

**AMENDMENT NO. 281  
TO THE OFFICIAL PLAN FOR  
THE TOWN OF CALEDON PLANNING AREA**

**THE CORPORATION OF THE TOWN OF CALEDON  
BY-LAW NO. 2024-104**

A By-law to adopt Amendment No. 281 to the  
Official Plan for the Town of Caledon

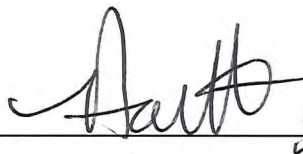
WHEREAS the Council of The Corporation of the Town of Caledon, in accordance with the provisions of the Planning Act, R.S.O. 1990, as amended deems it expedient to amend the Town of Caledon Official Plan;

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

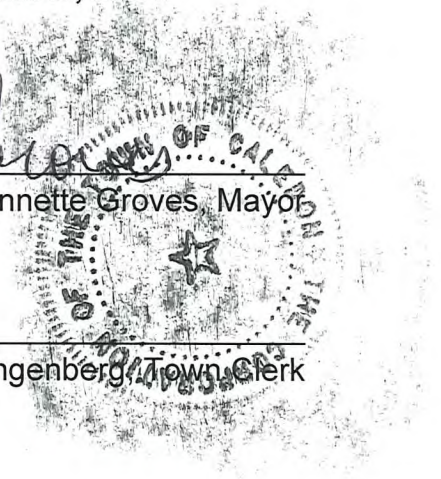
**General**

1. Amendment No. 281 to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

**Enacted by the Town of Caledon Council this 17<sup>th</sup> day of December, 2024.**

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

  
\_\_\_\_\_  
Kevin Klingenberg, Town Clerk



## THE CONSTITUTIONAL STATEMENT

- PART A – THE PREAMBLE - does not constitute part of this amendment
- PART B – THE AMENDMENT - consisting of amendments to the Text and Schedule “A” that constitutes Amendment No. 281 of the Town of Caledon Official Plan.

**AMENDMENT NO. 281  
OF THE TOWN OF CALEDON OFFICIAL PLAN**

**PART A – THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to extend land use designations and policies for the lands bounded by Chinguacousy Road to the west, Old School Road to the north, Hurontario Street to the east from the existing Mayfield West Phase 2 Secondary Plan boundary to the south. The Amendment amends Section 7.14 Mayfield West Phase 2 Secondary Plan of the Town of Caledon Official Plan to include the lands as part of the Secondary Plan and to apply land use designations and policies consistent with those established within the existing Mayfield West Phase 2 Secondary Plan.

**Location:**

The lands subject to this Amendment are legally described as Parts of Lot 20, Concession 2, WHS (Chinguacousy), Parts of Lot 21, Concession 1, WHS (Chinguacousy), Parts of Lot 22, Concession 1 and 2, WHS (Chinguacousy) and comprise an area approximately 208 hectares (514 acres). The lands bounded by Chinguacousy Road to the west, Old School Road to the north, Hurontario Street to the east and the existing Mayfield West Phase 2 Secondary Plan boundary to the south.

**Basis:**

Brookvalley Project Management Inc. has requested an amendment to the Town of Caledon Official Plan to establish land use designations and policies for the lands bounded by Chinguacousy Road to the west, Old School Road to the north, Hurontario Street to the east and the existing Mayfield West Phase 2 Secondary Plan boundary to the south.

The Subject Lands are located within the 2051 Regional Urban Boundary and are intended to contribute to the accommodation of growth to the early part of the planning horizon. An amendment to the Town of Caledon Official Plan is required to include the lands in the Mayfield West Rural Service Center and to determine detailed land use designations prior to zoning and subsequent development application approvals.

Various technical studies have been prepared and submitted as part of the Official Plan Amendment application. The proposed amendment redesignates the Lands from “Prime Agricultural” to “Low Density Residential”, “Medium Density Residential”, “General Commercial”, “Institutional”, “Open Space Policy Area”, “Stormwater Pond Facility”, “Environmental Policy Area” and “Rural Lands”.

The applications have been circulated to internal departments and external agencies. A public meeting pursuant to the Planning Act was held on February 13, 2024. Planning staff have reviewed this application and has determined that it is consistent with the Provincial Policy Statement and conforms to the policies of the Growth Plan, Region of Peel Official Plan and the objectives of the Town of Caledon Official Plan.



## **PART B – THE AMENDMENT**

This part of the document titled “Part B – The Amendment”, and consisting of the following text constitutes Amendment No. 281 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 Mayfield West Settlement Area boundary to include a portion of the lands.
2. By amending Schedule A1, to re-designate a portion of the lands from Agricultural and Rural Area of the Growth Plan to Rural Service Centre.
3. By amending Schedule B, to redesignate a portion of the lands as Settlement Boundary 2051.
4. By amending Schedule B-2, to include the lands and associated land use designations of the lands shown outlined on Schedule A to this amendment.
5. By amending Schedule F, J, K, L, O, and S to re-designate a portion of the lands as Settlement Area.
6. By amending Figure 1, to re-designate a portion of the lands as Designated Greenfield Area.
7. By amending Figure 19, to re-designate the land as Settlement Area.
8. By amending Figure 21, to re-designate a portion of the lands as Settlement Area.
9. By amending Appendix I, II, and III, to re-designate a portion of the lands as Settlement Area.
10. By amending Section 7.14 (Mayfield West Phase 2 Secondary Plan) with the following

***\*See enclosed redlined Mayfield West Secondary Plan***

### **Implementation and Interpretation**

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

7.14

## **MAYFIELD WEST PHASE 2 SECONDARY PLAN**

7.14.1

### **Introduction**

The Mayfield West Phase 2 Secondary Plan (MW2) governs the development and redevelopment of land in Mayfield West Phase 2, including Stage 1, Stage 2 and Stage 3, as shown on Schedule B-2 Mayfield West Phase 2 Secondary Plan Land Use Plan.

The Secondary Plan 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, attractive, safe, and balanced community.

The Secondary Plan 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.

7.14.2

### **Location**

The Mayfield West Phase 2 Secondary Plan includes both Stage 1, and Stage 2 and Stage 3 lands and comprises an area of approximately 783 357 hectares. Of this total, approximately 293.34 45 hectares are comprised of the Greenbelt, existing and introduced natural heritage features, future Highway 413 and transitway, and an existing former railway corridor. The result is a net gross developable area of approximately 480 343 hectares.

The Mayfield West Phase 2 Secondary Plan is north of Mayfield Road, east of Chinguacousy Road, south of Etobicoke Creek Old School Road, and west of Hurontario Street, and is legally described as Part Lots 18 to 220, Concessions 1 and 2 WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

7.14.3

### **Goals and Objectives**

The Secondary Plan is also to achieve the goals and objectives of the Town of Caledon Official Plan.

7.14.3.1

#### **Goal**

The Secondary Plan will develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. The Secondary Plan strives to achieve fundamental principles of good planning and exceptional urban design.

7.14.3.2

#### **Objectives**

In support of the Goal for MW2, as described in Section 7.14.3.1, growth and development in the Secondary Plan shall achieve the following objectives:

- a) Achieve net ecological gain, when practical, possible, and advisable;
- b) Adopt an integrated design process;

- c) Foster a local identity rooted in the spirit of the Town of Caledon;
- d) Establish the structure for a close knit small town that fosters self-sufficiency;
- e) Achieve a range and mix of housing, including affordable housing options;
- f) Promote walking, cycling, and transit opportunities;
- g) Maximize conservation and innovation (water, waste, and energy);
- h) Ensure community connectivity and integration at all scales; and
- i) Support adaptive changes.

7.14.4 **Growth Management Strategy**

7.14.4.1 **General Policies**

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

7.14.4.1.2 To ensure conformity with the Town’s growth management objectives, the Secondary Plan has been planned to achieve the population and employment targets shown in Table 7.6, and Table 7.7 and Table 7.8. Development in the Secondary Plan shall occur in a manner consistent with the population and employment targets shown in Table 7.6, and Table 7.7 and Table 7.8 below.

**Table 7.6 Mayfield West Phase 2 Plan Area Population and Employment Targets – Stage 1 Lands (OPA 222)**

Population <sup>(1)</sup>	10,348
Population-related jobs	2,635
Employment Area jobs	1,164
<b>Total</b>	<b>14,147</b>
Land area (hectares) <sup>(2)</sup>	207.5
Density (combined population and jobs per hectare)	68.2

(1) Inclusive of the Census undercount.

(2) Net of Natural Heritage System described in Section 7.14.16 and the Orangeville-Brampton Railway corridor.

**Table 7.7 Mayfield West Phase 2 Plan Area Population and Employment Targets – Stage 2 Lands (OPA 255)**

Population <sup>(1)</sup>	7,602
Population-related jobs	549
Employment Area jobs	0
<b>Total</b>	<b>8,150</b>
Land area (hectares) <sup>(2)</sup>	105.5

Density (combined population and jobs per hectare)	77.3
--	------

(1) Inclusive of the Census undercount.

(2) Net of Natural Heritage System described in Section 7.14.16.

**Table 7.8 Mayfield West Phase 2 Plan Area Population and Employment Targets – Stage 3 Lands (OPA 281)**

Population <sup>(1)</sup>	11,664
Population-related jobs	817
Employment Area jobs	0
<b>Total</b>	<b>12,481</b>
Land area (hectares) <sup>(2)</sup>	176.4
Density (combined population and jobs per hectare)	70.75

(1) Inclusive of the Census undercount.

(2) Net of Greenbelt Plan Area, estimate of the Natural Heritage System described and to be further refined as per Section 7.14.16 and the Future Trail System (Orangeville-Brampton Railway corridor).

- 7.14.4.1.3 The total number of residential homes permitted in the Secondary Plan shall achieve the planned population of 10,348 residents in the Stage 1 Lands, ~~and~~ 7,602 in the Stage 2 Lands and 11,664 in the Stage 3 Lands.
- 7.14.4.1.4 The Town will ensure compliance with the population and employment targets identified in Sections 7.14.4.1.2 and 7.14.4.1.3 through the approval of the community-wide Development Staging and Sequencing Plan, as described in Section 7.14.4.3, and site specific Development Staging and Sequencing Plans, as described in Section 7.14.4.4.
- 7.14.4.1.5 Unless otherwise provided for in Section 7.14, development in the Secondary Plan shall conform to the planning and design vision, goals and recommendation of the plans/studies that have been prepared for the Stage 1 and Stage 2 lands, respectively. These plans/studies include: Comprehensive Environmental Impact Study & Management Plan (EIS & MP); Water & Wastewater Servicing Study; Transportation Study; Cultural Heritage Survey and Community Design Plan. Together, these plans/studies provide important direction with respect to the preparation and review of development applications in the Secondary Plan.
- 7.14.4.1.6 Prior to registration of the first plan of subdivision, draft plan of condominium or approval of the first site plan application in the Secondary Plan, the Community Design Plan and the Transportation Study referred to in Section 7.14.4.1.5, and the community-wide Development Staging and Sequencing Plan referred to in Section 7.14.4.1.4 shall be approved by the Town.
- 7.14.4.1.7 Development in the Secondary Plan shall be consistent, to the extent feasible, with the recommendations for mitigation measures contained in the Agricultural Impact Assessment.

- 7.14.4.1.8 Further to Policy 7.14.4.1.5, prior to draft plan approval of the first plan of subdivision, draft plan of condominium or approval of the first site plan application within the Stage 3 Lands:
- a) The following separate studies shall be completed for the Stage 3 Lands to address the objectives in Sections 7.14.4.2, 7.14.4.5 and 7.14.4.6 and provide direction and guidance for the implementation of the policies of this Secondary Plan:
    - a. Stage 3 Comprehensive Environmental Impact Study and Management Plan (CEISMP);
    - b. Stage 3 Functional Servicing Study; and,
    - c. Scoped Development Staging and Sequencing Plan.
  - b) The studies required by subsection (a) above shall be completed in consultation with the Region of Peel and Toronto and Region Conservation Authority and approved by the Town.

7.14.4.1.9 Further to Policy 7.14.4.1.5, prior to registration of the first plan of subdivision within the Stage 3 Lands, an addendum to the Mayfield West Phase 2 Community Design Guidelines shall be completed for the Stage 3 Lands, and approved by the Town, to provide direction and guidance for the implementation of the policies of this Secondary Plan.

#### 7.14.4.2 Finance and Agreements

7.14.4.2.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan, the Secondary Plan landowners shall enter into an agreement or agreements or have made other satisfactory arrangements for the provision of funds or the provision of services or both associated with the MW2 Fiscal and Economic Impact Assessment.

7.14.4.2.2 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 Secondary Plan in an orderly, timely, and cost effective manner.

#### 7.14.4.3 Community-Wide Development Staging and Sequencing Plan

7.14.4.3.1 The community-wide DSSP shall be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Secondary Plan as described in the plans/studies identified in Section 7.14.4.1.5.

7.14.4.3.2 The community-wide DSSP shall describe in detail the staging and sequencing of the following components required for development to occur in the Secondary Plan 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) Detailed arrangements for the provision of a vehicular connection and access from the Tim Manley Avenue to Hurontario Street and/or the Highway 410 interchange;
- c) Public transit service, e.g. potential transit routing and the location of the transit hub and transit stops, and in particular, how the proposed development in the Secondary Plan addresses Section 7.14.15.4.3b;
- d) Schools;
- e) Community facilities (e.g. public parks, pathways and trail network, and recreation facilities);
- f) Affordable housing sites; and
- g) Natural Heritage System.

7.14.4.3.3 The community-wide DSSP shall recognize that the following arterial roads and their associated transportation-related infrastructure, as suggested in Schedule B-2 of this Plan, are required for the development of the ~~entire Secondary Plan Area:~~

**MW Phase 2 Stage 1 and 2 Lands:**

- a) Tim Manley Avenue from Hurontario Street / Highway 410 west to Chinguacousy Road;
- b) McLaughlin Road from Mayfield Road north to the south limit of the Greenbelt Plan Area associated with the Etobicoke Creek; **and**
- c) Chinguacousy Road from Mayfield Road north to the northerly extent of the Stage 2 Lands.

7.14.4.3.4 The community-wide DSSP shall specifically address the timely construction, reconstruction, or improvement of the three arterial roads, as specified in Section 7.14.4.3.3, and their associated intersections subject to completion of a municipal class environmental assessment, as required under the *Environmental Assessment Act*.

7.14.4.3.5 The community-wide DSSP shall provide the anticipated schedule of the residential and non-residential development in the Secondary Plan relative to the provision of (a) through (g) in Section 7.14.4.3.2.

7.14.4.3.6 The community-wide DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and the associated population yield for each of the residential designations in the Secondary Plan described in Section 7.14.5.

7.14.4.3.7 The community-wide DSSP shall be prepared, in consultation with the province, Region of Peel, Conservation Authorities, School Boards, and inter-regional, intra-regional, and local transit service providers.

7.14.4.3.8 The community-wide DSSP with respect to the water and wastewater services infrastructure, described in Section 7.14.4.3.2a), shall be developed in consultation with the Region of Peel.

~~7.14.4.3.9 The Town and the Orangeville Railway and Development Corporation (ORDC) shall jointly monitor future traffic volumes along that portion of Old School Road located between McLaughlin Road and Highway 10 for the purpose of assessing whether there are warrants for installing additional crossing controls at the existing at-grade railway crossing of the road. This monitoring shall include traffic counts undertaken by a qualified third party consultant retained by the Town at least every three years. In the event that upgrades are warranted, the~~



~~implementation of the required upgrades shall be determined jointly by the Town and ORDC, and the Town shall be responsible for the cost of installing and maintaining the required upgrades.~~

7.14.4.3.409 Development within the Plan Area shall not proceed until the Mayfield West Phase 2, Stage 2 Transportation Phasing Assessment has been completed to the satisfaction of the Town which adequately addresses the road network improvements to support the build-out of the Endorsed Framework Plan. Development in proximity to the proposed improvements shall be integrated such that they do not preclude or negatively affect the proposed transportation network, to the Town's satisfaction.

7.14.4.4 Site-specific Development Staging and Sequencing Plan

7.14.4.4.1 At the sole discretion of the Town, a site-specific DSSP shall be prepared by individual landowners in the Secondary Plan and submitted in support of individual site-specific development applications.

7.14.4.4.2 The site-specific DSSP shall demonstrate how the site-specific area is intended to be developed in accordance with the approved community-wide DSSP described in Section 7.14.4.3.

7.14.4.4.3 The site-specific DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and associated population yield for the site-specific area. Minor adjustments to the number of residential homes in the site-specific area, such as rounding to achieve whole units, will be permitted without the need for an amendment to the approved community-wide DSSP.

7.14.4.4.4 Prior to registration of a draft plan of subdivision or a draft plan of condominium or approval of a site plan application, any required site-specific DSSP shall be submitted to the satisfaction of the Town and approved by the Town. Prior to approval of a site-specific DSSP for a specific development application, the community-wide DSSP and **Scoped DSSP for the Stage 3 Lands** must be approved by the Town.

7.14.4.4.5 The Stage 3 Lands, as shown on Schedule B-2, are not addressed within the Community-Wide Development Staging and Sequencing Plan. Given the size of the Stage 3 Lands relative to the remainder of the Mayfield West community, a scoped Development Staging and Sequencing Plan shall be required prior to draft approval of the first plan of subdivision or condominium or approval of the first site plan in the Stage 3 Lands.

The scoped Development Staging and Sequencing Plan shall be prepared in conformity with Policies 7.14.4.3.2 to 7.14.4.3.8 and 17.14.4.4.3.

7.14.4.4.6 The Scoped Development Staging and Sequencing Plan for the Stage 3 Lands shall recognize that the following arterial roads and their associated transportation-related infrastructure are required for the development of the Stage 3 Lands:

- a) A mid-block collector road between Hurontario Street (Highway 10) and Chinguacousy Road through the Stage 3 lands. The portion of this collector road in the vicinity of Chinguacousy Road and the proposed Highway 413 will

be subject to further study and approval by the Ontario Ministry of Transportation (MTO);

- b) McLaughlin Road from the Etobicoke Creek to Old School Road;
- c) Chinguacousy Road from the Etobicoke Creek to Old School Road; and
- d) Old School Road from Hurontario Street (Highway 10) to Chinguacousy Road.

