

**MAY 11, 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, 4<sup>th</sup> 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 – 12100 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 12100 Creditview Road Draft Plan of Subdivision (DPoS) development application. The 12100 Creditview property is located within Lot 18, Concession 4, in the Town of Caledon, Regional Municipality of Peel. The DPoS application applies only to the northern portion of the full 12100 Creditview Road property, while the remaining southern portion of the property is currently undergoing a Site Plan Amendment (SPA) application which is under review by the Town of Caledon (No. 2024-0092).

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) (2<sup>nd</sup> 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:

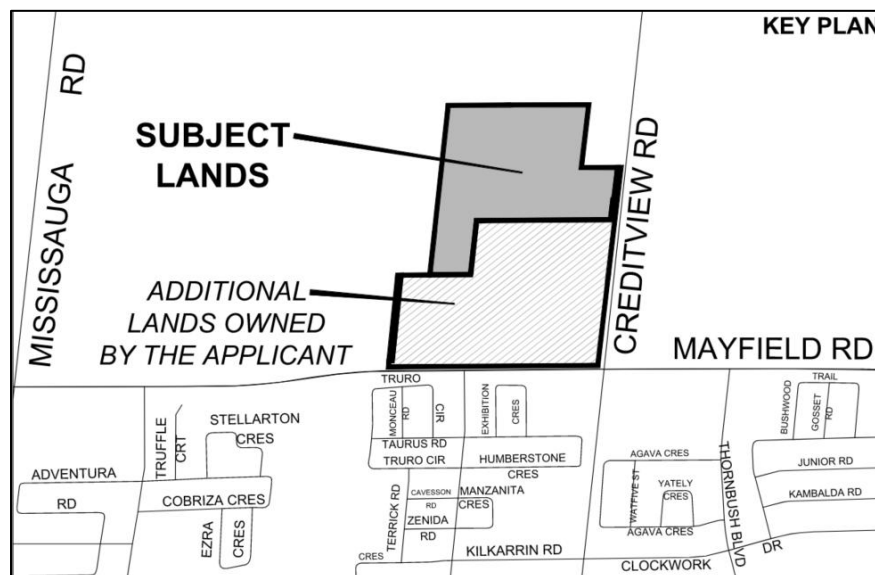
- Site Context
- Development Proposal
- Site Generated Traffic Review
- Recommendations

## 1.0 Site Context

### 1.1 Subject Lands

The 12100 Creditview Road property is located within the Alloa Phase 1 Lands and covers an area of approximately 25.58 ha. The property currently consists of undeveloped greenfield lands, which includes farmland, a single detached dwelling, and ancillary buildings. Located in the southwest corner of the Alloa Phase 1 Lands, the property is generally bounded by Creditview Road to the east, Mayfield Road to the south, Town of Caledon Works Yard and Pumping Station properties to the west, and undeveloped greenfield lands to the north.

The portion of the property in question for this DPoS application, known as the subject lands, is 11.04 ha in size. It is the northern portion of the 12100 Creditview Road property. **Figure 1** illustrates the subject lands location, as well as the additional property lands.



**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                    |
| Direction              | Two-Way (East-West)                         | Two-Way (North-South)              |
| Span                   | Winston Churchill Blvd to Albion Vaughan Rd | The Grange Sideroad to Mayfield Rd |
| Jurisdiction           | Region of Peel                              | Town of Caledon                    |
| Number of Travel Lanes | Two Lanes                                   | Two Lanes                          |
| Pedestrian Facilities  | None                                        | None                               |
| Cycling Facilities     | 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 12100 Creditview Road DPoS application.

**Table 2: Future Transportation Improvements**

| Roadway                                     | Improvement            | Improvement Type                               | Horizon Year           |
|---------------------------------------------|------------------------|------------------------------------------------|------------------------|
| Mayfield Road                               | Widening to Five Lanes | Capital Project                                | 2027/2028 <sup>1</sup> |
|                                             | Widening to Six Lanes  | Capital Project                                | 2041                   |
| Chinguacousy Road                           | Widening to Four Lanes | Capital Project                                | 2031                   |
| Highway 413                                 | New Highway            | Capital Project                                | 2031 <sup>2</sup>      |
| Creditview Road                             | Widening to Four Lanes | Capital Project                                | 2051                   |
| Welsh Avenue<br>(Street A in Tertiary Plan) | New Collector Road     | Alloa Secondary Plan<br>Collector Road Network | 2031 <sup>3</sup>      |
| (Street G in Tertiary Plan)                 | New Collector Road     | Alloa Secondary Plan<br>Collector Road Network | 2031 <sup>3</sup>      |

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 12100 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 the adjacent development planned within the remainder (southern portion) of the 12100 Creditview Road property.

**Table 3** summarizes the Development Proposal and compares the development statistics with that assumed in the Tertiary Plan. 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    | 81 – 106 dwellings <sup>1</sup>  | 3.02 ha  |
|            |                    | Medium Density | 190 – 258 dwellings <sup>1</sup> | 2.95 ha  |
|            | Total <sup>2</sup> |                | 271 – 364 dwellings <sup>1</sup> | 11.04 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 December 22, 2025.

## 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 12100 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<br>(Draft Plan Net Change)  |
|----------------------------|--------------------|----------------|----------------------------------------|
| Tertiary Plan <sup>1</sup> | Residential        | Low Density    | 81 units<br>(0 to +25 units)           |
|                            |                    | Medium Density | 199 units<br>(-9 to +59 units)         |
|                            | Total <sup>1</sup> |                | <b>280</b><br><b>(-9 to +84 units)</b> |

Note 1: 12100 Creditview Road Draft Plan represents Zones M, N, and P in the Alloa Phase 1 Tertiary Plan.



Therefore, the Tertiary Plan forecasted more dwellings than the currently proposed Draft Plan. Between 9 fewer and 84 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-yield development 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, 11<sup>th</sup> 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 yield development scenario described in **Section 2.1** for the site generated traffic review. **Table 6** outlines the trip generation for the 12100 Creditview Road Draft Plan.

**Table 6: Trip Generation Forecast – High Yield Scenario**

| Land Use                                        | Statistic | A.M. Trips <sup>1</sup> |     |       | P.M. Trips <sup>1</sup> |     |       |
|-------------------------------------------------|-----------|-------------------------|-----|-------|-------------------------|-----|-------|
|                                                 |           | In                      | Out | Total | In                      | Out | Total |
| High-Yield Scenario (364 Residential Dwellings) |           |                         |     |       |                         |     |       |
| Low Density Residential (LUC 210)               | 106       | 10                      | 34  | 44    | 43                      | 25  | 68    |
| Medium Density Residential (LUC 220)            | 258       | 13                      | 48  | 61    | 55                      | 33  | 88    |
| Alloa Phase 1 Internal Trips <sup>2</sup>       | -         | 3                       | 5   | 8     | 5                       | 10  | 15    |
| Total                                           |           | 26                      | 87  | 113   | 103                     | 68  | 171   |

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 12100 Creditview Road Draft Plan is expected to generate up to 113 and 171 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 12100 Creditview Road property, excluding the commercial portion that is under a separate development application, is representative of the Zones M, N, and P, as outlined in the Alloa Phase 1 Tertiary Plan TIS (Crozier, March 2026).

Therefore, **Table 7** outlines the trip generation comparison for the proposed 12100 Creditview Road DPoS based on the 12100 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 <sup>1</sup> |            |            | P.M. Trips <sup>1</sup> |            |            |
|------------------------------------------|-------------------------------------------|-------------------|-------------------------|------------|------------|-------------------------|------------|------------|
|                                          |                                           |                   | In                      | Out        | Total      | In                      | Out        | Total      |
| Tertiary Plan Assumption                 | Low Density Residential (LUC 210)         | 81 units          | 7                       | 26         | 34         | 32                      | 19         | 52         |
|                                          | Medium Density Residential (LUC 220)      | 199 units         | 10                      | 37         | 47         | 42                      | 25         | 67         |
|                                          | Alloa Phase 1 Internal Trips <sup>2</sup> | -                 | 3                       | 3          | 6          | 4                       | 7          | 12         |
|                                          | <b>Total</b>                              |                   | 20                      | 66         | 86         | 79                      | 52         | 131        |
| <b>Draft Plan – Scenarios Comparison</b> | <b>High-Yield Scenario</b>                | <b>Total</b>      | <b>26</b>               | <b>87</b>  | <b>113</b> | <b>103</b>              | <b>68</b>  | <b>171</b> |
|                                          |                                           | <b>Net Change</b> | <b>+6</b>               | <b>+21</b> | <b>+27</b> | <b>+24</b>              | <b>+16</b> | <b>+40</b> |

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 27 and 40 vehicle trips in the a.m. and p.m. peak hours, respectively. As the increase is 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 in further compliance with the forecasts of the Tertiary Plan TIS.

**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 12100 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 12100 Creditview Road Draft Plan. Despite that updates to the study may be needed, the 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 & Welsh Avenue/Street A | Implement signal control.                                                                                                                                                    | Town/<br>Proponent |
|                                         | Implement auxiliary turn lanes <sup>1</sup> for the following movements: <ul style="list-style-type: none"><li>• EBL: 30 m</li><li>• WBL: 30 m</li><li>• NBL: 30 m</li></ul> |                    |
| Welsh Avenue/Street A & Street G        | Implement two-way stop control. <sup>2</sup>                                                                                                                                 | Proponent          |

Note 1: Auxiliary storage lane lengths are subject to change in the forthcoming Alloa Phase 1 Tertiary Plan resubmission.

Note 2: 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 all-way stop control at collector road intersections in Alloa Phase 1. This intersection is now slated to receive minor street stop control on the Street A east and west approaches.

**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.

### 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 12100 Creditview Road Draft Plan can be serviced by the proposed extension of Brampton Local Transit Route 27, which is proposed to run along Welsh Avenue (Street A) and Street G.

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

## **5.0 Conclusions**

The 12100 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 12100 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 20% 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 27 and 40 vehicle trips in the weekday a.m. and p.m. peak hours, respectively. Lower development yields than the maximum would be in further compliance with the forecasts of the Tertiary Plan TIS. Therefore, the proposed development can be supported from a traffic operations and trip generation perspective with mitigation measures recommendations noted 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.**



Michael A. Linton, M.A.Sc., P.Eng., Associate  
Senior Project Manager, 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/ML

J:\2400\2448 - Alloa Landowners Group\6683 - Alloa Development Area\Letters\2026.04.26 - 12100 Creditview Road Transportation  
Conformity Letter\2026.05.11 12100 Creditview Road Transportation Conformance Letter.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.



