

MACVILLE COMMUNITY SECONDARY PLAN

**Bolton Rural Settlement Area
Town of Caledon (Bolton) Ontario**

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7.16.1 INTRODUCTION

The Macville Secondary Plan (MVSP) governs the development and redevelopment of land in the Macville Plan Area as shown on Schedule C-8 Macville Secondary Plan Land Use Plan.

The Plan Area has been planned as a complete community that is compact, pedestrian and cyclist-friendly and transit-oriented. Collectively, these attributes support the development of a healthy, safe and balanced community.

The Plan Area has been planned and designed using an integrated design process; this is a multi-disciplinary team approach in which experts from all disciplines (e.g. community design, natural heritage, transportation, water and wastewater servicing and cultural heritage resources) engage in collaborative decision making to respond to, balance and ultimately integrate multiple and sometimes competing objectives.

7.16.2 LOCATION

The Macville Plan Area or “Planning Area” comprises an area of approximately 182 hectares (450 acres). Of this total, approximately 11.0 hectares (27 acres) are comprised of natural heritage features. The result is a net developable area of approximately 171 hectares (422.5 acres).

The Plan Area is generally north of King Street, east of The Gore Road and west of Humber Station Road and CP Railway ROW.

The Plan Area is legally described as all of Lots 11 and 12, CON. 4 (Alb), Part of Lot 13, CON. 4 and Part of Lots 11, 12 and 13, CON. 5, Geographic Twp. Of Albion, Region of Peel.

7.16.3 GOALS AND OBJECTIVES

7.16.3.1 Goal

The Plan Area will develop as a complete community that is compact, pedestrian and cyclist-friendly and transit-oriented.

7.16.3.2 Objectives

Development in the Macville Plan Area shall achieve the following objectives:

- a) Create a transit-oriented community anchored by a GO Transit hub that balances pedestrian, cycling, transit and vehicular connections;
- b) Provide a high-quality built form character and architectural design that exemplifies and promotes the identity of Caledon;

- c) Establish a vibrant, mixed-use environment that attracts activity throughout the day and evening;
- d) Create a central character avenue with an attractive, high quality streetscape and built form design that links the community;
- e) Establish a range and mix of housing types that reinforce identifiable neighbourhoods and achieve density targets;
- f) Create walkable, pedestrian scaled neighbourhoods with amenities and transit stops within walking distance and a safe, comprehensive path and trail system that links with the broader Caledon network;
- g) Protect and enhance significant and sensitive natural heritage features within a protected natural heritage system, and to compliment this system with open spaces along with a hierarchy of park spaces with flexible design and innovative programming options to serve the neighbourhood needs;
- h) Integrate appropriate low-impact development strategies as a key component of open space and built form design; and,
- i) Integrate smart community technologies that establish broadband connectivity for an improved quality of life through learning, work and play.

7.16.4 GROWTH MANAGEMENT STRATEGY

7.16.4.1 General Policies

7.16.4.1.1 The growth management strategy for the Plan Area is outlined in the following sections. It is designed to ensure that development in the Plan Area occurs in an orderly, timely and cost-effective manner.

7.16.4.1.2 To ensure conformity with the Town's growth management objectives, the Plan Area has been planned to achieve the population and employment targets shown in Table 7.16 and development shall occur in a manner consistent with these minimum targets.

Table 7.16 Macville Plan Area Population and Employment Minimum Targets

Population ⁽¹⁾	10,910
Population related jobs	1,060
Total	11,970
Land Area (hectares) ⁽²⁾	171.0
Min Density (combined population & jobs/hectare, per ROPA 30)	70

⁽¹⁾ Based on density target of 70 p&j/ha per ROPA 30.

⁽²⁾ Net Area excluding the Environmental Policy Area.

- 7.16.4.1.3 The total number of residential homes in the Plan Area shall achieve the planned minimum population of approximately 10,910.
- 7.16.4.1.4 The Town will ensure compliance with the population and employment targets through the approval of Community-Wide Development Staging and Sequencing Plans, as described below.
- 7.16.4.1.5 Unless otherwise provided for in Section 7.16, development in the Plan Area shall conform to the planning and design vision, goals and recommendations of the following plans/studies: Comprehensive Environmental Impact Study & Management Plan (CEISMP); Functional Servicing Report; Transportation Study; and Urban Design Guidelines. Together, these plans/studies provide direction with respect to the preparation and review of development applications in the Plan Area.
- 7.16.4.1.6 Prior to registration of the first plan of subdivision or approval of the first site plan application in the Plan Area, the Urban Design Guidelines, the Transportation Study and the Community-Wide Development Staging and Sequencing Plan referred to in Section 7.16.4.1.4 shall be approved by the Town.

7.16.4.2 Finance and Agreements

- 7.16.4.2.1 Prior to approval of the first plan of subdivision or site plan in the Plan Area, the Plan Area landowners shall enter into any agreements deemed necessary by the Town or have made other satisfactory arrangements for the provision of funds and/or services associated with the MVSP Fiscal Impact Study.
- 7.16.4.2.2 The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Plan Area in an orderly, timely and cost effective manner.

7.16.4.3 Community-Wide Development Staging and Sequencing Plan (DSSP)

- 7.16.4.3.1 The Community-Wide DSSP shall be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Plan Area.
- 7.16.4.3.2 The Community-Wide DSSP shall describe in detail the staging and sequencing of the following components required for development to occur in the Plan Area in an orderly, timely and cost-effective manner:

- a) Infrastructure (e.g. roads and any associated intersections, water and wastewater services, stormwater management facilities and public utilities);
- b) Arrangements for the provision of a vehicular connection and access from the n/s and e/w spine roads to The Gore Road, Humber Station Road and King Street as applicable;
- c) Public transit service, e.g. potential transit routing and the location of and access to the planned GO Station Transit Hub;
- d) Schools;
- e) Community facilities (e.g. public parks, pathways and trail network and recreation facilities);
- f) Affordable housing sites; and
- g) Environmental Policy Area.

