

**AMENDMENT NO. 286**  
**TO THE OFFICIAL PLAN FOR**  
**THE TOWN OF CALEDON PLANNING AREA**

**THE CORPORATION OF THE TOWN OF CALEDON  
BY-LAW NO. 2025-061**

A by-law to adopt Official Plan Amendment Number 286 to the  
Town of Caledon Official Plan (Alloa Secondary Plan, File POPA 2024-0004)

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

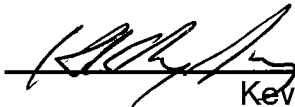
WHEREAS it is deemed necessary to adopt an amendment to the Town of Caledon Official Plan to update policies and establish a secondary plan for certain lands within the new urban area;

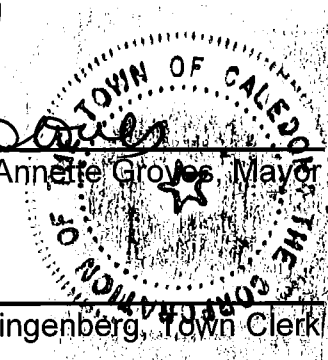
NOW THEREFORE the Council of the Corporation of the Town of Caledon ENACTS AS FOLLOWS:

1. For the purposes of this by-law, "Town of Caledon Official Plan" means the 1978 Town of Caledon Official Plan, as amended, which applies to the Caledon Planning Area and is in effect on the date this by-law is enacted.
2. This Official Plan Amendment to the Town of Caledon Official Plan applies to the lands identified in Appendix "A" to this by-law.
3. Official Plan Amendment Number 286 to the Town of Caledon Official Plan, attached as Appendix "B" to this by-law, is hereby adopted.
4. This Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

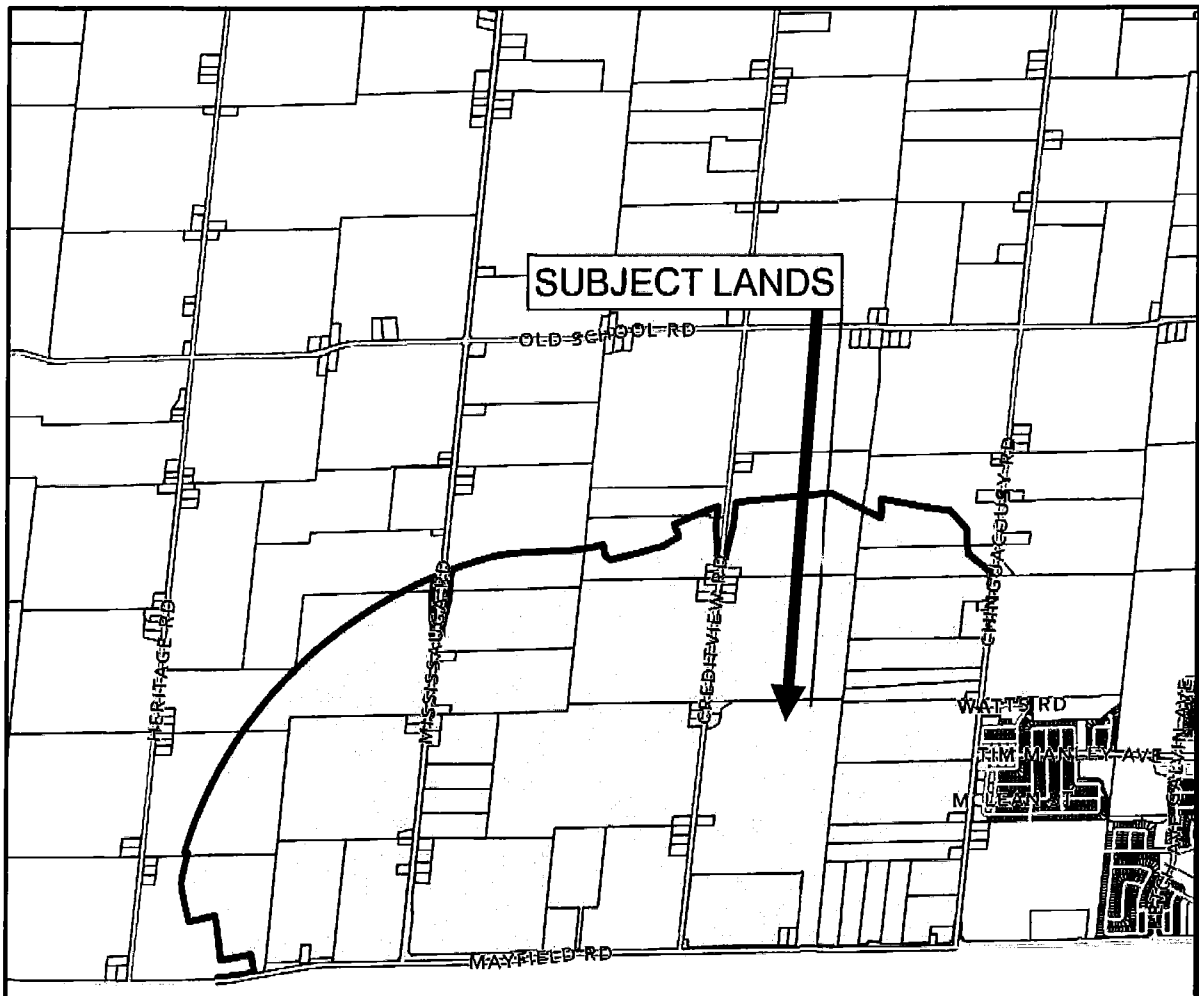
**Enacted by the Town of Caledon Council this 8<sup>th</sup> day of July 2025.**

  
\_\_\_\_\_  
Annette Groves, Mayor

  
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Kevin Klingenberg, Town Clerk



**Appendix "A" to By-law 2025-061**  
**Subject Lands – Official Plan Amendment Number 286**



**Appendix “B” to By-law 2025-061**  
Official Plan Amendment Number 286 to the Town of Caledon Official Plan

**Constitutional Statement**

Part A – The Preamble – does not constitute part of this amendment

Part B – The Amendment – consisting of amendments to the Text and Schedule “A” that constitutes Amendment Number 286 to the Town of Caledon Official Plan

**AMENDMENT NO. 286  
TO THE OFFICIAL PLAN OF THE TOWN OF CALEDON**

**PART A – THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to amend the Town of Caledon Official Plan by establishing the Alloo Secondary Plan that will include policies to facilitate the development of approximately 3,900 jobs and 11,200 new residential units with a population of approximately 33,600 people, across a total area of approximately 725 hectares (1,800 acres). The estimated density will be approximately 78 residents and jobs per hectare. The Secondary Plan will also include policies relating to the natural heritage system, community amenities including schools and parks, a connected road and active transportation network, and a mix of land uses including commercial/mixed use.

The Amendment establishes objectives and policies to govern the development of land within the Alloo Secondary Plan Area by amending Section 7 of the Official Plan and adding a new Section 7.20 for a new Secondary Plan.

**Location:**

The lands subject to this Amendment, as indicated on the attached Schedule V Alloo Secondary Plan Land Use Schedule, comprise an area of 725 hectares (1,800 acres) are bounded by the Highway 413 Protection Corridor to the north and west, Chinguacousy Road to the east, and Mayfield Road to the south, and are legally described as Part of Lots 18, 19, 20, and 21, Concessions 3, 4 and 5, WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

**Basis:**

The basis for this Amendment is contained in Staff Report 2025-0398, as adopted by Council on July 8, 2025. The applicant, the Alloo Landowners Group, has requested an amendment to the Town of Caledon Official Plan to assign a range of land use designations and policies to enable and support an appropriate mix of urban land uses, and to allow for the protection, restoration, and enhancement of natural features and areas, including water resource systems, and the provision of parks, schools, open spaces, and stormwater management.

The subject lands are located within the 2051 New Urban Area of the Region of Peel Official Plan. All New Community and Employment Areas within the 2051 New Urban Area require secondary planning to guide future development.

The applicant has submitted an Official Plan Amendment Application including various technical studies in support of the proposed amendment, and in particular, the Secondary Plan. The Town has reviewed this application and is of the opinion that the amendment is consistent with and promotes the policies of the Provincial Planning Statement by focusing growth within a settlement area with efficient development and land use patterns, accommodating a range and mix of housing, while protecting existing natural heritage features.

The Amendment conforms to and promotes the policies of the Region of Peel Official Plan, for which, as of July 2024, the Town is now responsible. It provides for natural

heritage protection and achieves the designated greenfield area planning objectives by accommodating a diverse and compatible mix of land uses and compact form which supports walking, cycling and allows for the integration of future transit service. The Amendment also provides for a sustainable development pattern which supports the achievement of complete communities and supports active transportation, transit integration and promoting transit use. The Amendment exceeds the minimum required density target of the Region.

