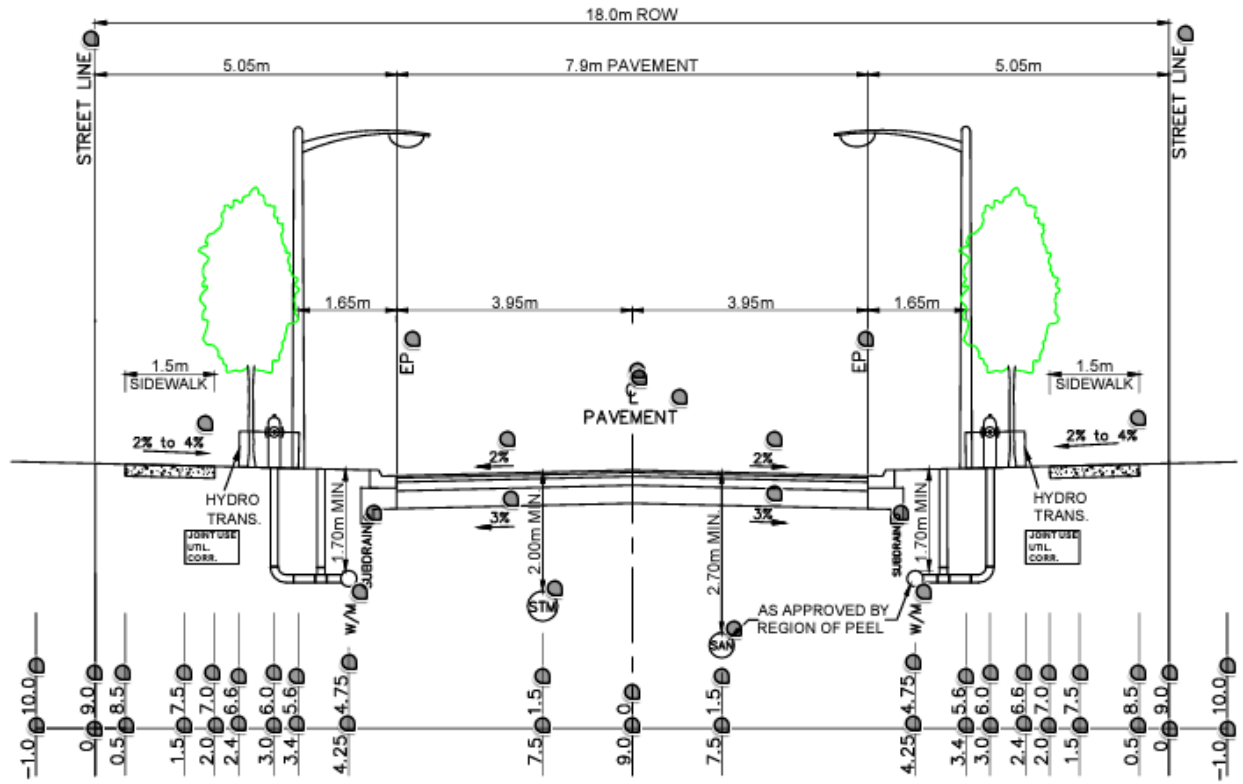
May 2025

BA Group

8155-03

Local Roads - Goals

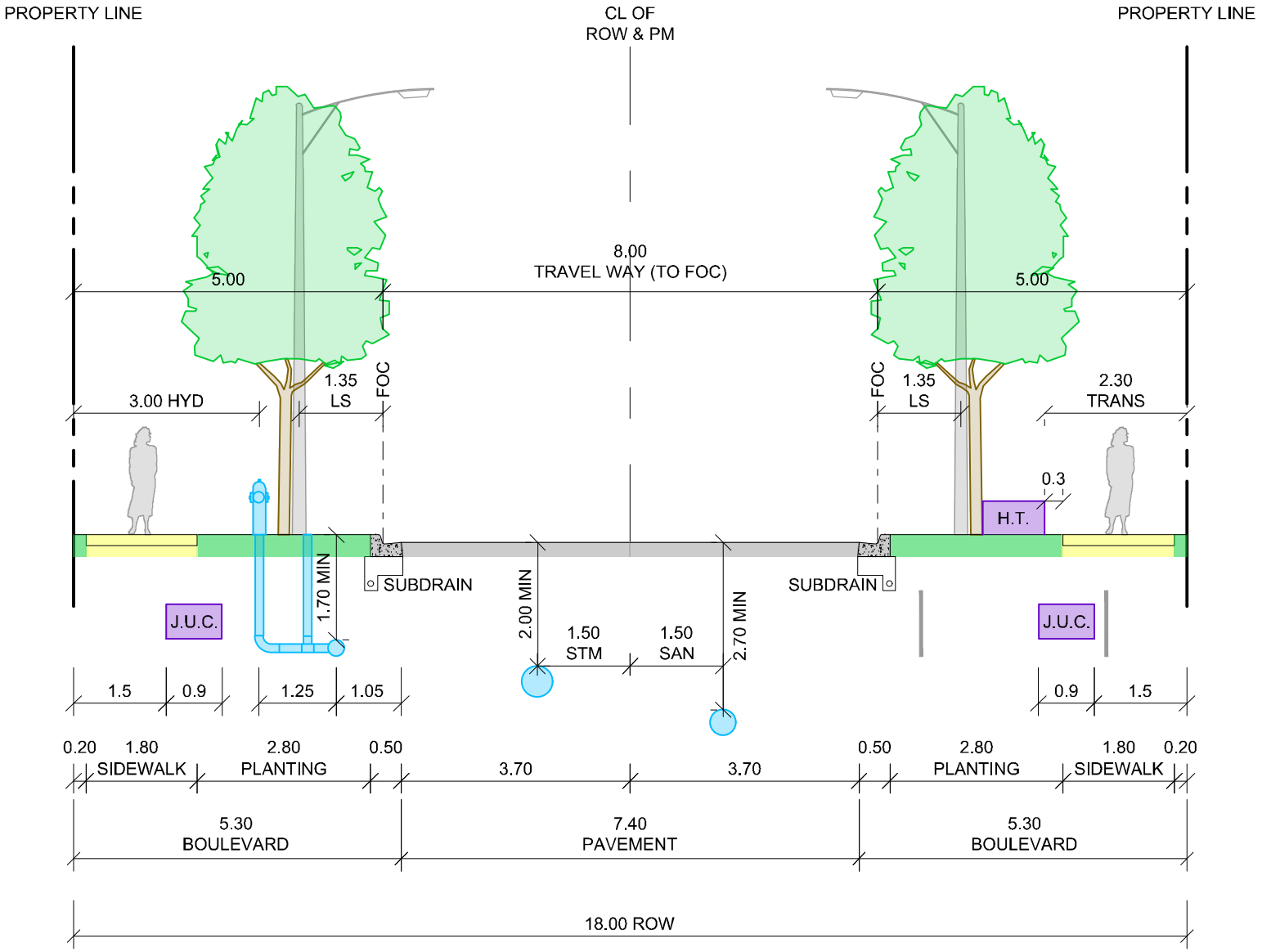
- Prepare cross-sections for the purposes of development of new subdivisions in Tullamore and Wildfield
- These would modify the current Town standard.
- The right-of-way dimension of 18m is maintained.
- There are two variables:
  - Width of pavement (8.0 or 8.5m)
    - Narrower pavement is preferred from a traffic calming and urban design standpoint. It is very difficult to control speeds on wide local roads.
    - Narrower pavement is preferred from a cost and maintenance standpoint, it is cheaper to maintain grass than pavement.
    - Wider roads provide more flexibility for winter maintenance and improved large-vehicle access.
  - Sidewalks on one or both sides.
    - The Town has requested that sidewalks be provided on both sides of local roads in high priority pedestrian areas, generally within 800m of a school.



