

34. Alloa Secondary Plan

34.1 Introduction

34.1.1 Purpose

The Alloa Secondary Plan sets out a planning framework for development within the Alloa Planning Area. This Plan includes objectives and policies on growth management, community design, land use, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth to 2051.

34.1.2 Location

The Alloa Secondary Plan Area, as shown on Schedule “XX” Alloa Secondary Plan Land Use Schedule, comprises an area of approximately 725 hectares (1,800 acres), and is bounded by the Highway 413 Protection Corridor to the north and west, Chinguacousy Road to the east, and Mayfield Road to the south.

34.1.3 Vision

The Alloa Secondary Plan is envisioned as a complete, multi-modal mixed-use community and employment area with an emphasis on street-oriented built form in key locations. The Secondary Plan will accommodate a broad range and mix of housing and employment opportunities, including lands for education, recreation, parks and open space, cultural and community facilities, and affordable housing. The Secondary Plan will provide a pedestrian-friendly inter-connected transportation network that includes road, pedestrian, cycling and transit infrastructure connecting to the surrounding transportation system and surrounding communities. The proposed Secondary Plan will protect, restore, and enhance natural features and areas, including water resource systems, and provide for sound stormwater management and climate change mitigation.

34.1.4 Objectives

- a) Support climate change mitigation and adaptation by preparing for the impacts of climate change that pose a threat to buildings, infrastructure, natural systems, safety, and the well-being of residents and the local economy;
- b) Identify and conserve cultural heritage resources and incorporating them into the community design;
- c) Support and achieve a high standard of urban design to help create a healthy, complete community that is accessible, walkable, attractive, thriving, innovative and inclusive.
- d) Facilitate a sustainable, environmentally sound and diverse local economy.

- e) Create opportunities for a broad mix and range of housing types, densities, sizes and tenures that are suitable for different incomes, ages, lifestyles, and families, including the provision of affordable housing, and contribution towards the achievement of Regional housing targets;
- f) Provide adequate community service facilities, as necessary, to keep pace with development;
- g) Provide an inter-connected transportation network, that includes road, pedestrian, cycling and transit infrastructure, that connects to the surrounding arterial road system and surrounding communities, provides active transportation opportunities and promotes transit;
- h) Ensure services, including the necessary sanitary, stormwater and water services, are in place and operative prior to or concurrent with development;
- i) Design a stormwater management system that protects features and functions of the natural heritage system and water resource system;
- j) Ensure the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Plan Area are financially sustainable.
- k) Protect and enhance significant and sensitive natural heritage features within the Natural Environment System; and,
- l) Provide a well-connected, cohesive and publicly accessible system of parks, open spaces, trails and community facilities that provide a range of multi-seasonal recreational, leisure and social opportunities for people of all ages, abilities and interests.

34.2 Managing Growth and Change

34.2.1 Community Area and Employment Area Structure

- a) The Alloa Secondary Plan Area represents an Urban Area on Schedule B1 (*Town Structure*) which contains and is bounded by planned Urban Corridors. A Neighbourhood Centre is planned at the intersection of Chinguacousy Road and Tim Manley Avenue. Natural Features and Areas are also elements present within the Alloa Secondary Plan Area.
- b) The Alloa Secondary Plan includes New Community Area and New Employment Area on Schedule F2a (*Preliminary Community Structure Plan*). Structural Elements of the Preliminary Community Structure Plan for the Alloa Planning Area include:
 - i) Urban Corridors;
 - ii) Neighbourhood Centre;

- iii) Community Parks;
- iv) Natural Features and Areas;
- v) Supporting Features and Areas;
- vi) Permanent and Intermittent Streams;
- vii) Potential Linkages;
- viii) Potential Enhancement Areas; and
- ix) Planning Highway 413 and NWGTA Transmission Corridor Protection Area.

34.2.2 Growth Management

The growth management strategy is designed to ensure that development in the Plan Area occurs in an orderly, timely and cost-effective manner. To ensure conformity with the Town's growth management objectives:

- a) The Community Area within the Plan has been planned to achieve a minimum population of 30,000 and a minimum of 1,000 population related jobs (excluding work-from-home jobs). Based on a Community Area of 459 net hectares, the Secondary Plan will achieve a minimum Community Area density of 67.5 people and jobs per hectare.
- b) The Employment Area within the Plan has been planned to achieve a minimum of 2,470 employment-related jobs. Based on an Employment Area of 95 net hectares,

the Secondary Plan will achieve a minimum Employment Area density of 26 jobs per hectare.

- c) The total number of residential homes in the Plan Area shall achieve the planned minimum population of approximately 30,000 across the Plan Area.
- d) The Town will ensure compliance with the population and employment targets through the Tertiary Plan, Draft Plan of Subdivision and Site Plan Approval process.
- e) The planning and development of the Plan Area shall occur on a phased basis corresponding to the Phasing Areas as identified on Schedule "XX".
- f) The area identified as Phase 2 on Schedule "XX" may be divided into additional planning and development phases in consultation with the Town to ensure that matters such as the achievement of minimum density targets are being met throughout the Plan.

34.2.3 Housing

- a) The Community Area within the Plan will accommodate all housing forms and will be organized into the following density categories within the Neighbourhood Centre, Urban Corridor, and Neighbourhood Area Land Use Designations, in accordance with Section 34.6:

Density Categories	Permitted Housing Forms
Low Density Residential	Detached Semi-Detached Townhouses
Medium Density Residential	Townhouses <u>Multiplexes</u>
Medium-High Density Residential	Townhouses <u>(incl. Stacked Townhouses)</u> <u>Multiplexes</u> Low-Rise Apartments Mid-Rise Apartments <u>High-Rise Apartments</u>
Mixed Use	Low-Rise Apartments Mid-Rise Apartments High-Rise Apartments

The location and configuration of the above density categories will be identified in the Phase Area Tertiary Plans.

- b) Tertiary Plans should be designed to achieve the following general housing mix measured across the entire Phase Area:

- Detached and Semi-Detached: 30%
- Townhouses and Multiplexes: 35%
- Stacked Townhouses and Apartments: 35%

- c) Where a Tertiary Plan deviates from the housing mix prescribed in Section 34.2.3.b), the proposed housing mix may be measured across the entire Plan Area.

34.2.3.1 Affordable Housing

a) Development will be consistent with Chapter 9, Housing, and will contribute to the housing targets in Chapter 9 of the Official Plan.

a) The Town will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time. The development shall contribute to the following targets:

- i. That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
- ii. That 25% of all new housing units are rental tenure.
That 50% of all new housing units are in forms other than detached and semi-detached houses.

b) Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.

c) New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.

d) To support the provision of affordable housing units, the Town will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units. The Town may consider support and incentives for affordable housing in accordance with Section 29.3. Reduction or deferral of Development Charges shall be done in consultation with the Region. The Town will also encourage the Region to consider financial incentives for affordable housing.

e) The Town shall support the provision of affordable housing by exploring opportunities, including, but not limited to financial incentives or offsets such as alternate development standards (parking requirements, shared amenities, etc.), and concierge services for application review.

~~f) A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.~~

~~g)e)~~ Gentle density housing including additional residential units (ARU's) and multiplexes will be permitted in the Neighbourhood Area and Major Commercial / Mixed Use Area land use designations, in accordance with the Town's Zoning By-law. Applicants are encouraged, where feasible, to provide rough-ins for ARU's to provide it as an option for purchasers as part of pre-construction sales.

~~h)f)~~ To increase the Town's housing supply and provide for affordable housing options, multiplexes and non-market housing may be permitted within any designation that permits residential uses within the Phase 1 Area.

~~i) ARU's will be permitted in the Neighbourhood Area and Major Commercial / Mixed Use Area designations in accordance with the Town's Zoning By-law.~~

~~j)g)~~ Reduction of parking requirements for ARU's may be considered if the proposed unit is deemed to have excellent access to transit.

34.2.4 Non-residential Employment-generating Uses

34.2.4.1 Community Area

~~a) Within the Community Area of the Plan, employment-generating uses will be permitted in the following land use areas within the Neighbourhood Area and Major Commercial / Mixed Use Area Designations:~~

- ~~• Commercial; and~~
- ~~• Mixed Use~~

~~The location and configuration of the above land use areas will be identified in the Phase Area Tertiary Plans.~~

~~b)a)~~ Where a Public service facility is proposed, such use may be identified in the Phase Area Tertiary Plan with a separate, site-specific land use category.

