

AMENDMENT NO. [OPA Number]
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

DRAFT

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. [BL-XXXX-XX]

A By-law to adopt Amendment No. [OPA Number]
to the Official Plan for the Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the Planning Act, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. [OPA Number] to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

Read three times and finally passed in open Council this [xx] day of [xxxx], [xxxx]

Annette Groves, Mayor

Kevin Klingenberg, Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. [OPA Number] of the Town of Caledon Official Plan.

DRAFT

AMENDMENT NO. [OPA Number]

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend the Town of Caledon Official Plan to establish the Tullamore North West Secondary Plan Area with appropriate land use designations and policies to facilitate the development of these lands for employment uses. The Amendment amends Section 7.0 Secondary Plans and Other Detailed Area Policies of the Official Plan for the Town of Caledon to include the lands as part of the Tullamore North West Secondary Plan and to apply land use designations and policies that are consistent with those established within the Region of Peel Official Plan.

Location:

The lands subject to this Amendment, as indicated on the attached Schedule “XX” Tullamore North West Secondary Plan Area Secondary Plan Land Use Schedule, are comprised of multiple parcels with a total area of 165.73 hectares (409.53 acres). They are bounded by Torbram Road to the west, Old School Road to the north, Airport Road to the east, and the existing Tullamore Employment Study Area, which includes employment lands approved by a Minister Zoning Order (“MZO”) to the south.

Basis:

The basis for this Amendment is contained in Staff Report [Council Report Number], as adopted by Council on [date of Council Meeting]. The applicant, Broccolini Airport Road Limited Partnership (‘Broccolini’), 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 a range of appropriate industrial employment uses, and to protect, restore, and enhance natural features and areas, including water resource systems, and to provide open spaces, and stormwater management.

The lands subject to this Amendment have recently been brought into the urban growth boundary. An amendment to the Official Plan for the Town of Caledon, through the preparation and approval of a secondary plan, is required to determine detailed land use designations prior to any development occurring on these lands. These lands are located within the New Employment Area designations within the Town’s 2051 Urban Area that was determined through the Region’s Municipal Comprehensive Official Plan Review.

The Official Plan Amendment Application, including various technical studies in support of the proposed amendment. The Amendment conforms to and promotes the policies of the Region of Peel Official Plan (2022) as it provides for natural heritage protection and achieves the designated greenfield area objectives by accommodating a diverse and compatible mix of land uses

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 application has been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on [redacted]. Planning Staff have reviewed this application and is

of the opinion that the amendment is consistent with and promotes the policies of the Provincial Planning Statement (2024) by focusing growth within a settlement area with an appropriate mix and range of employment, while protecting existing natural heritage features.

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. [OPA Number] of the Town of Caledon Official Plan.

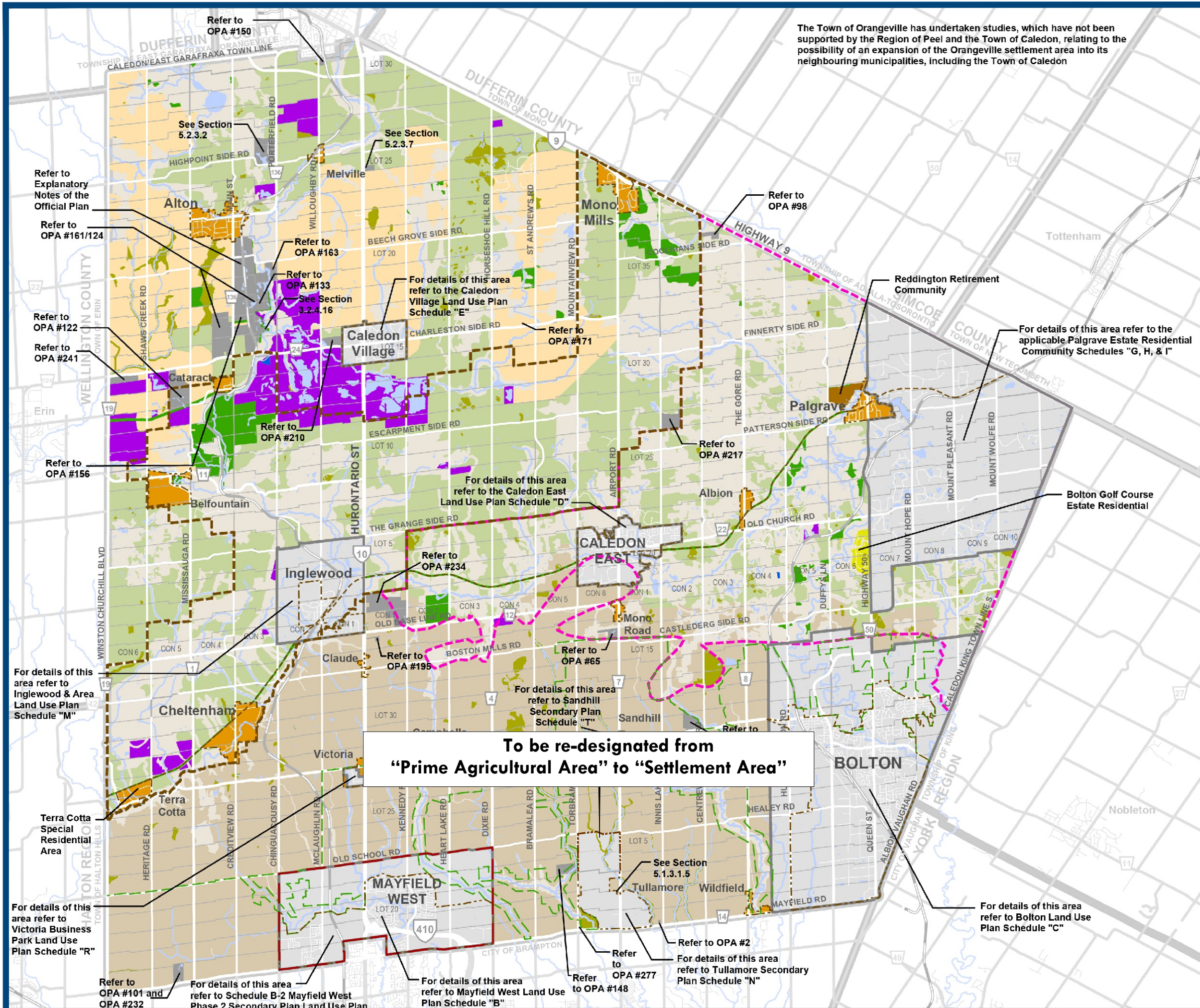
Details of the Amendment

The Town of Caledon Official Plan is amended as follows:


1. By amending Schedule A to reconfigure the Settlement Area boundary to include the lands.
2. By amending Schedule F, J, K, L, O and S to redesignate the lands as Settlement Area.
3. By amending Appendix I, II and III, to redesignate the lands as the Settlement Area.
4. By amending Figure 1, to redesignate the lands as Designated Greenfield Area.
5. By adding Schedule XX to designate the lands with detailed land uses designations as shown in Schedule A to this Amendment.
6. By amending Section 7.0 to include a section regarding the Tullamore North West Secondary Plan as follows.
*****See enclosed proposed Secondary Plan text.*****
7. By adding Schedule "XX" - Land Use Schedule to the Town of Caledon Official Plan as a new land use Schedule "XX" that introduces a mix of employment uses supported by roads, and natural open space.