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. 219.
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.

TOWN OF CALEDON						
18.0m LOCAL ROAD 8.5m ROADWAY (7.9m PAVEMENT)	4	TEXT AND SLOPE REVISIONS		MAY 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	DIMENSION EDIT		JUNE 08		
	NO.	REVISION	APR'D	DATE	STANDARD No. 202	



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

BA Group

CALEDON CROSS-SECTION

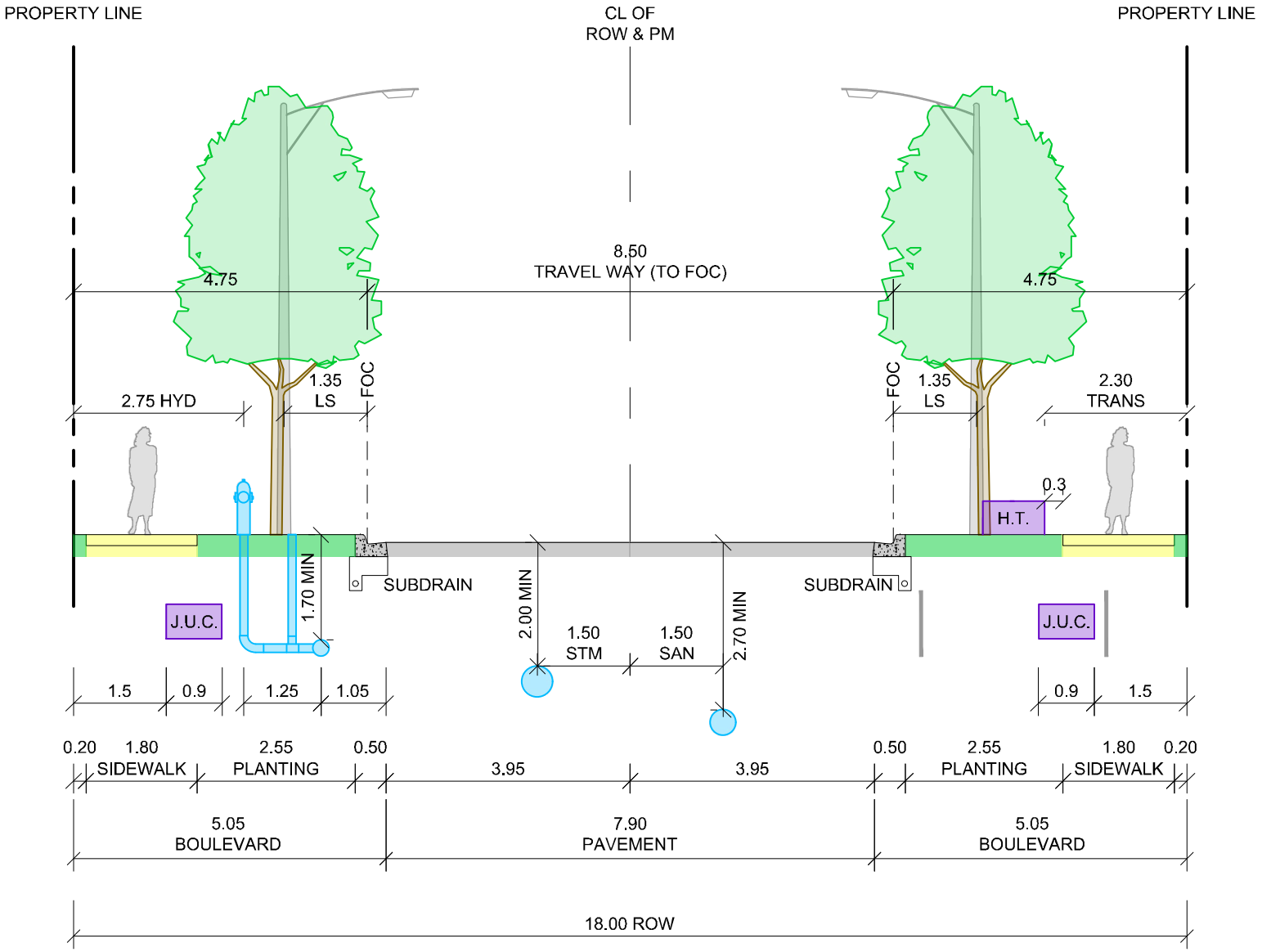
18.0m R.O.W.