7.14.4.4.7 The Scoped DSSP for the Stage 3 Lands shall specifically address the timely construction, reconstruction, or improvement of the roads, as specified in Section 7.14.4.5.6, and their associated intersections subject to completion of a municipal class environmental assessment, as required under the *Environmental Assessment Act*.

#### 7.14.4.5 Community-wide Functional Servicing Report

7.14.4.5.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan, the Secondary Plan landowners shall submit to the Town a community-wide Functional Servicing Report (FSR).

7.14.4.5.2 The servicing goals and objectives, associated targets, and management strategy identified in the MW2 Water and Wastewater Servicing Study (January 2014) and the MW2 Comprehensive EIS & MP (December 2014) will be implemented through the community-wide FSR.

7.14.4.5.3 The community-wide FSR shall provide greater design detail than the MW2 Water and Wastewater Servicing Study and the MW2 EIS & MP in terms of:

- a) Network and routing design for water and wastewater servicing for the Secondary Plan and lands external to the Secondary Plan as described in the MW2 Water and Wastewater Servicing Study;
- b) Natural channel design;
- c) Site grading;
- d) Stormwater management – 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
- e) Comprehensive adaptive management plan.

7.14.4.5.4 The community-wide FSR shall be prepared in consultation with the Region of Peel and Conservation Authorities and approved by the Town.

~~7.14.4.5.5 The ORDC shall be circulated with and permitted to comment on the community-wide FSR to ensure that drainage resulting from development occurring within the Secondary Plan is directed away from the Orangeville Brampton Railway (OBRY) corridor and that pre-development flow paths will remain. The ORDC shall also be circulated with and permitted to comment on any functional servicing and/or stormwater management report that accompanies an application for draft plan of subdivision, draft plan of condominium, consent to sever and/or site plan approval that proposes to direct any stormwater drainage to the Etobicoke Creek watershed, to ensure that~~



~~individual developments are appropriately implementing the community-wide FSR.~~

7.14.4.5.5 The Stage 3 Lands, as identified on Schedule B-2, are not addressed within the Community-Wide Functional Servicing Report completed for the Stage 1 and 2 Lands. In accordance with Section 7.14.4.1.8, a Stage 3 Functional Servicing Study shall be required prior to draft approval of the first plan of subdivision or condominium or approval of the first site plan in the Stage 3 Lands.

The Stage 3 Functional Servicing Study shall be prepared in conformity with Policies 7.14.4.5.1 to 7.14.4.5.4 to the satisfaction of the Region of Peel, Toronto and Region Conservation Authority and the Town.

7.14.4.5.6 A site-specific FSR shall be prepared by individual landowners in the Secondary Plan and submitted in support of individual site-specific development applications as part of 'complete' application requirements. Prior to approval of the development application, the site-specific FSR shall be to the satisfaction of the Town, Region of Peel, and Conservation Authorities. ~~and ORDC.~~

7.14.4.6 Community-wide Environmental Implementation Report

7.14.4.6.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Stage 1 Lands of the Secondary Plan, the Secondary Plan landowners shall submit to the Town a community-wide Environmental Implementation Report (EIR).

7.14.4.6.2 The natural heritage goals and objectives, associated targets, and management strategy identified in the MW2 EIS & MP will be implemented through a community-wide EIR.

7.14.4.6.3 The community-wide EIR will provide greater design detail than the MW2 EIS & MP in terms of:

- a) Existing conditions;
- b) Biophysical inventory and analysis;
- c) Proposed development;
- d) Impact assessment;
- e) Management plan; and
- f) Policy compliance.

7.14.4.6.4 The community-wide EIR shall be prepared in consultation with the Town, the Region of Peel and Conservation Authorities, and approved by the Town.

7.14.4.6.5 The Stage 3 Lands, as identified on Schedule B-2, are not addressed within the Community-Wide Comprehensive Environmental Impact Study and Management Plan (CEISMP) completed for the Stage 1 and 2 Lands. In accordance with Policy 7.14.4.1.8, a Stage 3 Comprehensive Environmental Impact Study and Management Plan shall be required prior to approval of a draft plan of subdivision, draft plan of condominium or site plan application within the Stage 3 Lands, to the satisfaction of the Region of Peel, Toronto and Region Conservation Authority and the Town.

7.14.4.6.6 The requirements for the Stage 3 Lands CEISMP within Policy 7.14.4.6.5, shall:

- a) complete floodplain mapping and modeling using Toronto and Region Conservation Authority's (TRCA) criteria/targets based on the proposed conditions flows to verify the extent of the Regulatory Floodplain across the Secondary Plan Area, to the satisfaction of the TRCA; and
- b) include a Geotechnical assessment to verify the extent of the long-term stable top of slope / erosion hazard associated with all valley corridors to the satisfaction of TRCA.

7.14.4.7 Site-specific Erosion Assessment For Stage 3 Lands

In support of individual site-specific development applications, a comprehensive erosion assessment will be required in accordance with TRCA's erosion assessment protocol to establish erosion control criteria, must be completed to the satisfaction of TRCA.

7.14.4.78 Site-specific Environmental Implementation Reports

7.14.4.78.1 In support of individual site-specific development applications, site-specific EIRs will be required as necessary **at the sole direction of the Town.**

7.14.4.78.2 The site-specific EIR shall address site specific issues in detail that were not addressed in the community-wide EIR **and the Stage 3 CEISMP, in accordance with a Terms of Reference approved by the Town.**

7.14.4.89 Secondary Plan Landowners' Cost Sharing Group Agreement(s)

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

7.14.4.89.2 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 in the Secondary Plan.

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

7.14.4.89.4 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 Secondary Plan 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 Secondary Plan landowners' Cost Sharing Group.

7.14.5 Residential

7.14.5.1 General Policies

7.14.5.1.1 This section establishes specific policies with respect to residential development in the Secondary Plan. The following five (5) residential designations are shown on Schedule B-2 to this Plan:

- a) Low Density Residential;
- b) Medium Density Residential;

- c) Live / Work Residential;
- d) High Density Residential; and
- e) Mixed-Use Residential.

7.14.5.1.2 Residential development in the Secondary Plan shall be undertaken in accordance with Section 5.10 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 5.10 and Section 7.14.5, the policies in Section 7.14.5 and policies to be developed under Section 7.14.4.3.6 shall prevail.

7.14.5.1.3 With respect to residential development in the Secondary Plan, 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.

7.14.5.1.4 Direct vehicular access from residential homes onto arterial and collector roads shall be minimized in the Secondary Plan to the greatest extent possible. Where direct access from residential homes is proposed onto arterial and collector 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 collector roads.

7.14.5.1.5 The community will contribute to achieving the Peel Housing and Homelessness Plan and Regional Official Plan housing targets, including ownership and rental tenure, secondary and accessory units and housing to meet various income levels.

7.14.5.2 Low Density Residential

7.14.5.2.1 Lands designated Low Density Residential in the Secondary Plan 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. **Additional Residential Units shall be permitted where associated with a single-detached, semi-detached or townhouse dwelling unit.**

**Notwithstanding the above, on lands designated Low Density within the Stage 3 Lands identified on Schedule B-2, back-to-back townhouses may also be permitted.**

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

7.14.5.3 Medium Density Residential

7.14.5.3.1 Lands designated Medium Density Residential in the Secondary Plan shall be developed for townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses.

7.14.5.3.2 Townhouses in the Medium Density designation shall be a maximum height of four storeys.

7.14.5.3.3 Where back-to-back townhouses are proposed in the Secondary Plan, 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.

7.14.5.3.4 Low-rise apartment buildings up to six storeys may also be permitted on the north-east corner and south-east corner of Chinguacousy Road and Tim Manley Avenue. These buildings are to have a strong presence, be designed as architectural landmarks and complement and integrate with the surrounding land uses.

7.14.5.3.5 Where land has been conveyed to the Region of Peel or affordable housing purposes, low-rise apartment buildings up to six storeys may also be permitted adjacent to Chinguacousy Road, Tim Manley Avenue or McLaughlin Road, subject to a Zoning By-law Amendment and Site Plan Control. These buildings are to have a strong street presence, be designed as architectural landmarks and complement and integrate with surrounding land uses.

7.14.5.4 Live / Work Residential

7.14.5.4.1 Lands designated Live / Work Residential in the Secondary Plan shall be developed for live / work townhouses.

7.14.5.4.2 Townhouses in the Live / Work designation shall be a maximum height of four storeys.

7.14.5.5 High Density Residential

7.14.5.5.1 Lands designated High Density Residential in the Secondary Plan shall be developed for mid-rise apartment buildings.

7.14.5.5.2 Mid-rise apartment buildings in the High Density Residential designation shall be 6 to 8 storeys.

7.14.5.5.3 Development of the lands designated High Density Residential at the north east corner of McLaughlin Road and the future Tim Manley Avenue shall 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 (e.g. pharmacy and coffee shop) and professional offices (e.g. dentist and doctor). These ground level non-residential uses shall be designed to be part of the High Density Residential building. For greater clarity, the ground level non-residential uses shall not be designed as a stand-alone building separate from the High Density Residential building.

7.14.5.5.4 Development of the lands designated High Density Residential on the east side of Chinguacousy Road, south of Tim Manley Avenue may include:

- a) Townhouses, rear-lane townhouses, stacked townhouses and back-to-back townhouses with a minimum height of four storeys.
- b) 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 (e.g., pharmacy and coffee shop) and professional offices (e.g. dentist and doctor) and are to be designed to be part of the High Density Residential building. For greater clarity, the ground level non-residential uses shall not be designed as stand-alone buildings separate from the High Density Residential building.

- 7.14.5.6 Mixed Use Residential
- 7.14.5.6.1 Uses permitted within the Mixed Use Residential designation include a wide range of retail and service activities, including accommodation, apparel, clinic, convenience, department store, furniture, grocery, hardware, office, personal service, pharmacy, professional/office commercial services, restaurant and other similar uses. Mid-rise apartment buildings may also be permitted. Non-residential uses may be permitted as a stand-alone use in a commercial building or on the ground level of a residential building.
- Notwithstanding the above, on lands designated Mixed Use Residential within the Stage 3 Lands identified on Schedule B-2, townhouses, rear-lane townhouses, stacked townhouses and back-to-back townhouses may also be permitted.
- 7.14.5.6.2 Mixed-use or mid-rise apartment buildings in the Mixed Use Residential designation shall be a maximum of 8 storeys.
- 7.14.5.6.3 Prior to the consideration of an application to rezone the lands in the Mixed Use Residential designation, a Comprehensive Development Plan shall be prepared to the satisfaction of the Town, which would include the following:
- a) A detailed overall land use plan, identifying the location of all of the proposed uses;
  - b) A detailed phasing plan that describes the sequencing of development and the timing of any infrastructure improvements;
  - c) A plan showing the location of any future public lands that may be dedicated to the Town as part of the approval process;
  - d) The means by which the non-residential uses are to be accessed;
  - e) The proposed built-form of the development including type, height and architectural treatments;
  - f) The location of appropriate access points onto the abutting road network; and,
  - g) The location of pedestrian, bicycle, vehicular and service circulation and access and parking area in the context of the overall parking management strategy.
- 7.14.5.6.4 In addition to the above, given the prominent location of the Mixed Use Residential designation at the intersection of Mayfield Road and Chinguacousy Road, the establishment of gateway features at the intersection will be a requirement any future approvals.
- 7.14.6 Transit Hub and Region of Peel Lands
- 7.14.6.1 General Policies
- 7.14.6.1.1 A Transit Hub shall be developed adjacent to the regional scale commercial centre located adjacent to and west of Hurontario Street.
- 7.14.6.1.2 A Transit Hub is intended to support inter-regional, intra-regional and local transit service in the Secondary Plan and implement Section 5.9.5 of the Region of Peel Official Plan to extend rapid transit service into Caledon.
- 7.14.6.1.3 The ultimate location and design of the transit hub 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.

7.14.6.1.4 The lands designated “Institutional” and located immediately adjacent to and west of Hurontario Street are intended to be owned by the Region of Peel to be developed for a Peel Regional Police facility and/or other municipal purposes. The Institutional lands are planned to be comprised of a single parcel of approximately 4 hectares (10 acres) to remain intact, and be exclusive of any land requirements for the Tim Manley Avenue (including any associated land requirements for the intersection of the Tim Manley Avenue and Hurontario Street). To achieve the desired ownership configuration, the Region may elect to exchange land it presently owns that is designated in the Secondary Plan as General Commercial for the Institutional lands presently owned by an adjacent Secondary Plan landowner.

7.14.6.1.5 Minor adjustments to the location and configuration of the Institutional lands immediately adjacent to and west of Hurontario Street shall be permitted without requiring an amendment to this Plan, provided that the area of the Institutional lands shall be preserved at approximately 4 hectares (10 acres).

#### 7.14.7 **Noise and Vibration**

##### 7.14.7.1 **General Policies**

7.14.7.1.1 New development in the Secondary Plan 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, and the Town of Caledon ~~and the Orangeville Railway Development Corporation (ORDC)~~ respectively.

7.14.7.1.2 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.

7.14.7.1.3 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, Conservation and Parks.

7.14.7.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future condition during daytime, evening, and night time hours. 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.

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



- 7.14.7.1.6 The applicant shall reimburse the Town for the cost of a peer review of any environmental noise and vibration impact assessment, as determined by the Town.
- 7.14.7.1.7 Notwithstanding Section 7.14.7.1.5, the use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Secondary Plan. A range of alternatives such as single loaded roadways and access laneways will be used to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street.
- 7.14.7.1.8 Reverse lotting shall be permitted where the application has demonstrated that there is no other alternative. Such demonstration shall consist of an alternative layout analysis prepared by a qualified urban design architect. Landscaping, site and building design shall be used to mitigate the impact on the streetscape.
- 7.14.7.1.9 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads ~~or the OBRY~~ provided that such fences are designed to be integrated with the surrounding residential development.

~~7.14.7.2 Rail Noise Policies~~

~~7.14.7.2.1 This section establishes specific policies with respect to the Orangeville-Brampton Railway Corridor (OBRY) in the Secondary Plan.~~

~~7.14.7.2.2 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 meters and 75 metres respectively of the OBRY 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 draft plan of subdivision within the noise and vibration sensitive areas, as well as for any development within this area with any required peer reviews to be undertaken in accordance with Section 6.2.1.6.3.~~

~~7.14.7.2.3 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 OBRY in the Secondary Plan shall be sent to the Orangeville Railway and Development Corporation (ORDC) as part of the agency circulation of applications.~~

~~7.14.7.2.4 Development adjacent to the OBRY will adhere to appropriate safety measures such as setbacks, berms, and security fencing in consultation with the ORDC. Where applicable, the Town will ensure that sightline requirements of Transport Canada and the ORDC are addressed.~~

~~7.14.7.2.5 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 ORDC. The~~

~~required mitigation measures shall not be located on lands owned by the ORDC unless the ORDC consents.~~

~~7.14.7.2.6~~

~~A single road crossing of the OBRV, including any sidewalks, trails, bicycle crossings, or services associated therewith, as conceptually illustrated on Schedule “B-2”, may be permitted subject to the following:~~

- ~~a) any person, corporation, government or utility that is proposing the crossing of the OBRV (“the Proponent”) shall make an application to the ORDC and shall pay to ORDC the application fee fixed by ORDC in connection therewith;~~
- ~~b) in the event the application is granted either by the ORDC or by any authority having jurisdiction over the proposed crossing (such as the Canadian Transportation Agency), the Proponent shall be responsible for all costs associated with the design and construction of the crossing, including all reasonable legal, engineering, supervisory and inspection costs of the ORDC associated with the crossing;~~
- ~~c) the costs associated with the maintenance of the crossing shall be the responsibility of the owner of the crossing;~~
- ~~d) any of the foregoing may be secured as appropriate through conditions of approval imposed under the *Planning Act*; and,~~
- ~~e) the crossing shall not be used as a railway crossing until a signal system is installed and functioning. The costs for regulatory signal inspections shall be borne by the owner of the crossing until such time as the road is dedicated to the Town as the road authority.~~

~~7.14.7.2.7~~

~~Section 7.14.7.2.6 applies, with necessary modifications, to any request by a Proponent to allow service crossings of the OBRV throughout the Plan, including but not limited to watermains, stormwater and sanitary sewers, hydro gas and telecommunication lines.~~

7.14.7.32

Road Noise Policies

7.14.7.32.1

Development applications in the Secondary Plan, which are likely to be adversely affected by excessive roadway noise levels, will be required to complete an environmental noise and vibration impact analysis in accordance with ~~in~~ Section 7.14.7.1.

7.14.7.43

Aircraft Noise Policies

7.14.7.43.1

Residential development located in the Noise Exposure Forecast 25 contour line from the Brampton-Caledon Flying Club Airport, identified on Figure 21, will be required to include provision for adding air conditioning and noise warning clauses in the Purchase and Sale Agreements.

7.14.7.54

Stationary Noise Policies

7.14.7.54.1

From a noise perspective, the employment area and commercial areas in the Secondary Plan 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.

7.14.7.54.2

To the greatest extent practical, the design of the employment area and commercial areas in the Secondary Plan 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, Conservation and Parks.

7.14.7.54.3 The planning and development of drive-through service facilities, either a stand-alone facility or a facility in combination with any other use, in the Secondary Plan shall be undertaken in accordance with Section 5.4.3.17 of this Plan.

#### 7.14.8 **Schools**

7.14.8.1 The following new school sites are identified on Schedule B-2 to this Plan for the Stage 1 Lands:

- One (1) Public Elementary School;
- One (1) Public Secondary School; and
- One (1) Catholic Elementary School.

