

DEVELOPMENT STAGING AND SEQUENCING PLAN

Alloa Phase 1 Tertiary Plan

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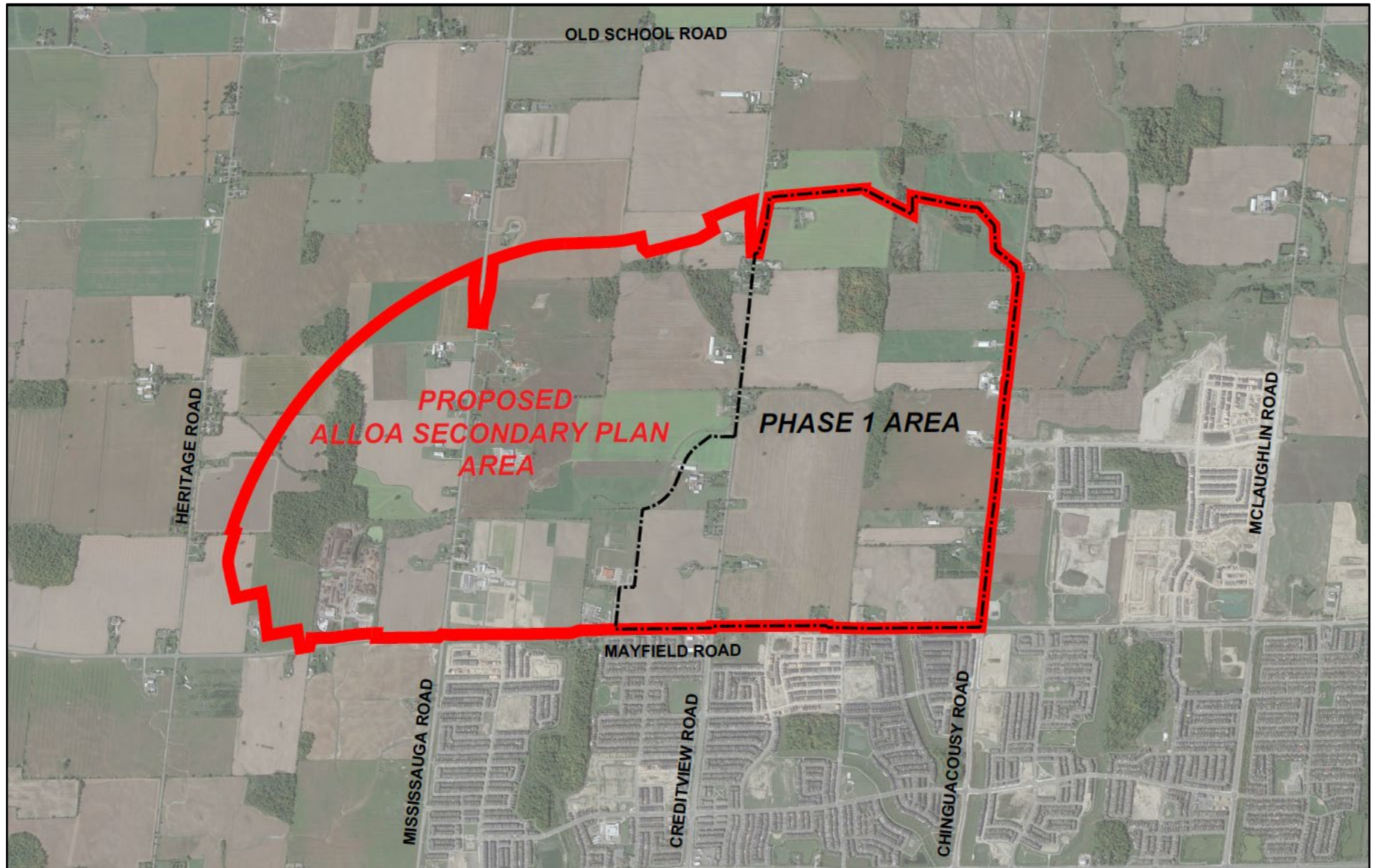
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1.0 INTRODUCTION

The Alloa Phase 1 Tertiary Plan (or Alloa Phase 1 Area) represents the first phase of development of the Alloa Secondary Plan. The Alloa Phase 1 Area is generally bound by the Alloa Reservoir and Pumping Station and Creditview Road to the west, Chinguacousy Road to the east, the Highway 413 Corridor to the north and Mayfield Road to the south. These lands encompass an area of approximately 330 hectares (815 acres) with a net developable area of approximately 276 hectares (681 acres). An aerial photo of the Plan Area is shown below in **Figure 1-1**.

Figure 1-1



The Alloa Phase 1 Area is proposed to accommodate a mixed-use community comprising a broad range of housing forms, including mixed-use apartments, retail/commercial uses, institutional uses, and open space uses. The Preliminary Framework/Concept Plan prepared in support of the Alloa Phase 1 Tertiary Plan is designed to accommodate a population of approximately 21,094 and 1,190 population-related jobs. This results in a density of approximately 78.7 residents and jobs per hectare. The Plan Area is expected to accommodate approximately 7,065 dwellings units. The Concept Plan showing the location and configuration of proposed land uses for the Phase 1 Area is shown below in **Figure 1-2**. A breakdown of the residential units is provided below in **Table 1-2**.