~~c)b)~~ Permitted uses shall include those in accordance with Section 22 of the Official Plan.

~~d)c)~~ The Community Area of the Plan should aim to achieve approximately 48,800 square metres (525,000 sq. ft) of local-servicing retail space.

34.2.4.2 Employment Area

- a) Within the Employment Area of the Plan, permitted uses shall include those in accordance with Section 23 of the Official Plan.
- b) The Employment Area of the Plan should aim to achieve the amount of floor space necessary to accommodate 2,470 employment-related jobs.

34.3 General Policies

34.3.1 Climate Change

34.3.1.1 Energy & Climate Change Mitigation

- a) Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of natural gas will be discouraged in the Plan Area and efforts made to minimize its use.
- b) As part of all development within the Plan Area, pathways to achieve net zero carbon emissions and net zero annual energy usage will be studied and implemented where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.
- c) Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps and hybrid heating systems.
- d) Within the Plan Area, a majority of the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and to be solar-ready considering space and structural requirements.
- e) Through site planning and building design, the Town will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported.
- f) New development in the Plan Area will consider plans and building designs that maximize solar gain and building construction in a manner that facilitates future solar installations (i.e., solar ready) per the Town of Caledon Green Development Standard.
- g) New development will promote energy efficient and low carbon building design for residential and non-residential buildings, by meeting or exceeding the Total Energy

Use Intensity, Thermal Energy Demand Intensity, and GHG emissions targets set out by the Town of Caledon Green Development Standards.

- h) The Town and applicant will work with Hydro One, the Independent Electricity System Operator (IESO) and non-regulated utilities to promote energy systems that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation.

34.3.1.2 Water Efficiency

- a) New development in the Plan Area will consider the use of water fixtures that achieve 25% reduction in potable water consumption or greater over baseline fixtures.
- b) New development in the Plan Area will consider the installation of rainwater harvesting and recirculation/reuse systems on all new residential buildings for outdoor irrigation and outdoor water use.

34.3.1.3 Climate Adaptation

- a) New development in the Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.
- b) The Climate Adaptation Plan identifies the strategies in support of Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, which are to be considered at each development stage.
- c) New development in the Plan Area will consider measures to improve climate resilience in the review of a development application in accordance with available Town standards, including the following:
 - i. Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;
 - ii. Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;

- iii. Adapting storm drainage systems where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
- iv. Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;
- v. Reducing reliance on increasingly constrained potable water resources;
- vi. Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and
- vii. Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors.

34.3.1.4 Green Development Standards

- a) All new development will implement metrics outlined in the Town's Green Development Standards to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use the development approvals process and other implementation tools, such as Site Plan Control, to ensure that all new development include sustainable design features which, among other objectives, achieve a higher than Ontario Building Code energy performance.

34.3.2 Cultural Heritage

- ~~a) This section establishes specific policies with respect to cultural heritage conservation in the Plan Area organized around its three key components:~~

- ~~i. Archaeology;~~
- ~~ii. Built heritage resources; and~~
- ~~iii. Cultural heritage landscapes.~~

- ~~b)~~a) Conservation of cultural heritage resources in the Plan Area will be undertaken in accordance with Section 6 of the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail.

34.3.2.1 Archaeology

- a) Stage 2 Archaeological Assessment is required for all lands proposed for development in the Plan Area prior as part of a complete development application, to the satisfaction of the Town.
- b) Stage 3 and 4 Archaeological Assessments, where required, will be completed as a Condition of Draft Plan Approval, to the satisfaction of the Town.

34.3.2.2 Built Heritage Resources and Cultural Heritage Landscapes

- a) As shown on Schedule XX, there are thirteen (13) identified Built Heritage Resources and/or Cultural Heritage Landscapes within the Secondary Plan area that at the time of approval of this Secondary Plan are municipally known as:
- i. 12016 Chinguacousy Road
 - ii. 12306 Chinguacousy Road;
 - iii. 12472 Chinguacousy Road;
 - iv. 1500 Mayfield Road;
 - v. 12017 Creditview Road;
 - vi. 12101 Creditview Road;
 - vii. 12240 Creditview Road;
 - viii. 12455 Creditview Road;
 - ix. 12458 Creditview road
 - x. 12700 Creditview Road;
 - xi. 12300 Mississauga Road;
 - xii. 12441 Mississauga Road; and
 - xiii. 12466 Mississauga Road.
- b) The following are Built Heritage Resources and/or Cultural Heritage Landscapes located adjacent to the Secondary Plan area that at the time of approval of this Secondary Plan are municipally known as:
- i. 12710 Chinguacousy Road;
 - ii. 12846 Chinguacousy Road;
 - iii. 12872 Creditview Road;
 - iv. 12911 Creditview Road;
 - v. 12679 Mississauga Road; and
 - vi. 12317 Heritage Road.
- c) A Heritage Impact Assessment (HIA), prepared by a qualified professional and in accordance with Official Plan policies and the Town of Caledon's terms of reference for such studies:
- i. will be required as part of any development application for lands that include identified Built Heritage Resources and/or Cultural Heritage Landscapes within the Secondary Plan area
 - ii. May be required as part of any development application for lands adjacent to an identified Built Heritage Resources and/or Cultural Heritage Landscape within or adjacent to the Secondary Plan area
- d) Implementation of the recommendations, including any mitigative measures, of a Heritage Impact Assessment will occur through the approval of development applications including draft plans of subdivision and/or site plans.

34.3.2.3 Integration of Cultural Heritage Resources

- a) In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance with Official Plan policies.
- b) Cultural heritage resources will be provided with an appropriate lot size to ensure that their heritage attributes can be conserved and there is sufficient space for their adaptive re-use, including space for future additions and landscaping.
- c) The contextual landscape of cultural heritage resources should be conserved, including orientation of buildings and structures, viewsheds, mature vegetation, and landscape features.
- d) A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance of a cultural heritage resource will be required as part of a development application where a cultural heritage resource is to be retained and integrated.
- e) Additional heritage conservation measures may be required to achieve placemaking and contribute to the community's identity including, but not limited to:
 - i. Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
 - ii. The installation of interpretive plaques, public art and other forms of commemoration;
 - iii. The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,
 - iv. Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

34.3.3 Urban Design

- a) The Plan Area will be designed in accordance with Section 7 of the Official Plan to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security. High design standards will apply equally at the level of individual sites as well as at the level of new subdivisions, and to the community in its entirety.

- b) The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:
- i. The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and applicable Secondary Plan Community Design Guidelines.
 - ii. The extent to which development is compatible in built form and architectural form and forms a cohesive and unified cluster of buildings which are compatible with each other.
 - iii. The street facades of publicly accessible buildings will be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.
 - iv. Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, ~~uninteresting-monotonous~~ façades.
 - v. Built form along arterial and collector roads within the Plan Area will be thoughtfully designed to offer a range of configurations, allowing a seamless integration with low-rise or taller buildings within the same block. The creation of a dynamic streetscape is encouraged as it adds visual interest, avoiding the monotony often associated with uniform massing.
- c) Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads are not permitted.
- d) Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Preference will be given to developments which use dual frontage, rear-lane housing, flankage lots, ~~-service~~ roads, berms and landscaping adjacent to these roads. Window streets are generally not recommended.
- e) Buildings located in visually prominent locations in the community such as at neighbourhood gateways, corner lots, park and open space adjacent lots,

community edge lots, window lots, elbow lots and view terminus lots will be considered as priority lots and will be subject to more detailed design to emphasize the quality and character of the community. The Community Design Guidelines shall identify the design treatment for such priority lots and will indicate the implementation process associated with these Guidelines.

34.3.4 Economic Opportunities

Employment-generating uses within the Plan area shall be developed to support strategic and innovative opportunities to maximize long-term job growth and economic prosperity in accordance with Section 8 of the Official Plan.