The following school sites are identified on Schedule B-2 to this Plan for the Stage 2 Lands:

- One (1) Existing Private School (Brampton Christian School); and,
- One (1) Proposed Public Elementary School.

The following school sites are identified on Schedule B-2 to this Plan for the Stage 3 Lands:

- Two (2) Public Elementary Schools; and,
- One (1) Catholic Elementary School.

7.14.8.2 The location of the new school sites in the Secondary Plan have been selected to reflect the role of school sites in supporting and complementing the goal of the Secondary Plan, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. community parks and a future proposed recreation facility). Minor adjustment to the location and configuration of the new school sites shall be permitted without requiring an amendment to this Plan, provided:

- a) The goal of the Secondary Plan, as described in Section 7.14.3.1, is maintained; and
- b) The opportunity to explore joint use initiatives with adjacent land uses is maintained.

7.14.8.3 Each elementary school site is approximately 2.8 hectares in size. The secondary school site is approximately 6.8 hectares 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.

7.14.8.4 The new school sites in the Secondary Plan should have frontage on to a road with a minimum 22 metre right-of-way or a minimum 10 metre paved roadway.

**Notwithstanding the above, any new school site within the Stage 3 Lands should have frontage on two streets, each with a minimum 22 metre right-of-way or a minimum 10 metre paved roadway.**

- 7.14.8.5 New school sites in the Secondary Plan shall be provided in accordance with the approved community-wide **and scoped** DSSP described in Sections 7.14.4.3 **and 7.14.4.4.**
- 7.14.8.6 New school sites in the Secondary Plan are encouraged to develop in conjunction with adjacent community parks and/or future proposed recreation facilities in a campus setting to facilitate joint use and achieve economies of land use.
- 7.14.8.7 New school sites in the Secondary Plan shall be dual zoned and landowners will be required to submit an alternative lotting plan at the draft plan of subdivision stage to facilitate development should the school site not be required by the relevant School Board.
- 7.14.8.8 New school sites or part thereof not required by the relevant School Board may be developed for low and/or medium density residential uses, in accordance with Section 7.14.5, provided that such residential development has demonstrated compliance with the approved community-wide DSSP described in Section 7.14.4.3 and the general policies in Section 7.14.4.1.
- 7.14.9 **Municipal Parks**
- 7.14.9.1 The Open Space Policy Area designation **and symbols** in the Secondary Plan as shown on Schedule B-2 is comprised of municipal parks organized into the following three (3) categories:
- a) Community Parks;
  - b) Neighbourhood Parks; and
  - c) Urban Village Squares.
- 7.14.9.2 Development of municipal park sites **will shall** be in accordance with **the Official Plan and the following specific policies. Section 5.8 of this Plan and the following specific policies.** ~~Section 5.8 of this Plan and the following specific policies.~~ Where there is a conflict between the policies **of Section 5.8 and Section 7.14.9 in the Official Plan and this Secondary Plan,** the policies in ~~Section 7.14.9~~ **the Secondary Plan** shall prevail.
- 7.14.9.3 The location of the community parks in the Secondary Plan reflect the role of community parks in supporting and complementing the Goal of the Secondary Plan, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. elementary and secondary schools).
- 7.14.9.4 **Within the Stage 3 Lands identified on Schedule B-2, privately-owned, publicly accessible spaces (POPS) will be encouraged in the Mixed Use, High Density and Medium Density Residential Area designations. These POPS will:**
- a) be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;
  - b) contribute positively to the public open space system;
  - c) be located and designed to promote pedestrian and bicycle movement and amenity; and
  - d) be encouraged at ground level to complement local service retail uses.

**POPS may be considered as satisfying parkland dedication requirements on a case-by-case basis.**

- 7.14.9.45 Urban Village Squares, generally 0.2 hectares in size, are planned for the north east and south east corners of the intersection of McLaughlin Road and the Tim Manley Avenue. These squares shall be developed to provide a central public green space and serve as key social gathering spaces for residents, shoppers, and visitors throughout the day and evening.
- 7.14.9.56 Minor adjustments to the location and configuration of the municipal park sites **and symbols** 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 and configuration of the municipal park sites **and symbols** shall be permitted without requiring an amendment to this Plan, provided:
- a) The Goal of the Secondary Plan, as described in Section 7.14.3.1, is maintained; and
  - b) The opportunity to explore joint use initiatives with elementary and secondary schools 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 Secondary Plan and does not reduce the amount of parkland to an amount less than what was agreed to in existing financial agreements with the Town.
- 7.14.9.67 Municipal park sites in the Secondary Plan will be designed to connect to and enhance the Natural Heritage System in the Secondary Plan as a compatible adjacent land use.
- 7.14.9.78 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 Natural Heritage System. 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.
- 7.14.9.89 The illumination of municipal parks, including parking areas and lighted playing fields, shall be directed away from the Natural Heritage System and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible.
- 7.14.9.10 **A Financial Parkland Agreement will be required between the Town and the Stage 3 Landowner Group to calculate parkland contribution requirements on a collective basis based on the Secondary Plan as a whole and not on individual owners' lands.**
- A developer build park delivery agreement will be required for the design and construction of neighbourhood parks and urban village squares.**
- 7.14.9.10 **Community Park (Stage 3 Lands)**
- 7.14.9.10.1 **The Community Park within the Stage 3 Lands identified on Schedule B-3 is intended to provide open space at the community scale and active outdoor and recreational**

opportunities for 15,000 to 20,000 residents. This Community Park will:

- a) have a minimum area of 6 hectares;
- b) be located to have direct access to an arterial or collector road;
- c) be located with a minimum of 50% of its boundary line abutting a public street;
- d) be located in areas planned to be serviced by public transit; and
- e) provide a range of opportunities for outdoor active and passive recreation which may include but is not limited to the following: a large playground, shade structure, multi-purpose court, splash pad, multiple sports fields and associated flood lighting, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

#### 7.14.9.11 Neighbourhood Parks (Stage 3 Lands)

7.14.9.11.1 Neighbourhood Parks within the Stage 3 Lands identified on Schedule B-3 will be located with a service area radius of 800 metres, or approximately 5,000 residents. These Neighbourhood Parks will:

- a) have a minimum area of 1 hectare;
- b) have conveniently located entry and/or access points that incorporate a civic design theme;
- c) have significant frontage on adjacent streets to promote views and access, and minimize development back-lotting onto the park; and
- d) provide a range of opportunities for outdoor active and passive recreation which may include but is not limited to the following: a playground, shade structure, courts, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

#### 7.14.9.12 Urban Village Squares/Parkettes (Stage 3 Lands)

7.14.9.12.1 Urban Village Squares within the Stage 3 Lands shall be located within areas that do not have access to other recreation, parks or public open space. These Urban Village Squares will:

- a) serve a walking distance of 5 minutes (i.e 400 metre radius);
- b) have a minimum area of 0.5 hectares;
- c) have frontage on at least one public street; and
- d) be publicly accessible with sitting areas and shade trees that allow for passive use, special events and social interaction.

#### 7.14.10 **Recreation Facility**

7.14.10.1 The lands designated Open Space Policy Area at the south east corner of McLaughlin Road and the Tim Manley Avenue are approximately 5.30 hectares in size and are planned for a Town of Caledon recreation facility.

7.14.10.2 Relevant draft plans of subdivision or site plan application shall include the recreation facility lands with a proper lot size, configuration, and frontage onto adjacent roads.

7.14.10.3 The Town of Caledon recreation facility in the Secondary Plan shall be planned, designed, and constructed in accordance with

the Town's Corporate Green Building Standard, as may be amended by Council from time to time. The recreation facility in the Secondary Plan will commit to achieving a certification level of silver based on the most current version of Leadership in Energy and Environment Design for New Construction program.

#### 7.14.11

#### **Affordable Housing**

##### 7.14.11.1

Landowners in the Secondary Plan shall provide land for affordable housing in the Secondary Plan as follows:

- a) Approximately 1.5 hectares of land in the Stage 1 Lands and 1 hectare of land in the Stage 2 Lands shall gratuitously be provided, free and clear, to the satisfaction of the Region of Peel, resulting in a total of 2.5 hectares of land in both Stages 1 and 2; and,
- b) Approximately 0.4 hectares of land shall be provided to Habitat for Humanity.

##### 7.14.11.2

The location, configuration, and frontage onto adjacent roads of these lands shall be decided through the community-wide DSSP as described in Section 7.14.4.3, and that appropriate conditions of draft plan approval be applied.

##### 7.14.11.3

These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Habitat for Humanity, as applicable. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.

##### 7.14.11.4

**Within the Stage 3 Lands identified on Schedule B-2:**

- a) A minimum equivalent of 22% of single detached units in each draft plan of subdivision application shall provide the ability to accommodate an additional affordable/rental residential unit (e.g. lot sizing to accommodate garden suites or basement apartments) in compliance with the Town's standards and requirements for additional residential units. One (1) parking space shall be provided per unit where an Additional Residential Unit is proposed.
- b) Notwithstanding the policies for each residential and mixed-use designation, to increase the Town's housing supply and provide for affordable housing options (i.e., additional affordable/rental residential units), multiplexes and non-market housing will be permitted within those designations that permit residential uses.

#### 7.14.12

#### **Cultural Heritage Conservation**

##### 7.14.12.1

#### **General Policies**

##### 7.14.12.1.1

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

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

##### 7.14.12.1.2

Conservation of cultural heritage resources in the Secondary Plan shall be undertaken in accordance with Section 3.3 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 3.3 and Section 7.14.12, the policies in Section 7.14.12 shall prevail.

- 7.14.12.2 Archaeology
- 7.14.12.2.1 ~~The MW2~~ An Archaeological Assessment ~~has~~ determined that ~~all lands in the Stage 1 and Stage 2 Lands Secondary Plan~~ exhibit potential for archaeological resources. Further archaeological assessment is required for all ~~Stage 1 and Stage 2 Lands~~ proposed for development ~~in the Secondary Plan~~ prior to any site works to the satisfaction of the Town and the Ministry of ~~Citizenship and Multiculturalism~~ ~~Tourism, Culture and Sport~~.
- 7.14.12.2.2 Complete archaeological assessments are required for all Stage 3 Lands proposed for development prior to any grading or servicing, or any other ground disturbance. These archaeological assessments will be prepared to the satisfaction of the Town and Ministry of ~~Citizenship and Multiculturalism~~.
- 7.14.12.3 Built Heritage Resources and Cultural Heritage Landscapes
- 7.14.12.3.1 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 3.3.3.1.5 of this Plan.
- 7.14.12.3.2 Preservation of the significant heritage tree row at 12324 McLaughlin Road shall be considered in accordance with Section 3.3.3.1.15 of this Plan.
- 7.14.12.3.3 A Heritage Impact Assessment (HIA) is required as part of any development application within the Stage 3 Lands that is on or adjacent to a property containing significant cultural heritage resources and/or cultural heritage resources designated under the *Ontario Heritage Act* (excluding the former Credit Valley Railway corridor). The HIA will be prepared to the satisfaction of the Town in accordance with Section 3.3.3.1.5 of this Plan. Any mitigative measures specified in the HIA and/or by Town Heritage staff shall be undertaken to the satisfaction of the Town.
- 7.14.12.4 Integration of Cultural Heritage Resources
- 7.14.12.4.1 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 3.3.3.3.3 of this Plan.
- 7.14.12.4.2 The Town may also take additional steps to recognize the cultural heritage of the ~~Stage 1 and Stage 2 Lands Secondary Plan~~ 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.
- 7.14.12.5 Integration of Cultural Heritage Resources (Stage 3 Lands)



- 7.14.12.5.1 In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance with Official Plan policies.
- 7.14.12.5.2 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; and,
  - d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.
  - e) Incentives to encourage the retention of cultural heritage resources.
- 7.14.12.5.3 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.
- 7.14.12.5.4 Where required by the Town, a Heritage Conservation Plan setting out the conservation, adaptive reuse, and long-term maintenance requirements for all identified cultural heritage resources will be provided by the development proponent(s) for development applications directly impacting cultural heritage resources.
- 7.14.12.5.5 Best efforts 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.
- 7.14.12.5.6 Retained or relocated cultural heritage resources will be provided with an adequate lot size to provide space for their fulsome adaptive re-use, including space for future additions and landscaping, in accordance with the context and character of the cultural heritage resource.
- 7.14.12.5.7 The former Credit Valley Railway corridor shall be maintained as a recreational trail and should be celebrated through public art and other forms of commemoration.
- 7.14.12.5.8 Potential cultural heritage resources are identified symbolically on Schedule B-2 and may be removed or added without an amendment to this Plan subject to the preparation and recommendations of an HIA in accordance with Official Plan policies and upon approval in writing by the Town.
- 7.14.13 **Hurontario Employment Area**

- 7.14.13.1 An employment node of approximately 16 hectares is located adjacent to and west of Hurontario Street / Highway 410. In recognition of the location of the Hurontario Employment Area as an entrance to the Town of Caledon and as a gateway to Mayfield West, this location shall be planned for a high quality business/office park in accordance with the policies of Section 5.5.4.5 and the applicable design guidelines as described in Section 5.5.7 to accommodate the Employment Area jobs shown in Table 7.6 in Section 7.14.4.1.2. Where there is a conflict between the policies of Section 7.14.13 and applicable policies under Section 5.5, the policies of Section 7.14.13 shall prevail.
- 7.14.13.2 The Hurontario Employment Area shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Secondary Plan. Development in the Hurontario 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.
- 7.14.13.3 Concurrent with submission of the first plan of subdivision or site plan application in the Hurontario Employment Area, the landowner shall submit to the Town an urban design plan for the entire Hurontario Employment Area.
- 7.14.13.4 The urban design plan described in Section 7.14.13.3 shall be prepared in a manner consistent with the planning and design vision, goals, and objectives for the Employment Area as described in the plans/studies identified in Section 7.14.4.1.5.
- 7.14.13.5 The urban design plan 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.
- 7.14.13.6 Buildings in the Hurontario Employment Area shall provide their primary building entrance on an internal collector road(s), where possible. Where buildings are visible from a major road, side building elevations visible from a second road shall be upgraded and appear to front on to the second road.
- 7.14.13.7 The planning and design of the Hurontario Employment Area shall incorporate, to the extent possible and as applicable, eco-business principles and concepts contained in the Town's *Guide to Eco-Business Zones Planning and Development*.
- 7.14.14 **Commercial**
- 7.14.14.1 The amount of commercial development proposed in the Secondary Plan shall be consistent with the population-related jobs shown in Table 7.6 in Section 7.14.4.1.2.
- 7.14.14.2 The majority of commercial lands are planned to be located adjacent to and west of Hurontario Street. Smaller commercial nodes are planned for the "Urban Village" centre – planned at the south west corner of McLaughlin Road and the Tim Manley Avenue and at the north east corner of McLaughlin Road and Mayfield Road.
- 7.14.14.3 Commercial development adjacent to and west of Hurontario Street is planned to accommodate approximately 1,142 population-related jobs through the development of retail, office and associated accessory uses. The site shall be approximately 8 hectares in size to accommodate a minimum of 45,000m<sup>2</sup> of



gross commercial floor area. The floor area may be reduced without amendment to this Plan provided the Town is satisfied that the forecasted jobs can still be provided.

- 7.14.14.4 Development on lands designated General Commercial in the Secondary Plan shall be in accordance with Section 5.4.3, 5.4.4, and 5.4.9 of this Plan, the Town's Industrial/Commercial Design Guidelines, and the following specific policies. Where there is a conflict between the policies of Section 5.4.3, 5.4.4, and 5.4.9, the Industrial/Commercial Design Guidelines, and Section 7.14.14, the policies in Section 7.14.14 shall prevail.
- 7.14.14.5 All General Commercial uses, as described in Section 5.4.4 and subject to Section 7.14.14.1 shall be permitted in the commercial nodes that are planned for the "Urban Village" centre – planned at the south west corner of McLaughlin Road and the Tim Manley Avenue – and at the north east corner of McLaughlin Road and Mayfield Road.
- 7.14.14.5.1 Automotive commercial uses shall not be permitted within the commercial nodes referred to in Section 7.14.14.5 except that notwithstanding any other policy of this Plan, motor vehicle gas bars and drive-through facilities shall be permitted within the General Commercial designation at the north east corner of McLaughlin Road and Mayfield Road, subject to other applicable policies of Section 5.4.4 which do not conflict with this policy.
- 7.14.14.6 The commercial sites shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Secondary Plan. 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.
- 7.14.14.7 Concurrent with submission of a site plan application for the commercial sites, the applicant shall submit to the Town an urban design plan for that commercial site.
- 7.14.14.8 The urban design plan described in Section 7.14.14.7 shall be prepared in a manner consistent with the planning and design vision, goals, and objectives as described in the plans/studies identified in Section 7.14.4.1.5.
- 7.14.14.9 The urban design plan 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.
- 7.14.14.10 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.
- 7.14.14.11 For the purpose of Section 7.14.14.10, major roads include Hurontario Street, Highway 410, Mayfield Road, McLaughlin Road and any new collector, as applicable.
- 7.14.15 **Transportation**
- 7.14.15.1 **General Policies**

- 7.14.15.1.1 Transportation infrastructure in the Secondary Plan shall be developed as multimodal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement.
- 7.14.15.2 Roads
- 7.14.15.2.1 Roads in the Secondary Plan are intended to develop and function in accordance with the guidelines and classifications outlined under Section 5.9 of this Plan. Where there is a conflict between the guidelines and classifications outlined under Section 5.9 and the policies of Section 7.14.15, the policies of Section 7.14.15 shall prevail.
- 7.14.15.2.2 Prior to registration of the first plan of subdivision or approval of the first site plan application in the Secondary Plan, the following road improvements and new road construction shall be completed by the Secondary Plan landowners:
- a) Widening of McLaughlin Road from Mayfield Road northerly to the north limit of the ~~Stage 2 Lands Secondary Plan~~; and
  - b) Construction of the new Tim Manley Avenue, from McLaughlin Road easterly to the north collector road east of the railway line as suggested in Schedule B-2; ~~and,~~
- 7.14.15.2.3 The portion of McLaughlin Road from Mayfield Road northerly to the north limit of the ~~Stage 2 Lands Secondary Plan~~, as described in Section 7.14.15.2.2a), shall be widened to a 4-lane arterial roadway with a continuous center median, exclusive left-turn lanes, 1.5 metre sidewalks and 1.8 metre bike lanes on both sides of the roadway, and no street parking, subject to meeting the requirements of the *Environmental Assessment Act*.
- 7.14.15.2.4 The new Tim Manley Avenue, from McLaughlin Road easterly to the north collector road east of the railway line as described in 7.14.15.2.2b), shall be constructed to a 2-lane arterial roadway with a westbound left-turn lane at McLaughlin Road, a 1.5 metre sidewalk on the north side, an extended 2 metre sidewalk on the south side, 2 metre bike lanes on both sides, and no street parking, subject to meeting the requirements of the *Environmental Assessment Act*.
- 7.14.15.2.5 Other implementation and design details with respect to the conceptual road network in the Secondary Plan, as may be suggested by the final MW2 Transportation Study, the respective municipal class environmental assessments, and MW2 Community Design Plan, shall be considered in the preparation of the community-wide DSSP.
- 7.14.15.2.6 Minor adjustment to the location of the conceptual road network, as suggested in Schedule B-2, shall be permitted without requiring an amendment to this Plan provided that the Goal of the Secondary Plan, as described in Section 7.14.3.1, is maintained.
- 7.14.15.2.7 Arterial, collector, local roads and crossings of the Natural Heritage System will be located to avoid and/or minimize encroachment into or fragmentation of the Natural Heritage System. 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 Natural Heritage System and its components.