Implementation and Interpretation

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



The Town of Orangeville has undertaken studies, which have not been supported by the Region of Peel and the Town of Caledon, relating to the possibility of an expansion of the Orangeville settlement area into its neighbouring municipalities, including the Town of Caledon



Proposed
Schedule A
TOWN OF CALEDON
LAND USE PLAN

General Agricultural Area

Prime Agricultural Area

Rural Lands

Extractive Industrial Area

Waste Management Area

Open Space Policy Area

Environmental Policy Area

Estate Residential Area

Retirement Community Area

Settlement Area

Mayfield West Study Area Boundary

Boundary of Greenbelt Plan Area

Oak Ridges Moraine Conservation Plan Area

Niagara Escarpment Plan Area

Provincial Road

Regional Road

Local Road

Railway

Caledon Trailway

Base Data Source: Town of Caledon

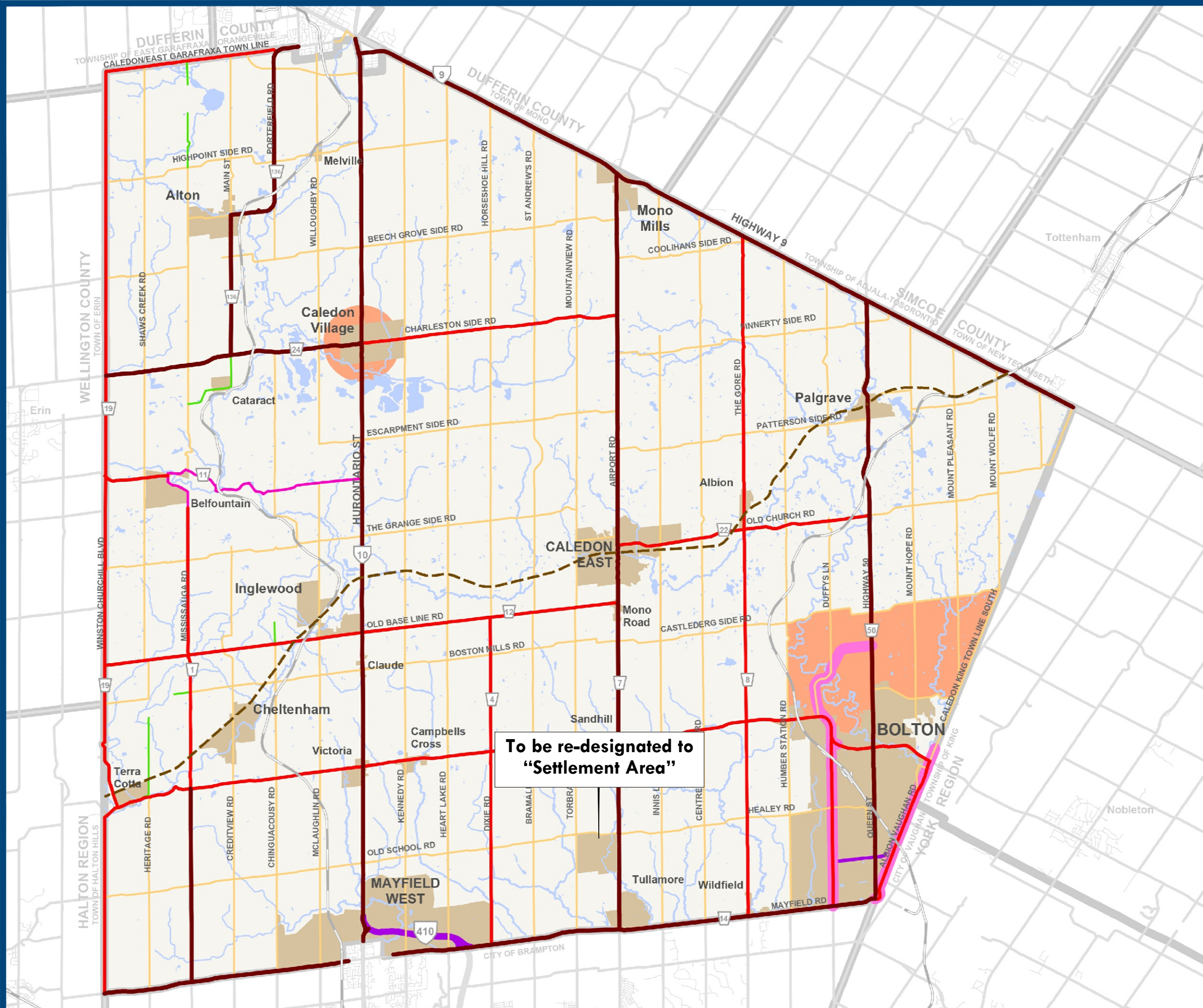
May 14, 2025




-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

May 14, 2025







Proposed
Schedule J
LONG RANGE
ROAD NETWORK


- Provincial Freeway
- High Capacity Arterial
- Medium Capacity Arterial
- Low Capacity Arterial
- Collector
- East-West Industrial Collector
- Local
- Trailway
- Proposed Bolton Arterial Route (BAR)

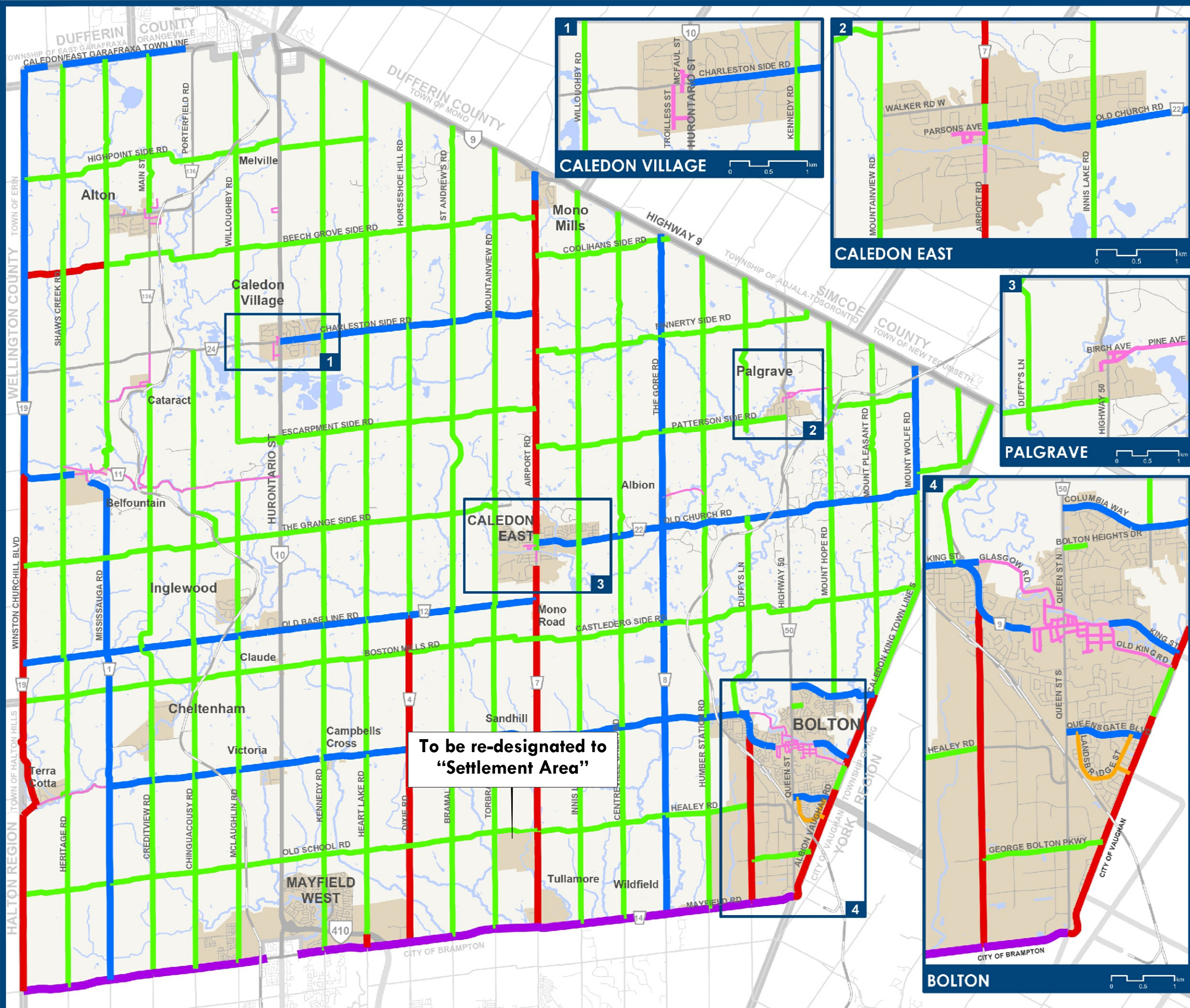
- Transportation Study Area
- Settlement

