

Part H, Chapter 36: Alloa Secondary Plan

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Schedule

H36 Alloa Community Structure and Land Use

36. ALLOA SECONDARY PLAN

36.1 Introduction

36.1.1 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.

36.1.2 Location

The Alloa Secondary Plan Area, as shown on Schedule H36, 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.

36.1.3 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, and water resources systems, and provide for sound stormwater management and climate change mitigation.

36.1.4 Objectives

- a) Support climate change mitigation and adaptation by reducing greenhouse gas emissions and 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 for a range of employment uses within Employment Areas to achieve the employment targets while ensuring compatibility with surrounding land uses;
- g) Provide adequate community service facilities, as necessary, to keep pace with development;
- h) 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;
- i) Ensure services, including the necessary sanitary, stormwater and water services, are in place and operative prior to or concurrent with development;
- j) Design a stormwater management system that protects features and functions of the natural heritage system and water resources system;
- k) 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.
- l) Protect and enhance the features within the Natural Environment System; and,
- m) 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.

36.1.5 Relationship to Parent Official Plan

- a) The policies of the Alloo Secondary Plan must be read in their entirety, together with the relevant policies and mapping of the Future Caledon Official Plan, as contained in Parts A to G.
- b) The Alloo Secondary Plan provides additional direction for development and decision-making specific to the secondary plan area. In the case of a conflict between a policy in Part A to G and the Alloo Secondary Plan, the secondary plan will prevail.

36.2 Managing Growth and Change

36.2.1 Community Area and Employment Area Structure

- a) The Alloo 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 near the intersection of Chinguacousy Road and Highway 413 and at the intersection of Tim Manley Avenue and Mississauga Road. Natural Features and Areas are also present within the Alloo Secondary Plan Area.
- b) The Alloo Secondary Plan includes New Community Area and New Employment Area as shown on Schedule F2a (*Preliminary Community Structure Plan*). The Structural Elements of the Preliminary Community Structure Plan for the Alloo Planning Area are shown on Schedule H36 and include:
 - i) Urban Corridors;
 - ii) Neighbourhood Centres;
 - iii) Community Parks;
 - iv) Natural Features and Areas;
 - v) Transportation Network; and
 - vi) Planning Highway 413 and NWGTA Transmission Corridor Protection Area.

36.2.2 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 450 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 will 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 will occur on a phased basis corresponding to the Phasing Areas as identified on Schedule H36.
- f) The area identified as Phase 2 on Schedule H36 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.

36.2.3 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 36.12:

Density Categories	Permitted Housing Forms
Low Density Residential	Detached Semi-Detached Townhouses
Medium Density Residential	Townhouses Multiplexes

Density Categories	Permitted Housing Forms
High Density Residential	Stacked Townhouses Multiplexes Low-Rise Apartments Mid-Rise Apartments High-Rise Apartments
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) Individual Tertiary Plans may deviate from the housing mix prescribed in Section 34.2.3.b), provided the housing mix in 34.2.3.b) is achieved when measured across the entire Plan Area.

36.2.4 Affordable Housing

- a) Development will be consistent with policies of Chapter 9 of the Official Plan and will contribute to the housing targets in section 9.2.6.
- 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) The Town may consider support and incentives for affordable housing in accordance with Section 29.3. Reduction or deferral of Development Charges will

be done in consultation with the Region. The Town will encourage the Region to consider financial incentives for affordable housing.

- 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.
- 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 Secondary Plan Area.
- g) Landowners in the Plan Area will provide land for affordable housing in the Plan Area of approximately a minimum of 0.81 ha (2.0 ac) of land to be provided to the Region of Peel in fulfilment of the housing policies and Peel-wide housing targets within the Peel Official Plan, and in fulfilment of relevant policies of the Caledon Official Plan regarding the provision of affordable housing.
 - i) The location, size, configuration, and frontage onto adjacent roads of these lands will be identified in the Community-Wide DSSP.
 - ii) These lands will be fully serviced and gratuitously conveyed, free and clear of encumbrances to the Region of Peel. Said conveyances will occur at the time of registration of the plan of subdivision in which the lands are located.
- h) Reduction of parking requirements for ARU's may be considered if the proposed unit is deemed to have excellent access to transit.

36.2.5 Non-residential Employment-generating Uses

36.2.6 Community Area

- 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.
- b) Permitted uses will include those in accordance with Section 22 of the Official Plan.
- c) The Community Area of the Plan should aim to achieve approximately 48,800 square metres (525,000 sq. ft) of local-serving retail space.

36.2.7 Employment Area

- a) Development within the Employment Areas shown on Schedule H36, will be in accordance with Section 23 of the Official Plan.
- b) The Employment Area of the Plan will be planned to achieve the amount of floor space necessary to accommodate 2,470 employment-related jobs.

General Policies

36.3 Climate Change

36.3.1 Energy & Climate Change Mitigation

- a) Climate change will be mitigated through the reduction of greenhouse gas (GHG) emissions from buildings, transportation and solid waste. The use of fossil-fuel based energy sources, such as natural gas, will be discouraged in the Plan Area and efforts made to minimize their use.
- b) New development will make efforts to advance the recommendations outlined in the Alloo Community Energy and Emissions Reduction Plan to achieve a near net zero community design, including consideration of the following measures:
 - i) Installation of heat pumps for space heating, including ground source, air source, and/or hybrid options as an alternative to fossil fuel-based HVAC equipment;
 - ii) Incorporation of energy recovery ventilators (ERV's) to provide ventilation (fresh air) for occupied areas
 - iii) Low carbon domestic hot water such as wastewater heat recovery, air source heat pump hot water heaters, and/or solar water heaters;
 - iv) Implementation of solar PV on all viable rooftop areas, and other renewable energy systems where appropriate;
 - v) Opportunities for community-scale energy systems including district energy fueled by geo-exchange, low carbon cogeneration facilities, district solar or sewage waste heat recovery
 - vi) Enhanced energy efficiency in building design through strategies such as building envelope improvements, high performance windows and insulation, improved air tightness, and energy efficient mechanical

equipment to meet the targets outlined in the Town's Green Development Standards.