The Amendment conforms to the Town of Caledon Official Plan as it establishes 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. The lands subject to the Amendment are contiguous to the built-out and developing areas to the south and east, representing a logical extension of urban development in the area and facilitates the contribution of housing to the Town's growth targets.

## **PART B – THE AMENDMENT**

This part of the document titled “Part B – The Amendment” and consisting of the following text constitutes Amendment No. 286 of the Town of Caledon Official Plan.

### **Details of the Amendment:**

The Town of Caledon Official Plan is amended as follows:

1. By amending Chapter 7.0: Site-specific Policies and Secondary Plans by adding a new subsection 7.20, Alloo Secondary Plan, as provided in **Attachment 1**.
2. By amending the following Schedules:
  - a. By amending Schedule A, F, J, K, L, O, and S to re-designate the lands to ‘Settlement Area’.
  - b. By amending Schedule A1, to re-designate the lands from ‘Agricultural and Rural Area of the Growth Plan’ to ‘Rural Service Centre’.
  - c. By amending Figure 1, to re-designate the lands as ‘Designated Greenfield Area’.
  - d. By amending Figure 19, to re-designate the land as ‘Settlement Area’.
  - e. By amending Figure 21, to re-designate the lands as ‘Settlement Area’.
  - f. By amending Appendix I, II, and III, to re-designate the lands as ‘Settlement Area’.
3. By adding the following Schedule as provided in **Attachment 2**:
  - a. Schedule V, Alloo Secondary Plan Land Use Plan

### **Implementation and Interpretation**

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

## **Attachment 1**

### **Alloa Secondary Plan**

## **7.20      ALLOA SECONDARY PLAN**

### **7.20.1      INTRODUCTION**

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.

### **7.20.2      LOCATION**

The Alloa Secondary Plan Area, as shown on Schedule V, 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. The lands are legally described as Part of Lots 18, 19, 20, and 21, Concessions 3, 4 and 5, WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

### **7.20.3      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.

### **7.20.4      OBJECTIVES**

7.20.4.1      The planning objectives for the Alloa Secondary Plan Area are as follows:

- 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.

## **7.20.5 RELATIONSHIP TO PARENT OFFICIAL PLAN**

7.20.5.1 The policies of the Alloa Secondary Plan must be read in their entirety, together with the relevant policies and mapping of the Town of Caledon Official Plan, as contained in chapters 1-7.

7.20.5.2 The Alloa 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 chapters 1-7 and the Alloa Secondary Plan, the secondary plan will prevail.

## **7.20.6 GROWTH MANAGEMENT STRATEGY**

### 7.20.6.1 General Policies

7.20.6.2 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) To ensure conformity with the Town's growth management objectives, the Plan Area has been planned to achieve the population and employment targets shown in Table 7.20 and development will occur in a manner consistent with these minimum targets.

**Table 7.20 Alloa Secondary Plan Area Population and Employment Targets**

|                                                                        |               |
|------------------------------------------------------------------------|---------------|
| Population                                                             | 33,600        |
| Population related jobs <sup>(1)</sup>                                 | 1,400         |
| <b>Total</b>                                                           | <b>35,000</b> |
| Community Land Area (hectares) <sup>(2)</sup>                          | 450           |
| Minimum Community Area Density<br>(combined population & jobs/hectare) | 67.5          |
| Employment Area jobs                                                   | 2,470         |
| Employment Land Area (hectares) <sup>(2)</sup>                         | 95            |
| Minimum Employment Area Density (jobs/hectare)                         | 26            |

<sup>(1)</sup> Excludes Forecast Work from Home jobs.

<sup>(2)</sup> Net Area of Plan Area, excluding the Natural Environment System.

7.20.6.3 The total number of residential homes in the Plan Area will achieve the planned minimum population of approximately 30,000 across the Plan Area.

7.20.6.4 The Town will ensure compliance with the population and employment targets through the Tertiary Plan, Draft Plan of Subdivision and Site Plan Approval process.

7.20.6.5 The planning and development of the Plan Area will occur on a phased basis corresponding to the Phasing Areas as identified on Schedule V.

7.20.6.6 The area identified as Phase 2 on Schedule V 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.

7.20.6.7 The structural elements for the Alloa Planning Area are shown on Schedule V and include:

- Urban Corridors;
- Neighbourhood Centres;
- Community Parks;

- Natural Features and Areas;
- Transportation Network; and,
- Planning Highway 413 and NWGTA Transmission Corridor Protection Area.

7.20.6.8 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.

## **7.20.7 GENERAL DEVELOPMENT**

### **7.20.7.1 Urban Design**

7.20.7.1.1 The Plan Area will be designed 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.

7.20.7.1.2 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, flanking 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) 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.

## **7.20.8 COMMUNITY AREA**

### **7.20.8.1 General Policies**

7.20.8.1.1 This section establishes specific policies with respect to community development in the Plan Area. Community land uses are permitted within the following land use designations, as shown on Schedule V to this Plan:

- Neighbourhood Centre;
- Urban Corridor;
- Neighbourhood Area; and
- Major Commercial / Mixed-Use Area.

7.20.8.1.2 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 including Table 7.20 will prevail.

7.20.8.1.3 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.

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

### **7.20.8.2 Housing**

- 7.20.8.2.1 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 7.20.8:

| Density Categories         | Permitted Housing Forms                                                                                 |
|----------------------------|---------------------------------------------------------------------------------------------------------|
| Low Density Residential    | Detached<br>Semi-Detached Townhouses                                                                    |
| Medium Density Residential | Townhouses<br>Multiplexes                                                                               |
| High Density Residential   | Stacked Townhouses<br>Multiplexes<br>Low-Rise Apartments<br>Mid-Rise Apartments<br>High-Rise Apartments |
| Mixed Use                  | Low-Rise Apartments<br>Mid-Rise Apartments<br>High-Rise Apartments                                      |

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

- 7.20.8.2.2 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%

- 7.20.8.2.3 Individual Tertiary Plans may deviate from the housing mix prescribed in Section 7.20.8.2.2, provided the housing mix in 7.20.8.2.2 is achieved when measured across the entire Plan Area.

### **7.20.8.3 Affordable Housing**

- 7.20.8.3.1 Development will be consistent with policies of Section 3.5.3.6 (Affordable Housing) of the Official Plan.

- 7.20.8.3.2 Residential development in the Plan Area will contribute to achieving the new housing unit targets shown in Table 4 of the 2051 Region of Peel Official Plan as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy. The community must provide a variety of housing options and is encouraged to accommodate ownership

and rental tenure, secondary and accessory units and housing to meet various income levels.

- 7.20.8.3.3 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.
- 7.20.8.3.4 New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 7.20.8.3.5 The Town may consider support and incentives for affordable housing. 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.
- 7.20.8.3.6 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.
- 7.20.8.3.7 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.
- 7.20.8.3.8 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.
  - 7.20.8.3.8.1 The location, size, configuration, and frontage onto adjacent roads of these lands will be identified in the Community-Wide DSSP
  - 7.20.8.3.8.2 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.
- 7.20.8.3.9 Reduction of parking requirements for ARU's may be considered if the proposed unit is deemed to have excellent access to transit.

#### **7.20.8.4 Neighbourhood Centre**

- 7.20.8.4.1 The Neighbourhood Centre designation on Schedule V is generally intended

to be planned to facilitate vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. *Development* within Neighbourhood Centres will take the form of mid-rise mixed-use buildings that can incorporate a mix of residential, commercial, office and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling *infrastructure*.