34.3.5 Public Service Facilities

a) Public services facilities including but not limited to schools, places of worship, day cares, libraries, community centres and other facilities are permitted within the following land use designations, as shown on Schedule XX to this Plan:

i. Neighbourhood Centre;

ii. Urban Corridor;

iii. Major Commercial / Mixed-Use Area; and

iv. Neighbourhood Area.

b) Public service facilities are identified symbolically on Schedule XX to this Plan. Generally, the location and number of public service facilities shown on Schedule XX may change without amendment to the Plan provided it is demonstrated through subsequent Tertiary Plans and/or Draft Plan of Subdivisions that the facilities ultimately proposed within the Plan Area are adequate and appropriate to serve the Plan Area, to the satisfaction of the governing authority, as applicable.

c) Public service facilities located within the Neighbourhood Centre designation shall be developed generally in accordance with the Neighbourhood Centre development policies under Section 22.4.4 of the Official Plan and the policies of this Secondary Plan.

d) Public service facilities located within the Urban Corridor designation shall be developed generally in accordance with the Urban Corridor development policies under Section 22.5.3 of the Official Plan and the policies of this Secondary Plan.

e) Public service facilities located within the Major Commercial / Mixed-Use Area designation shall be developed generally in accordance with the Major Commercial / Mixed-Use Area development policies under Section 22.8.3 of the Official Plan and the policies of this Secondary Plan.

~~e)f)~~ Public service facilities located within the Neighbourhood Area designation shall be developed generally in accordance with the Neighbourhood Area development policies under Section 22.7.3 of the Official Plan and the policies of this Secondary Plan.

~~d)g)~~ Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan [including Table 7.18](#) will prevail.

34.3.5.1 Schools

a) Seven ~~(7)~~ publicly-funded school sites are identified on Schedule **XX** to this Plan, as follows:

- One ~~(1)~~ existing Public Elementary School (Alloa Public School) located on the east side of Mississauga Road;
- Three ~~(3)~~ proposed Public Elementary Schools;
- Two ~~(2)~~ proposed Catholic Elementary School; and
- One ~~(1)~~ proposed Public Secondary School.

b) New school sites shall have approximate site areas, as follows:

- Public Elementary Schools: 3.2 ha (8 acres)
- Catholic Elementary Schools: 2.4 ha (6 acres)
- Public Secondary Schools: 6.5 ha (16 acres)

c) New elementary school sites shall have frontage on a Collector Road with a minimum right-of-way width of 22 metres or a minimum paved roadway of 10 metres.

d) New secondary school sites shall have a minimum of 2 frontages on Collector and/or Arterial Roads with a minimum right-of-way width of 22 metres or a minimum paved roadway of 10 metres.

e) The configuration of the school sites shall be determined at the Tertiary Plan or Draft Plan of Subdivision stage to the satisfaction of the relevant [School Board](#).

f) New school sites in the Plan Area are encouraged to develop in conjunction with adjacent neighbourhood parks to facilitate joint use and shared parking.

g) New school sites in the Plan Area shall be dual zoned to permit schools and residential land uses. Development applications for lands containing school sites shall include an alternative development concept plan demonstrating how the

school block may be developed for appropriate residential uses should the school site not be required by the relevant [School Board](#).

- h) New school sites or part thereof not required by the relevant School Board may be developed for residential uses which are compatible with existing and/or planned surrounding development in accordance with the applicable land use designation policies.

34.3.6 Transportation and Mobility

- a) Mobility infrastructure in the Plan Area will be developed to connect to the existing surrounding mobility network within the Town and beyond. This includes ensuring that the development of the Plan Area and the associated mobility network are comprehensive and provide for:
 - i. the extension of and connections to the transit system;
 - ii. cycling infrastructure;
 - iii. sidewalks and pedestrian path and trails; and
 - iv. vehicle connections.

34.3.6.1 Roads

- a) Roads in the Plan Area are generally intended to develop and function in accordance with the guidelines and classifications outlined in the Official Plan. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.
- b) Prior to the registration of the first Plan of Subdivision in the Plan Area, the road improvements and new road construction as recommended by the Alloa Transportation Study (Month, 2025) will be completed, as necessary or as otherwise agreed to by the Town.
- c) Minor adjustment to the location of the conceptual road network, as shown on Schedule XX, will be permitted without requiring an amendment to this Plan

provided that the Objectives of the Plan Area are maintained and provided municipal design standards are met.

- d) Prior to draft approval of lands which contain the northerly east-west collector road between Creditview Road and Chinguacousy Road, the Town shall be satisfied in the proposed alignment and connection to Chinguacousy Road.
- e) Traffic calming measures beyond those considered within the Alloo Transportation Study or a site-specific Transportation Impact Study, may be considered during the detailed design or Site Plan Approval stage.
- f) Prior to the registration of a Plan of Subdivision, it shall be demonstrated that the plan will have a minimum of two road connections to the arterial road network either directly, or indirectly through an adjacent Plan of Subdivision. Where two road connections to the arterial road network are not possible, alternate arrangements shall be made to the satisfaction of the Town.
- g) Public cul-de-sac roads are not permitted except in situations where the location of the NES and/or locations of public service facilities or infrastructure result in a cul-de-sac road as the best option.

3.3.6.2 Road Rights-of-Way

- a) The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Town or Region of Peel, as applicable, to provide the road right-of-way width, as confirmed through the Transportation Study prepared in support of the Alloo Secondary Plan.
- b) Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (e.g. street trees, street lighting, seating, signage), bike lanes, low impact development, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles. Such additional rights-of-way requirements may be determined during the development application stage and will become part of the required rights-of-way.
- c) The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to implement the Plan are not available to the relevant

development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.

34.3.6.3 Public Transit

- a) In order for public transit to be adopted as a reasonable and desirable travel option in the Plan Area, it is vital that transit service be available to as many of the residents in the Plan Area as early as possible. The Town will work with the applicable inter-regional, intra-regional and local public transit service providers to develop a system of public transit services that facilitates a phased implementation supporting the early delivery of transit.
- b) Arterial and collector roads may accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.
- c) Development plans will be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants will demonstrate how a proposed development addresses:
 - i. The provision of direct pedestrian and/or cycling access to transit routes and transit stops based on the proposed local road pattern and pedestrian and/or cycling infrastructure.
 - ii. The provision of transit stops predominantly within 400 metres of residents and employees.

34.3.6.4 Transportation Demand Management

- a) Businesses and organizations in the Plan Area are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Caledon.
- b) As an incentive to encourage TDM in the Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards will also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.
- c) The Town may establish specific requirements in its Zoning By-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single- occupant vehicle.
- d) A TDM plan referenced in Section 34.3.6.4(a) and prepared in connection with any Draft Plan of Subdivision will plan to achieve an active transportation modal split to

enhance the capacity of the transportation system and optimize road network efficiency within the Plan Area.

34.3.6.5 Pedestrian and Cycling Network

- a) The intent of the pedestrian and cycling network in the Plan Area is to provide a safe, attractive and convenient alternative for short trips in the Plan Area that would otherwise be made using a car.
- b) Key objectives of the pedestrian and cycling network in the Plan Area are:
 - i. To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly and active neighbourhoods;
 - ii. To provide safe, attractive and convenient connections between and within key destinations in the Plan Area such as municipal parks, schools, shops, recreation facilities and employment areas;
 - iii. To provide continuous pedestrian and cycling connections with the existing and future networks in the Town of Caledon, City of Brampton and Region of Peel.

34.3.6.6 Recreational Trail Network

- a) Recreational trails are shown conceptually on Schedule XX and form part of the pedestrian and cycling network.
- b) Recreational trails may be provided within the natural heritage system and open space elements including parks, and school sites, where appropriate, as determined by the Alloa Local Subwatershed Study or any Addendums thereto, as referenced in Section 34.3.6.1(b) and 34.9.4.
- c) Where the recreational trail network relies on the public road right-of-way to create connections between trails, the sidewalk width will be increased along the connecting route, unless otherwise directed by the Town.
- d) The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town of Caledon objectives, in support of healthy community and active transportation objectives and provincial accessibility standards.

34.3.6.7 Sidewalks

- a) Generally, the provision of sidewalks and all active transportation facilities in the Plan Area will be as follows:

- i. Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail will be provided on both sides of the road;
- ii. Local Streets: Sidewalks will be provided on one side of the street, unless otherwise directed by the Town; and,
- iii. Laneways: No sidewalks will be required.

34.3.6.8 Parking

- a) Where loading and parking areas are proposed within proximity to a street frontage or interface, an enhanced landscaping design may be used to mitigate the visual impact of parking on the streetscape.
- b) Alternatives to the parking standards contained in the Town's comprehensive zoning by-law may be considered to promote the prioritization of active transportation in the Plan Area.
- c) Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.

34.3.6.9 Electric Vehicle Infrastructure

- a) Electric vehicle-ready parking spaces will be provided based on the requirements set out by the Town of Caledon Green Development Standards
- b) The Town may consider allocating parts of streets, such as curbside space, during various times and in various locations according to the context, for uses such as Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging stations.