7.16.4.3.3 The Community-Wide DSSP shall recognize that certain collector / multi-modal roads and their associated transportation-related infrastructure, as suggested in Schedule C-8 of this Plan, are required as necessary, as development progresses throughout the Plan Area.

7.16.4.3.4 The Community-Wide DSSP shall specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule C-8 shall be permitted without amendment to this Plan or to the Community-Wide DSSP.

7.16.4.3.5 The Community-Wide DSSP shall provide the anticipated schedule of the residential and non-residential development in the Plan Area relative to the provision of the community facilities noted in Section 7.16.4.3.2.

7.16.4.3.6 The Community-Wide DSSP shall be prepared, in consultation with the Region of Peel, Toronto and Region Conservation Authority, School Boards and inter-regional, intra-regional and local transit service providers.

7.16.4.3.7 The Community-wide DSSP with respect to the water and wastewater services infrastructure, shall be developed in consultation with the Region of Peel.

7.16.4.3.8 The Community-Wide DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density and associated population yield for the specific districts / neighbourhoods. Minor adjustments to the number of residential homes in the specific sub-areas will be permitted

without the need for an amendment to the approved Community-Wide DSSP.

7.16.4.4 Community-Wide Functional Servicing Report (FSR)

- 7.16.4.4.1 The Community-Wide Functional Servicing Report (FSR) identifies the servicing goals and objectives, associated targets, management strategies and additional technical investigations for the entire Secondary Plan Area which are to be implemented at the site level through individual plans of subdivision and site plans.
- 7.16.4.4.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners shall prepare and submit to the Town a Compliance Letter to the Community-Wide FSR.
- 7.16.4.4.3 The Compliance Letter to the Community-Wide FSR shall be prepared in consultation with the Region of Peel and Toronto and Region Conservation Authority (TRCA) and be approved by the Town.
- 7.16.4.4.4 The Compliance Letter to the Community-Wide FSR must demonstrate to the satisfaction of the Town, the Region of Peel and TRCA that the individual plans of subdivision or site plans conform with the servicing strategies and recommendations contained in Community-Wide FSR.
- 7.16.4.4.5 The Compliance Letter to the Community-Wide FSR should provide greater design detail than the Community-Wide FSR and should include the following information, if applicable:
 - a) confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;
 - b) confirmation of natural channel design brief, as applicable;
 - c) Site grading plans;
 - d) Stormwater management plan – including opportunities for low impact development practices. This section shall also address such matters as water quantity, water quality, erosion and water balance for both surface and groundwater components. Additionally, sustainable best management practices for erosion and siltation control shall be required for all phases of development, as appropriate; and

7.16.4.5 Comprehensive Environmental Impact Study & Management Plan (CEISMP)

7.16.4.5.1 The Community-Wide Comprehensive Environmental Impact Study and Management Plan (CEISMP) identifies the environmental goals, objectives, management and monitoring plans, and additional technical investigations for the entire Secondary Plan Area to be implemented at the site level through individual plans of subdivision and site plans.

7.16.4.5.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners shall prepare and submit to the Town a Compliance Letter to the Community-Wide CEISMP. 7.16.4.5.3 The Compliance Letter to the Community-Wide CEISMP shall be prepared in consultation with the Town, the Region of Peel and TRCA and be approved by the Town.

7.16.4.5.4 The Compliance Letter to the Community-Wide CEISMP must demonstrate to the satisfaction of the Town, the Region of Peel and TRCA that the individual plans of subdivision or site plans conform with the environmental management plans and recommendations contained in the Community-Wide CEISMP.

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

7.16.4.6.1 A Plan Area Landowners' Cost Sharing Group shall be established to ensure orderly, timely and coordinated development in the Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area.

7.16.4.6.2 The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost to acquire land in order to implement this Plan.

7.16.4.6.3 The Plan Area landowners are required to enter into a cost sharing agreement or agreements among themselves.

7.16.4.6.4 Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Plan Area Landowners' Cost Sharing Group trustee shall provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the Plan Area Landowners' Cost Sharing Group.

7.16.5 RESIDENTIAL

7.16.5.1 General Policies

7.16.5.1.1 This section establishes specific policies with respect to residential development in the Plan Area. The following three (3) residential designations are shown on Schedule C-8 to this Plan:

- a) Low Density Residential;
- b) Medium Density Residential; and
- c) Mixed Use.

7.16.5.1.2 Residential development in the Plan Area shall be undertaken in accordance with Section 5.10 of the Official Plan and the following specific policies. Where there is a conflict between the policies in Section 5.10 and Section 7.16.5, the policies in Section 7.16.5 shall prevail.

7.16.5.1.3 With respect to residential development in the Plan Area, the calculation of net density shall be based on the land area proposed to be developed for residential homes, exclusive of public rights-of-way, railway rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks.

7.16.5.1.4 Direct vehicular access from residential homes onto arterial roads shall be minimized in the Plan Area to the greatest extent possible. Where direct access from residential homes is proposed onto arterial roads, the following provisions shall apply:

- a) The calculation of front yard setback and garage space shall ensure adequate off-street parking; and
- b) Larger lot widths shall be required to minimize, to the greatest extent possible, the number of residential driveways onto major roads.

7.16.5.2 Low Density Residential

7.16.5.2.1 Lands designated Low Density Residential in the Plan Area shall be developed predominantly for single detached and semi-detached housing. Street townhouses and rear-lane townhouses shall be permitted in the Low-Density designation provided that matters of vehicular access, parking and land use compatibility are properly addressed.

7.16.5.2.2 The minimum net density of development in the Low-Density designation shall be 25 units per net hectare.

7.16.5.2.3 Townhouses in the Low-Density designation shall be a maximum height of three storeys.

7.16.5.3 Medium Density Residential

- 7.16.5.3.1 Lands designated Medium Density Residential in the Plan Area shall be developed for townhouses, rear-lane townhouses, stacked townhouses, back-to-back townhouses and medium-rise multiple unit buildings.
- 7.16.5.3.2 The minimum net density of development in the Medium Density designation shall be 60 units per net hectare.
- 7.16.5.3.3 Townhouses in the Medium Density designation shall be a maximum height of five storeys.
- 7.16.5.3.4 Where back-to-back townhouses are proposed in the Plan Area, the applicant shall demonstrate that adequate amenity space in the form of private or public open space is provided, in order that the occupants have access to proximate open space.