- 7.20.8.4.2 A broad range of residential, retail, mixed-use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Single-purpose commercial buildings will not be permitted.
- 7.20.8.4.3 The minimum permitted residential density within the Neighbourhood Centre designation in the Secondary Plan is 50 units per net hectare and maximum permitted residential density is 200 units per net hectare.
- 7.20.8.4.4 The minimum permitted building height within the Neighbourhood Centre designation, excluding the Mayfield West Planned *Major Transit Station area*, is three storeys and the maximum permitted building height is 12 storeys.
- 7.20.8.4.5 The design and built form criteria that will be applied in the Urban Corridors are as follows:
  - a) Streets within the Neighbourhood Centre designation will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing *development* patterns.
  - b) Surface parking lots for mixed-use buildings will be limited in area with at least 80 percent of the required parking planned to be provided in underground or above-ground structures. Existing surface parking lots within a secondary *major transit station area* that do not meet *major transit station area* objectives will be encouraged to redevelop. Prior to the build out of a secondary *major transit station area*, temporary surface parking may be utilized.
  - c) Elementary schools and other institutional uses should be co-located with parks, trails and other community uses, including day cares, to develop integrated community hubs.
  - d) Day cares should also be integrated into residential areas.
  - e) A comprehensive and integrated continuous trail network should be established in each Neighbourhood Centre in order to contribute to the establishment of walkable, bicycle-friendly and active mixed-use centres. Trails and/or walkways will be integrated into *development* proposals to maximize connectivity:

- i. within the Neighbourhoods Centre designation and between neighbourhoods and/or *employment areas*;
  - ii. to *active transportation* routes; and,
  - iii. to promote public access to community uses and natural areas and features.
- f) Pedestrian and multi-use trails will provide access to and through parks and where appropriate, the Natural Environment System, and will be planned to help encourage *active transportation* as a viable means of both recreation and transportation.
- g) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.
- h) Neighbourhood Centres will be designed with a high priority placed on the pedestrian, cycling and transit experience, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
- i) Transit-oriented forms of *development* and *transit-supportive* public space design will be of a high priority for *development* within Neighbourhood Centres.
- j) The location and orientation of buildings will be required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life.
- k) Implementation tools and mechanisms will address land use *compatibility* and the separation or mitigation of *sensitive land uses* in accordance with requirements of the Provincial Policy Statement and Provincial guidelines, standards, and procedures. This will include an assessment of the need for proposed *sensitive land uses* and alternative locations in Caledon.
- l) Alternative *development* standards that provide additional flexibility with respect to the mixing of uses, built form and parking standards will also be considered by the Town through the *development* approval process.

7.20.8.4.6 Lands designated Neighbourhood Centre on Schedule V will be developed generally in accordance with Section 7.20.8.4.5 above, with further design and urban form considerations outlined in the Town of Caledon's Town-Wide Design Guidelines.

7.20.8.4.7 There are two Neighbourhood Centres within the Plan Area shown on Schedule V as follows:

- a) The Allox North Neighbourhood Centre, located on the south side of the Highway 413 corridor, west of Chinguacousy Road; and
- b) The Mississauga Road Neighbourhood Centre, located on the west side of Mississauga Road at the westerly terminus of the Tim Manley Avenue Urban

#### Corridor.

- 7.20.8.4.8 Notwithstanding sections 7.20.8.4.3, 7.20.8.4.4, and 7.20.8.4.5 above, 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.
- 7.20.8.4.9 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.
- 7.20.8.4.10 Where the current alignment of the northerly east-west collector road adjacent to the Neighbourhood Centre designation as shown on Schedule V 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.
- 7.20.8.4.11 The Alloo North Neighbourhood Centre is also subject to the Special Policy Area 1 provisions in Section 7.20.8.8.
- 7.20.8.4.12 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 outlined in the Secondary Plan.

#### **7.20.8.5 Urban Corridors**

- 7.20.8.5.1 The Urban Corridor designation on Schedule V is generally intended to facilitate mixed-use, mid-rise development that support quality urban living environments connected to transit services and cycling *infrastructure*.

Urban Corridors will provide a range and mix of activities that meet the needs of residents living within Corridors and also within surrounding neighbourhoods. These corridors are intended to play a major role in providing opportunities for compact forms of *development* that use land efficiently, provide opportunities for more affordable forms of housing and are *transit-supportive*. These corridors may generally range between 60 and 90 metres in depth on either side of the road and will be characterized by a mixture of primarily high intensity forms of *development*, including retail and service commercial uses, offices and residential apartments, as well as *community facilities*.

7.20.8.5.2 A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted within the Urban Corridor. Medium and high density residential uses are also permitted. Generally, ground-related medium density residential uses may be permitted towards the rear of the Urban Corridor.

7.20.8.5.3 The design and built form criteria that will be applied in the Urban Corridors are as follows:

- a) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge.
- b) The *development* of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.
- c) Buildings up to 12 storeys may be permitted. Lower building heights and/or greater setbacks and step-backs will be required adjacent to existing and planned low-rise neighbourhoods.
- d) The *development* of additional surface parking adjacent to the Urban Corridor is generally not permitted. Instead, all future parking spaces should be included within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor.
- e) Surface parking lots should be broken up into small sections with appropriate amounts of landscaping to modify the effects created by large asphalt areas.
- f) A strong landscaped street edge treatment should be provided.
- g) To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.
- h) Given the potentially large-scale of buildings under this category, massing strategies should be employed to modify its impacts, and the building façades should be articulated accordingly.
- i) Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.
- j) High priority placed on the pedestrian, cycling and transit experience within Urban Corridors, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
- k) Transit-oriented *development* and *transit-supportive* public space design will be a high priority within Urban Corridors.
- l) Buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large windows, accented

main entryways and other elements that enhance the pedestrian environment.

7.20.8.5.4 Lands designated Urban Corridor Area on Schedule V will be developed generally in accordance with section 7.20.8.5.3 above, 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:

- a) Encourage and enable development and investment that strengthens the economic and social vitality of the Corridor and surrounding communities.
- b) Foster development that respects and enhances the character of existing neighbourhoods while creating vibrant, dynamic, and livable urban spaces through excellent urban design.
- c) Create compact, mixed-use urban areas that prioritize transit use and active transportation options.
- d) Advocate for and support the creation of an innovative, sustainable built environment that optimizes resource use and promotes a high quality of life.

There are three Urban Corridors within the Plan Area shown on Schedule V, as follows:

- The Mayfield Road Urban Corridor, between Chinguacousy Road and the Alloo Reservoir and Pumping Station road access;
- The Tim Manley Avenue Urban Corridor, between Chinguacousy Road and Mississauga Road; and
- The Chinguacousy Road Urban Corridor, between Tim Manley Avenue and the north boundary of the Secondary Plan Area.

#### 7.20.8.5.5 Mayfield Road Urban Corridor

7.20.8.5.5.1 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.

#### 7.20.8.5.6 Tim Manley Avenue Urban Corridor

7.20.8.5.6.1 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.
  - 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.
- iii. Public parks are also encouraged and promoted at arterial road intersections to bolster parkland visibility and ease of access for the community.
- iv. 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.
- v. Two- and three-storey dual-frontage or rear-lane ground-related townhouse and multiplex dwellings may be permitted facing the urban corridor, provided functional pedestrian connections are made to the public sidewalk.

- vi. 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.
- vii. 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.
- viii. Building facades along public streets should feature architectural elements that enhance visual connectivity, fostering street-level interaction, and contributing to an engaging pedestrian environment.
- ix. Where present, ground-floor retail and commercial spaces should have direct sidewalk access and be designed at a human scale, with weather protection such as awnings or canopies to enhance pedestrian comfort.
- x. Pedestrian connections should be prioritized, with clearly marked crosswalks, safe intersections, and well-maintained pathways that connect residential areas with key amenities such as transit stops, parks, and local retail/commercial areas.
- xi. On street parking should be provided where active uses face the street at grade and where there is enough space to accommodate it within the road right of way without compromising the pedestrian realm or street function.

#### 7.20.8.5.7 Chinguacousy Road Urban Corridor

7.20.8.5.7.1 The Chinguacousy Road Urban Corridor will connect the Tim Manley Avenue Urban Corridor generally to the Allos 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.

## **7.20.8.6 Neighbourhood Area**

7.20.8.6.1 Lands designated Neighbourhood Area on Schedule V are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more *compact built form* than older established neighbourhoods in the Town. In addition to housing, Neighbourhood Areas will be planned to accommodate the schools, parks and other institutional uses needed to support the *development of complete communities* along with mixed-use areas that will accommodate a range of neighbourhood-scale retail, commercial, personal service and professional service uses in a mixed-use setting with residential uses.

7.20.8.6.2 Permitted uses within the Neighbourhood Area designation include:

- a) residential uses;
- b) long term care homes and retirement homes;
- c) *public service facilities* that are integral to a neighbourhood including but not limited to places of worship, day cares, libraries, schools, community centres and public recreation facilities; and,
- d) neighbourhood-scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites.

7.20.8.6.3 The Neighbourhood Area designation will be developed generally in accordance with the below policies:

- a) Streets within Neighbourhood Areas will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns.
- b) Elementary schools and other institutional uses will be encouraged to be co-located with parks, trails and other community uses in the *development of integrated community hubs*.
- c) Trails and/or walkways will be integrated into *development* proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features.