34.3.6.10 Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest-Corridor Protection Area

- a) A portion of the Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest extends into the Plan Area, as shown on Schedule XX. No development is to be permitted within the Focused Analysis Area and Narrowed Area of Interest, as depicted on Schedule XX, until permitted by the Province.
- b) Schedule XX illustrates the Preliminary Highway and Transitway Right-of-Way design. Should the final design of the Preliminary Highway and Transitway Right-of-Way or the Transmission Corridor result in different land requirements and/or alignments, the boundaries of the adjacent land use designations will be adjusted accordingly without the need for an amendment to the Secondary Plan.
- ~~a) In the event the Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest are released by the Province and~~

the Provincial Transportation Corridor and Transitway Right-of-Way and the Transmission Corridor are not required, the underlying land use designations of the Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest shall come into effect. For lands within the Planned Highway 413 Transportation Corridor, the Secondary Plan shall be updated to determine appropriate land uses for the area of the corridor.

- ~~b) A portion of the Highway 413 Focus Analysis Area (FAA) extends into the Plan Area, as shown on Schedule XX. A holding provision shall be applied to any Zoning By-law Amendment to lands located within the FAA. The Holding provision shall only be lifted upon receiving confirmation from the MTO that the FAA no longer applies to the lands or that the zoning of such lands may proceed.~~
- ~~c) —~~
- ~~d) Further, prior to the servicing of lands within the FAA, the FAA shall be lifted from the identified lands or confirmation shall be received from the Ontario Ministry of Transportation that the servicing and/or development of the identified lands may proceed.~~

34.3.7 Infrastructure

- ~~a) This section establishes specific policies with respect to municipal services, public utilities and telecommunications in the Plan Area organized into the following subsections:~~
 - ~~i. —Municipal water and wastewater services;~~
 - ~~ii. —Stormwater management facilities; and~~
 - ~~iii. —Public utilities and telecommunications.~~

34.3.7.1 Municipal Water and Wastewater Services

- a) All new development in the Plan Area will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the Community-Wide Functional Servicing Report (as described in Section 34.9.4), and the Development Staging and Sequencing Plan (as described in Section 34.9.3.1), as applicable in each Phasing Area, to the satisfaction of the Region of Peel.
- b) The detailed design and installation of water and/or wastewater infrastructure in the Plan Area will be undertaken in an ecologically responsible manner.
- c) When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will be made available, where feasible.

34.3.7.2 Stormwater Management and Low Impact Development

- a) Stormwater management facilities servicing the Plan Area will be developed in accordance with the Community-Wide Functional Servicing Report (FSR) established for each Phasing Area, and the Community Design Guidelines, in consultation with the applicable Conservation Authority~~y~~(ies), the Town and other government agencies, as applicable.
- b) The location of stormwater management facilities is shown conceptually on Schedule XX. The final location and configuration of these facilities will be determined through the Tertiary Plan established for each Phasing Area and/or Draft Plan of Subdivision process, supported by the Alloa Local Subwatershed Study, the applicable Community-Wide FSR and any necessary addendums, thereto.
- c) Adjustments to the number, location and configuration of the stormwater management facilities will be permitted without requiring an amendment to this Plan.
- d) At the detailed design stage, the submission of the following plans and reports will be required to determine the impact of stormwater management on the proposed development. All reports shall be prepared in accordance with the Alloa Local Subwatershed Study, and the applicable Community-Wide FSR:
 - i. Stormwater management report and plan
 - ii. Erosion and sediment control plan
 - iii. Servicing plans
 - iv. Grading plans
 - v. Geotechnical reports
 - vi. Hydrogeologic reports; and
 - vii. Other technical reports as deemed necessary.
- e) The Stormwater Management Report and Plan identified in Section 34.3.7.2(a) shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control (where required) and the protection of ecological integrity. Consolidated linear infrastructure (CLI) ECA requirements and low impact developments ('LIDs') will be located within publicly accessible lands to ensure access for maintenance purposes, although it is recognized that lot-level stormwater management practices are endorsed in the MECP and may be credited by the Town. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures such as:
 - i. Permeable hardscaping

- ii. Bioretention areas
 - iii. Exfiltration systems
 - iv. Bioswales and infiltration trenches
 - v. Third pipe systems
 - vi. Vegetation filter strips
 - vii. Green roofs (multi-unit buildings)
 - viii. Rainwater harvesting
- f) The stormwater management system should consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and extreme precipitation events, in accordance with Town standards and based on standard industry practices and provincial guidance.
- g) The stormwater management system should consider opportunities to support the preservation, restoration and utilization of natural infrastructure for its many benefits, including reducing the urban heat island effect.
- h) In considering options for stormwater management, the following policies will apply:
- i. Location of stormwater management facilities to promote gravity drainage and suitable cover over services, with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives.
 - ii. Stormwater will be considered as a resource and not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using rainwater harvesting or other methods;
 - iii. Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the NES;
 - iv. Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, development lands and the NES, in accordance with the Alloa LSS, where feasible;
 - v. Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking and public open space;
 - vi. Minimize the number of stormwater management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town; and,
 - vii. Minimize the impact of maintenance costs to the Town.
- i) Conventional stormwater management facilities will be designed in compliance with the Town's Stormwater Management Design Guidelines, Town's Consolidated

Linear Infrastructure Compliance Approval and applicable provincial and applicable Conservation Authority guidelines, including the Province of Ontario Stormwater Planning and Design Manual (2003). In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA Low Impact Development Stormwater Management Planning and Design Guide.

- j) Stormwater management facilities will be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.
- k) Policies in this section that apply to permanent stormwater management facilities, will also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the Town and applicable Conservation Authority, as necessary.

34.3.7.3 Public Utilities, Public Facilities and Telecommunications

- a) Public utilities, such as hydro, gas, and telecommunications infrastructure and public facilities such as fire stations or EMS are permitted in any land use designation in the Plan Area provided they are integrated with surrounding land uses and all necessary approvals from the relevant authorities are obtained.
- b) Public utility, public facility and telecommunications infrastructure that are proposed in the NES designation are subject to policies of the Official Plan.
- c) Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it will be located underground and will be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.
- d) Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility, public facility and telecommunication providers will confirm if such services can be provided to support the proposed development and will determine appropriate locations for large utility equipment or utility cluster sites.

34.3.7.4 Intelligent Community

~~The Town recognizes that broadband fibre-optic cable service is essential to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high-speed, community-based internet service that is available to all residents and businesses.~~

- a) Development in the Plan Area is encouraged to include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, institutional and/or residential) for residents and businesses in the Plan Area to access high-speed internet services.

34.3.8 Noise, Vibration and Light Impacts

- a) New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town of Caledon.
- b) Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.
- c) Environmental noise and vibration impact assessments will be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.
- d) Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report will review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- e) Where possible, built form proposed for areas adjacent to the Highway 413 Protection Corridor, arterials roads, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation, for future landowners.
- f) The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- g) The use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Plan Area. A range of

alternatives such as rear-lane dwellings, single loaded roadways or window streets will be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street and community neighbourhoods.

- h) Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads provided that such fences are designed to be integrated with the surrounding development.

34.3.8.1 Road Noise Policies

- a) Development applications in the Plan Area which are likely to be adversely affected by excessive roadway noise levels will be required to complete an environmental noise and vibration impact analysis.

34.3.8.2 Stationary Noise Policies

- a) From a noise perspective, apartment and mixed-use buildings, and non-residential developments are not expected to pose any significant constraints to the existing or future surrounding development of these areas if appropriate attenuation measures are installed around roof top mechanical units, garbage compactors and loading/unloading operations.
- b) To the greatest extent practical, the design of apartment and mixed-use buildings, and non-residential developments in the Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels compliant with adjacent residential or other sensitive land use areas as provided for in current policies and guidelines of the Ministry of the Environment, Conservation and Parks (MECP).

34.3.8.3 Light Policies

- a) Lighting in the Plan Area shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Plan Area.
- b) Warning clauses shall be included in any offers of purchase and sale with respect to possible impacts of light on residential areas from the Highway 413 Corridor and surrounding arterials roads.