### 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<sup>2</sup> of commercial gross floor area (GFA), as well as mixed-use areas consisting of 24,525 m<sup>2</sup> 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 <sup>1</sup> | Area <sup>1</sup> | Jobs/Population <sup>1</sup> |
|-------------------|----------------------|------------------------|-------------------|------------------------------|
| Commercial        |                      | 27,478 m <sup>2</sup>  | 12.49 ha          | 550 jobs                     |
| Mixed Use         |                      | 28,125 m <sup>2</sup>  | 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

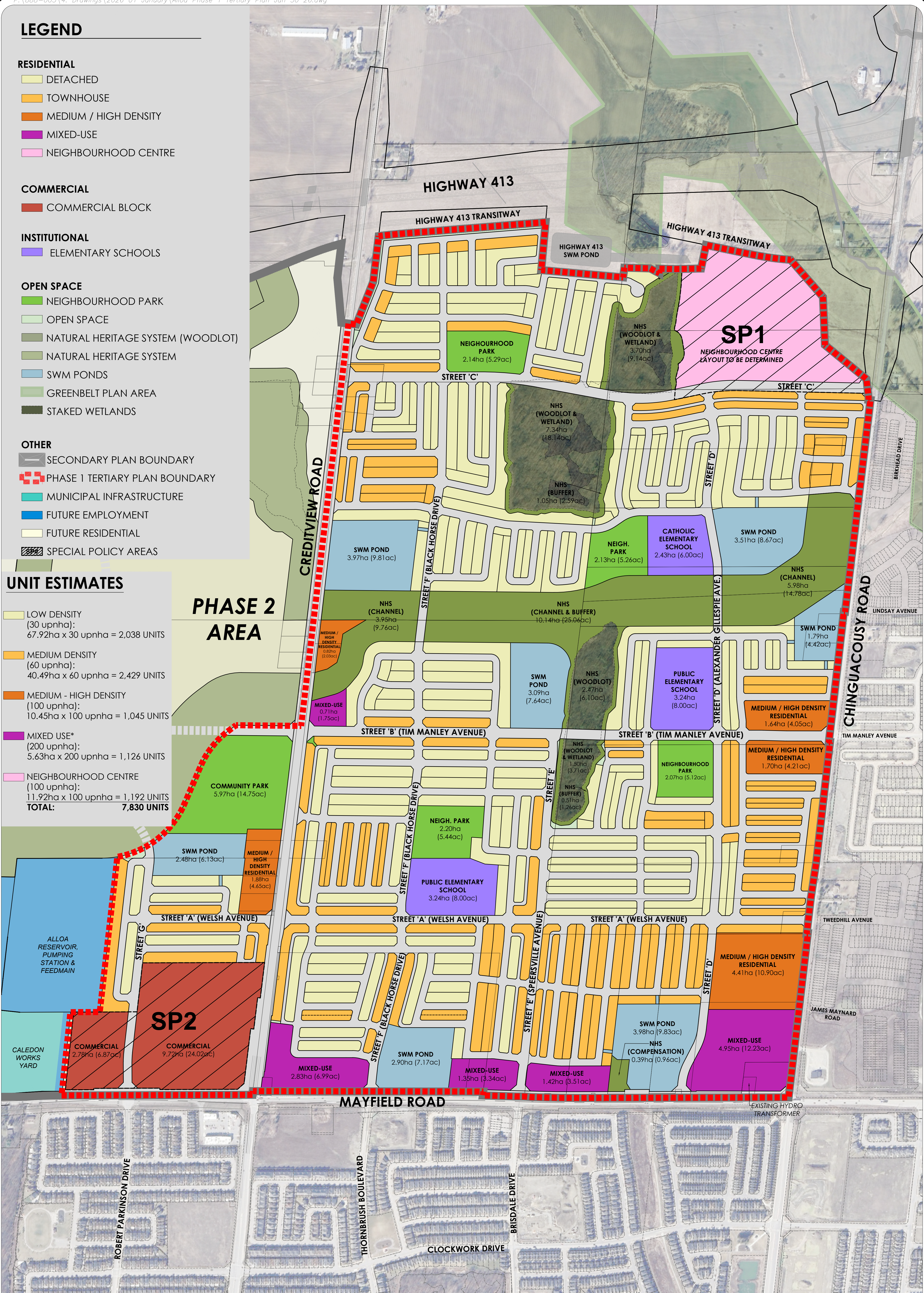
  - ELEMENTARY SCHOOLS
- OPEN SPACE

  - 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

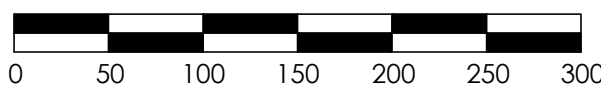
- LOW DENSITY (30 upnha): 67.92ha x 30 upnha = 2,038 UNITS
- MEDIUM DENSITY (60 upnha): 40.49ha x 60 upnha = 2,429 UNITS
- MEDIUM - HIGH DENSITY (100 upnha): 10.45ha x 100 upnha = 1,045 UNITS
- MIXED USE\* (200 upnha): 5.63ha x 200 upnha = 1,126 UNITS
- NEIGHBOURHOOD CENTRE (100 upnha): 11.92ha x 100 upnha = 1,192 UNITS
- TOTAL: 7,830 UNITS



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

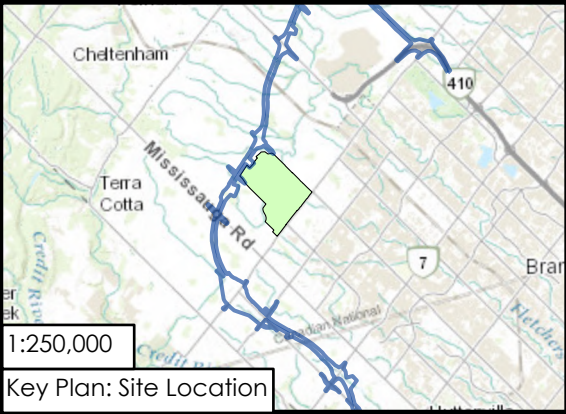
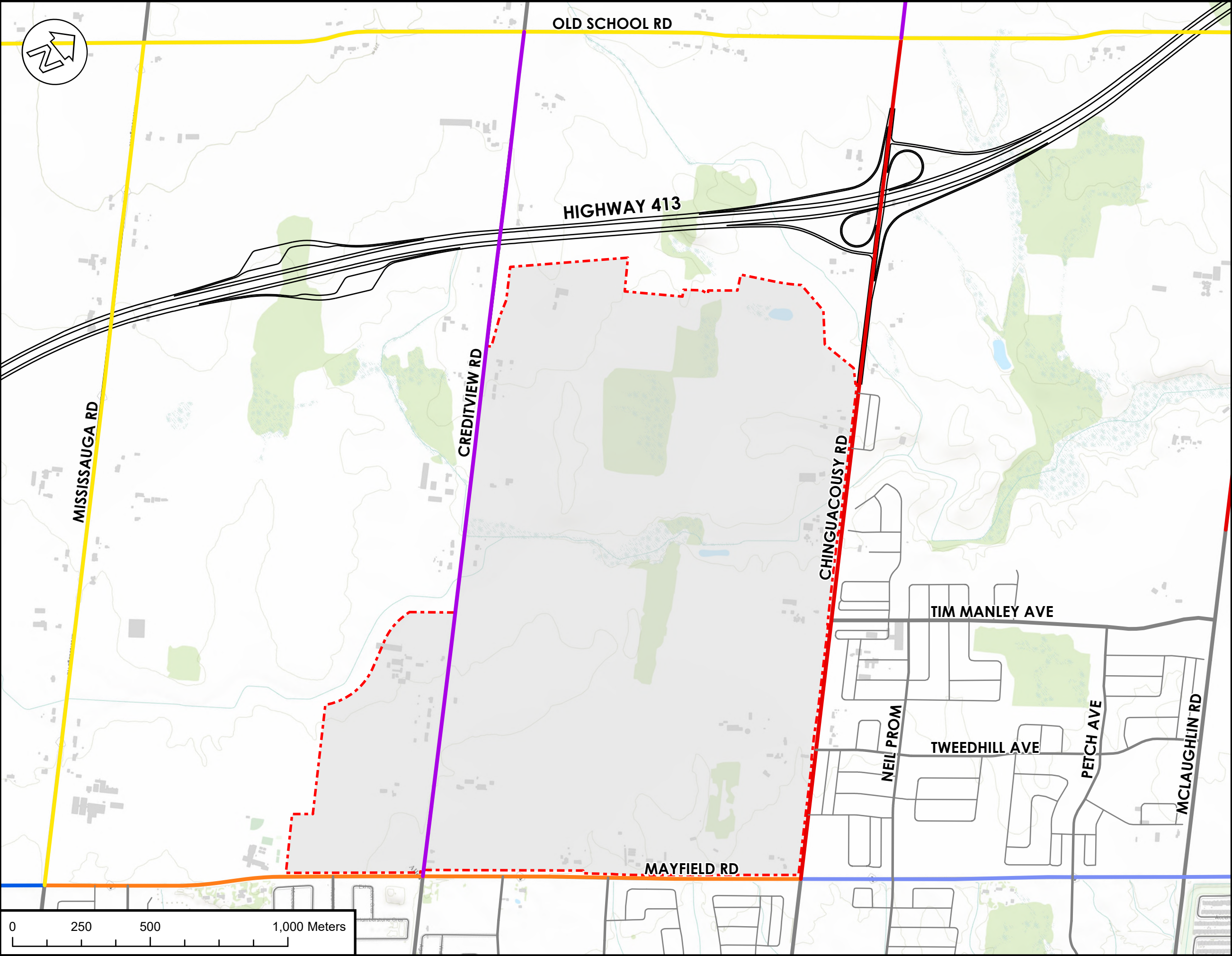
NOTES:  
\*NET AREA REPRESENTS 50% OF MAJOR COMMERCIAL/MIXED USE DESIGNATION TO ACCOUNT FOR LANDS ANTICIPATED FOR SOLE COMMERCIAL PURPOSES AND EXCLUDES MAJOR COMMERCIAL LANDS WEST OF CREDITVIEW ROAD.