- d) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.
- e) Buildings in low-rise areas will generally not exceed three storeys in height. However, buildings as high as six storeys may be permitted on mixed-use sites.
- f) Neighbourhood Areas will be designed with a high priority placed on the pedestrian, cycling and transit experience within neighbourhoods, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
- g) Transit-oriented forms of *development* and *transit-supportive* public space design will be of a high priority for *development* on sites located on arterial roads within Neighbourhood Areas.
- h) The location and orientation of buildings are required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Caledon.
- i) Pedestrian and multi-use trails provide access to and through parks and where appropriate, the Natural Environment System, will be planned to help encourage *active transportation* as a viable means of both recreation and transportation.
- j) A comprehensive and integrated continuous trail network be established in each Neighbourhood Area, in order to contribute to the establishment of walkable, bicycle-friendly and active neighbourhood.
- k) Block lengths should generally range between 200 and 250 metres and in special circumstances, where blocks lengths exceed 250 metres, a through-block pedestrian walkway should be provided.
- l) Collector roads, shown conceptually on Schedule V, are required to have an urban character, and be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit and motorists.
- m) Public or private laneways are permitted in strategic locations adjacent to arterial and collector roads, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways.
- n) The primary façade of all buildings in Neighbourhood Areas will relate directly to the street and be sited generally parallel to it, creating a well- balanced, human-scale street and building relationship, which encourages pedestrian activity.
- o) Where building elevations are visible from adjacent streets and open spaces, a variety of massing be achieved through alternative façade treatments, roof

line, emphasis, building projections, materials, colours and certain architectural styles.

- p) The *development* of pedestrian-oriented focal points that are walkable from nearby areas is required. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily *accessible* and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide *passive recreation* uses, possible public or private programmed activities and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

7.20.8.6.4 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.

7.20.8.6.5 Notwithstanding Section 7.20.8.6.4 above, Stacked Townhouse dwellings up to 4 storeys in height are permitted within the Neighbourhood Area designation.

7.20.8.6.6 Apartment and Mixed-Use buildings up to 6 storeys in height are permitted within the Neighbourhood Area designation.

#### **7.20.8.7 Major Commercial / Mixed-Use Area**

7.20.8.7.1 Lands designated Major Commercial / Mixed-Use Area on Schedule V are intended to apply to areas where higher order retail uses and complementary medium and high density residential uses are located in a mixed-use setting. Major Commercial/Mixed-Use areas are intended to be strategically located destinations where a range of commercial, personal service and professional service uses are located to serve adjacent community areas.

7.20.8.7.2 Permitted uses within the Major Commercial / Mixed Use Area designation include:

- a) A broad range of retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted. Ground-related residential uses are not permitted.

7.20.8.7.3 The planned built form characteristics for this designation are intended to incorporate a full range of uses to support the needs of the local population with buildings aligned along arterials, collectors, and internal streets with consistent setbacks, punctuated at key points with open spaces, parks and urban squares. Non-residential and residential uses are intended to be integrated in a mixed-use setting in a manner that is *transit-supportive* and

pedestrian-oriented. On this basis, below are the design and built form criteria that will be applied in the Major Commercial/Mixed-Use Area designation:

- a) Buildings should generally be placed on a site to respect a consistent setback and provide for continuity in built form along public streets.
- b) *Development* will be planned to be pedestrian, bicycle and transit-friendly from the outset with a pattern of streets and blocks that encourages pedestrian circulation even where the "streets" in large *developments* may initially be privately owned and maintained. In particular, *development* will be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit.
- c) The *development* of pedestrian-oriented focal points that are walkable from nearby areas is required to be a key component of *development* in the Major Commercial/Mixed-Use Area designation. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily *accessible* and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide *passive recreation* uses, possible public or private programmed activities, and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.
- d) The minimum height of any new residential building will be four storeys and the maximum height will be 12 storeys. The minimum height for non-residential buildings will be two storeys.

7.20.8.7.4 Residential uses within the Major Commercial / Mixed-Use Area designation will comprise predominantly apartment dwellings in mixed-use buildings.

7.20.8.7.5 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 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.

7.20.8.7.6 Notwithstanding Section 7.20.8.7.2 and 7.20.8.7.3 above, 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.

7.20.8.7.7 Notwithstanding the minimum height requirement of 2 storeys for non-residential buildings in Section 7.20.8.7.3 above, 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.

#### **7.20.8.8 Special Policy Area 1**

7.20.8.8.1 Lands designated Special Policy Area 1 (SP1) on Schedule V 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 SP1 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.

7.20.8.8.2 The policies of Section 7.20.10 (Natural Environment System) will apply to lands within SP1 that are ultimately determined to be within the Natural Environment System Area.

7.20.8.8.3 Any lands within the SP1 designation not required for NES purposes will be developed in accordance with Section 7.20.8.4 (Neighbourhood Centre), without amendment to the Plan.

7.20.8.8.4 At the time of adopting the Alloo 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 SP1 shown on Schedule V may need to be re-routed through SP1 to implement the planned extension. Notwithstanding the alignment of the northerly east-west collector road shown on Schedule V, the final routing of the northerly east-west collector road may be adjusted through a proposed Plan of Subdivision for lands within SP1, without amendment to the Plan.

7.20.8.8.4 Notwithstanding the height and density restrictions contained in Section 7.20.8.4 (Neighbourhood Centre) of this Secondary 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:

- a) Transportation Feasibility Study;
- b) Municipal Servicing Study;
- c) Compatibility Demonstration Plan; and,
- d) Built Form Transition Analysis.

**7.20.8.9        12111 Mississauga Road**

7.20.8.9.1       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.

**7.20.8.10       Special Policy Area 2 (Portion of 12100 Creditview Road)**

7.20.8.10.1       Notwithstanding the policies within this Plan, lands designated Special Policy Area 2 (SP2) on Schedule V may complete site-specific studies to support the advancement of site plan approval prior to the completion of the studies identified within Section 7.20.17 of this Plan.

**7.20.8.11       816 Mayfield Road**

7.20.8.11.1       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)

**7.20.9           EMPLOYMENT**

**7.20.9.1        General Policies**

7.20.9.1.1       This section establishes specific policies with respect to development within Employment Areas in the Plan Area. Employment land uses are permitted within the following land use designations, as shown on Schedule V to this Plan:

- Prestige Employment Area; and
- General Employment Area.

7.20.9.1.2       *Employment Areas* are places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities. These areas are intended to provide industrial, business and office activities, which will be the major source of employment opportunities in the Plan Area. The *employment areas* permit a wide range of business and economic activities and intend to accommodate a diverse range of employment uses to provide for *compatible* uses in appropriate locations with a variety of form, scale, and intensity of *development*.

- 7.20.9.1.3 Development within Employment Areas will be permitted in accordance with the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan including Table 7.20 will prevail.
- 7.20.9.1.4 The Town supports the *intensification* of existing *employment areas* with uses that are *compatible* with existing uses, and will:
- a) Promote and facilitate opportunities for *redevelopment* and growth in existing *employment areas*;
  - b) Work with landowners to assess interest in developing the lands and assessing feasibility of *development*; and,
  - c) Explore *redevelopment* opportunities on brownfield industrial sites.
- 7.20.9.1.5 The *intensification* of employment uses with *compatible* employment uses is encouraged in particular to lands with existing or planned transit services.
- 7.20.9.1.6 High density employment uses such as major office and major institutional *development* will be directed to Urban Centres, or appropriate land use designations with existing or planned transit services.
- 7.20.9.1.7 *Buffering*, landscaping and strategic site design will be required to ensure visual and physical separation between employment uses and adjacent non-*employment areas* to maintain land use *compatibility*.
- 7.20.9.1.8 *Sensitive land uses*, if proposed with an *employment area*, will require the completion of a land use *compatibility* assessment, in accordance with Provincial standards, to the satisfaction of the Town and Region, to ensure that the use is appropriate, and the location and design of the use can minimize and mitigate any *adverse effects* on neighbouring uses particularly vulnerable to encroachment.
- 7.20.9.1.9 Where avoidance is not possible, the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment will be protected by ensuring that the planning and *development* of any proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
- a) there is an identified need for the proposed use;
  - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

- c) *adverse effects* to the proposed sensitive land use are minimized and mitigated; and,
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

7.20.9.1.10 Retail and commercial uses providing services to workers may be permitted in *employment areas* and will be assessed as appropriate by the following requirements:

- a) have a gross leasable area of less than 1,000 square metres;
- b) strategic and *accessible* locations in existing and future *employment areas*; and,
- c) complementary to *employment area* uses such as eating establishments, banks, gas stations, day cares, fitness facilities, personal and health care services, small-scale service-oriented businesses.

7.20.9.1.11 Retail and commercial uses which are below *major retail* thresholds *employment areas* may be permitted provided:

- a) they are located on the periphery of *employment areas*;
- b) a *buffer* to *sensitive land uses* is provided to maintain land use *compatibility*; and,
- c) they are in close proximity to transit service.

7.20.9.1.12 Notwithstanding Policy 7.20.8.1.11 above, retail and commercial uses maybe permitted within designated heritage buildings anywhere in an employment area, provided that appropriate buffering and access is provided, to support the conservation of built cultural heritage resources.

7.20.9.1.13 Retail uses in employment areas are discouraged except for retail uses servicing the employment area and retail ancillary to a permitted employment use.