- Provincial Road
- Regional Road
- Railway

Base Data Source: Town of Caledon

May 14, 2025





Proposed
Schedule K
ROAD RIGHT-OF-
-WAY WIDTHS

- 50 Metre
- 36 Metre
- 30 Metre
- 26 Metre
- 22 Metre
- 20 Metre

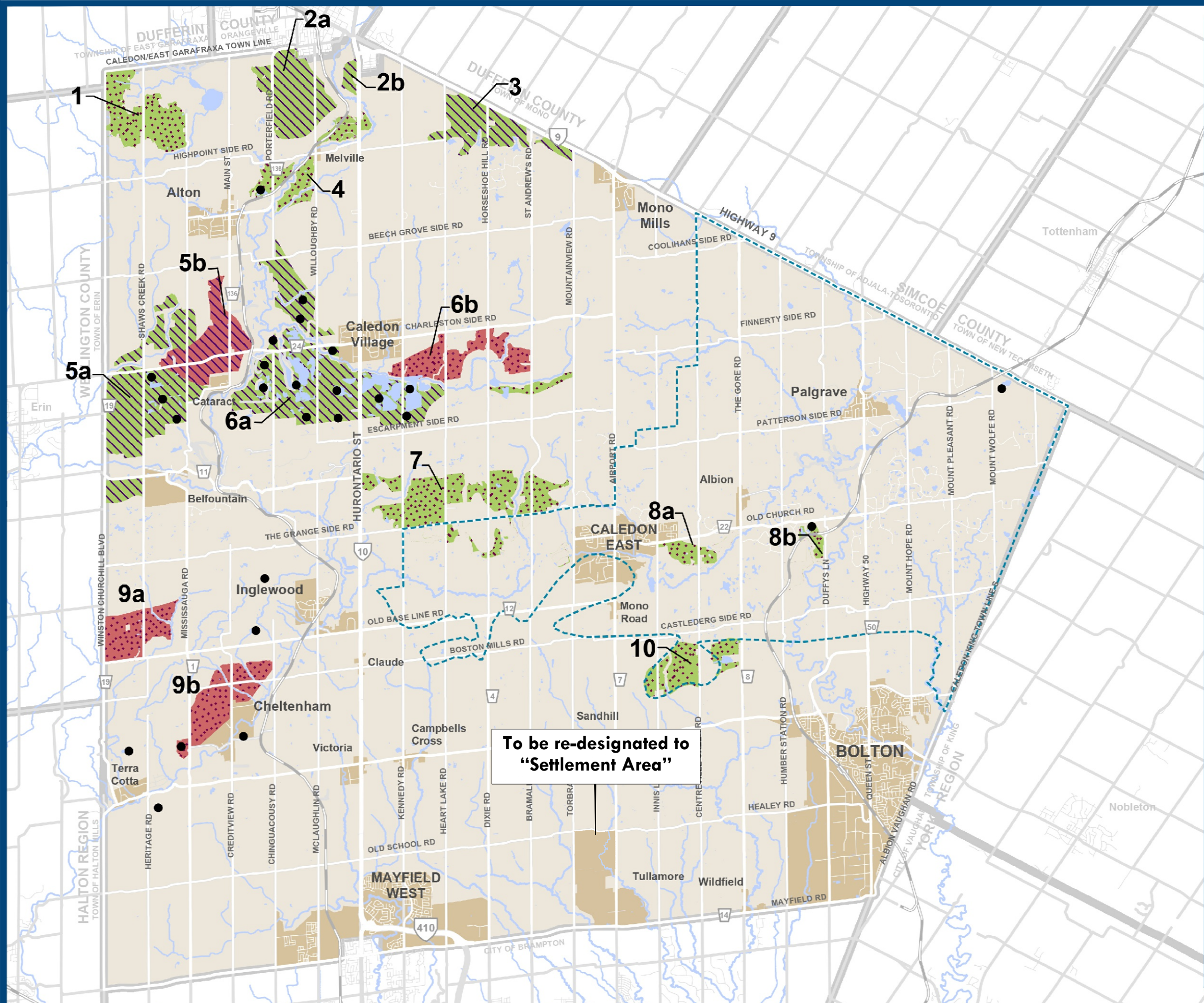
Settlement Area


- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

May 14, 2025







Proposed
Schedule L
CHPMARA
PRIORITIZATION PLAN

CHPMARA (Sand & Gravel)

CHPMARA (Bedrock Resource)

CHPMARA Aggregate Resource Lands

CHPMARA Aggregate Reserve Lands

Oak Ridges Moraine Conservation Plan Area

Licensed Pit/Quarry

Settlement Area

Provincial Road

Regional Road

Local Road

Railway

RESOURCE AREAS

1. Alton West
2. Orangeville
3. Mono Mills
4. Melville
5a. Belfountain (Sand & Gravel)
5b. Belfountain (Bedrock Resource)
6a. Caledon (Sand & Gravel)
6b. Caledon (Bedrock Resource)
7. Grange
8. Caledon East/Centreville
9. Inglewood
10. Humber


NOTE:
This Schedule represents the unofficially consolidated Official Plan Schedule as of 15 September 2013.

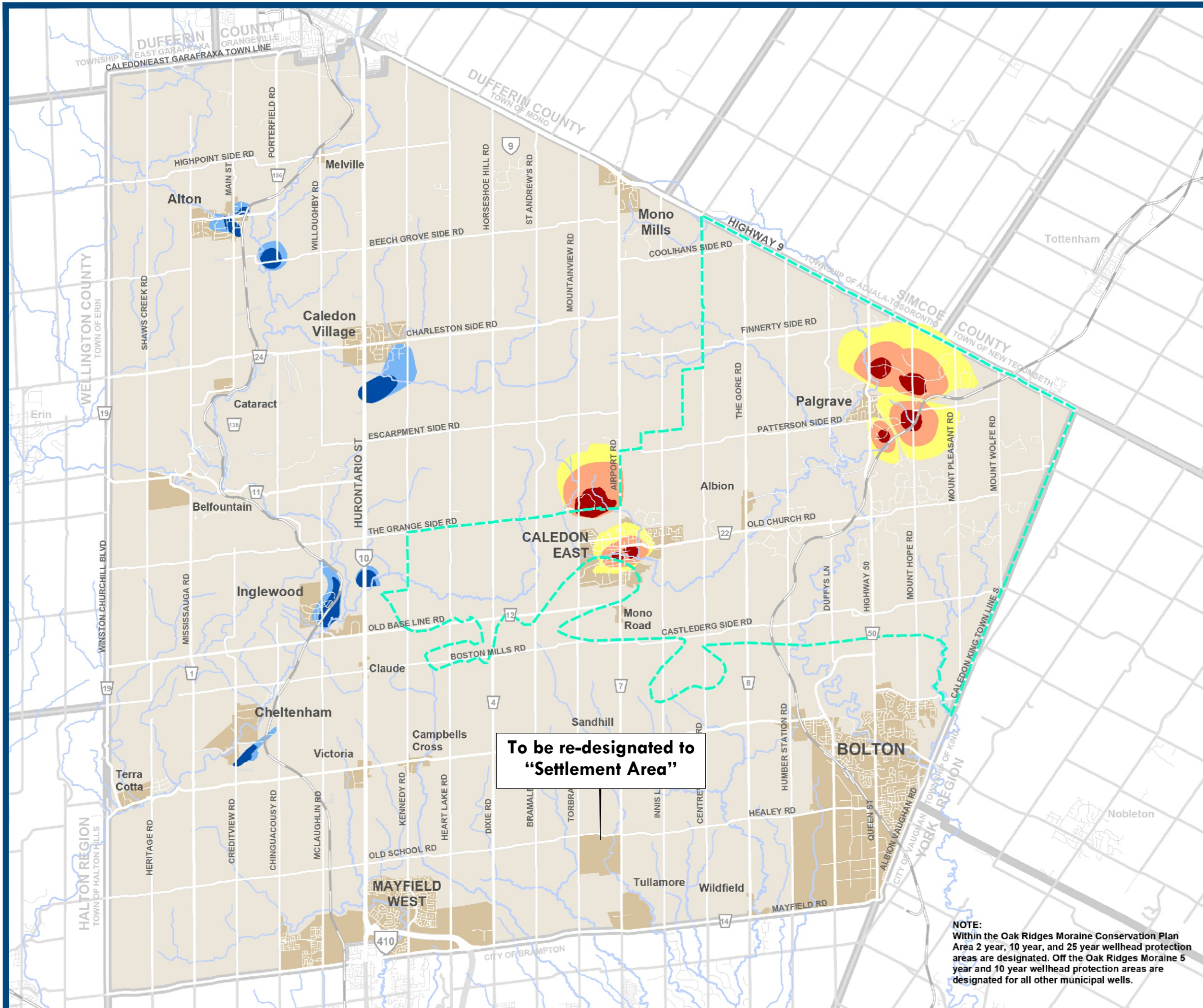
If necessary, reference should be made to the Town of Caledon Development Approval and Planning Policy Department or the Town Clerk for confirmation of current approved policies.


