DECEMBER 5, 2024

PROJECT NO: 0912-6881

SENT VIA: EMAIL

Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Attn: Kavleen S. Younan, P.Eng., Transportation Engineer, Town of Caledon
Yifan Shen, Specialist, Transportation Development, Region of Peel

RE: TRANSPORTATION CONFORMANCE LETTER
ALLOA – MAYFIELD WEST IV DRAFT PLAN

Dear Kavleen and Yifan,

C.F. Crozier & Associates Inc. (Crozier) has been retained to prepare a Transportation Compliance Letter in support of the Mayfield West IV Draft Plan development application. The Mayfield West IV Draft Plan is comprised of part of Lot 18 Concession 3, West of Hurontario Street, in the Town of Caledon, Regional Municipality of Peel. The Draft Plan is also located within the Alloa Secondary Plan and Alloa Phase 1 Tertiary Plan.

A Transportation Impact Study (TIS) (Crozier, December 2024) was prepared in support of the Alloa Phase 1 Tertiary Plan. The TIS comprehensively evaluated the impacts of Alloa Phase 1 Lands from a transportation perspective, identifying required mitigation measures as warranted. The Tertiary Plan was designed to comprise the intended individual Draft Plans such that the Tertiary Plan's road network and land use layout was reflective of the respective Draft Plans for each parcel.

The Transportation Conformance Letter builds on and accompanies the Alloa Phase 1 Tertiary Plan TIS (Crozier, December 2024), and is in support of the Draft Plan development application. The letter herein reviews the following:

- Site Context
- Development Proposal
- Site Generated Traffic Review
- Recommendations

211 Yonge St., Suite 600
Toronto, ON M5B 1M4
T. 416.477.3392
cfcrozier.ca

1.0 Site Context

1.1 Subject Lands

The Mayfield West IV Draft Plan is located within the Alloa Phase 1 Lands and covers an area of approximately 8.60 ha and currently consists of undeveloped greenfield lands. The Subject Site is located on the southeast side of the Alloa Phase 1 Lands and is generally bound by Chinguacousy Road to the south, and undeveloped greenfield lands to the north, east and west.

Figure 1 illustrates the site location.

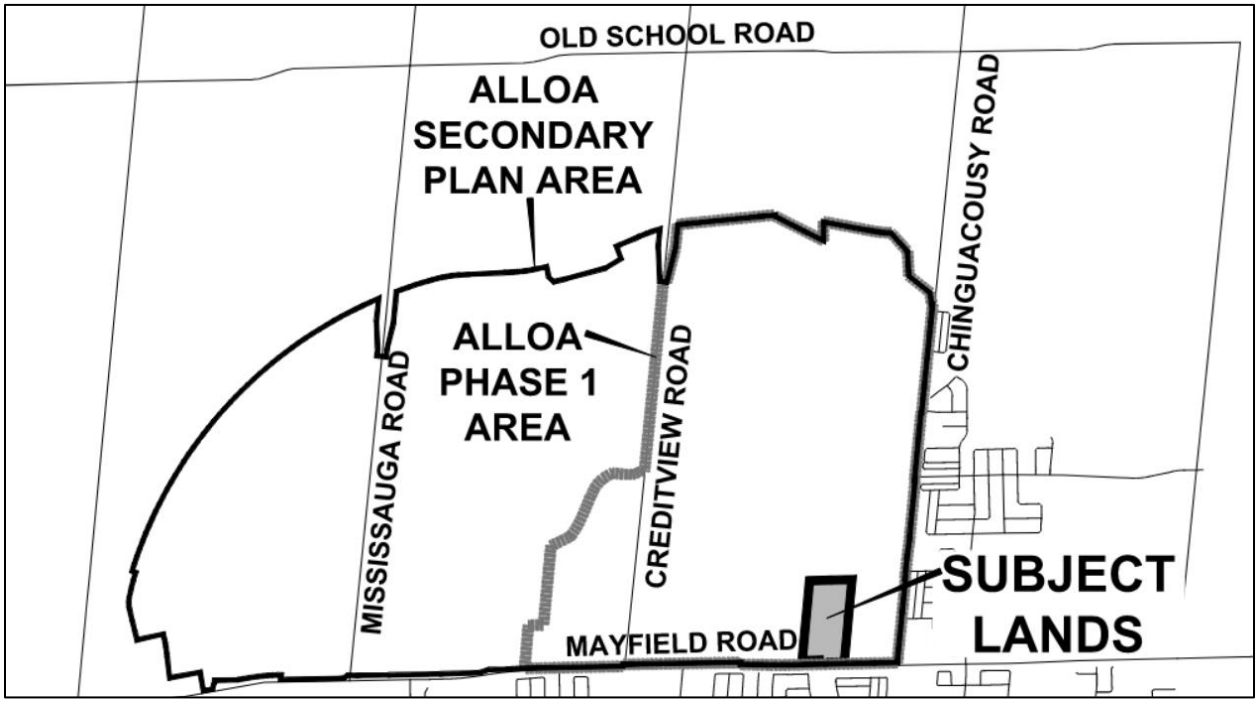

Figure 1: Site Location

1.2 Existing Transportation Context

Table 1 outlines the roadways near the Subject Site, including road and active transportation network features.

Table 1: Existing Roadway Network

Feature	Roadway	
	Mayfield Road	**Chinguacousy Road**
Direction	Two-Way (East-West)	Two-Way (North-South)
Span	Winston Churchill Blvd to Albion Vaughan Rd	Olde Base Line Rd to Mayfield Rd
Jurisdiction	Region of Peel	Town of Caledon
Number of Travel Lanes	Two Lanes	Two Lanes
Pedestrian Facilities	None	None
Cycling Facilities	None	None

1.3 Future Transportation Context

Capital road network improvements are planned near the Mayfield West IV Draft Plan Lands to support future traffic growth. In addition, a collector road network is proposed to service the Alloa Secondary Plan Area, with some road located within the Mayfield West IV Draft Plan.

Table 2 outlines the future transportation improvements, relevant to the Mayfield West IV Draft Plan.

Table 2: Future Transportation Improvements

Roadway	Improvement	Improvement Type
Mayfield Road	Widening to Six Lanes	Capital Work
Chinguacousy Road	Widening to Four Lanes	Capital Work
Highway 413	New Highway	Capital Work
Welsh Avenue (Street A in Tertiary Plan)	New Collector Road	Alloa Secondary Plan Collector Road Network
Alexander Gillespie Avenue (Street D in Tertiary Plan)	New Collector Road	Alloa Secondary Plan Collector Road Network

Further details regarding these improvements are included within the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024).

Attachment 1 includes excerpts from the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024).

2.0 Development Proposal

The Mayfield West IV Draft Plan proposes medium density residential units. **Table 3** summarizes the Development Proposal.

Table 3: Development Proposal (Comparison)

Plan	Land Use		Statistic	Area
Tertiary Plan[1]	Residential	Medium Density	149 units	2.52 ha
Draft Plan	Residential	Medium Density	132 units	2.52 ha

Note 1: Mayfield IV Draft Plan represents 33% of Zone AE medium density residential.

Attachment 2 includes the Draft Plan prepared by Glen Schnarr & Associates Inc and dated August 12, 2024.

3.0 Site Generated Traffic Review

For comparative purposes, trip generation rates were calculated based on the Alloa Phase 1 Tertiary Plan trip generation and development yield, as outlined in the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024), given the non-linear nature of the trip generation rates outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (September 2021).

Table 4 outlines the trip generation rates based on the Alloa Phase 1 Tertiary Plan trip generation and development yield.

Table 4: Trip Generation Rates

Land Use		Statistic	A.M.		P.M.	
			In	Out	In	Out
Commercial[1]		52,003 m^2	0.35/100 m^2	0.26/100 m^2	0.86/100 m^2	0.89/100 m^2
Residential	Low Density	2,171 units	0.10/unit	0.32/unit	0.40/unit	0.24/unit
	Medium Density	2,565 units	0.05/unit	0.18/unit	0.21/unit	0.13/unit
	Medium-High Density[1]	4,429 units	0.07/unit	0.26/unit	0.18/unit	0.11/unit
Elementary School		150 jobs	1.25/job	1.05/job	0.26/job	0.31/job

Note 1: Includes mixed use development yield.

Table 5 outlines the trip generation for the Mayfield West IV Draft Plan.

Table 5: Trip Generation

Land Use	Statistic	A.M. Trips[1]			P.M. Trips[1]		
		In	Out	Total	In	Out	Total
Medium Density Residential (LUC 220)	132 units	7	24	31	28	17	45
Alloa Phase 1 Internal Trips[2]	-	2	1	3	2	3	5
Total		**9**	**25**	**34**	**30**	**19**	**50**

Note 1: Rounding may cause the appearance of discrepancies.
Note 2: Mode split adjusted trips are not linearly correlated to baseline trips.

The Mayfield West IV Draft Plan is expected to generate 34 and 50 two-way vehicle trips during the weekday a.m. and p.m. peak hours, respectively.