Figure 1-2

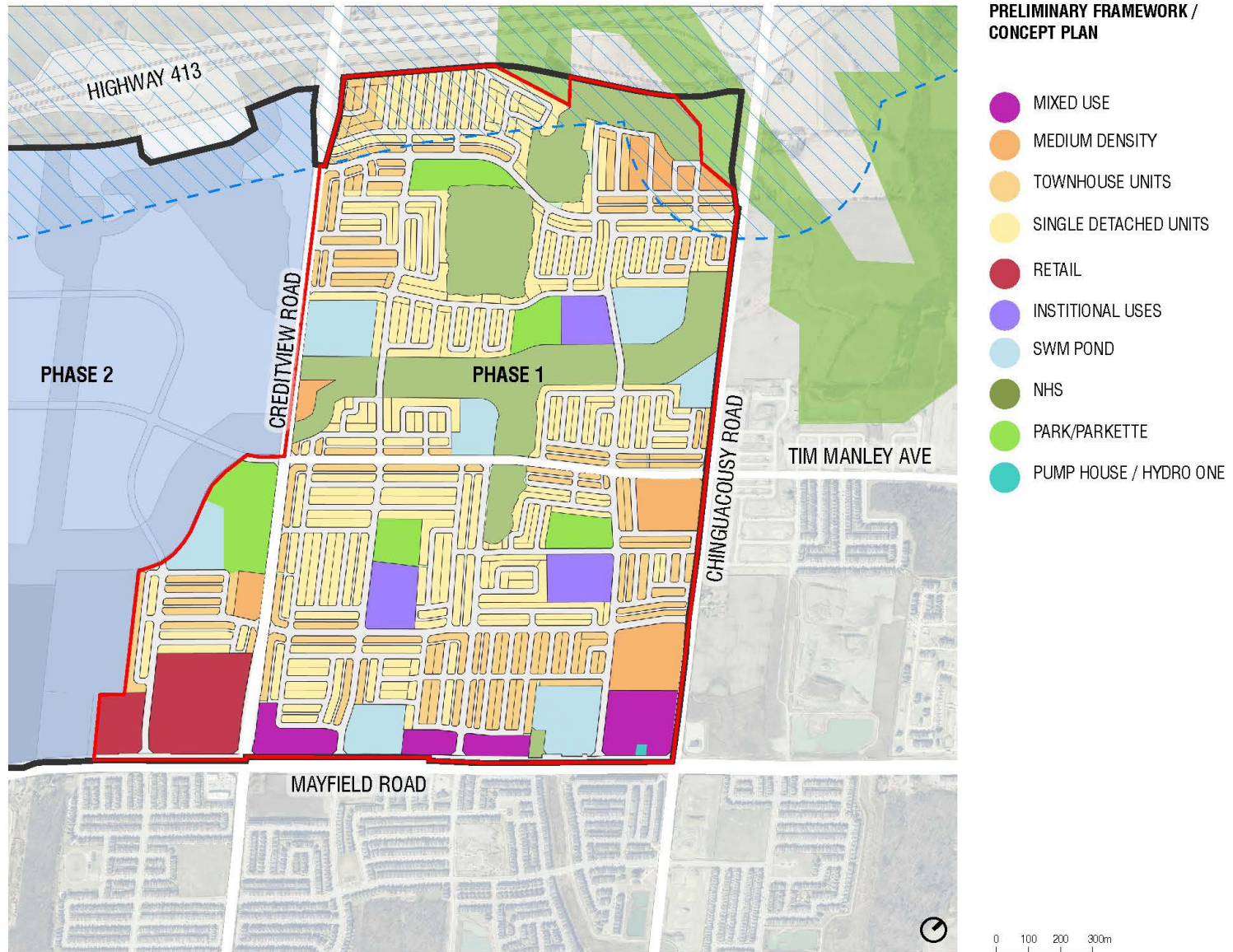


Table 1-2 Residential Unit Breakdown

Alloa Phase 1 Community	Estimated No. of Units	Net Area (Ha)	Approximate Density Rate (upnh)	Persons-Per-Unit (Based on 2024 Draft DC Study)	Population Total
Low Density Residential <i>(Detached and Semi-Detached)</i>	2,058	68.59	30	3.64	7,491
Medium Density Residential <i>(Townhouses)</i>	2,632	43.88	60	3.30	8,686
Medium-High Density Residential <i>(Stacked Townhouse, Apartments)</i>	1,368	13.68	100	2.07	2,832
Major Commercial/Mixed Use <i>(Apartments)</i>	1,007	5.03*	200	2.07	2,085
Total	7,065	131.18	-	-	21,094

*Net Area represents 50% of Major Commercial/Mixed Use Designation to account for lands proposed for sole commercial purposes and excludes proposed Major Commercial lands west of Creditview Road.

This Development Staging and Sequencing Plan (DSSP) is intended to address – in part – Policy 5.6.20.14.16 of the Region of Peel Official Plan which includes planning-related criteria for which to prioritize, advance, sequence, and approve a new Secondary Plan within the 2051 New Urban Area. Policy 5.6.20.14.16 is copied in **Table 1-3** below. As shown, not all Secondary Plan processing criteria is applicable to staging and sequencing. Some of these criteria are addressed through other supporting reports, such as the Local Subwatershed Study (LSWS) or the Community Energy and Emissions Reduction Plan. These supporting reports have been submitted in support of the associated Official Plan Amendment application.

Table 1-3 Region of Peel Official Plan Policy

POLICY 5.6.20.14.16	APPLICABILITY
<i>“Require that local municipal secondary plan areas be prioritized, advanced, sequenced and approved and on the basis of a staging and sequencing plan, to the satisfaction of the Region, and in accordance with planning-related criteria including, but not limited to, the following:</i>	-
a) <i>the secondary plan areas are a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;</i>	✓
b) <i>provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development;</i>	✓
c) <i>coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel’s Water and Wastewater Master Plan;</i>	✓
d) <i>make appropriate considerations for watershed boundaries and the protection, restoration and enhancement of a natural heritage system;</i>	N/A (addressed via CEISMP)
e) <i>ensure protection of a natural heritage system and water resource system informed by subwatershed study recommendations and that integrates water and stormwater management objectives and requirements;</i>	N/A (addressed via CEISMP)
f) <i>ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of an East-West higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan regarding the GTA West Corridor and support for alternatives to a highway;</i>	✓
g) <i>identification of community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;</i>	✓
h) <i>identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;</i>	✓
i) <i>provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical; and</i>	✓
j) <i>feasibility assessments of implementing alternative and renewable energy systems including district energy systems.</i>	N/A (addressed via Community Energy and Emission Reduction Plan)

Using the preceding table to guide the preparation of this DSSP, the planning criteria applicable to staging and sequencing include the following themes:

- **Progression of Growth;**
- **Completion of Community;**
- **Water and Wastewater;**
- **Transportation;**
- **Community Infrastructure; and**
- **Agricultural Transition.**

The following sections of this DSSP have been organized per the above themes.