Information outside of the Town of Caledon is shown for illustrative purposes or to display inter-regional linkages.

Base Data Source: Town of Caledon, Greenbelt Plan 2005

May 14, 2025







Proposed
Schedule O
WELLHEAD
PROTECTION AREAS

2 Year Protection Area

10 Year Protection Area

25 Year Protection Area

5 Year Protection Area

10 Year Protection Area

Wellhead Protection Areas in Oak Ridges Moraine

2 Year Protection Area

10 Year Protection Area

25 Year Protection Area

Oak Ridges Moraine Conservation Plan Area

Settlement Area

Provincial Road

Regional Road


Local Road

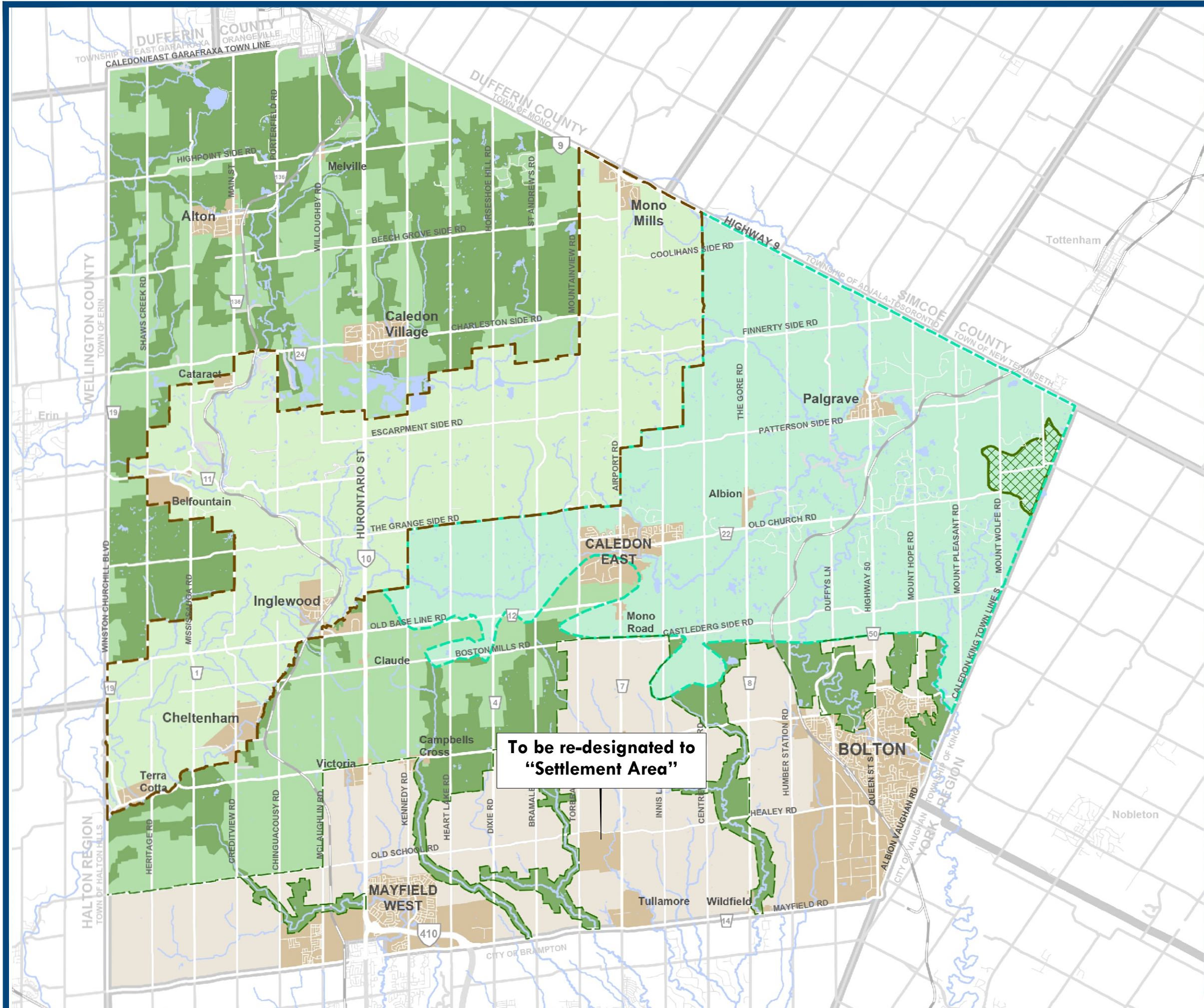
Railway


Base Data Source: Town of Caledon, Greenbelt Plan 2005

May 14, 2025

NOTE:
Within the Oak Ridges Moraine Conservation Plan Area 2 year, 10 year, and 25 year wellhead protection areas are designated. Off the Oak Ridges Moraine 5 year and 10 year wellhead protection areas are designated for all other municipal wells.