7.16.6 MIXED USE

7.16.6.1 General Policies

- 7.16.6.1.1 The mixed-use designations on both sides of Humber Station Road together with the medium density residential designation permit a mix and variety of uses and medium density residential that supports a transit oriented, new urbanism form of development along the corridor. Policies with respect to this designation also address the built form and streetscape required to create a safe, attractive corridor that establishes a strong sense of place making for people to live, work, play and shop.
 - a) Permitted uses shall include a full range of office, commercial, institutional, cultural and entertainment uses, live/work townhouses and medium density residential dwellings and related infrastructure.
 - b) Built form shall reinforce a high standard of quality and positive visual image.
 - c) Development of the lands designated Medium Density Residential and Mixed Use along Humber Station Road and the future spine road may include ground level non-residential uses that complement and support the development of the residential use. These ground level non-residential uses may include small-scale commercial and professional offices. These ground level non-residential uses shall be designed to be part of the Medium Density Residential / Mixed Use building.

- 7.16.6.1.2 Lands designated Medium Density Residential or Mixed Use may be developed for mid-rise buildings.
- 7.16.6.1.3 The minimum net density of residential development in the Mixed Use designation shall be 100 units per net hectare.
- 7.16.6.1.4 Mid-rise buildings in the Medium Density Residential / Mixed Use designation shall generally be 4 to 8 storeys.
- 7.16.6.1.5 Notwithstanding above, increases in height and density may be considered and authorized in return for the provision of public facilities, services or matters as set out in the implementing by-law, provided there are no adverse impacts on adjacent land uses.
- 7.16.6.1.6 Notwithstanding Section 7.16.6 of this chapter, the following site-specific principles and policies shall apply to the proposed mixed-use designation located along Humber Station Road:
- a) A high standard of urban design and site planning will be implemented on this site through the following measures:
 - b) The submission of comprehensive urban design guidelines to the satisfaction of Town staff, to address streetscape treatment, landscape designs, accessibility requirements, architectural concepts and the identified urban design principles.
 - c) Sensitive site planning design which reflects the urban design guidelines and, among other features, will incorporate the following:
 - i) a suitable landscape buffer along the north eastern edge of the subject property, to enhance compatibility between proposed residential uses to the west of Humber Station Road and the proposed GO station east of Humber Station Road;
 - ii) establish inclusive streetscape and exterior façade of the built form along the Humber Station Road frontage, which supports an attractive street presence and provides a range of mobility options for residents and users.
- 7.16.6.1.7 As a unifying element, landscaping along Humber Station Road should compliment the mixed-use area through appropriate foliage which adds character and a positive visual image.
- 7.16.6.1.8 Commercial uses within the Mixed Use designation shall also be subject to the policies of the Commercial / Mixed Use Area (Section 7.16.7 of this Plan) designation.

7.16.7 COMMERCIAL / MIXED USE AREA

7.16.7.1 General Policies

- 7.16.7.1.1 The Commercial / Mixed-Use designation is intended to accommodate commercial and mixed uses adjacent to the GO Transit Hub and Humber Station Road. This area is intended to serve local commercial needs in the Plan Area and the nearby surrounding community of Bolton and shall permit a wide range of commercial and mixed uses.
- 7.16.7.1.2 Commercial development in the Mixed-Use Commercial Area is planned to accommodate non-employment land related jobs through the development of retail, office, associated accessory and other uses.
- 7.16.7.1.3 The majority of commercial lands are planned to be in the Mixed-Use designation on both sides of Humber Station Road in the vicinity of the future GO Transit station. Smaller local commercial uses are planned along the east side of Humber Station Road, as shown on Schedule C-8.
- 7.16.7.1.4 Commercial development on the east and west sides of Humber Station Road in the mixed-use designation is planned to accommodate population-related jobs through the development of retail, office and associated accessory uses.
- 7.16.7.1.5 Development on lands designated Commercial / Mixed Use in the Plan Area shall be in accordance with Section 5.4 of the Official Plan, the Town's Industrial/Commercial Design Guidelines, and the following specific policies. Where there is a conflict between the policies of Section 5.4, the Industrial/Commercial Design Guidelines and Section 7.16.7, the policies of this section shall apply.
- 7.16.7.1.6 All General Commercial uses, as described in Section 5.4 shall be permitted in the commercial nodes that are planned for the mixed-use area planned on the west and east sides of Humber Station Road.
- 7.16.7.1.7 Automotive commercial uses shall not be permitted within the commercial nodes referred to above, including the Commercial / Mixed Use designation in the Plan.
- 7.16.7.1.8 The commercial sites shall be planned and designed as a pedestrian and cyclist-friendly and transit-oriented component of the Plan Area. Development of the commercial sites shall be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.

- 7.16.7.1.9 Concurrent with submission of a site plan application for the commercial sites, the applicant shall submit to the Town an urban design brief for that commercial site which shall be consistent with the design language and intent of the Macville Urban Design Guidelines.
- 7.16.7.1.10 The urban design brief shall describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage and pedestrian/cyclist movement.
- 7.16.7.1.11 Buildings on the commercial lands shall provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot or where a building is visible from major roads, side building elevations visible from a second street shall be upgraded and appear to front on to the second street.