2.0 PROGRESSION OF GROWTH

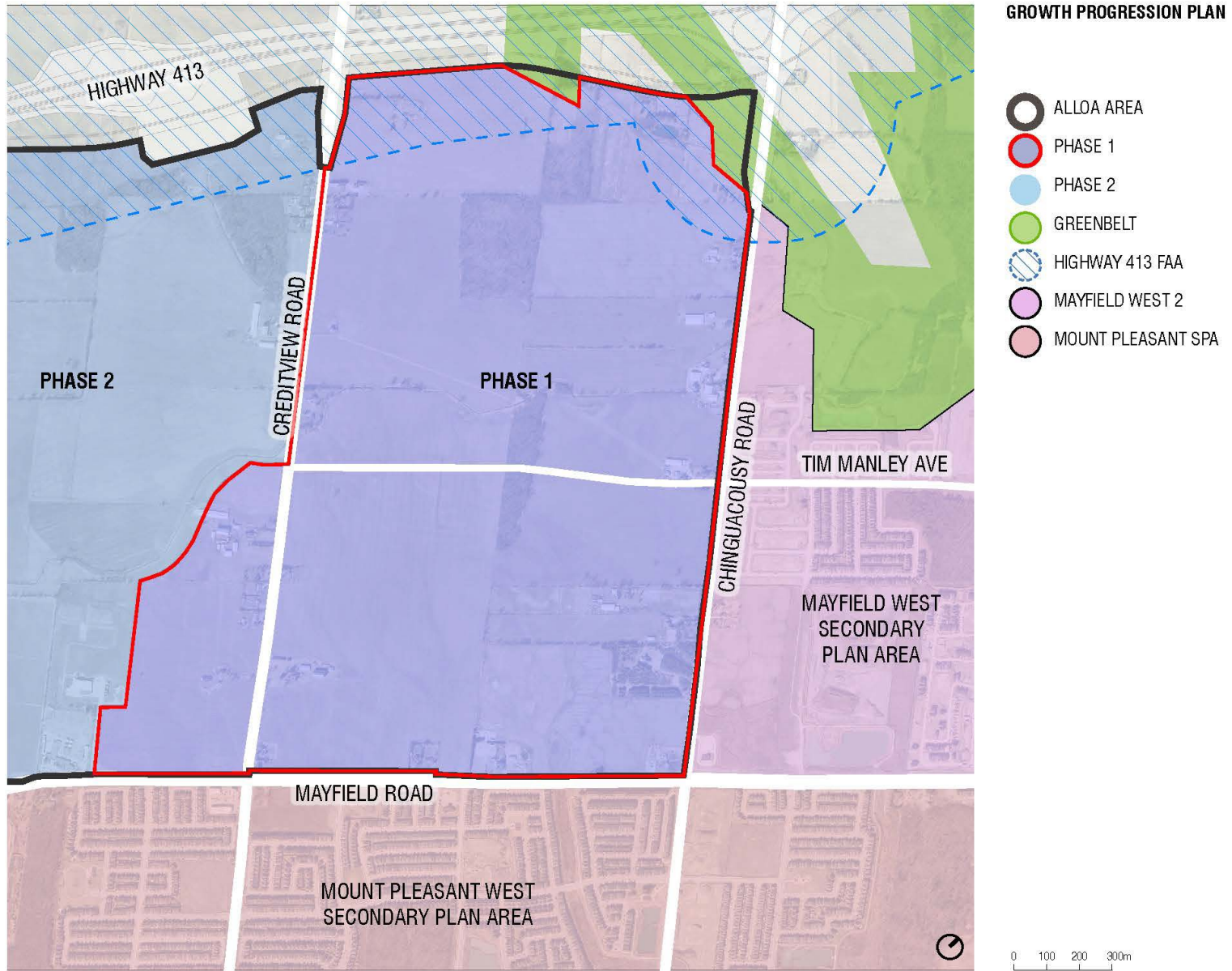
Policy 5.6.20.14.16 (a) of the Region of Peel Official Plan requires that Secondary Plan areas are a logical progression of growth, integrated as extensions of existing communities based on identifiable boundaries, and have regard for physical and natural features and barriers.

The Alloa Phase 1 Area is directly north of Mayfield Road and the Mount Pleasant Secondary Plan Area in the City of Brampton. The proposed boundaries of the Alloa Phase 1 Area to the south and east are easily identified as the adjacent arterial roads of Mayfield Road and Chinguacousy Road.

The locational attributes of the Alloa Phase 1 Area, directly adjacent to an already urbanized area to the south, makes for logical sequencing of development. Development will generally occur first based on the existing location of available services and infrastructure (ie. along Mayfield Road). This sequence of development will provide for the most efficient use of existing infrastructure to service and develop the Alloa Phase 1 Area.

The Alloa Phase 1 Area further represents a logical extension of development from the Mayfield West Phase 2 Secondary Plan in the Town of Caledon. **Figure 2-1** below shows the location of the Alloa Phase 1 Area in the context of the existing Mayfield West Phase 2 Secondary Plan Area and Mount Pleasant Secondary Plan Area. This figure demonstrates a logical progression of growth with identifiable boundaries, following the existing limit of the Secondary Plans and the surrounding arterial roads.