Proposed
Schedule S
THE GREENBELT
IN CALEDON

Boundary of Greenbelt Plan Area

Greenbelt Plan Protected Countryside

Greenbelt Plan Natural Heritage System

Niagara Escarpment Plan Area

Oak Ridges Moraine Conservation Plan Area

Lake Simcoe Protection Plan Area

Settlement Area

Provincial Road


Regional Road

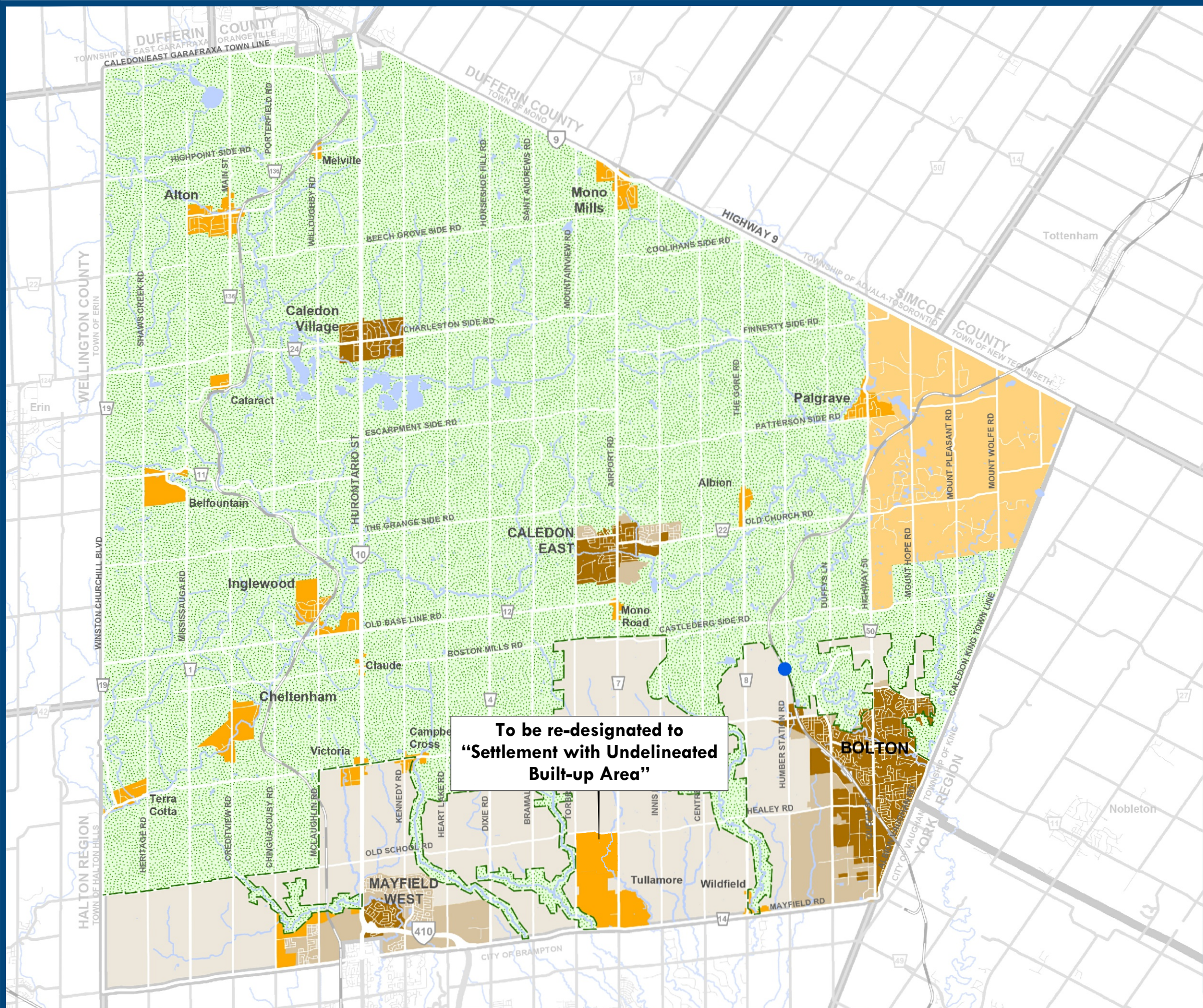
Local Road


Railway

Base Data Source: Town of Caledon, Greenbelt Plan 2005

May 14, 2025







Proposed
Figure 1
GROWTH PLAN POLICY
AREAS IN CALEDON

Greenbelt Plan Area

Palgrave Estate Residential Community

Delineated Built-Up Area

Settlement with Undelineated Built-Up Area

Designated Greenfield Area

Agricultural and Rural Area

Major Transit Study Area

Provincial Road


Regional Road





Local Road

Railway

Base Data Source: Town of Caledon

May 14, 2025



-  Provincial Road
 Regional Road
 Local Road
 Railway

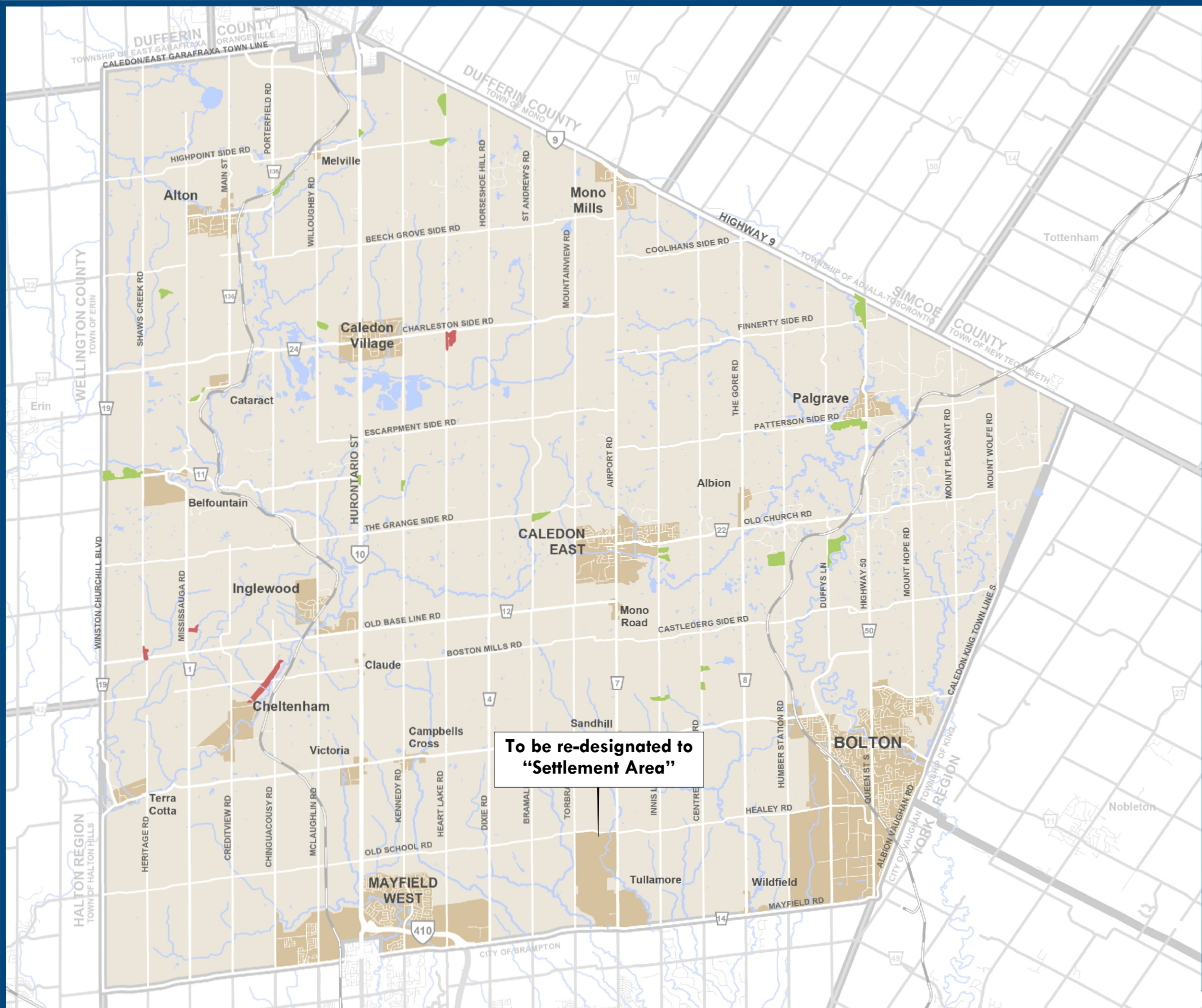
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Data Sources: Niagara Escarpment Commission,
Ministry of Natural Resources and Forestry, Town
of Caledon

Base Data Source: Town of Caledon

May 14, 2025







Proposed
Appendix II
AGGREGATE
RESOURCE FRAGMENTS

Sand & Gravel Resource Fragment

Bedrock Resource Fragment

Settlement Area

Provincial Road

Regional Road

Local Road


Railway

Base Data Source: Town of Caledon

May 14, 2025





-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

Base Data Source: Town of Caledon

May 14, 2025



Tullamore North West Secondary Plan

7.X Tullamore North West Secondary Plan

7.X.1 Introduction

7.X.1.1 Purpose

The purpose of Official Plan Amendment No. XXX is to amend the Town of Caledon Official Plan to introduce policies and mapping for the Tullamore North West Secondary Plan.

The Tullamore North West Secondary Plan sets out a planning framework for development within the Tullamore North West Area. This Plan contains policies regarding future land uses as well as policy direction with regard to transportation, servicing, cost-sharing, phasing, environmental, urban design principles, and implementation.

7.X.1.2 Location

The lands subject to the Secondary Plan are known as the Tullamore North West Planning Area and are identified on Schedule “XX”. The Tullamore North West Secondary Plan Area encompasses approximately 165.7 hectares (409.53 acres) in the Town of Caledon. They are bounded by Torbram Road to the west, Old School Road to the north, Airport Road to the east, and the existing Tullamore Employment Study Area, which includes employment lands approved by a Minister Zoning Order (“MZO”) to the south.

7.X.1.3 Basis

The Tullamore North West Secondary Plan is a result of a review and analysis of land use designations and applicable Official Plan policies. The preparation of a Secondary Plan is required for the development of the lands.

The Plan was prepared in the context of:

- a) The need for industrial employment uses to serve growing communities;
- b) The strategic location of Tullamore North in the southern part of the Town in close proximity to the rest of the GTA and growing markets;
- c) The accessibility/visibility afforded by its location between Torbram and Airport Roads.