- c) 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 be solar-ready considering building orientation, structural capacity, and electrical infrastructure.
- d) Through site planning and building design, the applicant 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, and renewable energy generation will be a supported land use where appropriate.
- e) The Town and applicant will work with Hydro One and other utilities, to promote energy systems and electrical infrastructure that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation, including vehicle charging infrastructure on public and private sites.

36.3.2 Water Efficiency

- a) New development in the Plan Area will take steps to reduce potable water consumption through consideration of measures such as efficient water fixtures and rainwater harvesting and reuse.
- 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.

36.3.3 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) New development will make efforts to advance the recommendations outlined in the Alloa Climate Adaptation Plan to improve climate resilience at each development stage, including consideration of the following measures:
 - 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, 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 and using green infrastructure/Low Impact Development strategies 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, and enhancing opportunities for local food production;
- 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, in particular flooding and high wind.

36.3.4 Green Development Standards

- a) All new developments will implement metrics and achieve the performance targets outlined in the Town's Green Development Standards, as amended from time to time, 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, reduce greenhouse gas emissions and enhance energy efficiency from buildings and transportation.

36.4 Cultural Heritage

- 36.4.1 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.

36.4.2 Archaeology

- a) Stage 2 Archaeological Assessment is required for all lands proposed for development in the Plan Area 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 prior to final development approvals, including as a Condition of Draft Plan Approval, to the satisfaction of the Town.

36.4.3 Built Heritage Resources and Cultural Heritage Landscapes

- a) As shown on Schedule H36, there are thirteen 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.

36.4.4 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.

36.5 Urban Design

- 36.5.1 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.
- 36.5.2 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:

- a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and applicable Secondary Plan Community Design Guidelines.
 - i) 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.
 - ii) 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.
 - iii) Building elevations visible from public areas will incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, monotonous façades.
 - iv) 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.
- b) Direct driveway access from individual detached, semi-detached, and townhouse dwellings to existing or future arterial roads are not permitted.
- c) Residential development adjacent to arterial roads will 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 and rear-lane housing, flankage lots, service roads, berms and landscaping adjacent to these roads. Window streets are generally not recommended.
- d) 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 will identify the design treatment for such priority lots and will indicate the implementation process associated with these Guidelines.
- e) All Site Plan applications in the Secondary Plan may require, as part of a complete application, the completion of a Health Assessment as described in the Peel Official Plan. The Health Assessment must be completed in accordance with the

Region of Peel's Healthy Development Assessment, to the satisfaction of the Region of Peel. A future development application may require demonstration of compliance with the Health Assessment completed through the Secondary Plan by way of a confirmation letter confirming compliance.

- f) The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan.

36.6 Economic Opportunities

Employment-generating uses within the Plan area will 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.

36.7 Public Service Facilities

36.7.1 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 H36 to this Plan:

- a) Neighbourhood Centre;
- b) Urban Corridor;
- c) Major Commercial / Mixed-Use Area; and
- d) Neighbourhood Area.

36.7.2 Public service facilities are identified symbolically on Schedule H36 to this Plan. Generally, the location and number of public service facilities shown on Schedule H36 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.

36.7.3 Public service facilities located within the Neighbourhood Centre designation will 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.

36.7.4 Public service facilities located within the Urban Corridor designation will 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.

36.7.5 Public service facilities located within the Major Commercial / Mixed-Use Area designation will 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.

36.7.6 Public service facilities located within the Neighbourhood Area designation will 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.

36.7.7 Schools

a) Eight publicly-funded school sites are identified on Schedule H36 to this Plan, as follows:

- Two existing Public Elementary Schools, Alloa Public School located on the east side of Mississauga Road, and Alloa Holding School located on Mayfield Road;
- Three proposed Public Elementary Schools;
- Two proposed Catholic Elementary School; and
- One proposed Public Secondary School.

b) New school sites will 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 will have frontage on a Collector Road with a minimum paved roadway of 10 metres.

d) New secondary school sites will have a minimum of 2 frontages on Collector and/or Arterial Roads.

e) The configuration of the school sites will 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 will be dual zoned to permit schools and residential land uses. Development applications for lands containing school sites will 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 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.

36.7.8 Community Facility

- a) A community recreational facility is required within the Secondary Plan Area. The conceptual location has been identified on Schedule H36.
- b) The community recreational facility must be located on a minimum of 5 hectares, preferably co-located beside a Neighbourhood Park, along a collector road, easily accessible by transit.
- c) Relevant draft plans of subdivision or site plan application will include the lands for Town of Caledon community recreation facility of appropriate lot size, configuration, and frontage onto adjacent roads, to the satisfaction of the Town.
- d) The Town of Caledon community recreation facility will be planned, designed, and constructed in accordance with the Town's Corporate Green Building Standard, as may be amended by Council periodically.
- e) The community recreational facility will be planned with lead time to accommodate potential grant funding opportunities, allowing the design to be informed by energy saving and emissions reduction opportunities.

36.8 Transportation and Mobility

- 36.8.1 Transportation *infrastructure* in the Secondary Plan Area will be developed as *multi-modal transportation corridors* that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle, and pedestrian movement and connectivity. The overall and integrated transportation system in the Secondary Plan Area will be planned and designed in accordance with Chapter 11, Transportation

36.8.2 Development within the Secondary Plan Area will implement the recommendations of the Town approved Community-wide Transportation Study.