Figure 2-1

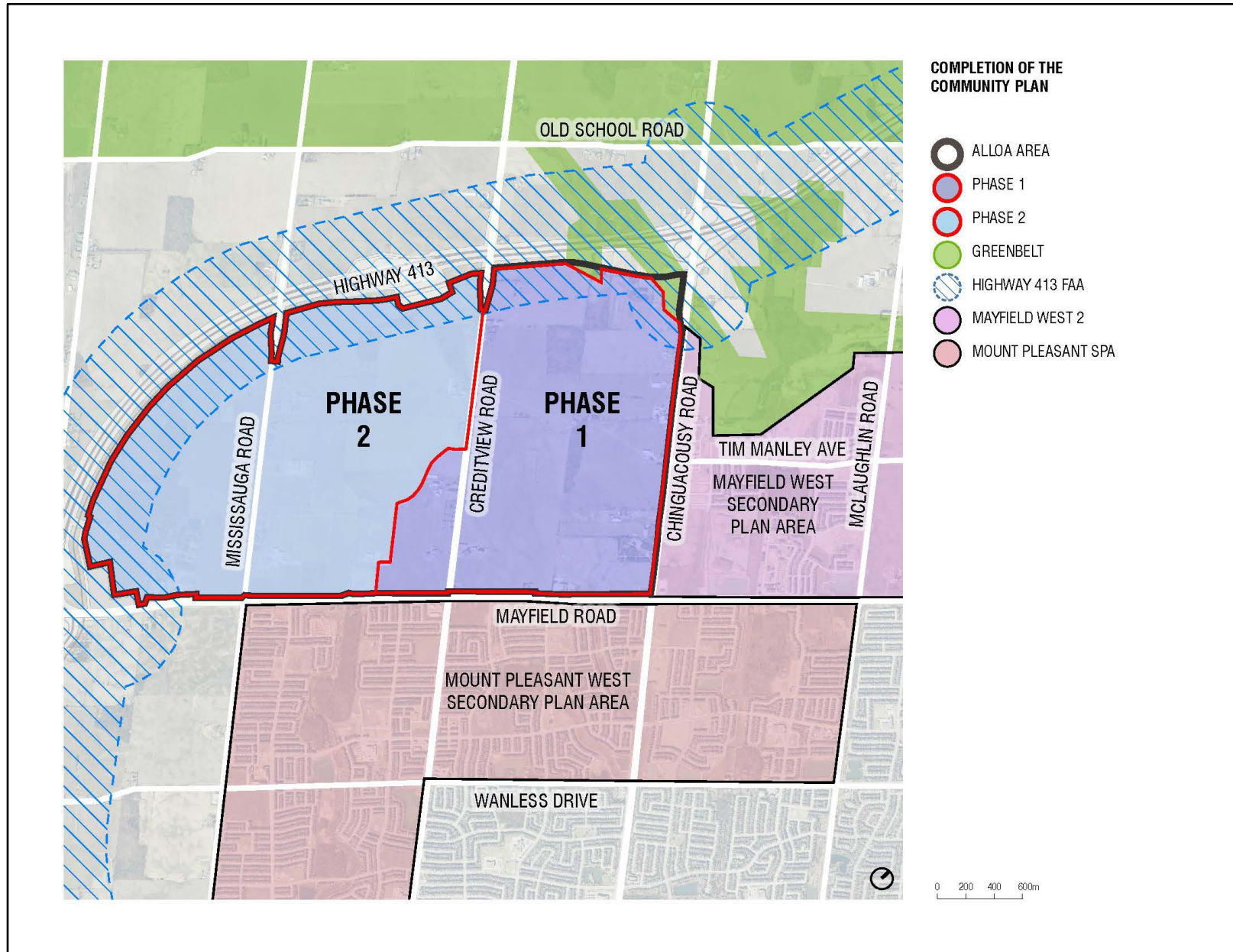


3.0 COMPLETION OF COMMUNITY

Policy 5.6.20.14.16 (b) of the Region of Peel Official Plan requires that secondary plan areas provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development.

As shown on **Figure 3-1** below, the adjacent Mount Pleasant Secondary Plan Area (which is based on complete community planning principles) is built-out. Given the logical northerly expansion for urban uses in this area, the Alloo Phase 1 Area serves to extend development from the Mount Pleasant Secondary Plan Area northward to a logical and identifiable community boundary, being the future Highway 413 Corridor. The Alloo Phase 1 Area further extends the development of the Mayfield West Phase 2 Secondary Plan Area westward to the phasing boundary on Creditview Road. This expansion, as one of the first development phases within the 2051 New Urban Area, is appropriate as it dovetails the completion of the Mount Pleasant and Mayfield West Phase 2 Secondary Plan Areas.

Figure 3-1



4.0 WATER AND WASTEWATER

Policy 5.6.20.14.16 (c) of the Region of Peel Official Plan requires that secondary plan areas coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan.

Water Service

With respect to water service, the segment along Mayfield Road south of the Alloo Phase 1 Area contains an existing 600mm watermain, to which the proposed Phase 1 Area will connect. The Region of Peel's Water and Wastewater Master Plan also identified a future 400mm watermain along a segment of Creditview Road (north of Mayfield Road), a 400mm watermain along the westward extension of Tim Manley Avenue (west of Chinguacousy), and a 600m watermain extension along Chinguacousy Road (north of Tim Manley Avenue). These future works are required to facilitate development in the Alloo Phase 1 Area, and as they are currently identified in the Region's Master Plan. The Alloo Phase 1 Area is coordinated with the Region's Master Plan.