In addition to the above, the Secondary Plan is based on the following principles and policies as established in the Official Plan:

7.X.1.3.1 Tullamore North West will serve primarily as an industrial centre in accordance with the Official Plan policies as set out in Section 5.5.

7.X.1.3.2 Joint access will be encouraged for lands within the Secondary Plan Area to limit conflicts with arterial roads.

- 7.X.1.3.4 Existing residential uses shall be permitted to continue, but new residential uses are discouraged in this Secondary Plan Area.
- 7.X.1.3.5 The principal means of access will be from Torbram Road and Airport Road as well as from the internal collector road system.
- 7.X.1.3.6 High quality industrial development can be achieved through the adoption of the Town-wide Design Guidelines for land uses within the Secondary Plan.
- 7.X.1.3.7 New development shall proceed by way of full municipal services. Private stormwater may be considered on a case-by-case basis.

7.X.2 Vision and Guiding Principles

The Tullamore North West Secondary Plan will reinforce and strengthen Tullamore as a centre for business and economic growth in Caledon providing for a mix of industrial, business, and office uses within Prestige Employment Area and General Employment Area designations. Development of the Tullamore North West Area will be essential in achieving Caledon's employment forecasts and contributing to complete communities.

The Secondary Plan will be directed by the following Guiding Principles:

- Achieve a minimum density of 26 jobs per hectare across the Secondary Plan Area;
- Provide for a mix of prestige and general employment uses that contribute and provide variety to the Town's employment base;
- Recognize accessibility and visibility of the Secondary Plan Area afforded by its location near Mayfield Road, Airport Road, and the Highway 413 Transportation Corridor.
- Ensure development is logical, orderly and fully serviced within the Secondary Plan Area and well-integrated with adjacent development;
- Promote high quality site design, streetscapes and built form that is compatible with surrounding uses;
- Encourage walkability, active transportation linkages and connections to future transit services through site and road design;
- Encourage low-impact sustainable development; and
- Protect significant environmental features and functions within the Secondary Plan Area.

7.X.3 Objectives

- 7.X.3.1 The objectives for the Tullamore North West Secondary Plan Area are as follows:
- a) 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.
 - b) Facilitate a sustainable, environmentally sound and diverse local economy.
 - c) Provide opportunities for 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;

- d) Ensure services, including the necessary sanitary, stormwater and water services, are in place and operative prior to or concurrent with development;
- e) Design a stormwater management system that protects features and functions of the natural heritage system and water resource system;
- f) Protect and enhance significant and sensitive natural heritage features within the Environmental Policy Area;
- g) To provide for a mix of high quality industrial uses that would contribute to the Town's employment industrial assessment base;

7.X.3.2 In the development of site-specific applications, the following studies may be required, subject to Caledon Planning review. This is a recommended list but subject to change at the time of a site-specific rezoning and/or draft plan of subdivision application(s):

- Site Plan Identifying Constraints
- Development Concept Plan
- Arborist Report and Tree Preservation Plan
- Archaeological Impact Assessment
- Urban Design Brief
- Compatibility and Mitigation Study
- Conservation Authority Permit
- Heritage Impact Assessment
- Demarcation of Areas Regulated by a Conservation Authority
- Geotechnical Report and Slope Stability Assessment
- Geomorphic and Erosion Hazard Delineation
- Healthy Development Assessment
- Hydrogeological Study
- Indigenous Engagement Summary
- Landscape Plans
- Plotting of Floodplain
- Functional Servicing Report / Drawings
- Stormwater Management Report / Drawings
- Topographical Survey

7.X.4 **Land Uses**

7.X.4.1 The Tullamore North West Secondary Plan provides for Prestige Employment Area and General Employment Area as well as Environmental Policy Area land use designations and identifies the extent of the Highway 413 Transportation Corridor.

7.X.4.2 Development within Employment Areas shall be permitted in accordance with Section 5.5 of the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail

7.X.4.3 The Prestige Employment Area designation applies to lands adjacent to Tullamore Road.

- 7.X.4.4 Lands designated Prestige Employment Area on Schedule XX will be developed generally in accordance with Section 5.5.10 of the Official Plan, except that large-scale warehousing, goods movement and logistics will be permitted.
- 7.X.4.5 Commercial uses shall be permitted on lands identified as Prestige Employment adjacent to provincial highways or arterial roads. Commercial uses shall be permitted in accordance with Section 5.5.3.9 of the Plan.
- 7.X.4.6 Cold Storage Warehouse; Accessory Open Storage or Sales Area; Accessory Outside Display or Sales Area; and retail stores are permitted. All uses permitted in section 5.5.4.1 of the Plan are permitted.
- 7.X.4.7 Lands designated General Employment Area on Schedule XX will be developed generally in accordance with Section 5.5.11 of the Official Plan.
- 7.X.4.8 The Zoning By-law shall establish the range of permitted uses and regulations related to those uses in accordance with the policies of the Prestige Employment Area and General Employment Area land use designations.
- 7.X.4.9 Lands designated as Environmental Policy Area on Schedule XX contain the natural heritage system, consisting of natural heritage features and hazards. This includes wetlands, woodlands, watercourses, stream corridors and associated environmental buffers. The features boundary reflects the analysis completed through the Master Environmental Servicing Report (MESR) and shall be managed in accordance with the policies of this Official Plan as well as the following specific policies.
- 7.X.4.10 Adjacent development will minimize any impacts to the natural feature and functions within the Environmental Policy Area designation through appropriate buffers as established through the Master Environmental Servicing Report (MESR).
- 7.X.4.11 The lands within the Environmental Policy Area will be zoned to prevent development and ensure the lands remain primarily in a natural state and be restored and enhanced.
- 7.X.4.12 Adjustments and refinements to the boundaries of the Environmental Policy Area must be consistent with the policies of the Official Plan and demonstrated through an Environmental Impact Study, to the satisfaction of the Town.
- 7.X.4.13 Essential stormwater infrastructure and low impact developments ('LIDs') may be permitted in the Environmental Policy Area subject to appropriate study and to the satisfaction of the Town of Caledon and applicable Conservation Authority.
- 7.X.4.14 The extent and/or removal of the Headwater Drainage Feature, shown on Schedule X, must be consistent with the policies of the Official Plan and demonstrated through an Environmental Impact Study, or similar study, to the satisfaction of the Town.
- 7.X.5 **Design**
- 7.X.5.1 The Tullamore North West Secondary Plan Area will be designed in accordance with the policies of this Official Plan to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, achieving a

strong and positive sense of place and identity, and providing for public safety and security. High design standards will apply equally at the level of individual sites and to the Secondary Plan Area in its entirety.

7.X.5.2 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:

- a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines
- b) The extent to which development is compatible in terms of built form and architecture and forms a cohesive and unified cluster of buildings which are compatible with each other.
- c) Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation to avoid large, uninteresting facades.
- d) Truck parking and truck storage, waste enclosures, overhead doors, accessory buildings, and loading/unloading bays, where possible, shall be oriented away from Torbram Road and Airport Road, unless screened;
- e) Signage shall be co-ordinated and integrated into the landscaped areas, specific restrictions may be placed on signage in order to reduce visual impacts;

The implementing Zoning By-law shall include specific provisions with respect to these design principles.

7.X.6 **Buffers**

7.X.6.1 The final buffer width and permitted uses within the Environmental Policy Area and hazard buffers, low impact developments ('LIDs'), or essential infrastructure, should be determined based on the recommendations of the Environmental Implementation Reports, and any subsequent site-specific analysis through the development approval process.

7.X.6.2 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.X.7 **Cultural Heritage Conservation**

7.X.7.1 This section establishes specific policies with respect to cultural heritage conservation in the Secondary Plan Area organized around its three key components:

- a) Archaeology;
- b) Built heritage resources; and
- c) Cultural heritage landscapes.

7.X.7.2 Conservation of cultural heritage resources in the Plan Area will be undertaken in accordance with this 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.X.7.3 Retain and conserve buildings of architectural or historic merit on their original sites, where appropriate, and promote the integration of these resources into any plans which may be prepared for development on such sites in order that their heritage values, attributes and integrity are retained.