- 7.14.15.2.8 The Town will work cooperatively with the province, Region of Peel, and the City of Brampton to integrate the planning of the municipal road network with the roads under their respective jurisdictions, including the required access to Hurontario and Highway 410.
- 7.14.15.2.9 The Town intends to establish an east-west collector road through the Stage 3 Lands that will provide a connection to Dougall Avenue, as shown on Schedule B-2, in accordance with Policy 7.14.15.2.10.
- 7.14.15.2.10 For the Stage 3 Lands, should access to Highway 10 be deemed appropriate by MTO, access approvals from the MTO will be required to complete any potential road connection. The preferred configuration is to be determined in the technical assessment to be completed through the applicable draft plan of subdivision application(s) and through any Town led Environmental Assessment process or similar preliminary design process.
- 7.14.15.2.119 Development within the Secondary Plan shall not proceed until the Town and the Region are satisfied that the timing of construction of the Highway 410/Highway 10 (Hurontario Street)/Tim Manley Avenue/Valleywood Boulevard interchange is appropriate in relation to the phasing of development in the Secondary Plan. To this end, a study is required to the satisfaction of the Town and other agencies which justifies the proposed development phasing on the basis of sound planning and transportation planning principles and provide for further discussion on the emergency access gate from Highway 410 and Snelcrest Drive in consultation with fire and emergency services. The Town may peer review the study to determine if the recommendations are supportable and will consult with the Ministry of Transportation, as required.
- 7.14.15.2.1240 Upon registration of any plan of subdivision or upon approval of any site plan application abutting Chinguacousy Road, land dedication to the Town for the widening of Chinguacousy Road to a minimum right-of-way width of 35 m is required, as identified by the 2015 Mayfield West Phase 2 Secondary Plan. An Environmental Assessment (EA) has commenced for Chinguacousy Road from Mayfield Road to Old School Road to investigate options to improve road capacity, connectivity, safety and operations to meet the future transportation demand. Any additional right-of-way width requirements for Chinguacousy Road shall be determined through the approved EA.
- 7.14.15.2.13 The portion of the east-west collector road shown within the Stage 3 Lands on Schedule B-2 west of McLaughlin Road, extends through the Greenbelt Plan Area to Chinguacousy Road. The ultimate alignment for the east-west collector road is to be determined in the technical assessment to be completed through the first draft plan of subdivision application submitted for this area and through any Town led Environmental Assessment process or similar preliminary design process. The collector road alignment shall be considered a planned corridor and the lands protected from development until such time as a preferred alignment is determined.
- 7.14.15.3 Road Rights-of-Way
- 7.14.15.3.1 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 Province, Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan.

7.14.15.3.2 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 kept to the minimum and shall be determined during the development application stage and will become part of the required rights-of-way.

7.14.15.4 Public Transit

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

7.14.15.4.2 Arterial and collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays.

7.14.15.4.3 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.

7.14.15.5 Transportation Demand Management

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

7.14.15.5.2 As an incentive to encourage TDM in the Secondary Plan, 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 may also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.

7.14.15.5.3 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 in the Secondary Plan.

7.14.15.6 Pedestrian and Cycling Network

7.14.15.6.1 The intent of the pedestrian and cycling network in the Secondary Plan is to provide a safe, attractive, and convenient

alternative for short trips in the Secondary Plan that would otherwise be made using a car.

7.14.15.6.2 Key objectives of the pedestrian and cycling network in the Secondary Plan 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 Secondary Plan 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.

7.14.15.7 Recreational Trail Network

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

7.14.15.7.2 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.

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

7.14.15.8 Sidewalks

7.14.15.8.1 Generally, the provision of sidewalks in the Secondary Plan 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.

7.14.15.9 Parking

7.14.15.9.1 Permanent, large areas of surface parking shall be permitted only when it is demonstrated that there is no other alternative. Such demonstration shall consist of an alternative layout analysis prepared by a qualified urban design architect. In the event there is no alternative to such parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.

7.14.15.9.2 Where a development application is able to demonstrate a reduced need for parking, alternatives to the parking standards contained in the Town's comprehensive zoning by-law will be considered.

7.14.16 Natural Heritage System

7.14.16.1 General Policies

- 7.14.16.1.1 This section establishes specific policies with respect to the Natural Heritage System in the Secondary Plan. The Natural Heritage System is comprised of the following two (2) components:
- a) Environmental Policy Area (EPA); and
  - b) Greenway Corridors.
- Together, the EPA and Greenway Corridors provide for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Secondary Plan reflecting the design principle of achieving net ecological gain.
- 7.14.16.1.2 **In the Stage 3 Lands, the Preliminary Natural Heritage System that was identified in the Region of Peel's Scoped Subwatershed Study Settlement Area Boundary Expansion shall be confirmed/refined based on that study's targets, criteria and recommendations.**
- 7.14.16.1.23 The Natural Heritage System components in the Secondary Plan 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.
- 7.14.16.1.34 The final Natural Heritage System 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 MW2 EIS & MP **and** supporting communitywide EIR **and Stage 3 CEISMP** as described in Section 7.14.4.6, and site-specific EIR as described in Section 7.14.4.7.
- 7.14.16.1.45 Permitted uses and activities in the Natural Heritage System shall be limited to fish, wildlife and conservation management; limited essential infrastructure including road 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. **In the Stage 3 Lands, essential infrastructure and stormwater management facilities are only permitted in accordance with the policies of the entire Plan.**
- 7.14.16.1.56 Pedestrian and cyclist linkages between the Natural Heritage System, Recreational Open Space System and school sites shall be provided where it has been demonstrated not to adversely impact the functions of the Natural Heritage System.
- 7.14.16.1.67 The pedestrian and cyclist linkages shall be identified in the communitywide EIR **and Stage 3 CEISMP** as described in Section 7.14.4.6 and site-specific EIR as described in Section 7.14.4.7.
- 7.14.16.1.78 Illumination of parking, park, or other adjacent facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.
- 7.14.16.2 Environmental Policy Area and Greenway Corridors

7.14.16.2.1 The EPA in the Secondary Plan, as shown on Schedule B-2 to this Plan, is comprised of woodlands, wetlands, watercourse corridors, and associated environmental buffers **as well as linkages and enhancement areas**.

7.14.16.2.2 The Greenway Corridors in the Secondary Plan, as shown on Schedule B-2 to this Plan, connect key natural heritage features and areas in and adjacent to the Secondary Plan. The design of the Greenway Corridors will include restoration and/or enhancement, including the planting of trees and shrubs, to provide wildlife habitat; opportunities for stormwater management measures, where appropriate; and pathways or trails for walking, cycling and hiking.

7.14.16.2.3 Minor adjustments to the location and configuration of the Natural Heritage System in the Secondary Plan may be considered to reflect the differences in scale and level of detail available through the preparation of the community-wide EIR as described in Section 7.14.4.6 and site-specific EIR as described in Section 7.14.4.7. Adjustments to the location and configuration of the Natural Heritage System in the Secondary Plan shall be permitted without requiring an amendment to this Plan provided that:

- a) The Goal of the Secondary Plan, as described in Section 7.14.3.1, is maintained;
- b) The intent of the overall Natural Heritage System strategy for the Secondary Plan, as recommended in the MW2 EIS & MP, is maintained; and
- c) The adjustment shall not adversely impact the ecological or hydrologic functions or result in any significant increase or decrease in size of the Natural Heritage System in the Secondary Plan.

**Notwithstanding the above, the EPA limits shown on Schedule B-2 in the Stage 3 Lands are conceptual and shall be confirmed/refined to the Town and TRCA's satisfaction through the Stage 3 CEISMP and site-specific EIRs prior to site-specific development approvals.**

7.14.16.2.4 The Greenway Corridors shall be designed and constructed by the applicant of a *Planning Act* application within which the Greenway Corridors are located and gratuitously conveyed to either the Town or the appropriate Conservation Authority, free and clear of all encumbrances. The minimum aggregate area of the Greenway Corridors in the Secondary Plan shall be 6.32 hectares (15.68 acres).

7.14.16.2.5 The Greenway Corridors shall not form part of the parkland dedication to the Secondary Plan.

## 7.14.17 **Municipal Services, Public Utilities & Telecommunications**

### 7.14.17.1 **General Policies**

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

- a) Municipal water and wastewater services;
- b) Stormwater management facilities; and
- c) Public utilities and telecommunications.

### 7.14.17.2 **Municipal Water and Wastewater Services**



- 7.14.17.2.1 All new development in the Secondary Plan 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 MW2 EIS & MP and in consultation with Peel Region.
- 7.14.17.2.2 The detailed design and installation of water and/or wastewater infrastructure in the Secondary Plan shall be undertaken in an ecologically responsible manner.
- 7.14.17.2.3 When designing and installing water and/or wastewater infrastructure in the Secondary Plan, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system shall be provided.
- 7.14.17.3 Stormwater Management Facilities
- 7.14.17.3.1 Stormwater management facilities in the Secondary Plan shall be developed in accordance with the MW2 EIS & MP **and Stage 3 CEISMP** and in consultation with the appropriate Conservation Authority and other government agencies, as applicable.
- 7.14.17.3.2 Adjustments to the number, location and configuration of the stormwater management facilities as shown on Schedule B-2 to this Plan may be assessed through the preparation of the community-wide FSR **and Stage 3 Functional Servicing Study** – see Section 7.14.4.5. Adjustments to the number, location and configuration of the stormwater management facilities shall be permitted without requiring an amendment to this Plan provided that:
- a) The Goal of the Secondary Plan, as described in Section 7.14.3.1, is maintained; and
  - b) The intent of the overall stormwater management strategy for the Secondary Plan as outlined in the MW2 EIS & MP **and Stage 3 CEISMP** is maintained.
- 7.14.17.3.3 The Town will consider and assess alternatives for stormwater quantity and quality control and sustainable best management practices with regard to 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.
- 7.14.17.3.4 Stormwater management facilities proposed to be located in the Provincial Greenbelt Plan Area shall be designed and constructed in accordance with Section 7.13 and in particular, Section 7.13.4.3 of this Plan.
- 7.14.17.3.5 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 Secondary Plan using, among other methods, rainwater harvesting.



- b) Stormwater management facilities shall be located and designed to maintain the environmental and ecological integrity of the Natural Heritage System 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 Natural Heritage System, in accordance with the recommendations of the MW2 EIS & MP and Stage 3 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.

7.14.17.3.6 To maintain the ecological integrity of the Natural Heritage System, particularly the pre-development water-cycle, water balance and base flow required by the MW2 Natural Heritage System's streams and wetlands, alternative stormwater servicing practices, such as low impact development techniques, may be utilized to achieve infiltration and surface storage levels in areas of the Secondary Plan, where feasible.

7.14.17.3.7 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 Secondary Plan, reference should be made to the CVC/TRCA Low Impact Development Stormwater Management Planning and Design Guide.

7.14.17.3.8 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.

7.14.17.3.9 Policies in Section 7.14.17 which apply to permanent stormwater management facilities, shall apply equally to interim stormwater management facilities. Interim stormwater management facilities shall be established in locations in accordance with the recommendations of the MW2 EIS & MP and Stage 3 CEISMP and to the satisfaction of the respective Conservation Authority.

7.14.17.4 Public Utilities and Telecommunications

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

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

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

- 7.14.17.4.4 Prior to registration of a plan of subdivision or approval of a site plan application in the Secondary Plan, 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.
- 7.14.17.5 Intelligent Community
- 7.14.17.5.1 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 Secondary Plan 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 Secondary Plan to access high-speed internet services.
- 7.14.18 Conservation of Water and Energy
- 7.14.18.1 Sustainable Residential Home Strategy
- 7.14.18.1.1 All residential homes in the Secondary Plan 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 *Building Code Act, 1992, S.O. 1992, c. 23*,
- 7.14.18.1.2 Prior to ~~or concurrent with submission~~ registration of a ~~the first~~ plan of subdivision or site plan application ~~within Stage 1 and 2 of the Plan Area that has submitted or has an approved Sustainable Residential Home Strategy (the Strategy), must ensure that the Strategy in the Secondary Plan, the Secondary Plan landowners shall submit to the Town for approval a Sustainable Residential Home Strategy within each landowner's lands~~ identifies green energy features and systems to be implemented. The landowners shall build or cause to be built all homes in accordance with the approved plans and documentation that the green energy features and systems.
- 7.14.18.1.3 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;
    - 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
    - iii. The Town shall increase the sample size of the residential homes to be verified by five (5%) percent

in respect of such landowner, at the Town's sole discretion and at the cost of the landowner.

d) The verification shall be at the sole cost of the landowners.

7.14.18.1.4 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.

7.14.18.2 Energy & Climate Change Mitigation within Stage 3 Lands

7.14.18.2.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation, and solid waste.

7.14.18.2.2 Development proponents shall implement measures to reduce energy consumption and emissions to achieve the Town's goal of net-zero development, including minimizing the use of natural gas in the Plan Area.

7.14.18.2.3 Development will be required to improve energy efficiency and reduce greenhouse gas emissions within Stage 3 lands of the Secondary Plan area by:

- a) Hybrid home (combo system) utilizing a 3-season heat pump; or
- b) Heat pump home heating system; or
- c) Alternative heating system and/or cooling system that provides equivalent energy efficiency and greenhouse gas emission reductions as demonstrated by a qualified professional to either a. or b. above.

7.14.18.2.3 Through site planning and building design, the applicant will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.

7.14.18.2.4 New development in Stage 3 of the Plan Area will consider plans and building designs that maximize solar gains and that buildings be constructed in a manner that facilitates future solar installations (i.e., solar ready).

7.14.18.2.5 The Town will work with Hydro One, the IESO and non-regulated utilities to build out distributed energy systems that can support low carbon technologies such as heat pumps, solar PV, and electrification of transportation.

7.14.18.2.6 Applicants of new development in Stage 3 of the Plan Area will work with Hydro One to implement energy and emissions reduction measures.

7.14.18.3 Climate Adaptation for Stage 3 lands

7.14.18.3.1 New development in Stage 3 of the Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.

7.14.18.3.2 New development in Stage 3 of the Plan Area will consider measures to improve climate resilience in the review of a development application, 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 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 to manage an increase in annual precipitation and extreme precipitation events;
- d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds;
- e) Reducing reliance on increasingly constrained potable water resources;
- f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and
- g) Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors.

7.14.18.4 Green Development Standards

7.14.18.4.1 All new development shall 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 new residential, commercial, and institutional development include sustainable design features which, among other objectives, achieve a higher than Ontario Building Code energy performance.

7.14.19 **GTA West Transportation Corridor Planning and Environmental Assessment**

7.14.19.1 The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation (MTO). A portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the Secondary Plan. These lands are identified on Figure 19 in this Plan.

7.14.19.2 The following policies apply to all development applications and approvals in the Secondary Plan where they are located in the Preliminary Route Planning Study Area or Focus Analysis Area, hereinafter referred to as the ‘Identified Area’.

7.14.19.3 The review of development applications for lands in the Identified Area shall occur as follows:

- a) The application is deemed premature if MTO has not provided a formal notice that the lands subject to the application have been released from the Identified Area.
- b) If the application is deemed premature, the applicant shall be notified by the Town and the application will be held in abeyance until such time as MTO has released the lands from the Identified Area.
- c) If there is any doubt as to whether the lands have been or should be released from the Identified Area, the Town shall seek a confirmation from MTO.