Local Road (8.0m Roadway) - Sidewalk on Both Sides

Modified Town of Caledon Standard No. 202

Project:	Caledon
Project No.	8155-03
Date:	March 20, 2024
Revised:	April 15, 2025
Drawing No.	XS-1A

Date Plotted: May 28, 2025 Filename: J:\8155-03\BA\Cross-Sections\2025-05-28\BA-Generic Caledon-XSEC-R07-815503_SCS Based Utilities.dwg



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

BA Group

CALEDON CROSS-SECTION

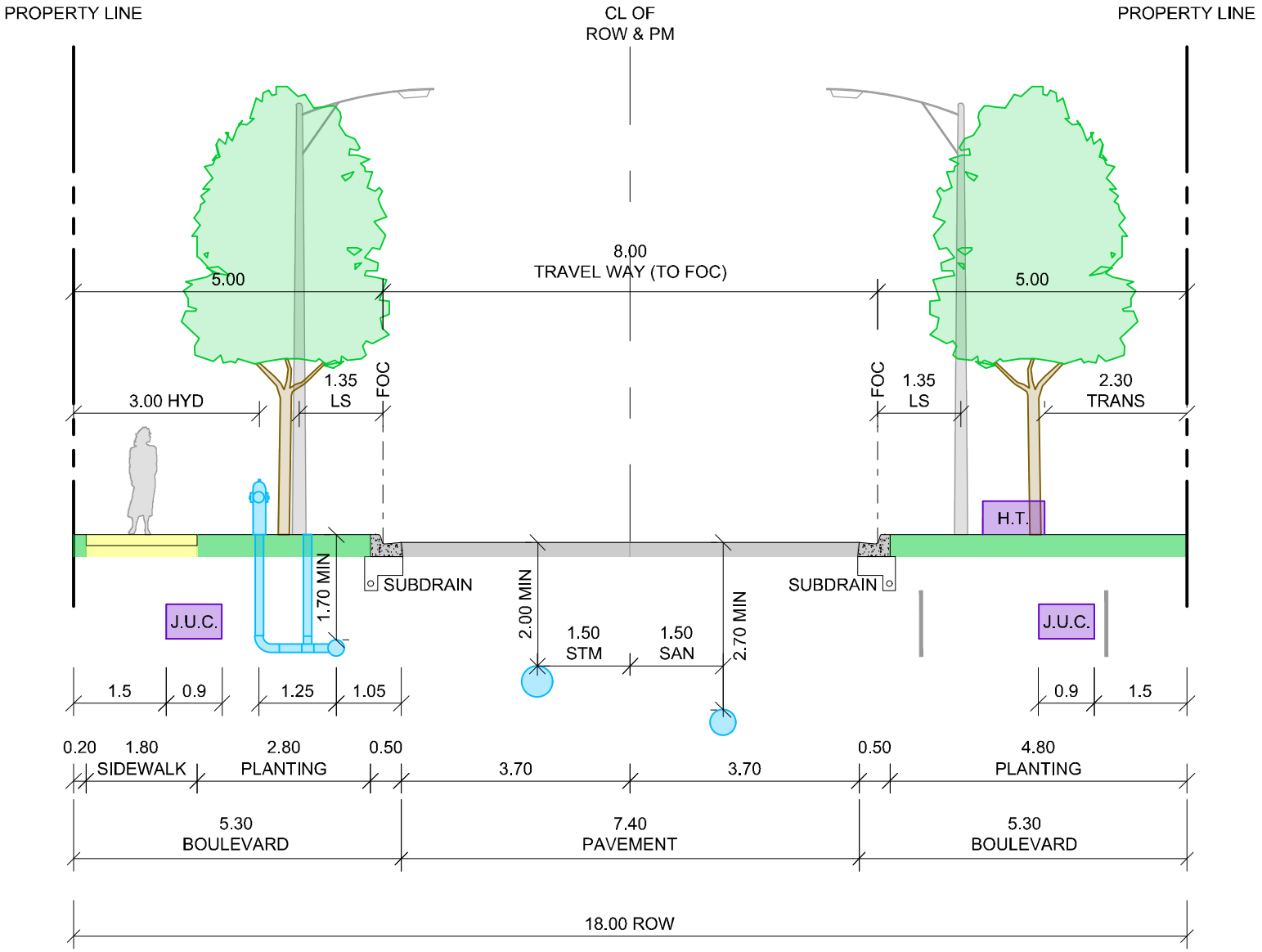
18.0m R.O.W.

