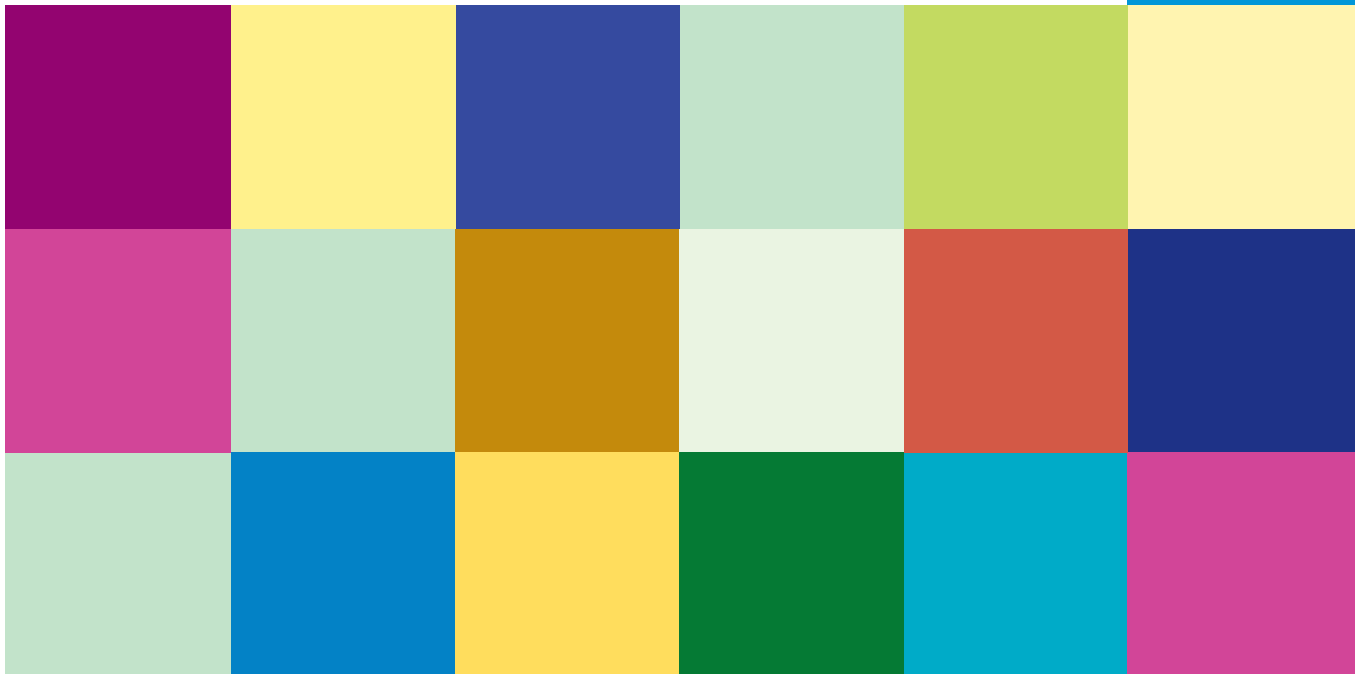


ALLOA COMMUNITY SECONDARY PLAN AREA

# MOBILITY PLAN

TOWN OF CALEDON

TOWN FILE #: XXXX-XXXX



July 05, 2024

To: Carmen Caruso, Senior Planner Development and Design  
Planning and Development Department  
Town of Caledon  
6311 Old Church Road, Caledon, ON L7C 1J6

Re: **MOBILITY PLAN**  
Alloa Secondary Plan Area  
Town of Caledon, Region of Peel

Town File Number: **XXXX-XXXX**

---

Dear Mr. Caruso,

NAK Design Strategies Inc. has been engaged by Alloa Landowners Group, to provide Urban Design and Landscape Architecture services supporting the expansion of the Alloa Secondary Plan Area, (referred to as the Alloa Community). This area encompasses approximately 724.32 hectares (1,789.80 acres) of greenfield lands in south west Caledon, located north of Mayfield Road, west of Chinguacousy Road, and south-east of the planned Highway 413 Transportation Corridor. The Alloa Community is envisioned to be a compact, walkable, and transit-supportive residential community with a mix of land uses. During the review process, the Town had expressed the need to align the review of supporting studies with a Mobility Plan. This Mobility Plan has been prepared in support of the Alloa Secondary Plan Area application.