3.1 Tertiary Plan Comparison

The Alloa Phase 1 Tertiary Plan was split into zones for the purpose of trip distribution and assignment. The total Tertiary Plan trip generation was also divided into these zones, based on the proportional area of each zone in comparison to the total area for each land use. The Mayfield West IV Draft Plan is representative of 33% of Zone AE medium density residential, as outlined in the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024).

Table 6 outlines the trip generation for the Mayfield West IV Lands based on the Mayfield West IV Draft Plan and the zonal approximation of the Alloa Phase 1 Tertiary Plan.

Table 6: Trip Generation (Comparison)

Plan	Land Use	Statistic	A.M. Trips[1]			P.M. Trips[1]		
			In	Out	Total	In	Out	Total
Tertiary Plan Assumption	Medium Density Residential (LUC 220)	149 units	8	28	35	32	19	51
	Alloa Phase 1 Internal Trips[2]	-	2	2	3	2	3	5
	Total		9	**29**	**39**	**34**	**22**	**56**
Draft Plan	Medium Density Residential (LUC 220)	132 units (-17 units)	7	24	31	28	17	45
	Alloa Phase 1 Internal Trips[2]	-	2	1	3	2	3	5
	Total		**9**	**25**	**34**	**30**	**19**	**50**
Net Change			**-1**	**-4**	**-4**	**-4**	**-2**	**-6**

Note 1: Rounding may cause the appearance of discrepancies.
Note 2: Based on the Tertiary Plan development yield. For the Tertiary Plan, the internal trips are estimated by a zonal approach. For the Draft Plan, the internal trips are scaled based on the development yield of the Tertiary Plan and Draft Plan.

In comparison to trip generation for the Proposed Development outlined in the Alloa Phase 1 Tertiary Plan Transportation Impact Study, the Draft Plan is estimated to generate 4 and 6 fewer two-way vehicle trips during the weekday a.m. and p.m. peak hours, respectively. As a reduction in trips is proposed,), the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024) conclusions are considered valid therefore, an updated traffic operations analysis was not prepared herein.

Attachment 1 includes excerpts from the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024).

Finally, due to a planned aggressive buildout, it is expected that most of the Alloa Phase 1 collector road network will be in place prior to buildout of the subject Draft Plan. As a result, supplementary traffic analysis that considers additional phasing of this and potentially other nearby draft plans is not required since recommended improvements for the Tertiary Plan would be implemented.

4.0 Recommendations

The Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024) outlined recommendations to support the Alloa Phase 1 Lands. The section herein reviews the multi-modal transportation network recommendations as it relates to the Mayfield West IV Draft Plan.

4.1 Automobile

Table 7 summarizes the automobile recommendations to accommodate the Alloa Phase 1 Tertiary Plan and to support the Mayfield West IV Draft Plan.

Table 7: Alloa Phase 1 Tertiary Plan Relevant Recommendations

Location	Improvement	Responsibility
Welsh Avenue & Alexander Gillespie Avenue	Implement all-way stop control.	Proponent
	Implement WBL auxiliary turn lane (15 m).	
Mayfield Road & Alexander Gillespie Avenue	Implement signal control.	Region/ Proponent
	Implement auxiliary turn lanes for the following movements: • EBL: 40 m • WBR: 60 m • SBL: 45 m	

In addition to the above recommendations, on-street parking is proposed, as outlined by the Parking Plan prepared by Glen Schnarr & Associates Inc.

Attachment 1 includes excerpts from the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024). **Attachment 3** include the Parking Plan.

4.2 Active Transportation

Active transportation facilities, including sidewalks and pedestrian crossings, are proposed throughout the Draft Plan, as outlined in the Parking Plan prepared by Glen Schnarr & Associates Inc. We note that the pedestrian crossings identified the Pedestrian Circulation Plan are generally consistent with the considerations and recommendations outlined in the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024).

Attachment 1 includes excerpts from the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024). **Attachment 4** includes the Pedestrian Circulation Plan.

4.3 Transit

The Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024) outlined a proposed transit network to service the Alloa Phase 1 Lands. The Mayfield West IV Draft Plan can be serviced by the proposed new transit route that operates along Alexander Gillespie Avenue and Welsh Avenue.

Attachment 5 includes the proposed transit network for the Alloa Phase 1 Lands.

5.0 Conclusions

The Mayfield West IV Draft Plan is located within the Alloa Phase 1 Lands, for which a Transportation Impact Study (Crozier, December 2024) was prepared. Overall, there are no material changes for the Subject Development between the Mayfield West IV Draft Plan and the Alloa Phase 1 Tertiary Plan. As such, the analysis and conclusions outlined in the Alloa Phase 1 Tertiary Plan Transportation Impact Study (Crozier, December 2024) remains valid and are not updated herein.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.

My-Linh Yee, EIT
Engineering Intern, Transportation

C.F. CROZIER & ASSOCIATES INC.

Aidan Hallsworth, EIT
Engineering Intern, Transportation

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Senior Project Manager, Transportation

C.F. CROZIER & ASSOCIATES INC.

Alexander Fleming, P. Eng., MBA, Partner
Director, Transportation

Enclosed
Attachment 1: Alloa Phase 1 Tertiary Plan Transportation Impact Study Excerpts
Attachment 2: Draft Plan
Attachment 3: Parking Plan
Attachment 4: Circulation Plan
Attachment 5: Proposed Transit Network

/MY
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Attachment 1:

Alloa Phase 1 Tertiary Plan Transportation Impact Study Excerpts

TRANSPORTATION IMPACT STUDY

ALLOA PHASE 1 LANDS
TERTIARY PLAN

TOWN OF CALEDON
REGION OF PEEL

PREPARED FOR:

ALLOA PHASE 1 LANDOWNERS GROUP INC.

PREPARED BY:

C.F. CROZIER & ASSOCIATES INC.
211 YONGE STREET, SUITE 600
TORONTO, ON M5B 1M4

DECEMBER 2024

CFCA FILE NO. 2448-7006

CROZIER

1.2 Development Proposal

The Alloa Phase 1 Tertiary Plan proposes a mixed-use community comprising 26,724 population and jobs across a number of low, medium and high-density residential uses, in addition to commercial, institutional and recreational uses. As outlined in the Tertiary Plan and development statistics prepared by Glen Schnarr & Associates Inc., dated August 20, 2024, and June 3, 2024, respectively, the Alloa Phase 1 Lands consists of 7,203 residential units and 27,478 m^2 of commercial gross floor area, as well as mixed-use areas consisting of 1,962 residential units and 24,525 m^2 commercial gross floor area.

In addition to the existing road network and planned capital works by the Town of Caledon (Town), Region of Peel (Region) and Ontario Ministry of Transportation (MTO), the Tertiary Plan also proposes an internal network of collector and local roads, intended to support multimodal connectivity within the Secondary Plan area and to the external study road network.

Table 1 summarizes the Development Proposal.

Table 1: Development Proposal

Land Use	Type	Statistic[1]	Area[1]	Jobs/Population[1]
Commercial		27,478 m^2	12.49 ha	550 jobs
Mixed Use		24,525 m^2	9.81 ha	491 jobs
		1,962 units		4,061 people
Residential	Low Density	2,171 units	72.35 ha	7,901 people
	Medium Density	2,565 units	42.75 ha	8,465 people
	Medium-High Density	2,467 units	16.44 ha	5,106 people
Elementary School		3 schools	8.91 ha	150 jobs
Parks		-	15.52 ha	-

Note 1: Alloa Phase 1 statistics based on the latest Alloa Secondary Plan Development Statistics, dated June 3, 2024, from Glen Schnarr & Associates Inc.

Figure 2 illustrates the Alloa Phase 1 Tertiary Plan. **Appendix A** includes the Alloa Phase 1 Tertiary Plan as well as the proposed statistics.

P:\888-003\4. Drawings\2024 08 August\Alloa Phase 1 Tertiary Plan Aug 20 24 - Internal Use Only.dwg

LEGEND

RESIDENTIAL
- DETACHED
- TOWNHOUSE
- MEDIUM - HIGH DENSITY
- MIXED-USE

COMMERCIAL
- COMMERCIAL BLOCK

INSTITUTIONAL
- ELEMENTARY SCHOOLS

OPEN SPACE
- NEIGHBOURHOOD PARK
- OPEN SPACE
- NATURAL HERITAGE SYSTEM (WOODLOT)
- NATURAL HERITAGE SYSTEM
- SWM PONDS
- GREENBELT PLAN AREA

OTHER
- SECONDARY PLAN BOUNDARY
- BLOCK PLAN BOUNDARY
- HIGHWAY 413 FOCUSED ANALYSIS AREA
- MUNICIPAL INFRASTRUCTURE
- FUTURE EMPLOYMENT
- FUTURE RESIDENTIAL