SCALE 1:4000  
JANUARY 30, 2026

**GSAI**  
Glen Schnarr & Associates Inc.





### 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:

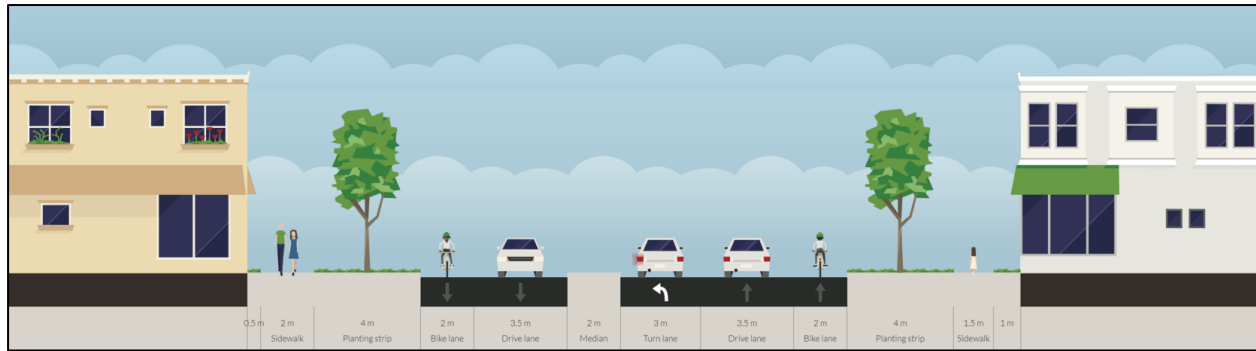
- Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
- Transit Network as per Future Caledon Official Plan 2024
- Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024). Design is the latest downloadable design set and is comparable to the May 2025 preliminary design for illustrative purposes.
- Traffic controls only provided for intersections within study area.
- 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



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

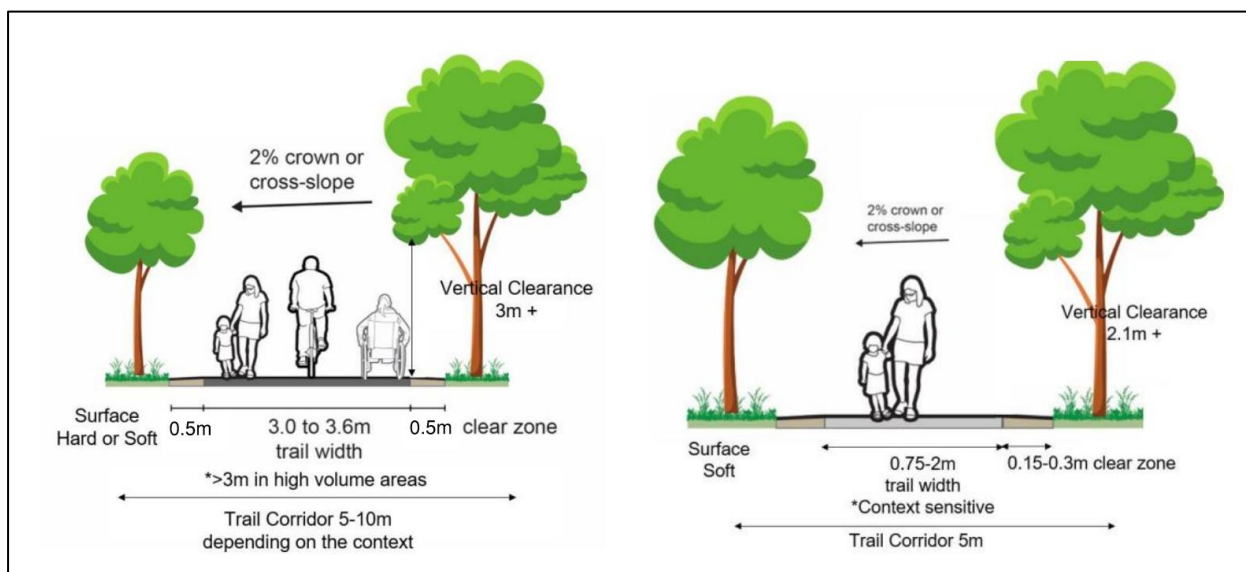
**Appendix H** outlines the relevant future transit excerpts.

#### 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 <sup>1</sup> |
|                                          |                                   | Mayfield West Phase 2 North Limits to Old School Road | 2041 <sup>3</sup> |                                                  |
|                                          | 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 <sup>2</sup>                                   | 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.

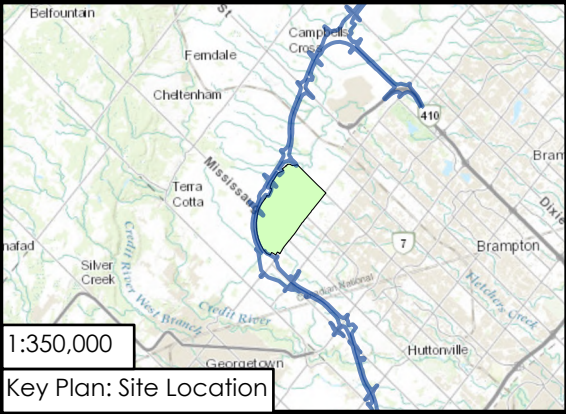
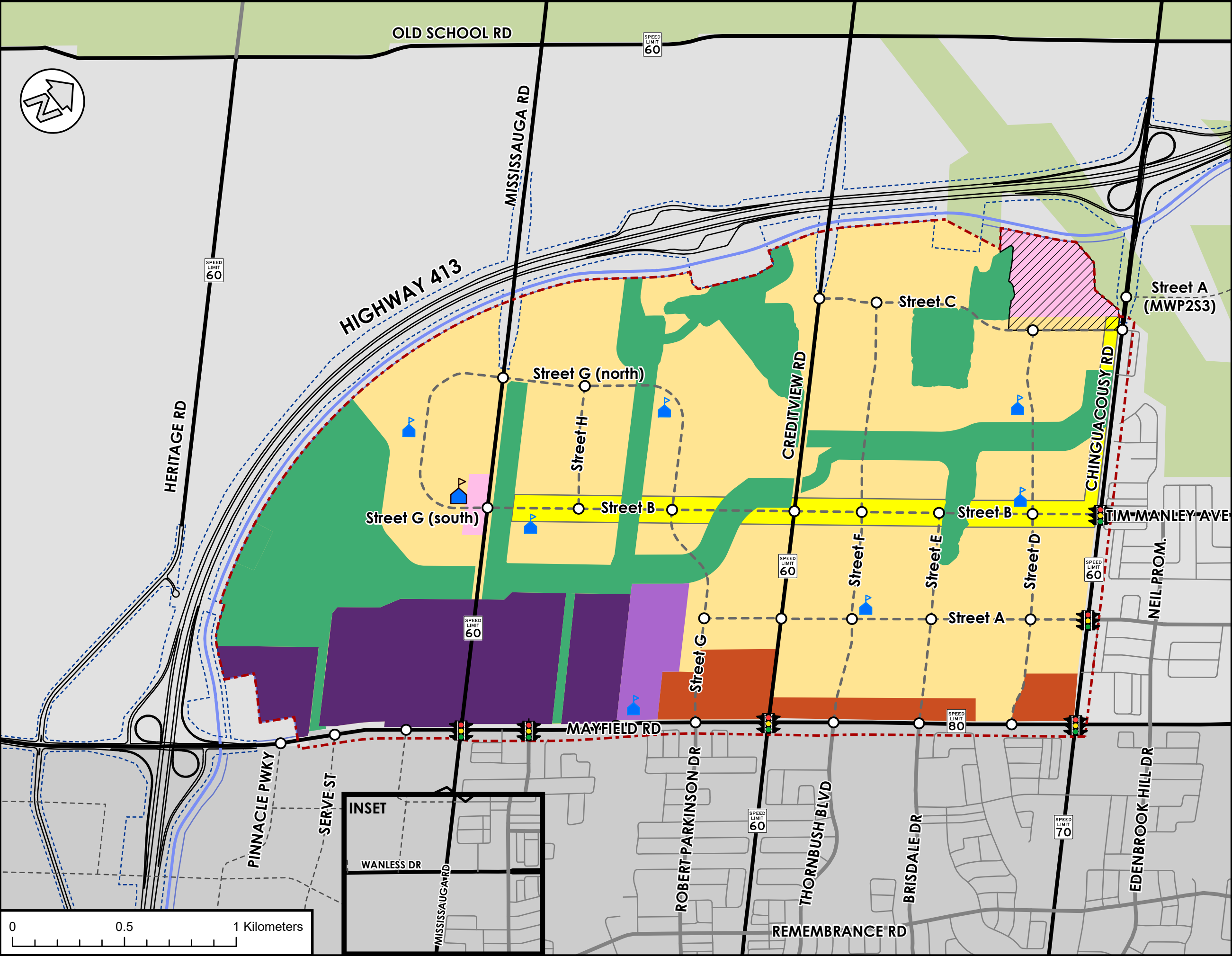
A preliminary transit network was recommended in Section 11.3 of the Alloa Secondary Plan Transportation Needs Assessment. The conceptual transit network proposed for the Alloa Secondary Plan was developed based on a review of a number of transit plans for the surrounding area and the existing transit 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          | Ontario Greenbelt               |
| <b>Road</b>                            | <b>Intersections</b>            |
| Arterial                               | Signalized Intersection         |
| Collector                              | Proposed Intersection           |
| Local                                  | Development Area                |
| Proposed Road                          | Commercial                      |
| Planned Road                           | Prestige Employment             |
| <b>Highway 413</b>                     | General Employment              |
| Preliminary Highway (Right-of-Way)     | Natural Environment System Area |
| Preliminary Highway (Edge of Pavement) | Neighbourhood Centre            |
| Preliminary Transitway                 | Urban Corridor Area             |
| Preliminary Transitway (Right-of-Way)  | 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