As advised by the Town's transportation staff, the Mobility Plan is essential for defining both external and internal transportation networks, accommodating all modes of transportation. This includes the road network, an active transportation network, and a detailed transit network. In response, we have developed the enclosed Mobility Plan, guided by three distinct lenses. Each lens provides a comprehensive framework, addressing specific strategies, including Transportation Demand Management measures designed to redistribute and reduce travel demand, particularly that of single-occupancy private vehicles. To achieve this objective and influence mobility choices and patterns, the following strategies have been discussed in greater detail:

- Encouraging Transit Use
- Promoting Bicycle Use
- Enhancing Pedestrian Mobility
- Incorporating Land Use and Building Infrastructure
- Coordinating, Communicating, and Promoting
- Managing Vehicle Parking Supply
- Facilitating Reduced Car Ownership and Usage



# 1

## **ROAD CONNECTIONS, ALIGNMENT AND STREET HIERARCHY**

The first lens focuses on roadway infrastructure, addressing the design, capacity, and functionality of the road network within the Alloa Community. It recognizes the necessity for well-planned and well-maintained roads that accommodate various modes of transportation, including vehicles, bicycles, and pedestrians. Emphasizing the creation of a well-connected street grid, the plan aims to optimize traffic flow and enhance safety measures. It balances the needs of motorists, cyclists, and pedestrians by considering factors such as traffic volume, intersection design, and traffic calming measures. By improving roadway infrastructure, the plan aims to enhance connectivity, alleviate congestion, and ensure a safe and efficient transportation network.

This design strategy is characterized by a well-defined and interconnected hierarchy of streets, forming the fundamental structure of the community. These streets serve as essential conduits, facilitating the safe and convenient movement of all users. The Alloa Community's road network is anchored by the existing Regional Arterial Roads (Mayfield Road and Mississauga Road) and Town Arterial Roads (Creditview Road and Chinguacousy Road), forming the backbone of the community's transportation infrastructure.

The road network for the Alloa Community adopts a modified grid pattern that thoughtfully integrates the planned Highway 413 Transportation Corridor, which defines the northern and western boundaries. It also considers the site's topography, natural features, and existing communities to the south and east, ensuring harmonious integration with the surrounding environment. The internal road network is designed to facilitate future development of external lands, providing seamless access and connectivity. By minimizing block lengths, the road design prioritizes ease of navigation while incorporating terminating views, vistas, and focal points to enhance the public realm's overall appeal. Adhering to the Provincial Policy Statement, the development and land use patterns are crafted to enable efficient expansion of settlement areas, particularly those adjacent to existing settlements. This strategic approach ensures that the Alloa Community can grow sustainably while maintaining a high quality of life for its residents.



# 2

## **ACTIVE TRANSPORTATION AND TRANSIT PLAN**

The second lens focuses on Active Transportation and Transit, emphasizing walking and cycling as viable modes of transportation. This lens recognizes the importance of creating pedestrian-friendly environments with safe pathways, sidewalks, and cycling infrastructure, aiming to encourage active modes of transportation for commuting, recreational activities, and daily errands. The Alloo Community will feature enhanced pedestrian and cycling infrastructure throughout the community. Through the EPA, a multi-use trail is recommended, connecting parks and open spaces within the Alloo Community to the great Town-wide open space network. The proposed collector and local roads will also have sidewalks, creating a comprehensive active transportation network. By prioritizing active transportation, the plan seeks to improve public health, reduce congestion, and enhance the overall livability of the community. This approach aligns with Section 5.9.5.9 of the Town of Caledon Official Plan and Future Caledon, Section 11.4, which encourage a system of bicycle and pedestrian facilities that link major public spaces, activity centers, and the transportation network, enhancing the quality of life for residents, businesses, and visitors.