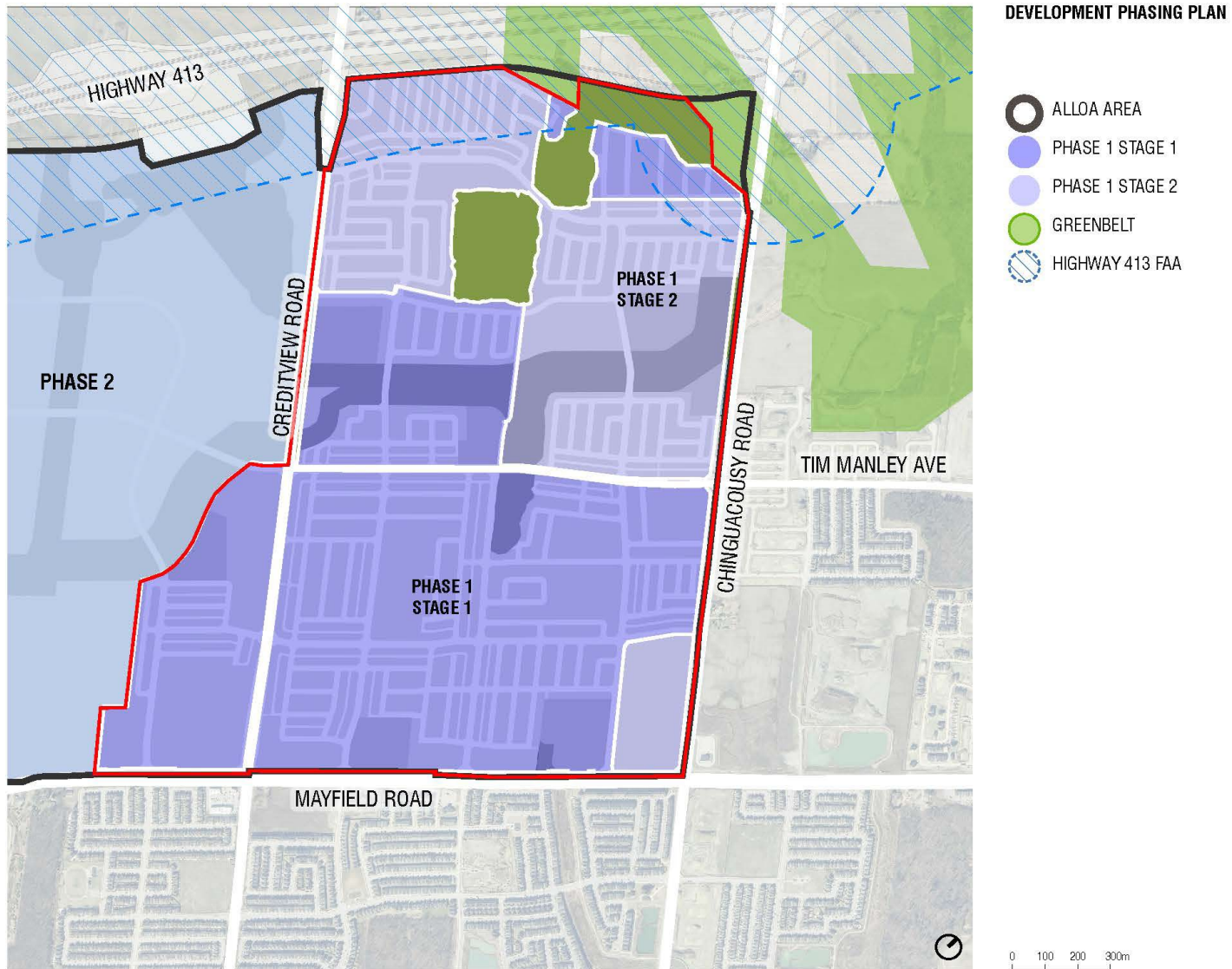
Wastewater Service

With respect to wastewater service, the Region's Water and Wastewater Master Plan conceptually shows the Alloo Phase 1 Area draining southerly to a future trunk sewer along the extension of Brisdale Drive and an existing 750mm sanitary outlet at the north side of Mayfield Road and the Brisdale Drive extension. This outlet would connect to the existing 750mm trunk sewer south of Mayfield Road, along Brisdale Drive. As detailed in the Mount Pleasant Block 51-2 supporting studies (EIR-FSS, August 2016), the outlet is sized to accommodate approximately 500 hectares of development north of Mayfield Road (including all of the Alloo Phase 1 Area). There is also an existing 450mm sewer connection at the intersection of Tim Manley Boulevard and Chinguacousy Road that could be utilized by development along the eastern boundary of Alloo Phase 1 as a temporary and/or ultimate servicing outlet, pending further discussion with Peel Region. Additionally, a future 675mm sewer is planned for Creditview Road, north of Mayfield Road, which may provide flexibility for future servicing of the Alloo Phase 1 Area. Given that the proposed wastewater strategy follows the Region's Master Plan, and has been planned for through previous area development, the Alloo Phase 1 Area is coordinated with the Region's Master Plan.

Development Phasing

Figure 4-1 below conceptually shows the sequencing of development in relation to the provision of water and wastewater services.

Figure 4-1



5.0 TRANSPORTATION

Policy 5.6.20.14.16 (f) of the Region of Peel Official Plan requires that secondary plan areas ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services. These services are expected to include the alignment of an East-West higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity (recognizing the policies in this plan regarding the GTA West Corridor), and support for alternatives to a highway.

The Alloo Phase 1 Area accommodates coordinated and efficient sustainable transportation and transit infrastructure and service as it provides for an extension of the existing multimodal transportation system within the existing Mount Pleasant Secondary Plan Area to the south, and the Mayfield West Phase 2 Secondary Plan Area to the east.