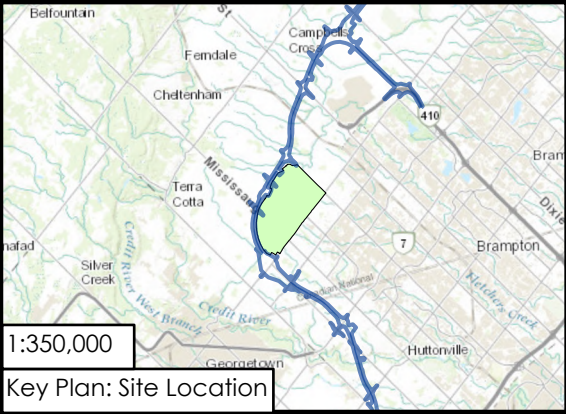
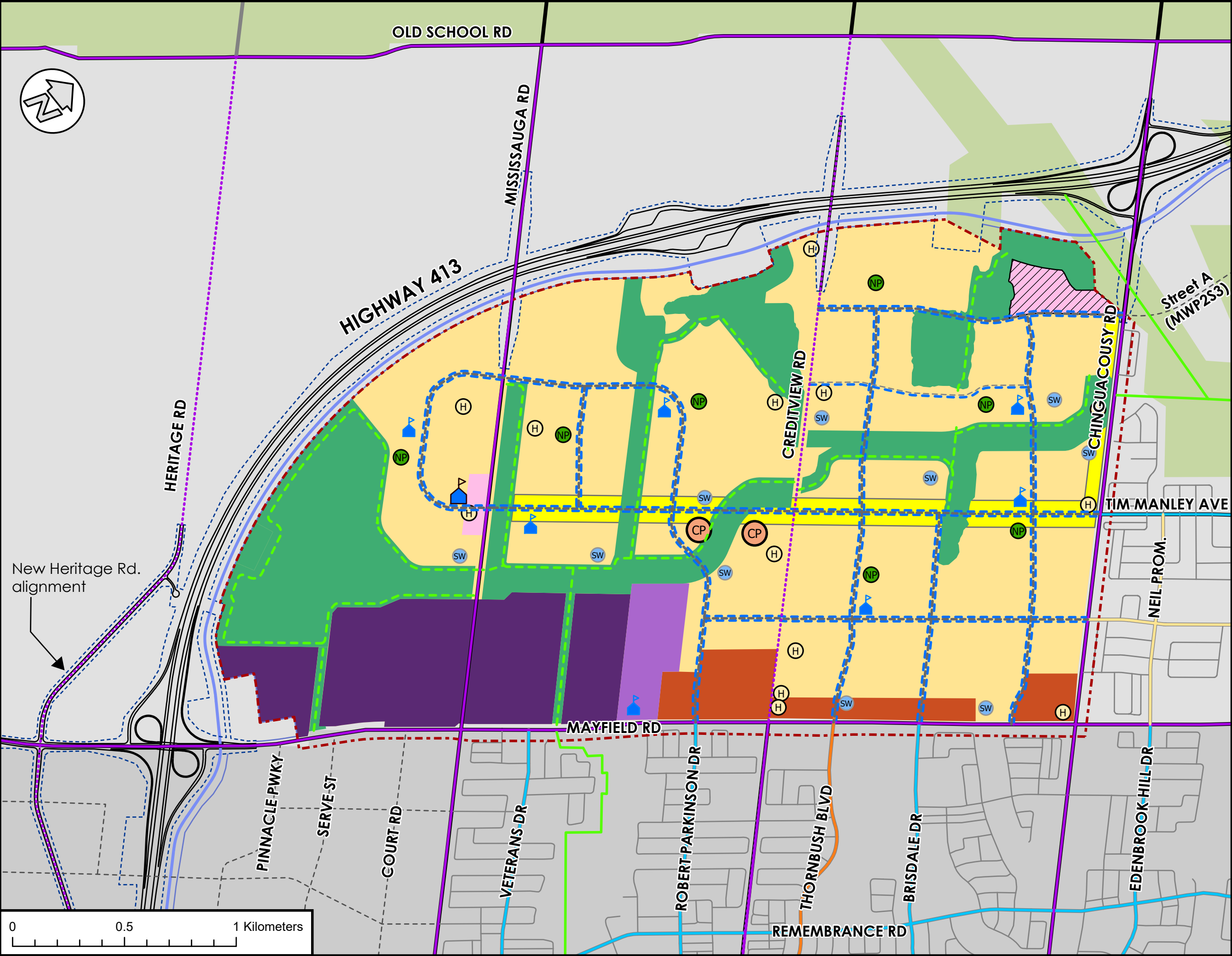
Figure:

Proposed Secondary Plan Road Network



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





**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)

Neighbourhood Park

Community Park

Stormwater Management Pond

Heritage Feature

Proposed Road

- Proposed Collector
- Major Local

Ontario Greenbelt

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:

- Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
- Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024)
- 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

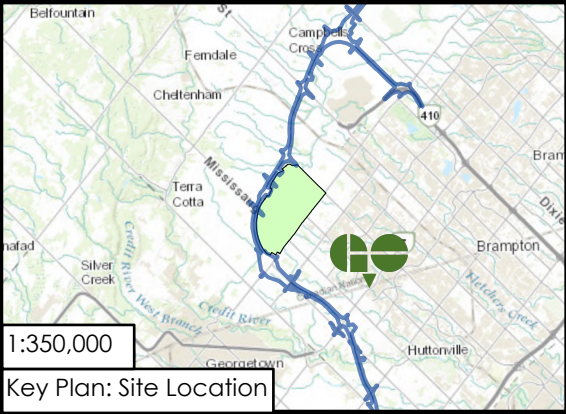
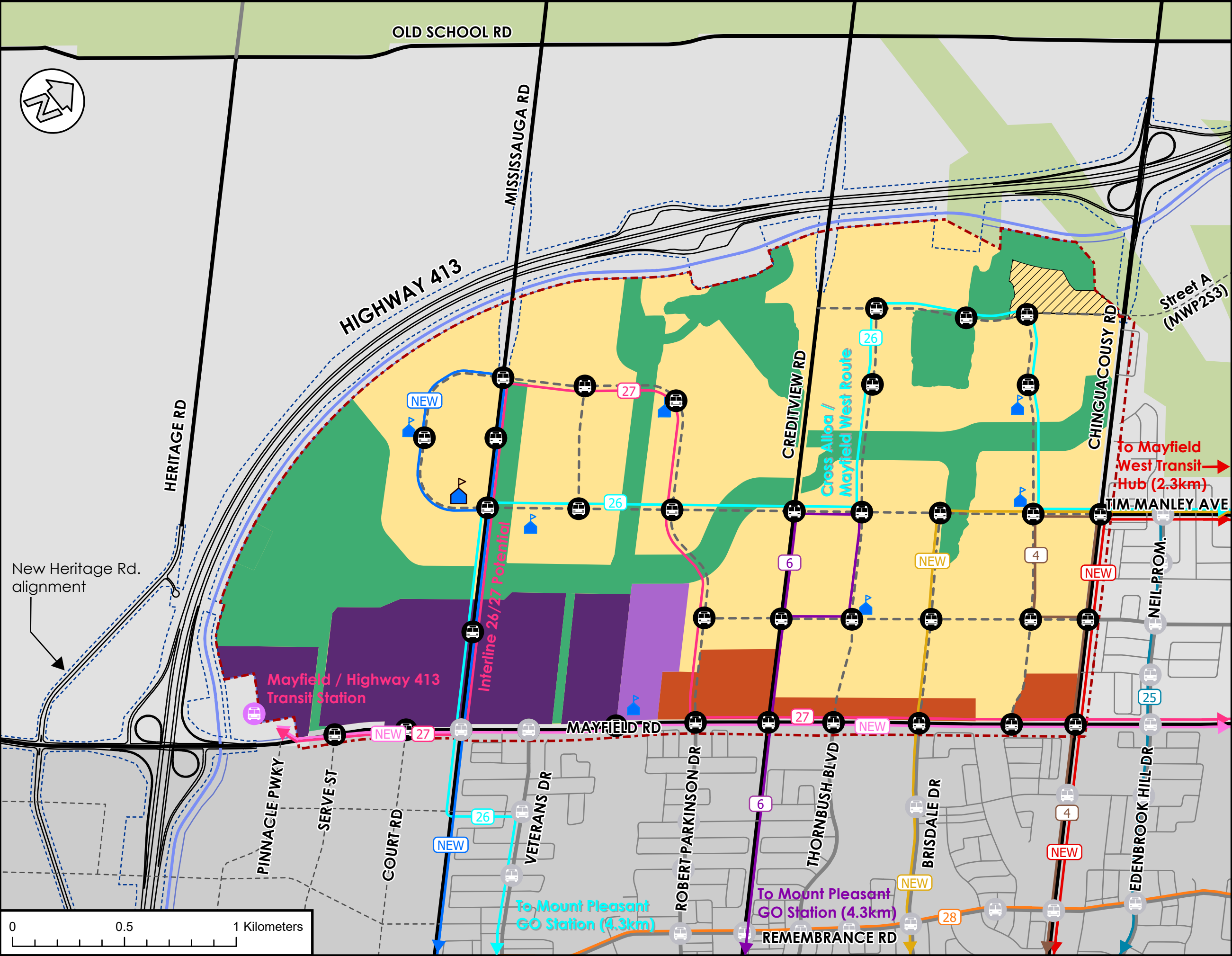
Figure:

Proposed Active Transportation Network



|                     |                  |                          |                 |
|---------------------|------------------|--------------------------|-----------------|
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| Date:<br>2025-12-17 | GCS:<br>NAD 1983 | Scale:<br>1:16,000       | Dwg.<br>Fig. 24 |





### 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

- 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



|                     |                  |                          |
|---------------------|------------------|--------------------------|
| Drawn:<br>D.M       | Design:<br>M.L.  | Project No.<br>2448-6883 |
| Date:<br>2025-12-17 | GCS:<br>NAD 1983 | Scale:<br>1:16,000       |
|                     |                  | Dwg.<br>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 <sup>1</sup> | Designated Street Name <sup>2</sup> |
|----------------------------------|-------------------------------------|
| 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 <sup>3</sup>           |

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**

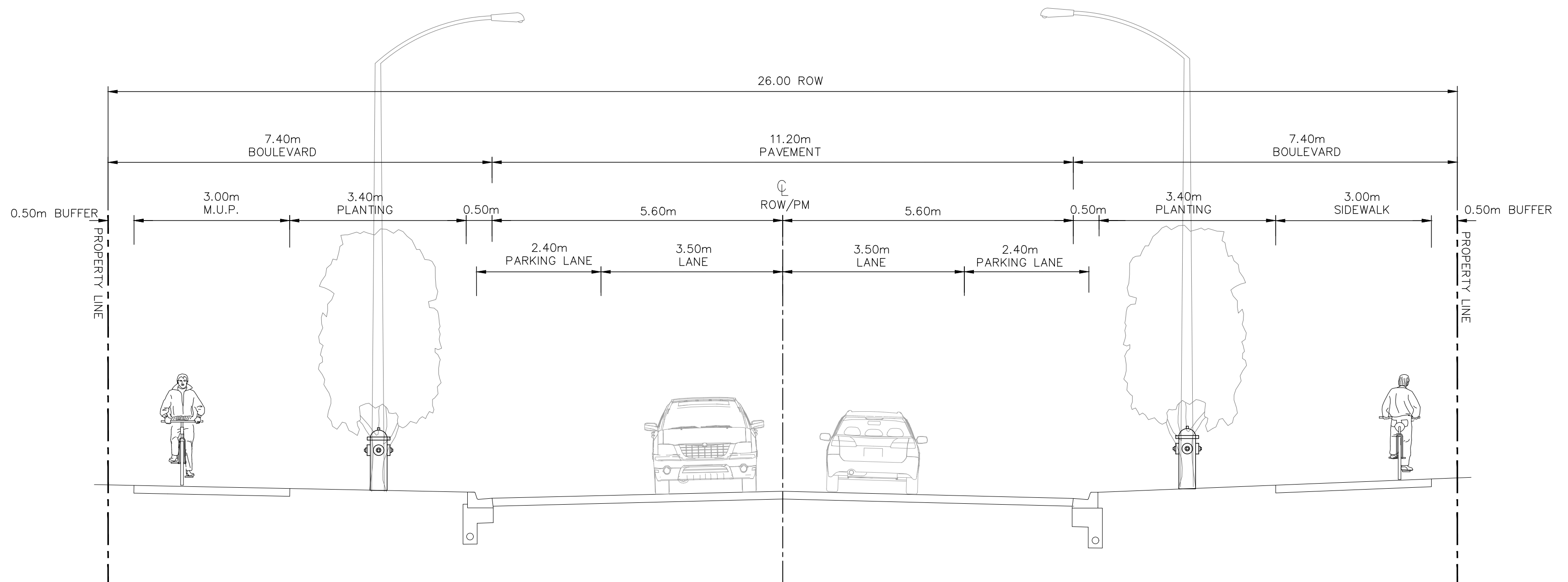
The Alloa Secondary Plan Transportation Needs Assessment (Crozier, August 2025) proposed cross-sections for collector and local roads as well as laneways. Since this time however, discussions have been undertaken with the Town of Caledon which have resulted in approved rights-of-way and cross-sections 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.





