TOWN OF CALEDON
PLANNING
RECEIVED

September 3, 2026

JUNE 29, 2026

PROJECT NO: 2448-7006

SENT VIA: EMAIL

Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Attn: Jaspreet Kaur, MASc, P.Eng., Transportation Engineer, Town of Caledon
Yifan Shen, Specialist, Transportation Development, Region of Peel

RE: TRANSPORTATION CONFORMANCE LETTER
ALLOA – 12697 CREDITVIEW ROAD DRAFT PLAN OF SUBDIVISION

Dear Jaspreet and Yifan,

C.F. Crozier & Associates Inc. (Crozier) has been retained to prepare a Transportation Compliance Letter in support of the 12697 Creditview Road Draft Plan of Subdivision (DPoS) development application. The 12697 Creditview property is located within Lot 21, Concession 3, (West of Hurontario Street) in the Town of Caledon, Regional Municipality of Peel.

The development application lands are located within the Alloa Secondary Plan and the Alloa Phase 1 Tertiary Plan. These plans were each approved as of July 8, 2025, with the caveat that they are still subject to satisfactory completion of supporting technical studies. These studies include but are not limited to the Alloa Transportation Needs Assessment (latest submission August 2025), and the Alloa Phase 1 Tertiary Plan Transportation Impact Study (TIS) (2nd submission March 2026).

The TIS comprehensively evaluated the impacts of the Alloa Phase 1 Lands from a transportation planning perspective, identifying required mitigation measures as warranted. The Tertiary Plan was designed to comprise the intended individual Draft Plans such that the Tertiary Plan's road network and land use layout was reflective of the respective Draft Plans for each parcel. Therefore, this letter builds off the TIS findings in relation to this development parcel and provides site specific recommendations to ensure viability of the development from a transportation engineering perspective.

The scope of the Transportation Conformance Letter includes building upon and accompanying the Alloa Phase 1 Tertiary Plan TIS in support of the DPoS application. The letter herein reviews the following elements:

- Site Context
- Development Proposal
- Site Generated Traffic Review
- Recommendations

211 Yonge St., Suite 600
Toronto, ON M5B 1M4
T. 416.477.3392
cfcrozier.ca

CROZIER

2026 SME CANADA'S TOP SMALL & MEDIUM EMPLOYERS

1.0 Site Context

1.1 Subject Lands

The 12697 Creditview Road property is located within the Alloa Phase 1 Lands and covers an area of approximately 22.72 ha. The property currently consists of undeveloped greenfield lands, which includes farmland and a single detached dwelling. Located in the northwest portion of the Alloa Phase 1 Lands, the property is generally bounded by Creditview Road to the west, the Highway 413 corridor lands to the north, and undeveloped greenfield lands within the Alloa Phase 1 Lands to the east and south. **Figure 1** illustrates the subject lands location.

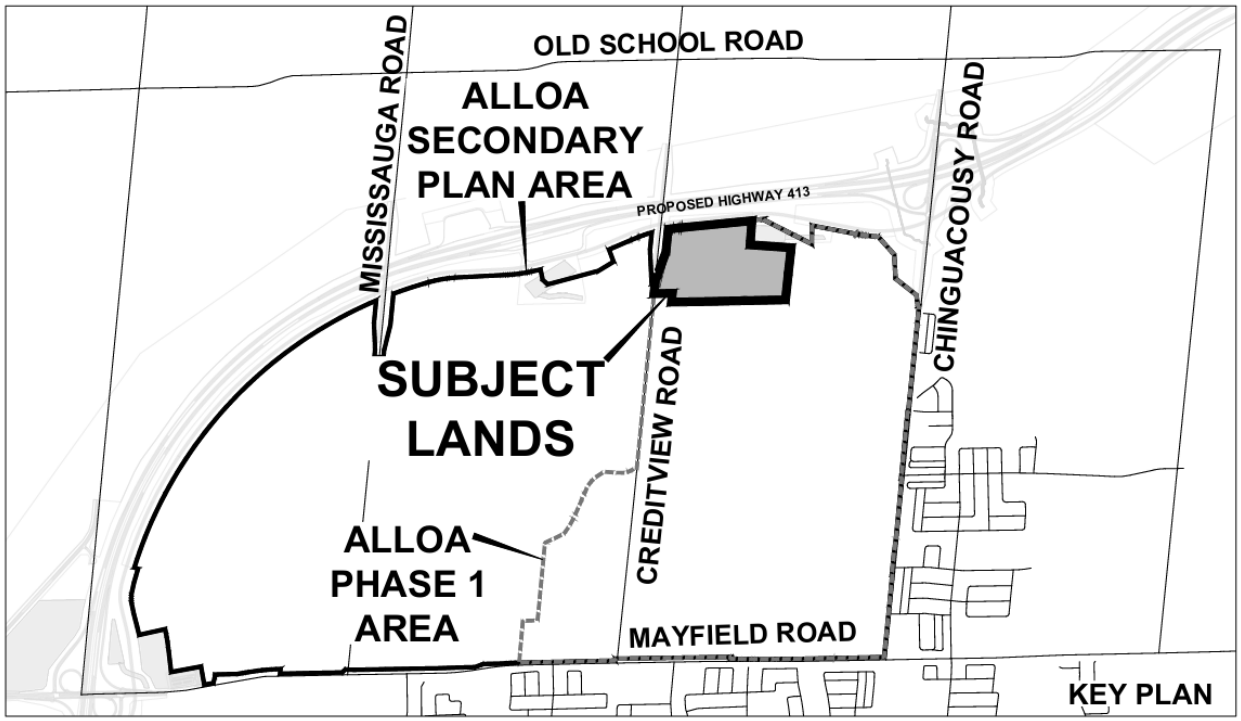


Figure 1: Site Location

1.2 Existing Transportation Context

Table 1 outlines the roadways near the subject site, including road and active transportation network features.

Table 1: Existing Roadway Network

Feature	Roadway		
	Mayfield Road	**Creditview Road**	**Old School Road**
Direction	Two-Way (East-West)	Two-Way (North-South)	Two-Way (East-West)
Span	Winston Churchill Blvd to Albion Vaughan Rd	The Grange Sideroad to Mayfield Rd	Winston Churchill Blvd to Airport Road
Jurisdiction	Region of Peel	Town of Caledon	Town of Caledon
Number of Travel Lanes	Two Lanes	Two Lanes	Two Lanes
Pedestrian Facilities	None	None	None
Cycling Facilities	None	None	None

1.3 Future Transportation Context

Capital road network improvements are planned near the subject lands to support future transportation demand growth. In addition, a collector road network is proposed to service the Alloa Secondary Plan Area, with some collector roads located within the DPoS application lands.

Table 2 outlines the future transportation improvements, relevant to the 12697 Creditview Road DPoS application. It is noted that the request for proposals for the Creditview Road Environmental Assessment project has been released, which is a precursor to the future Creditview Road widening capital project,

Table 2: Future Transportation Improvements

Roadway	Improvement	Improvement Type	Horizon Year
Mayfield Road	Widening to Five Lanes	Capital Project	2027/2028[1]
	Widening to Six Lanes	Capital Project	2041
Chinguacousy Road	Widening to Four Lanes	Capital Project	2031
Highway 413	New Highway	Capital Project	2031[2]
Creditview Road	Widening to Four Lanes	Capital Project	2051
Old School Road	Widening to Four Lanes	Capital Project	2041
(Street C in Tertiary Plan)	New Collector Road	Alloa Secondary Plan Collector Road Network	2031[3]
Black Horse Drive (Street F in Tertiary Plan)	New Collector Road	Alloa Secondary Plan Collector Road Network	2031[3]

Note 1: Interim 5-lane widening expected to be completed by 2027/2028 (depending on the segment).
Note 2: No official completion date available. The Tertiary Plan TIS assumes completion in the 2031 horizon year.
Note 3: Timing is estimated based on the Alloa Phase 1 Tertiary Plan.

Further details regarding these improvements are included within the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, March 2026).

Attachment 1 includes relevant excerpts from the Alloa Phase 1 Tertiary Plan TIS.

2.0 Development Proposal

The 12697 Creditview Road Draft Plan proposes a mix of residential dwellings, along with an internal road network which integrates with the existing arterial road network, the proposed Alloa Secondary Plan collector road network, and adjacent development planned within the Alloa Phase 1 Tertiary Plan.

Table 3 summarizes the Development Proposal**.**. Exact numbers of units are not yet finalized, and thus a range in the development yield is displayed.

Table 3: Proposed Development

Plan	Land Use		Unit Yield	Area
Draft Plan	Residential	Low Density	233 – 340 dwellings[1]	9.18 ha
		Medium Density	148 – 200 dwellings[1]	2.47 ha
	Total[2]		**381 – 540 dwellings[1]**	**22.72 ha**

*Note 1: Possible ranges of low-density detached dwellings or medium density townhouse dwellings are included in the Draft Plan in **Attachment 2**.*
Note 2: Total area includes road widening, collector and local road rights-of-way areas, stormwater ponds and reserve blocks that are not displayed in this land use table.

Attachment 2 includes the Draft Plan prepared by Glen Schnarr & Associates Inc. and dated February 23, 2026.

2.1 Tertiary Plan Comparison

A comparison in development yield between the proposed development Draft Plan and the yield assumed in the Alloa Phase 1 Tertiary Plan Transportation Impact Study (TIS) (Crozier, March 2026) was performed to understand the differences in the plan to that assessed in the associated Transportation Impact Study. **Table 4** contains the proposed Alloa Phase 1 Tertiary Plan development statistics for the 12697 Creditview Road DPoS application lands. Also included is the net change in development yield between the Draft Plan and the development statistics assumed for the Phase 1 Tertiary Plan TIS (i.e. a positive value means Draft Plan proposes more units than what was considered in the Alloa Phase 1 Tertiary Plan TIS).

Table 4: Development Proposal – Alloa Phase 1 Tertiary Plan Development Statistics

Plan	Land Use		Unit Yield (Draft Plan Net Change)
Tertiary Plan[1]	Residential	Low Density	292 units (-59 to +48 units)
		Medium Density	166 units (-18 to +34 units)
	Total[1]		**458 units (-77 to +82 units)**

Note 1: 12697 Creditview Road Draft Plan represents the entirety of Zone A in the Alloa Phase 1 Tertiary Plan.

Therefore, the Tertiary Plan forecasted approximately the same amount of development yield as the currently proposed Draft Plan. Between 77 fewer and 82 more dwellings are expected in the new Draft Plan proposal in comparison to that assumed for the Tertiary Plan.

While a range of development scenarios is still included on the Draft Plan, for the trip generation portion of this letter, only the upper-end development yield scenario is explored to understand impacts associated with the most constraining development option possible based on this Draft Plan. This will be referred to as the "high development yield scenario" throughout the remainder of this letter.

3.0 Site Generated Traffic Review

For comparative purposes, trip generation rates were calculated based on the Alloa Phase 1 Tertiary Plan trip generation and development yield, as outlined in the Alloa Phase 1 Tertiary Plan Transportation Impact Study (TIS) (Crozier, March 2026), given the non-linear nature of the trip generation rates outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (September 2021).

Table 5 outlines the external trip generation rates based on the Alloa Phase 1 Tertiary Plan trip generation and development yield for the land uses applicable to this development proposal.

Table 5: Trip Generation Rates

Land Use		A.M.		P.M.	
		In	Out	In	Out
Residential	Low Density	0.10/unit	0.33/unit	0.41/unit	0.24/unit
	Medium Density	0.05/unit	0.19/unit	0.21/unit	0.13/unit

Note 1: Includes mixed use development yield.

These trip generation rates were applied to the high development yield scenario described in **Section 2.1** for the site generated traffic review. **Table 6** outlines the trip generation for the 12697 Creditview Road Draft Plan.

Table 6: Trip Generation Forecast – High Development Yield Scenario

Land Use	Statistic	A.M. Trips[1]			P.M. Trips[1]		
		In	Out	Total	In	Out	Total
High Development Yield Scenario (364 Residential Dwellings)							
Low Density Residential (LUC 210)	340	32	110	142	138	81	219
Medium Density Residential (LUC 220)	200	10	37	47	43	25	68
Alloa Phase 1 Internal Trips[2]	-	6	8	14	10	18	28
Total		**48**	**155**	**203**	**190**	**124**	**314**

Note 1: Rounding may cause the appearance of discrepancies.
Note 2: The internal trips are scaled based on the new development yield of the Draft Plan but are based on forecasts from the Tertiary Plan TIS.

Based on the high-yield scenario, the 12697 Creditview Road Draft Plan is expected to generate up to 203 and 314 two-way vehicle trips during the weekday a.m. and p.m. peak hours, respectively.

3.1 Tertiary Plan Comparison

The Alloa Phase 1 Tertiary Plan was split into zones for the purpose of trip distribution and assignment. The total Tertiary Plan trip generation was also divided into these zones, based on the proportional area of each zone in comparison to the total area for each land use. The 12697 Creditview Road property, excluding the commercial portion that is under a separate development application, is representative of the Zone A, as outlined in the Alloa Phase 1 Tertiary Plan TIS (Crozier, March 2026).

Therefore, **Table 7** outlines the trip generation comparison for the proposed 12697 Creditview Road DPoS based on the 12697 Creditview Road Draft Plan statistics and the zonal approximation of the Alloa Phase 1 Tertiary Plan.

Table 7: Trip Generation (Comparison)

Plan	Land Use	Statistic	A.M. Trips[1]			P.M. Trips[1]		
			In	Out	Total	In	Out	Total
Tertiary Plan Assumption	Low Density Residential (LUC 210)	292 units	27	95	122	118	70	188
	Medium Density Residential (LUC 220)	166 units	8	31	39	35	21	56
	Alloa Phase 1 Internal Trips[2]	-	5	7	12	8	15	24
	Total		41	132	173	162	106	268
Draft Plan – Scenarios Comparison	**High-Yield Scenario**	**Total**	**48**	**155**	**203**	**190**	**124**	**314**
		Net Change	**+7**	**+23**	**+30**	**+28**	**+18**	**+47**

Note 1: Rounding may cause the appearance of discrepancies.
Note 2: For the Tertiary Plan, the internal trips are estimated by a zonal approach. For the Draft Plan, the internal trips are scaled based on the new development yield of the Draft Plan but based on forecasts from the Tertiary Plan.

