



Mayfield West Phase 2 Secondary Plan Transportation Master Plan Second Addendum

Paradigm Transportation Solutions Limited

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1 Introduction

The Town of Caledon has previously approved an Official Plan Amendment (OPA 222) to permit the initial stage of development in the Mayfield West Phase 2 (MW2) area. In support of OPA 222, the Town has prepared a number of studies to guide the development of the MW2 area, including a Transportation Master Plan¹ that provided integrated plans for roads and traffic, public transit services and trails and cycling facilities that would support the approved land use development, consistent with the Town's approved vision for Mayfield West Phase 2.

In November 2016, an Addendum² to the Transportation Master Plan (TMP) was prepared that identified two potential changes to the approved MW2 Secondary Plan and discussed the implications to the approved TMP if these potential changes were adopted by the Town.

The Town of Caledon is now proposing a Regional Official Plan Amendment that would expand the Mayfield West Phase 2 urban area to fully encompass the geographic area south of the Etobicoke Creek Greenbelt and east of Chinguacousy Road. This Second Addendum to the Transportation Master Plan has been prepared to identify the nature of the proposed land use expansion and to assess the implications for the approved Transportation Master Plan.

2 Planned Urban Boundary Expansion

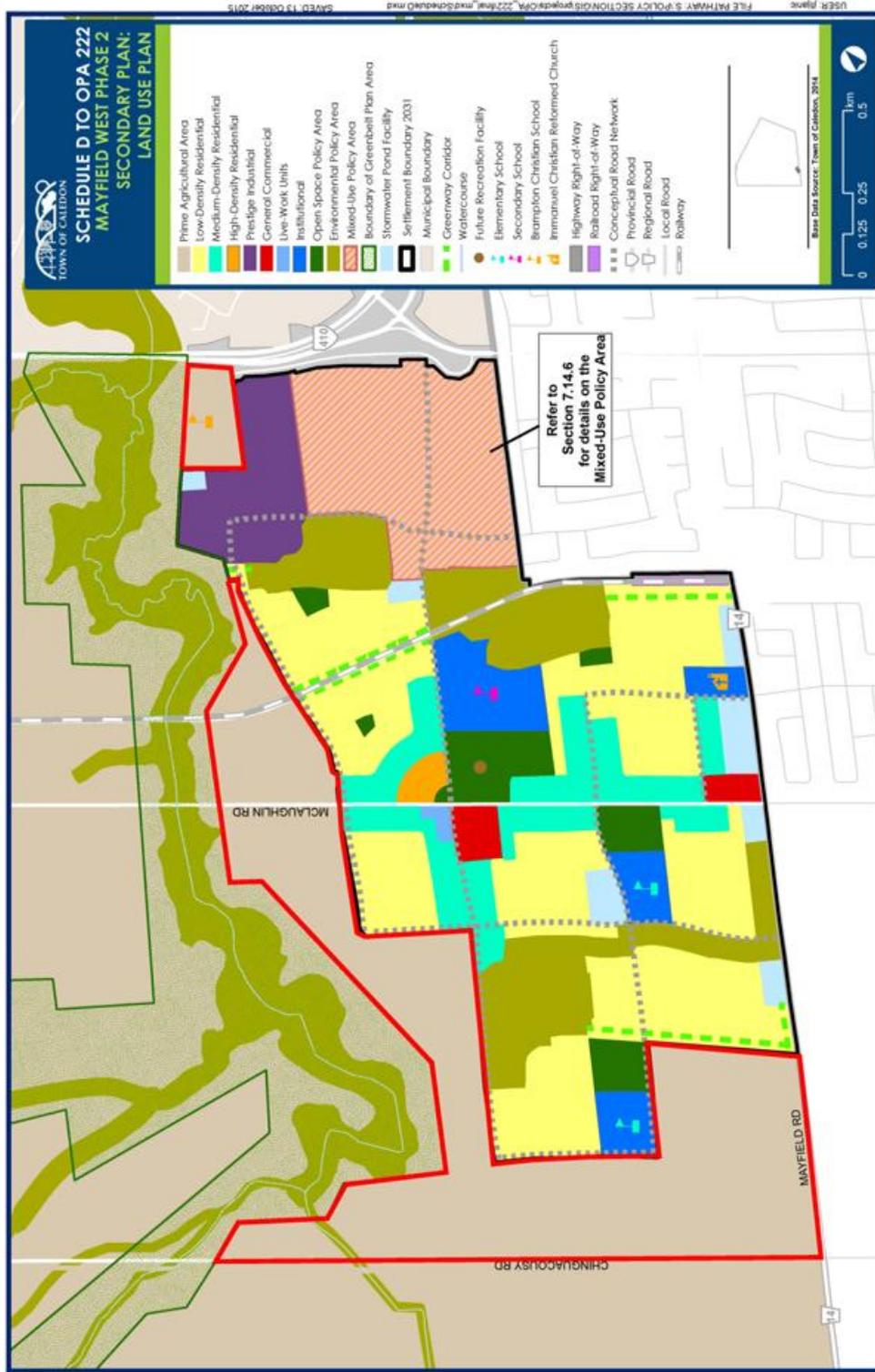
The initial stage of development for Mayfield West Phase 2 is illustrated in Figure 1. The coloured land use areas comprise the initial stage approved under OPA 222. The Town is now applying for a Regional Official Plan Amendment (ROPA) to expand the Mayfield West Phase 2 urban boundary to permit development to proceed in the area outlined in red lines in Figure 1.