36.8.3 The Community-wide Transportation Study in support of the Secondary Plan, will include, but is not limited to:

- a) transportation capacity analysis and modelling identifying:
 - i) internal road, intersection, and lane configurations and traffic controls required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan; and,
 - ii) external boundary road, intersection, and lane configurations and traffic control improvements required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan;
- b) a Transportation Demand Management Plan;
- c) a Transit Plan identifying proposed transit routes and stops to provide access to transit within 400 metres throughout the entire Secondary Plan community;
- d) a Pedestrian and Cycling Plan, identifying cycling and pedestrian infrastructure and connectivity throughout the Secondary Plan, and along the Boundary Road network;
- e) a Traffic Safety and Calming Plan; and,
- f) an assessment of land requirements needed to accommodate the planned transportation infrastructure and improvements.

36.8.4 Additional transportation studies in support of future Tertiary Plans and/or Draft Plans of Subdivision within the Secondary Plan Area will be required to include, but not limited to:

- a) Traffic modelling and operational analysis of under two scenarios:
 - i) Full build-out of the Draft Plan of Subdivision and adjacent subdivisions that are approved and under construction, identifying any external transportation improvements required to support the ultimate development; and,
 - ii) Interim conditions, identifying the transportation improvements, treatments, and connections required to support each development phase, including

where roads and pedestrian connections terminate at the edge of adjacent undeveloped lands or future phases.

- b) A phasing and staging plan for transportation infrastructure, consistent with the timelines and development horizons, that outlines how the transportation network will evolve with each phase of development.
- c) Consideration of interim conditions for boundary roads, including whether full build-out elements such as widening, signalization, or intersection improvements are required at early stages or can be delivered through a phased approach.
- d) Coordination with and reference to the Town-approved Community-wide Transportation Study to ensure consistency in transportation planning across the Secondary Plan Area.

36.8.5 Roads

- a) Roads in the Alloa Secondary 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) Schedule H36 illustrates a Conceptual Collector Road Network that provides east west connections to existing north-south collector and/or arterial roads, including the east-west extension of Tim Manley Avenue.
- c) Prior to draft approval of lands which contain the northerly most east-west collector road extending between Creditview Road and Chinguacousy Road, the Town will be satisfied with the proposed alignment and configuration, right-of-way width, and connection to Chinguacousy Road has been coordinated with the adjacent lands to the east for consideration of a continuous east-west collector road network. More specifically, alignment of this road would correspond with the collector road proposed on the east side of Chinguacousy Road, recognizing MTO approval is necessary
- d) Prior to the registration of a Plan of Subdivision, it will 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 will be made to the satisfaction of the Town.

- e) Public cul-de-sac roads are not permitted except in situations where the location of the Natural Environment System and/or locations of public service facilities or infrastructure result in a cul-de-sac road as the best option.
- f) Other implementation and design details with respect to the conceptual road network in the Secondary Plan Area, as may be suggested by the final Community-wide Transportation Study, the respective municipal class environmental assessments if necessary and Community Design Guidelines, will be considered in the preparation of the Community-wide DSSP.
- g) Minor adjustments to the location of the Conceptual Collector Road Network as shown on Schedule H36 will be permitted without requiring an amendment to this Plan, provided the goals and objectives of the Secondary Plan are maintained.
- h) Prior to the registration of the first Plan of Subdivision—or any subsequent phase—the construction of collector roads and related improvements identified in the Community-wide Transportation Study will be completed, as necessary, or otherwise secured through a subdivision agreement to the satisfaction of the Town.
- i) Collector roads must be designed and delivered in a manner that supports the modified grid structure, promotes walkability and accommodates future transit services, and ensures safe, functional access for all modes of travel.
- j) Traffic calming measures beyond those considered within the Community-wide Transportation Study or a site-specific Transportation Impact Study, may be considered during the detailed design or Site Plan Approval stage.

36.8.6 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, to provide the road right-of-way width established by the Official Plan, and Schedule H36, as well as any additional lands identified through the Community-wide Transportation Study, a Feasibility Study, and Environmental Assessment, required to accommodate:
 - i) grading;
 - ii) intersection geometry (i.e. medians, turning lanes, and storage tapers, etc.);

- iii) traffic control devices and related appurtenances (i.e. signal poles, controllers, active-transportation facilities), appurtenances;
 - iv) streetscape elements (e.g., street trees, street lighting, seating, signage), bike lanes;
 - v) dedicated transit facilities (e.g., bus bays, transit shelters);
 - vi) low impact development features needed to meet the Town's Consolidated Linear Infrastructure Environmental Compliance Approval;
 - vii) on-street parking; and
 - viii) low carbon and alternative energy systems including district energy, where appropriate.
- b) The Town may require additional lands dedications at intersections to accommodate exclusive turning lanes and daylight triangles. Such additional rights-of-way requirements will be determined during the *development* application stage and will become part of the required rights-of-way.
 - c) The Town may acquire and hold any lands required to implement any feature or facility in the Secondary 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.
 - d) Notwithstanding Policy 11.3.15, in accordance with Policy 11.3.16, the Town may accept reduced daylight triangles where it has been demonstrated to the satisfaction of the Town and/or Region that appropriate sight lines and the necessary appurtenances and infrastructure can be accommodated within these reduced daylight triangles. This will be determined prior to any draft plan approval.
 - e) Sidewalks will be provided on both sides of all public roads, except where it can be demonstrated to the Town, at its sole discretion, that physical or environmental constraints make a two-side treatment impractical and an equivalent accessible connection can be achieved, or where it conflicts with other priorities of the Town.