7.16.8 GO TRANSIT HUB

7.16.8.1 General Policies

- 7.16.8.1.1 A Transit Hub shall be developed adjacent to the proposed mixed-use area located adjacent to and west of the E/W Spine Road and Humber Station Road intersection, pursuant to the Region's MTSA policy directives.
- 7.16.8.1.2 A Transit Hub is intended to support inter-regional, intra-regional and local transit service in the Plan Area and implement Section 5.9.5 and the Region of Peel's emerging MTSA ROPA, proposed through the Region's 2041+ Regional Official Plan Review intended to extend rapid transit service into Caledon.
- 7.16.8.1.3 The ultimate location and design of the Transit Hub / terminal facility must provide for safe, convenient and efficient transfers from local transit routes and for connections between inter-regional, intra-regional and local transit service in consultation with the Town and the respective transit service providers.
- 7.16.8.1.4 General planning principals related to the transit hub include:
- a) The creation of a safe, attractive, transit orientation and pedestrian friendly community that supports a reduced demand on the road network system;
 - b) To build on the unique opportunity to develop a mixed-use community centred around the MTSA Hub through co-operative efforts between the Town, the Region of Peel and Metrolinx to provide more sustainable, higher order inter-regional transit service to facilitate the development of a multi-modal transportation hub;

c) To develop an effective community interface along the east side of Humber Station Road to facilitate convenient pedestrian, vehicle, cycling and transit accessibility;

d) Develop a street pattern which includes a readily identifiable central transit-oriented 'spine road' and an equally viable 'pedestrian promenade' both of which will serve to facilitate easy access and movement of transit vehicles and pedestrians into and throughout the community. This may include an east/west link that allows traffic into the transit hub and community from Emil Kolb Parkway while discouraging through traffic.

7.16.8.1.5 As the MTSA Transit Hub is considered a vital component of the mixed-use core of the Macville Community, it is also subject to the land use policies of the mixed-use designation of this Plan.

7.16.9 NOISE AND VIBRATION

7.16.9.1 General Policies

7.16.9.1.1 New development in the Plan Area shall 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, the Town of Caledon and the Canadian Pacific Railway (CPR).

7.16.9.1.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.

7.16.9.1.3 Environmental noise and vibration impact assessments shall 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 shall follow the current prediction methods prescribed by the Ministry of the Environment and Climate Change.

7.16.9.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report shall review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.

7.16.9.1.5 The applicant will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.

7.16.9.1.6 The use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Plan Area. A range of alternatives such as single loaded roadways and access laneways shall be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street.

7.16.9.1.7 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads or the CPR railine provided that such fences are designed to be integrated with the surrounding residential development.

7.16.9.2 Rail Noise Policies

7.16.9.2.1 This section establishes specific policies with respect to the Canadian Pacific Railway corridor (CPR) in the Plan Area.

7.16.9.2.2 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 meters and 75 metres respectively of the CPR right-of-way having a development component that includes sensitive land uses such as outdoor passive recreation areas or a residential component such as residential homes. An environmental noise and vibration impact assessment shall be required for any application for sensitive lands use applications within the noise and vibration sensitive areas.

7.16.9.2.3 Applications for zoning by-law amendments, draft plans of subdivision or condominium, site plan approval, consents, or minor variances involving development for sensitive uses on lands within 300 metres of the CPR in the Plan Area shall be sent to the Canadian Pacific Railway as part of the agency circulation of applications.

7.16.9.2.4 Implementation and maintenance of any required noise, vibration, and safety impact mitigation measures, along with any required notices on title, such as noise warning clauses, will be secured through appropriate planning and legal mechanisms, to the satisfaction of the Town in consultation with the CPR. The required mitigation measures shall not be located on lands owned by the CPR unless CPR consents.

7.16.9.3 Road Noise Policies

7.16.9.3.1 Development applications in the Plan Area, which are likely to be adversely affected by excessive roadway noise levels, will be required to complete an environmental noise and vibration impact analysis.

7.16.9.4 Stationary Noise Policies

7.16.9.4.1 From a noise perspective, the mixed use and commercial areas in the Plan Area are not expected to pose any significant constraints to the development of these areas if appropriate attenuation measures are installed around the roof top mechanical units, garbage compactors and loading/unloading operations.

7.16.9.4.2 To the greatest extent practical, the design of the mixed use and commercial areas in the Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels with adjacent residential or other sensitive land use areas as provided for in current policies and guidelines of the Ministry of the Environment and Climate Change.

7.16.10 SCHOOLS

7.16.10.1 The following new school sites are identified on Schedule C-8 to this Plan:

- One (1) Elementary School; and,
- One (1) Secondary School.

7.16.10.2 The location of the new school sites in the Plan Area have been selected to reflect the role of school sites in supporting and complementing the goal of the Plan Area (complete community) and the opportunity to explore joint use initiatives with adjacent land uses (e.g. parks). Minor adjustments to the location, size and configuration of the new school sites shall be permitted without requiring an amendment to this Plan, provided:

- a) The goal of the Plan Area (complete community) is maintained; and
- b) The opportunity to explore joint use initiatives with adjacent land uses is maintained.

7.16.10.3 The elementary school site is approximately 2.09 ha (5.16 ac) and the secondary school site is approximately 5.11 ha (12.63 ac) in size. Relevant draft plans of subdivision shall include the new school sites with a lot size, configuration and frontage onto a street that are satisfactory to the relevant School Board while ensuring the promotion of an efficient use of land to encourage innovative school accommodation.

7.16.10.4 The new school sites in the Plan Area should have frontage on to a road with a minimum 22.0 metre right-of-way or a minimum 10 metre paved roadway.

7.16.10.5 New school sites in the Plan Area shall be dual zoned and landowners will be required to submit an alternative lotting plan at the draft plan of

subdivision stage to facilitate residential development should the school site not be required by the relevant School Board.

- 7.16.10.6 School Boards shall be strongly encouraged to build multi-storey facilities in partnership with private or public ventures to provide multi-purpose buildings to service more than one community need, in an effort to provide a facility that is part of the larger community hub and that combines education, recreation and social activities to support a rapidly growing community.

7.16.11 MUNICIPAL PARKS

- 7.16.11.1 The Open Space Policy Area designation in the Plan Area as shown on Schedule C-8 is comprised of municipal parks organized into the following five (5) categories:

- a) Community Parks
- b) Neighbourhood Parks
- c) Linear Parks
- d) Gateway Parks
- e) Urban Plazas and Squares.