34.4 Natural Environment System

- a) The Natural Environment System (NES) as shown on Schedule XX, contains the natural heritage system, consisting of natural heritage features and hazards. This includes wetlands, woodlands, watercourses, stream corridors and associated environmental buffers.
- b) ~~This section establishes specific policies for the NES~~ will be consistent with Chapter 13, Natural Environment System, and that will ensure a functional and connected natural heritage system that protects and enhances key natural heritage features and areas within the Plan Area.
- c) The natural heritage system components in the NES that are not owned by the Town or applicable Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to the Town.
- d) The lands within the NES will be zoned to prevent development and ensure the lands remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Alloa LSS.
- e) Adjustments to the boundaries of the NES in the Plan Area may be considered subject to site-specific study and approval by the Town, Region of Peel, applicable Conservation Authority or the Province, as applicable. Such adjustments to the boundaries of the NES in the Plan Area will be permitted without requiring an amendment to this Plan.
- f) Permitted uses and activities in the NES will be limited to fish and wildlife conservation and management; essential infrastructure including roads and municipal services crossings, natural heritage feature or area restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays, signage and site alteration to accommodate the above uses.
- g) Essential stormwater infrastructure and LIDs may be permitted in the NES in accordance with the Alloa Local Subwatershed Study (LSS), to the satisfaction of the Town of Caledon and applicable Conservation Authority.
- h) Pedestrian and cyclist linkages between the NES and Public Service Facilities such as schools and parks will be provided where it has been demonstrated that there are no adverse impacts to the functions of the natural heritage system. These

linkages will be evaluated through appropriate Environmental Implementation / Impact studies, as appropriate, and submitted and approved through the Tertiary Plan or Draft Plan of Subdivision process, or other applicable development approval process.

- i) The pedestrian and cyclist linkages will generally be identified in the Community Design Guidelines and minor adjustments to routes and linkages may be applied without amendment to this Plan.
- j) Illumination of parking, parks or other adjacent facilities will be directed away from the NES.

34.4.1 Buffers

- a) A minimum 10 metre buffer width will be provided from the limit of all natural heritage features and hazards.
- b) The final buffer width and permitted uses within feature and hazard buffers, such as recreational trails, LIDs, or essential infrastructure, should be determined based on the recommendations of the Alloa LSS, or evaluated through an Addendum to the Alloa LSS or subsequent Environmental Implementation Reports for lands which were non-participating at the time the Alloa LSS was completed and/or approved, through the development approval process, if applicable.
- c) Extensive grading within the environmental buffers will not be permitted. In areas where technical solutions have been approved by the Town and applicable Conservation Authority, minor grading may be supported. Mitigation of adverse impacts resulting from grading in the environmental buffer will be required to ensure no net loss to the function of the natural heritage system.

34.5 Parks and Open Space

- a) Parks are identified symbolically on Schedule XX to this Plan. Generally, the location and number of parks shown on Schedule XX may change without amendment to the Plan provided it is demonstrated through subsequent Tertiary Plans and/or Draft Plan of Subdivisions that the parks ultimately proposed within the Plan Area are adequate and appropriate to serve the Plan Area, to the satisfaction of the Town.
- b) Nine ~~(9)~~ public parks are identified on Schedule XX to this Plan, as follows:
 - Seven ~~(7)~~ Neighbourhood Parks; and
 - Two ~~(2)~~ Community Parks
- c) Development of public parks in the Plan Area will be in accordance with the Official Plan and the following specific policies. Where there is a conflict between the

policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail.

~~d) The location of the Community and Neighbourhood Parks in the Plan Area reflect the role of parks in supporting and complementing the objectives of the Plan Area and the opportunity to explore joint use initiatives with adjacent land uses.~~

e)d) Further to Section 34.5(a), where changes to the location and number of parks are contemplated to reflect the differences in scale and level of detail available through the Tertiary Plan and/or Draft Plan of Subdivision stage such adjustments will be permitted without requiring an amendment to this Plan, provided:

iv.i. The Objectives of the Plan Area (complete, walkable community) is maintained;

v.ii. The opportunity to explore joint use initiatives with adjacent land uses is maintained; and

vi.iii. The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Area based on legislated requirements.

f)e) Municipal park sites in the Plan Area will be designed to connect to, enhance and work in conjunction with the Natural Environment System in the Plan Area as a compatible adjacent land use.

g)f) In further refining the provision of parkland through the Tertiary Plan and/or Draft Plan of Subdivision process, park sites will protect and incorporate, to the greatest extent possible, localized portions of existing tableland vegetation (e.g. high-quality hedgerows and tree stands) that are not part of the Natural Environment System. The applicant of a development application will confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist as part of a development proposal.

h)g) The illumination of municipal parks, including parking areas and lighted playing fields, will be directed away from the Natural Environment System and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible, while providing sufficient safety lighting in the parks and trail systems throughout the Plan Area to encourage active transportation throughout the entire community.

i)h) Further to the environmental objectives of this Plan, applicants are encouraged to use green infrastructure strategies, such as Low Impact Development measures, wherever feasible. To facilitate this, the Town may consider green infrastructure to

be located within required setbacks, buffers and/or parkland provided that the Town is satisfied that the proposed green infrastructure will be deployed in a manner that protects public safety and ensures no negative impact on the intended function of the required setback, buffer and/or parkland.

iii) Where infrastructure essential to stormwater management and/or green infrastructure is approved to be located within a required setback, buffer and/or parkland, the presence of such infrastructure will not constitute an encumbrance for the purposes of determining zoning compliance and/or parkland dedication pursuant to Sections 42 and 51.1 of the Planning Act, as applicable, provided that the intended function of the relevant required setback, buffer or parkland is not negatively impacted.

34.5.1 Community Parks

- a) The Community Parks in the Plan Area are intended to provide a central location for medium- to large-scale sports facilities, playground facilities, and shaded seating areas for residents within the broader Plan Area.
- b) The Community Park will be subject to the following policies:
 - i. The Community Park will generally have a minimum area of 6.0 hectares.
 - ii. A minimum of 50% of the perimeter of the Community Park will abut public roads or open space use.
 - iii. The Community Park will be located adjacent to a planned transit route.

34.5.2 Neighbourhood Parks

- a) Neighbourhood Parks are intended to provide active and passive recreational opportunities for residents generally within a 400 metre radius. Neighbourhood Parks will contain a mix of passive areas, small to medium scale sports facilities, playground facilities, and shaded seating areas.
- b) Neighbourhood Parks will be subject to the following policies:
 - i. Neighbourhood Parks will generally have a minimum area of 2.0 hectares.
 - ii. A minimum of 50% of the perimeter of a Neighbourhood Park will abut public roads, school, or open space use.
 - iii. Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme;

34.5.3 Privately Owned Publicly Accessible Spaces

- a) The provision of privately-owned, publicly accessible spaces (POPS) will be highly encouraged within the Major Commercial / Mixed-Use Area designation. These will:

- i. Be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;
- ii. Contribute positively to the public open space system;
- iii. Be located and designed to promote pedestrian and bicycle movement and amenity;
- iv. Be encouraged at ground level and complement local service retail uses; and
- v. May be considered as satisfying parkland dedication requirements for a development approval on a case-by-case basis.

34.6 Community Area Land Use Designations and Policies

~~a) The Community Area has been planned on the basis of following land use designations, as shown on Schedule XX to this Plan:~~

- ~~i. Neighbourhood Centre;~~
- ~~ii. Urban Corridor Area;~~
- ~~iii. Neighbourhood Area; and~~
- ~~iv. Major Commercial / Mixed Use Area.~~

~~b)~~ a) Community Area development will be undertaken in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan including **Section 34.2.2** will prevail.