36.8.7 Public Transit

- a) In accordance with Schedule C1 4 of the Official Plan and any future public transit network developed by the Town, the Arterial Roads bordering the Alloa Secondary Plan Area will be planned to accommodate future local transit routes and allow for transit stops as required.
- b) To encourage transit throughout the Alloa Secondary Plan Area as a viable option, a transit service plan is required to demonstrate that *development* plans will be designed with specific regard for the safe, convenient and efficient use of public transit. In particular, *development* will consider planning for:
 - i) sufficient transit service routes throughout the Secondary Plan and external boundary road network to provide transit access within 400m of the majority of residences and businesses to the satisfaction of the Town;
 - ii) road widths along planned transit routes that can safely accommodate transit vehicles;
 - iii) related pedestrian and/or cycling routes that provide direct access to transit routes and stops;
 - iv) the provision of future transit stops within 400 metres of the majority of residents and employees to the satisfaction of the Town; and
 - v) adequate property to accommodate transit infrastructure and related appurtenances.

36.8.8 Pedestrian and Cycling Network

- a) The intent of the pedestrian and cycling network in the Alloa Secondary Plan is to provide a safe, well connected, and convenient alternative for trips that would otherwise be made using a vehicle.
- b) Key objectives of the pedestrian and cycling network in the Alloa Secondary Plan are to provide:
 - i) a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly, and active neighbourhoods;
 - ii) safe, attractive, and convenient connections between and within key destinations in the Secondary Plan; and,

- iii) continuous pedestrian and cycling connections with broader existing and future planned *active transportation* networks in the Town, City of Brampton, and Region of Peel.
- c) Pedestrian and cycling routes throughout the Secondary Plan Area will be planned in accordance with Section 11.4, Active Transportation, and designed to be safe, accessible and viable alternatives for short trips that would otherwise be made using a single occupant vehicle.
- d) Within the Community-wide Transportation Study, a Pedestrian, Cycling and Trail Network Plan illustrating sidewalks, on-road cycling facilities, multi-use paths and off-road trails, and showing their continuity to external networks, will be prepared to the satisfaction of the Town. Where the schedule cannot be physically included in the Secondary Plan, it will be provided separately as part of supporting materials, prior to approval of draft plans of subdivisions or site plan applications.

36.8.9 Recreational Trail Network

- a) Recreational trails related to the natural environment and open space systems in the Alloo Secondary Plan and beyond will be considered, where possible, 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 approved Alloo Local Subwatershed Study or any Addendums thereto, as referenced in Section 36.10.3.
- c) The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town and Provincial *accessibility* standards.
- d) Future development within the Alloo Secondary Plan Area will consider an internal multi-use trail system outside of the Collector Road right-of-way.
- e) 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, within established rights-of-way, unless otherwise directed by the Town.

36.8.10 Parking

- a) Permanent, large areas of surface parking should be avoided and will be permitted only when it is demonstrated that there is no other alternative. Such

demonstration will consist of an alternative layout analysis prepared by a qualified urban design architect. In the event there is no alternative to such parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.

- b) Where a development application, supported by a detailed Parking Justification Study, is able to demonstrate a reduced need for parking, alternatives to the parking standards contained in the Town's comprehensive zoning by-law will be considered.
- c) Where loading and parking areas are proposed within proximity to a street frontage or interface, enhanced landscaping may be required to mitigate the visual impact of parking on the streetscape.
- d) Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.

36.8.11 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.

36.8.12 Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest

- 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 H36. No development is to be permitted within the Focused Analysis Area and Narrowed Area of Interest, as depicted on Schedule H36, until permitted by the Province.
- b) Schedule H36 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.

- c) 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 will come into effect. For lands within the Planned Highway 413 Transportation Corridor, the Secondary Plan will be updated to determine appropriate land uses for the area of the corridor.
- d) Planning for any development within the FAA and NAI will be conceptual and at the proponent's risk. The Province is under no obligation to account for any planned development within the designs for the corridor projects.

36.8.13 Northwest GTA Transmission Corridor

- a) The Northwest GTA Transmission Corridor Identification Study is being undertaken by the Ontario Ministry of Energy and Mines and the Independent Electricity System Operator, to identify an appropriate corridor of land for use by future electricity transmission infrastructure. A portion of the Northwest GTA Transmission Corridor Narrowed Area of Interest extends into the Secondary Plan Area. These lands are identified on Schedule H36 in this Plan.
- b) Land may be required within the Secondary Plan Area for the Northwest GTA Transmission Corridor. Accordingly, final development approval for the lands within the Corridor's Narrowed Area of Interest will only be provided following the final determination on the alignment of the Northwest GTA Transmission Corridor right-of-way or to the satisfaction of the Ministry of Energy and Mines. No *development* approval will be provided for lands within the Corridor's Narrowed Area of Interest until such time as those lands are either removed from the Narrowed Area of Interest, or the Ministry of Energy and Mines provides direct approval. Minor modifications may be made to the underlying land uses and road network for any lands released from protection for this Corridor without an amendment to this Plan.

36.8.14 Transportation Demand Management

- a) A Transportation Demand Management Plan will be required as part of the approval of a Tertiary Plan and/or Draft Plans of Subdivisions, outlining strategies, incentives, programs, and infrastructure that will reduce dependency on single passenger automobile trips.

- b) The Town may permit reduced parking standards for developments which demonstrate through a Transportation Demand Management plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards may 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 promote a variety of modes of transportation.

36.8.15 Brampton Airport

- a) Development of lands within the Brampton Airport Zoning Regulation (AZR) Overlay as shown on Schedule H36 are subject to the regulations of the Brampton Airport Zoning Regulations and the federal Aeronautics Act. All development applications for lands subject to the AZR will be circulated to the Brampton Airport for comment.
- b) If development applications are subject to the Town's AZR, an aeronautical assessment must be provided as part of a complete application. Land uses or heights in excess of the limitations identified in the AZR may be permitted subject to an aeronautical assessment and review by the Brampton Airport and Transport Canada.