HIGHWAY 413
HIGHWAY 413 TRANSITWAY
NHS (GREENBELT) 1.30ha (3.21ac)
NHS (WOODLOT) 0.04ha (0.10ac)
NHS (CHANNEL & BUFFERS) 6.98ha (17.25ac)
NHS (GREENBELT) 3.42ha (8.45ac)
NHS (WOODLOT) 3.61ha (8.92ac)
MEDIUM - HIGH DENSITY RESIDENTIAL 1.05ha (2.59ac)
MEDIUM - HIGH DENSITY RESIDENTIAL 0.86ha (2.13ac)
MEDIUM - HIGH DENSITY RESIDENTIAL 0.42ha (1.04ac)
MEDIUM - HIGH DENSITY RESIDENTIAL 0.60ha (1.48ac)
STREET 'C'
NEIGHBOURHOOD PARK 2.76ha (6.82ac)
STREET 'F'
NHS (WOODLOT & WETLAND) 8.10ha (20.02ac)
NHS (BUFFER) 1.24ha (3.06ac)
STREET 'D'
BIRKHEAD DRIVE
SWM POND 4.11ha (10.16ac)
NEIGH. PARK 2.22ha (5.49ac)
CATHOLIC ELEMENTARY SCHOOL 2.43ha (6.00ac)
SWM POND 3.76ha (9.29ac)
NHS (CHANNEL) 6.12ha (15.12ac)
NP
PHASE 2 AREA
NHS (CHANNEL) 3.90ha (9.64ac)
NHS (CHANNEL & BUFFER) 10.22ha (25.25ac)
LINDSAY AVENUE
MEDIUM - HIGH DENSITY RESIDENTIAL 0.82ha (2.03ac)
STREET 'F'
SWM POND 2.28ha (5.63ac)
NHS (WOODLOT) 2.14ha (5.29ac)
SWM POND 1.61ha (3.98ac)
CREDITVIEW ROAD
CHINGUACOUSY ROAD
STREET 'B'
SW
NHS (WOODLOT & WETLAND) 1.82ha (4.50ac)
NHS (BUFFER) 0.57ha (1.41ac)
STREET 'E'
TIM MANLEY AVENUE
COMMUNITY PARK 5.53ha (13.66ac)
NEIGHBOURHOOD PARK 2.22ha (5.49ac)
MEDIUM - HIGH DENSITY RESIDENTIAL 3.50ha (8.65ac)
SWM POND 1.69ha (4.18ac)
NEIGH. PARK 2.11ha (5.21ac)
PUBLIC ELEMENTARY SCHOOL 3.24ha (8.00ac)
MEDIUM - HIGH DENSITY RESIDENTIAL 2.11ha (5.21ac)
PUBLIC ELEMENTARY SCHOOL 3.25ha (8.03ac)
STREET 'A'
TWEEDHILL AVENUE
ALLOA RESERVOIR, PUMPING STATION & FEEDMAIN
STREET 'G'
STREET 'F'
STREET 'E'
STREET 'D'
MEDIUM - HIGH DENSITY RESIDENTIAL 4.70ha (11.61ac)
JAMES MAYNARD ROAD
COMMERCIAL 9.72ha (24.02ac)
COMMERCIAL 2.78ha (6.87ac)
SWM POND 4.31ha (10.65ac)
MIXED-USE 4.51ha (11.14ac)
SWM POND 2.90ha (7.17ac)
MIXED-USE 2.80ha (6.92ac)
MIXED-USE 1.35ha (3.34ac)
MIXED-USE 1.41ha (3.48ac)
NHS (COMPENSATION) 0.39ha (0.96ac)
CALEDON WORKS YARD
MAYFIELD ROAD
EXISTING HYDRO TRANSFORMER
ROBERT PARKINSON DRIVE
THORNBRUSH BOULEVARD
BRISDALE DRIVE
CLOCKWORK DRIVE

ALLOA SECONDARY PLAN
TERTIARY PLAN - PHASE 1

PART OF LOTS 18-21, CONCESSIONS 3 & 4, TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

0 50 100 150 200 250 300

SCALE 1:4000
AUGUST 20, 2024

GSAI
Glen Schnarr & Associates Inc.

Table 12: Town of Caledon Mode Share Targets

Mode	2041 Vision[1]	2051 Vision
Automobile Driver	68%	60%
Automobile Passenger (Carpool)	10%	13%
Transit	3%	6%
Walk	4%	6%
Cycle	1%	1%
Other[2]	15%	14%
Total	**100%**	**100%**
Sustainable Mode Share	*32%*	*40%*

Note 1: Consistent with the Region of Peel's Long Range Transportation Plan (2019).
Note 2: Other includes motorcycle and school bus.

Appendix H outlines the relevant excerpts from the Town of Caledon MMTMP (June 2024).

4.1.5 Town of Caledon Active Transportation Plan

The Town of Caledon recently completed the Active Transportation Master Plan (June 2024), which supplements the Town's Multi-Modal Transportation Master Plan (Town of Caledon, June 2024) by providing more details and policies objectives concerning sidewalks, dedicated cycling facilities and trails. Notably, the plan identifies preferred design cross-sections for multi-use trails connecting neighbourhoods and as walking trails and provides a recommended active transportation network for on-road and off-road facilities. In addition, a sidewalk policy framework which identifies where sidewalks should be implemented, on one or both sides, was identified and has also been developed as part of this plan.

Appendix H outlines the relevant excerpts from the Town of Caledon Active Transportation Master Plan (June 2024).

4.2 Future Transportation Network

In the vicinity of the Alloa Phase 1 Lands, there are many planned transportation network improvements. Many of these improvements were identified in the relevant planning documents outlined in **Section 4.1**. This section herein reviews the relevant future background improvements.

Figure 6 summarizes the future road improvements and timings of these improvements within the study area.

OLD SCHOOL RD

FUTURE HIGHWAY 413

MISSISSAUGA RD

CREDITVIEW RD

CHINGUACOUSY RD

TIM MANLEY AVE

TWEEDHILL AVE

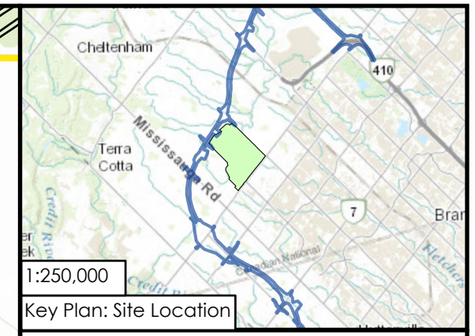
NEIL PROM

PETCH AVE

MCLAUGHLIN RD

MAYFIELD RD

0 250 500 1,000 Meters



Key Plan: Site Location

Legend

- Phase 1 Block Boundary

Intersections

- Signalized Intersection
- Stop Controlled Intersection (All-Way)
- Preliminary Highway 413 Route

Future Road Improvement

- No Change
- 2031 (2 to 4 lanes)
- 2031 (2 to 5 lanes), 2041 (5 to 6 lanes)
- 2031 (2 to 6 lanes)
- 2041 (2 to 4 lanes)
- 2051 (2 to 4 lanes)
- Collector
- Local

Figure Notes:

1. Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
2. Transit Network as per Future Caledon Official Plan 2024
3. Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024)
4. Traffic controls only provided for intersections within study area.

Project:

Alloa Phase 1
Tertiary Plan

Figure:

Future Road Improvements and Timings

CROZIER

Drawn:	Design:	Project No.	
D.M	M.L.	2448-7006	
Date:	GCS:	Scale:	Dwg.
2024-10-04	NAD 1983	1:13,000	Fig.6

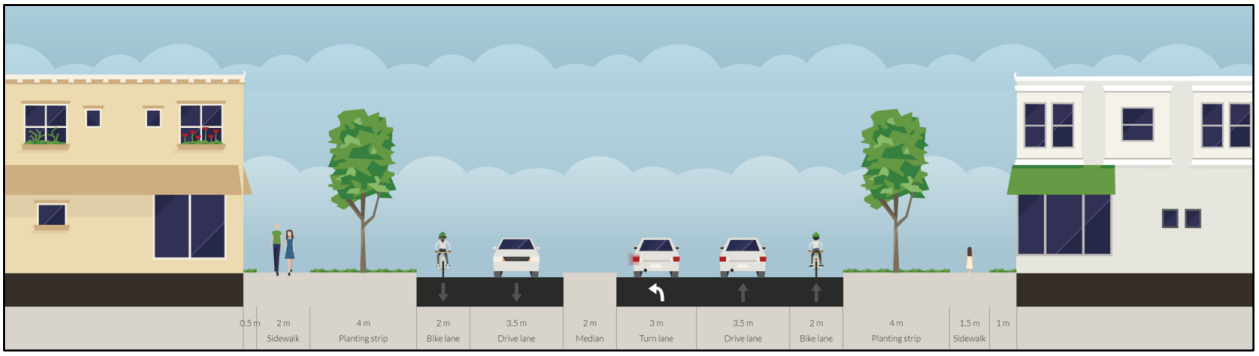


Figure 13: Tim Manley Avenue Cross-Section (29 m ROW) (Wood)

Appendix H includes the relevant Tim Manley Avenue excerpts.

4.2.6 Brampton Transit Expansion

There are transit expansion plans, as detailed in the Brampton Transit Public Information Session for the Annual Transit Service Plan (Brampton Transit, March 2024), that are of relevance to the study area. The following changes to existing transit operations in **Section 2.2** are detailed in the plan and are expected to be implemented in the near future:

- Route 25 (Edenbrook): While this proposed change does not directly impact the Subject Lands, a transit route option to service the completed elements of the adjacent Mayfield West Phase 2 community is outlined and is expected to be implemented in the future.