7.X.8 **Archaeology**

7.X.8.1 Stage 1 and 2 Archaeological Assessment to the satisfaction of the Town, are required for all lands proposed for development in the Plan Area prior to any development approvals.

7.X.8.2 Subsequent Stage 3 and 4 Archaeological Assessments, where required, shall be prepared to the satisfaction of the Town as a Condition of Draft Plan Approval or prior to the approval of a Site Plan Application.

7.X.9 **Built Heritage Resources and Cultural Heritage Landscapes**

7.X.9.1 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:

- 12620 Airport Road

7.X.9.2 A Heritage Impact Assessment, prepared in accordance with Official Plan policies and the Town of Caledon's terms of reference for such studies, may be required as part of any development application for the lands that are adjacent to the properties identified in policy 7.18.13.3 depending on the proximity of the lands subject to the development application to the heritage resource. The determination for the requirement of such study shall be made at the time of pre-application review for the proposed development application.

7.X.9.3 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.X.9.4 A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance requirements may be required as part of development applications where an identified built heritage resource is intended to be retained.

7.X.10 **Integration of Cultural Heritage Resources**

7.X.10.1 Where Heritage Impact Assessment recommends the preservation of a built heritage resource, it shall be integrated into new development and shall be provided with an appropriate lot size to ensure that all the heritage attributes of the property can be conserved and there is sufficient space for their adaptive re-use, including space for future additions and landscaping.

7.X.10.2 Conserving Caledon's cultural heritage resources provides a sense of place and identity for the community, contributes to environmental sustainability, and ensures that the Town's heritage and history is shared with future generations. The Town may require additional heritage conservation measures 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;
- d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

7.X.10.3 Cultural heritage resources determined to meet the criteria for designation set out in O. Reg. 9/06 will be designated under the Ontario Heritage Act for their cultural heritage value and interest.

7.X.10.4 Every effort will be made to conserve the context of cultural heritage resources including orientation of buildings and structures, viewsheds to and from cultural heritage resources, and mature vegetation and landscape features, including but not limited to specimen trees, hedgerows, remnant orchards, windbreaks, and laneways.

7.X.11 **Roads**

7.X.11.1 Roads in the Secondary Plan Area are 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.X.11.2 Schedule XX identifies potential/conceptual collector road connections that will be considered in determining road requirements as part of the preparation of a development application. Any road requirements within the Secondary Plan Area will be implemented without an official plan amendment as part of a draft plan of subdivision application.

7.X.11.3 Any roads within the Secondary Plan Area may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, emergency services, detailed land use relationships and street pattern.

7.X.11.4 All public and private roads within the Secondary Plan Area shall be located to avoid encroachments into Environmental Policy Areas. Where it has been demonstrated that encroachments into the Natural Heritage System cannot be avoided, to the satisfaction of the Town, all such encroachments must be minimized to the greatest possible extent. All roads will be designed to eliminate, minimize and/or mitigate impacts on the environmental and ecological functions and sensitivities of natural features and areas, as appropriate.

7.X.12 **Road Rights-of-Way**

7.X.12.1 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 or Region of Peel, as applicable, to provide the road right-of-way width, as established by the Town or Region Official Plans.

- 7.X.12.2 Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (e.g. street trees, street lighting, seating, signage), bike lanes, low impact development, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles. Such additional rights-of-way requirements may be determined during the development application stage and will become part of the required rights-of-way.
- 7.X.12.3 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to implement the Plan are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 7.X.13 **Public Transit**
- 7.X.13.1 The Town will work with the applicable inter-regional, intra-regional and local public transit service providers to develop a system of public transit services that facilitates a phased implementation supporting the early delivery of transit.
- 7.X.13.2 Arterial and collector roads may accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.
- 7.X.13.3 Development plans will be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants will demonstrate how a proposed development addresses:
- a) The provision of direct pedestrian and/or cycling access to transit routes and transit stops based on the proposed local road pattern and pedestrian and/or cycling infrastructure.
 - b) The provision of transit stops predominantly within 400 metres of employees.
- 7.X.14 **Transportation Demand Management**
- 7.X.14.1 Businesses and organizations in the Secondary Plan Area are encouraged to establish a Transportation Demand Management Plan and to become a member of Smart Commute Caledon.
- 7.X.14.2 As an incentive to encourage Transportation Demand Management in the Secondary Plan Area, 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.
- 7.X.14.2 The Town may establish specific requirements in its Zoning By-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single- occupant vehicle.
- 7.X.15 **Sidewalks**

7.X.15.1 Generally, the provision of sidewalks and all active transportation facilities in the Secondary Plan Area will be as follows:

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

7.X.16 **Parking**

7.X.16.1 Where loading and parking areas are proposed within proximity to a street frontage or interface, an enhanced landscaping design may be used to mitigate the visual impact of parking on the streetscape.

7.X.16.2 Alternatives to the parking standards contained in the Town's comprehensive zoning by-law may be considered to promote the prioritization of active transportation in the Secondary Plan Area.

7.X.16.3 Permeable parking surfaces may be considered for all development in the Secondary Plan Area, where feasible.

7.X.17 **Electric Vehicle Infrastructure**

7.X.17.1 Electric vehicle-ready parking spaces will be provided based on the requirements set out by the Town of Caledon Green Development Standards.

7.X.17.2 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.X.18 **Highway 413 Corridor Protection Area**

7.X.18.1 A portion of the Highway 413 Focus Analysis Area (FAA) extends into the Plan Area, as shown on Schedule XX. A holding provision shall be applied to any Zoning By-law Amendment to lands located within the FAA. The Holding provision shall only be lifted upon receiving confirmation from the MTO that the FAA no longer applies to the lands or that the zoning of such lands may proceed.

7.X.18.2 Further, prior to the servicing of lands within the FAA, the FAA shall be lifted from the identified lands or confirmation shall be received from the Ontario Ministry of Transportation that the servicing and/or development of the identified lands may proceed.

7.X.19 **Municipal Water and Wastewater Services**

7.X.19.1 All new development in the Secondary Plan Area will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with a Functional Servicing Report.

7.X.19.2 The detailed design and installation of water and/or wastewater infrastructure in the Plan Area will be undertaken in an ecologically responsible manner.

- 7.X.19.3 When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will be made available, where feasible.
- 7.X.20 **Stormwater Management and Low Impact Development**
- 7.X.20.1 Stormwater management facilities servicing the Plan Area will be developed in accordance of a Functional Servicing Report, as part of a development application, in consultation with the applicable Conservation Authorities, the Town and other government agencies, as applicable.
- 7.X.20.2 The final location and configuration of a stormwater management facility will be determined through the development approval process.
- 7.X.20.3 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.
- a) Stormwater management report and plan
 - b) Erosion and sediment control plan
 - c) Servicing plans
 - d) Grading plans
 - e) Geotechnical reports
 - f) Hydrogeologic reports; and
 - g) Other technical reports as deemed necessary.
- 7.X.20.4 The Stormwater Management Report and Plan identified in Section XX shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control (where required) and the protection of ecological integrity. Consolidated linear infrastructure (CLI) ECA requirements and low impact developments ('LIDs') will be located within publicly accessible lands to ensure access for maintenance purposes, although it is recognized that lot-level stormwater management practices are endorsed in the MECP and may be credited by the Town. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures such as:
- a) Permeable hardscaping
 - b) Bioretention areas
 - c) Exfiltration systems
 - d) Bioswales and infiltration trenches
 - e) Third pipe systems
 - f) Vegetation filter strips
 - g) Green roofs (multi-unit buildings)
 - h) Rainwater harvesting
- 7.X.20.5 The stormwater management system should consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and extreme precipitation events, in accordance with Town standards and based on standard industry practices and provincial guidance.