36.9 Infrastructure

36.9.1 Municipal Water and Wastewater Services

- a) All new *development* in the Alloo Secondary Plan 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 Development Staging and Sequencing Plan and Functional Servicing Report, and to the satisfaction of the Region of Peel.
- b) When designing and installing water and/or wastewater *infrastructure* in the Secondary Plan, the opportunity for adjacent existing un-serviced or partially serviced *development* to connect to the municipal system will be provided.

36.9.2 Stormwater Management and Low Impact Development

- a) Stormwater management facilities servicing the Plan Area will be designed in accordance with the Functional Servicing Report (FSR) established for each Phasing Area, and the Community Design Guidelines, in conjunction with the applicable Conservation Authorities, the Town and other government agencies, as applicable.
- b) The Functional Servicing Report for each phasing area will implement the strategy, targets and criteria outlined in the approved Alloo Local Subwatershed Study.
- c) The location of stormwater management facilities is conceptually identified on Schedule H36. The final location and configuration of these facilities will be determined as part of the Functional Servicing Report for each Tertiary Plan, and will be guided by the findings and management recommendations of the approved Alloo Local Subwatershed Study.
- d) As part of the Tertiary Plan, assessments of erosion potential and wetland water balance will be based on a calibrated and validated continuous simulation hydrologic model, developed using observed local weather, water surface elevation, and streamflow data. To establish appropriate targets, the model must simulate long-term climate conditions and capture key hydrologic processes, using data recommended for use by the Town / TRCA. The results of this modeling will be used to develop erosion criteria by comparing them against established erosion thresholds. This will help mitigate the impacts of development on instream erosion, support flow duration analyses, and ensure the preservation of wetland hydrologic functions under post-development conditions.
- e) The location of the stormwater management facilities, including green infrastructure and Low Impact Development practices, are to be more specifically delineated in the Tertiary Plan in accordance with the FSR and EIR, or equivalent, to the satisfaction of the Town and agency partners.
- f) Adjustments to the number, location and configuration of the stormwater management facilities that are supported by appropriate technical studies will be permitted without requiring an amendment to this Plan.
- g) 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 will be prepared in accordance with the approved Alloo

Local Subwatershed Study, the applicable FSR, and Town of Caledon Engineering Standards:

- i) Stormwater management report and plans
 - ii) Erosion and sediment control report and plans
 - iii) Servicing plans
 - iv) Grading plans
 - v) Geotechnical reports
 - vi) Hydrogeologic reports; and
 - vii) Other technical reports as deemed necessary.
- h) The Stormwater Management Report and Plan, as outlined in Section 36.9.4(g), will incorporate a variety of stormwater management practices, including Low Impact Development (LID) techniques, to protect water quality, maintain baseflow and temperature, and support ecological integrity. Wherever possible, stormwater infrastructure required under the Consolidated Linear Infrastructure (CLI) Environmental Compliance Approval (ECA) will be located on public lands to ensure access for maintenance. If such infrastructure must be located on private property, appropriate legal instruments, as approved by the Town, must be in place to ensure long-term maintenance.
- i) To ensure compliance with the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA), stormwater management practices required to meet regulatory and design objectives may be accommodated within the public right-of-way. Where such accommodation necessitates additional right-of-way width beyond the standard road cross-section, applicants will be required to provide the necessary widening as a condition of development approval. The design and implementation of these features will be coordinated with the Town to ensure alignment with CLI-ECA requirements and to maintain overall functionality of the transportation and servicing network.
- j) Stormwater management facilities will be designed and located to accommodate the ultimate future widening of Town roads adjacent to the subject lands at their planned elevations, if known, or existing elevations, where feasible. For developments adjacent to an existing Town road, the design of storm sewer

systems and stormwater management ponds will accommodate flows from the roads, where feasible.

- k) 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 the approved Alloo Local Subwatershed Study, the Climate Adaptation Plan, Town Engineering Standards, and industry best management practices.
- l) In considering options for stormwater management, the following policies will apply:
 - i) Location of stormwater management facilities will promote gravity drainage and suitable cover over services. Where feasible, there will be a preference for at source controls and low impact development practices, which are compatible with the objectives of this Plan.
 - 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 Natural Environment System;
 - iv) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system in accordance with the approved Alloo Local Subwatershed Study;
 - 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; and,
 - vi) Stormwater management facilities will be designed to minimize the impact of maintenance costs to the Town.
- m) Conventional stormwater management facilities will be designed in compliance with the Town Development Standards Manual, the 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/CVC Low Impact Development Stormwater Management Planning and Design Guide.

- n) 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.
- o) 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.
- p) Development may proceed using interim stormwater management solutions, subject to the satisfaction of Town, where the ultimate stormwater management infrastructure identified in the Secondary Plan has not yet been constructed or is not yet operational. Interim solutions must be designed to provide adequate quantity and quality control in accordance with applicable standards and must not preclude or hinder the implementation of the ultimate stormwater solution as outlined in the Local Subwatershed Study and Community-Wide Functional Servicing Report.
- q) All lands that derive benefit from the ultimate stormwater management solution will be required to contribute equitably to the cost of its planning, design, construction, implementation and monitoring. Cost-sharing obligations will be secured through development agreements, cost-sharing agreements, or other financial mechanisms acceptable to the Town, and may be implemented through conditions of draft plan approval or site plan control. If the Town approves the use of temporary stormwater facilities, the subdivision agreement or site plan agreement, as applicable, will require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities.
- r) Landowners utilizing interim stormwater solutions will be responsible for decommissioning and restoring the lands affected by such systems once the ultimate stormwater solution is in place and operational. A decommissioning and transition plan will be submitted and approved at the time of development approval, including timing, method, and cost responsibilities, to the satisfaction of the Town and relevant agencies.