7.14.20 **Northwest GTA Transmission Corridor**

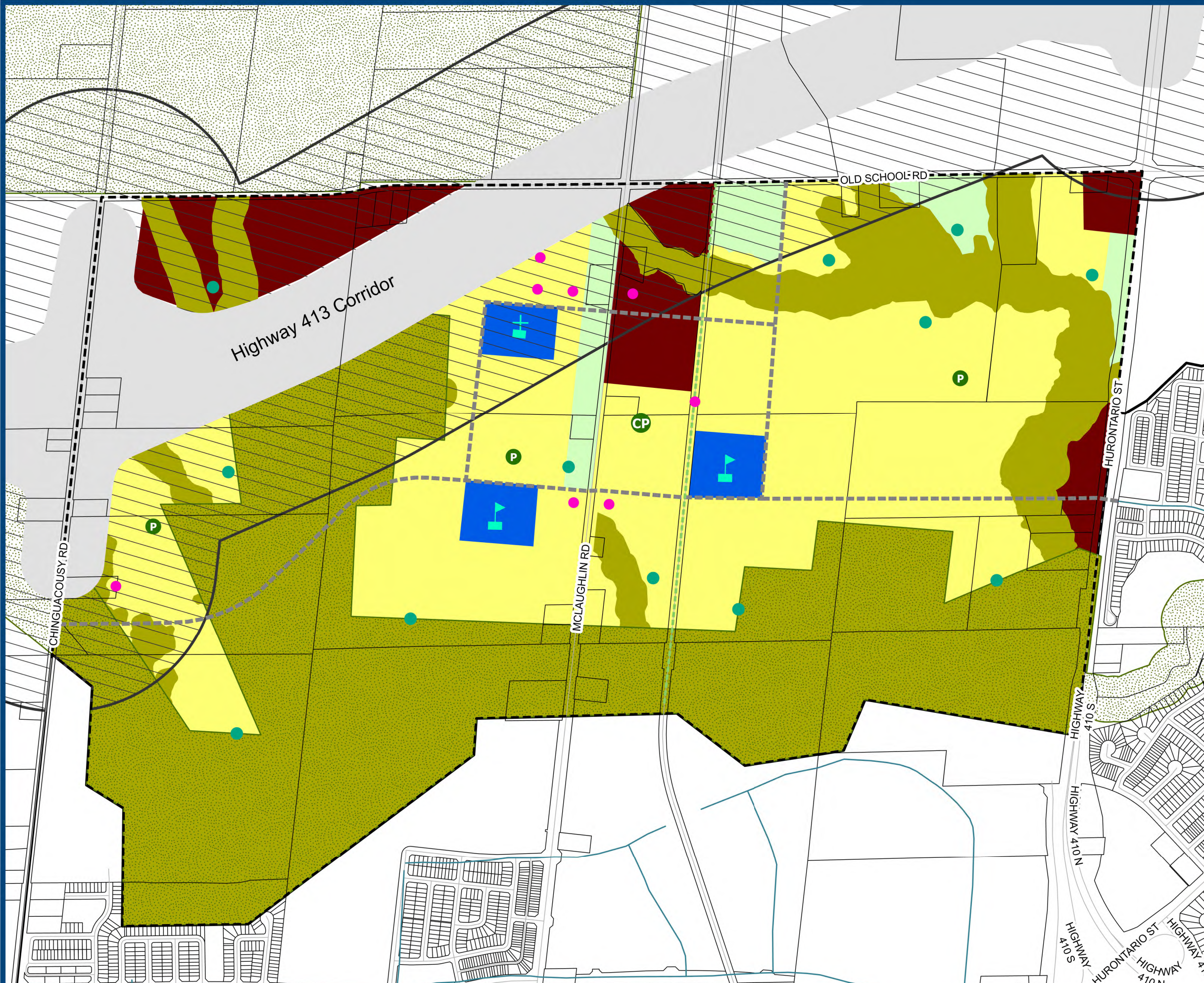
- 7.14.20.1 The Northwest GTA Transmission Corridor Identification Study is being undertaken by the Ontario Ministry of Energy and Electrification and the Independent Electricity System Operator, to identify an appropriate corridor of land for use by future electricity transmission infrastructure. A portion of the Northwest GTA Transmission Corridor Narrowed Area of Interest extends into the Stage 3 Lands. These lands are identified on Schedule B-2 in this Plan.
- 7.14.20.2 Land may be required within Stage 3 for the Northwest GTA Transmission Corridor. Accordingly, final development approval for the lands within the Corridor's Narrowed Area of Interest will only be provided following the final determination on the alignment of the Northwest GTA Transmission Corridor right-of-way or to the satisfaction of the Ministry of Energy and Electrification. No development approval shall be provided for lands within the Corridor's Narrowed Area of Interest until such time as those lands are either removed from the Narrowed Area of Interest, or the Ministry of Energy and Electrification provides direct approval. Minor modifications may be made to the underlying land uses and road network for any lands released from protection for this Corridor without an amendment to this Plan, subject to Council approval.
- 7.14.201 **Provincial Minimum Distance Separation**
- 7.14. 201.1 Prior to registration of a plan of subdivision or plan of condominium, within a Provincial Minimum Distance Separation (MDS) Arc, the Town shall be satisfied that the Arc is no longer required. The Town may consult with OMAFRA to determine appropriate mitigation measures which may be implemented to satisfy Minimum Distance Separation requirements.
- 7.14. 201.2 The following policies apply to all development applications and approvals in the Secondary Plan where they are located in the Setback Area.
- 7.14. 201.3 Lands in the Setback Area will be considered a Type A Land Use for the purpose of applying the Provincial MDS II Formula.
- 7.14.242 **Region of Peel Health Assessment**
- 7.14. 242.1 All development applications in the Secondary Plan 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 of Peel.
- 7.14. 242.2 The Town shall conduct *Health Assessments* on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan.
- 7.14.223 **Land Acquisition and Dedication**
- 7.14. 223.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature in the Secondary Plan. This may include, but is not limited to, the expropriation of lands required to implement the stormwater management ponds and infrastructure, road network and the municipal park program in the Secondary Plan, where the property owners or the developers' group are unable to secure lands for the construction of the required road infrastructure.

- 7.14.23.2 The Town shall require an environmental site assessment prior to the conveyance of any lands to the Town or appropriate Conservation Authority. The environmental clearance shall be paid for by the owner and based on the appropriate level of site assessment as established by Ministry of the Environment, Conservation and Parks.
- 7.14.23.3 The Town shall require a Ministry of the Environment and Climate Change record of site condition for all municipal roads, stormwater management facilities, parkland and Greenway Corridors dedicated to the Town. The record of site condition shall be paid for by the owner.
- 7.14.23.4 **Implementation**
- 7.14.23.4.1 The provisions of this Plan regarding implementation shall apply with regard to the Mayfield West Phase 2 Secondary Plan.
- 7.14.23.4.2 The land use pattern shown on Schedule B-2 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.
- 7.14.23.4.3 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.
- 7.14.23.4.4 At any time throughout the development application process, new supporting studies may be required to support development, and any approval will be based on the latest reports and studies.



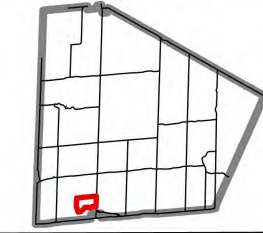
# SCHEDULE A

## OPA-281



- Catholic Elementary School
- Public Elementary School
- Park
- Community Park
- Potential Cultural Heritage Resource for Stage 3 Lands
- Stormwater Management Facilities subject to Policy 7.14.17.3.2
- Conceptual Road Network
- Greenway Corridor
- Boundary of Greenbelt Plan Area
- Settlement Boundary 2051
- Northwest GTA Transmission Corridor Narrowed Study Area of Interest and Highway 413 Focused Analysis Area
- Preferred Alignment of Highway 413 \* subject to further refinement
- Lands to be designated Environmental Policy Area
- Lands to be designated Institutional
- Lands to be designated Low Density Residential
- Lands to be designated Medium Density Residential
- Lands to be designated Mixed-Use Residential

**Town of Caledon;  
Regional Municipality of Peel**

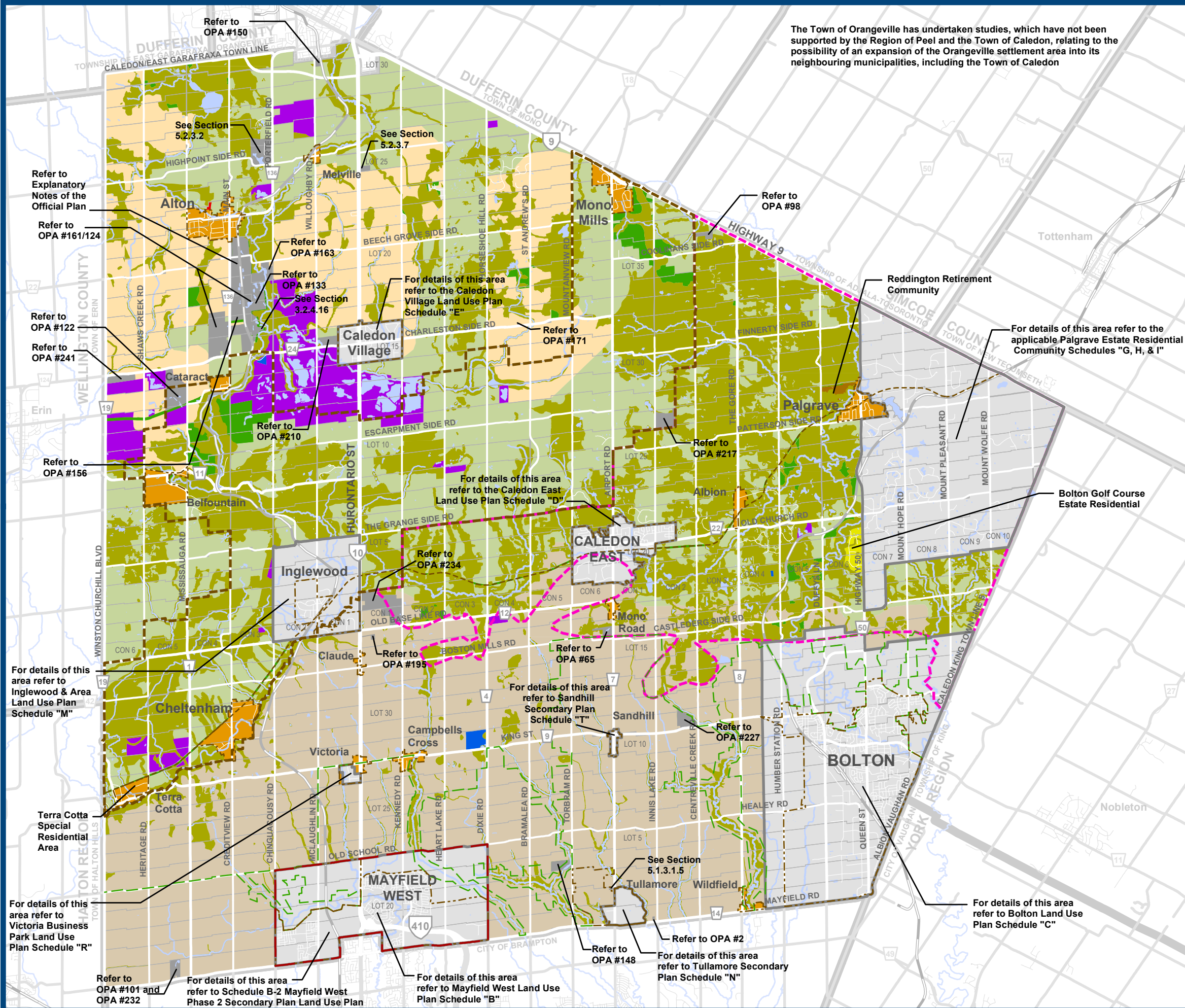






# Schedule A TOWN OF CALEDON LAND USE PLAN

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



- General Agricultural Area
  - Prime Agricultural Area
  - Rural Lands
  - Extractive Industrial Area
  - Waste Management Area
  - Open Space Policy Area
  - Environmental Policy Area
  - Estate Residential Area
  - Rural Economic Development 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







# Schedule A1

## TOWN OF CALEDON

### TOWN STRUCTURE

#### Greenbelt Designations

- Greenbelt Plan Area
- Greenbelt Plan Protected Countryside Designation
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Conservation Plan Area

- Agricultural and Rural Area of the Growth Plan
- Mayfield West Study Area Boundary
- Coulterville Special Study Area
- Palgrave Estate Residential Community
- Lake Simcoe Protection Plan Area

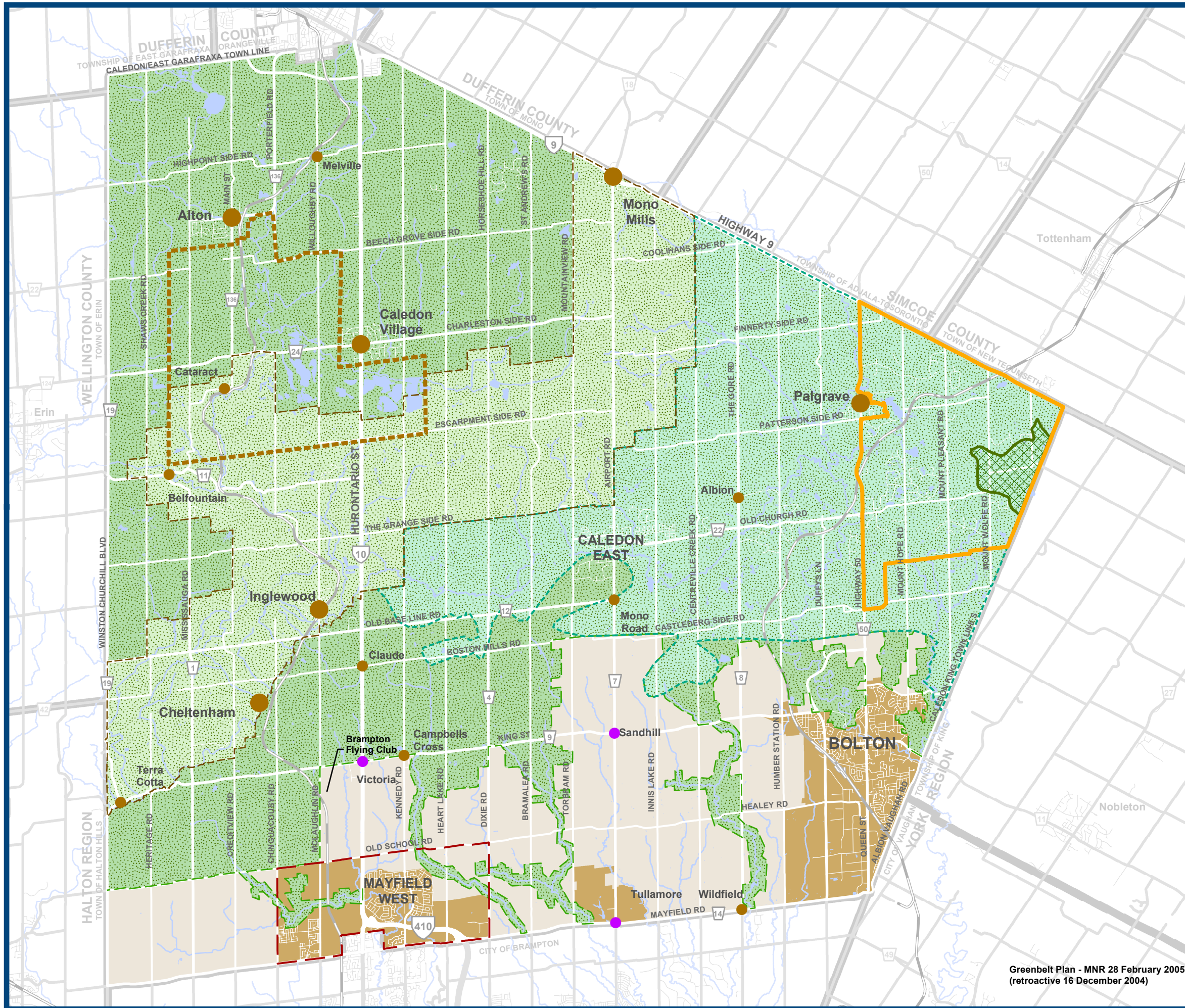
- Rural Service Centre
- Village
- Hamlet
- Industrial/Commercial Centre

- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon



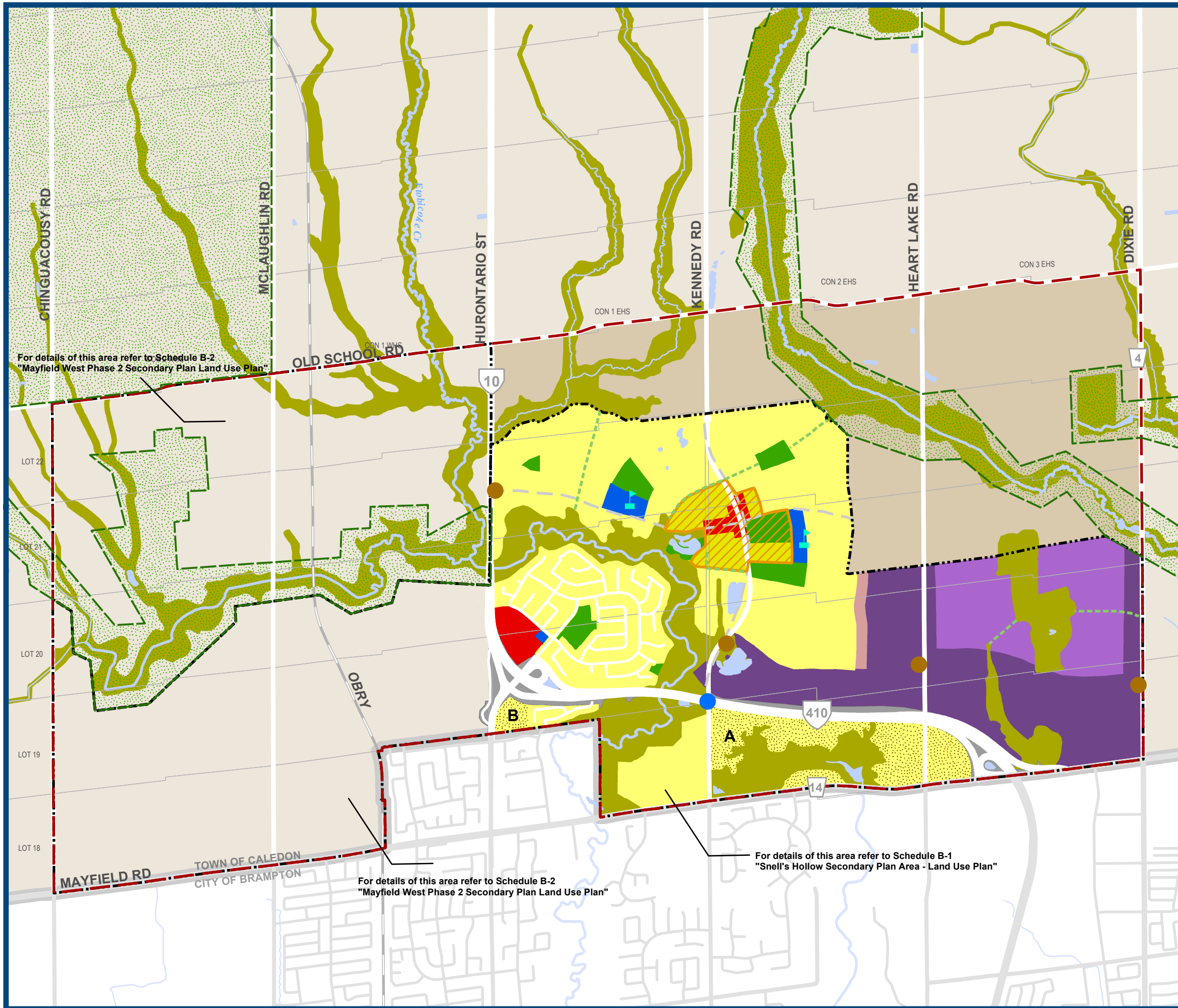
Greenbelt Plan - MNR 28 February 2005  
(retroactive 16 December 2004)