- NEW Route 504 (Züm Chinguacousy): Brampton Transit is planning to implement a Chinguacousy Züm service between 2024 and 2026. This new express transit route will operate Sandalwood Parkway and Steeles Avenue along Chinguacousy Road. The route is planned to continue east on Steeles Avenue, connecting at Sheridan College, Brampton Gateway, and at Bramalea GO, where the line terminates. The implementation of this service would result in several transit network changes, including the following:

    - Route 4/4A (Chinguacousy): The route will continue to operate local service, with realignment planned. Route 4 will operate along Sandalwood Parkway, Brisdale Road and Wanless Drive, and Route 4A will service Mount Pleasant GO Station via Bovaird Drive.

    - Route 104 (Chinguacousy Express): The current Route 104 will be replaced by the proposed Züm express transit route.

    - NEW Brisdale Drive Transit Route: A new transit route is planned along Brisdale Drive from and to Mount Pleasant GO Station, with the routing reaching and looping at Mayfield Road. This route will replace the current Route 4 service along Brisdale Drive.

The public information session also outlines long-term transit service concepts, including potential extensions and new transit routes into the Town of Caledon and the Alloa Community. These potential extensions and new transit routes are expected to be implemented in the future, and may be refined at a later stage.

Appendix H outlines the relevant future transit excerpts.

4.2.7 Natural Heritage System Multi-Use Trails

To support the creation of sustainable communities in the Town, the Town of Caledon's Active Transportation Master Plan (ATMP) outlines various active transportation improvements. In addition to the planned improvements outlined in **Section 4.2.1** to **Section 4.2.6**, the ATMP (Town of Caledon, June 2024) identifies multi-use trails, the Settlement Area Boundary Expansion Concept Trails, proposed along the natural heritage system near the Subject Site.

It is anticipated that these trail improvements will be completed in coordination with the Town to support surrounding developments, including the Proposed Development. As 2 of the planned multi-use trails are located within the Subject Lands, the neighbourhood connector and/or walking trail cross-sections are anticipated to be required to accommodate the natural heritage system trails.

Figure 14 outlines the neighbourhood connector and walk trail cross-section proposed in the Alloa Secondary Plan Transportation Needs Assessment (Crozier, July 2024).

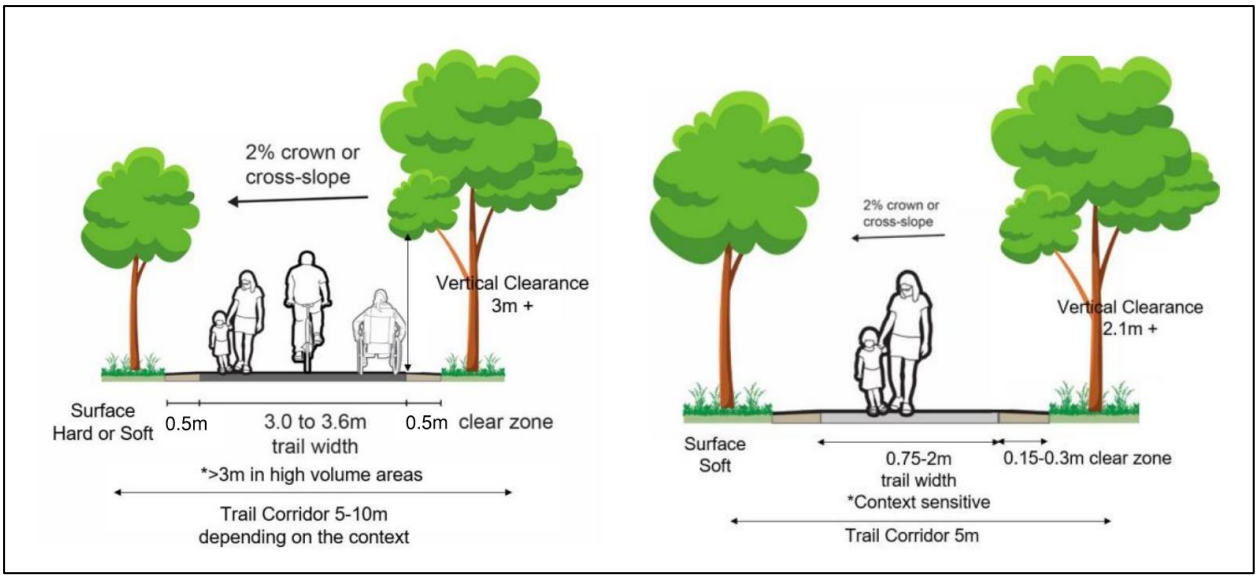


Figure 14: Natural Heritage System Trails - Cross-Section Options (Crozier)

We noted that these sections generally conform with the standard cross-section outlined in the Town of Caledon ATMP (Town of Caledon, June 2024), with the exception of the proposed 0.5 m clear zone, instead of 0.6 m.

Appendix H contains the relevant excerpts regarding the multi-use trails planned near and within the Subject Lands as highlighted in the Town of Caledon's ATMP (June 2024).

4.2.8 Summary

Table 13 summarizes the future roadway improvements in the study area.

Table 13: Planned Improvements in Study Area

Roadway	Improvement	Segment	Year	Source
Mayfield Road	Widening to Six Lanes (Ultimate)	Chinguacousy Road to Hurontario Street	2026	Mayfield Road Construction Timeline (February 2024)
	Widening to Four Lanes (Ultimate)	Winston Churchill Boulevard to Mississauga Road	2028	
	Widening to Five Lanes (Interim)	Mississauga Road to Chinguacousy Road	2028	
	Widening to Six Lanes (Ultimate)	Mississauga Road to Chinguacousy Road	2041	Region of Peel LRTP
Chinguacousy Road	Widening to Four Lanes	Mayfield Road to Mayfield West Phase 2 North Limits	2031	Chinguacousy Road Functional Design[1]
		Mayfield West Phase 2 North Limits to Old School Road	2041	
	Widening to Six Lanes	Bovaird Drive to Mayfield Road	2041	City of Brampton TMP Update
Old School Road	Widening to Four Lanes	Winston Churchill Boulevard to Gore Road	2041	Town of Caledon Draft MMTMP
Highway 413	New Highway	Highway 401 to Highway 400	2031	Assumed
Natural Heritage System Multi-Use Trails		Varies[2]	2031	Assumed

Note 1: As confirmed with Town of Caledon staff. ***Appendix B*** *includes the relevant correspondence.*
Note 2: ***Appendix H*** *includes the relevant Active Transportation Master Plan (Town of Caledon, June 2024) excerpts that outline the natural heritage system multi-use trail locations.*

5.0 Future Background Network Review

This section reviews the future operations of the surrounding transportation network, in a similar approach that was applied to the existing conditions in **Section 3.0**. Consistent with the Existing Mobility Network Review, the automobile operations were reviewed using Synchro software and evaluated based on the Highway Capacity Manual methodology, while active transportation level of service was assigned based on criteria from the York Region Transportation Mobility Plan Guidelines (November 2016).

5.1 Pedestrian Network

The pedestrian level of service (LOS) was reviewed for future background conditions based on the York Region guidelines. **Appendix E** outlines the York Region pedestrian LOS definitions.

Table 14 and **Table 15** summarizes the 2031 and 2041 future background pedestrian LOS, respectively.

6.0 Alloa Secondary Plan Mobility Context

The Alloa Secondary Plan Transportation Needs Assessment (Crozier, July 2024) outlines a recommended mobility network for the Alloa Secondary Plan area. The section herein reviews the Alloa Secondary Plan transportation network as well as the key considerations specifically for the Alloa Phase 1 Tertiary Plan area.

Appendix N outlines the relevant excerpts from the Alloa Secondary Plan Transportation Needs Assessment (Crozier, July 2024).