- s) The Town of Caledon, in partnership with the relevant conservation authority, may undertake updates to hydrologic and hydraulic models to reflect current conditions, best practices, climate change projections, and updated technical information.
- t) Lands within the Secondary Plan area that have not received draft plan of subdivision or site plan approval at the time of the model update will be required to demonstrate conformity with the updated, approved hydrologic and hydraulic targets and criteria as determined through the revised modelling.
- u) Where updated hydrologic and hydraulic models result in revised stormwater management, floodplain, or environmental planning targets, these updates will be deemed to form part of the technical basis for development review, and development applications will be evaluated accordingly.
- v) The Town and the relevant conservation authority will ensure that updated modelling and resulting targets are publicly available and transparently incorporated into development review processes.
- w) Nothing in this policy will prevent the Town or the conservation authority from applying the updated targets to approved developments through conditions of draft approval, where such updates are necessary to protect public safety, natural heritage systems, or infrastructure.

36.9.3 Public Utilities, Public Facilities and Telecommunications

- a) Public utilities, such as hydro, gas, and telecommunications *infrastructure* and public facilities 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 Natural Features and Areas designation are subject to Section 34.10, Natural Environment System. 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 final 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.

- e) The Town recognizes that broadband fibre-optic cable service is the new essential utility 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. When developing their lands, developers in the Secondary Plan will 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 Secondary Plan to access high-speed internet services.

36.9.4 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.
- 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.
- i) Road Noise Policies
 - i) 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.
- j) Stationary Noise Policies
 - i) 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.
 - ii) 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.
- k) Light Policies
 - i) Lighting in the Plan Area will 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.

- ii) Warning clauses will 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.

Natural Environment System, Parks and Open Space

36.10 Natural Environment System

36.10.1 The Alloa Natural Environment System will be protected, restored and enhanced in accordance with Chapter 13, Natural Environment System, and Chapter 16, Natural Hazards.

36.10.2 General Policies

- a) The final Natural Environment System will be placed in a restrictive zone to protect it from development and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the approved Local Subwatershed Study.
- b) Permitted uses and activities in the Natural Environment System will be limited to:
 - i) forest, fish and wildlife management;
 - ii) limited essential infrastructure including road and municipal services crossings, and low impact development measures subject to the Town's and applicable Conservation Authority approval;
 - iii) natural heritage feature or area restoration and enhancement works;
 - iv) channel relocation and lowering; wetland and/or woodland restoration and enhancement works;
 - v) passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and,
 - vi) site alteration to accommodate the above uses; and existing uses, buildings or structures.
- c) Illumination of parking, park, or other adjacent facilities will be directed away from the Natural Environment System.
- d) Pedestrian and cyclist linkages within the Natural Environment System will generally be identified in the Community Design Guidelines and the Alloa

Transportation Study. Minor adjustments to routes and linkages may be applied without amendment to this Plan.

- e) Prior to the Town and TRCA issuing final approval the Local Subwatershed Study, the Local Subwatershed Study must provide justification for the reconfiguration of the Alloo Drain (and its associated tributaries) for the purposes of creating a more well-defined corridor that must demonstrate no negative impacts, and that enhances and improves the natural features, hazards and functions. The Local Subwatershed Study must demonstrate where and how construction of the channel and its associated tributaries must commence, to facilitate any development across the entire Secondary Plan.
- f) Prior to the Town issuing final approval for any Tertiary Plan, the Environmental Implementation Report will be undertaken in accordance with the recommendations and requirements of the approved Local Subwatershed Study and must include design drawings and an implementation strategy for the applicable section of the realigned channels, as identified in the approved Local Subwatershed Study. Approvals from the Town, TRCA and other public agencies are required.
- g) The proposed watercourse realignment for the entire Alloo Secondary Plan Area must be approved by the Town and Toronto and Region Conservation Authority within the approved Local Subwatershed Study.

36.10.3 Natural Features and Areas

This section establishes specific policies for the Natural Environment System that will ensure a functional and connected natural heritage system that protects and enhances key natural heritage features, hazards and areas within the Plan Area.

- a) Natural Environment System lands in the Secondary Plan area are designated Natural Features and Areas and are shown conceptually on Schedule H36.
- b) The Natural Features and Areas designation boundaries shown conceptually on Schedule H36 are subject to change without requiring an amendment to this Secondary Plan and will be finalized through approval of the Local Subwatershed Study and/or Environmental Implementation Report(s) for the Secondary Plan Area by the Town and applicable agencies.
- c) The Natural Features and Areas lands that are not owned by the Town or applicable Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to the Town.

- d) *Active transportation* linkages through the Natural Features and Areas designation may be permitted in limited circumstances where it has been demonstrated to the Town's satisfaction that there will be minimal adverse impacts to the functions of the Natural Environment System.
- e) Natural Features and Areas identified conceptually on Schedule H36 that have not been confirmed in the field through the Local Subwatershed Study and/or Environmental Implementation Report(s) due to non-participating land ownership may require further study to determine appropriate management of the features in alignment with those studies.
- f) Where Natural Heritage Features on lands that did not participate in the Local Subwatershed Study and/or Environmental Implementation Report are located in proximity to participating lands further study is required to determine the extent of required buffers on the participating lands.

36.10.4 Buffers

- a) Minimum buffer widths will be provided from the limit of all natural heritage features and hazards as outlined in the approved Alloo Local Subwatershed Study.
- b) The final buffer width and permitted uses within feature and hazard buffers, such as recreational trails, LIDs, or essential infrastructure, must be determined based on the recommendations of the Environmental Implementation Report established for each Phasing Plan Area
- 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.

36.11 Parks and Open Space

- 36.11.1 Parks are identified symbolically on Schedule H36 to this Plan. Generally, the location and number of parks shown on Schedule H36 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.

36.11.2 Nine public parks are identified on Schedule H36 to this Plan, as follows:

- a) Six Neighbourhood Parks; and
- b) Two Community Parks

36.11.3 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.