7.20.9.1.14 The Employment Area of the Plan will be planned to achieve the amount of floor space necessary to accommodate 2,470 employment-related jobs.

## **7.20.9.2 Prestige Employment Area**

7.20.9.2.1 Lands designated Prestige Employment Area on Schedule V are intended to be planned and developed for prestige industrial and office *development*, frequently in larger buildings located on large properties. Industrial buildings will generally be single storey and may be in single use or multi-unit buildings.

The range of uses provided for is limited to prestige employment-type uses, and the *development* standards and criteria in this designation are intended to support consistent, high quality building and site design. The intended uses and large-scale *development* benefit from access to both major roads and transit routes. *Accessory uses* and *ancillary uses* will be strictly controlled and limited to those that support the primary office and industrial uses.

7.20.9.2.2 Permitted uses within the Prestige Employment Area designation include:

- a) manufacturing, processing and warehousing with no *accessory* outside storage of goods or materials;
- b) business offices in stand-alone office buildings or as an *accessory use* to other permitted uses;
- c) hotels which may include restaurants and banquet halls;
- d) trade and convention centres which may include restaurants and banquet halls;
- e) commercial trade schools;
- f) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and day cares within the ground floor of a multi-storey office building; and,
- g) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25 percent of the gross floor area of the industrial building.

7.20.9.2.3 Outdoor storage, goods movement and logistics will not be permitted within the Prestige Employment Area designation.

7.20.9.2.4 The following discretionary uses may be permitted within the Prestige Employment Area designation:

- a) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25 percent of the gross floor area of the industrial building;
- b) banquet halls that are not associated with a hotel or trade and convention centre;
- c) manufacturing, processing and warehousing with *accessory* outdoor storage; and,

- d) motor vehicle service stations.

7.20.9.2.5 The Prestige Employment Area designation will be developed generally in accordance with the below policies and conforming to the Town's Town Wide Design Guidelines:

- a) The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services.
- b) Buildings should be located close to the street edge in attractively landscaped settings.
- c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard.
- d) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.
- e) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services
- f) Building heights adjacent to residential areas will be reduced for *compatibility* purposes.

### **7.20.9.3 General Employment Area**

7.20.9.3.1 Lands designated General Employment Area on Schedule V are intended to be developed with single and multi-unit buildings accommodating the industrial uses that are primary to the designation. Properties may be designed to accommodate truck movements and loading and may also include space for outdoor storage. Some buildings may include a second storey portion to accommodate the particular requirements of industrial or warehousing activities or *accessory* office space.

7.20.9.3.2 Permitted uses within the General Employment Area designation include:

- a) manufacturing, processing and warehousing with *accessory* outdoor storage;
- b) equipment and motor vehicle repair garages;
- c) institutional uses such as industrial trade schools and training facilities if they are directly related to the function of the *employment area* and do not accommodate sensitive uses; and,
- d) business offices as an *accessory use* to other permitted uses.

7.20.9.3.3 Goods movement and logistics uses will not be permitted.

7.20.9.3.4 The following discretionary uses may be permitted within the General Employment Area designation:

- a) container storage;
- b) salvage and recycling operations;
- c) stand-alone gas stations serving the public;
- d) concrete batching plants and asphalt plants;
- e) open storage uses, contractors yards and truck parking uses where less than 10 percent of the lot area is the site of buildings or structures; and,
- f) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25 percent of the gross floor area of the industrial building.

7.20.9.3.5 The General Employment designation will be developed generally in accordance with the below policies:

- a) Maximum heights for open storage should be included in the implementing zoning.
- b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway.
- c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard or exterior side yard.
- d) Outdoor storage associated with a permitted use will only be permitted in the interior and rear yards only.

7.20.9.3.6 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.

7.20.9.3.7 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 7.20.9.3.

## **7.20.10 NATURAL ENVIRONMENT SYSTEM**

## **7.20.10.1 General Policies**

- 7.20.10.1.1 The Natural Environment System (NES) as shown on Schedule V, contains the natural heritage system, consisting of natural heritage features and hazards. This includes wetlands, woodlands, watercourses, stream corridors and associated environmental buffers.

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

- 7.20.10.1.2 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.
- 7.20.10.1.3 Permitted uses and activities in the Natural Environment System will be limited to:
- a) forest, fish and wildlife management;
  - b) limited essential infrastructure including road and municipal services crossings, and low impact development measures subject to the Town's and applicable Conservation Authority approval;
  - c) natural heritage feature or area restoration and enhancement works;
  - d) channel relocation and lowering; wetland and/or woodland restoration and enhancement works;
  - e) passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and,
  - f) site alteration to accommodate the above uses; and existing uses, buildings or structures.
- 7.20.10.1.4 Illumination of parking, park, or other adjacent facilities will be directed away from the Natural Environment System.
- 7.20.10.1.5 Pedestrian and cyclist linkages within the Natural Environment System will generally be identified in the Community Design Guidelines and the Alloo Transportation Study. Minor adjustments to routes and linkages may be applied without amendment to this Plan.
- 7.20.10.1.6 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.

- 7.20.10.1.7 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.
- 7.20.10.1.8 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.

#### **7.20.10.2 Natural Features and Area**

- 7.20.10.2.1 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.
- 7.20.10.2.2 Natural Environment System lands in the Secondary Plan area are designated Natural Features and Areas and are shown conceptually on Schedule V.
- 7.20.10.2.3 The Natural Features and Areas designation boundaries shown conceptually on Schedule V 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.
- 7.20.10.2.4 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.
- 7.20.10.2.5 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.
- 7.20.10.2.6 Natural Features and Areas identified conceptually on Schedule V 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.

- 7.20.10.2.7 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.

### **7.20.10.3 Buffers**

- 7.20.10.3.1 Minimum buffer widths will be provided from the limit of all natural heritage features and hazards as outlined in the approved Alloa Local Subwatershed Study.
- 7.20.10.3.2 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
- 7.20.10.3.3 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.

## **7.20.11 PUBLIC SERVICE FACILITIES**

### **7.20.11.1 General Policies**

- 7.20.11.1.1 This section establishes specific policies with respect to public service facilities in the Plan Area. Public services facilities including but not limited to schools, parks, places of worship, day cares, libraries, community centres and other facilities are permitted within the following land use designations, as shown on Schedule V to this Plan:

- Neighbourhood Centre;
- Urban Corridor;
- Neighbourhood Area; and
- Major Commercial / Mixed-Use Area.

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

- 7.20.11.1.3 Public service facilities located within the Neighbourhood Centre designation will be developed generally in accordance with the Neighbourhood Centre development policies under Section 7.20.8.4 of this Secondary Plan.
- 7.20.11.1.4 Public service facilities located within the Urban Corridor designation will be developed generally in accordance with the Urban Corridor development policies under Section 7.20.8.5 of this Secondary Plan.
- 7.20.11.1.5 Public service facilities located within the Neighbourhood Area designation will be developed generally in accordance with the Neighbourhood Area development policies under Section 7.20.8.6 of this Secondary Plan.
- 7.20.11.1.6 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 7.20.8.7 of this Secondary Plan.

## **7.20.11.2 Schools**

- 7.20.11.2.1 Eight publicly-funded school sites are identified on Schedule V 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.
- 7.20.11.2.2 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)
- 7.20.11.2.3 New elementary school sites will have frontage on a Collector Road with a minimum paved roadway of 10 metres.
- 7.20.11.2.4 New secondary school sites will have a minimum of 2 frontages on Collector and/or Arterial Roads.
- 7.20.11.2.5 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.

- 7.20.11.2.6 New school sites in the Plan Area are encouraged to develop in conjunction with adjacent neighbourhood parks to facilitate joint use and shared parking.
- 7.20.11.2.7 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.
- 7.20.11.2.8 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.

### **7.20.11.3 Community Facility**

- 7.20.11.3.1 A community recreational facility is required within the Secondary Plan Area. The conceptual location has been identified on Schedule V.
- 7.20.11.3.2 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.
- 7.20.11.3.3 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.
- 7.20.11.3.4 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.
- 7.20.11.3.5 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.

### **7.20.11.4 Parks and Open Space**

- 7.20.11.4.1 Parks are identified symbolically on Schedule V to this Plan. Generally, the location and number of parks shown on Schedule V 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.
- 7.20.11.4.2 Eight public parks are identified on Schedule V to this Plan, as follows:

- Six Neighbourhood Parks; and
- Two Community Parks

7.20.11.4.4 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.

7.20.11.4.5 Further to Section 7.20.11.4.1, 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; and
- 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.
- d) The functionality of the park is not significantly impacted

7.20.11.4.6 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.

7.20.11.4.7 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.

7.20.11.4.8 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.

7.20.11.4.9 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.

7.20.11.4.10 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.

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

#### **7.20.11.5 Neighbourhood Parks**

7.20.11.5.1 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.