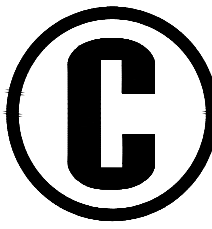
MAJOR COLLECTOR CROSS-SECTION  
 26m ROW – MID BLOCK  
 RESIDENTIAL COLLECTOR WITH ON-STREET PARKING AND M.U.P.  
 FEBRUARY 06 2026

N.T.S.

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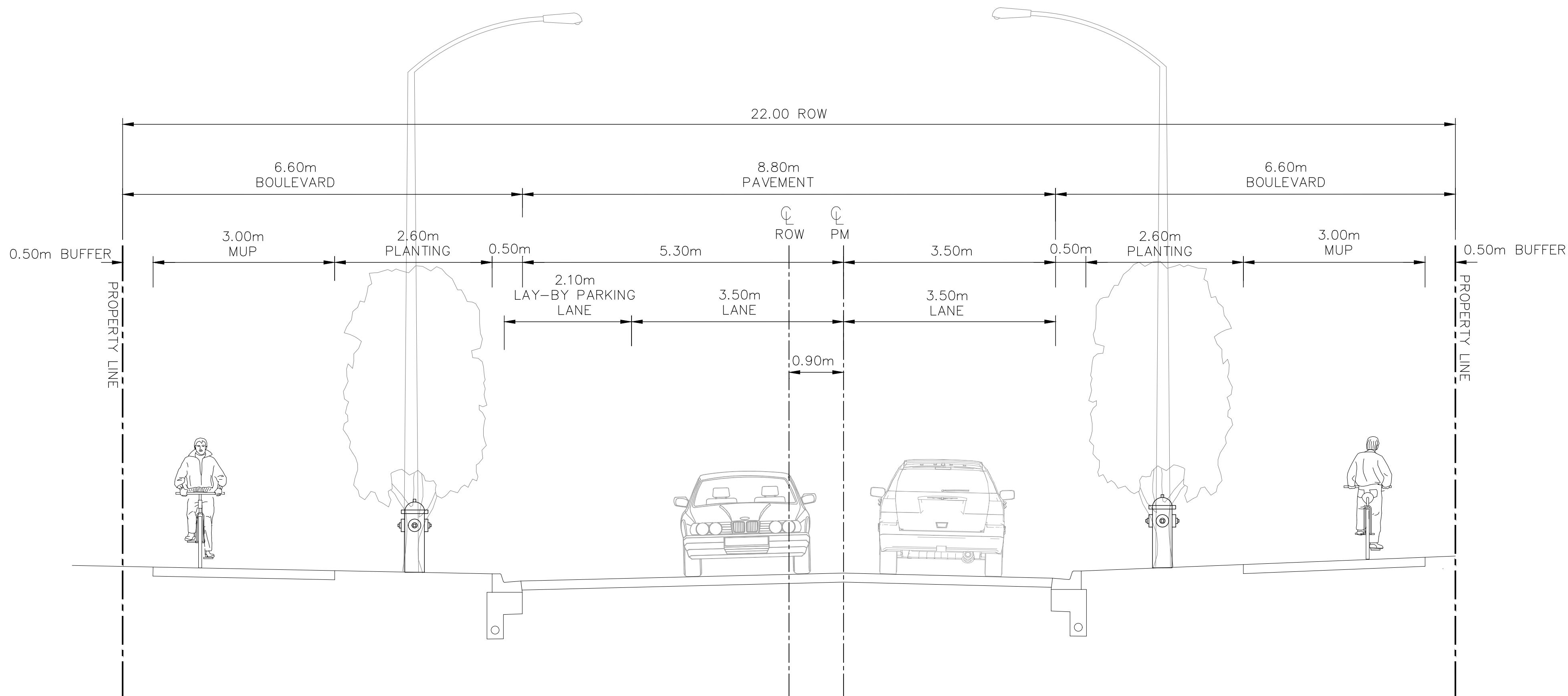
**PRELIMINARY**  
 NOT TO BE USED FOR CONSTRUCTION

|         |                                                                                     |
|---------|-------------------------------------------------------------------------------------|
| Project | ALLOA LANDOWNERS GROUP<br>ALLOA DEVELOPMENT AREA<br>TOWN OF CALEDON, REGION OF PEEL |
| Drawing | MARJOR COLLECTOR CROSS SECTION                                                      |



**CROZIER**  
 CONSULTING ENGINEERS

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

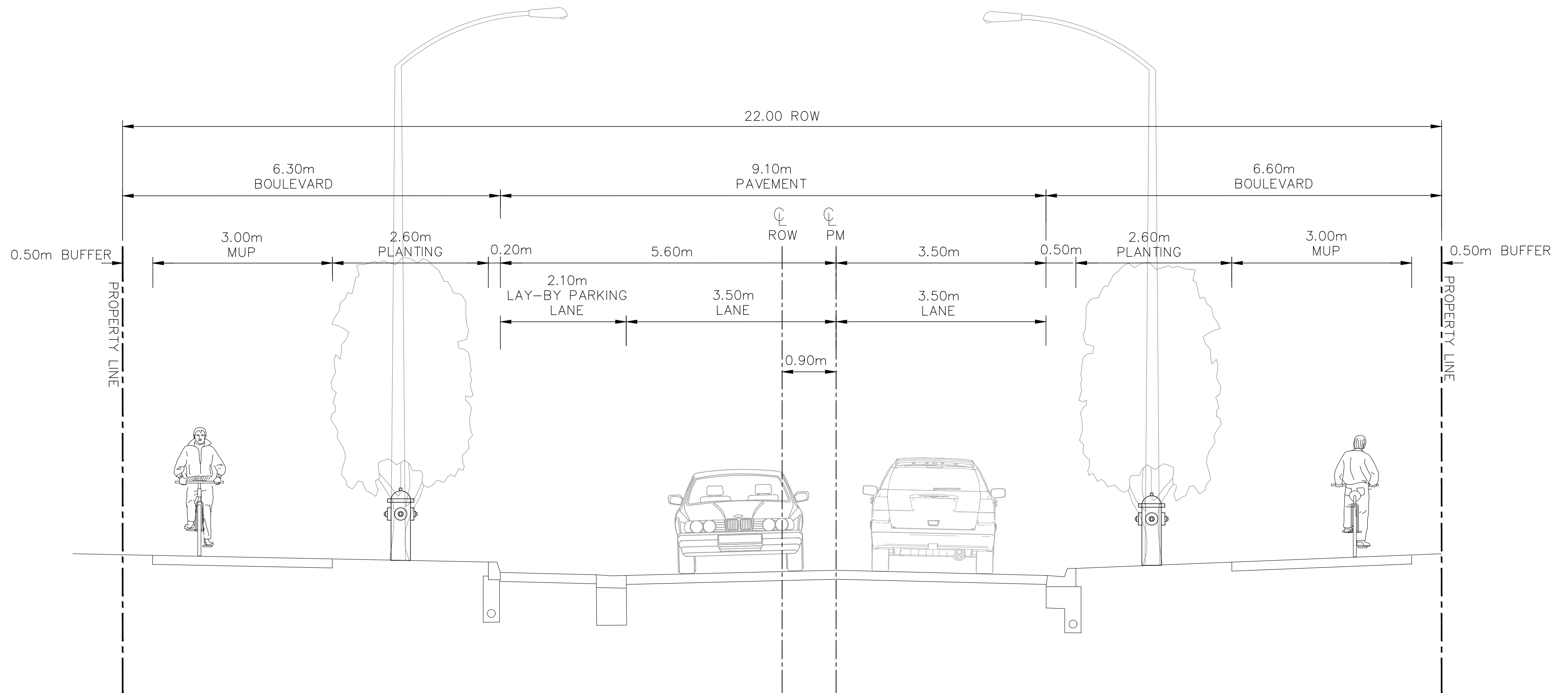
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|---------|-------------------------------------------------------------------------------------|
| Project | ALLOA LANDOWNERS GROUP<br>ALLOA DEVELOPMENT AREA<br>TOWN OF CALEDON, REGION OF PEEL |
| Drawing | MINOR COLLECTOR CROSS SECTION                                                       |

|          |           |           |
|----------|-----------|-----------|
|          |           |           |
| Drawn By | J.W.      | Design By |
| Check By | J.W./M.L. | Check By  |
|          |           | Project   |
|          |           | 2448-6683 |
|          |           | Drawing   |
|          |           | 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