In comparison to trip generation for the Proposed Development outlined in the Alloa Phase 1 Tertiary Plan Transportation Impact Study, the Draft Plan is expected to generate slightly more vehicle trips during the weekday a.m. and the weekday p.m. peak hours in the high development yield scenario. However, the projected net increase is relatively small, at 30 and 47 vehicle trips in the a.m. and p.m. peak hours, respectively. As the increase is as relatively low in absolute numbers, the Alloa Phase 1 Tertiary plan TIS (Crozier, March 2026) conclusions are considered valid, and an updated traffic operations analysis was not prepared herein. Lower development yields than the maximum would be even closer to the forecasts of the Tertiary Plan TIS.

It is noted that a forthcoming Tertiary Plan TIS update is expected which will specifically account for submitted Draft Plans in the unit yield and trip forecasting process. Therefore, improvements proposed in the Alloa Phase 1 TIS are expected accommodate all development yield scenarios for this Draft Plan, along with others which have been submitted.

Attachment 1 includes excerpts from the Alloa Phase 1 Tertiary Plan TIS.

Finally, due to a planned aggressive buildout, it is expected that most of the Alloa Phase 1 collector road network will be in place prior to buildout of the subject Draft Plan. As a result, supplementary traffic analysis that considers additional phasing of this and potentially other nearby draft plans is not required since recommended improvements for the Tertiary Plan would be implemented.

4.0 Recommendations

The Alloa Phase 1 Tertiary Plan Transportation Impact Study (TIS) (Crozier, March 2026) outlined recommendations to support the Alloa Phase 1 Lands. This section herein reviews the multi-modal transportation network recommendations as it relates to the 12697 Creditview Road Draft Plan.

4.1 Automobile

As part of the Alloa Phase 1 Tertiary Plan TIS (Crozier, March 2026), **Table 8** outlines the automobile recommendations within or adjacent to the 12697 Creditview Road Draft Plan. Despite that updates to the study are forthcoming, and requirements for transportation improvements identified in **Table 8** are expected to be relatively similar to those identified in the future TIS resubmission.

Table 8: Alloa Phase 1 Tertiary Plan Relevant Recommendations

Location	Improvement	Responsibility
Creditview Road & Street C	Implement minor street stop control.	Proponent
	Implement WBL auxiliary turn lane (30m).	
Street C & Street D	Implement minor street stop control.[1] Implement PXO Type D Crossing (East Intersection Approach)	Proponent

Note 1: While all-way stop control was recommended for this intersection in the original TIS submission, discussions with the Town has yielded a different approach to designating intersection controls at collector road intersections in Alloa Phase 1. This intersection is now slated to receive minor street stop control on the Street D south approach, as well as the local road north approach.

Attachment 1 includes excerpts from the Alloa Phase 1 Tertiary Plan TIS (Crozier, March 2026).

In addition to the above recommendations, on-street parking is proposed, as outlined by the Parking Plan prepared by Glen Schnarr & Associates Inc. **Attachment 3** includes the Parking Plan.

Finally, while aggressive buildout surrounding the Draft Plan is anticipated, should buildout of this development application proceed prior to other surrounding Draft Plans, it is noted that cul-de-sacs, access design elements, and an access arrangement to the wider roadway system will be required, subject to confirmation with the Town.

4.2 Active Transportation

Active transportation facilities, including sidewalks and pedestrian crossings, are proposed throughout the Draft Plan. Both sides of all streets (apart from laneways) are recommended to have sidewalks and/or multi-use paths (MUPs). Pedestrian crossings consistent with the Alloa Phase 1 Tertiary Plan TIS (Crozier, March 2026) will be provided in this Draft Plan. Cross-sections of the proposed internal roadways are expected to contain the following key infrastructure features:

- **Collector Roads (22 m Right-of-Way)**
    - 3.0 m MUP on both sides
    - Parking permitted on one side
- **Local Roads (18 m Right-of-Way)**
    - 1.8 m sidewalks on both sides
    - Parking on one side

Attachment 4 includes the pedestrian circulation plan, prepared by GSAI.

4.3 Transit

The Alloa Phase 1 Tertiary Plan TIS (Crozier, March 2026) outlined a proposed transit network to service the Alloa Phase 1 Lands. The 12697 Creditview Road Draft Plan can be serviced by the proposed extension of Brampton Local Transit Route 27, which is proposed to run along Black Horse Drive (Street F) and Street C.

Attachment 5 includes the proposed transit network for the Alloa Phase 1 Lands.

5.0 Conclusions

The 12697 Creditview Road Draft Plan is located within the Alloa Phase 1 Tertiary Plan Lands, for which a Transportation Impact Study (TIS) (Crozier, March 2026) was prepared.

The 12697 Creditview Road DPoS application contemplates a range of development density scenarios. The development yield and trip generation associated with the high yield scenario is an approximately 15% increase of that identified for the same area in the Tertiary Plan TIS (March 2026). Further, the actual trip generation increase projected for the current Draft Plan based on the Tertiary Plan TIS is only 30 and 47 vehicle trips in the weekday a.m. and p.m. peak hours, respectively. Lower development yields than the maximum would be even closer to the forecasts of the Tertiary Plan TIS. Further still, a forthcoming Tertiary Plan TIS update is expected which will specifically consider submitted Draft Plans, such as this one, in the unit yield and trip forecasting process. Therefore, the proposed development can be supported from a traffic operations and trip generation perspective with the mitigation measures recommended in the Tertiary Plan TIS.

The Draft Plan also reflects the revised cross-sections per recent discussion with Town staff for collector roads and local roads within the Secondary Plan area. The revised cross-sections for the following roadways will include:

- **Collector Roads (22 m Right-of-Way)**
    - 3.3 m MUP on both sides
    - Parking on one side
- **Local Roads (18 m Right-of-Way)**
    - 1.8 m sidewalks on both sides
    - Parking on one side

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.

Aidan Hallsworth, P.Eng.
Project Engineer, Transportation

C.F. CROZIER & ASSOCIATES INC.

Alexander Fleming, MBA., P.Eng., Partner
Vice President, Transportation

Enclosed
Attachment 1: Alloa Phase 1 Tertiary Plan Transportation Impact Study Excerpts
Attachment 2: Draft Plan
Attachment 3: Parking Plan
Attachment 4: Pedestrian Circulation Plan
Attachment 5: Proposed Transit Network

/AH

J:\2400\2448 - Alloa Landowners Group\6683 - Alloa Development Area\Letters\2026.05.12 - ARGO Mayfield North and Fieldgate 12697 Creditview Conformity Letters\2026.06.29 12697 Creditview Road Transportation Conformance Letter (CROZIER).docx

Attachment 1:

Alloa Phase 1 Tertiary Plan Transportation Impact Study Excerpts

TRANSPORTATION IMPACT STUDY

ALLOA PHASE 1 LANDS
TERTIARY PLAN

TOWN OF CALEDON
REGION OF PEEL

PREPARED FOR:

ALLOA PHASE 1 LANDOWNERS GROUP INC.

PREPARED BY:

C.F. CROZIER & ASSOCIATES INC.
211 YONGE STREET, SUITE 600
TORONTO, ON M5B 1M4

ORIGINAL SUBMISSION: DECEMBER 2024
CURRENT SUBMISSION: MARCH 2026

CFCA FILE NO. 2448-7006

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

CELEBRATING 20 YEARS SINCE 2004 CROZIER

1.3 Development Proposal

The Alloa Phase 1 Tertiary Plan proposes a mixed-use community comprising approximately 22,200 people and jobs across low, medium and high-density residential uses, in addition to commercial, institutional and recreational uses. As outlined in the Tertiary Plan and development statistics prepared by Glen Schnarr & Associates Inc., dated January 30, 2026, and January 2026, respectively, the Alloa Phase 1 Lands consists of 7,830 total residential units, 27,478 m^2 of commercial gross floor area (GFA), as well as mixed-use areas consisting of 24,525 m^2 of commercial GFA with 1,192 residential units (included within the residential unit total).

In addition to the existing road network and planned capital works by the Town of Caledon (Town), Region of Peel (Region) and Ontario Ministry of Transportation (MTO), the Tertiary Plan also proposes an internal network of collector and local roads, intended to support multimodal connectivity within the Secondary Plan area and to the external study road network.

Table 1 summarizes the Development Proposal.

Table 1: Development Proposal

Land Use	Type	Statistic[1]	Area[1]	Jobs/Population[1]
Commercial		27,478 m^2	12.49 ha	550 jobs
Mixed Use		28,125 m^2	5.63 ha	563 jobs
		1,126 units		2,331 people
Residential	Low Density	2,038 units	67.92 ha	8,564 people
	Medium Density	2,429 units	40.49 ha	8,084 people
	Medium-High Density	1,045 units	10.45 ha	3,478 people
	Neighbourhood Centre	1,192 units	11.92 ha	2,468 people
Elementary School		3 schools	8.91 ha	150 jobs

Note 1: Alloa Phase 1 statistics based on the latest Alloa Phase 1 Development Statistics, dated January 2026. From Glen Schnarr & Associates Inc.

Figure 2 illustrates the Alloa Phase 1 Tertiary Plan. **Appendix A** includes the Alloa Phase 1 Tertiary Plan as well as the proposed statistics.

LEGEND

RESIDENTIAL
- DETACHED
- TOWNHOUSE
- MEDIUM / HIGH DENSITY
- MIXED-USE
- NEIGHBOURHOOD CENTRE

COMMERCIAL
- COMMERCIAL BLOCK

INSTITUTIONAL
- ELEMENTARY SCHOOLS

OPEN SPACE
- NEIGHBOURHOOD PARK
- OPEN SPACE
- NATURAL HERITAGE SYSTEM (WOODLOT)
- NATURAL HERITAGE SYSTEM
- SWM PONDS
- GREENBELT PLAN AREA
- STAKED WETLANDS

OTHER
- SECONDARY PLAN BOUNDARY
- PHASE 1 TERTIARY PLAN BOUNDARY
- MUNICIPAL INFRASTRUCTURE
- FUTURE EMPLOYMENT
- FUTURE RESIDENTIAL
- SPECIAL POLICY AREAS

UNIT ESTIMATES

LOW DENSITY
(30 upnha):
67.92ha x 30 upnha = 2,038 UNITS

MEDIUM DENSITY
(60 upnha):
40.49ha x 60 upnha = 2,429 UNITS

MEDIUM - HIGH DENSITY
(100 upnha):
10.45ha x 100 upnha = 1,045 UNITS

MIXED USE*
(200 upnha):
5.63ha x 200 upnha = 1,126 UNITS

NEIGHBOURHOOD CENTRE
(100 upnha):
11.92ha x 100 upnha = 1,192 UNITS

TOTAL: 7,830 UNITS

HIGHWAY 413
HIGHWAY 413 TRANSITWAY
HIGHWAY 413 TRANSITWAY
HIGHWAY 413 SWM POND
NEIGHOURHOOD PARK 2.14ha (5.29ac)
NHS (WOODLOT & WETLAND) 3.70ha (9.14ac)
SP1
NEIGHBOURHOOD CENTRE
LAYOUT TO BE DETERMINED
STREET 'C'
STREET 'C'
NHS (WOODLOT & WETLAND) 7.34ha (18.14ac)
NHS (BUFFER) 1.05ha (2.59ac)
STREET 'D'
BIRKHEAD DRIVE
CREDITVIEW ROAD
STREET 'F' (BLACK HORSE DRIVE)
SWM POND 3.97ha (9.81ac)
NEIGH. PARK 2.13ha (5.26ac)
CATHOLIC ELEMENTARY SCHOOL 2.43ha (6.00ac)
SWM POND 3.51ha (8.67ac)
NHS (CHANNEL) 5.98ha (14.78ac)
NHS (CHANNEL) 3.95ha (9.76ac)
NHS (CHANNEL & BUFFER) 10.14ha (25.06ac)
STREET 'D' (ALEXANDER GILLESPIE AVE.)
LINDSAY AVENUE
CHINGUACOUSY ROAD
PHASE 2 AREA
MEDIUM / HIGH DENSITY RESIDENTIAL 0.82ha (2.03ac)
SWM POND 1.79ha (4.42ac)
MIXED-USE 0.71ha (1.75ac)
SWM POND 3.09ha (7.64ac)
NHS (WOODLOT) 2.47ha (6.10ac)
PUBLIC ELEMENTARY SCHOOL 3.24ha (8.00ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 1.64ha (4.05ac)
STREET 'B' (TIM MANLEY AVENUE)
STREET 'B' (TIM MANLEY AVENUE)
TIM MANLEY AVENUE
NHS (WOODLOT & WETLAND) 1.50ha (3.71ac)
NHS (BUFFER) 0.51ha (1.26ac)
NEIGHBOURHOOD PARK 2.07ha (5.12ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 1.70ha (4.21ac)
COMMUNITY PARK 5.97ha (14.75ac)
SWM POND 2.48ha (6.13ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 1.88ha (4.65ac)
NEIGH. PARK 2.20ha (5.44ac)
PUBLIC ELEMENTARY SCHOOL 3.24ha (8.00ac)
STREET 'E' (SPEERSVILLE AVENUE)
STREET 'A' (WELSH AVENUE)
STREET 'A' (WELSH AVENUE)
STREET 'A' (WELSH AVENUE)
TWEEDHILL AVENUE
ALLOA RESERVOIR, PUMPING STATION & FEEDMAIN
STREET 'G'
SP2
COMMERCIAL 2.78ha (6.87ac)
COMMERCIAL 9.72ha (24.02ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 4.41ha (10.90ac)
JAMES MAYNARD ROAD
SWM POND 3.98ha (9.83ac)
NHS (COMPENSATION) 0.39ha (0.96ac)
MIXED-USE 4.95ha (12.23ac)
CALEDON WORKS YARD
MIXED-USE 2.83ha (6.99ac)
SWM POND 2.90ha (7.17ac)
MIXED-USE 1.35ha (3.34ac)
MIXED-USE 1.42ha (3.51ac)
MAYFIELD ROAD
EXISTING HYDRO TRANSFORMER
ROBERT PARKINSON DRIVE
THORNBRUSH BOULEVARD
BRISDALE DRIVE
CLOCKWORK DRIVE

ALLOA SECONDARY PLAN TERTIARY PLAN - PHASE 1

PART OF LOTS 18-21, CONCESSIONS 3 & 4, TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

0 50 100 150 200 250 300

SCALE 1:4000
JANUARY 30, 2026

GSAI
Glen Schnarr & Associates Inc.