36.11.4 Further to Section 36.11.1, 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:

- a) The Objectives of the Plan Area (complete, walkable community) is maintained;
- b) The opportunity to explore joint use initiatives with adjacent land uses is maintained;
- c) 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; and
- d) The functionality of the park is not significantly impacted.

36.11.5 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.

36.11.6 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.

36.11.7 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.

36.11.8 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.

36.11.9 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 provided that the intended function of the relevant required setback, buffer or parkland is not negatively impacted to the satisfaction of the Town.

36.11.10 The Alloa Landowners Group will enter into a Master Parks Agreement with the Town.

36.11.11 Community Parks

- a) The Community Parks in the Plan Area are intended to provide a central location for medium- to large-scale sports facilities, sport fields, flood lighting, courts (basketball, pickleball, multi-use courts), large playground structure, splashpad, washroom building, shade structures and seating areas for residents within the broader Plan Area.
- b) The Community Parks will be subject to the following policies:
 - i) The Community Parks will generally have a minimum area of 6.0 hectares;
 - ii) Will be centrally located to the population they serve (15,000 – 20,000 people);
 - iii) Be located to have direct access to an arterial or collector road;
 - iv) A minimum of 50% of the perimeter of the Community Park will abut public roads or open space use;
 - v) Community Parks will be located adjacent to a planned transit route.

36.11.12 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 structure, shade structures and 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) Neighbourhood Parks are located centrally to the population (4,000 – 5,000 people) they serve;
 - iii) A minimum of 50% of the perimeter of a Neighbourhood Park will abut public roads, school, or open space use;
 - iv) Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme.

36.11.13 Privately Owned Publicly Accessible Spaces

- a) The Town may require Privately Owned Publicly Accessible Spaces for high density or mixed use developments if the subject property is beyond 400 metres from a neighbourhood park. The need for, location of, and the total land area will be determined during the Site Plan process. 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; and,
 - iv) Be encouraged at ground level and complement local service retail uses.

Urban System Land Uses

36.12 Community Area Land Use Designations and Policies

Development within the Community Area will be undertaken in accordance with the Official Plan and the policies of this Secondary Plan. Where there is a conflict between

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

36.12.1 Neighbourhood Centre

- a) Lands designated Neighbourhood Centre on Schedule H36 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 Town-Wide Design Guidelines.
- b) There are two Neighbourhood Centres within the Plan Area shown on Schedule H36 as follows:
 - i) The Alloo 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 Alloo 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 Alloo 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 Alloo 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) Where the current alignment of the northerly east-west collector road adjacent to the Neighbourhood Centre designation as shown on Schedule H36 is shifted or realigned to the north, the portion of the Neighbourhood Centre designation adjacent to the current collector road alignment will revert to the Chinguacousy Urban Corridor designation.
- f) The Alloo North Neighbourhood Centre is also subject to the Special Policy Area 1 provisions in Section 36.14.1.

- g) 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.

36.12.2 Urban Corridors

- a) Lands designated Urban Corridor Area on Schedule H36 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 Town Wide Design Guidelines. In general, all developments within Urban Corridors will align with the Town of Caledon's Comprehensive Town-wide Design Guidelines as well as the Alloo 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 Urban Corridors within the Plan Area shown on Schedule H36, as follows:
 - i) The Mayfield Road Urban Corridor, between Chinguacousy Road and the Alloo 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 will 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 development will generally be located on all corners of arterial road intersections where not precluded by the natural environment system.
- iii) The mid-rise blocks on the north and south side of the intersection of Tim Manley Avenue and Chinguacousy Road may include stacked townhouses and may include local service commercial uses which could include live-work units.
- iv) Public parks are also encouraged and promoted at arterial road intersections to bolster parkland visibility and ease of access for the community.
- v) Low-rise housing forms may be permitted along 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 satisfaction of the Town.
- vi) 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.
- vii) Low-rise, ground-related residential housing in the form of detached, semi-detached, townhouse, and multiplex dwellings may be permitted at the rear of the Urban Corridor.
- viii) Low-rise, ground-related housing in the form of detached, semi-detached and townhouse dwellings with front garage(s) will 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.
- ix) Building facades along public streets should feature architectural elements that enhance visual connectivity, fostering street-level interaction, and contributing to an engaging pedestrian environment.
- x) 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.

- xi) 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.
- xii) 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 Alloo 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 development will be located at key intersections.
- iii) Low-rise housing forms may be permitted along 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 satisfaction of the Town.
- 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.
- v) Low-rise, ground-related residential housing in the form of detached, semi-detached, townhouse, and multiplex dwellings may be permitted at the rear of the Urban Corridor.
- vi) The interface between residential units and the corridor 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) Residential units flanking the corridor 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.

36.12.3 Major Commercial/Mixed-use Areas

- a) Lands designated Major Commercial / Mixed-Use Area on Schedule H36 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 will 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 SWM Pond east of the northerly extension of Brisdale Road 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.

36.12.4 Neighbourhood Area

- a) Lands designated Neighbourhood Area on Schedule H36 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.

36.13 Employment Area Land Use Designations and Policies

Development within Employment Areas will 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.

36.13.1 Prestige Employment Area

- a) Lands designated Prestige Employment Area on Schedule H36 will be developed generally in accordance with Section 23.7 of the Official Plan and conforming to the Town's Town Wide Design Guidelines.

36.13.2 General Employment Area

- a) Lands designated General Employment Area on Schedule H36 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 Alloo Holding 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 will 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.

36.14 Site-specific Exception Policies

36.14.1 Special Policy Area 1 (SPA1)

- a) Lands designated Special Policy Area 1 (SPA1) on Schedule H36 contain natural environment features, including a Provincially Significant Wetland (PSW), 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.