The plan also recognizes the role of public transportation in providing efficient and sustainable mobility solutions. By extending bus services along the Collector Roads within the Alloo Community, it aims to facilitate seamless integration of local bus services between the Mayfield West MTSA located to the east, and the Mount Pleasant GO and MTSA to the south. This ensures convenient access to important destinations within and beyond the community, enhancing overall connectivity for residents. By prioritizing transit-oriented development and improving transit accessibility, the plan seeks to reduce reliance on private vehicles for local trips and support more sustainable transportation options. Section 5.6.20.6 of the Region of Peel Official Plan requires development within the Designated Greenfield Area to be supported by a well-connected transportation structure and a planned approach for transit and active transportation. The Mobility Plan demonstrates conformity to this section by implementing a permeable transportation network that accommodates multi-modal transportation forms.



# 3

## **TRAILS, PARKS, PARKETTES AND OPEN SPACE PLAN**

The third lens of the Mobility Plan focuses on Trails, Parks, Parkettes, and Open Spaces, aiming to create walkable, accessible, and vibrant neighborhoods through a comprehensive and integrated trail and open space network within the Alloo Community. This network will build upon the existing EPA system that runs through the lands. As recommended in the 2024 Caledon Active Transportation Master Plan, a multi-use trail is proposed along the EPA. Strategically placing parks and open spaces adjacent to or near the EPA allows the trail and open space network to expand its reach, providing safe, inviting, and convenient access to various community focal points. These trails and pathways will not only provide pedestrian linkages but also contribute to the continuity of the active transportation networks of the Town of Caledon and Region of Peel, including Caledon's Trail Master Plan. Additionally, they will enhance the Town's open space and transit systems, granting residents access to recreational opportunities within each neighborhood.

A thriving and vibrant community is built upon a well-connected network of parks and recreational spaces that offer numerous opportunities for active engagement and peaceful interaction with nature. The proposed parks within the Alloo Community aim to cater to a diverse range of recreational needs for all residents. These parks are designed to include various amenities such as sports courts for active pursuits, designated areas for children's play, comfortable seating, and other spaces for passive enjoyment. Ensuring parks are centrally located will be a priority, so residents can reach them within a 5 to 10 minute walk (approximately 400-800 meters). The detailed programming of the parks, parkettes, and open spaces within the Alloo Community will be finalized in collaboration with Town staff, ensuring they meet the needs and preferences of the community. The three distinct lenses that were elaborated upon in greater detail in the preceding pages outline a comprehensive strategy for mobility and circulation within Caledon Station. The strategies described emphasize the importance of providing programs, services, and physical facilities to actively shape travel behavior. It is crucial that these strategies are implemented in coordination with the Town's broader-scale planned investments to enhance transit connectivity and foster active transportation networks.

By combining these elements, the Mobility Plan forms a cohesive and comprehensive framework that addresses the transportation needs of the community. It promotes sustainable development by encouraging active transportation options, preserving natural features, and enhancing overall connectivity within and beyond the Alloa Community.

We trust this information is sufficient for your purposes. If you have any questions or concerns, please do not hesitate to contact our office.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Kadziela". The signature is fluid and cursive, with a large initial "K" and a stylized "Kadziela" following.

Kathy Kadziela  
Associate - Urban Design & Architecture

- cc. John Richard - Urban Design, NAK Design Strategies
- Paul DiProfio - Landscape Architecture, NAK Design Strategies
- Scott Bland - Development, Argo
- Jason Afonso- Planning, GSAI