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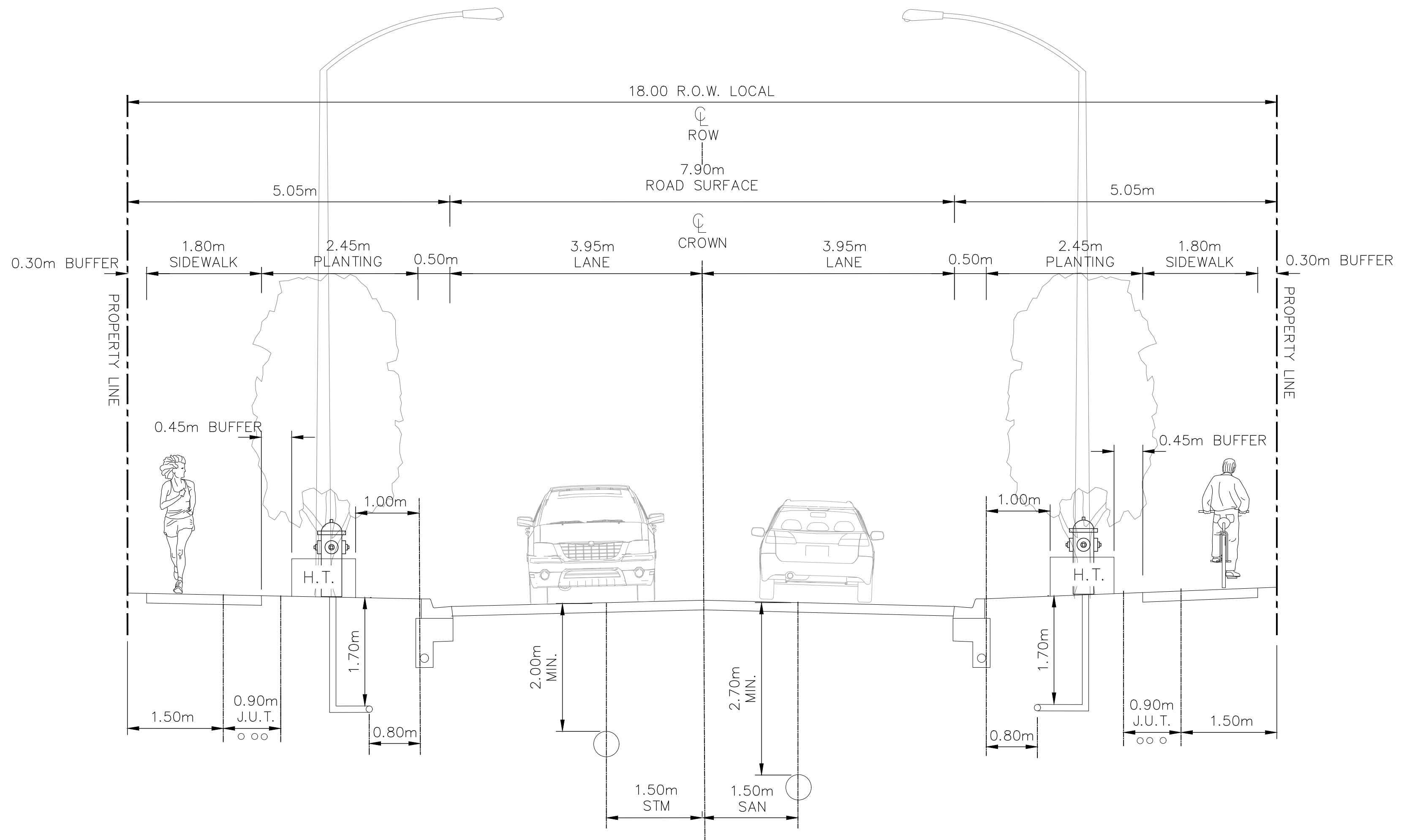
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**PRELIMINARY**  
 NOT TO BE USED FOR CONSTRUCTION

|         |                                                                                     |
|---------|-------------------------------------------------------------------------------------|
| Project | ALLOA LANDOWNERS GROUP<br>ALLOA DEVELOPMENT AREA<br>TOWN OF CALEDON, REGION OF PEEL |
| Drawing | MINOR COLLECTOR CROSS SECTION                                                       |

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





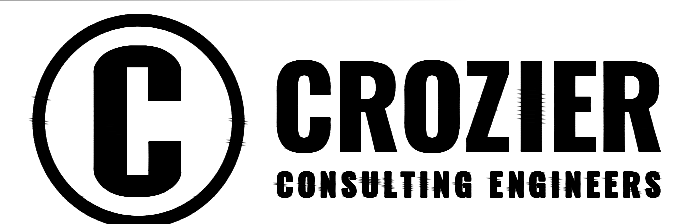
CALEDON CROSS-SECTION – 18m ROW  
RESIDENTIAL LOCAL

N.T.S.

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**PRELIMINARY**  
NOT TO BE USED FOR CONSTRUCTION

|         |                                                                                     |
|---------|-------------------------------------------------------------------------------------|
| Project | ALLOA LANDOWNERS GROUP<br>ALLOA DEVELOPMENT AREA<br>TOWN OF CALEDON, REGION OF PEEL |
| Drawing | LOCAL ROAD CROSS SECTION                                                            |



|          |           |           |           |         |           |
|----------|-----------|-----------|-----------|---------|-----------|
| Drawn By | J.W.      | Design By | J.W./M.L. | Project | 2448-6683 |
| Check By | J.W./M.L. | Check By  | M.L./K.K. | Drawing | 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, 11<sup>th</sup> 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, 3<sup>rd</sup> 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, 11<sup>th</sup> 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 <sup>1</sup> |       |       |
|------------------------------------------------------------------------|-------------------------|-----------|--------------------------------------|--------------------|-------|-------|
|                                                                        |                         |           |                                      | In                 | Out   | Total |
| Major Commercial & Mixed Use (Commercial) <sup>2</sup>                 | 598,511 ft <sup>2</sup> | 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.      | $\text{LnT} = 0.91\text{LnX} + 0.12$ | 289                | 868   | 1,157 |
|                                                                        |                         | P.M.      | $\text{LnT} = 0.94\text{LnX} + 0.27$ | 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) <sup>3</sup> | 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 ft<sup>2</sup> and mixed use (commercial) has a GFA of 263,987 ft<sup>2</sup>.

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, 3<sup>rd</sup> 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.

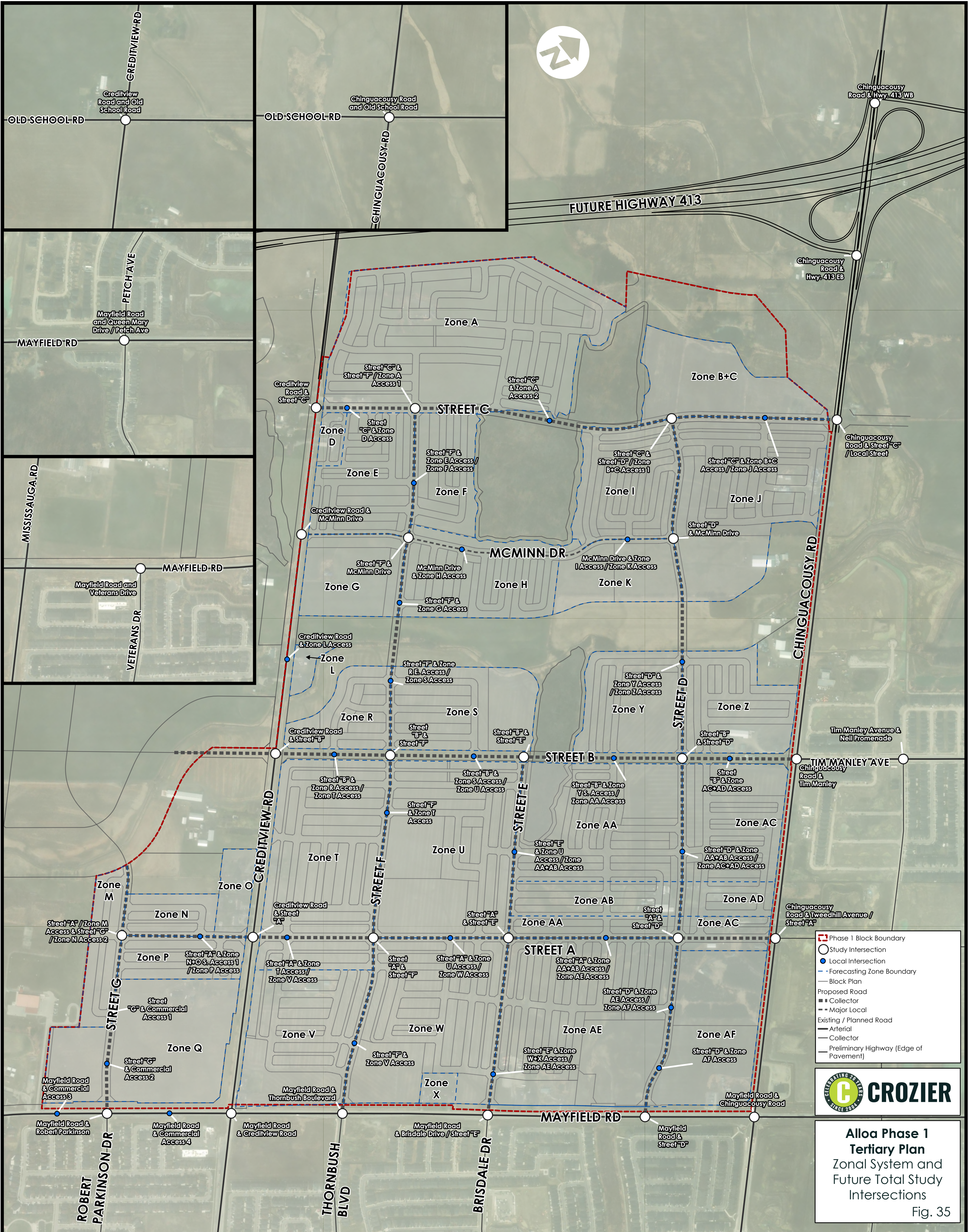
The Subject Lands were split into 32 zones, lettered A to AF. For Zones B and C, the zonal trip generation forecast was made based on a provided conceptual site plan. The Zones B and C correspond to the Special Policy Area 1 designated on the Alloa Phase 1 Tertiary Plan, which is the reason for the separate 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.





- 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)



**Alloo 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 <sup>1</sup> |              |              | P.M. Trips <sup>1</sup> |              |              |
|--------------|-------------------------|--------------|--------------|-------------------------|--------------|--------------|
|              | 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          |
| <b>Total</b> | <b>936</b>              | <b>2,275</b> | <b>3,211</b> | <b>2,477</b>            | <b>1,721</b> | <b>4,198</b> |