# Schedule B

## MAYFIELD WEST LAND USE PLAN

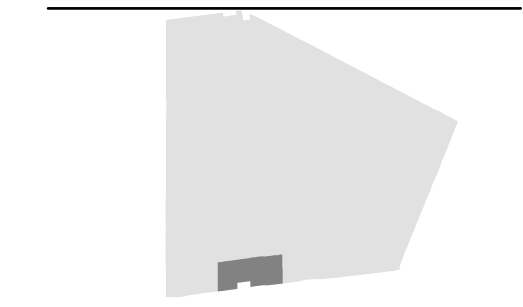


For details of this area refer to Schedule B-2  
"Mayfield West Phase 2 Secondary Plan Land Use Plan"

For details of this area refer to Schedule B-2  
"Mayfield West Phase 2 Secondary Plan Land Use Plan"

For details of this area refer to Schedule B-1  
"Snell's Hollow Secondary Plan Area - Land Use Plan"

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Special Policy Area
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Boundary 2051
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway

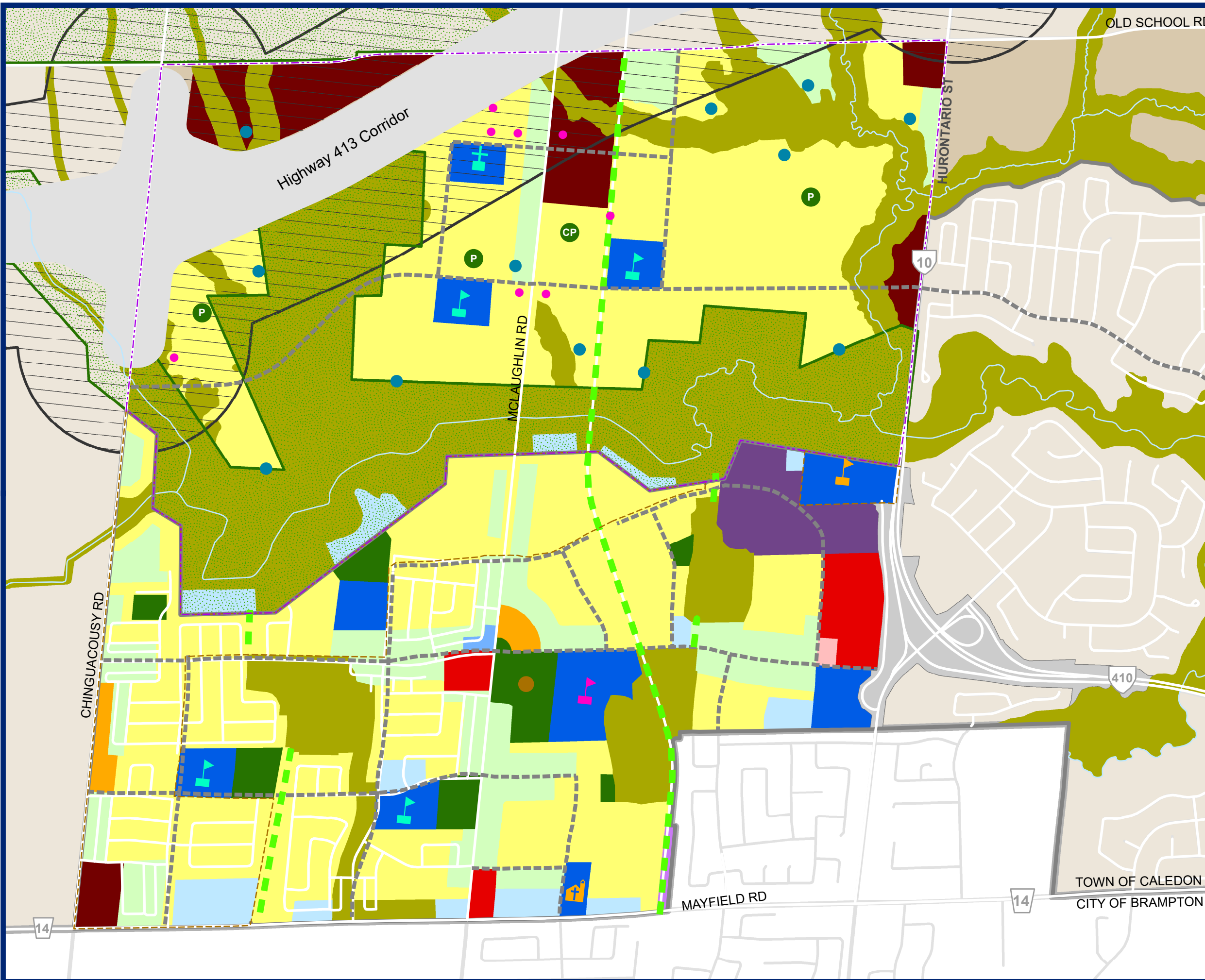


Base Data Source: Town of Caledon





**Schedule B-2**  
 (A Subschedule to Schedule "B")  
**MAYFIELD WEST PHASE 2**  
**SECONDARY PLAN:**  
**LAND USE PLAN**



- Prime Agricultural Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Mixed Use Residential
- Prestige Industrial
- General Commercial
- Live-Work Units
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Transit Hub
- Boundary of Greenbelt Plan Area
- Stormwater Pond Facility
- Settlement Boundary 2051
- Stage 2 (2031 Settlement Boundary)
- Stage 3 (2051 Settlement Boundary)
- Municipal Boundary
- Greenway Corridor
- Conceptual Road Network
- Watercourse
- Stormwater Management Facilities subject to Policy 7.14.17.3.2
- Future Recreation Facility
- Potential Cultural Heritage Resource for Stage 3 Lands
- Parks
- Community Parks
- Elementary School
- Secondary School
- Brampton Christian School
- Immanuel Christian Reformed Church
- Catholic Elementary School
- Preferred Alignment of Highway 413 \* subject to further refinement
- Northwest GTA Transmission Corridor
- Narrowed Study Area of Interest and Highway 413 Focused Analysis Area
- Highway Right-of-Way
- Railroad Right-of-Way
- Provincial Road
- Regional Road
- Local Road

Base Data Source: Town of Caledon



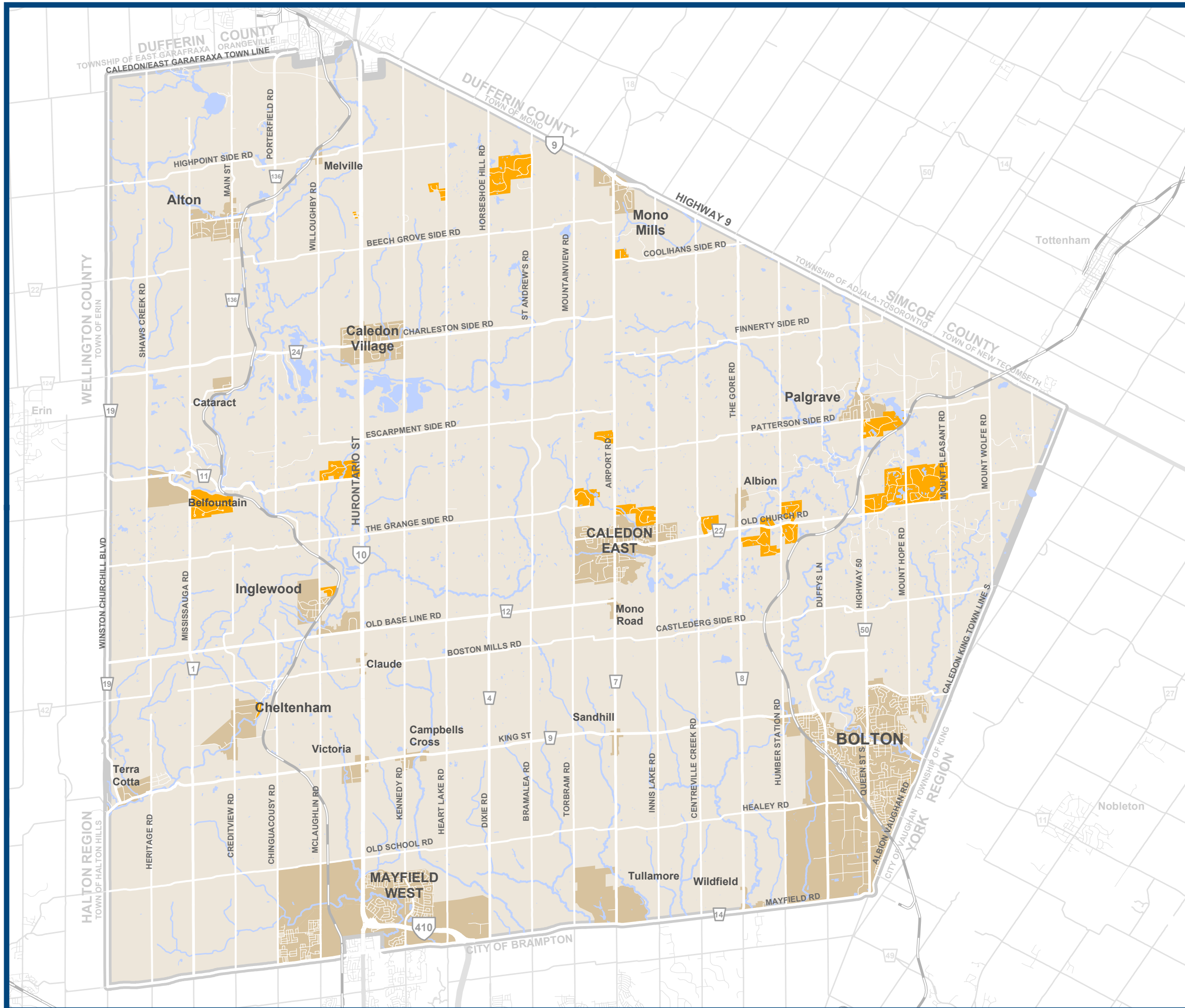


# Schedule F




## RURAL ESTATE RESIDENTIAL AREAS

-  Rural Estate Residential Area
-  Settlement Area
-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

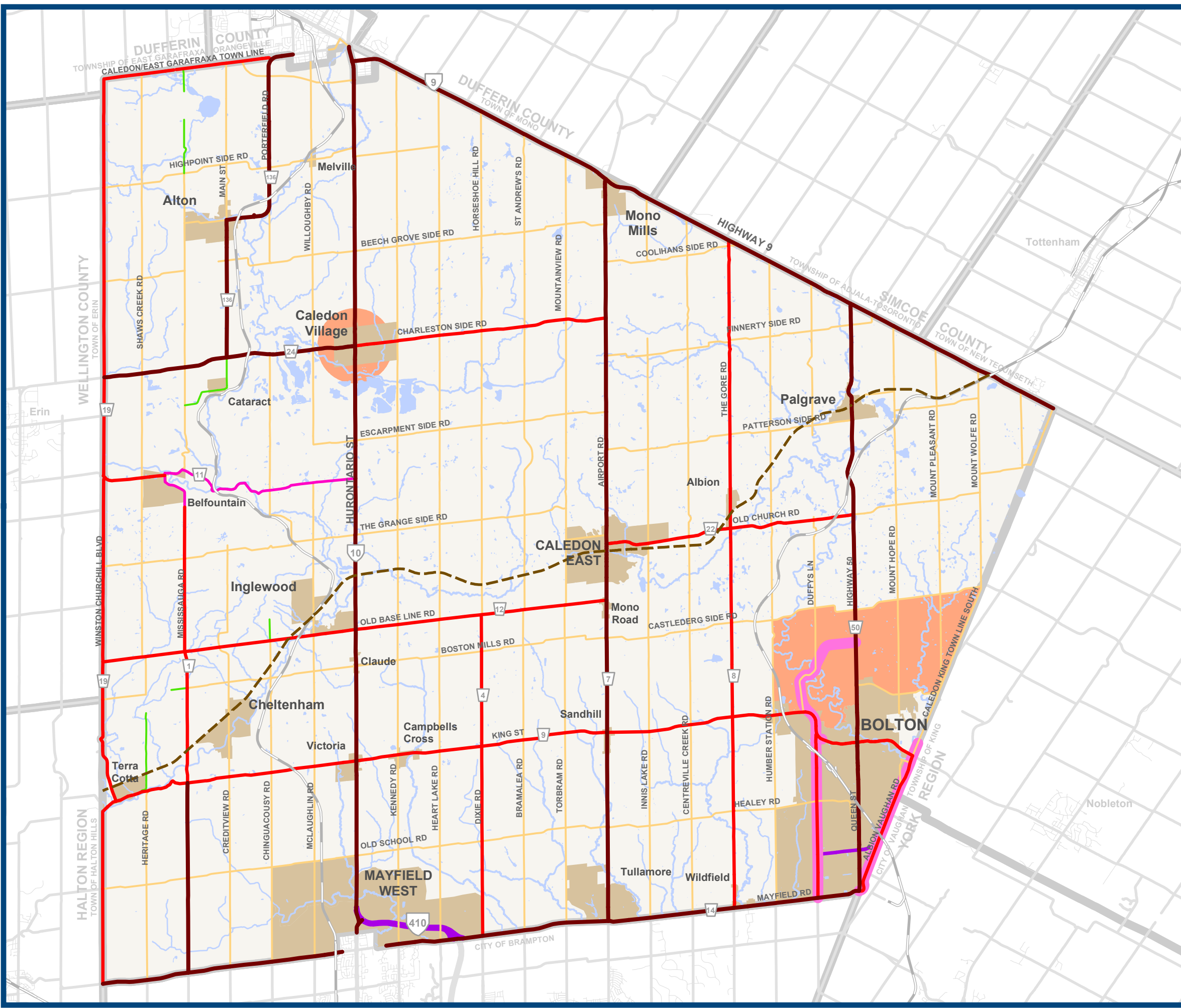
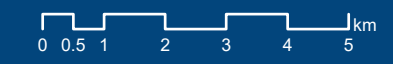
Base Data Source: Town of Caledon