~~c) With respect to residential development in the Community Area, the calculation of net density, where applicable, will be based on the land area proposed to be developed for residential units, exclusive of public rights-of-way, railway rights-of-way, school blocks, park blocks, open space uses, natural environment system areas and stormwater management ponds.~~

34.6.1 Neighbourhood Centre

- a) Lands designated Neighbourhood Centre on Schedule **XX** will be developed generally in accordance with Section 22.4 of the Official Plan, with further design and urban form considerations outlined in the Town of Caledon's Urban Design Guidelines. ~~Town-Wide Design Guidelines (TWDG).~~
- b) There are two ~~(2)~~ Neighbourhood Centres within the Plan Area shown on Schedule **XX**, as follows:
 - i. The Alloa North Neighbourhood Centre, located on the south side of the Highway 413 corridor, west of Chinguacousy Road; and

- ii. The Mississauga Road Neighbourhood Centre, located on the west side of Mississauga Road at the westerly terminus of the Tim Manley Avenue Urban Corridor.
- c) The Alloa North Neighbourhood Centre contains locational characteristics suitable for high-density, mixed-use development due to its proximity to substantial higher-order transportation infrastructure including Chinguacousy Road and the future Highway 413 interchange. It is intended that the Alloa North Neighbourhood Centre accommodate predominantly mid-rise and high-rise housing forms, including mixed-use development with opportunities for commercial, office, and service uses to serve the northerly portion of the Plan Area.
- d) Provided the Alloa North Neighbourhood Centre is predominantly developed for mid-rise and high-rise housing forms, including mixed-use development, options for low-rise, ground-related residential housing as permitted in the Neighbourhood Area may also be permitted.
- e) Notwithstanding the height restrictions contained in Section 22.4 of the Official Plan, and in addition to the range of uses permitted in the Neighbourhood Centre designation, the Alloa North Neighbourhood Centre ~~shall~~ may permit apartment and mixed-use building heights up to 25 storeys greater than 12 storeys provided that matters of compatibility with adjacent land uses are addressed. Consideration for greater building height ~~may be given without amendment the Plan provided that matters of compatibility with adjacent land uses are addressed through the Rezoning and/or Site Plan Approval Stage~~ will require amendment to the Secondary Plan.
- f) Notwithstanding Sections 34.6.1 c) and d), low-rise, dual-frontage or rear-lane housing may be permitted along the east-west collector road to provide appropriate transition to mid-rise and high-rise built form within the Neighbourhood Centre. Where the current alignment of the northerly east-west collector road adjacent to the Neighbourhood Centre designation as shown on Schedule XX is shifted or realigned to the north, the portion of the Neighbourhood Centre designation adjacent to the current collector road alignment shall revert to a Neighbourhood Area designation.
- ~~f)g)~~ The Alloa North Neighbourhood Centre is also subject to the Special Policy Area 1 provisions in Section 34.8.1.
- ~~g)h)~~ The Mississauga Road Neighbourhood Centre is intended to provide a vibrant focal point for the west end of the Plan Area and will generally meet the objectives, density and height provisions, and development policies of Section 22.4 of the Official Plan.

34.6.2 Urban Corridors

- a) Lands designated Urban Corridor Area on Schedule **XX** will be developed generally in accordance with Section 22.5 of the Official Plan, with further design and urban form considerations outlined in the Town of Caledon's [Urban—Design GuidelinesTWDG](#).

In general, all developments within Urban Corridors shall align with the Town of Caledon's Comprehensive Town-wide Design Guidelines as well as the Alloa Community Design Guidelines, and should be planned to:

- i. Encourage and enable development and investment that strengthens the economic and social vitality of the Corridor and surrounding communities.
 - ii. Foster development that respects and enhances the character of existing neighbourhoods while creating vibrant, dynamic, and livable urban spaces through excellent urban design.
 - iii. Create compact, mixed-use urban areas that prioritize transit use and active transportation options.
 - iv. Advocate for and support the creation of an innovative, sustainable built environment that optimizes resource use and promotes a high quality of life.
- b) There are three ~~(3)~~ Urban Corridors within the Plan Area shown on Schedule **XX**, as follows:
- i. The Mayfield Road Urban Corridor, between Chinguacousy Road and the Alloa Reservoir and Pumping Station road access;
 - ii. The Tim Manley Avenue Urban Corridor, between Chinguacousy Road and Mississauga Road; and
 - iii. The Chinguacousy Road Urban Corridor, between Tim Manley Avenue and the north boundary of the Secondary Plan Area.
- c) The Mayfield Road Urban Corridor will be characterized by the policies of the Major Commercial / Mixed Use Area designation along the north side of Mayfield Road. The south side of Mayfield Road is outside of the Secondary Plan Area and beyond the land use controls of the Town.

Given the extent of the Major Commercial / Mixed Use Area designation within the Corridor, the ultimate vision of the Corridor as a mixed-use, mid-rise community is expected to occur over the long term and as the area matures over time.

Key design considerations for this Corridor include:

- i. In the initial development stages, while mixed-use, mid-rise development is strongly encouraged, low rise, stand-alone non-residential uses may be permitted where visual prominence along the streetscape is achieved, and subject to adequate demonstration by the development proponent that eventual redevelopment for high density uses will be feasible. Such demonstration shall occur at subsequent Tertiary Plan, Draft Plan, or Site Plan Approval stages through supplementary design concepts which ensure that current land use configurations facilitate the creation of future blocks and road patterns that promote higher density, mixed use development in a permeable urban form.
 - ii. Large-format retail and commercial developments should incorporate urban design strategies such as multi-story configurations, minimal setbacks, and structured or underground parking to maximize land use and support future intensification.
 - iii. Buildings along Mayfield Road must feature active frontages to create a pedestrian-friendly streetscape. Blank walls facing the public realm are discouraged, and ground-floor uses should be designed to activate the space, minimizing residential uses on the ground floor.
 - iv. Loading areas should be located behind or within buildings and screened from public view with design elements that align with the building's aesthetic. Shared loading spaces should be considered for developments with multiple small businesses.
- d) The Tim Manley Avenue Urban Corridor connects the Mayfield West Phase 2 community east of Chinguacousy Road to a Neighbourhood Centre on the west side of Mississauga Road, within the Plan Area. This Corridor is intended to provide for a mix of land uses including a range of residential housing forms, retail commercial uses in the form of live-work units or mixed-use buildings, parks, schools, and natural heritage system area.

Key design considerations for this Corridor Area include:

- i. A corridor width generally ranging between 30 and 60 metres on either side of Tim Manley Avenue.
- ii. Mid-Rise, mixed-use development is encouraged and promoted on all corners of arterial road intersections where not precluded by the natural environment system.
- iii. Public parks are also encouraged and promoted at arterial road intersections to bolster parkland visibility and ease of access for the community.
- i.iv. Low-rise housing forms may be permitted along all parts of the corridor, subject to the design considerations of this section, provided adequate mid-

rise built form and mix of land uses along the corridor are demonstrated to the mutual satisfaction of the Town and the owner.

- ii-v. Two- and three-storey dual-frontage or rear-lane ground-related townhouse and multiplex dwellings may be permitted facing the urban corridor, provided functional pedestrian connections are made to the public sidewalk.
- iii-vi. Low-rise, ground-related residential housing in the form of detached, semi-detached, and townhouse, and multiplex dwellings may be permitted at the rear of the Urban Corridor.
- iv-vii. Low-rise, ground-related housing in the form of detached, semi-detached and townhouse dwellings with front garage(s) shall not be permitted to face or have direct driveway access to Tim Manley Avenue but may flank the Corridor provided the exposed side elevation of the building is upgraded to appear similar to a front elevation with functional pedestrian connections to the public realm.
- v-viii. Building facades along public streets should feature architectural elements that enhance visual connectivity, fostering street-level interaction and contributing to an engaging pedestrian environment.
- vi-ix. Where present, ground-floor retail and commercial spaces should have direct sidewalk access and be designed at a human scale, with weather protection such as awnings or canopies to enhance pedestrian comfort.
- vii-x. Pedestrian connections should be prioritized, with clearly marked crosswalks, safe intersections, and well-maintained pathways that connect residential areas with key amenities such as transit stops, parks, and local retail/commercial areas.
- viii-xi. On street parking should be provided where active uses face the street at grade and where there is enough space to accommodate it within the road right of way without compromising the pedestrian realm or street function.

- e) The Chinguacousy Road Urban Corridor will connect the Tim Manley Avenue Urban Corridor generally to the Alloa North Neighbourhood Centre. The east side of

Chinguacousy Road is outside of the Plan Area and within the adjacent Mayfield West Phase 2 Secondary Plan.