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    |

|     |                            |                                 |        |          |       |            |           |            |            |            |            |
|-----|----------------------------|---------------------------------|--------|----------|-------|------------|-----------|------------|------------|------------|------------|
| I   | 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          |
| J   | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>16</b>  | <b>56</b> | <b>71</b>  | <b>68</b>  | <b>40</b>  | <b>108</b> |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 117.81   | units | 11         | 38        | 49         | 48         | 28         | 76         |
|     | Townhouses                 | Multi-Family Housing (Low-Rise) | LUC220 | 149.29   | units | 7          | 28        | 35         | 32         | 19         | 51         |
|     | 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          |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>18</b>  | <b>66</b> | <b>84</b>  | <b>80</b>  | <b>47</b>  | <b>127</b> |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 0.00     | units | 0          | 0         | 0          | 0          | 0          | 0          |
| K   | 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 | 50.00    | jobs  | 66         | 53        | 118        | 13         | 16         | 29         |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>66</b>  | <b>53</b> | <b>118</b> | <b>13</b>  | <b>16</b>  | <b>29</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 | 82.00    | units | 5          | 21        | 26         | 15         | 9          | 24         |
| L   | 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          |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>5</b>   | <b>21</b> | <b>26</b>  | <b>15</b>  | <b>9</b>   | <b>24</b>  |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 24.70    | units | 2          | 8         | 10         | 10         | 6          | 16         |
|     | Townhouses                 | Multi-Family Housing (Low-Rise) | LUC220 | 74.97    | units | 4          | 14        | 18         | 16         | 9          | 25         |
|     | 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          |
| M   | 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          |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>6</b>   | <b>22</b> | <b>28</b>  | <b>26</b>  | <b>15</b>  | <b>41</b>  |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 37.25    | units | 3          | 12        | 16         | 15         | 9          | 24         |
|     | Townhouses                 | Multi-Family Housing (Low-Rise) | LUC220 | 24.99    | units | 1          | 5         | 6          | 5          | 3          | 8          |
|     | 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          |
| N/O | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>5</b>   | <b>17</b> | <b>21</b>  | <b>20</b>  | <b>12</b>  | <b>32</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 | 188.00   | units | 12         | 48        | 61         | 35         | 20         | 55         |
|     | 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          |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>12</b>  | <b>48</b> | <b>61</b>  | <b>35</b>  | <b>20</b>  | <b>55</b>  |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 18.30    | units | 2          | 6         | 8          | 7          | 4          | 12         |
| P   | Townhouses                 | Multi-Family Housing (Low-Rise) | LUC220 | 98.55    | units | 5          | 18        | 23         | 21         | 12         | 34         |
|     | 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          |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>7</b>   | <b>24</b> | <b>31</b>  | <b>28</b>  | <b>17</b>  | <b>45</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 | 0.00     | units | 0          | 0         | 0          | 0          | 0          | 0          |
| Q   | 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 | 27478.00 | sq.m. | 102        | 71        | 173        | 234        | 256        | 490        |
|     | Elementary Schools         | Elementary School               | LUC520 | 0.00     | jobs  | 0          | 0         | 0          | 0          | 0          | 0          |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>102</b> | <b>71</b> | <b>173</b> | <b>234</b> | <b>256</b> | <b>490</b> |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 62.62    | units | 6          | 20        | 26         | 25         | 15         | 40         |
|     | Townhouses                 | Multi-Family Housing (Low-Rise) | LUC220 | 18.51    | units | 1          | 3         | 4          | 4          | 2          | 6          |
|     | 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 | 71.00    | units | 5          | 18        | 23         | 13         | 8          | 21         |
|     | Mixed-Use Blocks (C)       | Shopping Centre                 | LUC820 | 1773.42  | sq.m. | 7          | 5         | 11         | 15         | 16         | 32         |
| R   | 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          |
|     | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>18</b>  | <b>47</b> | <b>65</b>  | <b>57</b>  | <b>41</b>  | <b>99</b>  |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 95.26    | units | 9          | 31        | 40         | 39         | 23         | 61         |
|     | Townhouses                 | Multi-Family Housing (Low-Rise) | LUC220 | 25.30    | units | 1          | 5         | 6          | 5          | 3          | 9          |
|     | 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          |
| S   | <b>Total</b>               | N/A                             | N/A    | N/A      |       | <b>10</b>  | <b>36</b> | <b>46</b>  | <b>44</b>  | <b>26</b>  | <b>70</b>  |
|     | Detached Homes             | Single Family Detached Housing  | LUC210 | 160.42   | units | 15         | 52        | 67         | 65         | 38         | 103        |

# Attachment 2:

Draft Plan



**FILE # 21T-\_\_\_\_\_C**

**PART OF LOT 18, CONCESSION 4, W.H.S.  
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL**

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

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_  
**JACK EISENBERGER, A.S.O.**  
 12100 CREDITVIEW DEVELOPMENTS LIMITED

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: \_\_\_\_\_  
**RON QUERUBIN, O.L.S.**  
 J.D. BARNES LIMITED

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  
J) SANDY LOAM AND CLAY LOAM  
K) SANITARY AND STORM SEWERS TO BE PROVIDED

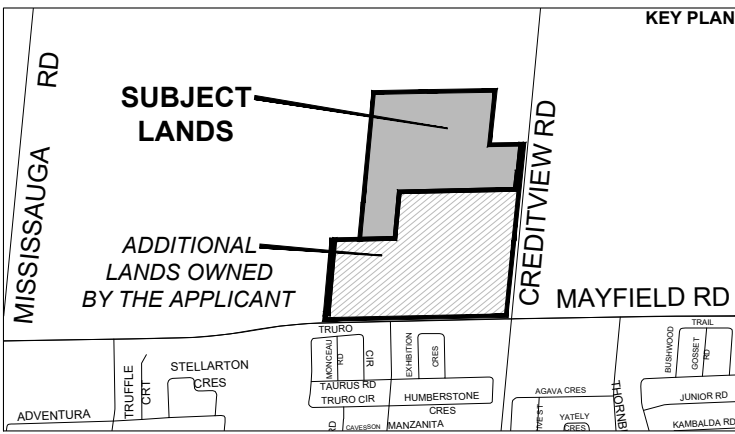
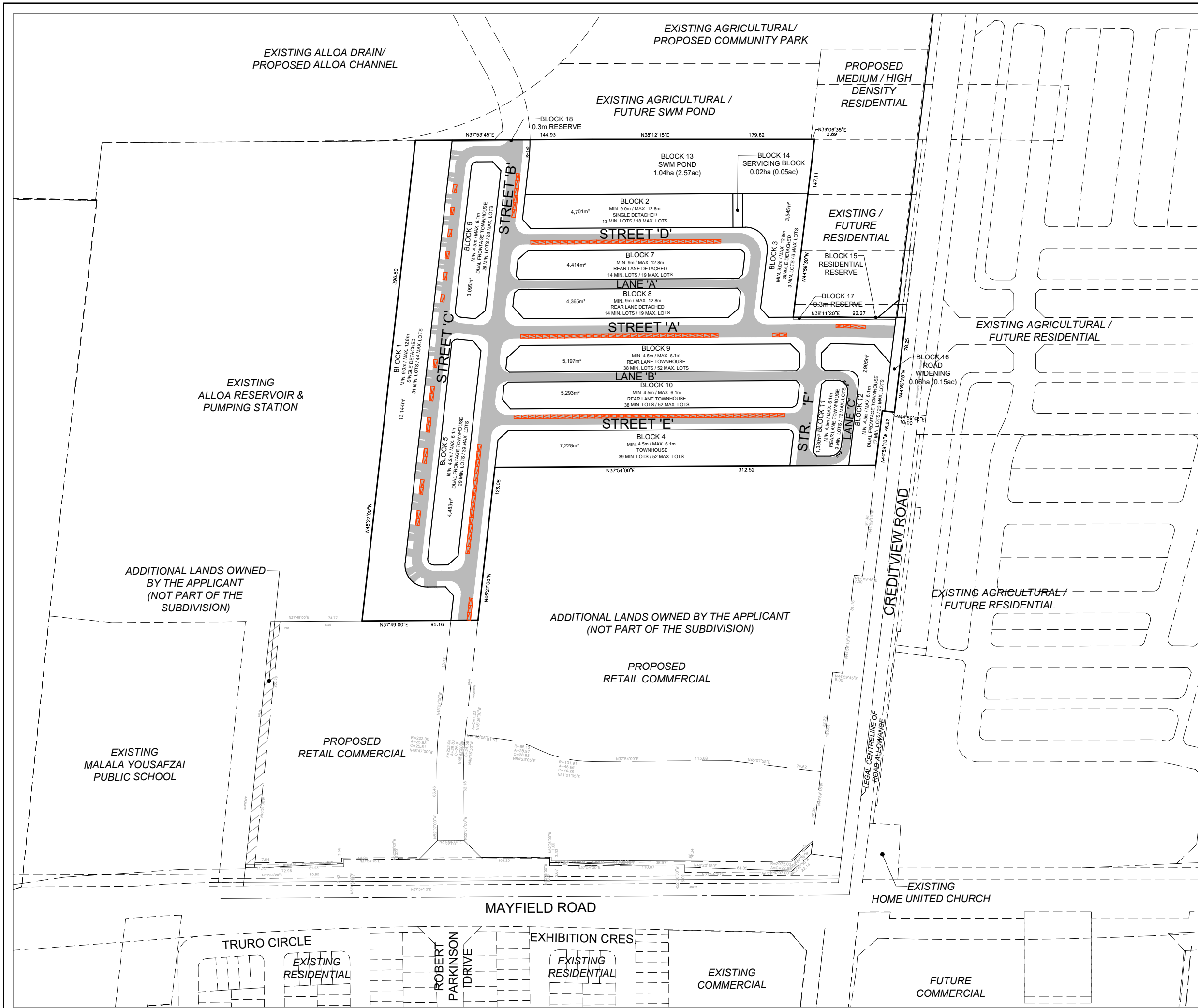
| LAND USE                              | LOTS /<br>BLOCKS | AREA<br>(ha) | AREA<br>(ac) | UNITS          | DENSITY<br>(UPHA) |
|---------------------------------------|------------------|--------------|--------------|----------------|-------------------|
| SINGLE DETACHED                       | 1-3              | 2.14         | 5.29         | 53-68          | 24-31             |
| STREET TOWNHOUSE                      | 4                | 0.72         | 1.78         | 39-52          | 54-72             |
| DUAL FRONTAGE TOWNHOUSE               | 5,6              | 0.76         | 1.88         | 49-67          | 64-88             |
| REAR LANE DETACHED                    | 7, 8             | 0.88         | 2.17         | 28-38          | 31-43             |
| REAR LANE TOWNHOUSE                   | 9-12             | 1.47         | 3.63         | 102-139        | 69-94             |
| SWM POND / SERVICING BLOCK            | 13,14            | 1.06         | 2.62         |                |                   |
| RESIDENTIAL RESERVE                   | 15               | 0.00         | 0.00         |                |                   |
| ROAD WIDENING                         | 16               | 0.06         | 0.15         |                |                   |
| 0.3m RESERVE                          | 17,18            | 0.00         | 0.00         |                |                   |
| 8.0m LANEWAY R.O.W. (LENGTH: 540m)    |                  | 0.45         | 1.11         |                |                   |
| 18.0m LANEWAY R.O.W. (LENGTH: 1,025m) |                  | 1.91         | 4.72         |                |                   |
| 22.0m COLLECTOR R.O.W. (LENGTH: 711m) |                  | 1.59         | 3.93         |                |                   |
| <b>TOTAL</b>                          | <b>18</b>        | <b>11.04</b> | <b>27.28</b> | <b>271-364</b> |                   |

PAVEMENT INFORMATION IS ILLUSTRATIVE ONLY  
COLLECTOR TO COLLECTOR DAYLIGHT TRIANGLE - 10.0m x 10.0m  
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



# Attachment 3:

## Parking Plan



**PARKING PLAN**  
**12100 CREDITVIEW DEVELOPMENTS**  
**LIMITED**

FILE # 21T-\_\_\_\_\_C

PART OF LOT 18, CONCESSION 4, W.H.S.  
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- POTENTIAL ON-STREET PARKING (3.0 x 6.0m)  
**137 SPACES**
- POTENTIAL SIDEWALK LOCATIONS
- 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