Local Road (8.5m Roadway) - Sidewalk on Both Sides

Modified Town of Caledon Standard No. 202

Project:	Caledon
Project No.	8155-03
Date:	March 20, 2024
Revised:	April 15, 2025
Drawing No.	XS-1B

Date Plotted: May 28, 2025 Filename: J:\8155-03\BA\Cross-Sections\2025-05-28\BA-Generic Caledon-XSEC-R07-815503_SCS Based Utilities.dwg



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

BA Group

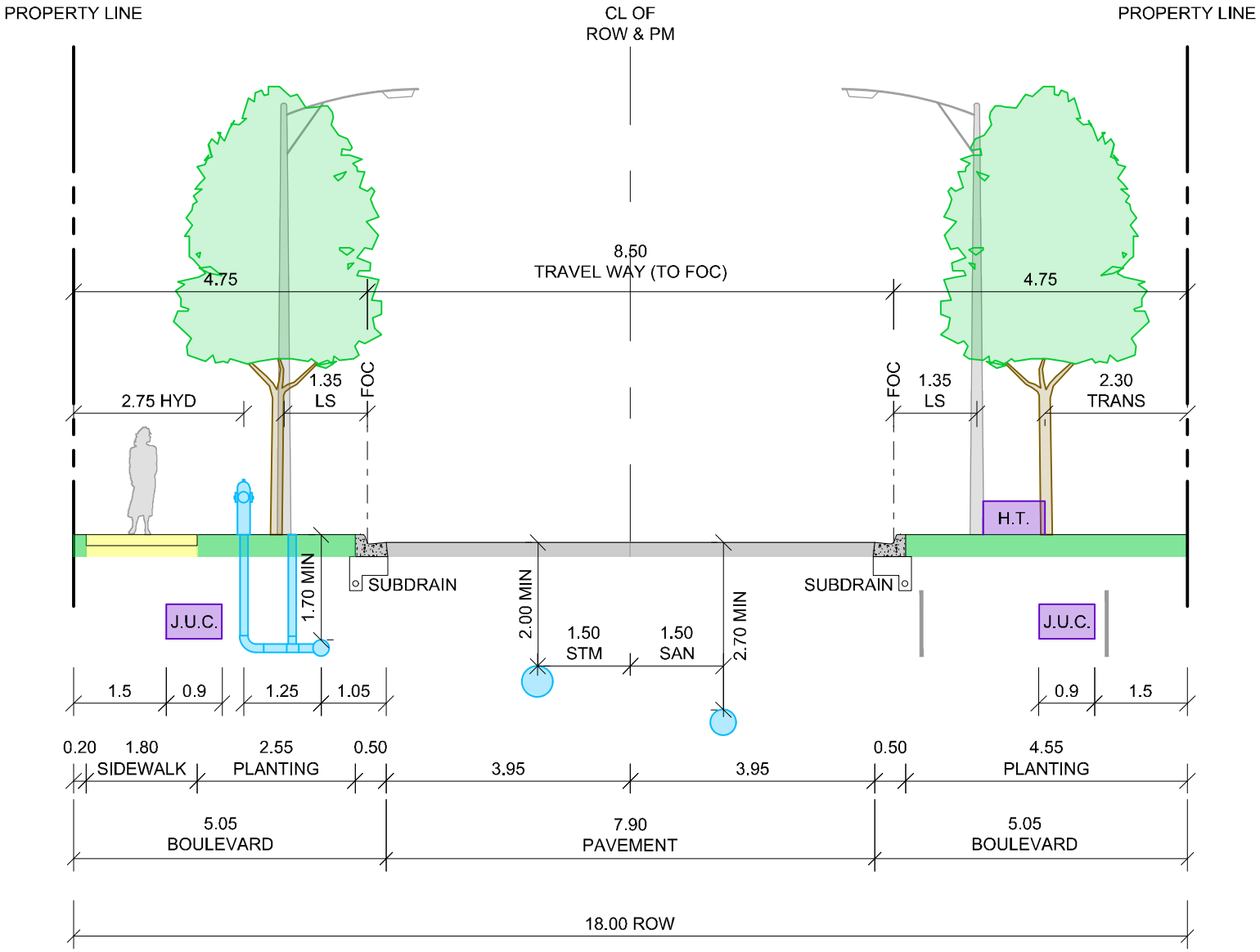
CALEDON CROSS-SECTION

18.0m R.O.W.

Local Road (8.0m Roadway) - Sidewalk on One Side

Modified Town of Caledon Standard No. 202

Project:	Caledon
Project No.	8155-03
Date:	April 15, 2025
Revised:	--
Drawing No.	XS-2A



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

BA Group

CALEDON CROSS-SECTION

18.0m R.O.W.