6.1 Mobility Framework

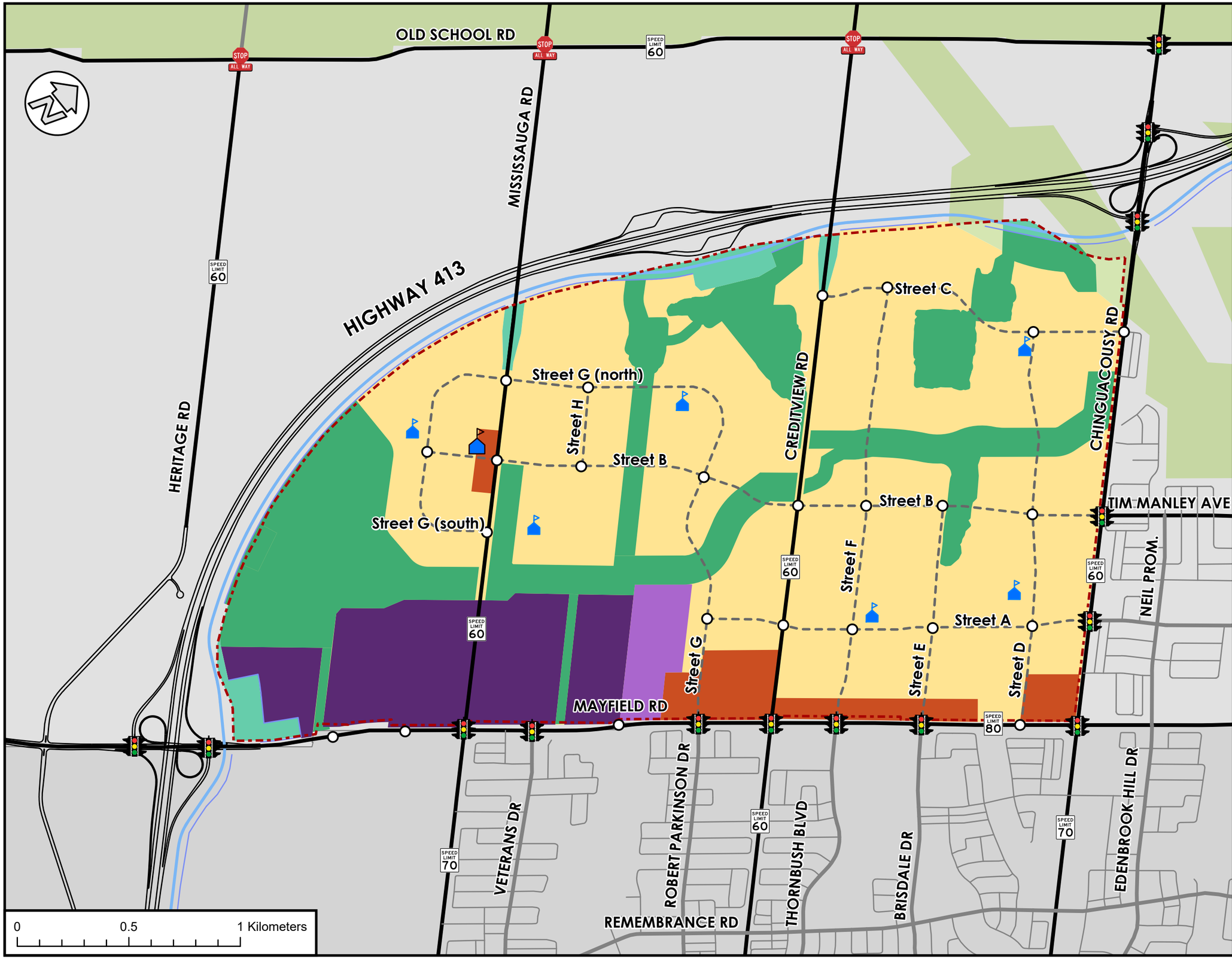
The Alloa Secondary Plan transportation network includes an internal collector road network, active transportation network, including a cycling and trail network, and transit network, comprised of potential routes and bus stop locations. This transportation network is reflected in the Alloa Phase 1 Tertiary Plan.

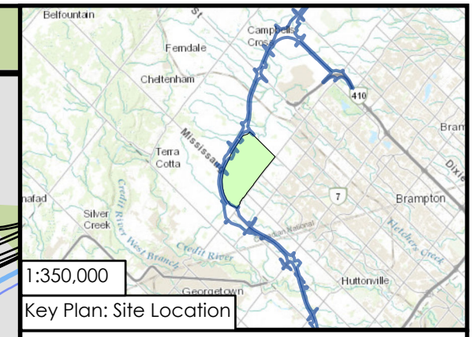
A preliminary transit network was recommended in Section 11.3 of the Alloa Secondary Plan Transportation Needs Assessment (Crozier, July 2024. The conceptual transit network proposed for the Alloa Secondary Plan was developed based on a review of a number of transit plans for the surrounding area and the existing transit operations, similar to those highlighted in **Section 2.2**, and a target to maximize transit stop coverage. The transit planning documents outlining future transit service patterns for the areas in proximity to the Subject Lands include:

- Brampton Transit Public Information Session for the Annual Transit Service Plan (March 2024)
- Town of Caledon Transit Feasibility Study (April 2019)
- Town of Caledon Multi-Modal Transportation Master Plan (June 2024)
- Highway 413 Transportation Corridor – Public Information Session #4 (MTO, October 2023)

This transit plan continues to be recommended upon full buildout of the Secondary Plan. However, these documents were reviewed to determine an interim future transit plan for Alloa Phase 1, which is detailed in **Section 11.0**.

Figure 23, **Figure 24**, and **Figure 25** illustrate the Alloa Secondary Plan's proposed road, active transportation and transit network, respectively.





Key Plan: Site Location

Legend

- Secondary Plan Boundary
- Ontario Greenbelt

Road
- Arterial
- Collector
- Local
- Proposed
- Preliminary Highway (Edge of Pavement)
- Preliminary Transitway
- Preliminary Transitway (Right-of-Way)
- School

Intersections
- Proposed Intersection
- Signalized Intersection
- Stop Controlled Intersection (All-Way)

Proposed Land Use Plan
- Developed Area
- Commercial
- Prestige Employment
- General Employment
- Natural Environment System Area
- Highway 413 Design Area

Figure Notes:

1. Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
2. Transit Network as per Future Caledon Official Plan 2024
3. Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024)
4. Alloa Phase 1 Tertiary Plan has been slightly refined since the original submission of the Alloa Secondary Plan. (July 2024)

Project:
Alloa Phase 1
Tertiary Plan

Figure:
Alloa Secondary Plan
Proposed Road Network
(July 2024)

CELEBRATING 20 YEARS SINCE 2004
CROZIER

Drawn:	Design:	Project No.	
D.M	M.L.	2448-7006	
Date:	GCS:	Scale:	Dwg.
2024-10-04	NAD 1983	1:16,000	Fig.23

Table 41: External Primary Vehicle Trip Generation

Land Use	Statistic	A.M. Trips[1]			P.M. Trips[1]		
		In	Out	Total	In	Out	Total
Major Commercial	295,773 ft²	95	72	167	238	245	483
Mixed Use	263,987 ft²	85	64	149	212	219	431
	1,962 units	134	504	638	362	217	579
Low Density Residential	2,171 units	209	701	910	876	525	1,402
Medium Density Residential	2,565 units	133	474	607	549	329	878
Medium-High Density Residential	2,467 units	169	633	802	455	273	728
Elementary School	150 employees	188	158	346	39	47	86
Total		**1,014**	**2,606**	**3,620**	**2,732**	**1,856**	**4,588**

Note 1: Rounding may cause the appearance of discrepancies.

The Alloa Phase 1 Lands are expected to generate 3,620 and 4,588 two-way external primary vehicle trips during the weekday a.m. and p.m. peak hours. As noted in **Section 7.1.3**, a total of 398 and 408 two-way internal trips are also forecast for the Alloa Phase 1 Lands in the weekday a.m. and p.m. peak hours.

7.2 Zonal Disaggregation

Given the scale of the Alloa Phase 1 lands and the intent for consistency with future Draft Plan and Site Plan applications, the Subject Lands were divided into zones to better distribute traffic volumes. The zones are generally bound by the external arterial roads, internal collector road and/or other major features, such as the natural heritage system, Highway 413 corridor or the Alloa Phase 1 limits. However, property lines were also considered in the establishment of the zones to more easily compare the Tertiary Plan study to future Draft Plan applications for consistency.

The Subject Lands were split into 32 zones, lettered A to AF. The site generated trips for each zone were determined based on the proportion of units, GFA or area of land uses in each zone relative to the overall Phase 1 Trip generation.

For the purpose of modelling, local road connections to each zone were assumed reflect a consolidation of several multiple minor local accesses in some cases. This approach was adopted for simplicity, to avoid modelling of an excessive number of accesses or local road connections.

As the property limits for future Draft Plan applications were factored into delineating the zones, in practice traffic within some zones may use a local road connection of an adjacent zone due network orientation and local street design. However, for the purpose of the analysis herein, the

trips associated with a particular zone were assigned to the local road connection within that zone. This approach allows for an easier comparison between trip assignment forecasts with the Tertiary Plan study and future reports prepared in support of Draft Plan application.

Figure 35 illustrates the zonal system and future total study intersections for the trip assignment.