7.20.11.5.2 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.

#### **7.20.11.6 Community Parks**

7.20.11.6.1 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.

7.20.11.6.2 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.

#### **7.20.11.7 Privately Owned Publicly Accessible Spaces**

7.20.11.7.1 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;

### **7.20.12 CULTURAL HERITAGE CONSERVATION**

#### **7.20.12.1 General Policies**

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

- Archaeology;
- Built heritage resources; and
- Cultural heritage landscapes.

7.20.12.1.2 Conservation of cultural heritage resources in the Plan Area will be undertaken in accordance with 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.

#### **7.20.12.2 Archaeology**

7.20.12.2.1 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.

7.20.12.2.2 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.

#### **7.20.12.3 Built Heritage Resources and Cultural Heritage Landscapes**

7.20.12.3.1 As shown on Schedule V, 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.

7.20.12.3.2 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.

7.20.12.3.3 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:

- a) 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
- b) 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

7.20.12.3.4 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.

#### **7.20.12.4 Integration of Cultural Heritage Resources**

7.20.12.4.1 In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance

with Official Plan policies.

- 7.20.12.4.2 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.
- 7.20.12.4.3 The contextual landscape of cultural heritage resources should be conserved, including orientation of buildings and structures, viewsheds, mature vegetation, and landscape features.
- 7.20.12.4.4 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.
- 7.20.12.4.5 Additional heritage conservation measures may be required to achieve placemaking and contribute to the community's identity including, but not limited to:
- a) 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;
  - b) The installation of interpretive plaques, public art and other forms of commemoration;
  - c) The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,
  - d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

## **7.20.13 MOBILITY**

### **7.20.13.1 General Policies**

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

- 7.20.13.1.2 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 section 7.20.13 of this Secondary Plan.
- 7.20.13.1.3 Development within the Secondary Plan Area will implement the recommendations of the Town approved Community-wide Transportation Study, including the road width, alignment, lanes and intersection configuration for any collector or arterial roads in general accordance with Table 7.20.13.2.3 below.
- 7.20.13.1.4 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.
- 7.20.13.1.5 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.

## 7.20.13.2 Roads

7.20.13.2.1 Roads in the Plan Area are generally intended to develop and function in accordance with the guidelines and classifications outlined in the Official Plan. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.

7.20.13.2.2 Notwithstanding Schedule J of the Official Plan, the following rights-of-way and classifications will apply within the Plan Area:

- Mayfield Road: Regional Arterial
- Mississauga Road: Regional Arterial
- Chinguacousy Road: Town Arterial
- Creditview Road: Town Arterial

7.20.13.2.3 Notwithstanding Section 5.9.5 of the Official Plan, road classifications within the Plan Area are described in Table 7.20.13.2.3 below:

**Table 7.20.13.2.3**

| Type (Jurisdiction)            | Function                                                                                                                                                                                   | Allowance                     | Design                                                                                                                                                                                                                          |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Provincial Freeways (Province) | <ul style="list-style-type: none"> <li>- accommodate high speed, high volume, longer distance traffic</li> <li>- accommodate rapid transit services and high occupancy vehicles</li> </ul> | as determined by the Province | <ul style="list-style-type: none"> <li>- high speed design with uninterrupted flow</li> <li>- access restricted to Provincially designated grade separated interchanges</li> <li>- direct local access not permitted</li> </ul> |

|                                |                                                                                                                                                                                                                                              |                                                                                                                         |                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                                                                                                                                                                                                                              |                                                                                                                         | <ul style="list-style-type: none"> <li>- adjacent development subject to Provincial approval and setbacks</li> </ul>                                                                                                                                                                                                                        |
| Provincial Highways (Province) | <ul style="list-style-type: none"> <li>- accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds</li> </ul>                                                                     | <ul style="list-style-type: none"> <li>- as determined by the Province</li> </ul>                                       | <ul style="list-style-type: none"> <li>- high degree of access control and turning movement control</li> </ul>                                                                                                                                                                                                                              |
| Regional Arterials (Region)    | <ul style="list-style-type: none"> <li>- accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds</li> <li>- distribute traffic to or from all other classes of roads</li> </ul> | <ul style="list-style-type: none"> <li>- 30 to 50 metre road allowance width</li> <li>- 2 to 6 lane capacity</li> </ul> | <ul style="list-style-type: none"> <li>- high degree of access control and turning movement control</li> <li>- designed to accommodate street furniture and the highest degree of separation for cycling facilities, where appropriate</li> <li>- pedestrian facilities on both sides of the road where feasible</li> </ul>                 |
| Town Arterials (Town)          | <ul style="list-style-type: none"> <li>- accommodate moderate volumes of medium distance traffic at moderate speeds</li> <li>- support the Regional road system</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>- 30 to 36 metre road allowance</li> <li>- 2 to 4 lane capacity</li> </ul>       | <ul style="list-style-type: none"> <li>- designed to accommodate the highest degree of separation for cycling facilities, where appropriate</li> <li>- direct property access limited</li> <li>- pedestrian facilities on both sides of the road where feasible</li> <li>- on-street parking discouraged</li> </ul>                         |
| Collector Roads (Town)         | <ul style="list-style-type: none"> <li>- accommodate low to moderate volumes of short distance traffic at moderate speeds between local and arterial roads</li> </ul>                                                                        | <ul style="list-style-type: none"> <li>- 20 to 30 metre road allowance with 2 to 4 lane capacity</li> </ul>             | <ul style="list-style-type: none"> <li>- designed to accommodate some degree of separation for cycling facilities, where appropriate</li> <li>- provide individual property access with some limitations</li> <li>- pedestrian facilities on both sides of the road where feasible</li> <li>- on-street parking may be permitted</li> </ul> |

|                       |                                                                                      |                                                      |                                                                                                                                                                |
|-----------------------|--------------------------------------------------------------------------------------|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Local Roads<br>(Town) | accommodate local traffic to provide connections to collector roadways at low speeds | - 16 to 20 metre road allowance with 2 lane capacity | - provide direct property access<br>- on-street parking may be permitted<br>- shared cycling facilities and sidewalks on both sides of the road where feasible |
|-----------------------|--------------------------------------------------------------------------------------|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|

- 7.20.13.2.4 Schedule V 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.
- 7.20.13.2.5 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.
- 7.20.13.2.6 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.
- 7.20.13.2.7 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.
- 7.20.13.2.8 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.
- 7.20.13.2.9 Minor adjustments to the location of the Conceptual Collector Road Network as shown on Schedule V will be permitted without requiring an amendment to this Plan, provided the goals and objectives of the Secondary Plan are maintained.
- 7.20.13.2.10 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.

7.20.13.2.11 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.

7.20.13.2.12 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.

### **7.20.13.3 Road Rights-of-Way**

7.20.13.3.1 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 V, as well as any additional lands identified through the Community-wide Transportation Study, a Feasibility Study, and Environmental Assessment, required to accommodate:

- grading;
- intersection geometry (i.e. medians, turning lanes, and storage tapers, etc.);
- traffic control devices and related appurtenances (i.e. signal poles, controllers, active-transportation facilities), appurtenances;
- streetscape elements (e.g., street trees, street lighting, seating, signage), bike lanes;
- dedicated transit facilities (e.g., bus bays, transit shelters);
- low impact development features needed to meet the Town's Consolidated Linear Infrastructure Environmental Compliance Approval;
- on-street parking.
- low carbon and alternative energy systems including district energy, where appropriate.

7.20.13.3.2 The Town may require additional land 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.

7.20.13.3.3 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.

7.20.13.3.4 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.

- 7.20.13.3.5 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.

#### **7.20.13.4 Public Transit**

- 7.20.13.4.1 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 Alloo Secondary Plan Area will be planned to accommodate future local transit routes and allow for transit stops as required.

- 7.20.13.4.2 To encourage transit throughout the Alloo 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:

- sufficient transit service routes throughout the Secondary Plan and external boundary road network to provide transit access within 400m of the majority of all residences and businesses to the satisfaction of the Town;
- road widths along planned transit routes that can accommodate that can safely accommodate transit vehicles;
- related pedestrian and/or cycling routes that provide direct access to transit routes and stops;
- the provision of future transit stops within 400 metres of the majority of residents and employees to the satisfaction of the Town; and
- adequate property to accommodate transit infrastructure and related appurtenances.

#### **7.20.13.5 Transportation Demand Management**

- 7.20.13.5.1 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.
- 7.20.13.5.2 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.

- 7.20.13.5.3 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.

#### **7.20.13.6 Pedestrian and Cycling Network**

- 7.20.13.6.1 The intent of the pedestrian and cycling network in the Alloo Secondary Plan is to provide a safe, well connected, and convenient alternative for trips that would otherwise be made using a vehicle.