# 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



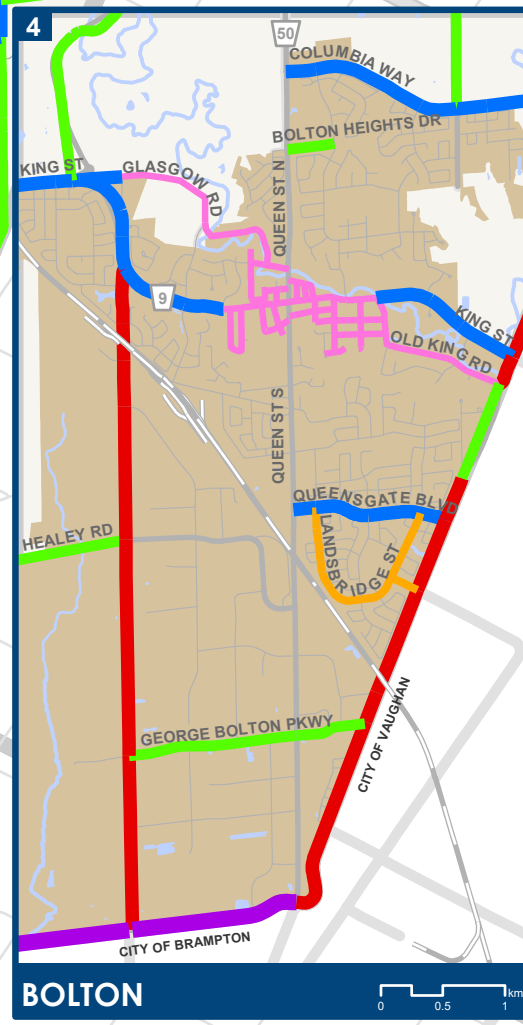
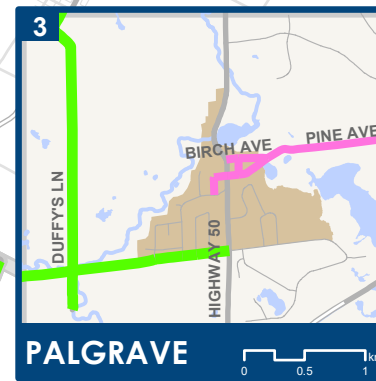
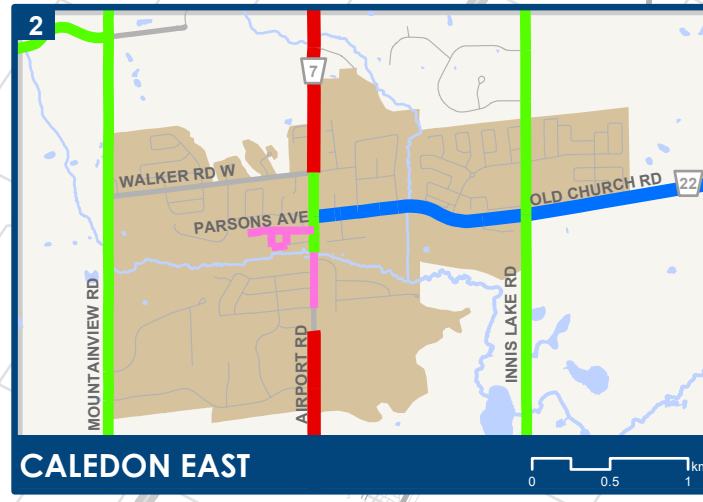
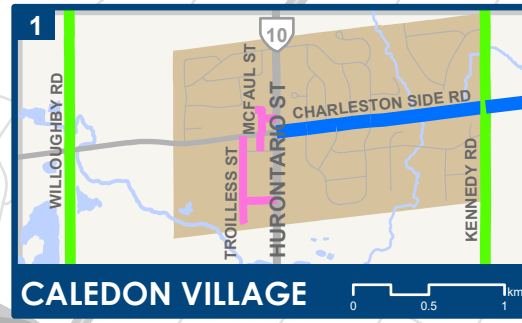
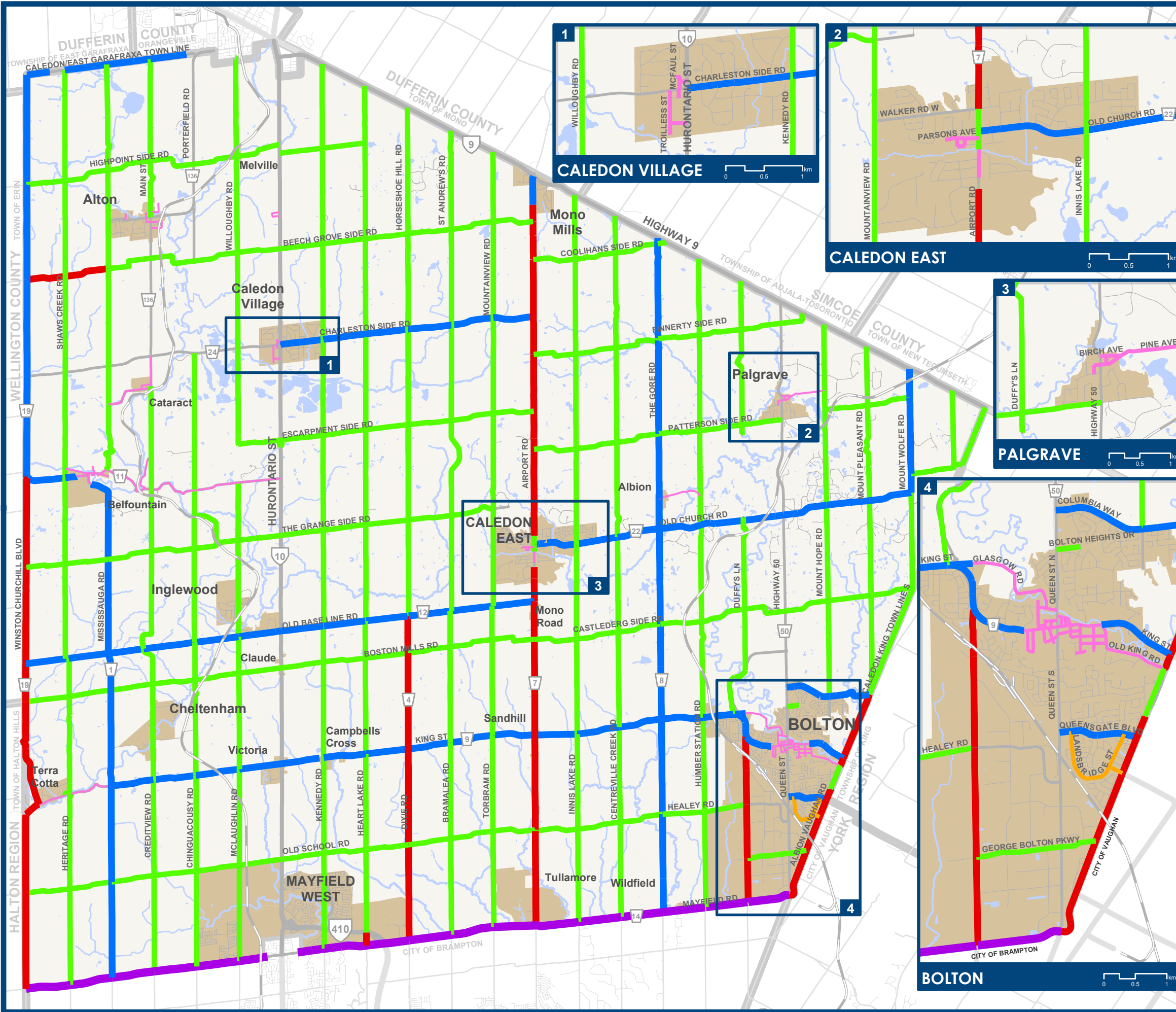
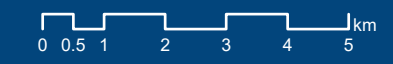


# Schedule K ROAD RIGHT-OF-WAY WIDTHS

- 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





# 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

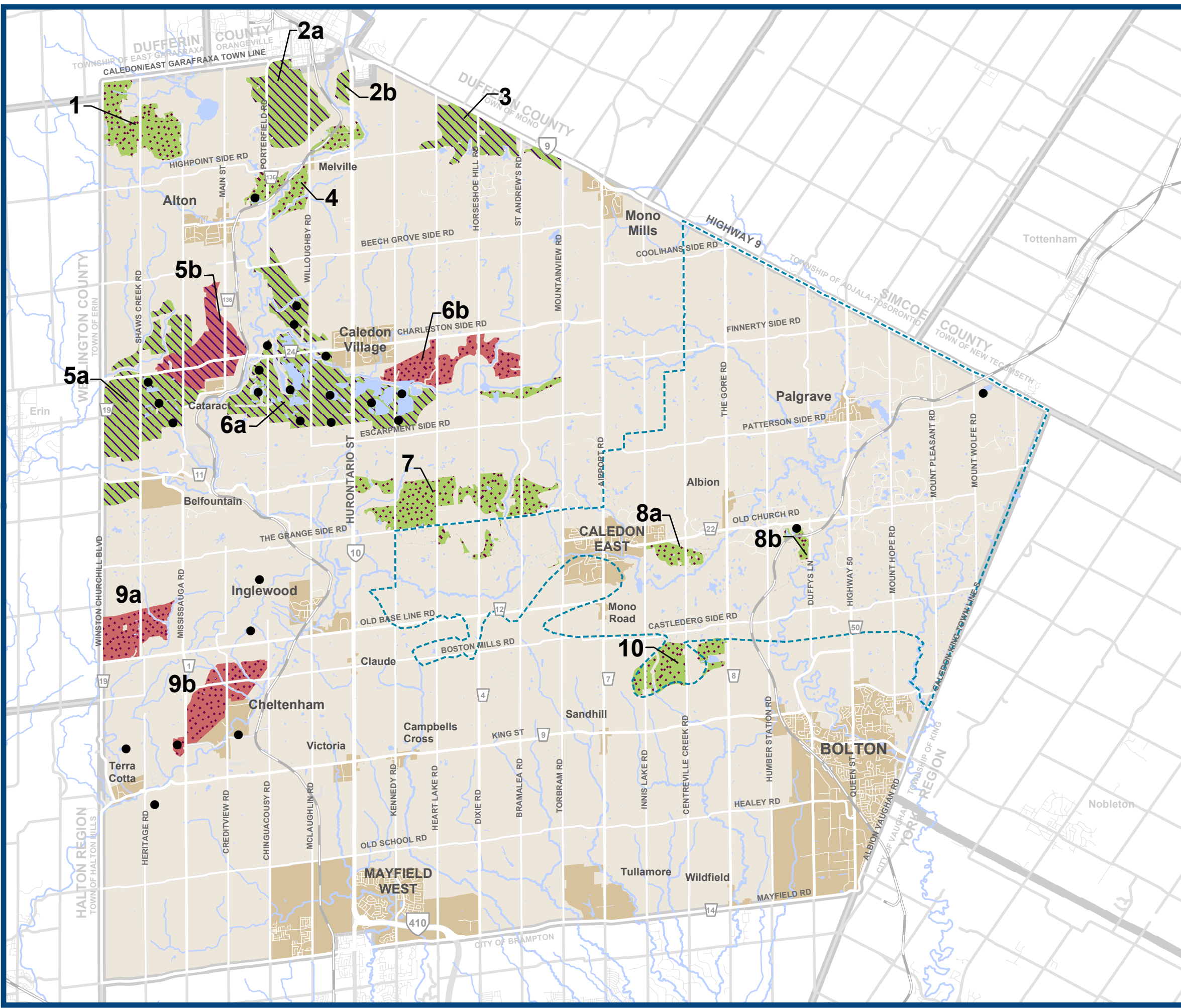
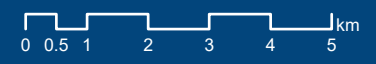
1. Alton West
2. Orangeville
3. Mono Mills
4. Melville
- 5a. Belfountain (Sand & Gravel)
- 5b. Belfountain (Bedrock Resource)
- 6a. Caledon (Sand & Gravel)
- 6b. Caledon (Bedrock Resource)
7. Grange
8. Caledon East/Centreville
9. Inglewood
10. Humber

**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



# 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

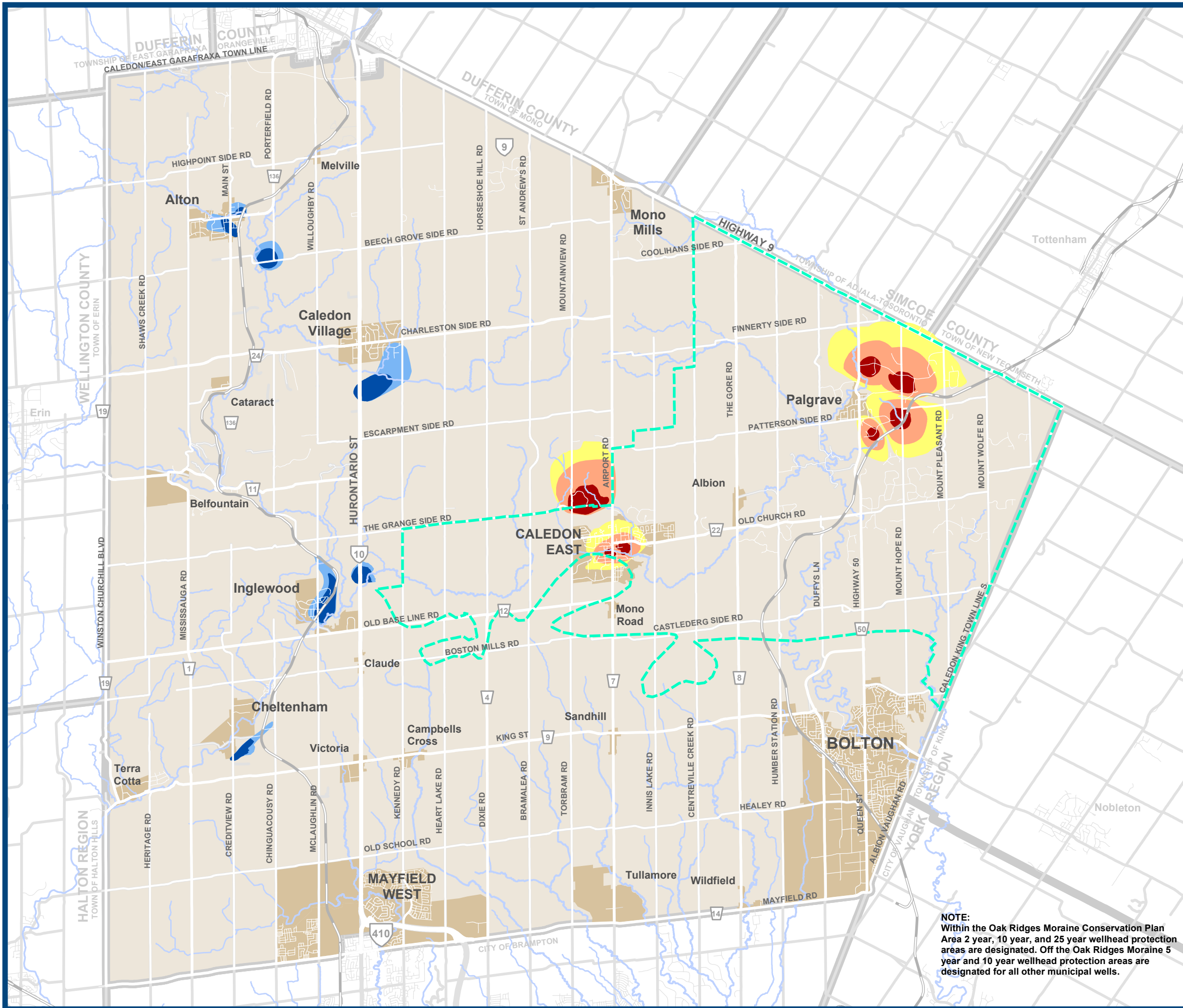
Oak Ridges Moraine Conservation Plan Area