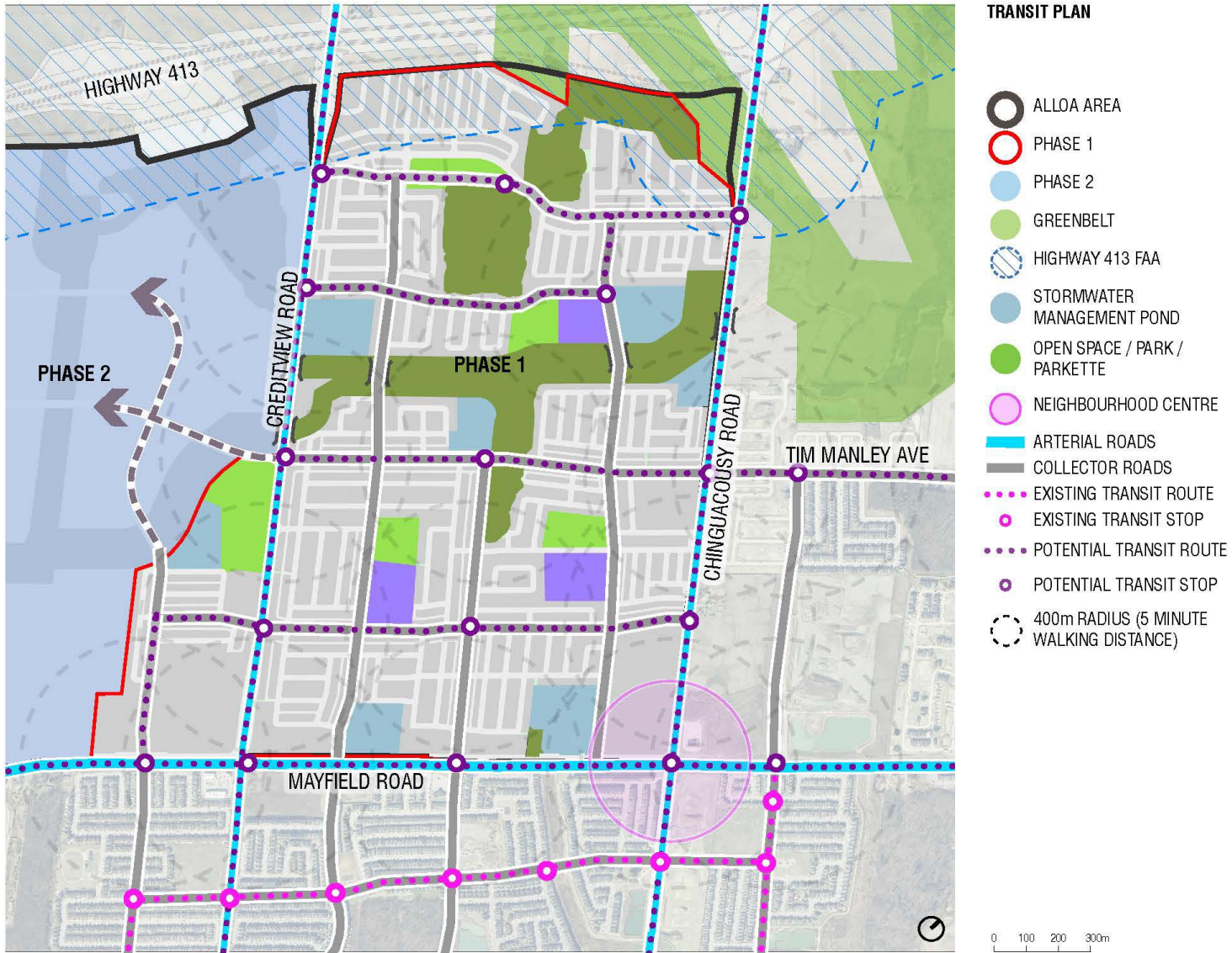
As shown on **Figure 5-1**, an existing transit route is established along Clockwork Drive and Edenbrook Hill Drive to the south, in the City of Brampton. The Alloo Phase 1 Area proposes potential transit routes along the two arterial roads (Creditview Road; Chinguacousy Road), running north-south, and connecting southward to the Mount Pleasant GO Station. Connecting routes are proposed along the three conceptual east-west collector roads and one local road within the Alloo Phase 1 Area. An east-west transit route along the proposed extension of Tim Manley Avenue would continue east through the Mayfield West Phase 2 Secondary Plan and connect to the Mayfield West Transit Hub. The same route would also continue west and provide future connection to the Alloo Phase 2 Area.

A further potential east-west route is proposed along Mayfield Road, and a future north-south extension is proposed on the north extension of Robert Parkinson Drive, which would provide future connection to the Alloo Phase 2 Area along the collector road network. It is expected that Mayfield Road may accommodate a potential higher order transit corridor. The Highway 413 Corridor additionally includes a Transitway, providing rapid transit connection. By accommodating these logical transit route extensions and new transit routes, the Alloo Phase 1 Area serves to accommodate an efficient expansion of existing transit service in the area. The implementation of the proposed Alloo Phase 1 area provides opportunity to support expanded local and higher order transit capacity in the area.

The Alloo Phase 1 Area also provides active transportation options including a network of cycling routes through the collector and arterial road system as well as multi-use trails through open space areas. These proposed active transportation options also provide for a staged expansion of existing cycling and pedestrian-oriented infrastructure located immediately to the south and east.

Connections to the road network will also align with the Development Phasing Plan shown on Figure 4-1. During Phase 1 Stage 1, four (4) new road connections will be provided to Mayfield Road, four (4) new connections will be provided to Creditview Road, and one (1) new connection will be provided to Chinguacousy Road. During Phase 1 Stage 2, two (2) new connections will be provided to Chinguacousy Road, including the extension of Tim Manley Avenue, and one (1) new connection will be provided to Creditview Road.

Figure 5-1



6.0 COMMUNITY INFRASTRUCTURE

Policy 5.6.20.14.16 (g) and (h) of the Region of Peel Official Plan requires that secondary plan areas identify community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit, and areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process.

The Alloa Phase 1 Area represents new development and an expansion to the existing community areas to south and east. The Alloa Phase 1 Area, together with the adjacent existing secondary plan areas, will provide a mix of land uses which will contribute to complete community planning.

Within Alloa Phase 1, a mix of land uses to support a complete community and a neighbourhood centre are proposed west of the intersection of Mayfield Road and Chinguacousy Road, including a higher density mixed use area. This area will be supported by amenities within the Mayfield West Phase 2 Secondary Plan to the east. A further mix of uses is proposed in the area west of the Tim Manley Avenue and Chinguacousy Road intersection, including medium-high density residential, and a neighbourhood park. A future recreation centre to support the overall Alloa area is contemplated within the Alloa Phase 2 Area.

Employment Opportunities

Opportunities for population-related employment within the Alloa Phase 1 Area are primarily made available by way of the proposed mixed-use and commercial blocks along Mayfield Road. These uses are located adjacent to the surrounding arterial roads which are proposed to be served by transit, as discussed in Section 5.0. Additional population-related jobs are provided through three elementary schools, providing approximately 50 jobs per school.