Key design considerations for this Corridor include:

- i. A corridor width generally ranging between 30 and 60 metres on the west side of Chinguacousy Road.
- ii. Mid-Rise, mixed-use development is encouraged and promoted at key intersections.
- iii. Low-rise housing forms may be permitted along all parts of the corridor, subject to the design considerations of this section, provided adequate mid-rise built form and mix of land uses along the corridor, as contextually appropriate, are demonstrated to the mutual satisfaction of the Town and the owner.
- ii.iv. Two- and three-storey dual-frontage or rear-lane ground-related townhouse and multiplex dwellings may be permitted facing the urban corridor, provided functional pedestrian connections are made to the public sidewalk.
- iii.v. Low-rise, ground-related residential housing in the form of detached, semi-detached, and townhouse, and multiplex dwellings may be permitted at the rear of the Urban Corridor.
- iv.vi. The development configuration along the east side of Chinguacousy Road is expected to comprise a mixed interface of window roads, building flankages, side yards and fencing, front-facing rear-lane housing, and Environmental Policy Areas.
- v.vii. While mixed-use, mid-rise development is strongly encouraged, the design interface established on the east side of Chinguacousy Road may present challenges in achieving the full objectives of the Urban Corridor vision. To promote a cohesive corridor design, new development must respect and integrate the surrounding urban fabric, ensuring appropriate transitions between varied building typologies and adjacent environmental areas.
- vi.viii. The interface between residential units and the major-collectorcorridor should prioritize pedestrian-friendly features such as wide sidewalks, safe crossings, and street trees, creating a comfortable and attractive environment for residents and pedestrians alike.
- vii.ix. Residential units flanking the major-collectorcorridor should be designed with side yards, architectural treatments, and landscaping that enhance the street's character while maintaining privacy and visual interest. The integration of side-entry garages should be avoided where possible, and parking should be located behind or within the development to preserve the active streetscape.

34.6.3 Major Commercial/Mixed-use Areas

- a) Lands designated Major Commercial / Mixed-Use Area on Schedule **XX** will be developed generally in accordance with Section 22.8 of the Official Plan.
- b) Residential uses within the Major Commercial / Mixed-Use Area designation will comprise predominantly apartment dwellings in mixed-use buildings.
- c) The lands designated Major Commercial / Mixed-Use Area located on the north side of Mayfield Road, west of Creditview Road shall be developed for a major retail centre generally comprising a total net floor area of 25,000 to 30,000 square metres. The conversion of retail uses to mixed-uses in the form of mixed-use buildings may be permitted without amendment to the Plan, provided it is demonstrated that adequate retail commercial uses are available to serve the Plan Area, to the satisfaction of the Town.
- d) Notwithstanding Section 22.8.2 of the Official Plan, the lands designated Major Commercial / Mixed-Use Area on the north side of Mayfield Road, east of Creditview Road, to the northerly extension of Thornbush Boulevard may permit a range of 2- to 4-storey townhouse forms provided they are proposed in conjunction with a mixed-use building located adjacent to Mayfield Road with the townhouse dwellings located at the rear of the mixed-use building(s), away from Mayfield Road.
- e) Notwithstanding the minimum height requirement of 2 storeys for non-residential buildings in Section 22.8.2 of the Official Plan, a minimum height of one storey may be permitted where buildings provide strong architectural presence through design features such as enhanced massing, high-quality materials, or prominent corner treatments, achieving visual prominence along the streetscape, to the satisfaction of the Town.
- f) Notwithstanding Section 22.8.3 of the Official Plan, consideration for greater building height may be given without amendment the Plan provided that matters of compatibility with adjacent land uses are addressed through the Rezoning and/or Site Plan Approval Stage.

34.6.4 Neighbourhood Area

- a) Lands designated Neighbourhood Area on Schedule **XX** will be developed generally in accordance with Section 22.7 of the Official Plan.
- b) Residential uses within the Neighbourhood Area designation will comprise predominantly ground-oriented housing such as detached, semi-detached, and all forms of townhouse dwellings, generally up to 3 storeys in height.
- c) Stacked Townhouse [and multiplex](#) dwellings up to 4 storeys in height are permitted within the Neighbourhood Area designation.

- d) Apartment and Mixed-Use buildings up to 6 storeys in height are permitted within the Neighbourhood Area designation. Consideration for greater building height may be given without amendment the Plan provided that matters of compatibility with adjacent land uses are addressed through the Rezoning and/or Site Plan Approval Stage.

34.7 Employment Area Land Use Designations and Policies

~~a) Employment land uses are permitted within the following land use designations, as shown on Schedule XX to this Plan:~~

- ~~i. Prestige Employment Area; and~~
- ~~ii. General Employment Area.~~

~~b)a)~~ Development within Employment Areas shall be permitted in accordance with Section 23 of the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan including Section 34.2.2 will prevail.

34.7.1 Prestige Employment Area

- a) Lands designated Prestige Employment Area on Schedule XX will be developed generally in accordance with Section 23.7 of the Official Plan and conforming to the Town's TWDG.
- b) Notwithstanding the Prestige Employment designation for the lands municipally known as 12111 Mississauga Road, located northeast of Mayfield Road and Mississauga Road, legally existing agri-science uses as of the date of passing this Plan shall continue to be permitted in the Prestige Employment designation.

34.7.2 General Employment Area

- a) Lands designated General Employment Area on Schedule XX will be developed generally in accordance with Section 23.8 of the Official Plan.
- b) The existing Alloo Reservoir and Pumping Station owned and operated by the Region of Peel is located within the General Employment Area designation. The Alloo

Reservoir and Pumping Station represents public infrastructure and is expected to remain for the long term.

- c) The existing Malala Yousafzai Public Elementary School operated by the Peel District School Board is located within the General Employment Area designation on lands owned by the Town of Caledon. The existing Elementary School shall continue to be permitted. Should the operation of the existing school discontinue, the lands may be used for a Town of Caledon Works Yard in addition to other uses permitted by Section 23.8 of the Official Plan.

34.8 Site-specific Exception Policies

34.8.1 Special Policy Area 1 (SPA1)

- a) Lands designated Special Policy Area 1 (SPA1) on Schedule XX contain natural environment features which may be impacted by the construction of the Highway 413 corridor. The final configuration of the NES within these lands may be determined through the preparation of appropriate studies once sufficient information relating to the final design of the Highway 413 corridor becomes available. Notwithstanding the SPA1 designation, the final configuration of the NES may be approved through a future Draft Plan of Subdivision application process, subject to the submission of satisfactory supporting studies, without amendment to the Plan.

The policies of Section 34.4 (Natural Environment System) shall apply to lands within SPA1 that are ultimately determined to be within the Natural Environment System Area.

- b) Any lands within the SPA1 designation not required for NES purposes shall be developed in accordance with Sections 34.6.1(c) and 22.4, Neighbourhood Centre designation policies in this Plan, without amendment to the Plan.
- c) At the time of adopting the Alloa Secondary Plan, the Town intends to establish an east-west collector road through the Plan Area that will serve as an extension to a planned east-west collector road within the Mayfield West Phase 2, Stage 3 lands east of Chinguacousy Road. The alignment of such extension may intersect and cross a section of Chinguacousy Road under the jurisdiction of the MTO. Should such intersection and crossing be supported by the MTO, the ~~current~~ alignment of the northerly east-west collector road ~~abutting the south side of~~ within SPA1 shown on Schedule XX may need to be re-routed through SPA1 to implement the planned extension. Notwithstanding the ~~current~~ alignment of the northerly east-west collector road shown on Schedule XX, the final routing of

the northerly east-west collector road may be adjusted through a proposed Plan of Subdivision for lands within SPA1, without amendment to the Plan.

34.9 Implementation

34.9.1 In the development of this Secondary Plan, the following community-wide studies were undertaken:

- i. Agricultural Impact Assessment;
- ii. Archaeological Assessment (Stage 1);
- iii. Climate Change Adaptation Plan;
- iv. Commercial Impact Study;
- v. Community Design Guidelines;
- vi. Community Energy and Emissions Reduction Plan;
- vii. Community Services and Facility Study;
- viii. Cultural Heritage Assessment;
- ix. Fiscal Impact Study;
- x. Scoped Servicing Study;
- xi. Healthy Development Assessment;
- xii. Housing Assessment;
- xiii. Local Subwatershed Study (LSS);
- xiv. Planning Justification Report;
- xv. School Site Analysis; and
- xvi. Transportation Study;

Together, these plans and studies provide important direction for the establishment of Secondary Plan policies, the preparation of Tertiary Plans, and the review of development applications in the Plan Area. Future Tertiary Plans and Draft Plans of Subdivision applications shall be informed by the findings and recommendations of these studies.

34.9.2 Tertiary Plan(s)

- a) Prior to or concurrent with the submission of the first Plan of Subdivision or Site Plan Application within a Phasing Area, the Applicant or Phase Area landowners shall submit a Tertiary Plan that identifies a complete road network, stormwater management facilities, parks, schools, natural environment system, and the range of other land uses applicable to the subject Phase. The Tertiary Plan shall be prepared generally in accordance with Section 21.4 of the Official Plan.
- b) Upon endorsement of the Phase Area Tertiary Plan by Town Council, the Tertiary Plan may then be amended from time-to-time at the discretion of the Planning Commissioner without the need for further endorsement from Council. The Tertiary Plan may be amended as a result of appropriate changes proposed through a Draft

Plan of Subdivision, provided the minimum target density is maintained and the proposed changes conform to the policies of this Plan.