The planned urban boundary expansion also includes two relatively small areas adjacent to Chinguacousy Road in which development was not previously anticipated. These two areas are shown outlined in blue in Figure 2. The area currently occupied by the Brampton Christian School, adjacent to Highway 10, is also shown outlined in blue. It should be noted that in the approved Transportation Master Plan, this particular area of land was included in the analyses and it was assumed that the existing school use would continue.

¹ Mayfield West Phase 2 Secondary Plan Transportation Master Plan, Prepared for the Town of Caledon by Paradigm Transportation Solutions Ltd, December, 2015.

² Mayfield West Phase 2 Secondary Plan Transportation Master Plan Addendum, Prepared for the Town of Caledon by Paradigm Transportation Solutions Ltd, November, 2016.





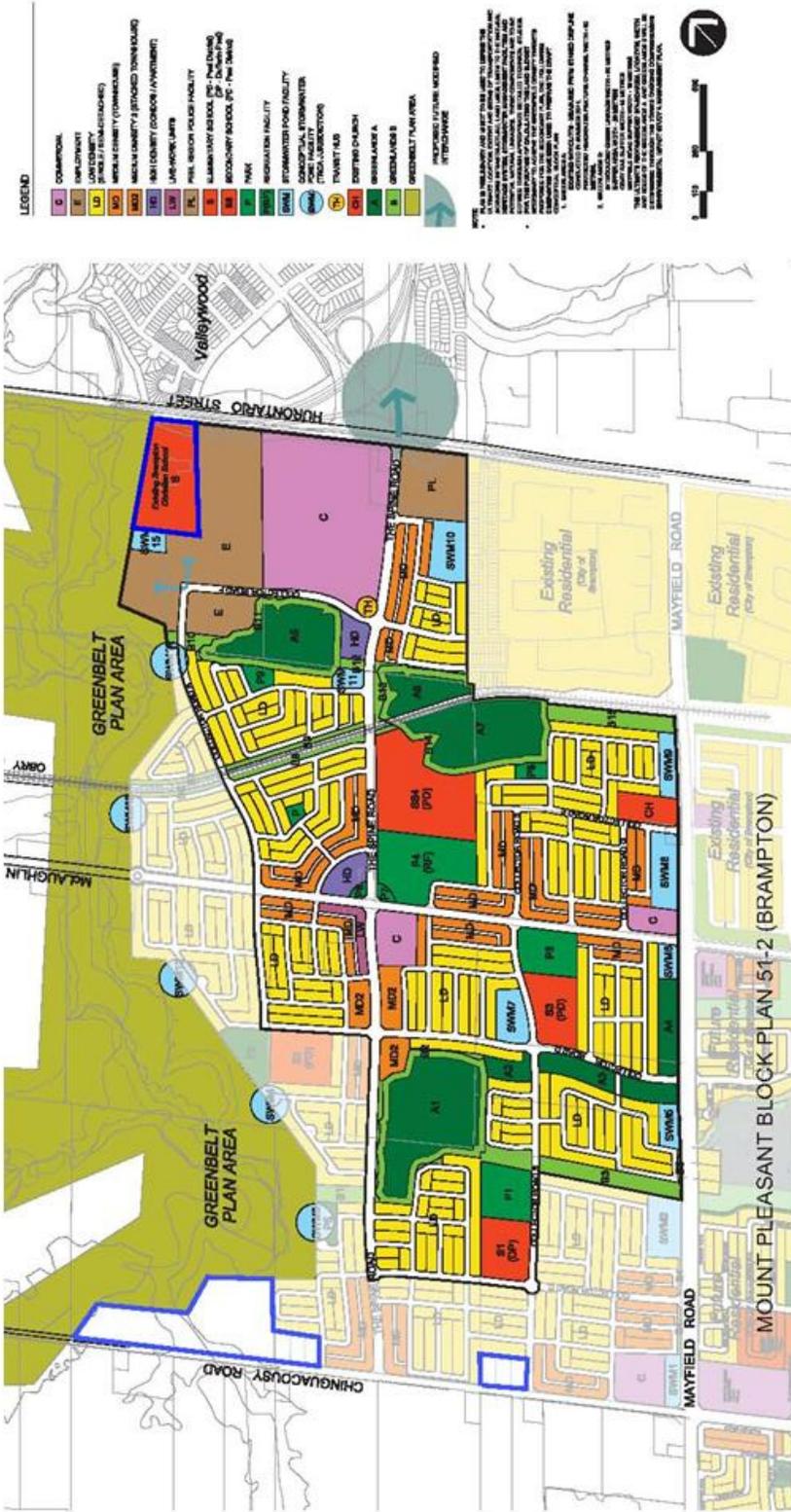
Mayfield West Phase 2 Initial Development Stage