NOTES:
*NET AREA REPRESENTS 50% OF MAJOR COMMERCIAL/MIXED USE DESIGNATION TO ACCOUNT FOR LANDS ANTICIPATED FOR SOLE COMMERCIAL PURPOSES AND EXCLUDES MAJOR COMMERCIAL LANDS WEST OF CREDITVIEW ROAD.

OLD SCHOOL RD

HIGHWAY 413

MISSISSAUGA RD

CREDITVIEW RD

CHINGUACOUSY RD

TIM MANLEY AVE

NEIL PROM

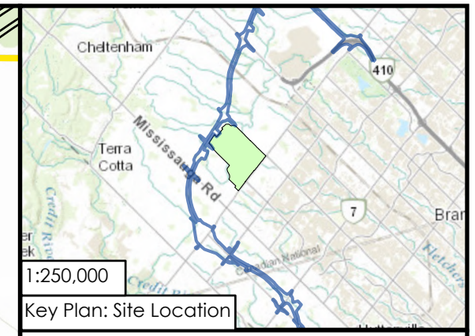
TWEEDHILL AVE

PETCH AVE

MCLAUGHLIN RD

MAYFIELD RD

0 250 500 1,000 Meters



Key Plan: Site Location

Legend

- Phase 1 Block Boundary
- Preliminary Highway 413 Route

Future Road Improvement

- No Change
- 2026 (2 to 6 lanes)
- 2028 (2 to 5 lanes), 2041 (5 to 6 lanes)
- 2031 (2 to 4 lanes)
- 2031 (4 to 6 lanes)
- 2041 (2 to 4 lanes)
- 2051 (2 to 4 lanes)
- Collector
- Local

Figure Notes:

1. Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
2. Transit Network as per Future Caledon Official Plan 2024
3. Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024). Design is the latest downloadable design set and is comparable to the May 2025 preliminary design for illustrative purposes.
4. Traffic controls only provided for intersections within study area.
5. As identified in Heritage Heights Transportation Master Plan, Mayfield Road Widening to 6-lanes is anticipated between Heritage Road and Mississauga Road, including as part of Highway 413 works.

Project:
Alloa Tertiary Plan
Phase #1

Figure:
Future Road Improvements and Timings

CELEBRATING 20 YEARS SINCE 2004

CROZIER

Drawn:	Design:	Project No.	
D.M	M.L.	2448-7006	
Date:	GCS:	Scale:	Dwg.
2026-02-24	NAD 1983	1:13,000	Fig. 6

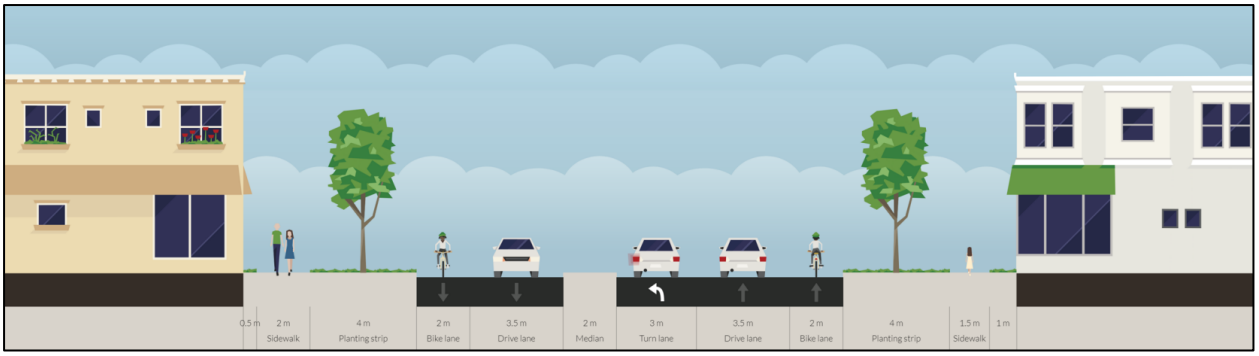


Figure 13: Tim Manley Avenue Cross-Section (29 m ROW) (Wood) (Outside of Subject Lands)

Appendix H includes the relevant Tim Manley Avenue excerpts.

4.2.6 Brampton Transit Expansion

There are transit expansion plans, as detailed in the Brampton Transit Public Information Session for the Annual Transit Service Plan (Brampton Transit, February 2025), that are of relevance to the study area. The following changes to existing transit operations in **Section 2.2** are detailed in the plan and are expected to be implemented in the near future:

- Route 25 (Edenbrook): While this proposed change does not directly impact the Subject Lands, a transit route option to service the completed elements of the adjacent Mayfield West Phase 2 community is outlined and is expected to be implemented in the future.

- NEW Route 504 (Züm Chinguacousy): Brampton Transit is planning to implement a Chinguacousy Züm service tentatively in fall of 2026. This new express transit route will operate between Sandalwood Parkway and Steeles Avenue along Chinguacousy Road. The route is planned to continue east on Steeles Avenue, connecting at Sheridan College, Brampton Gateway, and at Bramalea GO, where the line terminates. The implementation of this service would result in several transit network changes, including the following:

    - Route 4/4A (Chinguacousy): The route will continue to operate local service, with realignment planned. Route 4 will operate along Sandalwood Parkway, Brisdale Road and Wanless Drive, and Route 4A will service Mount Pleasant GO Station via Bovaird Drive.

    - Route 104 (Chinguacousy Express): The current Route 104 will be replaced by the proposed Züm express transit route.

    - The Future Service Concept shows the 504 ZUM travelling further north along Chinguacousy Road to Tim Manley Avenue, where it will turn and travel east towards the planned Mayfield West Transit Hub.

    - NEW Brisdale Drive Transit Route: A new transit route is planned along Brisdale Drive from and to Mount Pleasant GO Station, with the routing reaching and looping at Mayfield Road. This route will replace the current Route 4 service along Brisdale Drive.

The public information session also outlines long-term transit service concepts, including potential extensions and new transit routes into the Town of Caledon and the Alloa Community. These

potential extensions and new transit routes are expected to be implemented in the future, and may be refined at a later stage.

Appendix H outlines the relevant future transit excerpts.

4.2.7 Natural Heritage System Multi-Use Trails

To support the creation of sustainable communities in the Town, the Town of Caledon's Active Transportation Master Plan (ATMP) outlines various active transportation improvements. In addition to the planned improvements outlined in **Section 4.2.1** to **Section 4.2.6**, the ATMP (Town of Caledon, June 2024) identifies multi-use trails, the Settlement Area Boundary Expansion Concept Trails, proposed along the natural heritage system near the Subject Site.

It is anticipated that these trail improvements will be completed in coordination with the Town to support surrounding developments, including the Proposed Development. As 2 of the planned multi-use trails are located within the Subject Lands, the neighbourhood connector and/or walking trail cross-sections are anticipated to be required to accommodate the natural heritage system trails.

Figure 14 outlines the neighbourhood connector and walk trail cross-section proposed in the Alloa Secondary Plan Transportation Needs Assessment (Crozier, August 2025).

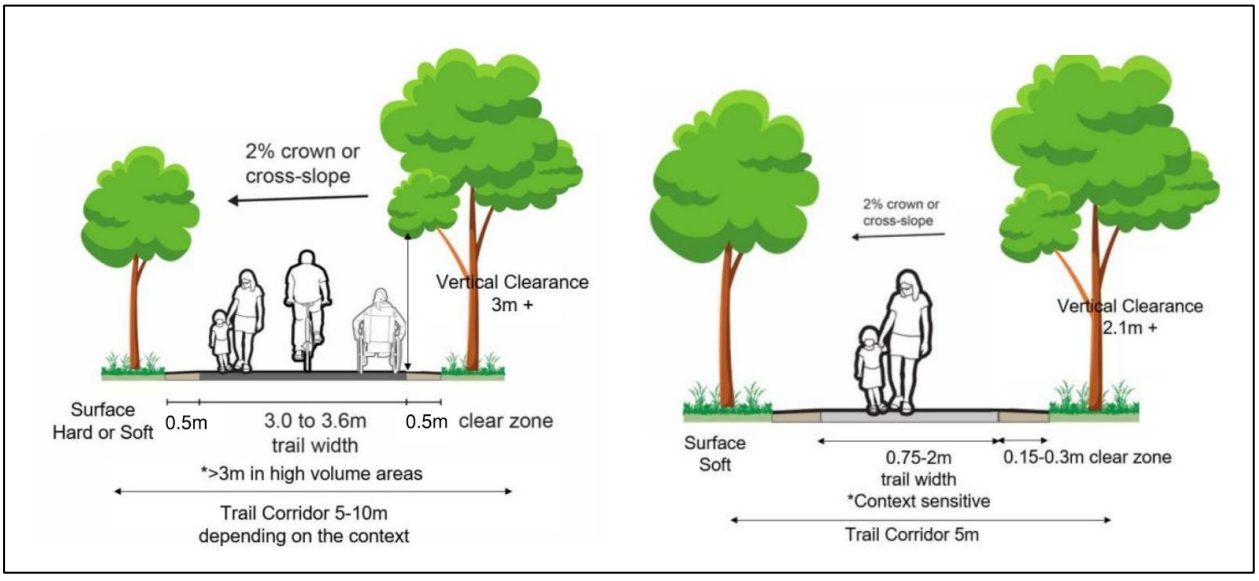


Figure 14: Natural Heritage System Trails - Cross-Section Options (Crozier)

We noted that these sections generally conform with the standard cross-section outlined in the Town of Caledon ATMP (Town of Caledon, June 2024), with the exception of the proposed 0.5 m clear zone, instead of 0.6 m.

Appendix H contains the relevant excerpts regarding the multi-use trails planned near and within the Subject Lands as highlighted in the Town of Caledon's ATMP (June 2024).

4.2.8 Summary

Table 13 summarizes the future roadway improvements in the study area.

Table 13: Planned Improvements in Study Area

Roadway	Improvement	Segment	Year	Source
Mayfield Road	Widening to Six Lanes (Ultimate)	Chinguacousy Road to Hurontario Street	2026	Mayfield Road Construction Timeline (March 2025)
	Widening to Four Lanes (Ultimate)	Winston Churchill Boulevard to Mississauga Road	2028	
	Widening to Five Lanes (Interim)	Mississauga Road to Chinguacousy Road	2028	
	Widening to Six Lanes (Ultimate)	Mississauga Road to Chinguacousy Road	2041	Region of Peel LRTP
Chinguacousy Road	Widening to Four Lanes	Mayfield Road to Mayfield West Phase 2 North Limits	2031	Chinguacousy Road Functional Design[1]
		Mayfield West Phase 2 North Limits to Old School Road	2041[3]	
	Widening to Six Lanes	Bovaird Drive to Mayfield Road	2041	City of Brampton TMP Update
Old School Road	Widening to Four Lanes	Winston Churchill Boulevard to Gore Road	2041	Town of Caledon MMTMP
Highway 413	New Highway	Highway 401 to Highway 400	2031	Assumed
Natural Heritage System Multi-Use Trails		Varies[2]	2031	Assumed

Note 1: As confirmed with Town of Caledon staff. ***Appendix B*** *includes the relevant correspondence.*
Note 2: ***Appendix H*** *includes the relevant Active Transportation Master Plan (Town of Caledon, June 2024) excerpts that outline the natural heritage system multi-use trail locations.*
Note 3: A portion of this road widening is expected to be completed as part of Highway 413 works prior to 2041.

6.0 Alloa Secondary Plan Mobility Context

The Alloa Secondary Plan Transportation Needs Assessment (Crozier, original July 2024, latest August 2025) outlines a recommended mobility network for the Alloa Secondary Plan area. The section herein reviews the Alloa Secondary Plan transportation network as well as the key considerations specifically for the Alloa Phase 1 Tertiary Plan area.

Appendix N outlines the relevant excerpts from the Alloa Secondary Plan Transportation Needs Assessment.

6.1 Mobility Framework

The Alloa Secondary Plan transportation network includes an internal collector road network, active transportation network, including a cycling and trail network, and transit network, comprised of potential routes and bus stop locations. This transportation network is reflected in the Alloa Phase 1 Tertiary Plan.

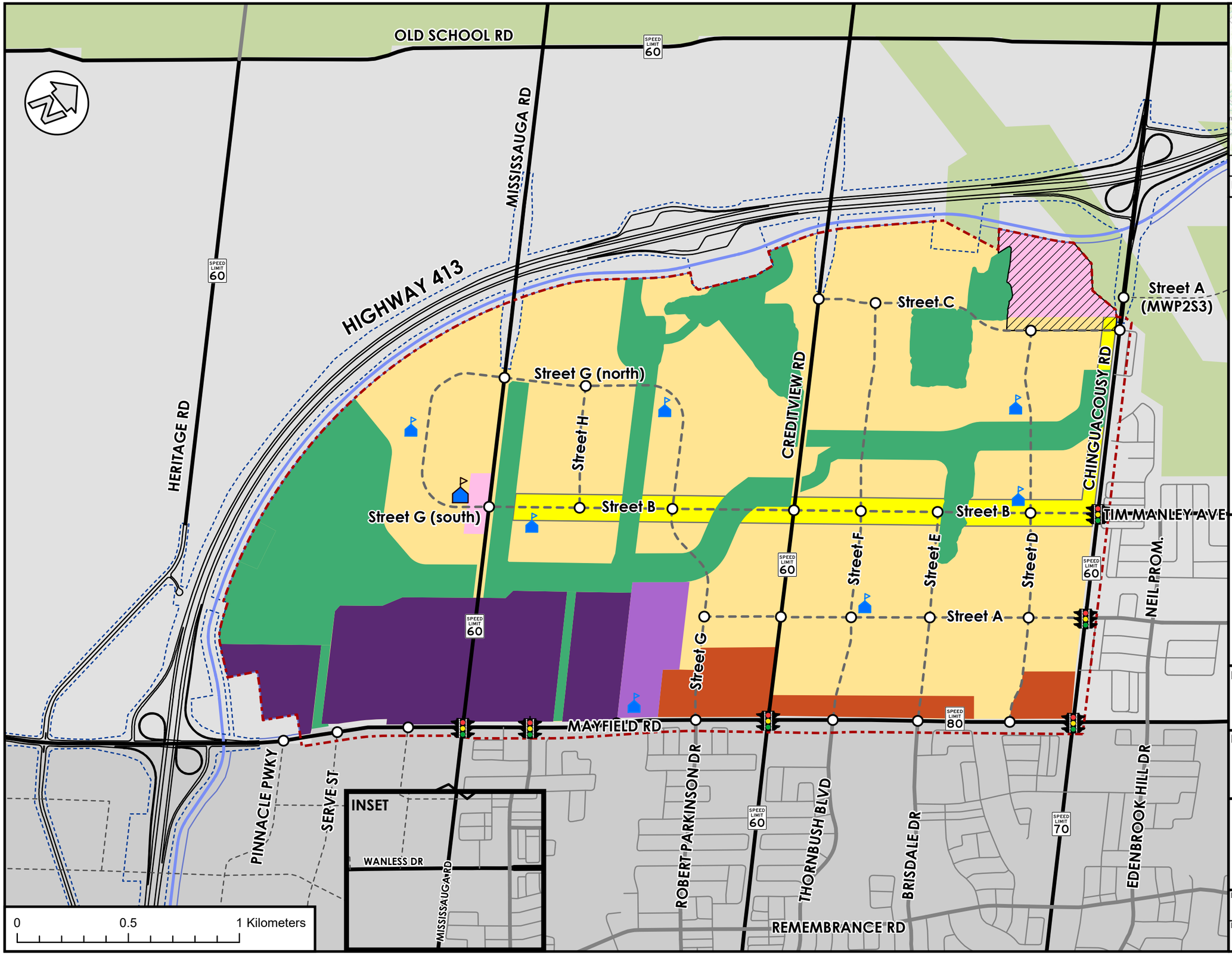
A preliminary transit network was recommended in Section 11.3 of the Alloa Secondary Plan Transportation Needs Assessment. The conceptual transit network proposed for the Alloa Secondary Plan was developed based on a review of a number of transit plans for the surrounding area and the existing transit operations, similar to those highlighted in **Section 2.2**, and a target to maximize transit stop coverage. The transit planning documents outlining future transit service patterns for the areas in proximity to the Subject Lands include:

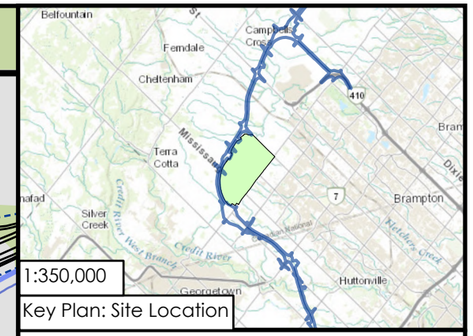
- Brampton Transit Public Information Session for the Annual Transit Service Plan (March 2024, February 2025)
- Town of Caledon Transit Feasibility Study (April 2019)
- Town of Caledon Multi-Modal Transportation Master Plan (June 2024)
- Highway 413 Transportation Corridor – Public Information Session #4 (MTO, October 2023)

This transit plan continues to be recommended upon full buildout of the Secondary Plan. However, these documents were reviewed to determine an interim future transit plan for Alloa Phase 1, which is detailed in **Section 11.0**.

Figure 23, **Figure 24**, and **Figure 25** illustrate the Alloa Secondary Plan's proposed road, active transportation and transit network, respectively.

Included on the active transportation network are multi-use paths on Creditview Road. Given road-widening of Creditview Road is currently planned for 2051, or well beyond development buildout, active transportation infrastructure should be expedited along the corridor to accommodate planned Alloa Secondary Plan development. Therefore, as it pertains to Alloa Phase 1, it is recommended that multi-use paths be implemented along Creditview Road along the Alloa Phase 1 Tertiary Plan site frontage to support the proposed development. This consists of multi-use paths on both sides of Creditview Road between Mayfield Road and Street B (Tim Manley Avenue), as well as a multi-use path on the east side of Creditview Road between Street B and Street C. The multi-use paths should be implemented such that future road widening right-of-way is allocated, and that the multi-paths will not require reconstruction whenever this project is pursued. This approach will result in multi-use paths well set back from the existing two-lane roadway.





Legend

- Alloa Secondary Plan Boundary

Road
- Arterial
- Collector
- Local
- Proposed Road
- Planned Road

Highway 413
- Preliminary Highway (Right-of-Way)
- Preliminary Highway (Edge of Pavement)
- Preliminary Transitway
- Preliminary Transitway (Right-of-Way)
- Ontario Greenbelt

Intersections
- Signalized Intersection
- Proposed Intersection

Proposed Land Use Plan
- Development Area
- Commercial
- Prestige Employment
- General Employment
- Natural Environment System Area
- Neighbourhood Centre
- Urban Corridor Area
- Special Policy Area

Figure Notes:

1. Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
2. Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024)
3. Mayfield West Phase 2 Stage 3 Secondary Plan Street A Collector Road (NE of Alloa Secondary Plan) is still subject to Highway 413 Focus Analysis Area.

Project:

Alloa Secondary Plan

Figure:

Proposed Secondary Plan Road Network

CROZIER

CELEBRATING 20 YEARS SINCE 2004

Drawn:	Design:	Project No.	
D.M	M.L.	2448-6883	
Date:	GCS:	Scale:	Dwg.
2025-08-19	NAD 1983	1:16,000	Fig. 23

OLD SCHOOL RD

MISSISSAUGA RD

HIGHWAY 413

HERITAGE RD

New Heritage Rd. alignment

CREDITVIEW RD

CHINGUACOUSY RD

Street A (MWP2S3)

TIM MANLEY AVE

NEIL PROM.

MAYFIELD RD

PINNACLE PWKY

SERVE ST

COURT RD

VETERANS DR

ROBERT PARKINSON DR

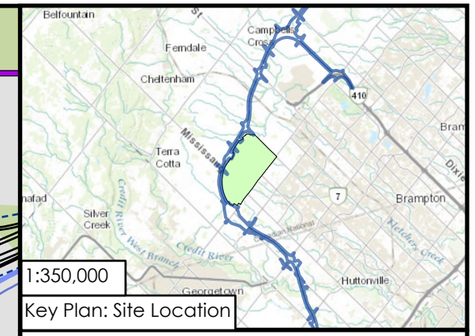
THORNBUSH BLVD

BRISDALE DR

EDENBROOK HILL DR

REMEMBRANCE RD

0 0.5 1 Kilometers



Key Plan: Site Location

Legend

- Alloa Secondary Plan Boundary
- Ontario Greenbelt

Road
- Arterial
- Collector
- Local
- Proposed Road
- Planned Road

Highway 413
- Preliminary Highway (Right-of-Way)
- Preliminary Highway (Edge of Pavement)
- Preliminary Transitway
- Preliminary Transitway (Right-of-Way)

- NP Neighbourhood Park
- CP Community Park
- SW Stormwater Management Pond
- H Heritage Feature

Proposed Road
- Proposed Collector
- Major Local

Proposed Active Transportation Facilities
- Multi-Use Trail
- Multi-Use Paths

Future Cycling Network (2041)
- Multi-Use Trail
- On-Street Bike Lanes
- Separated Multi-Use Paths
- Shared Cycling Facility
- Signed Bike Route

Planned Cycling Facilities (2051)
- Separated Multi-Use Paths

Proposed Land Use Plan
- Development Area
- Commercial
- Prestige Employment
- General Employment
- Natural Environment System Area
- Neighbourhood Centre
- Urban Corridor Area
- Special Policy Area

Figure Notes:

1. Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
2. Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024)
3. Mayfield West Phase 2 Stage 3 Secondary Plan Street A Collector Road (NE of Alloa Secondary Plan) is still subject to Highway 413 Focus Analysis Area.

Project:

Alloa Secondary Plan

Figure:

Proposed Active Transportation Network

CELEBRATING 20 YEARS SINCE 2004

CROZIER

Drawn:	Design:	Project No.	
D.M	M.L.	2448-6883	
Date:	GCS:	Scale:	Dwg.
2025-12-17	NAD 1983	1:16,000	Fig. 24

OLD SCHOOL RD

MISSISSAUGA RD

HIGHWAY 413

HERITAGE RD

CREDITVIEW RD

CHINGUACOUSY RD

Street A (MWP2S3)

NEW

27

26

Cross Alloa / Mayfield West Route

to Mayfield West Transit Hub (2.3km)

TIM MANLEY AVE

6

NEW

4

NEW

NEIL-PROM.

New Heritage Rd. alignment

Mayfield / Highway 413 Transit Station

Interline 26/27 Potential

25

NEW

27

MAYFIELD RD

27

NEW

PINNACLE PWKY

SERVE ST

COURT RD

26

NEW

VETERANS DR

ROBERT PARKINSON DR

6

THORNBUSH BLVD

BRISDALE DR

NEW

4

NEW

EDENBROOK HILL DR

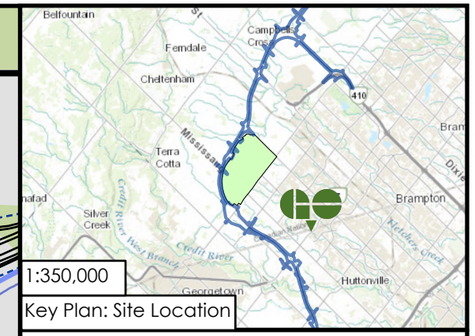
To Mount Pleasant GO Station (4.3km)

To Mount Pleasant GO Station (4.3km)

28

REMEMBRANCE RD

0 0.5 1 Kilometers



1:350,000

Key Plan: Site Location

Legend

- Alloa Secondary Plan Boundary
- Ontario Greenbelt

Road
- Arterial
- Collector
- Local
- Proposed
- Planned Road

Highway 413
- Preliminary Highway (Right-of-Way)
- Preliminary Highway (Edge of Pavement)
- Preliminary Transitway
- Preliminary Transitway (Right-of-Way)

- Existing Transit Stop
- Proposed Transit Stop
- Proposed Transit Hub

Proposed Transit Route
- Chinguacousy Road Route 4 Interline / Extension
- Route 6 Extension / Interline
- Existing Route 25
- BT Route 26 Extension / Modification
- BT Route 27 Extension / Interline
- Existing Route 28
- Future Chinguacousy Zum Route 504
- NEW Mississauga Rd / Route 26 Extension
- NEW Brisdale Dr Route + Extension
- NEW Mayfield Transit Route

Proposed Land Use Plan
- Development Area
- Commercial
- Prestige Employment
- General Employment
- Natural Environment System Area
- Neighbourhood Centre
- Urban Corridor Area
- Special Policy Area

Figure Notes:

1. Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
2. Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024)
3. Mayfield West Phase 2 Stage 3 Secondary Plan Street A Collector Road (NE of Alloa Secondary Plan) is still subject to Highway 413 Focus Analysis Area.
4. Existing Transit Network as per Future Caledon Official Plan, 2024

Project:

Alloa Secondary Plan

Figure:

Proposed Transit Network

CELEBRATING 20 YEARS SINCE 2004

CROZIER

Drawn:	Design:	Project No.	
D.M	M.L.	2448-6883	
Date:	GCS:	Scale:	Dwg.
2025-12-17	NAD 1983	1:16,000	Fig. 25

6.1.1 Naming Conventions

It is noted that the street names designated on the Tertiary Plan are not consistent with the planned street names, outlined in the Draft Plans located within the Alloa Phase 1 Lands. While the planned street names reflect the actual street names that will be implemented upon Draft Plan buildout, for consistency, the TIS utilizes the street names established in the Tertiary Plan.

Table 33 summarizes the street naming conventions used herein.

Table 33: Street Naming Conventions

Planned Street Name[1]	Designated Street Name[2]
Welsh Avenue	Street A
Tim Manley Avenue	Street B
To Be Determined	Street C
Alexander Gillespie Drive	Street D
Speersville Avenue	Street E
Black Horse Drive	Street F
To Be Determined	Street G
McMinn Drive	McMinn Drive[3]

Note 1: Per the Argo Alloa (BT); Argo Mayfield West I, Argo Mayfield West II & Argo Mayfield West III; and Argo Mayfield West IV Draft Plans. Names are subject to change, and street names will be confirmed at the Draft Plan application stage.
Note 2: Per the Alloa Phase 1 Tertiary Plan.
Note 3: McMinn Drive, an east-west local road, located between Street C and the natural heritage system channel and buffer, is not labelled in the Alloa Phase 1 Tertiary Plan.

6.1.2 Collector Road Continuity

The mobility network proposes a system of continuous collector roads that aims to minimize impacts to the natural heritage system (NHS); however, the identified constraints are such that crossings cannot be avoided.

In Phase 1, 4 crossings of the NHS system are proposed at Street C, Street F, Street D and Street B. The crossings are considered essential to the function of the Secondary Plan area, particularly as the crossings ensure the viability of transit and active transportation by providing the grid system with continuity within the lands. Without such a grid system of collector roadways, transit would not be easily programmed to ensure that approximately 95% of future residents will be within 400 m of a transit stop. The crossings will minimize distance between origins and destinations within the Secondary Plan area, ensuring that walking and cycling are viable transportation modes. Without these essential crossings, the success of Town, Region and Provincial policies relating to

the promotion of active transportation and transit use to reduce single occupancy vehicle use will be impaired, leading to increases in roadway congestion and tailpipe emissions.

Within the Alloa Secondary Plan, there is the need for continuity of Street B, which is the extension of Tim Manley Avenue and will connect to the Mayfield West Transit Hub. Discontinuity of Street B would impair trips to/from the transit hub, forcing less attractive circuitous routes for these modes of transportation. From an automobile perspective, discontinuity would also result in additional turning movements for motorists which would otherwise be more direct through movements to access the boundary road network. It should be noted that Street B is currently the only continuous collector road that links the western limits of the Alloa Secondary Plan to the Mayfield West Secondary Plan and Mayfield West Transit Hub. Therefore, Street B is a key multi-modal transportation corridor, linking these new communities within south Caledon.

It is further noted that the proposed NHS crossings minimize the land area impact on the natural heritage features. Similar instances of NHS collector road crossings have also been planned nearby, such as for the Mount Pleasant Secondary Plan Area, where Brisdale Drive, Clockwork Drive, and Remembrance Road cross natural heritage features to maintain connectivity of a grid transportation network for all transportation modes. Similar to the nearby NHS crossings, the minimizing the amount of area within the NHS used for the roadway is also expected to be an appropriate approach for the Alloa Phase 1 Lands.