~~b)~~c) The Tertiary Plan shall reflect the FAA/Transmission Corridor on Schedule ~~XX~~ or as modified by the Province and in-force at the time the Tertiary Plan is approved. While the Tertiary planning process can include lands located within the Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest, as depicted on Schedule ~~XX~~, or as modified by the Province, development is not permitted unless the Ministry of Transportation and Ministry of Energy have released the lands related to that development.

34.9.2.1 Environmental Implementation Reports (EIRs)

- a) Environmental Implementation Reports (EIRs) identify the environmental goals, objectives, management and monitoring plans, and additional technical investigations for Phasing Areas within the Plan to be implemented at the site level through individual plans of subdivision and site plans.
- b) The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of an EIR.
- c) Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town an Environmental Implementation Report (EIR) for the applicable Phasing Area to be implemented at the site level, without amendment to this Plan. Minor refinements to the details and recommendations contained in the EIR can be supported through Addendums for lands which were non-participating at the time the EIR was completed and/or approved.
- d) The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of the applicable EIR.
- e) Following approval of an EIR, a future development application may require demonstration of compliance with the EIR by way of a confirmation letter confirming

compliance or through an Addendum which shall include an impact assessment and recommended mitigation plan.

- f) Addendums to the EIR and recommended mitigation plan must demonstrate to the satisfaction of the Town, the Region of Peel and applicable Conservation Authority(ies) that the individual plans of subdivision or site plans conform with the intent of the environmental management plans and recommendations contained in the applicable EIR.

34.9.2.2 Community-Wide Functional Servicing Reports (FSRs)

- a) Community-Wide Functional Servicing Reports (FSR) identify the servicing goals and objectives, associated targets, management strategies and additional technical investigations for the applicable Phasing Area which are to be implemented at the site level through individual plans of subdivision and site plans.
- b) Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town a Community-Wide FSR for the applicable Phasing Area that will be prepared in consultation with the Region of Peel and the applicable Conservation Authority(ies) and be approved by the Town and Region of Peel.
- c) Community-Wide FSRs must demonstrate to the satisfaction of the Town, the Region of Peel and applicable Conservation Authority that the individual plans of subdivision or site plans conform with the goals, objectives, targets, strategies and recommendations contained in the Scoped Servicing Study.
- d) Community-Wide FSRs shall provide greater design detail than the Scoped Servicing Study prepared in support of the Secondary Plan and shall include the following information, if applicable:
 - i. confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;
 - ii. consider and integrate the management recommendations of feature-based water balance, as applicable;
 - iii. Site grading plans;
 - iv. Stormwater management plan that addresses the recommendations of the Alloo Local Subwatershed Study and conforms to the Town's consolidated Linear Infrastructure Environmental Compliance Approval. This section will

also address such matters as water quantity, water quality, erosion control and water balance. Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate; and,

- v. Design of storm sewers, major system, Clean Water Pipes, and other conveyance measures.

34.9.3 Community Design Guidelines

- a) While community design for the Alloo Secondary Plan is guided by the ~~Town-wide Design Guidelines~~TWDG, Community Design Guidelines have also been prepared to supplement the ~~Town-wide Design Guidelines~~TWDG. At the time of adopting the Alloo Secondary Plan, the Community Design Guidelines have been prepared with greater graphical representation for the Phase 1 Development Area. The need for any ~~updates-amendments~~ to the Community Design Guidelines to address a subsequent Phase may ~~be~~ determined in consultation with the Town at the time of advancing a Tertiary Plan for such Phase.

34.9.4 Draft Plans of Subdivision and Zoning By-law Amendments

- a) Prior to Draft Approval of a Plan of Subdivision and/or approval of a Site Plan Application in the Plan Area, the plans/studies listed in Section 34.9(a) may need to be refined to the satisfaction of the Town and relevant agencies, and ultimately approved by Town staff. Further direction is provided in Section 34.9 of this Secondary Plan. Alternatively, where refinements are not required, Compliance Letters demonstrating conformity to the plans/studies may be provided, as needed.
- b) Prior to the approval of the first draft plan of subdivision, draft plan of condominium, or approval of the first site plan application within the Plan Area, the Community Design Guidelines shall be approved by the Town.
- c) Prior to registration of the first draft plan of subdivision, draft plan of condominium, or approval of the first site plan application within the Plan Area, the Local Subwatershed Study and Scoped Servicing Study shall be completed for the Plan Area to address the objectives in Section 34.1.4 and provide direction and guidance for the implementation of the policies of this Secondary Plan.
- d) The studies in subsection (c) above shall be completed in consultation with the Region of Peel, Credit Valley Conservation, and Toronto and Region Conservation Authority and approved by the Town.

34.9.5 Phasing and Financial Responsibility

34.9.5.1 Community-Wide Development Staging and Sequencing Plans (DSSPs)

- a) Prior to or as part of the first draft plan of subdivision application or the first site plan applications in the plan area, a Community-Wide DSSP for the applicable Phasing Area will be approved by the Town and the Region of Peel.
- b) The Applicant or Phase Area landowners shall prepare and update the Community-Wide DSSP for submission with plans of subdivision, to the satisfaction of the Town staff and the Region of Peel. The DSSP shall establish phases of development of the lands and shall provide for the staging of construction of public infrastructure and services in relation to phases of development, if applicable. The phasing plan shall take into account the responsibility for construction of the public infrastructure and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval.
- c) Community-Wide DSSPs will be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Plan Area.
- d) Community-Wide DSSPs will describe the staging and sequencing of the following components required for development to occur in the Plan Area in an orderly, timely and cost-effective manner:
 - i. Infrastructure (e.g. roads and any associated intersections, water and wastewater services, stormwater management facilities and public utilities);
 - ii. Arrangements for the provision of a vehicular connection and access;
 - iii. Public transit service;
 - iv. Community facilities (e.g. public parks, pathways and trail network);
 - v. Environmental Policy Area;
 - vi. Fire Station and Emergency Services; and
 - vii. Affordable Housing Site(s)
- e) All new development within the Plan Area shall proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision, including potential interim servicing strategies to the satisfaction of the Region of Peel
- f) Private front-end construction of water and waste water services to accommodate development ahead of the Region's planned implementation may be considered as

part of development applications in consultation with and to the satisfaction of the Region.

- g) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality.
- h) Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Municipality.
- i) Community-Wide DSSPs may recognize that certain collector / multi-modal roads and their associated transportation-related infrastructure, as suggested in Schedule XX of this Plan, are required as necessary, as development progresses throughout the Plan Area.
- j) Community-Wide DSSPs will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule XX will be permitted without amendment to this Plan or to the Community-Wide DSSP.
- k) Community-Wide DSSPs, including water and wastewater services infrastructure, will be prepared, in consultation with the Region of Peel, Conservation Authorities, School Boards and inter-regional, intra-regional and local transit service providers.
- l) Community-Wide DSSPs will provide a breakdown of the anticipated range and mix of residential homes, net density and associated population yield for the Phasing Area. Minor adjustments to the number of residential homes will be permitted without the need for an amendment to the approved Community-Wide DSSP.

34.9.5.2 Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)

- a) A Plan Area Landowners' Cost Sharing Group will be established to ensure orderly, timely and coordinated development in the Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area.

It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Regional costs) of developing the property are to be shared.

- b) Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Town shall require the Plan Area landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with the Plan Area landowners' Cost Sharing Group.

34.9.5.3 Land Acquisition and Dedication

- a) The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- b) The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, open space and school sites to the Town, Conservation Authority or School Board. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

34.9.5.4 Finance and Agreements

- a) Prior to approval of the first plan of subdivision or site plan in the Plan Area, the Plan Area landowners will enter into any agreements deemed necessary by the Town or have made other satisfactory arrangements for the provision of funds and/or services, associated with the Fiscal Impact Study.
- b) The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that

optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Plan Area in an orderly, timely and cost effective manner.

34.10 Interpretation

- a) Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule XX may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- b) The redevelopment of existing non-conforming uses to uses that are consistent with the objectives of the Alloa Secondary Plan will be encouraged.