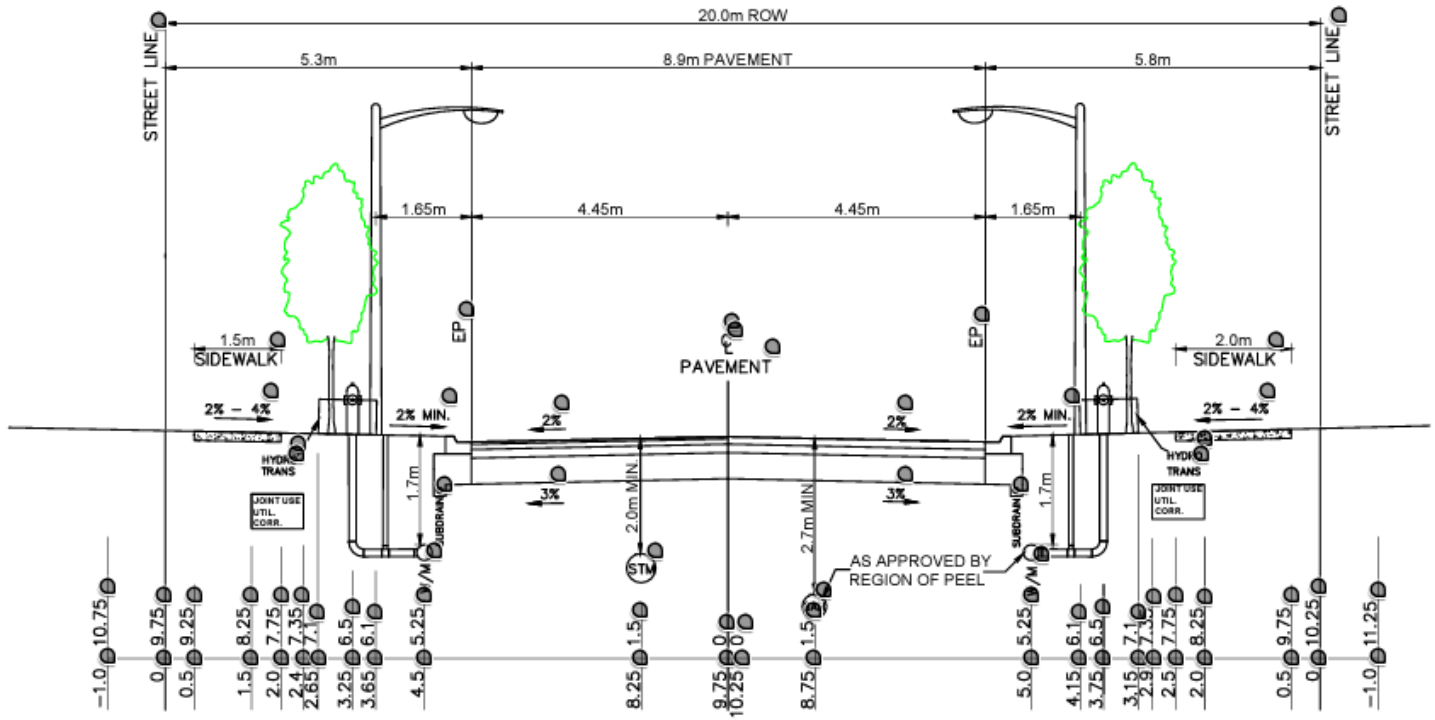
Local Road (8.5m Roadway) - Sidewalk on One Side

Modified Town of Caledon Standard No. 202

Project:	Caledon
Project No.	8155-03
Date:	April 15, 2025
Revised:	--
Drawing No.	XS-2B

Collector Roads - Goals

- Prepare cross-sections for the purposes of development of new subdivisions in Tullamore and Wildfield
- These would modify the current Town standards.
- These are with the 20-30m range provided in the MMTMP.
- Three rights-way are included.
  - 22m ROW with 8.5m pavement and multi-use paths – this allows for parking on one side of the road and would be applied in areas where there is no need for additional on-street parking. At major intersections the ROW may need to increase to accommodate a left turn lane.
  - 23.5m ROW with 11m pavement and multi-use paths – this allows for parking on both sides of the road and would be used to address identified parking shortfalls in communities. At major intersections the ROW and pavement width stay the same with the road is striped to provide a left turn lane.
  - 26m ROW with 11m pavement and separate cycle tracks – this would be used for the primary east-west collector connecting through the SABE lands.



NOTES
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   - 40 mm HL3
   - 90 mm HL8
   - 150 mm GRANULAR "A"
   - 450 mm GRANULAR "B"
4. THE BOULEVARDS REQUIRE A MINIMUM OF 300mm OF TOPSOIL AND NURSERY SOD.
5. TREES TO BE PLACED IN LOCATIONS PER APPROVED LANDSCAPE PLANS.
6. STREETLIGHT FIXTURE PER APPROVED TOWN STANDARD.
7. FULL LENGTH MINIMUM 100 MM DIA.SUB-DRAINS C/W FILTERCLOTH SHALL BE INSTALLED, AS PER APPROVED TOWN OF CALEDON STANDARD NO. 218.
8. SUB-GRADE SHALL BE COMPACTED TO A MINIMUM 95% OF S.P.D. AT OPTIMUM MOISTURE CONTENT.
9. WHERE POSSIBLE MANHOLE LIDS TO BELOCATED OUT OF TIRE LANE OF TRAFFIC.
10. LONG DIMENSION OF TRANSFORMER TO BE PARALLEL TO STREETLINE.
11. 1.0 m SPLASH PAD TO BE PATTERNED CONCRETE AS PER APPROVED TOWN OF CALEDON STANDARD NO. 903.