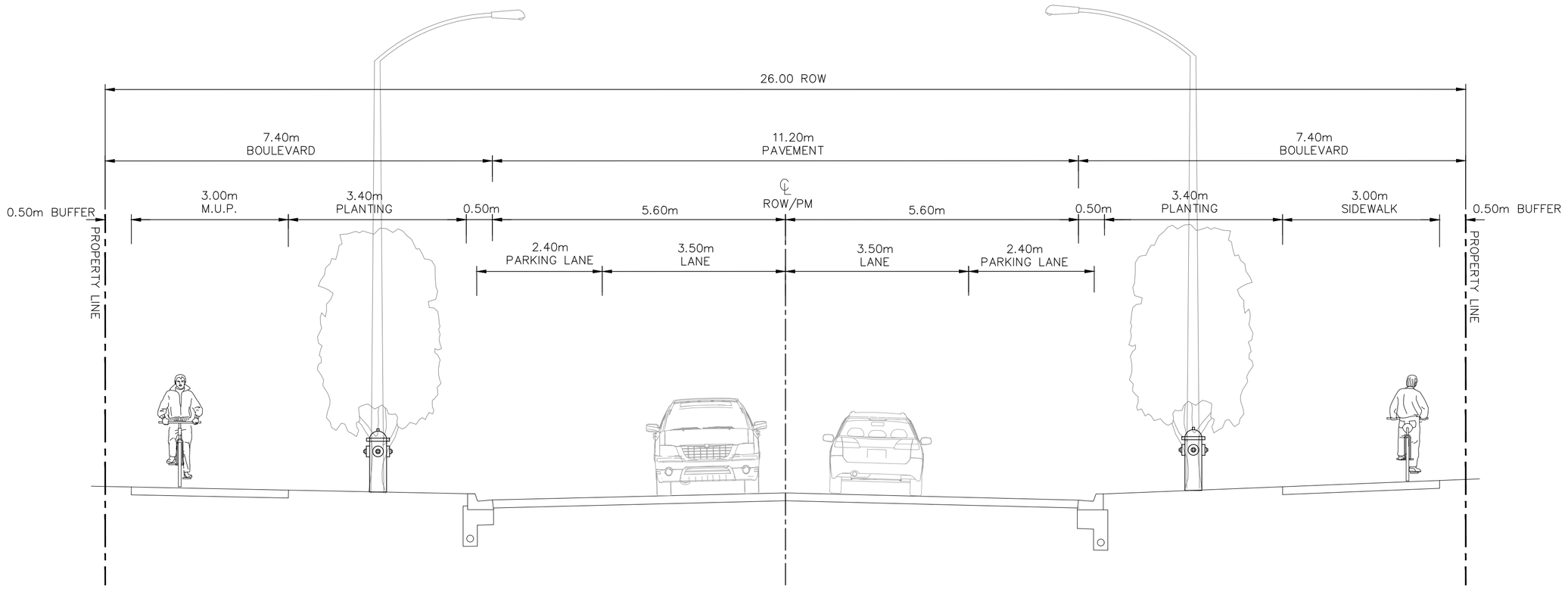
6.2 Cross-Section Considerations

The Alloa Secondary Plan Transportation Needs Assessment (Crozier, August 2025) proposed cross-sections for collector and local roads as well as laneways. Since this time however, discussions have been undertaken with the Town of Caledon which have resulted in approved rights-of-way and cross-sections that are applicable to both the Alloa Secondary Plan and the Alloa Phase 1 Tertiary Plan. These sections have been refined as part of multidisciplinary working sessions with the Town and balance the needs for dedicated active transportation infrastructure with needs for on-street parking for collector roads, along with refining the Town's existing 18m local road section to support the provision of 1.8m sidewalks on both sides consistent with the objectives of the Town's Active Transportation Master Plan. These cross-sections are further discussed below.

6.2.1 Major Collector Roads

Tim Manley Avenue/Street B and Street C are expected to be classified as a Major Collector with a 26-metre right-of-way (ROW). The road cross-section will include facilities for vehicle transport, vehicle parking, and active transportation. Space for auxiliary turn lanes and transit stops is also provided on an as required basis. The alignment and rights-of-way for these collector roads were approved as part of the Multi-Modal Transportation Master Plan Addendum (February 2026). Further, the planned cross-sectional elements support the intended multi-modal function of the proposed major collector roadway. Per Town request, we note that the 26m ROW can support a 4-lane cross-section if required in the future but also note that two travel lanes (one per direction) is considered adequate from a capacity perspective.

Figure 26 identifies the 26 m cross-section ROW applicable to the length of Street B (Tim Manley Avenue) and Street C within the Phase 1 lands.



MAJOR COLLECTOR CROSS-SECTION
26m ROW - MID BLOCK
RESIDENTIAL COLLECTOR WITH ON-STREET PARKING AND M.U.P.
FEBRUARY 06 2026

N.T.S.

No.	ISSUE	DATE: YYYY/MM/DD
0	ISSUED FOR 1st SUBMISSION	YYYY/MM/DD

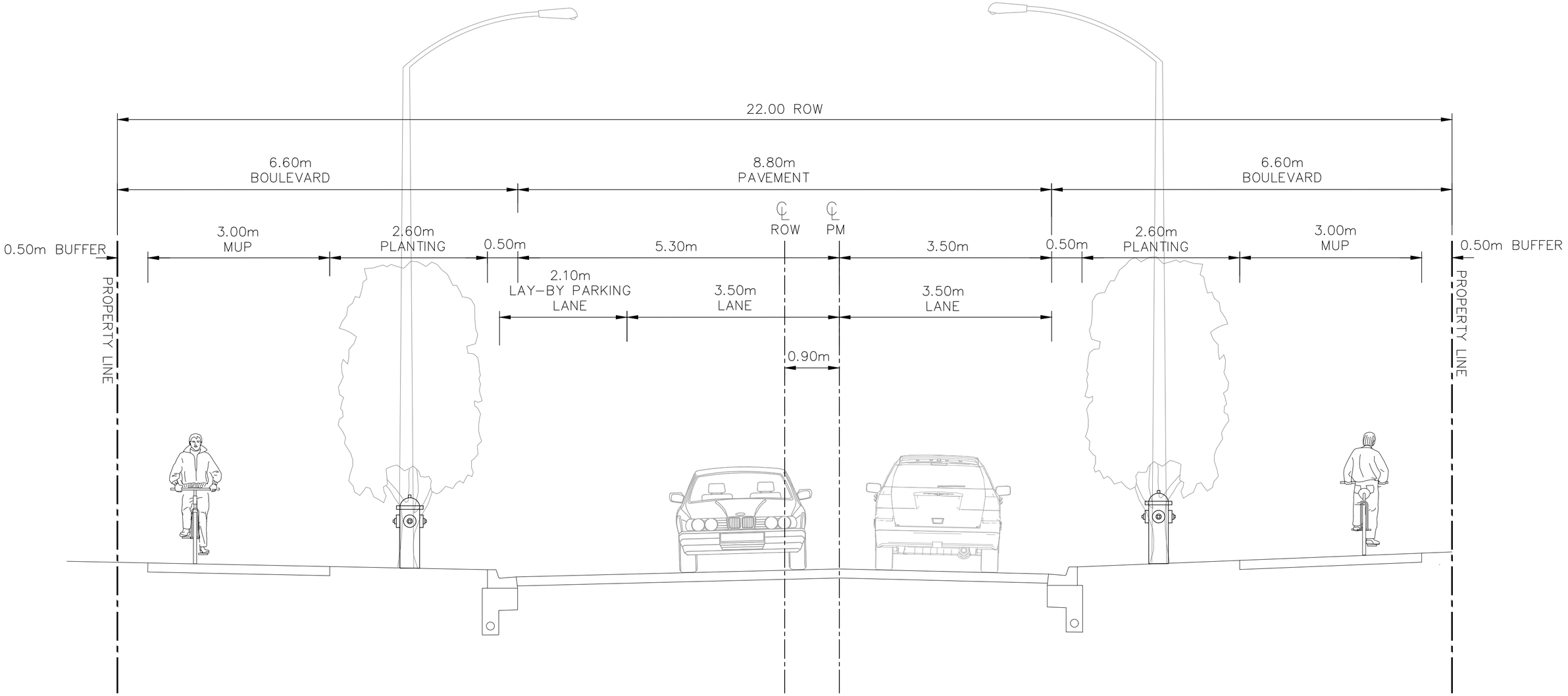
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Project
ALLOA LANDOWNERS GROUP
ALLOA DEVELOPMENT AREA
TOWN OF CALEDON, REGION OF PEEL

Drawing
MARJOR COLLECTOR CROSS SECTION

CROZIER
CONSULTING ENGINEERS

Drawn By	Design By	Project
J.W.	J.W./M.L.	2448-6683
Check By	Check By	Drawing
J.W/M.L.	M.L./K.K.	T-105



ALLOA CALEDON CROSS-SECTION – 22m ROW
RESIDENTIAL MINOR COLLECTOR WITH MULTI-USE PATH BOTH SIDES
SINGLE PARKING LANE – OPTION 1
FEBRUARY 06 2026

N.T.S.

No.	ISSUE	DATE: YYYY/MM/DD
0	ISSUED FOR 1st SUBMISSION	YYYY/MM/DD

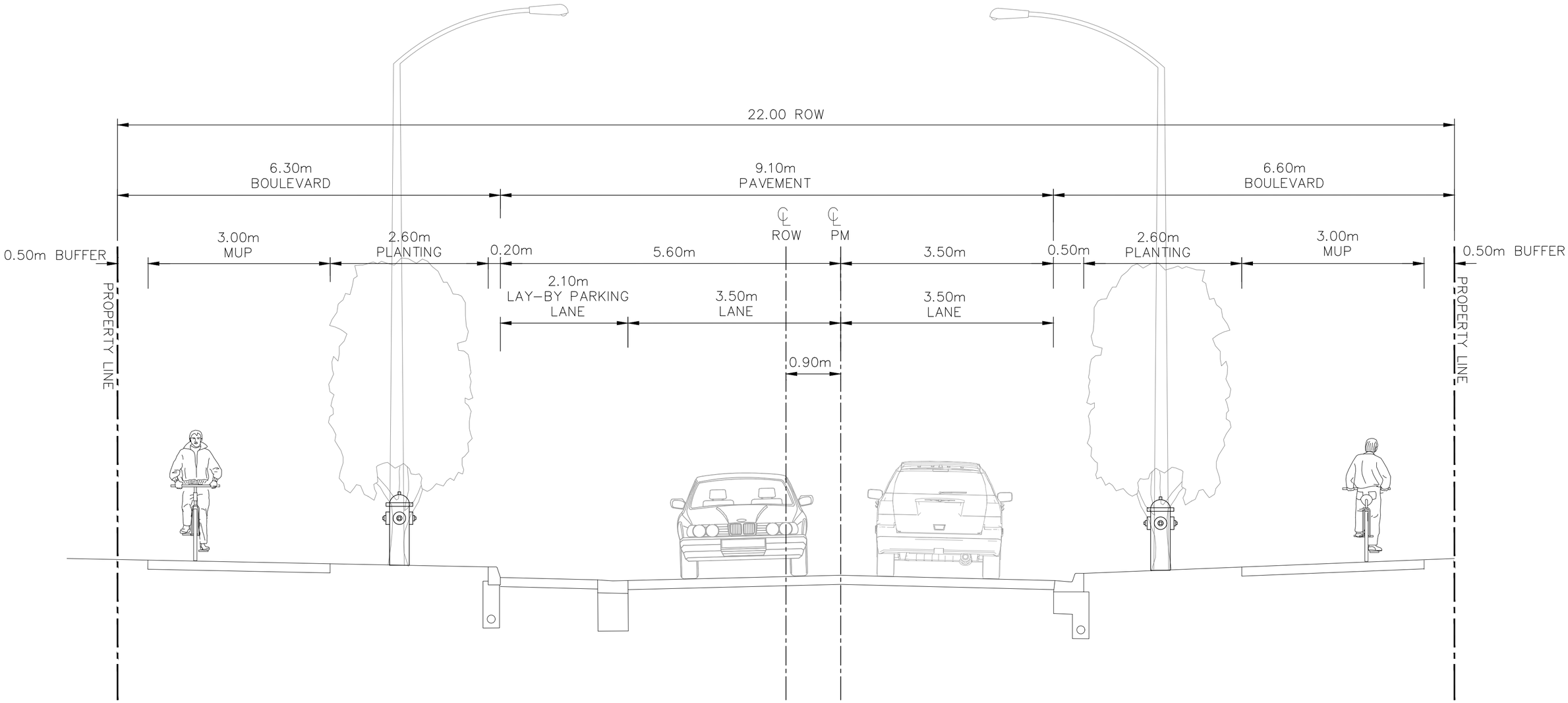
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Project
ALLOA LANDOWNERS GROUP
ALLOA DEVELOPMENT AREA
TOWN OF CALEDON, REGION OF PEEL

Drawing
MINOR COLLECTOR CROSS SECTION

CROZIER CONSULTING ENGINEERS

Drawn By	Design By	Project
J.W.	J.W./M.L.	2448-6683
Check By	Check By	Drawing
J.W/M.L.	M.L./K.K.	T-103



ALLOA CALEDON CROSS–SECTION – 22m ROW
RESIDENTIAL MINOR COLLECTOR WITH MULTI–USE PATH BOTH SIDES
SINGLE PARKING LANE – OPTION 2
FEBRUARY 06 2026

N.T.S.