Figure 1



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ENDORSED FRAMEWORK PLAN as per DP-2013-092

MW2 MAYFIELD WEST COMMUNITY MAYFIELD WEST PHASE 2 COMMUNITY TOWN OF CALEDON

Additional lands requested to be included as part of a Regional Official Plan Amendment



Mayfield West Phase 2 Urban Boundary Expansion

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Figure 2



3 Implications for the Transportation Master Plan

In the preparation of the Transportation Master Plan for the Mayfield West Phase 2 Secondary Plan, the expected build-out of the full area was included in the analyses of future transportation needs. The build-out area that was investigated is shown in Figure 3 and it includes all the areas south of the Etobicoke Creek Green Belt and all lands east of Chinguacousy Road, with the exception of two small areas adjacent to Chinguacousy Road. These two small areas are the same areas as outlined in blue in Figure 2. It is expected that these two areas will be developed as low to medium density residential uses. Since the areas are relatively small, the additional travel demand related to urban development on these lands is expected to be relatively low compared to the overall urban development.

The implications for each component of the Transportation Master Plan related to the proposed ROPA amendment to allow full development of the Mayfield West Phase 2 area are discussed below.

3.1 Road Network Plan Implications

The recommended road network plan, outlined in Section 7 of the Transportation Master Plan, is planned to accommodate the traffic generated by the full development of the urban area shown in Figure 3. This road network plan can accommodate the proposed expansion of the MW2 area as shown in Figures 1 and 2, including the additional traffic related to the two small areas previously mentioned.