CREDITVIEW RD
Creditview Road and Old School Road
OLD SCHOOL RD
Chinguacousy Road and Old School Road
CHINGUACOUSY RD
OLD SCHOOL RD
FUTURE HIGHWAY 413
Chinguacousy Road & Hwy. 413 WB
Chinguacousy Road & Hwy. 413 EB
PETCH AVE
Mayfield Road and Queen Mary Drive / Petch Ave
MAYFIELD RD
MISSISSAUGA RD
Mayfield Road and Veterans Drive
MAYFIELD RD
VETERANS DR
Zone A
Street "C" & Street "F" / Zone A Access 1
STREET C
Creditview Road & Street "C"
Street "C" & Zone D Access
Street "C" & Zone A Access 2
Zone B
Zone C
Zone D
Zone E
Street "F" & Zone E Access / Zone F Access
Zone F
Zone I
Zone J
Street "C" & Street "D" / Zone B+C Access 1
Street "C" & Zone B+C Access / Zone J Access
Chinguacousy Road & Street "C" / Local Street
Creditview Road & McMinn Drive
Street "D" & McMinn Drive
MCMINN DR
Street "F" & McMinn Drive
McMinn Drive & Zone H Access
McMinn Drive & Zone I Access / Zone K Access
Zone G
Zone H
Zone K
Street "F" & Zone G Access
CREDITVIEW RD
CHINGUACOUSY RD
Creditview Road & Zone L Access
Zone L
Street "F" & Zone R E. Access / Zone S Access
Zone S
Street "D" & Zone Y Access / Zone Z Access
Zone Y
Zone Z
STREET D
Creditview Road & Street "B"
Zone R
Street "B" & Street "F"
STREET B
Street "B" & Street "E"
Street "B" & Zone R Access / Zone T Access
Street "B" & Zone S Access / Zone U Access
Street "B" & Zone Y S. Access / Zone AA Access
Street "B" & Street "D"
Tim Manley Avenue & Neil Promenade
TIM MANLEY AVE
Street "B" & Zone AC+AD Access
Chinguacousy Road & Tim Manley
Street "F" & Zone T Access
STREET E
Zone AA
Zone AC
Zone T
Zone U
STREET F
Street "E" & Zone U Access / Zone AA+AB Access
Street "D" & Zone AA+AB Access / Zone AC+AD Access
Zone N/O
Zone M
Zone AB
Zone AD
Chinguacousy Road & Tweedhill Avenue / Street "A"
Street "A" / Zone M Access & Street "G" / Zone N Access 2
Creditview Road & Street "A"
Street "A" & Street "E"
Zone AA
Street "A" & Street "D"
Zone AC
Zone P
STREET A
Street "A" & Zone N+O S. Access 1 / Zone P Access
Street "A" & Zone T Access / Zone V Access
Street "A" & Street "F"
Street "A" & Zone U Access / Zone W Access
Street "A" & Zone AA+AB Access / Zone AE Access
Street "D" & Zone AE Access / Zone AF Access
STREET G
Street "G" & Commercial Access 1
Zone V
Zone W
Zone AE
Zone AF
Zone Q
Street "F" & Zone V Access
Street "E" & Zone W+X Access / Zone AE Access
Street "D" & Zone AF Access
Street "G" & Commercial Access 2
Zone X
Mayfield Road & Commercial Access 3
Mayfield Road & Thornbush Boulevard
Mayfield Road & Chinguacousy Road
MAYFIELD RD
Mayfield Road & Robert Parkinson
Mayfield Road & Commercial Access 4
Mayfield Road & Creditview Road
Mayfield Road & Brisdale Drive / Street "E"
Mayfield Road & Street "D"
ROBERT PARKINSON DR
THORNBUSH BLVD
BRISDALE DR

Study Intersection
Local Intersection
Proposed Road
Collector
Major Local
Phase 1 Block Boundary
Forecasting Zone Boundary
Block Plan
Existing / Planned Road Classifications
Arterial
Collector
Preliminary Highway (Edge of Pavement)

CROZIER

Alloa Phase 1
Tertiary Plan
Zonal System and Future Total Study Intersections
Fig.35

Table 42 outlines the external primary vehicle trip generation for each zone.

Table 42: Zonal External Primary Vehicle Trip Generation

Zone	A.M. Trips[1]			P.M. Trips[1]		
	In	Out	Total	In	Out	Total
Zone A	35	120	155	148	89	236
Zone B	44	161	205	130	78	208
Zone C	6	20	26	24	14	38
Zone D	3	10	13	12	7	19
Zone E	19	66	84	78	46	124
Zone F	11	38	49	47	28	75
Zone G	1	3	4	4	2	6
Zone H	18	60	78	75	45	120
Zone I	13	45	58	56	34	90
Zone J	18	62	80	76	46	122
Zone K	63	55	118	16	17	33
Zone L	10	37	47	27	16	43
Zone M	6	21	27	25	15	40
Zone N	8	28	36	33	20	52
Zone O	25	95	120	68	41	109
Zone P	8	27	34	32	19	52
Zone Q	95	72	167	238	245	483
Zone R	8	28	37	35	21	55
Zone S	10	34	44	41	24	65
Zone T	34	115	149	140	84	223
Zone U	80	114	194	86	59	145
Zone V	76	208	284	222	159	380
Zone W	30	90	120	102	67	169
Zone X	15	38	53	39	29	68
Zone Y	15	50	64	61	37	98
Zone Z	14	46	60	57	34	92
Zone AA	43	82	125	81	51	132
Zone AB	42	45	87	25	19	44
Zone AC	52	194	247	156	94	249
Zone AD	4	14	18	17	10	26
Zone AE	54	162	216	176	118	295
Zone AF	155	466	620	409	287	696
Total	**1,014**	**2,606**	**3,620**	**2,732**	**1,856**	**4,588**

Note 1: Rounding may cause the appearance of discrepancies.

Appendix K contains details related to the zonal system as well as the calculations and assumptions used for the zonal trip generation forecast.

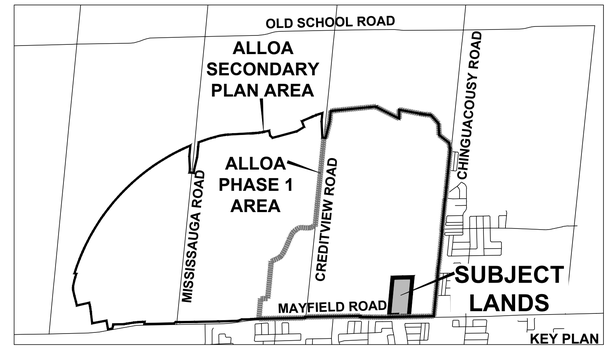
Zone	Component	Land Use Name	Land Use Code	Development Yield Assumed	Units	Trip Generation					
						A.M. Peak Hour			P.M. Peak Hour		
						IN	OUT	TOTAL	IN	OUT	TOTAL
Effective Rates	**Detached Homes**	**Single Family Detached Housing**	**LUC210**	**2171**	units	**0.096**	**0.323**	**0.419**	**0.404**	**0.242**	**0.646**
	Townhouses	**Multi-Family Housing (Low-Rise)**	**LUC220**	**2565**	units	**0.052**	**0.185**	**0.237**	**0.214**	**0.128**	**0.342**
	Residential Midrise Blocks	**Multi-Family Housing (Mid-Rise)**	**LUC221**	**2467**	units	**0.068**	**0.257**	**0.325**	**0.185**	**0.111**	**0.295**
	Mixed-Use Blocks (R)	**Multi-Family Housing (Mid-Rise)**	**LUC221**	**1962**	units	**0.068**	**0.257**	**0.325**	**0.185**	**0.111**	**0.295**
	Mixed-Use Blocks (C)	**Shopping Centre**	**LUC820**	**24525**	sq.m.	**0.003**	**0.003**	**0.006**	**0.009**	**0.009**	**0.018**
	Commercial Blocks	**Shopping Centre**	**LUC820**	**27478**	sq.m.	**0.003**	**0.003**	**0.006**	**0.009**	**0.009**	**0.018**
	Elementary Schools	**Elementary School**	**LUC520**	**150**	jobs	**1.253**	**1.055**	**2.307**	**0.262**	**0.312**	**0.574**
	Total	**N/A**	**N/A**								
Alloa Phase 1	**Detached Homes**	**Single Family Detached Housing**	**LUC210**	**2171**	units	**209**	**701**	**910**	**876**	**525**	**1402**
	Townhouses	**Multi-Family Housing (Low-Rise)**	**LUC220**	**2565**	units	**133**	**474**	**607**	**549**	**329**	**878**
	Residential Midrise Blocks	**Multi-Family Housing (Mid-Rise)**	**LUC221**	**2467**	units	**169**	**633**	**802**	**455**	**273**	**728**
	Mixed-Use Blocks (R)	**Multi-Family Housing (Mid-Rise)**	**LUC221**	**1962**	units	**134**	**504**	**638**	**362**	**217**	**579**
	Mixed-Use Blocks (C)	**Shopping Centre**	**LUC820**	**24525**	sq.m.	**85**	**64**	**149**	**212**	**219**	**431**
	Commercial Blocks	**Shopping Centre**	**LUC820**	**27478**	sq.m.	**95**	**72**	**167**	**238**	**245**	**483**
	Elementary Schools	**Elementary School**	**LUC520**	**150**	jobs	**188**	**158**	**346**	**39**	**47**	**86**
	Total	**N/A**	**N/A**			**1014**	**2606**	**3620**	**2732**	**1856**	**4588**
A	Detached Homes	Single Family Detached Housing	LUC210	294.48	units	28	95	123	119	71	190
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	134.55	units	7	25	32	29	17	46
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		**35**	**120**	**155**	**148**	**89**	**236**
B	Detached Homes	Single Family Detached Housing	LUC210	56.78	units	5	18	24	23	14	37
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	58.37	units	3	11	14	12	7	20
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	514.14	units	35	132	167	95	57	152
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		**44**	**161**	**205**	**130**	**78**	**208**
C	Detached Homes	Single Family Detached Housing	LUC210	3.21	units	0	1	1	1	1	2
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	104.37	units	5	19	25	22	13	36
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		**6**	**20**	**26**	**24**	**14**	**38**
D	Detached Homes	Single Family Detached Housing	LUC210	0.00	units	0	0	0	0	0	0
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	54.07	units	3	10	13	12	7	19
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0