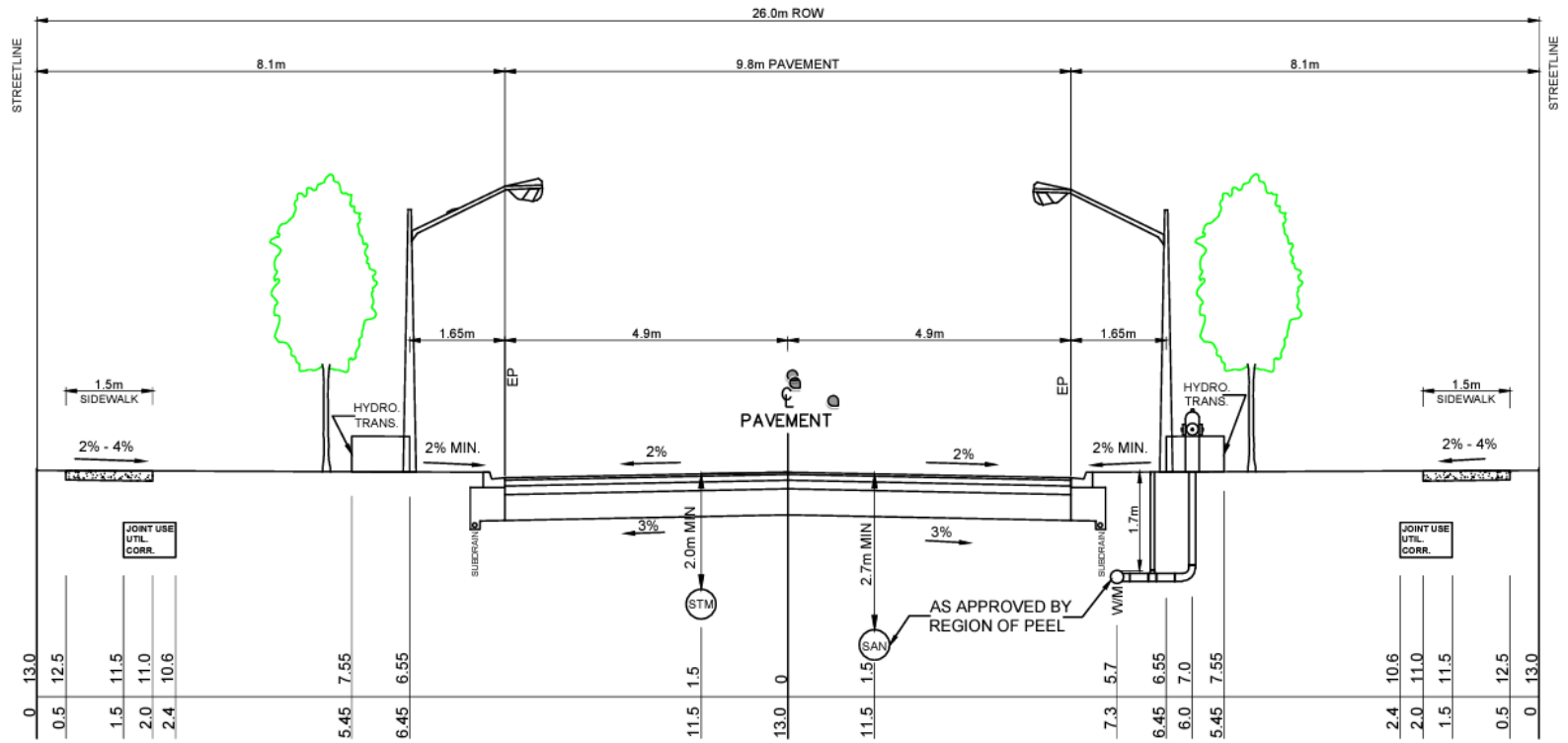
TOWN OF CALEDON

20.0m NEIGHBOURHOOD COLLECTOR
9.5m ROADWAY (8.9m PAVEMENT)

NO.	REVISION	APR'D	DATE
4	TEXT AND SLOPE REVISION		JULY 19
3	DIMENSION AND TEXT REVISION		JAN. 09
2	DIMENSION AND LAYOUT REVISION		JULY 08
1	DIMENSION EDIT, STD No. 206 NOW 204		JUNE 08

APR'D: C.C. DATE: JUNE 08
DRAWN: SCALE: N.T.S.