No.	ISSUE	DATE: YYYY/MM/DD
0	ISSUED FOR 1st SUBMISSION	YYYY/MM/DD

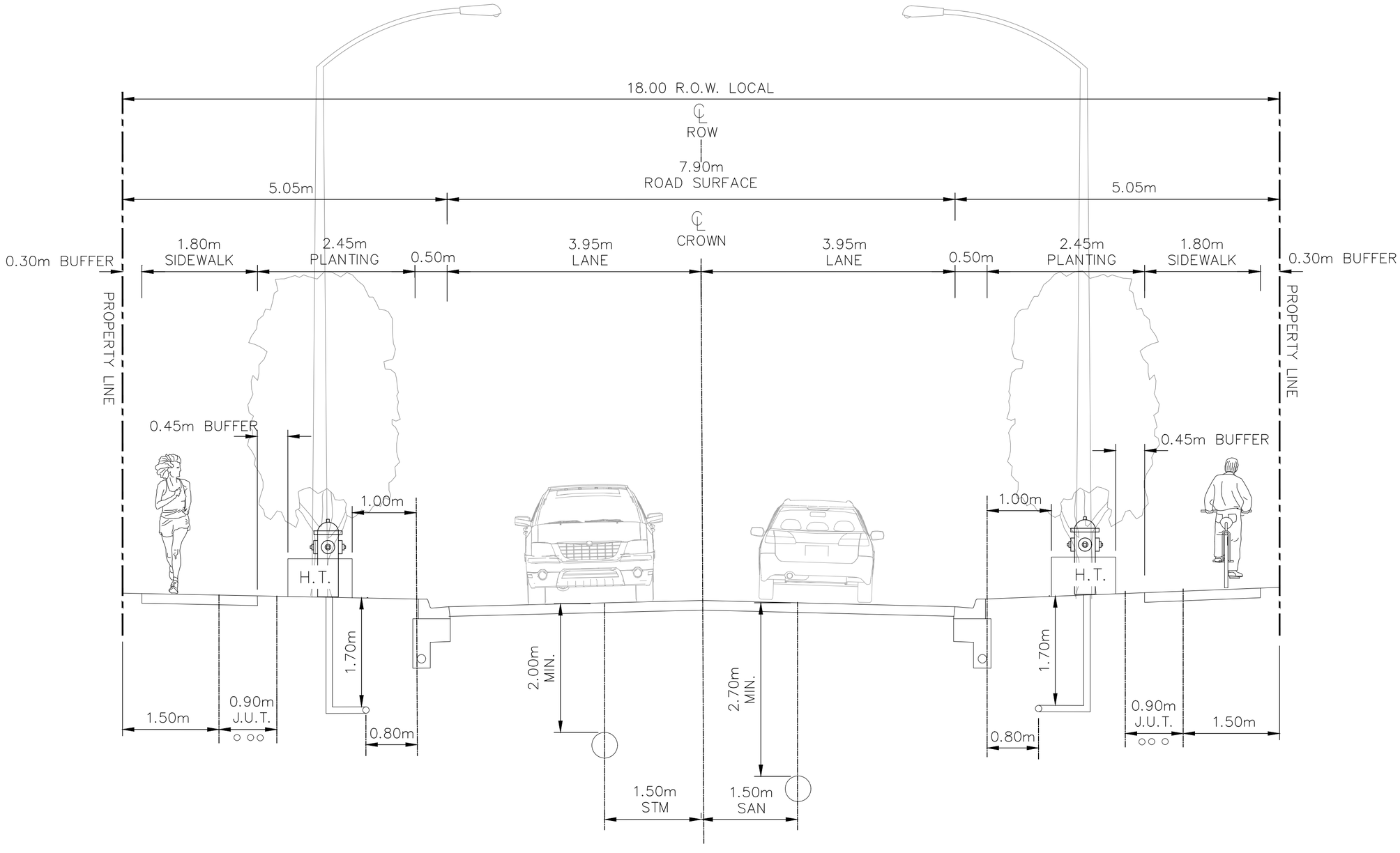
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Project
ALLOA LANDOWNERS GROUP
ALLOA DEVELOPMENT AREA
TOWN OF CALEDON, REGION OF PEEL

Drawing
MINOR COLLECTOR CROSS SECTION

CROZIER
CONSULTING ENGINEERS

Drawn By	Design By	Project
J.W.	J.W./M.L.	2448–6683
Check By	Check By	Drawing
J.W/M.L.	M.L./K.K.	T–104



CALEDON CROSS-SECTION – 18m ROW
RESIDENTIAL LOCAL

N.T.S.

No.	ISSUE	DATE: YYYY/MM/DD
0	ISSUED FOR 1st SUBMISSION	YYYY/MM/DD

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Project
ALLOA LANDOWNERS GROUP
ALLOA DEVELOPMENT AREA
TOWN OF CALEDON, REGION OF PEEL

Drawing
LOCAL ROAD CROSS SECTION

CROZIER
CONSULTING ENGINEERS

Drawn By	Design By	Project
J.W.	J.W./M.L.	2448-6683
Check By	Check By	Drawing
J.W/M.L.	M.L./K.K.	T-100

7.0 Site Generated Traffic

The Proposed Development will result in additional turning movements at the study intersections. Therefore, this section discusses the trip generation and resultant distribution and assignment of the site trips through the study intersections.

Given the size, land uses and varying property parcels of the Alloa Phase 1 Lands, a multi-step process was developed and followed for the site trip forecasting process. The steps of the process are listed below and detailed in each of the subsequent sections:

1. **Trip Generation**

    a. **Baseline Trip Generation:** The baseline trip generation by land use was determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (September 2021). Trip generation was calculated for each land use category.

    b. **Baseline Internal Trip Capture:** A portion of the trips forecasted in Step 1a will be trips that are internal to the Subject Lands, associated with and occurring between the different land uses within the Proposed Development. These internal trips would occur within the internal road network and not travel to the external boundary road network. As such, the number of baseline internal trips were calculated between the 3 main land use types within the Tertiary Plan: commercial, residential, and institutional. The baseline internal trip forecast is based on the ITE Trip Generation Handbook, 3rd Edition (September 2017) and Transportation Tomorrow Survey data.

    c. **Modal Split Adjustment:** The baseline external trip generation and baseline internal trip capture, as calculated in Step 1b, was adjusted to account for the Town of Caledon's 2041 target mode split.

    d. **Pass-By Trip Generation:** A portion of commercial trips calculated in Step 1a will be pass-by trips. As such, pass-by trips were calculated based on the external trip generation from Step 1c.

    e. **Primary Trip Generation:** The primary trip generation was calculated by subtracting the pass-by trip generation, as determined in Step 1d, from the baseline external trip generation, as calculated in Step 1c.

2. **Trip Distribution:** The distribution of trips on the boundary road network was forecasted based on existing travel trends, and new routes available due to infrastructure links such as Highway 413. In addition, the distribution for the internal trips within the internal road network was also determined based on zonal densities and expected trip interaction.

3. **Zonal Disaggregation:** Zones were delineated based on the Tertiary Plan for the purpose of trip distribution and assignment. The external primary trip generation, as calculated in Step 1e, for each land use was calculated for each zone based on the land use statistics within each zone relative to the entire Phase 1 Lands.

4. **Trip Assignment:** The external primary trip generation for land use and for each zone, as calculated in Step 3, was assigned to the study road network based on trip distribution determined in Step 2. The internal trip capture, calculated in Step 1b and adjusted in

The General Urban/Suburban category was used for each land use given the Subject Development's location on the edge of the urban boundary and the applicability of the transportation context.

Fitted curve estimates and average rates in a general urban/suburban setting are provided in the ITE Trip Generation Manual, 11th Edition (September 2021). Fitted curve estimates were used if available, and deemed accurate (i.e., more than 20 data points and coefficient of determination $R^2 > 0.75$).

Table 34 outlines the baseline trip generation for the Proposed Development.

Table 34: Baseline Trip Generation

Land Use	Variable	Peak Hour	Equation	Trips[1]		
				In	Out	Total
Major Commercial & Mixed Use (Commercial)[2]	598,511 ft²	A.M.	0.84/1000 sq. ft	312	191	503
		P.M.	3.40/1000 sq. ft	977	1,058	2,035
Low Density Residential	2,038 units	A.M.	LnT = 0.91LnX + 0.12	289	868	1,157
		P.M.	LnT = 0.94LnX + 0.27	1,065	625	1,690
Medium Density Residential	2,429 units	A.M.	T = 0.31X + 22.85	186	590	776
		P.M.	T = 0.43X + 20.55	671	394	1,065
Medium-High Density Residential & Mixed Use (Residential)[3]	3,363 units	A.M.	T = 0.44X - 11.61	338	1,130	1,468
		P.M.	T = 0.39X + 0.34	800	512	1,312
Elementary School	150 employees	A.M.	7.27/employee	578	513	1,091
		P.M.	1.78/employee	128	139	267
Total		**A.M.**	**N/A**	**1,703**	**3,292**	**4,995**
		P.M.	**N/A**	**3,641**	**2,728**	**6,369**

Note 1: Rounding may cause the appearance of discrepancies.
Note 2: Major commercial has a GFA of 295,773 ft² and mixed use (commercial) has a GFA of 263,987 ft².
Note 3: Medium-high density residential has 1,368 units and mixed use (residential) has 982 units.

The Alloa Phase 1 Development is expected to generate 4,995 and 6,369 two-way baseline vehicle trips during the weekday a.m. and p.m. peak periods, respectively.

7.1.2 Internal Trip Capture

Given that the Proposed Development includes residential, commercial, and institutional (school) land uses in close proximity to each other, it is expected that a proportion of vehicle trips generated by the Development Proposal will be captured internally between different land use pairs.

Therefore, the internal trip capture of the Proposed Development was forecasted. Section 6.5 of the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition (September 2017), outlines a methodology for internal trip capture for mixed-use developments. The general

The Alloa Phase 1 Lands are expected to generate 3,211 and 4,198 two-way external primary vehicle trips during the weekday a.m. and p.m. peak hours. As noted in **Section 7.1.3**, a total of 362 and 393 two-way internal trips is also forecast for the Alloa Phase 1 Lands in the weekday a.m. and p.m. peak hours.

Methodology for higher development yield scenario.

To determine the additional site generated traffic to add for the Alloa Phase 1 Tertiary Plan, the previous submitted Draft Plan of Subdivision and / or Site Plan applications within the Alloa Phase 1 Tertiary Plan were reviewed. If the updated Draft Plan trip generation forecast exceeded 10% of that assumed for the Draft Plan in the original submission of the Alloa Phase 1 Tertiary Plan submission, adjustments were made to account for the updated unit statistics of these Draft Plans.

7.2 Zonal Disaggregation

Given the scale of the Alloa Phase 1 lands and the intent for consistency with future Draft Plan and Site Plan applications, the Subject Lands were divided into zones to better distribute traffic volumes. The zones are generally bound by the external arterial roads, internal collector road and/or other major features, such as the natural heritage system, Highway 413 corridor or the Alloa Phase 1 limits. However, property lines were also considered in the establishment of the zones to more easily compare the Tertiary Plan study to future Draft Plan applications for consistency.

The Subject Lands were split into 32 zones, lettered A to AF. For Zones B and C, the zonal trip generation forecast was made based on a provided conceptual site plan. The Zones B and C correspond to the Special Policy Area 1 designated on the Alloa Phase 1 Tertiary Plan, which is the reason for the separate forecast. The unit projections included on this Conceptual Site Plan informed a trip generation projection, which was then subtracted from the total Alloa Phase 1 trip generation. The remaining site generated trips for each zone being determined based on the proportion of units, GFA or area of land uses in each zone relative to the remaining Phase 1 Trip generation total.

For the purpose of modelling, local road connections to each zone were assumed reflect a consolidation of several multiple minor local accesses in some cases. This approach was adopted for simplicity, to avoid modelling of an excessive number of accesses or local road connections.

As the property limits for future Draft Plan applications were factored into delineating the zones, in practice traffic within some zones may use a local road connection of an adjacent zone due network orientation and local street design. However, for the purpose of the analysis herein, the trips associated with a particular zone were assigned to the local road connection within that zone. This approach allows for an easier comparison between trip assignment forecasts with the Tertiary Plan study and future reports prepared in support of Draft Plan application.

Figure 35 illustrates the zonal system and future total study intersections for the trip assignment.