Linear Parks, urban plazas and squares should be vibrant central gathering places with potential for four-season programming which will serve as the outdoor retail, arts and cultural spaces. The design quality of these municipal park categories shall be optimized to provide a well-rounded inventory of urban park components including decorative paving, distinct seating and lighting elements, water features, interactive information kiosks, stormwater planters, public art, performance stage and opportunities for seasonal vendors, where appropriate.

- 7.16.11.2 Development of municipal park sites in the Plan Area shall be in accordance with Section 5.8 of the Official Plan and the following specific policies. Where there is a conflict between the policies of Section 5.8 and Section 7.16.11, the policies of this section shall prevail.

- 7.16.11.3 The location of the community and neighbourhood parks in the Plan Area reflect the role of parks in supporting and complementing the Goal of the Plan Area and the opportunity to explore joint use initiatives with adjacent land uses.

- 7.16.11.4 Minor adjustments to the location and configuration of the municipal park sites may be considered to reflect the differences in scale and level of detail available through the preparation of the development staging and sequencing plan. Minor adjustments to the location, size and configuration

of the municipal park sites shall be permitted without requiring an amendment to this Plan, provided:

- a) The Goal of the Plan Area (complete community) is maintained; and
- b) The opportunity to explore joint use initiatives with adjacent land uses is maintained; and
- c) The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Area.

7.16.11.5 Municipal park sites in the Plan Area will be designed to connect to and enhance the Environmental Policy Area in the Plan Area as a compatible adjacent land use.

7.16.11.6 In further refining the Open Space Policy Area through the plan of subdivision process, municipal park sites shall protect and incorporate, to the greatest extent possible, localized portions of existing tableland vegetation (e.g. high-quality hedgerows and tree stands) that are not part of the Environmental Policy Area. The landowner shall confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist.

7.16.11.7 The illumination of municipal parks, including parking areas and lighted playing fields, shall be directed away from the Environmental Policy Area and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible, while providing sufficient safety lighting in linear parks throughout the Plan Area.

7.16.12 CULTURAL HERITAGE PRESERVATION

7.16.12.1 General Policies

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

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

7.16.12.1.2 Conservation of cultural heritage resources in the Plan Area shall be undertaken in accordance with Section 3.3 of the Official Plan and the following specific policies. Where there is a conflict between the policies in Section 3.3 of the Official Plan and Section 7.16.12, the policies of this section shall prevail.

7.16.12.2 Archaeology

- 7.16.12.2.1 The Macville Stage 1 Archaeological Assessment has determined that all lands in the Plan Area exhibit potential for archaeological resources. Further archaeological assessment is required for all lands proposed for development in the Plan Area prior to any site works to the satisfaction of the Town and the Ministry of Tourism, Culture and Sport.

7.16.12.3 Built Heritage Resources and Cultural Heritage Landscapes

- 7.16.12.3.1 Preparation of a Cultural Heritage Impact Statement is required for all properties listed on the Town's Heritage Register as non-designated properties under the Ontario Heritage Act, in association with any proposed development or major site or building alteration, on or adjacent to them, in accordance with Section 3.3. of the Official Plan.

7.16.12.4 Integration of Cultural Heritage Resources

- 7.16.12.4.1 In evaluating development applications, the Town shall encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, as part of the new development in accordance with Section 3.3 of the Official Plan.

- 7.16.12.4.2 Preserving and further developing the historical aspects of a community embeds the importance of legacy, grounds members of the community and increases resident appreciation of the developments' heritage. The Town may take additional steps to recognize the cultural heritage of the Plan Area by requiring or providing:

- a) The use of interpretative plaques and displays;
- b) Integration of built heritage and cultural heritage landscape features into public parkland or other public facilities where feasible and appropriate;
- c) Commemoration of historic persons, families, sites and events in the naming of public buildings, streets, parks and other public places; and,
- d) Incentives to encourage the retention of cultural heritage resources.

7.16.13 EMPLOYMENT

- 7.16.13.1 The employment lands are planned to be on the east side of Humber Station Road, at the south end of the Plan Area, south of the Mixed Use Area and the Go Transit Hub.

- 7.16.13.2 Development on lands designated Employment in the Plan Area shall be in accordance with Section 5.5 of the Official Plan and the following specific policies. Where there is a conflict between the policies of Section 5.5 and Section 7.16.13, the policies of this section shall apply.
- 7.16.13.3 The employment lands shown on Schedule C-8 will be designed to support a mix of office, institutional, and innovation uses that will complement the planned residential and retail uses as well as enhance Macville's complete community. The corridor will benefit from its proximity to the GO Transit Hub and the retail/service amenities that will be located in the GO Transit Hub area.
- 7.16.13.4 All Prestige Industrial uses, as described in Section 5.5 shall be permitted in the employment area in the Plan Area.
- 7.16.13.5 General Industrial, Dry Industrial uses and outdoor storage shall not be permitted within the employment area referred to above except that notwithstanding any other policy of this Plan, computer and data processing and research facilities shall be permitted.
- 7.16.13.6 Development within the employment area shall be encouraged to promote an innovation district and not hinder the opportunity for future expansion of the innovation district to lands along the east side Humber Station Road immediately south of the plan area, to King Street.
- 7.16.13.7 The employment area shall be planned and designed as a pedestrian and cyclist-friendly and transit-oriented component of the Plan Area. Development of the employment area shall be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.
- 7.16.13.8 Concurrent with submission of a site plan application for the employment area, the applicant shall submit to the Town an urban design brief.
- 7.16.13.9 The urban design brief shall describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage and pedestrian/cyclist movement.
- 7.16.13.10 Buildings on the employment lands shall provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot or where a building is visible from major roads, side building elevations visible from a second street shall be upgraded and appear to front on to the second street.

7.16.14 TRANSPORTATION

7.16.14.1 General Policies

- 7.16.14.1.1 Transportation infrastructure in the Plan Area shall be developed as multi-modal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement.