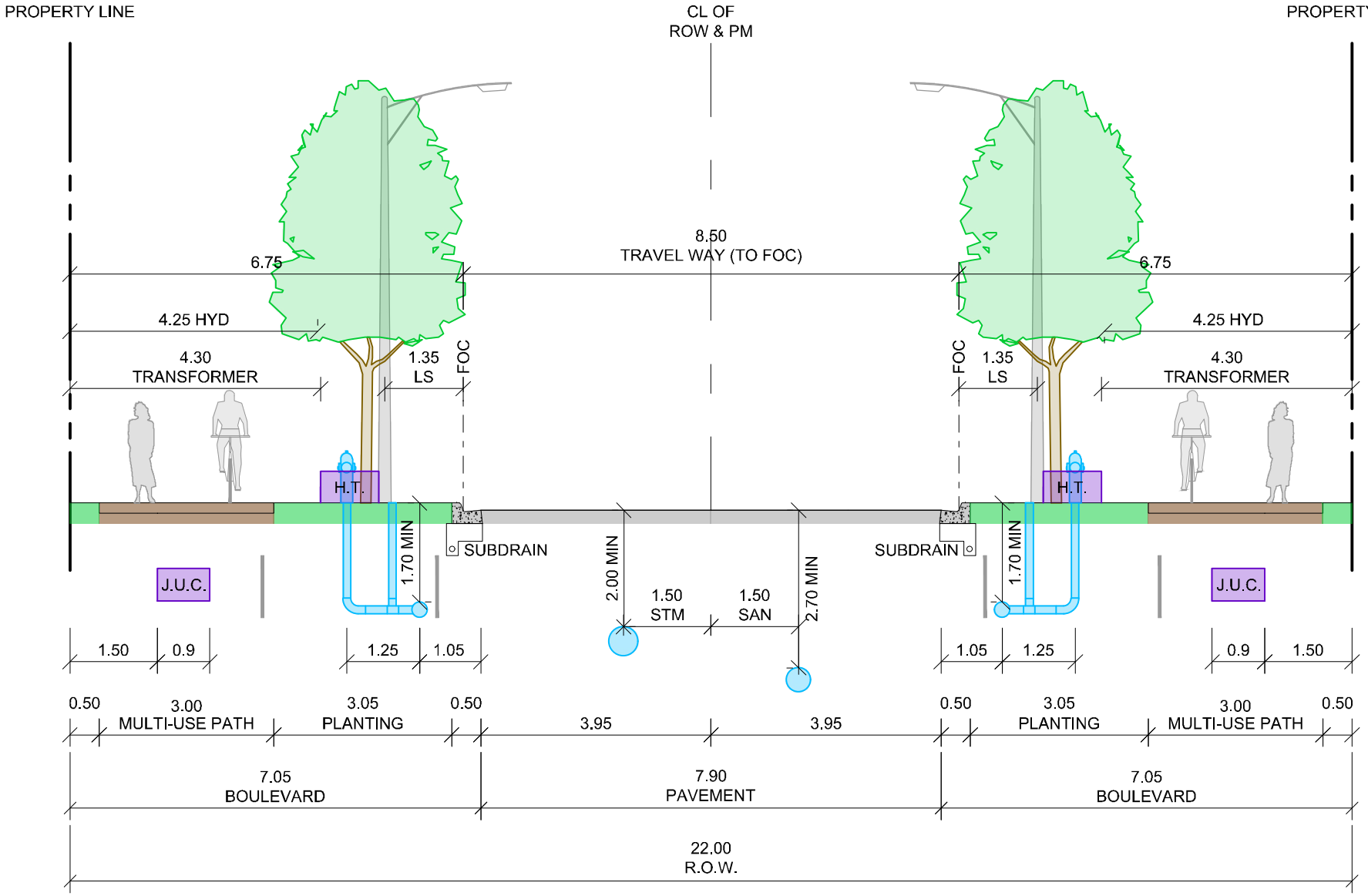
STANDARD No. 204



NOTES:

1. UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.9m.
2. WATERMAIN TO HAVE A MINIMUM COVER OF 1.7m.
3. THE FOLLOWING IS A MINIMUM ROAD BASE AND WILL REQUIRE A SOILS REPORT VERIFICATION.
   - 40mm HL3 HS
   - 90mm HDBC
   - 150mm GRANULAR 'A'
   - 450 GRANULAR 'B'
4. THE BOULEVARDS REQUIRE A MINIMUM OF 300mm OF TOPSOIL AND SURSERY SOD.
5. TREES TO BE PLACED IN LOCATIONS PER APPROVED LANDSCAPE PLAN.
6. STREETLIGHT FIXTURE PER APPROVED TOWN STANDARD.
7. ON A CRESCENT, THE WATERMAIN SHALL BE PLACED ON THE OUTSIDE.
8. FULL LENGTH MINIMUM 100mm DIA. SUB-DRAINS C/W FILTERCLOTH SHALL BE INSTALLED AS PER TOWN OF CALEDON APPROVED STANDARDS NO. 218.
9. SUB-GRADE SHALL BE COMPACTED TO A MINIMUM 95% S.P.D. AT OPTIMUM MOISTURE CONTENT.
10. WHERE POSSIBLE, MANHOLE LIDS TO BE LOCATED OUT OF THE TIRE LANE OF TRAFFIC.

TOWN OF CALEDON						
26.0m URBAN - COLLECTOR FULL/PART SERVICES 10.4m ROADWAY (9.8m PAVEMENT)	5				APR'D: C.C.	DATE: 19/01/00
	4	TEXT AND SLOPE REVISION		APR 19	DRAWN: BJM	SCALE: N.T.S.
	3	DIMENSION AND TEXT REVISION		JAN. 09		
	2	DIMENSION AND LAYOUT REVISION		JULY 08		
	1	DIMENSION EDIT		JUNE 08	STANDARD No. 210	
	NO.	REVISION	APR'D	DATE		