Institutional Land Uses

Three elementary schools are located in the Alloa Phase 1 Area. It is understood that the Town of Caledon is currently planning for a fire station on the east side of Chinguacousy Road, north of Tim Manley Avenue, to serve the Alloa and Mayfield West Phase 2 communities.

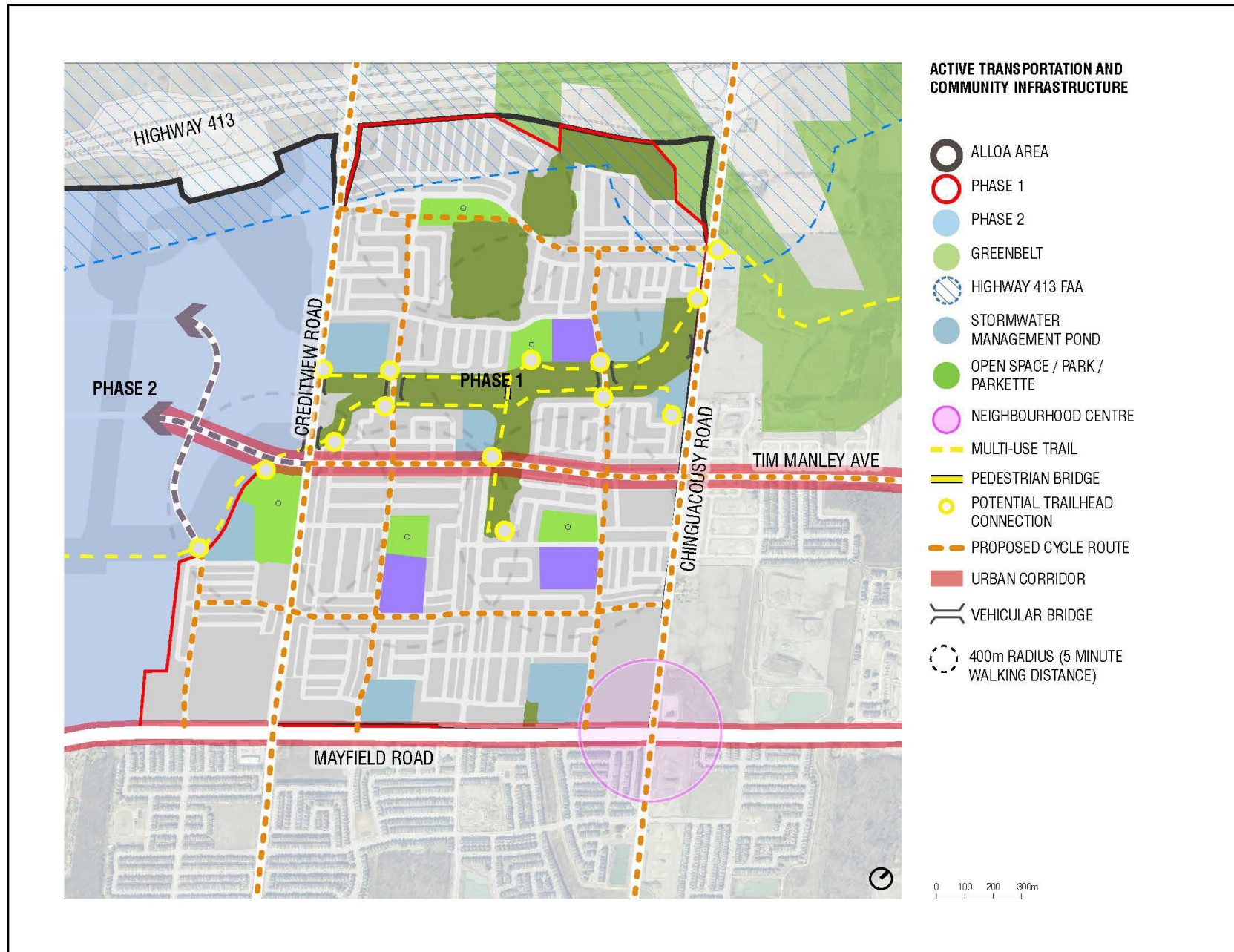
Recreation

The Alloa Phase 1 Area also includes lands for recreation, parks, open space, and cultural facilities by way of retaining the existing natural heritage system, proposing several parks, and retaining existing built heritage resources. As shown on Figure 6-1 below, the Phase 1 Area contains four centrally located Neighborhood Parks and a Community Park adjacent to Creditview Road. These parks cover the majority of the plan area within a 5-minute walking distance. A network of multi-use trails is further considered, providing mobility options through the Alloa Phase 1 Area and allowing residents to access community amenities.

Affordable Housing

A range of housing options are proposed in the Alloa Phase 1 Area to meet the needs of future residents, including additional or secondary units. The overall Alloa Secondary Plan intends to provide ownership units at market rates and opportunity for market rentals through land use designation permissions which allow for purpose built rentals and additional residential units. The Alloa Secondary Plan will contribute to the Region of Peel's targets to provide 30% of all new housing units to be affordable, 25% of all new housing units to be rental tenure, and 50% of all new housing units to be in forms other than detached and semi-detached. The Alloa Phase 1 Area will also provide a range of unit sizes that are suitable for larger households and families, which may include two or more bedroom units.