7.16.14.2 Roads

- 7.16.14.2.1 Roads in the Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Section 5.9 of the Official Plan. Where there is a conflict between the guidelines and classifications outlined under Section 5.9 and the policies of Section 7.16.14, the policies of this section shall apply.

- 7.16.14.2.2 Prior to registration of the first plan of subdivision in the Plan Area, the road improvements and new road construction as recommended by the final Macville Transportation Study shall be completed the Plan Area landowners, as necessary or as otherwise agreed to by the Town.

- 7.16.14.2.3 Other implementation and design details with respect to the conceptual road network in the Plan Area, as may be suggested by the final Macville Transportation Study, the respective municipal class environmental assessments and Macville Community Design Plan, shall be considered in the preparation of the community-wide DSSP.

- 7.16.14.2.4 Minor adjustment to the location of the conceptual road network, as suggested in Schedule C-8, shall be permitted without requiring an amendment to this Plan provided that the Goal of the Plan Area (complete community), is maintained.

- 7.16.14.2.5 Arterial, collector, local roads and crossings of the Environmental Policy Area will be located to avoid and/or minimize encroachment into or fragmentation of the Environmental Policy Area. They will also be designed to eliminate, minimize and/or mitigate potential adverse impacts to environmental hazards (i.e. flooding, slope stability and stream erosion) and important ecological and hydrological functions of the Environmental Policy Area and its components.

7.16.14.3 Road Rights-of-Way

- 7.16.14.3.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan.

7.16.14.3.2 Development applications shall demonstrate that sufficient lands are being provided to accommodate bike lanes, 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 shall be determined during the development application stage and will become part of the required rights-of-way.

7.16.14.3.3 Where roads or portions of roads are closed or deemed surplus by the Town through the development of Macville, abutting landowners who have been involved in providing replacement or realigned roads / ROW, shall be gratuitously conveyed those surplus ROW lands.

7.16.14.4 Public Transit

7.16.14.4.1 In order for public transit to be adopted as a reasonable and desirable travel option in the Plan Area, it is vital that transit service be available to as many of the residents in the Plan Area as early as possible. 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.

7.16.14.4.2 Arterial and collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.

7.16.14.4.3 Development plans shall be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants shall demonstrate how the proposed development addresses the following:

- a) Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and
- b) Transit stops will be located so that all residents and employees are predominantly within a 400-metre walking distance of a transit stop.

7.16.14.5 Transportation Demand Management

7.16.14.5.1 Businesses and organizations in the Plan Area are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Caledon.

7.16.14.5.2 As an incentive to encourage TDM in the Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards shall also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.

7.16.14.5.3 The Town may establish specific requirements in its zoning by-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle.

7.16.14.6 Pedestrian and Cycling Network

7.16.14.6.1 The intent of the pedestrian and cycling network in the Plan Area is to provide a safe, attractive and convenient alternative for short trips in the Plan Area that would otherwise be made using a car.

7.16.14.6.2 Key objectives of the pedestrian and cycling network in the Plan Area are:

- a) To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly and active neighbourhoods;
- b) To provide safe, attractive and convenient connections between and within key destinations in the Plan Area such as municipal parks, schools, shops, recreation facilities and employment areas;
- c) To provide continuous pedestrian and cycling connections with the existing and future networks in the Town of Caledon, City of Brampton and Region of Peel.

7.16.14.7 Recreational Trail Network

7.16.14.7.1 Recreational trails related to the natural heritage and open space systems in the Plan Area and beyond shall be considered, where possible, part of the pedestrian and cycling network.

7.16.14.7.2 Recreational trails shall be provided along the edge of contiguous natural heritage and open space elements including parks, school sites, environmental buffers, greenway corridors and stream corridors, where appropriate.

7.16.14.7.3 Recreational trail network shall be designed and constructed, to the extent possible, in accordance with Town of Caledon and provincial accessibility standards.

7.16.14.8 Sidewalks

7.16.14.8.1 Generally, the provision of sidewalks in the Plan Area shall be as follows:

- a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail shall be provided on both sides of the road;
- b) Local Streets: Sidewalks shall be provided on one side of the street; and,

- c) Laneways: No sidewalks shall be required.

7.16.14.9 Parking

- 7.16.14.9.1 Permanent, large areas of surface parking shall be discouraged. Alternative parking layout analysis may be prepared by a qualified site design architect. In the event there is no alternative to such large parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.
- 7.16.14.9.2 Alternatives to the parking standards contained in the Town's comprehensive zoning by-law shall be considered.
- 7.16.14.9.2 Loading spaces shall not be permitted along street frontages / interfaces.

7.16.15 ENVIRONMENTAL POLICY AREA

7.16.15.1 General Policies

- 7.16.15.1.1 This section establishes specific policies with respect to the natural heritage system in the Plan Area. The natural heritage system is designated Environmental Policy Area (EPA). The EPA provides for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Plan Area.
- 7.16.15.1.2 The natural heritage system components in the Plan Area that are not owned by the Town or a Conservation Authority shall be gratuitously conveyed, free and clear of encumbrances, to either the Town or the appropriate Conservation Authority.
- 7.16.15.1.3 The Environmental Policy Area shall be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Community-Wide CEISMP.
- 7.16.15.1.4 The EPA in the Plan Area, as shown on Schedule C-8 to this Plan, is comprised of wetlands, headwater drainage features and corridors and associated environmental buffers.
- 7.16.15.1.5 Minor adjustments to the boundaries of the EPA in the Plan Area may be considered subject to site-specific study and approval by the Town, Region of Peel, TRCA or MNRF. Minor adjustments to the boundaries of the EPA in the Plan Area shall be permitted without requiring an amendment to this Plan.
- 7.16.15.1.6 Permitted uses and activities in the EPA shall be limited to fish and wildlife conservation and management; essential infrastructure including roads and municipal services crossings, stormwater management facilities and low impact development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or

woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage and site alteration to accommodate the above uses.