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

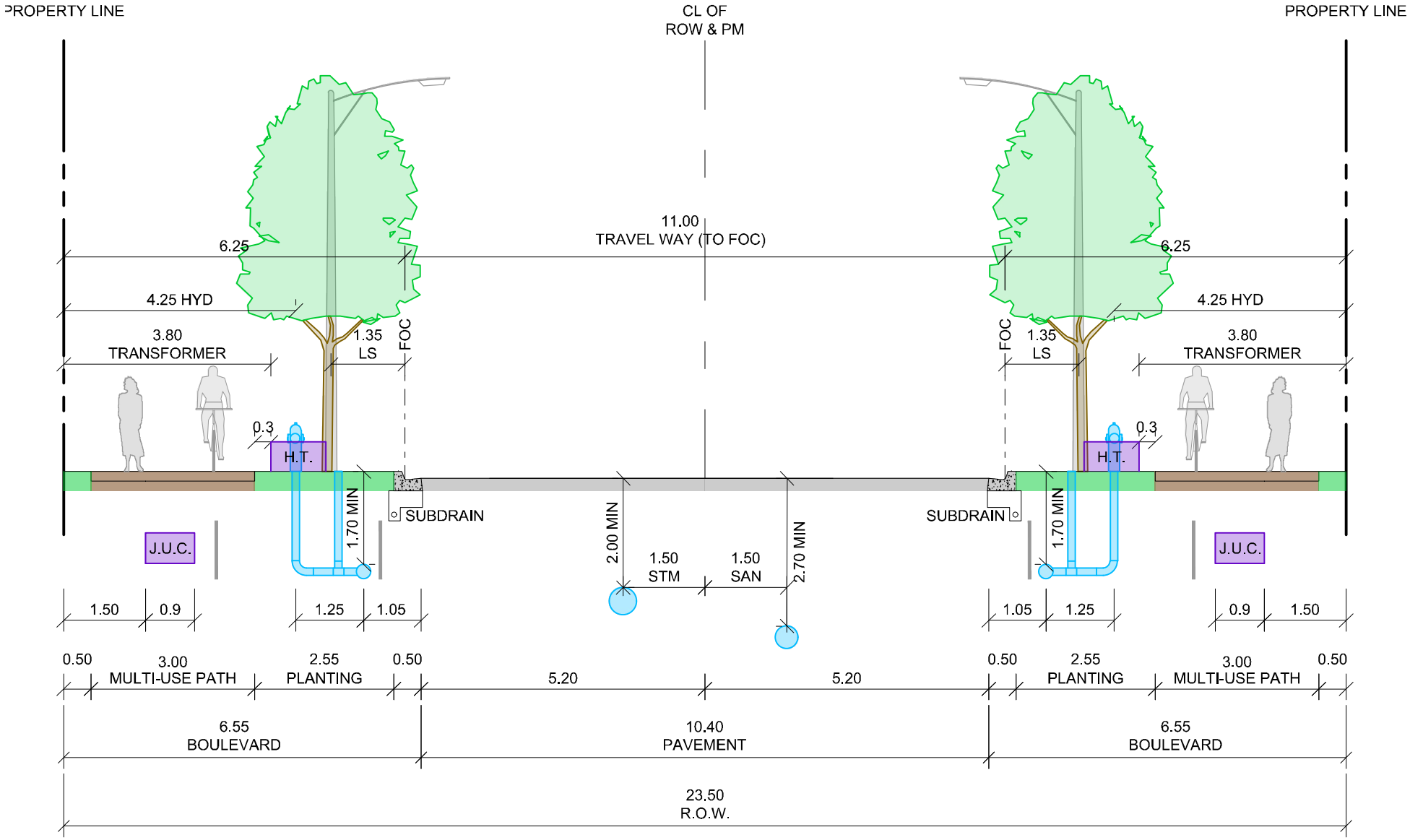
BA Group

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



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

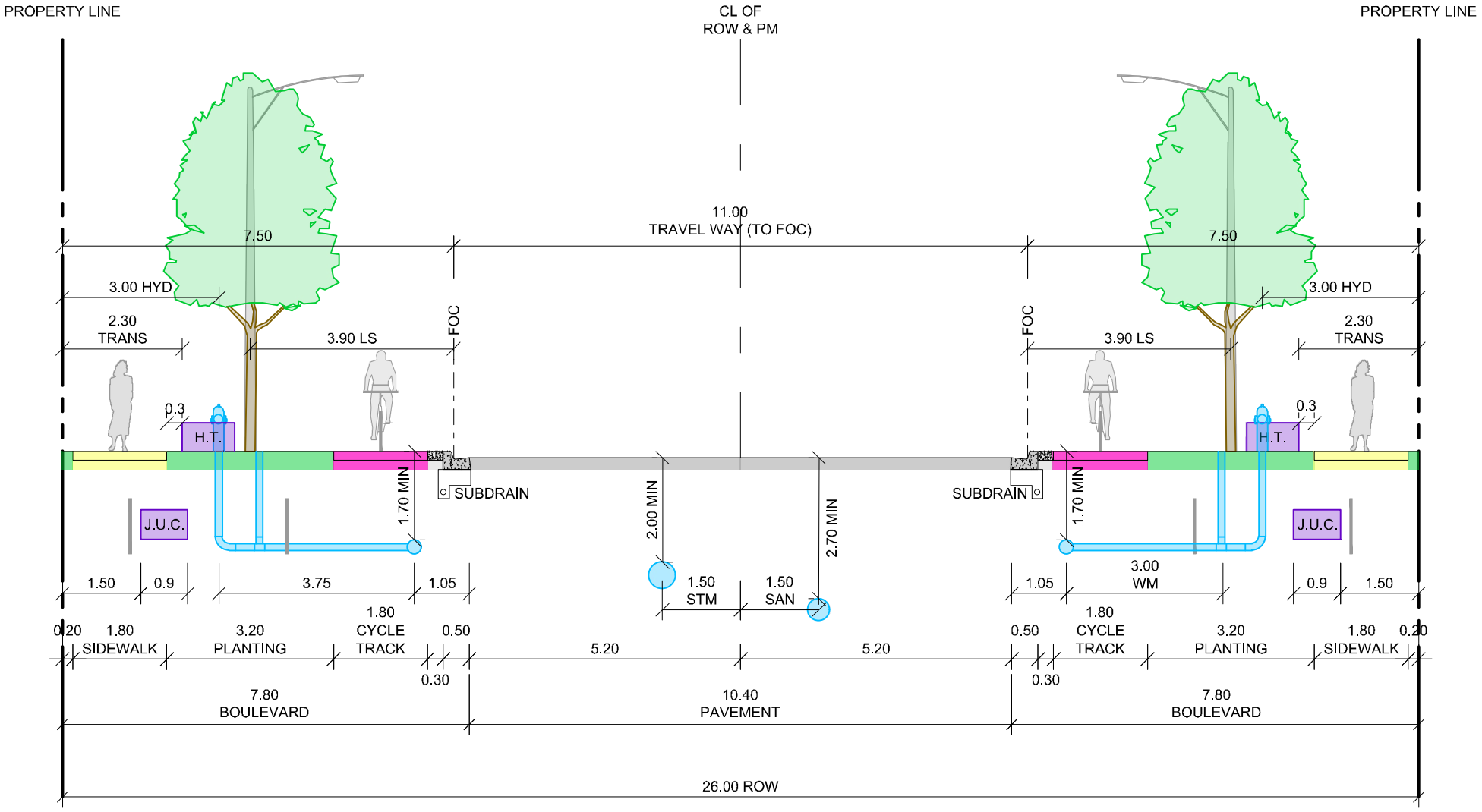
BA Group

CALEDON CROSS-SECTION

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.	XS-4



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

BA Group

CALEDON CROSS-SECTION

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.	XS-5

BA Group

MOVEMENT IN URBAN ENVIRONMENTS