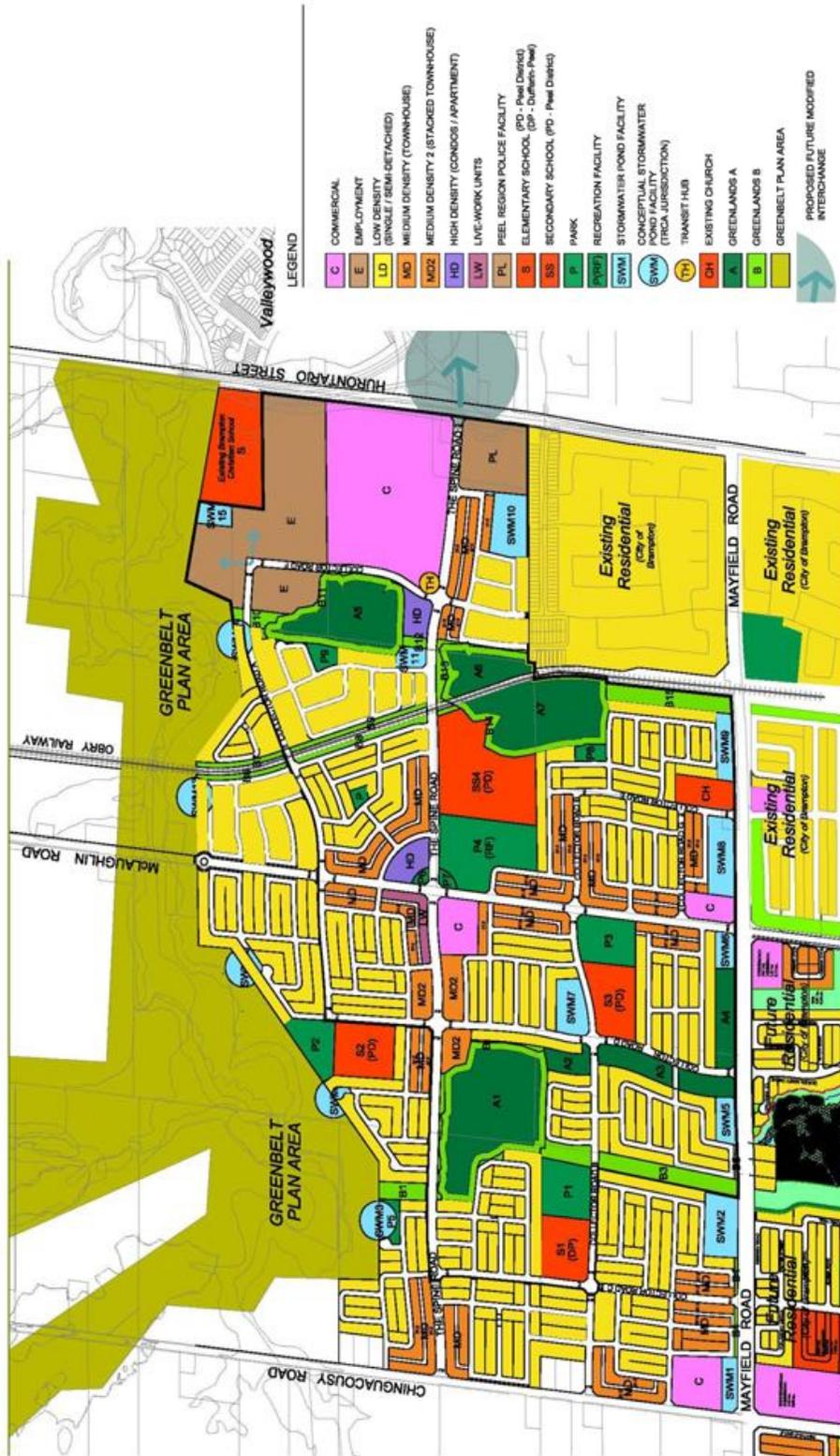
3.2 Transit Plan Implications

The recommended transit plan, outlined in Section 8 of the Transportation Master Plan, is planned to accommodate the full development of the urban area shown in Figure 3. This transit plan can accommodate the proposed expansion of the MW2 area as shown in Figures 1 and 2.

3.3 Pedestrian and Cycling Plan Implications

The recommended cycling and trails plan outlined in Section 9 of the Transportation Master Plan is planned to accommodate the full development of the urban area shown in Figure 3. This cycling and trails plan can accommodate the proposed expansion of the MW2 area as shown in Figures 1 and 2.





Endorsed Framework Plan

Figure 3



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4 Conclusions

The Transportation Master Plan outlined in the December 2015 report consisted of an integrated and comprehensive transportation plan that included plans for a road network, public transit and pedestrian and cycling modes. That transportation plan was based on a development concept that not only included the stage 1 development of Mayfield West Phase 2 Secondary Plan but also generally included additional development for the area extended west to Chinguacousy Road and north to the Etobicoke Creek green belt area. Two minor areas, as identified previously, were not included in this additional development area.

The Town of Caledon is currently contemplating an expansion of the Mayfield West Phase 2 Secondary Plan that would include the full area west to Chinguacousy Road and north to the Etobicoke Creek green belt area, including two small areas discussed previously. In the previous section of this Addendum, the implications on the transportation master plan outlined in the December 2015 report are assessed. This assessment has concluded that the recommended plans for the road network, public transit and pedestrian and cycling modes can fully accommodate the Stage 2 expansion of the Mayfield West Phase 2 Secondary Plan area and no changes to the recommended plans are required.