- 7.16.15.1.7 Pedestrian and cyclist linkages between the EPA, Open Space Policy Area and school sites shall be provided where it has been demonstrated not to adversely impact the functions of the natural heritage system.
- 7.16.15.1.8 The pedestrian and cyclist linkages shall generally be identified in the Urban Design Guidelines and minor adjustments to routes and linkages may be applied without amendment to this Plan.
- 7.16.15.1.9 Illumination of parking, park or other adjacent facilities shall be directed away from the EPA and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

7.16.16 MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATIONS

7.16.16.1 General Policies

- 7.16.16.1.1 This section establishes specific policies with respect to municipal services, public utilities and telecommunications in the Plan Area organized into the following subsections:
 - a) Municipal water and wastewater services;
 - b) Stormwater management facilities; and
 - c) Public utilities and telecommunications.

7.16.16.2 Municipal Water and Wastewater Services

- 7.16.16.2.1 All new development in the Plan Area shall be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities shall be developed in accordance with the Community-Wide FSR, in consultation with Peel Region.
- 7.16.16.2.2 The detailed design and installation of water and/or wastewater infrastructure in the Plan Area shall be undertaken in an ecologically responsible manner.
- 7.16.16.2.3 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 shall be made available, where feasible.

7.16.16.3 Stormwater Management Facilities

- 7.16.16.3.1 Stormwater management facilities in the Plan Area shall be developed in consultation with the appropriate Conservation Authority, the Town and other government agencies, as applicable.
- 7.16.16.3.2 Adjustments to the number, location and configuration of the stormwater management facilities as shown on Schedule C-8 to this Plan may be assessed through the preparation of a Compliance Letter to the Community-Wide FSR. Adjustments to the number, location and configuration of the stormwater management facilities shall be permitted without requiring an amendment to this Plan.
- 7.16.16.3.3 The Town will consider and assess alternatives for stormwater quantity and quality control and sustainable best management practices regarding the following:
- a) Location of stormwater management facilities with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives;
 - b) Impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town; and
 - c) Minimize the number of management facilities without compromising the benefits of stormwater management.
- 7.16.16.3.4 In considering options for stormwater management, the following policies shall apply:
- a) Stormwater shall be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using rainwater harvesting or other methods.
 - b) Stormwater management facilities shall be located and designed to maintain the environmental and ecological integrity of the Environmental Policy Area and to contribute to the achievement of net ecological gain.
 - c) Best management practices, including low impact development techniques and measures, shall be incorporated into the stormwater management system, development lands and the Environmental Policy Area, in accordance with the Community-Wide CEISMP, as appropriate; and,

- d) 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.

7.16.16.3.5 To maintain the ecological integrity of the EPA and natural heritage system, particularly the pre-development water-cycle, water balance and base flow, alternative stormwater servicing practices, such as low impact development techniques, may be utilized to achieve infiltration and surface storage levels in the Plan Area, where feasible.

7.16.16.3.6 Conventional stormwater management facilities shall be designed in compliance with the Town's Stormwater Management Design Guidelines and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the CVC/TRCA Low Impact Development Stormwater Management Planning and Design Guide.

7.16.16.3.7 Stormwater management facilities shall 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.

7.16.16.3.8 Policies in this section that apply to permanent stormwater management facilities, shall also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the respective Conservation Authority, as necessary.

7.16.16.4 Public Utilities and Telecommunications

7.16.16.4.1 Public utilities, such as hydro, gas, and telecommunications infrastructure are permitted in any land use designation in the Plan Area provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.

7.16.16.4.2 Public utility and telecommunications infrastructure that are proposed in the EPA designation are subject to Section 5.7 of the Official Plan.

7.16.16.4.3 Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it shall be located underground and shall be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.

7.16.16.4.4 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility and telecommunication providers shall confirm if such services can be provided to support the proposed

development and shall determine appropriate locations for large utility equipment or utility cluster sites.

7.16.16.5 Intelligent Community

7.16.16.5.1 The Town recognizes that broadband fibre-optic cable service is the new essential utility to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high-speed, community-based internet service that is available to all residents and businesses.

When developing their lands, developers in the Plan Area shall include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, institutional and/or residential) for residents and businesses in the Plan Area to access high-speed internet services.

7.16.17 CONSERVATION OF WATER AND ENERGY

7.16.17.1 Sustainable Residential Home Strategy

7.16.17.1.1 All residential homes in the Plan Area shall be designed and constructed with water and energy conservation, efficiency and re-use systems and/or features that will reduce the rate of water and energy consumption and exceed energy efficiency standards in the Ontario Building Code.

7.16.17.1.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the landowners shall submit to the Town for approval a Sustainable Residential Home Strategy within each landowner's lands identifying green energy features and systems to be implemented. The landowners shall build or cause to be built all homes in accordance with the approved green energy plans and documentation.

7.16.17.1.3 The implementation of Sustainable Residential Home Strategy shall be verified by a third party, such as EnerGuide, as follows:

- a) The Town shall identify specific residential homes to be verified, which will include, at a minimum, one of every model type within every plan of subdivision or site plan approval;
- b) The residential homes to be verified shall be no less than five (5%) percent of the number of homes within every plan of subdivision or site plan approval;

- c) In the event that the external third party identifies that a building has not exceeded the energy efficiency standards outlined above:
 - i. The landowner shall rectify or implement additional green energy features and systems to exceed the energy efficiency standards; and,
 - ii. The Town shall withhold an occupancy permit for the said building(s) until the energy efficiency standards have been exceeded and re-verified; and
- d) The energy efficiency verification shall be at the sole cost of the landowners.

7.16.17.1.4 The Sustainable Residential Home Strategy shall include a homeowner awareness program. This program shall describe how homeowners can maximize the efficiencies and overall water and energy conservation in their home.

7.16.18 PROVINCIAL MINIMUM DISTANCE SEPARATION

7.16.18.1 A portion of the Provincial Minimum Distance Separation (MDS) I calculated setbacks (the MDS Setback Area) for 2 farms just north of the Macville Plan Area, extends into the Plan Area.

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

7.16.19 REGION OF PEEL HEALTH ASSESSMENT

7.16.19.1 All development applications in the Plan Area shall 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, in consultation with the Region.