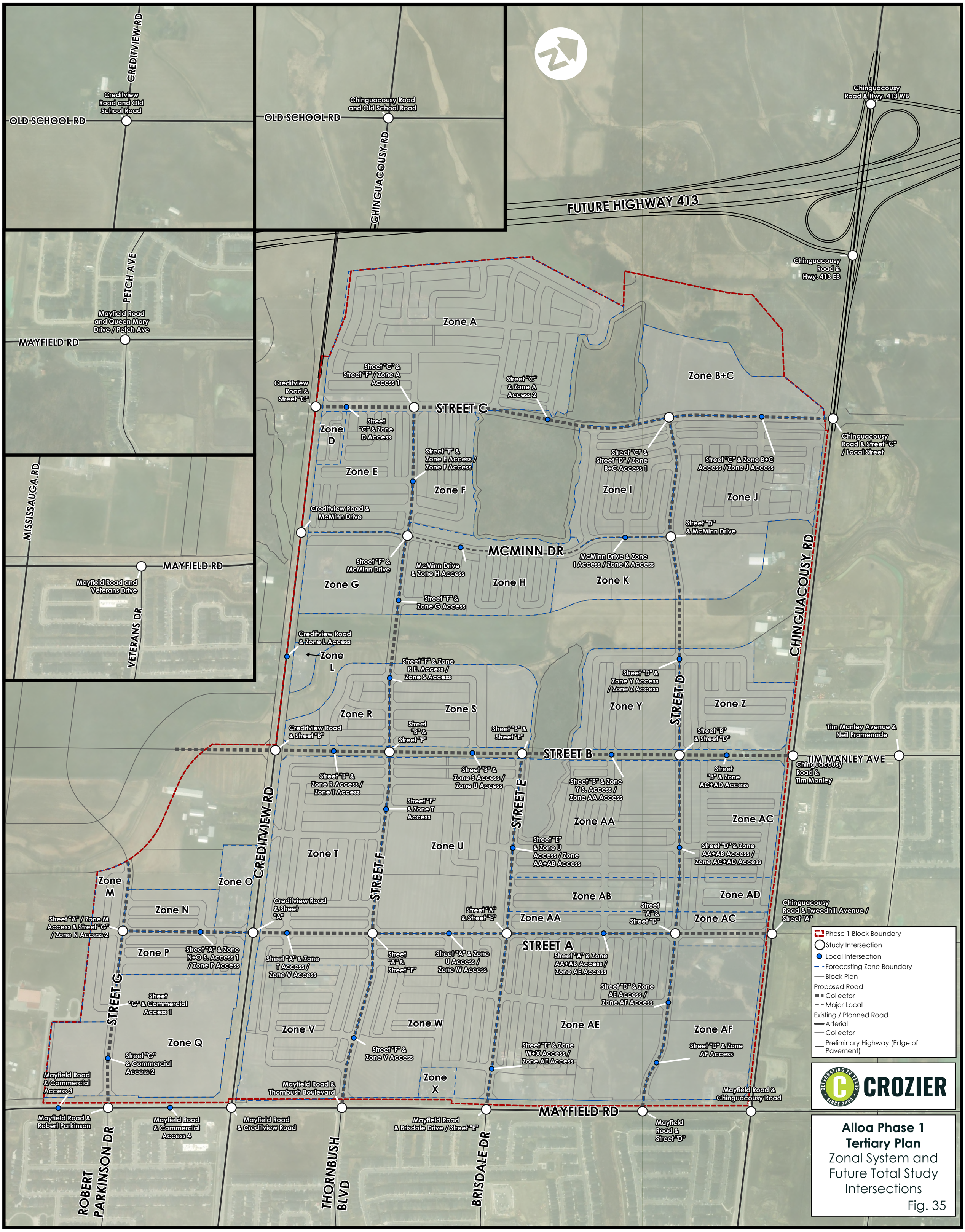

CREDITVIEW RD
Creditview Road and Old School Road
OLD SCHOOL RD
Chinguacousy Road and Old School Road
OLD SCHOOL RD
CHINGUACOUSY RD
FUTURE HIGHWAY 413
Chinguacousy Road & Hwy. 413 WB
Chinguacousy Road & Hwy. 413 EB
PETCH AVE
Mayfield Road and Queen Mary Drive / Petch Ave
MAYFIELD RD
MISSISSAUGA RD
MAYFIELD RD
Mayfield Road and Veterans Drive
VETERANS DR
Zone A
Zone B+C
Zone D
Zone E
Zone F
Zone G
Zone H
Zone I
Zone J
Zone K
Zone L
Zone R
Zone S
Zone T
Zone U
Zone Y
Zone Z
Zone AA
Zone AB
Zone AC
Zone AD
Zone AE
Zone AF
Zone M
Zone N
Zone O
Zone P
Zone Q
Zone V
Zone W
Zone X
STREET C
STREET B
MCMINN DR
STREET A
STREET D
STREET E
STREET F
STREET G
TIM MANLEY AVE
CREDITVIEW RD
CHINGUACOUSY RD
ROBERT PARKINSON DR
THORNBUSH BLVD
BRISDALE DR
Creditview Road & Street "C"
Street "C" & Street "F" / Zone A Access 1
Street "C" & Zone A Access 2
Street "C" & Zone D Access
Street "F" & Zone E Access / Zone F Access
Street "C" & Street "D" / Zone B+C Access 1
Street "C" & Zone B+C Access / Zone J Access
Chinguacousy Road & Street "C" / Local Street
Creditview Road & McMinn Drive
Street "F" & McMinn Drive
McMinn Drive & Zone H Access
McMinn Drive & Zone I Access / Zone K Access
Street "D" & McMinn Drive
Street "F" & Zone G Access
Creditview Road & Zone L Access
Street "F" & Zone R E. Access / Zone S Access
Street "D" & Zone Y Access / Zone Z Access
Creditview Road & Street "B"
Street "B" & Street "F"
Street "B" & Street "E"
Street "B" & Zone S Access / Zone U Access
Street "B" & Zone R Access / Zone T Access
Street "B" & Zone Y S. Access / Zone AA Access
Street "B" & Street "D"
Street "B" & Zone AC+AD Access
Tim Manley Avenue & Neil Promenade
Chinguacousy Road & Tim Manley
Street "F" & Zone T Access
Street "E" & Zone U Access / Zone AA+AB Access
Street "D" & Zone AA+AB Access / Zone AC+AD Access
Creditview Road & Street "A"
Street "A" & Street "E"
Street "A" & Street "D"
Chinguacousy Road & Tweedhill Avenue / Street "A"
Street "A" / Zone M Access & Street "G" / Zone N Access 2
Street "A" & Zone N+O S. Access 1 / Zone P Access
Street "A" & Zone T Access / Zone V Access
Street "A" & Street "F"
Street "A" & Zone U Access / Zone W Access
Street "A" & Zone AA+AB Access / Zone AE Access
Street "G" & Commercial Access 1
Street "D" & Zone AE Access / Zone AF Access
Street "F" & Zone V Access
Street "E" & Zone W+X Access / Zone AE Access
Street "D" & Zone AF Access
Street "G" & Commercial Access 2
Mayfield Road & Commercial Access 3
Mayfield Road & Thornbush Boulevard
Mayfield Road & Chinguacousy Road
Mayfield Road & Robert Parkinson
Mayfield Road & Commercial Access 4
Mayfield Road & Creditview Road
Mayfield Road & Brisdale Drive / Street "E"
Mayfield Road & Street "D"
Phase 1 Block Boundary
Study Intersection
Local Intersection
Forecasting Zone Boundary
Block Plan
Proposed Road
Collector
Major Local
Existing / Planned Road
Arterial
Collector
Preliminary Highway (Edge of Pavement)
CROZIER
Alloa Phase 1
Tertiary Plan
Zonal System and Future Total Study Intersections
Fig. 35

Table 41 outlines the external primary vehicle trip generation for each zone.

Table 41: Zonal External Primary Vehicle Trip Generation

Zone	A.M. Trips[1]			P.M. Trips[1]		
	In	Out	Total	In	Out	Total
Zone A	35	126	161	154	91	244
Zone B	79	305	384	220	129	349
Zone C	0	0	0	0	0	0
Zone D	2	7	8	8	4	12
Zone E	13	48	61	57	33	90
Zone F	10	34	43	42	25	67
Zone G	3	11	14	14	8	22
Zone H	16	57	73	71	42	112
Zone I	16	56	71	68	40	108
Zone J	18	66	84	80	47	127
Zone K	66	53	118	13	16	29
Zone L	5	21	26	15	9	24
Zone M	6	22	28	26	15	41
Zone N	5	17	21	20	12	32
Zone O	12	48	61	35	20	55
Zone P	7	24	31	28	17	45
Zone Q	102	71	173	234	256	490
Zone R	18	47	65	57	41	99
Zone S	10	36	46	44	26	70
Zone T	27	97	124	117	69	185
Zone U	84	118	202	93	62	155
Zone V	60	143	203	176	134	310
Zone W	30	91	121	110	72	182
Zone X	11	22	32	27	23	50
Zone Y	72	74	145	39	31	70
Zone Z	17	64	80	57	34	91
Zone AA	22	76	98	94	55	149
Zone AB	5	16	21	20	12	32
Zone AC	15	58	73	48	28	76
Zone AD	2	5	7	7	4	10
Zone AE	39	106	145	127	90	216
Zone AF	131	359	491	379	276	655
Total	**936**	**2,275**	**3,211**	**2,477**	**1,721**	**4,198**

Note 1: Rounding may cause the appearance of discrepancies.

Appendix K contains details related to the zonal system as well as the calculations and assumptions used for the zonal trip generation forecast.

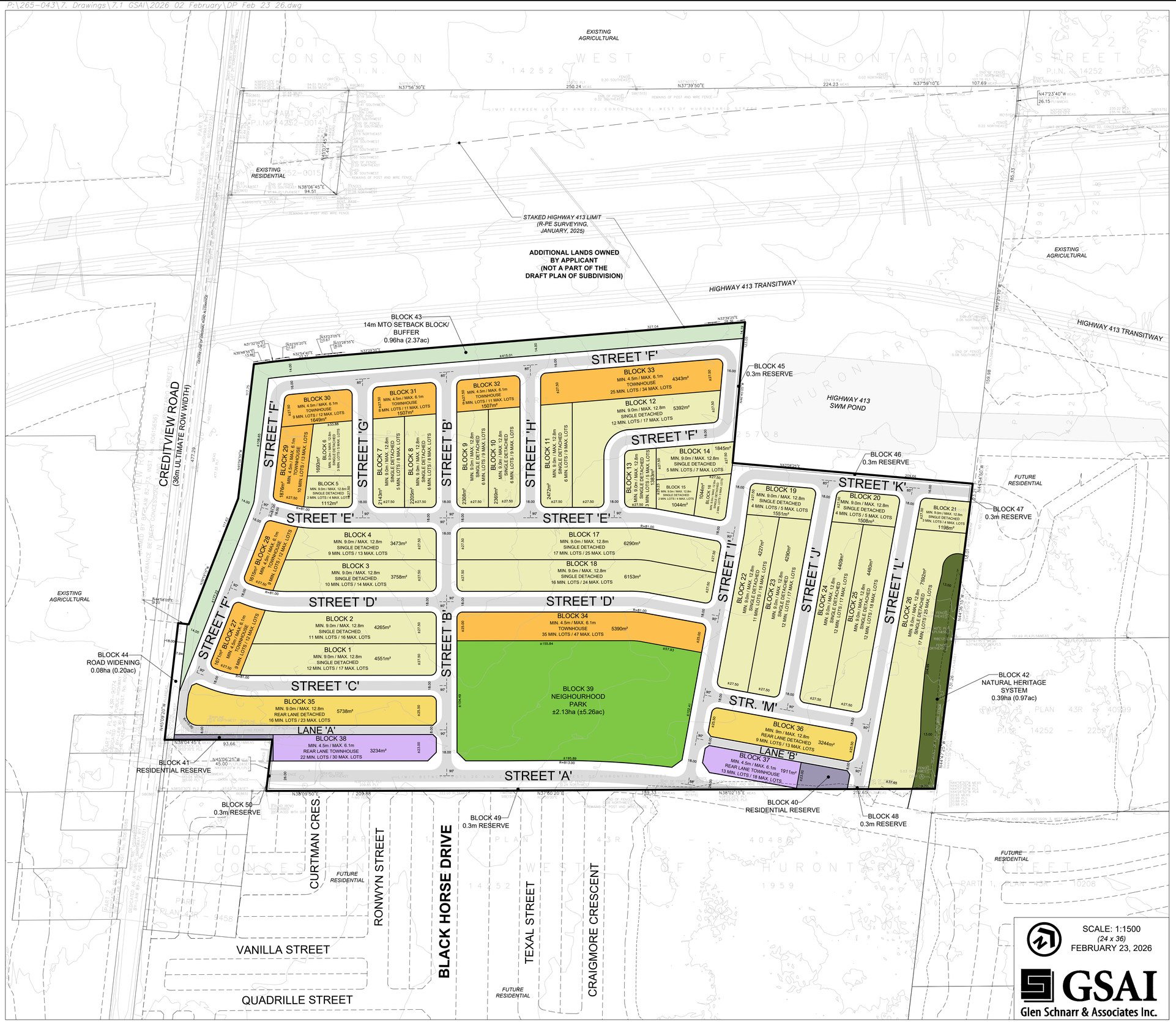
Effective Trip Generation by Zone (Pass-by Trips excluded)

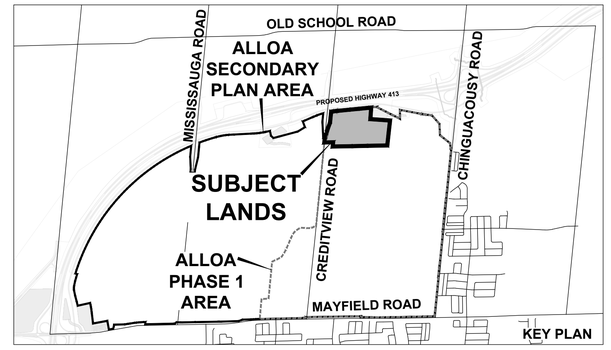
Zone	Component	Land Use Name	Land Use Code	Development Yield Assumed	Units	Trip Generation					
						A.M. Peak Hour			P.M. Peak Hour		
						IN	OUT	TOTAL	IN	OUT	TOTAL
Effective Rates	Detached Homes	Single Family Detached Housing	LUC210	2038	units	0.093	0.325	0.418	0.405	0.238	0.643
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	2429	units	0.050	0.185	0.235	0.214	0.126	0.340
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	2237	units	0.066	0.256	0.322	0.184	0.109	0.293
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	1126	units	0.066	0.256	0.322	0.184	0.109	0.293
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	28125	sq.m.	0.004	0.003	0.006	0.009	0.009	0.018
	Commercial Blocks	Shopping Centre	LUC820	27478	sq.m.	0.004	0.003	0.006	0.009	0.009	0.018
	Elementary Schools	Elementary School	LUC520	150	jobs	1.314	1.052	2.365	0.262	0.311	0.572
	Total	N/A	N/A								
Alloa Phase 1	Detached Homes	Single Family Detached Housing	LUC210	2038	units	189	662	851	825	486	1311
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	2429	units	122	450	572	520	306	826
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	2237	units	147	573	720	412	243	655
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	1126	units	74	288	363	207	122	330
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	28125	sq.m.	104	73	177	240	262	501
	Commercial Blocks	Shopping Centre	LUC820	27478	sq.m.	102	71	173	234	256	490
	Elementary Schools	Elementary School	LUC520	150	jobs	197	158	355	39	47	86
	Total	N/A	N/A			936	2275	3211	2477	1721	4198
A	Detached Homes	Single Family Detached Housing	LUC210	292.08	units	27	95	122	118	70	188
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	165.84	units	8	31	39	35	21	56
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		35	126	161	154	91	244
B	Detached Homes	Single Family Detached Housing	LUC210	0.00	units	0	0	0	0	0	0
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	0.00	units	0	0	0	0	0	0
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	1192.00	units	79	305	384	220	129	349
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		79	305	384	220	129	349
C	Detached Homes	Single Family Detached Housing	LUC210	0.00	units	0	0	0	0	0	0
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	0.00	units	0	0	0	0	0	0
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		0	0	0	0	0	0
D	Detached Homes	Single Family Detached Housing	LUC210	0.00	units	0	0	0	0	0	0
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	35.53	units	2	7	8	8	4	12
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		2	7	8	8	4	12
E	Detached Homes	Single Family Detached Housing	LUC210	52.80	units	5	17	22	21	13	34
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	164.81	units	8	31	39	35	21	56
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		13	48	61	57	33	90
F	Detached Homes	Single Family Detached Housing	LUC210	103.69	units	10	34	43	42	25	67
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	0.00	units	0	0	0	0	0	0
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		10	34	43	42	25	67
G	Detached Homes	Single Family Detached Housing	LUC210	33.74	units	3	11	14	14	8	22
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	0.00	units	0	0	0	0	0	0
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		3	11	14	14	8	22
H	Detached Homes	Single Family Detached Housing	LUC210	174.31	units	16	57	73	71	42	112
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	0.00	units	0	0	0	0	0	0
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		16	57	73	71	42	112
	Detached Homes	Single Family Detached Housing	LUC210	121.35	units	11	39	51	49	29	78
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	88.32	units	4	16	21	19	11	30

Attachment 2:

Draft Plan

P:\265-043\7. Drawings\7.1 GSAI\2026 02 February\DP Feb 23 26.dwg





DRAFT PLAN OF SUBDIVISION
12697 CREDITVIEW DEVELOPMENTS LIMITED

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.