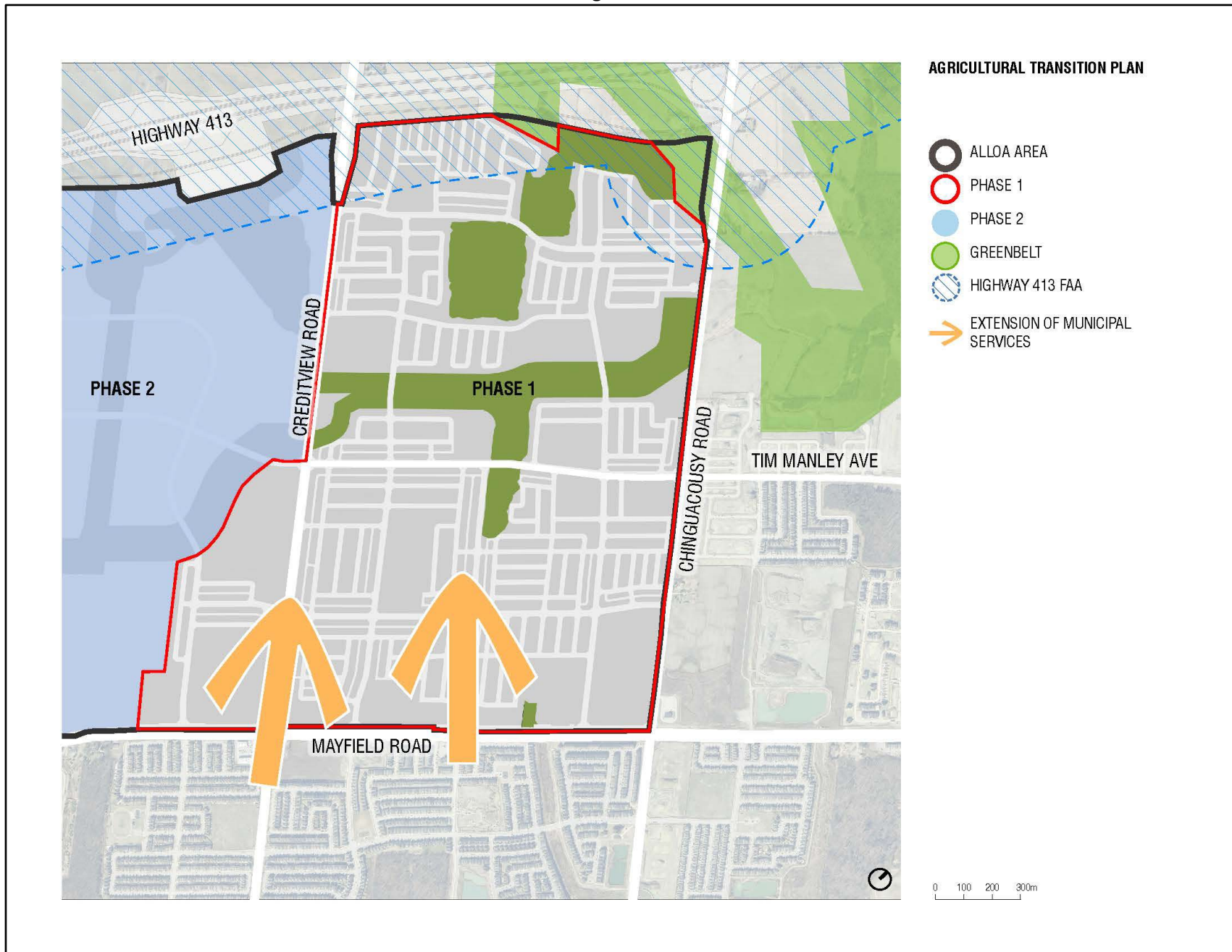
Figure 6-1



7.0 AGRICULTURAL TRANSITION

Policy 5.6.20.14.16 (i) of the Region of Peel Official Plan requires that secondary plan areas provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical. The staging and sequencing of servicing and housing construction within the Phase 1 Area will occur starting from Mayfield Road and Chinguaousy Road where water and wastewater services are available and continue westward as municipal services are extended into Phase 2. Figure 7-1 conceptually shows the sequencing of development in relation to the existing agricultural uses on site.

Figure 8-1



8.0 PERMIT ISSUANCE

Table 8-1 provides the estimated timing of building permit issuance for residential units in the Phase 1 Area. The Phasing Areas are based on the those shown in Figure 4-1.

TABLE 8-1 – ESTIMATED SCHEDULE OF BUILDING PERMIT ISSUANCE*

Stage	Estimated Year of Building Permit Issuance							TOTAL
	2026	2027	2028	2029	2030	2031	2032	
1	1,500	1,000	1,000	1,000	765	0	0	5,265
2	0	0	0	0	0	1,000	800	1,800
ANNUAL TOTAL	1,500	1,000	1,000	1,000	765	1,000	800	
CUMULATIVE TOTAL	1,500	2,500	3,500	4,500	5,265	6,265	7,065	7,065

*Subject to confirmation of capacity by Region of Peel

9.0 SUMMARY

The proposed Alloo Phase 1 Area is a logical progression of growth from the existing Mount Pleasant Secondary Plan to the south and the existing Mayfield West Phase 2 Secondary Plan from the east. It is planned as a new community with identifiable arterial road boundaries and respects the existing physical and natural features within the area. The Alloo Phase 1 Area is a complete community that contributes new community amenities to the Town and is supported by existing community amenities within the adjacent secondary plan areas, which are substantially complete and equipped with key community infrastructure.

Proposed municipal services are available at the boundary of the Alloo Phase 1 Area along Mayfield Road and the proposed water and wastewater servicing strategy follows the Region's Water and Wastewater Master Plan. Development of the Alloo Phase 1 Area accommodates multimodal transportation systems, including sustainable transportation, transit, and active transportation infrastructure. The proposed Alloo Phase 1 Concept Plan supports the establishment of new transit routes along arterial and collector roads, as well as a potential east-west higher order transit corridor along Mayfield Road.

The Alloo Phase 1 Area accommodates residential uses in a mix of densities, including low, medium and high density development in a variety of housing forms. Opportunities for population-related employment served by transit are provided and a neighbourhood centre is established at the Mayfield Road and Chinguacousy Road intersection. The proposed Alloo Phase 1 Concept Plan identifies areas for key community infrastructure including lands for education, recreation, parks, and open space. The proposed expansion also provides for the orderly transition from agricultural uses such that they can continue for as long as practical.

Development of the Alloo Phase 1 Area therefore represents a sound initial phase of a Secondary Plan Area that is staged and sequenced in accordance with appropriate planning-related criteria, as required by the Region of Peel Official Plan.