7.16.19.2 The Town shall conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Plan Area.

7.16.20 LAND ACQUISITION AND DEDICATION

7.16.20.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the expropriation of lands required to implement the road network and the municipal park program in the Plan Area, where the property owners or the

developers' group are unable to secure lands for the construction of the required road infrastructure.

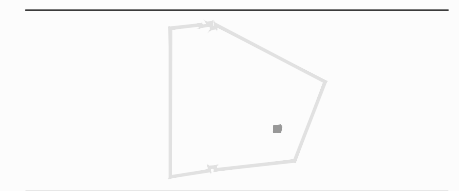
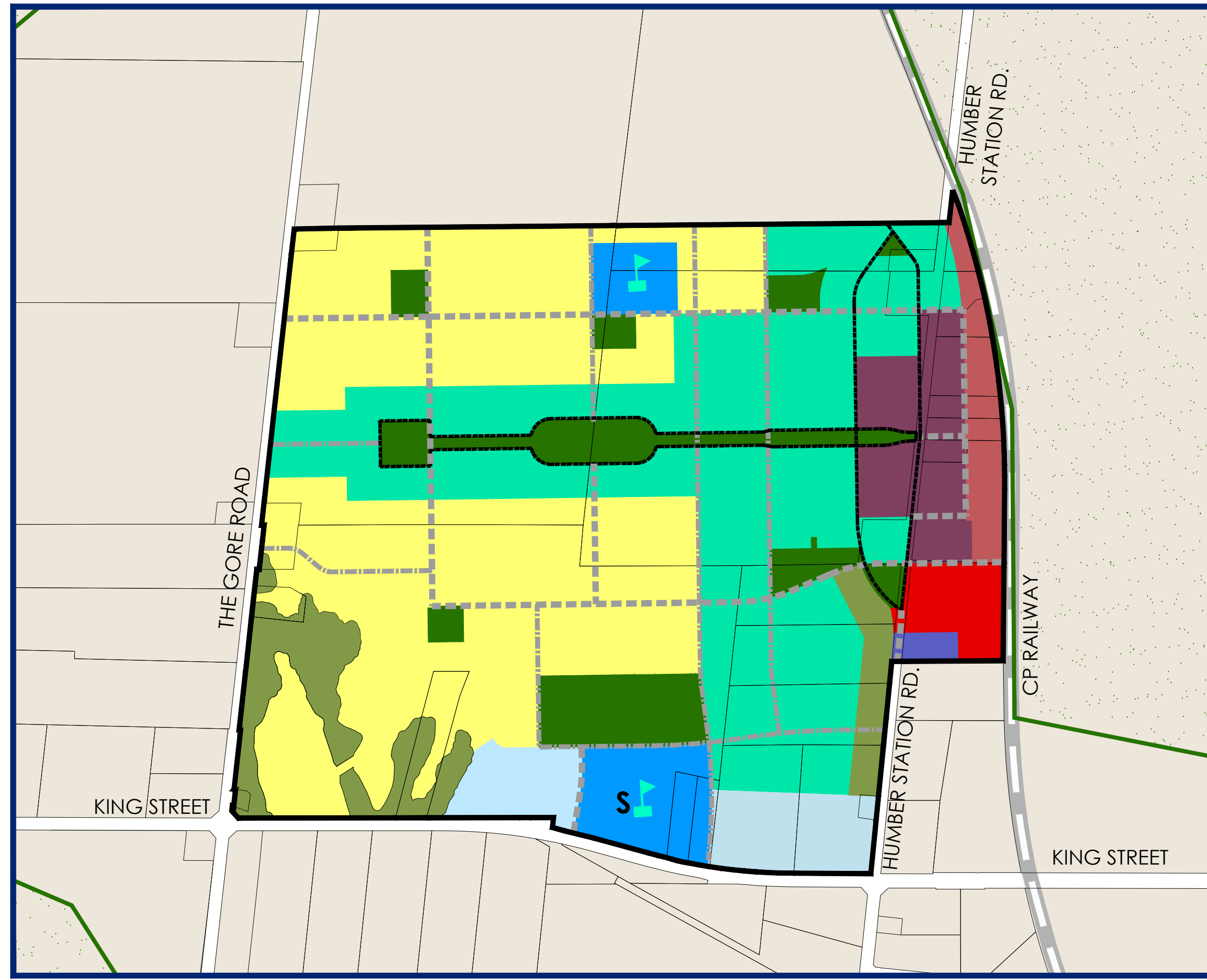
- 7.16.20.2 The Town shall require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland and school sites to the Town, Conservation Authority or School Board. The environmental clearance shall be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

7.16.21 IMPLEMENTATION

- 7.16.21.1 The provisions of the Official Plan regarding implementation shall apply to the Macville Secondary Plan.
- 7.16.21.2 The land use pattern shown on Schedule C-8 Land Use Plan, is schematic and may be adjusted in the subdivision or site plan approval processes, while accounting for 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.
- 7.16.21.3 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- 7.16.21.4 Notwithstanding any of the policies of the Macville Secondary Plan, previously approved and existing uses which do not conform to the policies of this Secondary Plan shall be permitted to continue. The redevelopment of legal non-conforming uses to uses that are consistent with the vision, principles and objectives of the Macville Secondary Plan shall be encouraged.

TOWN OF CALEDON **Schedule C-8**
 (A Subschedule to Schedule "C")
MACVILLE
SECONDARY PLAN:
LAND USE PLAN

- Low Density Residential
- Medium Density Residential
- Mixed-Use
- GO Transit Hub
- Commercial/Mixed Use
- Institutional
- Employment
- Open Space Policy Area
- Environmental Policy Area
- Boundary of Greenbelt Plan Area
- Stormwater Pond Facility
- Settlement Boundary
- Elementary School
- Secondary School
- Conceptual Road Network (22m R.O.W.)
- Conceptual Road Network (19.5m R.O.W.)
- One-Way Local Loop R.O.W.
- Railway



Base Data Source: Teranet, 2013