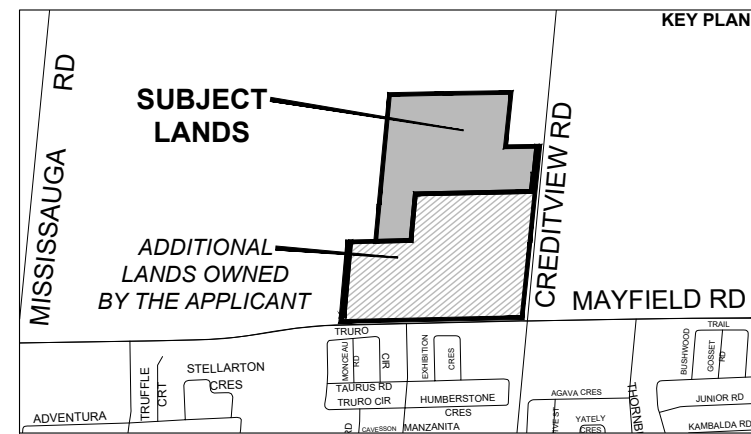


SCALE: 1:3,000  
(11 x 17)  
MARCH 3, 2026



# Attachment 4:

## Pedestrian Circulation Plan



# PEDESTRIAN CIRCULATION PLAN

## 12100 CREDITVIEW DEVELOPMENTS

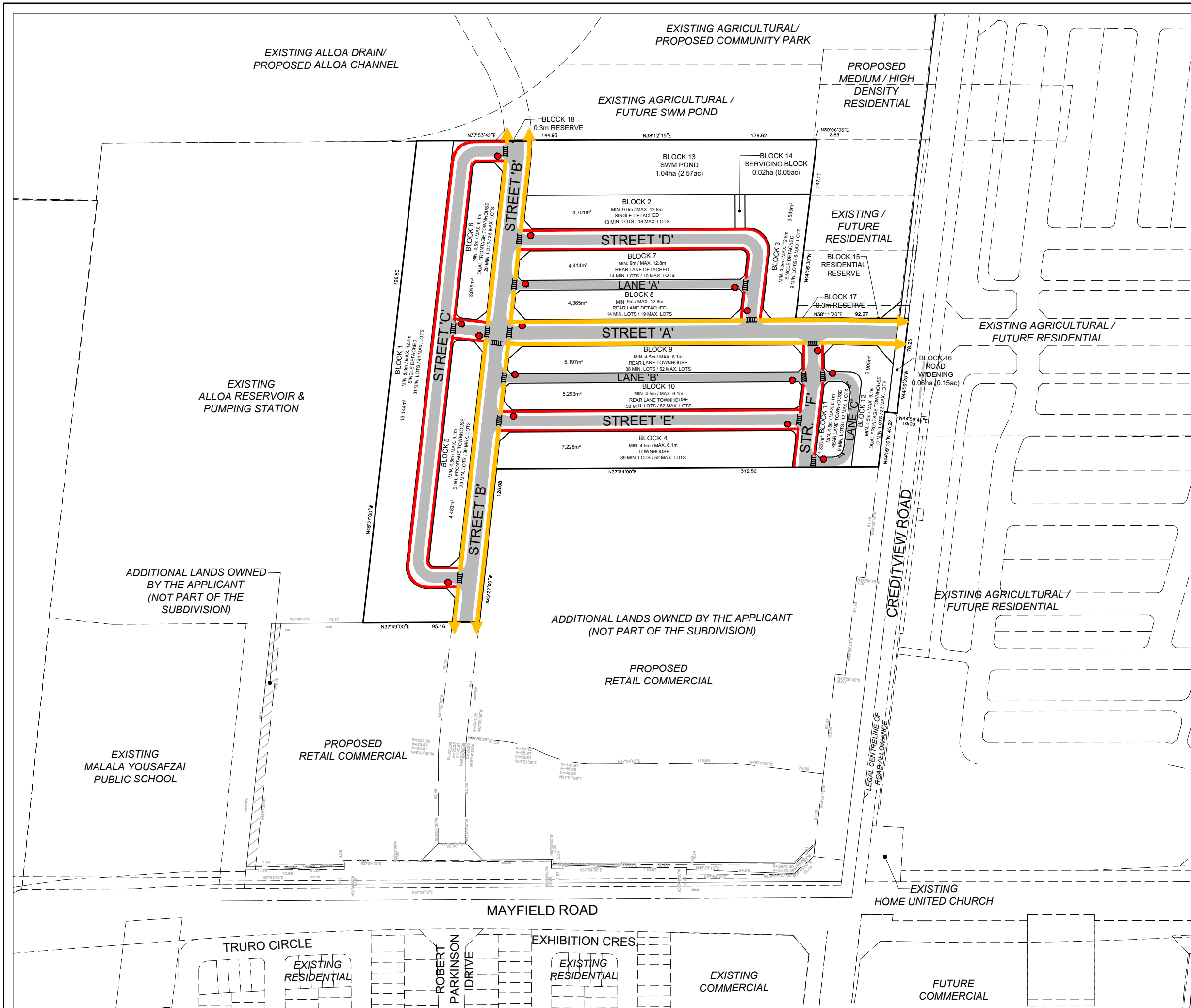
### LIMITED

**FILE # 21T-\_\_\_\_\_C**

PART OF LOT 18, CONCESSION 4, W.H.S.  
(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



EXISTING AGRICULTURAL/  
PROPOSED COMMUNITY PARK

EXISTING AGRICULTURAL /  
FUTURE SWM POND

*PROPOSED  
MEDIUM / HIGH  
DENSITY  
RESIDENTIAL*

EXISTING  
ALLOA RESERVOIR &  
PUMPING STATION

ADDITIONAL LANDS OWNED  
BY THE APPLICANT  
(NOT PART OF THE  
SUBDIVISION)

EXISTING  
MALALA YOUSAFZAI  
PUBLIC SCHOOL

*PROPOSED  
RETAIL COMMERCIAL*

ADDITIONAL LANDS OWNED BY THE APPLICANT  
(NOT PART OF THE SUBDIVISION)

*PROPOSED  
RETAIL COMMERCIAL*

EXISTING AGRICULTURAL  
FUTURE RESIDENTIAL

EXISTING  
HOME UNITED CHURCH

MAYFIELD ROAD

TRURO CIRCLE

EXISTING  
RESIDENTIAL

ROBERT PARKINSON DRIVE

EXHIBITION CRES

( EXISTING )  
RESIDENTIAL

EXISTING  
COMMERCIAL

*FUTURE  
COMMERCIAL*



SCALE: 1:3,000  
(11 x 17)  
MAY 4, 2026

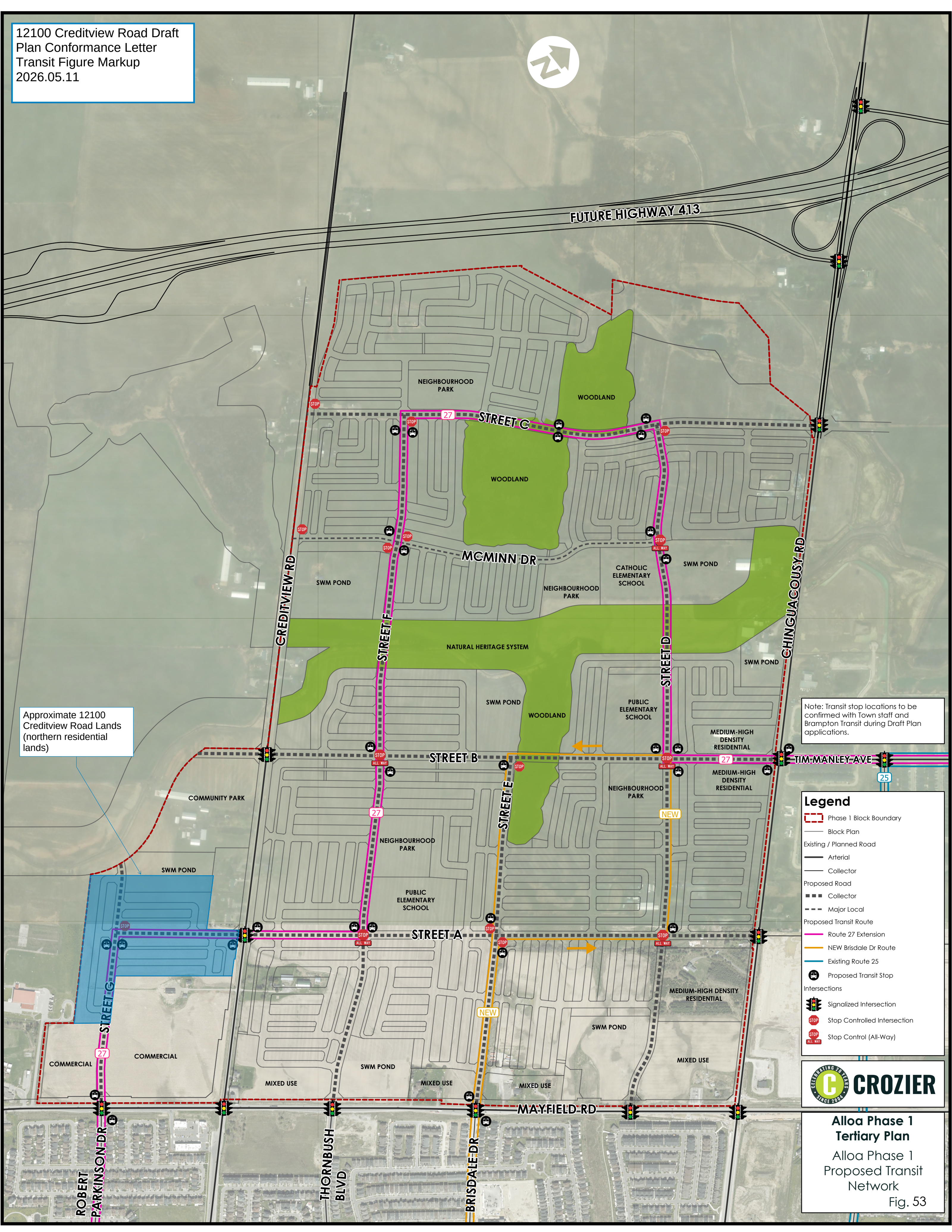


**Glen Schnarr & Associates Inc.**

# Attachment 5:

## Proposed Transit Network





Approximate 12100  
Creditview Road Lands  
(northern residential  
lands)

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**

**Alloo Phase 1  
Tertiary Plan**

Alloo Phase 1  
Proposed Transit  
Network

Fig. 53