AA/AB	Detached Homes	Single Family Detached Housing	LUC210	41.49	units	4	13	17	17	10	27
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	0.00	units	0	0	0	0	0	0
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	30.00	jobs	38	32	69	8	9	17
	Total	N/A	N/A	N/A		**42**	**45**	**87**	**25**	**19**	**44**
AC/AD	Detached Homes	Single Family Detached Housing	LUC210	8.86	units	1	3	4	4	2	6
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	182.19	units	9	34	43	39	23	62
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	614.26	units	42	158	200	113	68	181
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		**52**	**194**	**247**	**156**	**94**	**249**
AC/AD	Detached Homes	Single Family Detached Housing	LUC210	3.45	units	0	1	1	1	1	2
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	70.85	units	4	13	17	15	9	24
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		**4**	**14**	**18**	**17**	**10**	**26**
AE	Detached Homes	Single Family Detached Housing	LUC210	0.00	units	0	0	0	0	0	0
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	447.54	units	23	83	106	96	57	153
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	0.00	units	0	0	0	0	0	0
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	274.43	units	19	70	89	51	30	81
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	3430.35	sq.m.	12	9	21	30	31	60
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		**54**	**162**	**216**	**176**	**118**	**295**
AF	Detached Homes	Single Family Detached Housing	LUC210	0.00	units	0	0	0	0	0	0
	Townhouses	Multi-Family Housing (Low-Rise)	LUC220	0.00	units	0	0	0	0	0	0
	Residential Midrise Blocks	Multi-Family Housing (Mid-Rise)	LUC221	824.46	units	56	212	268	152	91	243
	Mixed-Use Blocks (R)	Multi-Family Housing (Mid-Rise)	LUC221	878.48	units	60	225	286	162	97	259
	Mixed-Use Blocks (C)	Shopping Centre	LUC820	10981.05	sq.m.	38	29	67	95	98	193
	Commercial Blocks	Shopping Centre	LUC820	0.00	sq.m.	0	0	0	0	0	0
	Elementary Schools	Elementary School	LUC520	0.00	jobs	0	0	0	0	0	0
	Total	N/A	N/A	N/A		**155**	**466**	**620**	**409**	**287**	**696**
Total						**1014**	**2606**	**3620**	**2732**	**1856**	**4588**

Attachment 2:

Draft Plan

P:\792-033\4. Drawings\2024 08 August\DP Argo Mayfield West IV Limited Aug 12 24.dwg



DRAFT PLAN OF SUBDIVISION
ARGO MAYFIELD WEST IV LIMITED
FILE # 21T-____C

PART OF LOT 18 CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: ~~A. U. KUMARANAYAKE~~ DATE: JUNE 27, 2024

A. U. KUMARANAYAKE, O.L.S.
R-PE SURVEYING LTD.
643 CHRISLEA ROAD, SUITE 7
WOODBRIDGE ON, L4L 8A3
PHONE: (416) 635-5000

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
STREET TOWNHOUSE - 7.30m (24')	1-25	2.52	6.23	132	52.38
SERVICING BLOCK	26	0.02	0.05		
SWM POND	27	4.31	10.65		
NES COMPENSATION	28	0.39	0.96		
ROAD WIDENING	29,30	0.11	0.27		
0.3m RESERVE	31-35	0.01	0.02		
18.0m LOCAL R.O.W. (LENGTH: 611m)		1.12	2.77		
22.0m COLLECTOR R.O.W. (LENGTH: 213m)		0.12	0.30		
TOTAL	**35**	**8.60**	**21.25**	**132**	**52.38**

NOTES

- ALEXANDER GILLESPIE AVENUE & MAYFIELD ROAD DAYLIGHT TRIANGLE - 15.0m x 15.0m
- COLLECTOR TO COLLECTOR DAYLIGHT TRIANGLE - 10.0m x 10.0m
- LOCAL TO COLLECTOR DAYLIGHT TRIANGLE - 7.5m x 7.5m
- LOCAL TO LOCAL DAYLIGHT RADII - 5.0m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC
- ALL INTERSECTION ANGLES ARE 90° UNLESS OTHERWISE NOTED

SCALE: 1:1000
(24 x 36)
AUGUST 12, 2024

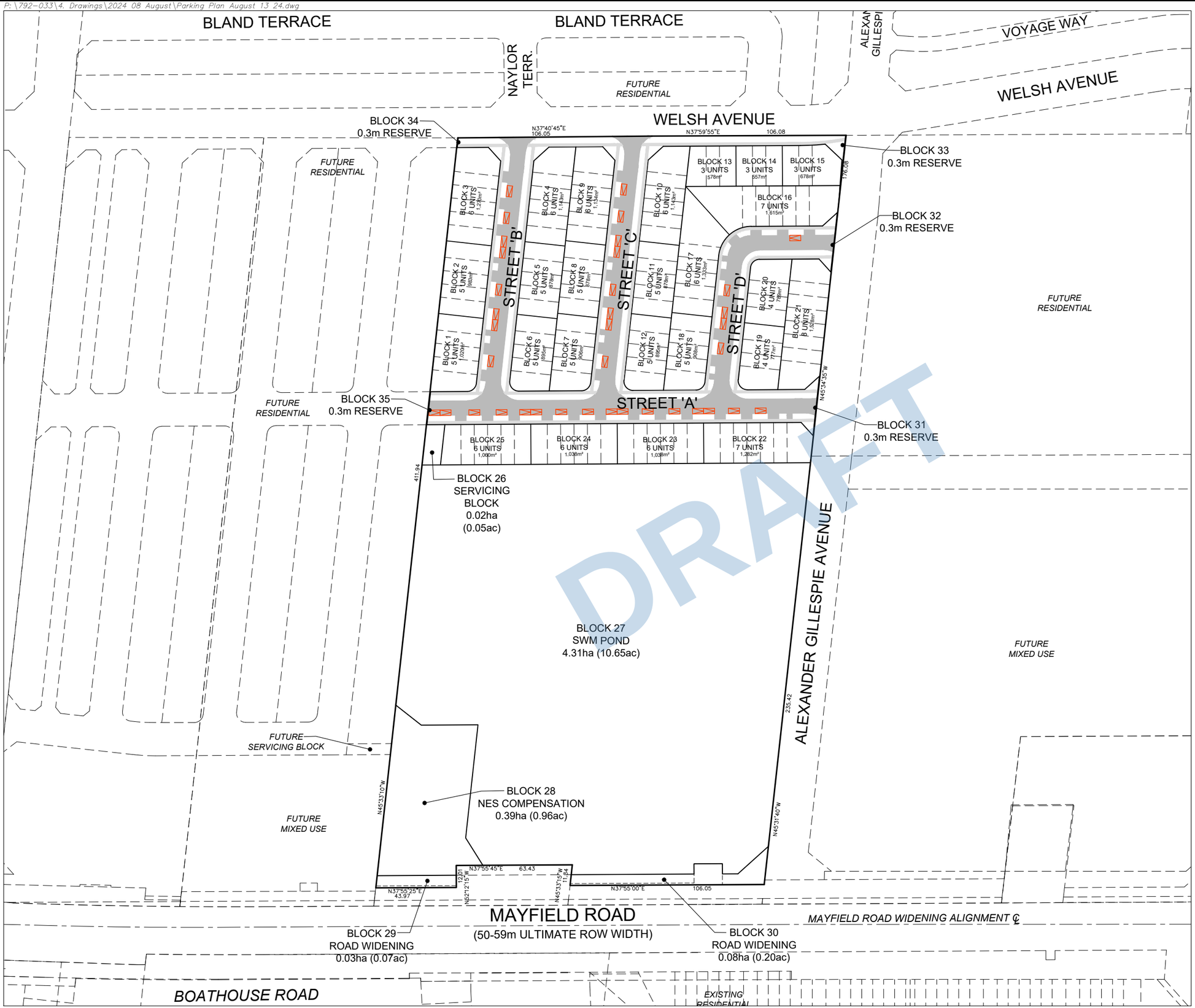
ARGO DEVELOPMENT CORP

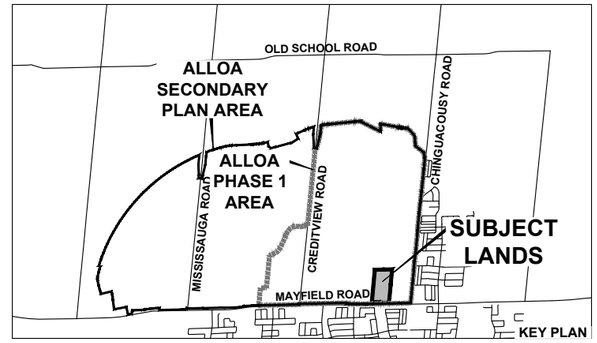
GSAI Glen Schnarr & Associates Inc.