- 7.20.13.6.2 Key objectives of the pedestrian and cycling network in the Alloo Secondary Plan are to provide:

- a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly, and active neighbourhoods;
- safe, attractive, and convenient connections between and within key destinations in the Secondary Plan; and,
- continuous pedestrian and cycling connections with broader existing and future planned active transportation networks in the Town, City of Brampton, and Region of Peel.

- 7.20.13.6.3 Pedestrian and cycling routes throughout the Secondary Plan Area will be planned and designed to be safe, accessible and viable alternatives for short trips that would otherwise be made using a single occupant vehicle.

- 7.20.13.6.4 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.

#### **7.20.13.7 Recreational Trail Network**

- 7.20.13.7.1 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.

- 7.20.13.7.2 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 7.20.17.7.

- 7.20.13.7.3 The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town and Provincial accessibility standards.
- 7.20.13.7.4 Future *development* within the Alloo Secondary Plan Area will consider an internal multi-use trail system outside of the Collector Road right-of-way.
- 7.20.13.7.5 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.

#### **7.20.13.8 Parking**

- 7.20.13.8.1 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.
- 7.20.13.8.2 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.
- 7.20.13.8.3 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.
- 7.20.13.8.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.

#### **7.20.13.9 Electric Vehicle Infrastructure**

- 7.20.13.9.1 Electric vehicle-ready parking spaces will be provided based on the requirements set out by the Town of Caledon Green Development Standards
- 7.20.13.9.3 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.

#### **7.20.13.10 Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest**

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

- 7.20.13.10.2 Schedule V 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.
- 7.20.13.10.3 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.
- 7.20.13.10.4 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.

#### **7.20.13.11 Northwest GTA Transmission Corridor**

- 7.20.13.11.1 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 H34 in this Plan.
- 7.20.13.11.2 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.

#### **7.20.13.12 Brampton Airport**

7.20.13.12.1 Development of lands within the Brampton Airport Zoning Regulation Overlay (AZR) as shown on Schedule V 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.

7.20.13.12.2 If development applications are subject to the 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.

#### **7.20.14 MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATIONS**

##### **7.20.14.1 General Policies**

7.20.14.1.1 This section establishes specific policies with respect to municipal services, public utilities and telecommunications in the Plan Area organized into the following subsections:

- Municipal water and wastewater services;
- Stormwater management facilities; and
- Public utilities and telecommunications.

##### **7.20.14.2 Municipal Water and Wastewater Services**

7.20.14.2.1 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.

7.20.14.2.2 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.

##### **7.20.15.3 Stormwater Management and Low Impact Development**

7.20.15.3.1 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.

- 7.20.15.3.2 The Functional Servicing Report for each phasing area will implement the strategy, targets and criteria outlined in the approved Alloo Local Subwatershed Study.
- 7.20.15.3.3 The location of stormwater management facilities is conceptually identified on Schedule V. 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.
- 7.20.15.3.4 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.
- 7.20.15.3.5 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.
- 7.20.15.3.6 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.
- 7.20.15.3.7 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.

- 7.20.15.3.8 The Stormwater Management Report and Plan, as outlined in Section 7.20.17.4, 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.
- 7.20.15.3.9 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.
- 7.20.15.3.10 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.
- 7.20.15.3.11 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.
- 7.20.15.3.12 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.

7.20.15.3.13 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.

7.20.15.3.14 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.

7.20.15.3.15 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.

7.20.15.3.16 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.

7.20.15.3.17 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.

- 7.20.15.3.18 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.
- 7.20.15.3.19 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.
- 7.20.15.3.20 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.
- 7.20.15.3.21 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.
- 7.20.15.3.22 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.
- 7.20.15.3.23 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.

#### **7.20.15.4 Public Utilities, Public Facilities and Telecommunications**

- 7.20.15.4.1 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.
- 7.20.15.4.2 Public utility, public facility and telecommunications infrastructure that are proposed in the Natural Features and Areas designation are subject to Section 7.20.10, Natural Environment System. policies of the Official Plan.
- 7.20.15.4.3 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.

7.20.15.4.4 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.

7.20.15.4.5 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.

## **7.20.16 NOISE, VIBRATION AND LIGHT IMPACTS**

### **7.20.16.1 General Policies**

7.20.16.1.1 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.

7.20.16.1.2 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.

7.20.16.1.3 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.

7.20.16.1.4 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.

- 7.20.16.1.5 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.
- 7.20.16.1.6 The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.20.16.1.7 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.
- 7.20.16.1.8 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.

#### **7.20.16.2 Road Noise Policies**

- 7.20.16.2.1 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.

#### **7.20.16.3 Stationary Noise Policies**

- 7.20.16.3.1 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.
- 7.20.16.3.2 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.

#### **7.20.16.4 Light Policies**

- 7.20.16.4.1 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.

- 7.20.16.4.2 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.

## **7.20.16 GREEN DEVELOPMENT & CLIMATE RESILIENCE**

### **7.20.16.1 Energy & Climate Change Mitigation**

- 7.20.16.1.1 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.
- 7.20.16.1.2 New development will make efforts to advance the recommendations outlined in the Alcoa 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 airtightness, and energy efficient mechanical equipment to meet the targets outlined in the Town's Green Development Standards.
- 7.20.16.1.3 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.
- 7.20.16.1.4 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.

7.20.16.1.5 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.

#### **7.20.16.2. Water Efficiency**

7.20.16.2.1 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.

7.20.16.2.2 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.

#### **7.20.16.3. Climate Adaptation**

7.20.16.3.1 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.

7.20.16.3.2 New development will make efforts to advance the recommendations outlined in the Alloo 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.

#### **7.20.16.4 Green Development Standards**

- 7.20.16.4.1 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.

#### **7.20.17 IMPLEMENTATION**

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

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

#### **7.20.17.2 Tertiary Plans**

- 7.20.17.2.1 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 or other land uses applicable to the subject Phase.
- 7.20.17.2.2 A Tertiary Plan will be prepared to the satisfaction of the Town, in accordance with terms of reference approved by the Town. Council should

endorse a tertiary plan and related report to Council prior to the consideration of a plan of subdivision, plan of condominium, zoning by-law amendment or site plan application within the applicable secondary plan area. However, *development* applications may be processed concurrent with ongoing tertiary planning, at the discretion of the Town's Chief Planner.

7.20.17.2.3 A tertiary plan, its supporting studies and the related report to Council should generally address the following, if not already addressed through the secondary plan, to the satisfaction of the Town:

- i. Delineation, protection and enhancement of Natural Features and Areas, including linkages;
- ii. implementation of recommendations of local *subwatershed* studies on a sub area basis;
- iii. *conservation of cultural heritage resources*;
- iv. layout of the transportation system;
- v. a walkable and *transit-supportive* street network and block structure, multi-use paths, and the cycling network;
- vi. the location of any future public lands that may be dedicated to the Town as part of any *development* approval process;
- vii. land needs for future enhancement or expansion to transit corridors and station *infrastructure*;
- viii. planning for alternative and renewable energy systems, including low carbon and district energy systems;
- ix. the location of all proposed land uses;
- x. population and/or employment densities;
- xi. the proposed range and mix of housing options, *transit-supportive* densities, and affordable housing;
- xii. the location, size and configuration of any parks, open spaces, and schools;
- xiii. the provision and integration of *public services facilities*;
- xiv. traffic management, including traffic calming and *transportation demand management* measures;
- xv. parking areas, in the context of the overall parking management strategy;
- xvi. the provision and coordination of water, wastewater and *stormwater* management servicing, including the location of *stormwater* management facilities, considering *infrastructure* timing identified in the Town and Regional master plans;
- xvii. the conceptual location and massing of larger buildings, including institutional buildings;
- xviii. recommendations for alternative *development* standards to support *development*, such as reduced parking standards in Centres (nodes) and Corridors;
- xix. set out the sequencing of *development* and the timing of any *infrastructure* improvements, considering infrastructure timing identified in Town and Regional master plans;
- xx. financial *sustainability*; and,
- xxi. financial and servicing agreements.

7.20.17.2.4 The tertiary plan itself will include the following:

- i. delineations of all land use designations, park and school locations, *stormwater* management facility areas;
- ii. minor refinements to the secondary plan transportation network;
- iii. refinements and updates to the Natural Environment System with supportive justification as required by the secondary plan; and,
- iv. the local road and active transportation network including trails and transit.

7.20.17.2.5 Each tertiary plan, and the necessary supporting studies to address the matters listed in Section 7.20.17.1.3, will be prepared by a landowner or landowner group in accordance with Section 7.20.17.1 of this Secondary Plan and the Town's terms of reference for tertiary planning. Urban design and transportation planning guidelines may also be required to inform the preparation and consideration of implementing *development* applications.