- 7.X.20.6 The stormwater management system should consider opportunities to support the preservation, restoration and utilization of natural infrastructure for its many benefits, including reducing the urban heat island effect.
- 7.X.20.7 In considering options for stormwater management, the following policies will apply:
- a) Location of stormwater management facilities to promote gravity drainage and suitable cover over services, with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives.
 - b) 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;
 - c) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the NES;
 - d) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, development lands and the NES,
 - e) 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;
 - f) Minimize the number of stormwater management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town; and,
 - g) Minimize the impact of maintenance costs to the Town.
- 7.X.20.8 Notwithstanding Section 7.X.20.7, stormwater management facilities can be provided by way of an underground storage tank or rooftop storage, in accordance with Town standards and based on standard industry practices.
- 7.X.20.9 Conventional stormwater management facilities will be designed in compliance with the Town's Stormwater Management Design Guidelines, Town's Consolidated Linear Infrastructure Compliance Approval and applicable provincial and applicable Conservation Authority guidelines, including the Province of Ontario Stormwater Planning and Design Manual (2003). In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA Low Impact Development Stormwater Management Planning and Design Guide.
- 7.X.20.10 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.X.20.11 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.X.21 **Public Utilities, Public Facilities and Telecommunications**

- 7.X.21.1 Public utilities, such as hydro, gas, and telecommunications infrastructure and public facilities such as fire stations or EMS are permitted in any land use designation in the Secondary Plan Area provided they are integrated with surrounding land uses and all necessary approvals from the relevant authorities are obtained.
- 7.X.21.2 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.X.21.3 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility, public facility and telecommunication providers will confirm if such services can be provided to support the proposed development and will determine appropriate locations for large utility equipment or utility cluster sites.
- 7.X.22 **Intelligent Community**
- 7.X.22.1 The Town recognizes that broadband fibre-optic cable service is essential to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high-speed, community-based internet service that is available to all residents and businesses.
- 7.X.22.2 Development in the Plan Area is encouraged to include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, and institutional) for businesses in the Secondary Plan Area to access high-speed internet services.
- 7.X.23 **Noise, Vibration and Light Impacts**
- 7.X.23.1 New development in the Secondary Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town of Caledon.
- 7.X.23.2 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.X.23.3 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.X.23.4 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.X.23.5 Where possible, built form proposed for areas adjacent to the Highway 413 Protection Corridor, arterial 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.X.23.6 The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.X.24 **Road Noise Policies**
- 7.X.24.1 Development applications in the Secondary 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.X.25 **Light**
- 7.X.25.1 Lighting in the Secondary Plan Area shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Secondary Plan Area.
- 7.X.26 **Energy and Climate Change Mitigation**
- 7.X.26.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of natural gas will be discouraged in the Secondary Plan Area and efforts made to minimize its use.
- 7.X.26.2 As part of all development within the Secondary Plan Area, pathways to achieve net zero carbon emissions and net zero annual energy usage will be studied and implemented where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.
- 7.X.26.3 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps and hybrid heating systems.
- 7.X.26.4 Within the Secondary Plan Area, a majority of the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and to be solar-ready considering space and structural requirements.
- 7.X.26.5 Through site planning and building design, the Town will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported.
- 7.X.26.6 New development in the Secondary Plan Area will consider plans and building designs that maximize solar gain and building construction in a manner that facilitates future solar installations (i.e., solar ready) per the Town of Caledon Green Development Standard.
- 7.X.26.7 New development will promote energy efficient and low carbon building design for residential and non-residential buildings, by meeting or exceeding the Total Energy Use Intensity, Thermal Energy Demand Intensity, and GHG emissions targets set out by the Town of Caledon Green Development Standards.

7.X.26.8 The Town and applicant will work with Hydro One, the Independent Electricity System Operator (IESO) and non-regulated utilities to promote energy systems that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation.

7.X.27 **Water Efficiency**

7.X.27.1 New development in the Secondary Plan Area will consider the use of water fixtures that achieve 25% reduction in potable water consumption or greater over baseline fixtures.

7.X.28 **Climate Adaptation**

7.X.28.1 New development in the Secondary 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.X.28.2 The Climate Adaptation Plan identifies the strategies in support of Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, which are to be considered at each development stage.

7.X.28.3 New development in the Secondary Plan Area will consider measures to improve climate resilience in the review of a development application in accordance with available Town standards, including the following:

- a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;
- b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
- c) Adapting storm drainage systems where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
- d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;
- e) Reducing reliance on increasingly constrained potable water resources; and,
- f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services.

7.X.29 **Green Development Standards**

7.X.29.1 All new development will implement metrics outlined in the Town's Green Development Standards to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use the development approvals process and other implementation tools, such as Site Plan Control, to ensure that all new development include sustainable design features which, among other objectives, achieve a higher than Ontario Building Code energy performance.

7.X.30 **Provincial Minimum Distance Separation**

7.X.30.1 Prior to registration of any plan of subdivision or final approval of any site plan application for lands within an MDS Setback Area, as calculated by the application of the MDS formula, the Town will be satisfied that the MDS Setback Area is no longer required.

7.X.31 **Region of Peel Health Assessment**

7.X.32.1 All development applications in the Secondary Plan Area will require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment User Guide, in consultation with the Region.

7.X.33.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Secondary Plan Area.

7.X.33 **Implementation**

The provisions of the Town of Caledon Official Plan regarding implementation shall apply with regard to this Plan.

7.X.33.1 The land use pattern shown on Schedule XX Land Use Plan, is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns.

7.X.33.2 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan providing the intent of the Plan is maintained. Land use boundary change as a result of an Environmental Impact Study or natural hazard assessment shall not require amendment to this Plan but may require an amendment to the Zoning By-law. An amendment to the Zoning By-law to reflect a revision to the boundaries of the Environmental Policy Area shall be deemed to comply with this Plan.

7.X.33.4 Appropriate Zoning By-law(s) shall be enacted to implement the land use designations and policies of this Plan.

7.X.33.5 Prior to development proceeding, a cost-sharing plan shall be instituted to apportion municipal servicing and road infrastructure and administrative costs to the development/approval of the secondary plan study, to benefiting landowners within the Secondary Plan area. In order to ensure that property owners contribute equally within the Secondary Plan Area, property owners shall be required to enter into a Cost Sharing Agreement, prior to Draft Approval, site plan approval or rezoning.

7.X.34 **Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)**

7.X.34.1 Landowners' Cost Sharing Group will be established to ensure orderly, timely and coordinated development in the Secondary Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Secondary Plan Area. It is a policy of this Secondary Plan that a condition will be included in the approval of any draft plan of subdivision that applicants/landowners shall

have entered into appropriate cost sharing agreements prior to subdivision registration or site plan approval which establish the means by which the costs (including Regional costs) of developing the property are to be shared.

7.X.34.2 Prior to the registration of any plan of subdivision or final approval of any site plan application or the approval, the Town shall require the Landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with any pertinent cost sharing of the Landowners' Cost Sharing Group.

7.X.34.3 Notwithstanding Policy 7.X.34.1 and 7.X.34.2, where Landowners' Cost Sharing Group has not been established, a proponent of a development application may register a plan of subdivision or receive final site plan approval, provided the proponent has demonstrated the proposal meets the Secondary Plan phasing and infrastructure delivery criteria, to the satisfaction of the Town.

7.X.35 **Land Acquisition and Dedication**

7.X.35.1 The Town or the Region of Peel 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 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.X.35.2 The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, open space and school sites to the Town, or Conservation Authority. 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.X.36 **Finance and Agreements**

7.X.36.1 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 Secondary Plan Area in an orderly, timely and cost effective manner

7.X.37 **Interpretation**

7.X.37.1 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule XX may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

7.X.37.2

The redevelopment of existing non-conforming uses to uses that are consistent with the objectives of the Tullamore North West Secondary Plan will be encouraged.

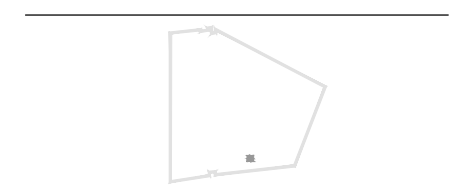
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Schedule X

TULLAMORE NORTH WEST LAND USE PLAN

- Presitge Industrial
- General Industrial
- Open Space Policy Area
- Headwater Drainage Feature - To be identified through Site Specific Environmental Impact Study
- Tullamore Northwest Secondary Plan Area Boundary
- Focused Analysis Area (December, 2024)
- Preliminary Highway Right-of-Way Design
- Regional Arterial
- Town Arterial
- Potential R.O.W. Connection



Base Data Source: Teranet, 2013

APRIL 2025