- b) The policies of Section 36.10 (Natural Environment System) will apply to lands within SPA1 that are ultimately determined to be within the Natural Environment System Area.
- c) Any lands within the SPA1 designation not required for NES purposes will be developed in accordance with Sections 36.12.1 and 22.4, Neighbourhood Centre designation policies in this Plan, without amendment to the Plan.
- d) 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 alignment of the northerly east-west collector road within SPA1 shown on Schedule H36 may need to be re-routed through SPA1 to implement the planned extension. Notwithstanding the alignment of the northerly east-west collector road shown on Schedule H36, 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.
- e) Notwithstanding the height and density 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 lands within Special Policy Area 1 may permit mixed-use buildings with greater density, and building heights up to 20 storeys without amendment to the Plan subject to the following site-specific studies prepared to the satisfaction of the Town:
 - i) Transportation Feasibility Study;
 - ii) Municipal Servicing Study;
 - iii) Compatibility Demonstration Plan; and
 - iv) Built Form Transition Analysis

36.14.2 816 Mayfield Road

- a) On the lands identified by Roll Number 212412000317100000 and municipally known as 816 Mayfield Road, a processing and storage of topsoil operation with accessory equipment storage building, office and retail outlet is also permitted. (1978 Official Plan, OPA 232, By-law No. 2012-159)

36.14.3 12111 Mississauga Road

- a) 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 will continue to be permitted in the Prestige Employment designation.

36.14.4 Special Policy Area 2 (Portion of 12100 Creditview Road)

- a) Notwithstanding the policies within this Plan, lands designated Special Policy Area 2 (SP2) on Schedule H36 may complete site-specific studies to support the advancement of site plan approval prior to the completion of the studies identified within Section 36.15 and Section 36.21 of this Plan.

Implementation

36.15 Implementation

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

- a) Agricultural Impact Assessment;
- b) Archaeological Assessment (Stage 1);
- c) Commercial Impact Study;
- d) Community Design Guidelines;
- e) Community Energy and Emissions Reduction Plan;
- f) Community Services and Facility Study;
- g) Cultural Heritage Assessment;
- h) Fiscal Impact Study;

- i) Scoped Servicing Study;
- j) Healthy Development Assessment;
- k) Housing Assessment;
- l) Local Subwatershed Study (LSS);
- m) Planning Justification Report;
- n) School Site Analysis; and
- o) 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 will be informed by the findings and recommendations of these studies.

36.16 Tertiary Plan(s)

- 36.16.1 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 will 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 will be prepared generally in accordance with Section 21.4 of the Official Plan.
- 36.16.2 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 Chief Planner 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.
- 36.16.3 The Tertiary Plan will reflect the FAA/Transmission Corridor on Schedule H36 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 H36, 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.

36.17 Environmental Implementation Reports (EIRs)

- 36.17.1 Environmental Implementation Reports (EIRs) demonstrate how the environmental goals, objectives, management and monitoring plans outlined in the LSS will be implemented and identifies additional technical investigations for Phasing Areas within the Plan to be implemented at the site level through individual plans of subdivision and site plans.
- 36.17.2 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.
- 36.17.3 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.
- 36.17.4 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 will include an impact assessment and recommended mitigation plan.
- 36.17.5 Addendums to the EIR and recommended mitigation plan must demonstrate to the satisfaction of the Town, the Region of Peel and applicable Conservation Authorities 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.

36.18 Functional Servicing Reports (FSRs)

- 36.18.1 Tertiary Plan Level 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.
- 36.18.2 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 Tertiary Plan Level 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.

36.18.3 Tertiary Plan Level 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 Local Subwatershed Study and Scoped Servicing Study.

36.18.4 Tertiary Plan Level FSRs will provide greater design detail than the Scoped Servicing Study prepared in support of the Secondary Plan and will include the following information, if applicable:

- a) confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;
- b) consider and integrate the management recommendations of feature-based water balance, as applicable;
- c) Site grading plans;
- d) 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;
- e) Design of storm sewers, major system, Clean Water Pipes, and other conveyance measures; and,
- f) Sequencing and design details for proposed watercourse realignments.

36.19 Community Design Guidelines

36.19.1 While community design for the Alloo Secondary Plan is guided by the Town Wide Design Guidelines, Community Design Guidelines have also been prepared to supplement the Town Wide Design Guidelines. 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 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.

36.20 Climate Change Adaption Plan

36.20.1 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 Climate Change Adaption Plan to the satisfaction of the Town.

36.21 Draft Plans of Subdivision and Zoning By-law Amendments

36.21.1 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 36.15.1 may need to be refined to the satisfaction of the Town and relevant agencies and ultimately approved by Town staff. Alternatively, where refinements are not required, Compliance Letters demonstrating conformity to the plans/studies may be provided, as needed.

36.21.2 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 will be approved by the Town.

36.21.3 Prior to draft 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 Local Subwatershed Study, Climate Adaptation Plan, Scoped Servicing Study, and Transportation Study will be completed to the satisfaction of the Town and the Region of Peel for the Plan Area to address the objectives in Section 36.1.4 and provide direction and guidance for the implementation of the policies of this Secondary Plan.

36.21.4 The studies in 36.21.3 above will be completed in consultation with the Region of Peel, Credit Valley Conservation, and Toronto and Region Conservation Authority and approved by the Town.

36.22 Phasing and Financial Responsibility

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

- a) Prior to or concurrent with 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 will 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 will establish phases of development of the lands and will provide for the staging of construction of public infrastructure and services in relation to phases of development, if applicable. The phasing plan will take into account the responsibility for construction of the public infrastructure and services and will 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 Tertiary 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 Tertiary Plan Area will 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 will 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 will 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 will 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 will 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 H36 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 H36 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.

36.22.2 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 will 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 will 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.

36.22.3 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 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.

36.22.4 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.

36.23 Interpretation

- 36.23.1 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule H36 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.
- 36.23.2 The redevelopment of existing non-conforming uses to uses that are consistent with the objectives of the Alloa Secondary Plan will be encouraged.

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