7.20.17.2.6 In the case of a required tertiary planning process undertaken by a landowner or landowner group, the costs associated with supporting studies and the preparation of a tertiary plan will be shared equitably among benefitting landowners on a proportional basis. Benefitting landowners who choose not to participate in the preparation of a tertiary plan but later decide to develop their lands will be required to make a financial contribution to the costs of preparing the tertiary plan based on their proportional share.

7.20.17.2.7 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.

7.20.17.2.8 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.

### **7.20.17.3 Environmental Implementation Reports (EIRs)**

7.20.17.3.1 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.

7.20.17.3.2 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.

- 7.20.17.3.3 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.
- 7.20.17.3.4 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.
- 7.20.17.3.5 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.

#### **7.20.17.4 Functional Servicing Reports (FSRs)**

- 7.20.17.4.1 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.
- 7.20.17.4.2 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.
- 7.20.17.4.3 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.
- 7.20.17.4.4 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:
  - i. confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;
  - ii. consider and integrate the management recommendations of feature-based

- water balance, as applicable;
- iii. Site grading plans;
- iv. Stormwater management plan that addresses the recommendations of the Alloo Local Subwatershed Study and conforms to the Town's consolidated Linear Infrastructure Environmental Compliance Approval. This section will also address such matters as water quantity, water quality, erosion control and water balance. Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate;
- v. Design of storm sewers, major system, Clean Water Pipes, and other conveyance measures; and,
- vi. Sequencing and design details for proposed watercourse realignments.

#### **7.20.17.5 Community Design Guidelines**

- 7.20.17.5.1 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.

#### **7.20.17.6 Climate Change Adaptation Plan**

- 7.20.17.6.1 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.

#### **7.20.17.7 Draft Plans of Subdivision and Zoning By-law Amendments**

- 7.20.17.7.1 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 7.20.17.1 may need to be refined to the satisfaction of the Town and relevant agencies and ultimately approved by Town staff. Further direction is provided in Section 7.20.17 of this Secondary Plan. Alternatively, where refinements are not required, Compliance Letters demonstrating conformity to the plans/studies may be provided, as needed.
- 7.20.17.7.2 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.
- 7.20.17.7.3 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 7.20.4.1 and provide direction and guidance for the implementation of the policies of this Secondary Plan.

- 7.20.17.7.4 The studies in Section 17.20.17.1 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.

#### **7.20.17.8 Community-Wide Development Staging and Sequencing**

- 7.20.17.8.1 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.
- 7.20.17.8.2 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.
- 7.20.17.8.3 Community-Wide DSSPs will be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Plan Area.
- 7.20.17.8.4 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)
- 7.20.17.8.5 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

- 7.20.17.8.6 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.
- 7.20.17.8.7 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.
- 7.20.17.8.8 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.
- 7.20.17.8.9 Community-Wide DSSPs may recognize that certain collector / multi-modal roads and their associated transportation-related infrastructure, as suggested in Schedule V of this Plan, are required as necessary, as development progresses throughout the Plan Area.
- 7.20.17.8.10 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 V will be permitted without amendment to this Plan or to the Community-Wide DSSP.
- 7.20.17.8.11 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.
- 7.20.17.8.12 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.

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

- 7.20.17.9.1 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.

- 7.20.17.9.2 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.

#### **7.20.17.10 Land Acquisition and Dedication**

- 7.20.17.10.1 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.
- 7.20.17.10.1 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.

#### **7.20.17.11 Finance and Agreements**

- 7.20.17.11.1 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.
- 7.20.17.11.2 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.

## **7.20.18      INTERPRETATION**

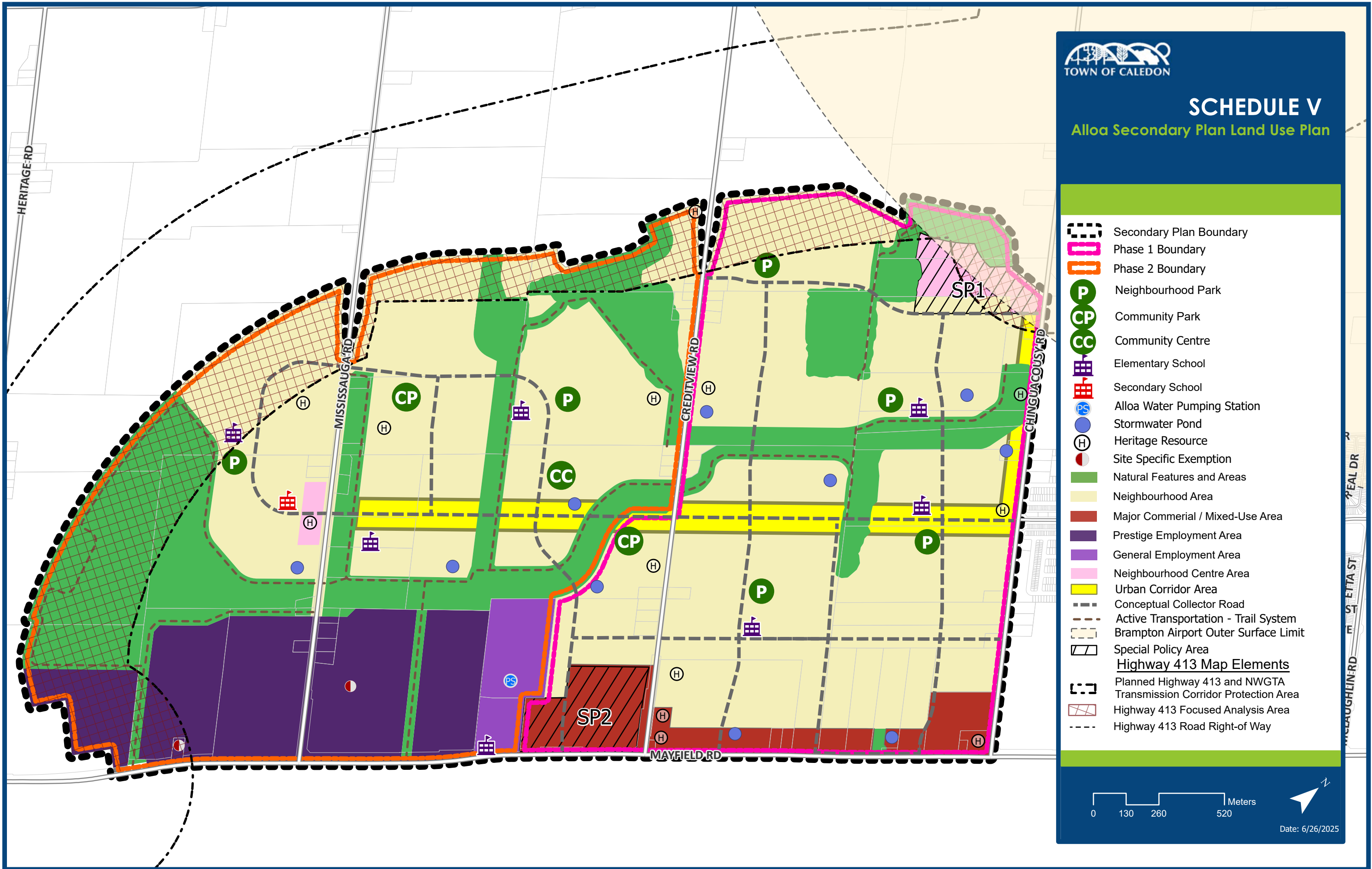
- 7.20.18.1      Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule V may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater 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.
- 7.20.18.2      The redevelopment of existing non-conforming uses to uses that are consistent with the objectives of the Alloo Secondary Plan will be encouraged.

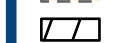
## **Attachment 2**

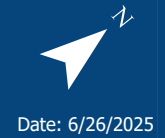
### **Alloa Secondary Plan Schedule**

# SCHEDULE V

## Alloa Secondary Plan Land Use Plan



-  Secondary Plan Boundary
-  Phase 1 Boundary
-  Phase 2 Boundary
-  Neighbourhood Park
-  Community Park
-  Community Centre
-  Elementary School
-  Secondary School
-  Alloa Water Pumping Station
-  Stormwater Pond
-  Heritage Resource
-  Site Specific Exemption
-  Natural Features and Areas
-  Neighbourhood Area
-  Major Commercial / Mixed-Use Area
-  Prestige Employment Area
-  General Employment Area
-  Neighbourhood Centre Area
-  Urban Corridor Area
-  Conceptual Collector Road
-  Active Transportation - Trail System
-  Brampton Airport Outer Surface Limit
-  Special Policy Area
-  Highway 413 Map Elements
-  Planned Highway 413 and NWGTA Transmission Corridor Protection Area
-  Highway 413 Focused Analysis Area
-  Highway 413 Road Right-of Way



Date: 6/26/2025