Attachment 3:

Parking Plan

P:\792-033\4. Drawings\2024 08 August\Parking Plan August 13 24.dwg





PARKING PLAN

ARGO MAYFIELD WEST IV LIMITED

FILE # 21T-____C

PART OF LOT 18 CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- POTENTIAL ON-STREET PARKING (3.0 x 6.0m) **37 SPACES**
- POTENTIAL SIDEWALK LOCATIONS
- CONCEPTUAL PAVEMENT / DRIVEWAYS

NOTE

- 9.0m MINIMUM SETBACK FROM INTERSECTIONS FOR ALL ON-STREET PARKING SPACES.
- 15.0m MINIMUM SETBACK FROM ELBOWS BENDS FOR ALL ON-STREET PARKING SPACES

SCALE: 1:2,000
(11 x 17)
AUGUST 13, 2024

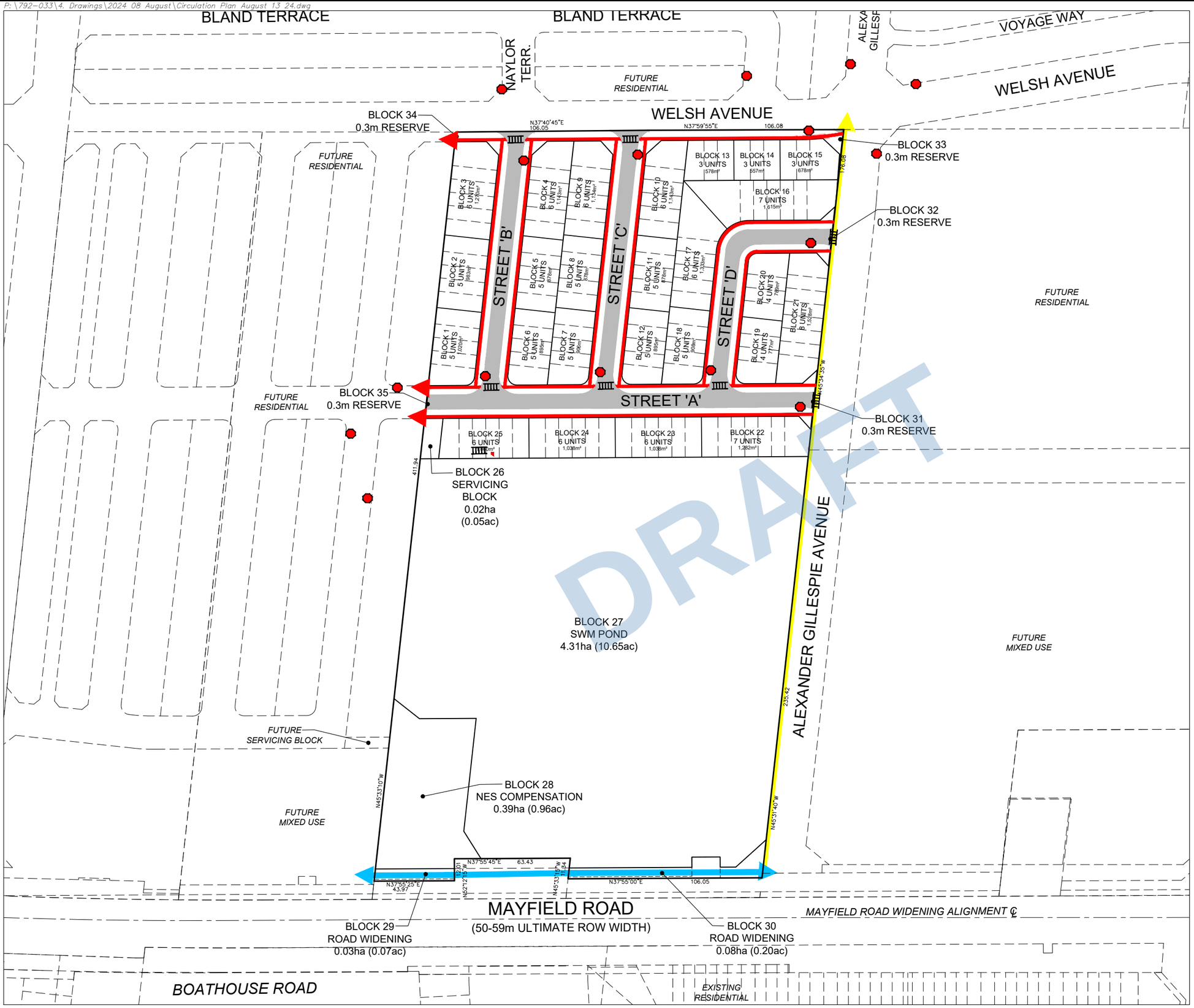
ARGO DEVELOPMENT CORP

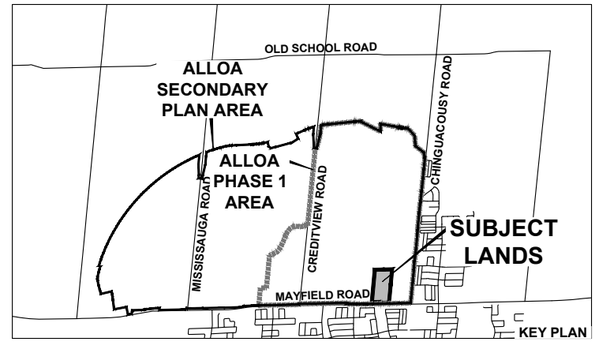
GSAI Glen Schnarr & Associates Inc.

Attachment 4:

Circulation Plan

P:\792-033\4. Drawings\2024 08 August\Circulation Plan August 13 24.dwg





PEDESTRIAN CIRCULATION PLAN

ARGO MAYFIELD WEST IV LIMITED

FILE # 21T-____C

PART OF LOT 18 CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- POTENTIAL 1.8m SIDEWALK LOCATIONS (TO BE CONFIRMED AT DETAILED DESIGN)
- POTENTIAL 1.8m SIDEWALK LOCATIONS (BY OTHERS)
- 3.0m MULTI-USE TRAIL
- CONCEPTUAL PAVEMENT
- PROPOSED STOP SIGN LOCATION
- PROPOSED CROSSWALK LOCATION

SCALE: 1:2,000
(11 x 17)
AUGUST 13, 2024

ARGO DEVELOPMENT CORP

GSAI Glen Schnarr & Associates Inc.

Attachment 5:

Proposed Transit Network

OLD SCHOOL RD

FUTURE HIGHWAY 413

MISSISSAUGA RD

CREDITVIEW RD

CHINGUACOUSY RD

TIM MANLEY AVE

NEIL PROM

TWEEDHILL AVE

PETCH AVE

MCLAUGHLIN RD

MAYFIELD RD

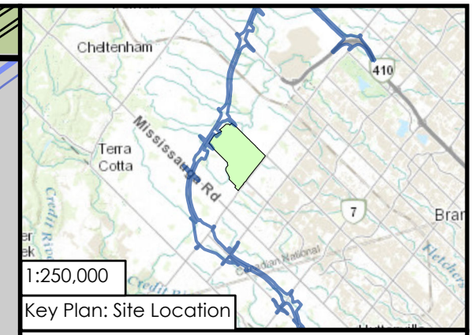
NEW

To Mayfield West Transit Hub

Approximate Mayfield West IV Draft Plan Area

DRAFT

0 250 500 1,000 Meters



Key Plan: Site Location

Legend

- Alloa Phase 1 Tertiary Plan
- Ontario Greenbelt

Road
- Arterial
- Collector
- Local
- Proposed
- Preliminary Highway (Edge of Pavement)
- Preliminary Transitway
- Preliminary Transitway (Right-of-Way)
- Proposed Transit Stop
- Existing / Planned Transit Stop

Existing / Planned Brampton Transit Routes
- Existing Route 3
- Existing Route 25
- Existing Route 26

Proposed Transit Route
- Route 27 Extension
- NEW Brisdale Dr Route

Proposed Land Use Plan
- Developed Area
- Commercial / Mixed Use Area
- Natural Heritage System

Figure Notes:

1. Road Classifications per Town of Caledon Multi-Modal Transportation Master Plan and the City of Brampton OP Schedule B City Road Hierarchy
2. Transit Network as per Future Caledon Official Plan 2024
3. Highway 413 area and alignment as per 50% Preliminary Highway Design (Highway 413 Interactive Map, 2024)

Project:
Alloa Phase 1
Tertiary Plan

Figure:
Alloa Phase 1
Proposed Interim Transit Network

CELEBRATING 20 YEARS SINCE 2004

CROZIER

Drawn:	Design:	Project No.	
D.M	M.L.	2448-7006	
Date:	GCS:	Scale:	Dwg.
2024-10-04	NAD 1983	1:13,000	Fig.