SIGNED _____ DATE _____
12697 CREDITVIEW DEVELOPMENTS LIMITED

SIGNED _____ DATE _____
GORDON DOUGLAS MCCLURE

SIGNED _____ DATE _____
KAREN JOHANNA LOUKES

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE _____
ROSS DENBROEDER, O.L.S.
R-PE SURVEYING LTD.
ONTARIO LAND SURVEYORS

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
SINGLE DETACHED	1-26	8.28	20.45	208-304	25-36
TOWNHOUSE	27-34	1.96	4.83	113-152	57-77
REAR LANE DETACHED	35,36	0.90	2.22	25-36	27-40
REAR LANE TOWNHOUSE	37,38	0.51	1.27	35-48	68-94
NEIGHBORHOOD PARK	39	2.13	5.26		
RESIDENTIAL RESERVE	40,41	0.13	0.31		
NATURAL HERITAGE SYSTEM	42	0.39	0.97		
14m MTO SETBACK/BUFFER	43	0.96	2.37		
ROAD WIDENING	44	0.08	0.20		
0.3m RESERVE	45-50	0.00	0.00		
8.0m LANEWAY R.O.W. (LENGTH: 387m)		0.32	0.80		
16.0m LOCAL R.O.W. (LENGTH: 948m)		1.53	3.78		
18.0m LOCAL R.O.W. (LENGTH: 2,493m)		4.53	11.19		
26.0m COLLECTOR R.O.W. (LENGTH: 393m)		1.01	2.49		
TOTAL	**50**	**22.72**	**56.14**	**381-540**	**32-46**

NOTES

- LOCAL TO COLLECTOR DAYLIGHT TRIANGLE - 7.5m x 7.5m
- LANEWAY TO LOCAL / COLLECTOR DAYLIGHT TRIANGLE - 3.0m x 3.0m
- LOCAL TO LOCAL DAYLIGHT RADII - 5.0m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC

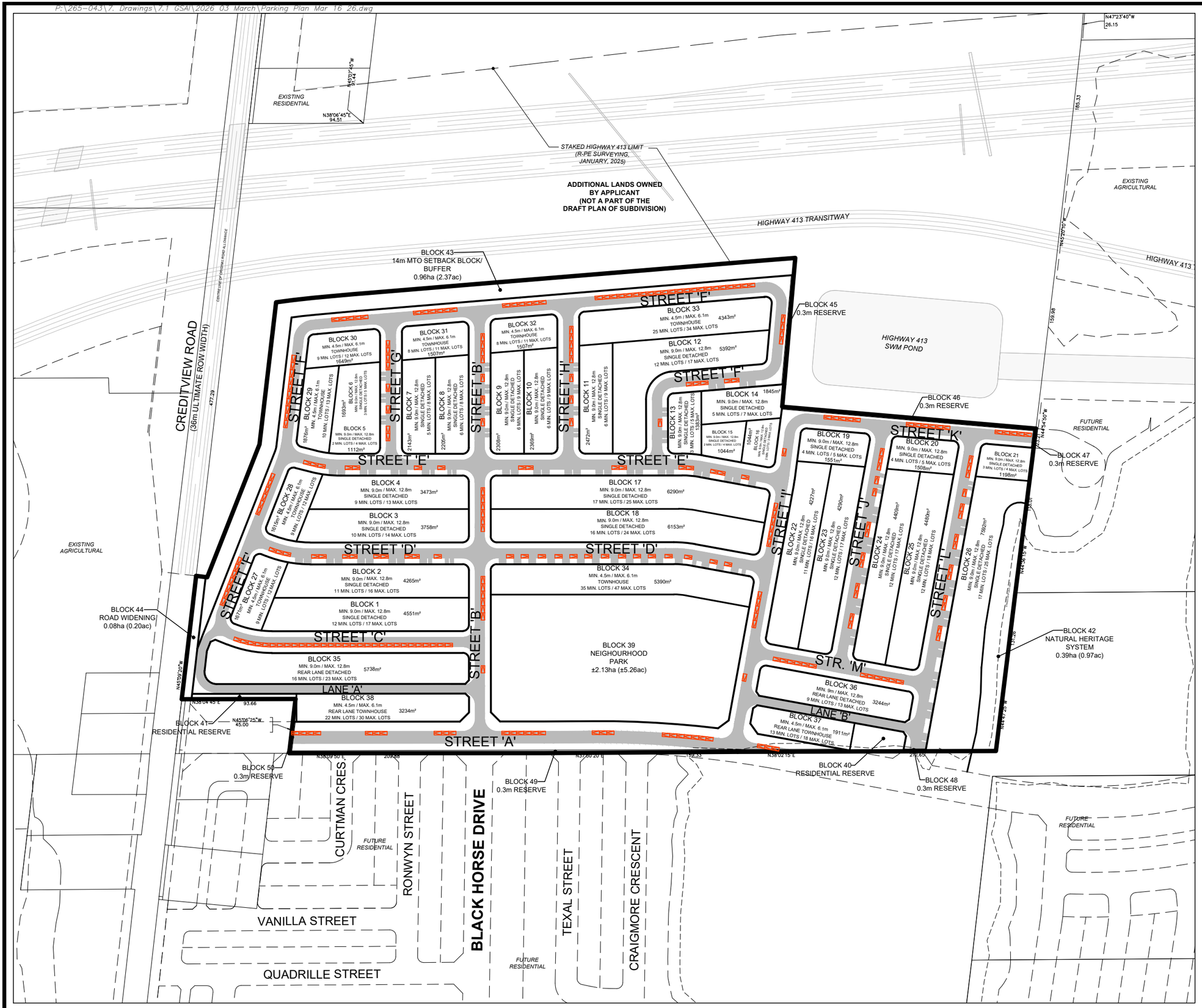
SCALE: 1:1500
(24 x 36)
FEBRUARY 23, 2026

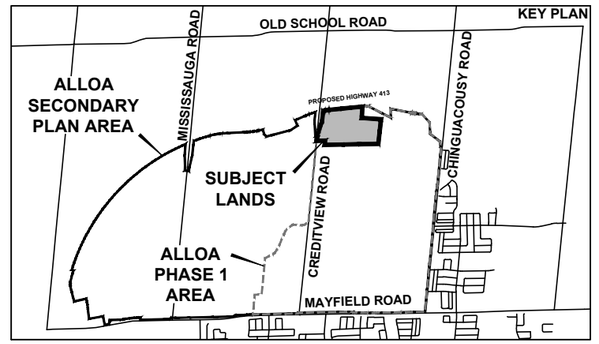
GSAI
Glen Schnarr & Associates Inc.

Attachment 3:

Parking Plan

P:\265-043\7. Drawings\7.1 GSAI\2026 03 March\Parking Plan Mar 16 26.dwg





PARKING PLAN
12697 CREDITVIEW DEVELOPMENTS LIMITED

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- POTENTIAL ON-STREET PARKING (3.0 x 6.0m) **277 SPACES**
- CONCEPTUAL PAVEMENT / DRIVEWAYS

NOTE

- 9.0m MINIMUM SETBACK FROM INTERSECTIONS FOR ALL ON-STREET PARKING SPACES.
- 15.0m MINIMUM SETBACK FROM ELBOWS BENDS FOR ALL ON-STREET PARKING SPACES

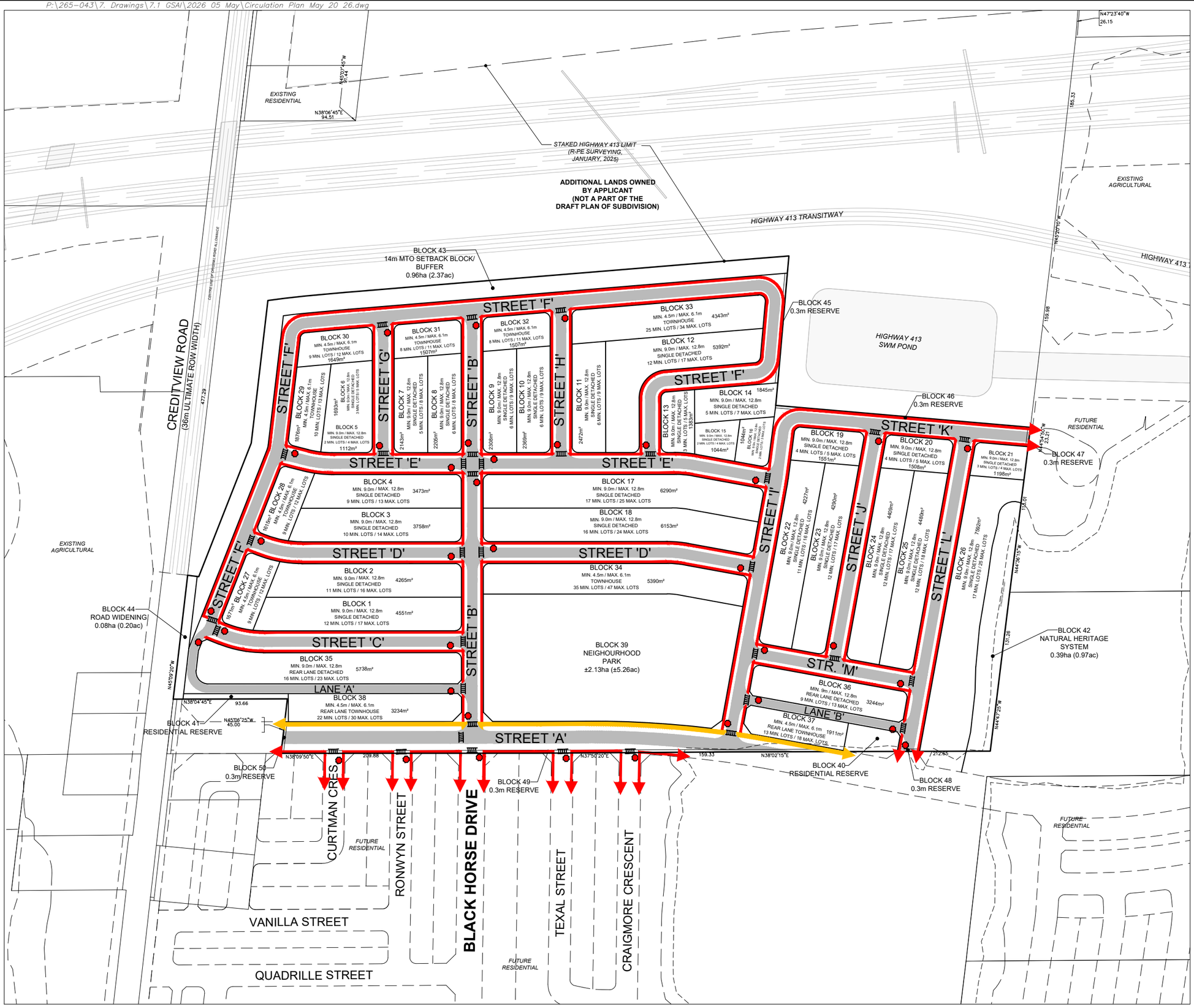
SCALE: 1:3,000
(11 x 17)
MARCH 16, 2026

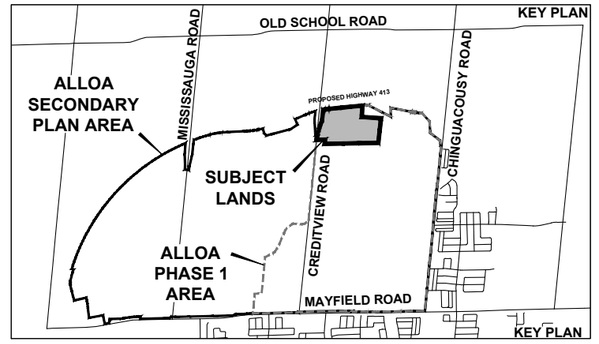
GSAI
Glen Schnarr & Associates Inc.

Attachment 4:

Pedestrian Circulation Plan

P:\265-043\7. Drawings\7.1 GSAI\2026 05 May\Circulation Plan May 20 26.dwg





PEDESTRIAN CIRCULATION PLAN
12697 CREDITVIEW DEVELOPMENTS LIMITED

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- POTENTIAL 1.8m SIDEWALK LOCATIONS (TO BE CONFIRMED AT DETAILED DESIGN)
- 3.0m MULTI-USE PATH
- CONCEPTUAL PAVEMENT
- PROPOSED STOP SIGN LOCATION
- PROPOSED CROSSWALK LOCATION

SCALE: 1:3,000
(11 x 17)
MAY 20, 2026

GSAI
Glen Schnarr & Associates Inc.

Attachment 5:

Proposed Transit Network

12100 Creditview Road
Draft Plan Conformity Letter
Transit Figure Markup
2026.05.11

12697 Creditview Road
Site Location

FUTURE HIGHWAY 413

STREET C

MCMINN DR

CREDITVIEW RD

STREET F

STREET D

CHINGUACOUSY RD

STREET B

TIM MANLEY AVE

STREET A

MAYFIELD RD

ROBERT PARKINSON DR

THORNBUSH BLVD

BRISDALE DR

STREET E

STREET G

NEIGHBOURHOOD PARK

WOODLAND

SWM POND

CATHOLIC ELEMENTARY SCHOOL

PUBLIC ELEMENTARY SCHOOL

NATURAL HERITAGE SYSTEM

MEDIUM-HIGH DENSITY RESIDENTIAL

COMMUNITY PARK

COMMERCIAL

MIXED USE

Note: Transit stop locations to be confirmed with Town staff and Brampton Transit during Draft Plan applications.

Legend

- Phase 1 Block Boundary
- Block Plan

Existing / Planned Road
- Arterial
- Collector

Proposed Road
- Collector
- Major Local

Proposed Transit Route
- Route 27 Extension
- NEW Brisdale Dr Route
- Existing Route 25
- Proposed Transit Stop

Intersections
- Signalized Intersection
- Stop Controlled Intersection
- Stop Control (All-Way)

CROZIER

Alloa Phase 1 Tertiary Plan

Alloa Phase 1
Proposed Transit Network

Fig. 53