Settlement Area

- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon, Greenbelt Plan 2005












**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.



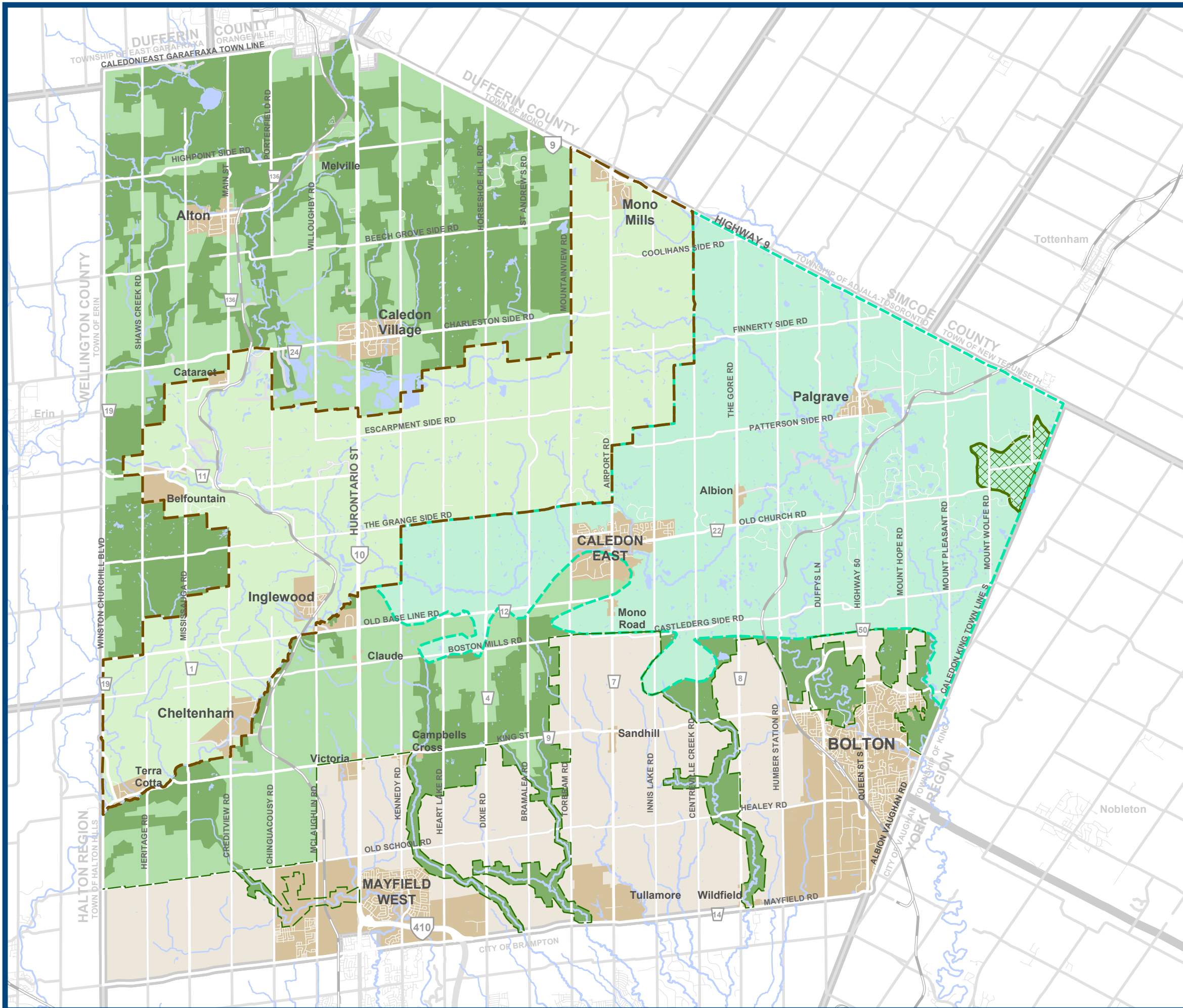


# Schedule S

## THE GREENBELT IN CALEDON

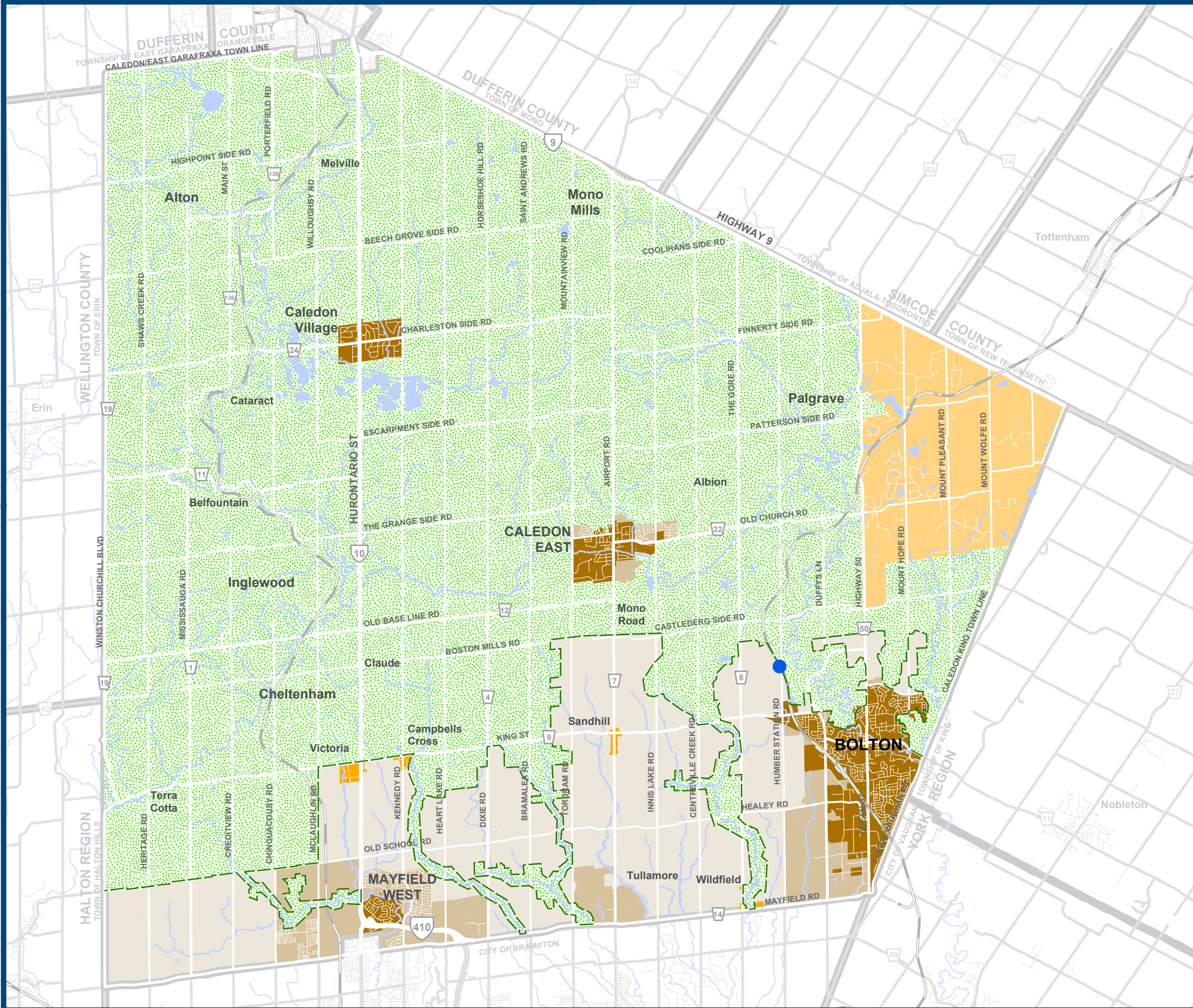
-  Boundary of Greenbelt Plan Area
-  Greenbelt Plan Protected Countryside
-  Greenbelt Plan Natural Heritage System
-  Niagara Escarpment Plan Area
-  Oak Ridges Moraine Conservation Plan Area
-  Lake Simcoe Protection Plan Area
-  Settlement Area
-  Provincial Road
-  Regional Road
-  Local Road
-  Railway












Base Data Source: Town of Caledon, Greenbelt Plan 2005





**Figure 1**  
**GROWTH PLAN POLICY**  
**AREAS IN CALEDON**



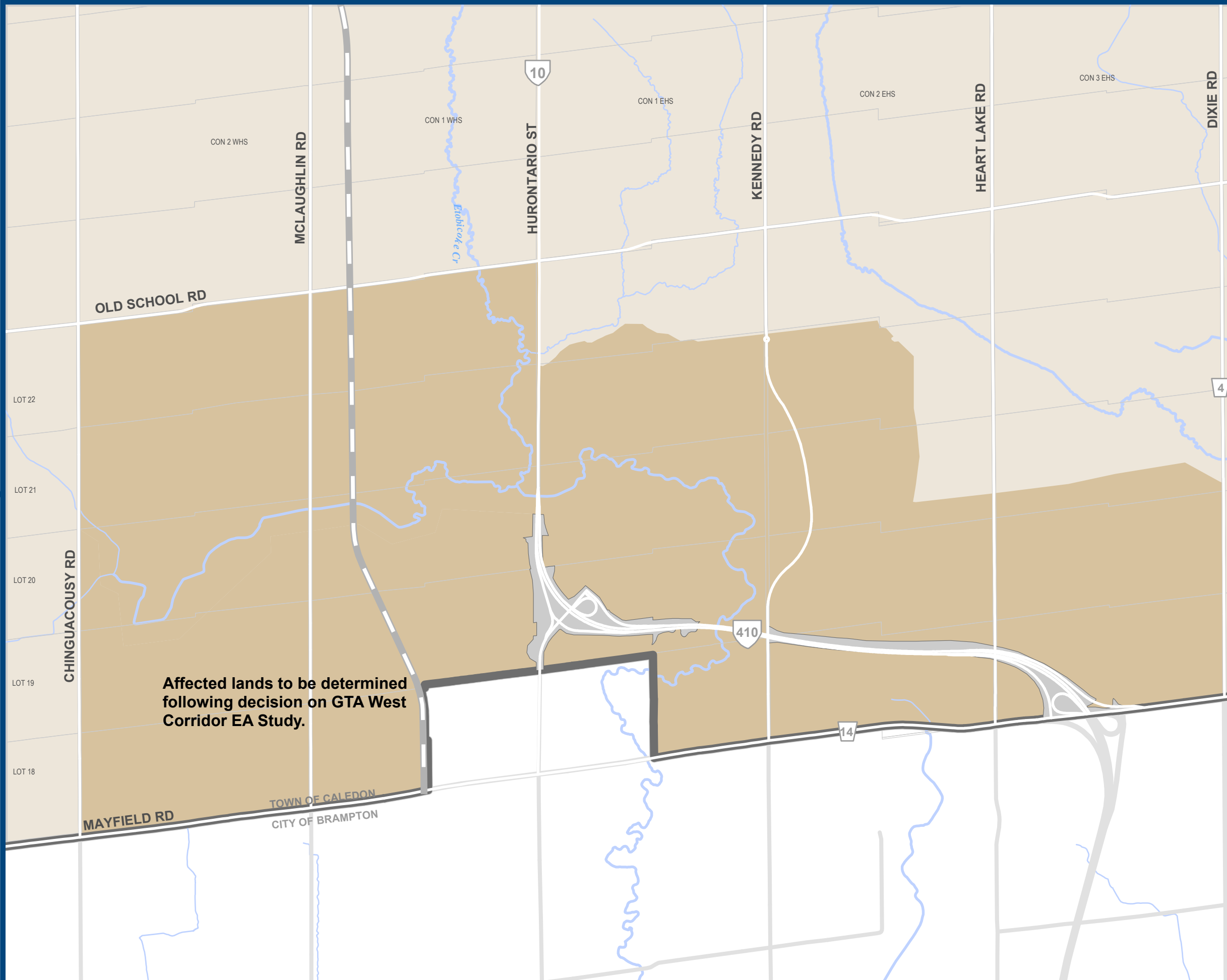
-  Greenbelt Plan Area
-  Palgrave Estate Residential Community
-  Delineated Built-Up Area
-  Settlement with Undelineated Built-Up Area
-  Designated Greenfield Area
-  Agricultural and Rural Area
-  Major Transit Study Area
-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

Base Data Source: Town of Caledon





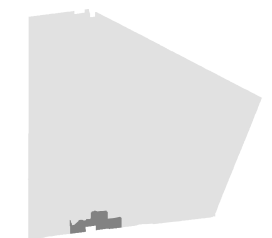
## GTA WEST PRELIMINARY ROUTE PLANNING STUDY AREA IN THE PLAN AREA



**Affected lands to be determined following decision on GTA West Corridor EA Study.**

- Mayfield West Rural Service Centre
- Municipal Boundary
- Highway Right-Of-Way
- Watercourse
- Provincial Road
- Regional Road
- Local Road
- Railway

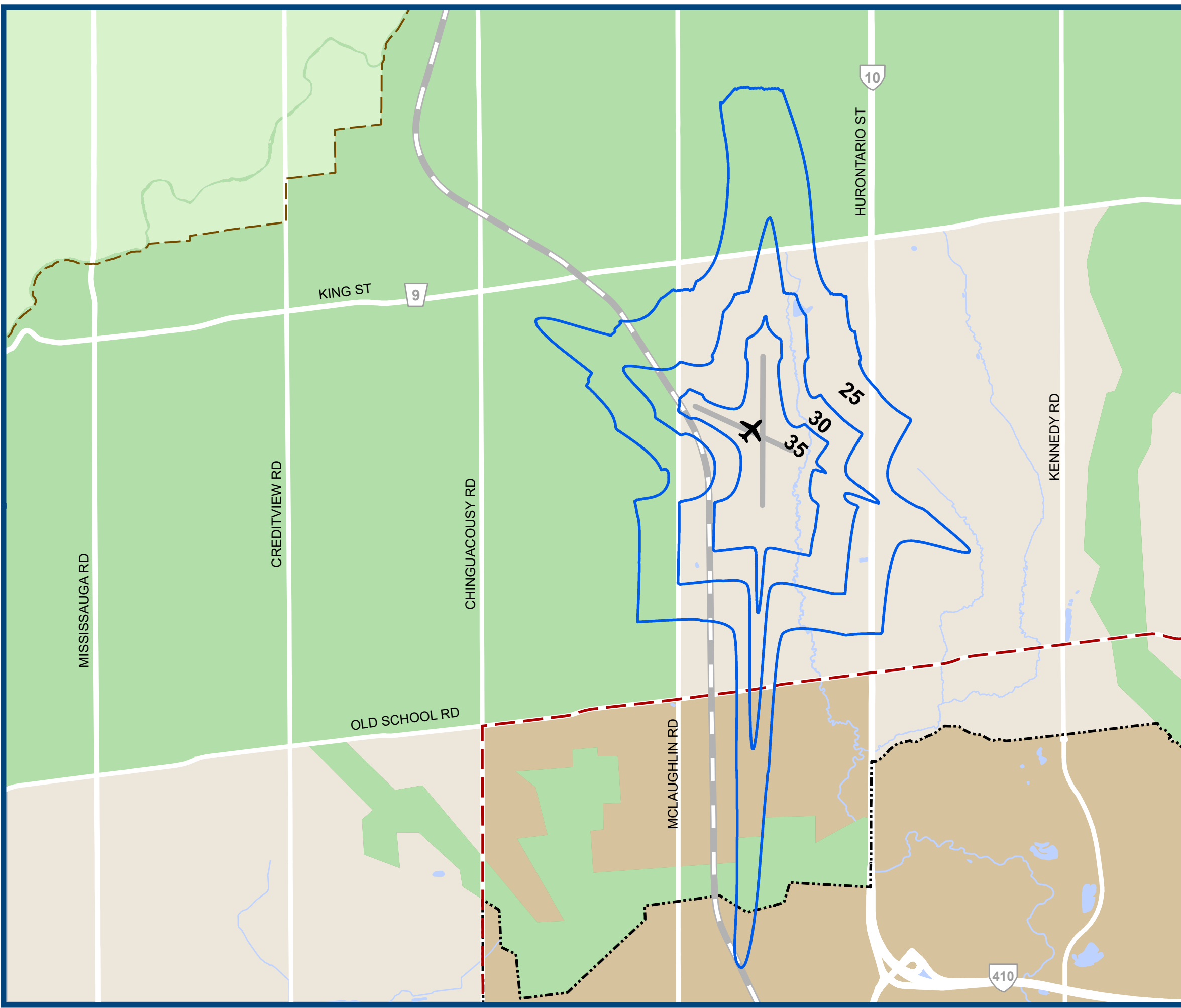
NOTE: The data displayed for the portion of the GTA West Preliminary Route Planning Study Area and the Focused Analysis Area is the official data from the Transportation Corridor Route Planning and Environmental Assessment Study being undertaken by the Ontario Ministry of Transportation.



Base Data Source: Town of Caledon



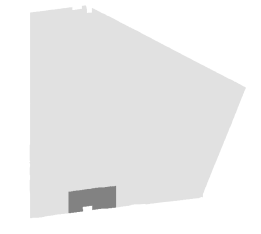
**Figure 21**  
**NOISE EXPOSURE FORECAST**  
**25 CONTOUR LINE FROM**  
**THE BRAMPTON FLYING CLUB AIRPORT**



- Boundary of Greenbelt Plan Area
- Greenbelt Plan Protected Countryside
- Greenbelt Plan Natural Heritage System
- Niagara Escarpment Plan Area
- Settlement Area
- Mayfield West Study Area
- Noise Exposure Contour Line
- Watercourse
- Airport Runway
- Provincial Road
- Regional Road
- Local Road
- Railway

Brampton Airport  
 Composite Noise Contours (2014 NEF and  
 2019 NEP) Prepared: July 2009  
 Prepared By: Jade Acoustics Inc.

NOTE: The data displayed in this Figure is  
 from the Environmental Noise and Vibration  
 Impact Assessment, Mayfield West Phase 2  
 Secondary Plan, May 13, 2010.



Base Data Source: Town of Caledon





# Appendix I NIAGARA ESCARPMENT PLAN

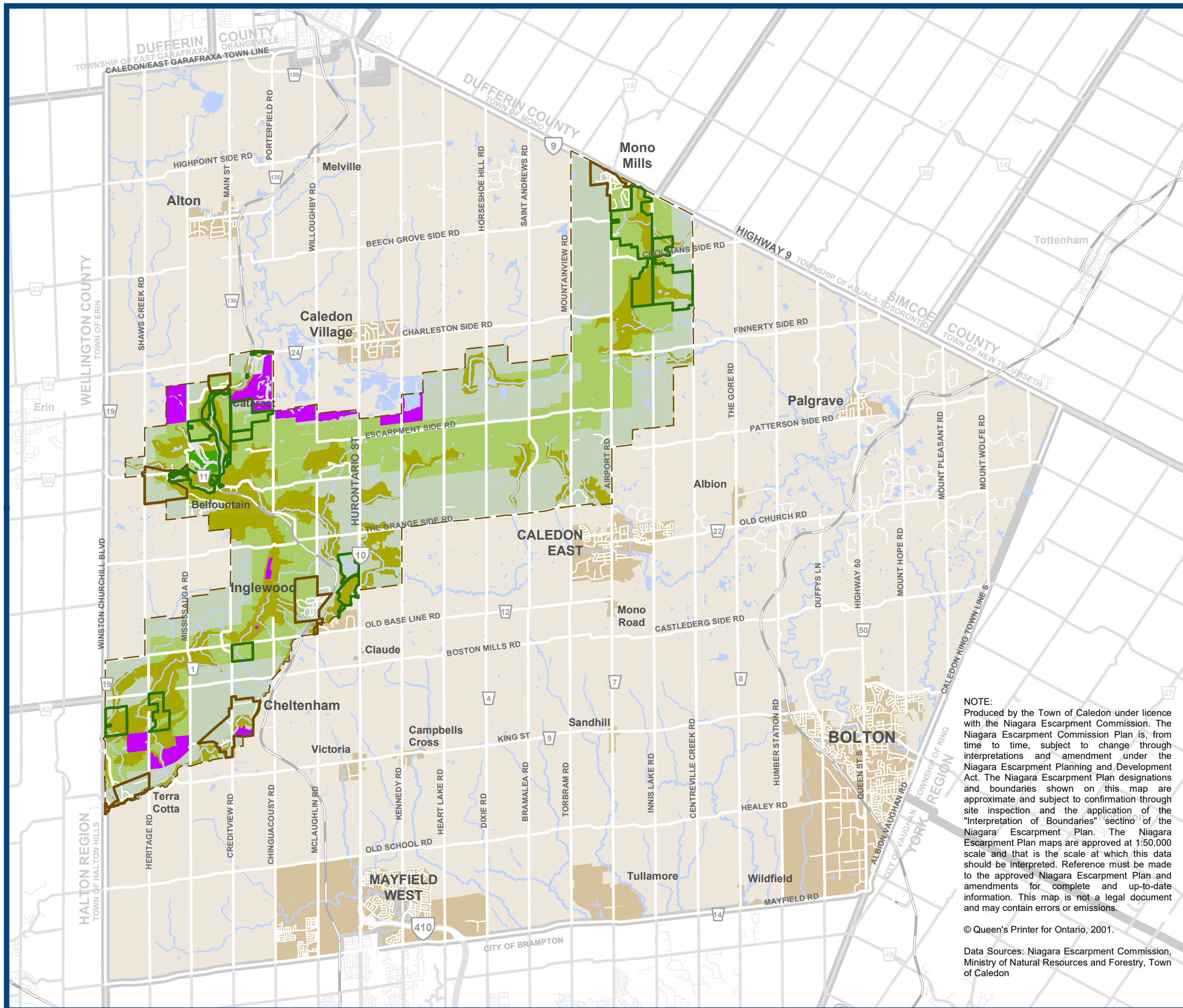
- Niagara Escarpment Plan Area
- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Mineral Resource Extraction Area
- Escarpment Recreation Area
- Minor Urban Centre
- Public Land (In Parks & Open Space System)
- Settlement Area
- Provincial Road
- Regional Road
- Local Road
- Railway

NOTE:  
Produced by the Town of Caledon under licence with the Niagara Escarpment Commission. The Niagara Escarpment Commission Plan is, from time to time, subject to change through interpretations and amendment under the Niagara Escarpment Planning and Development Act. The Niagara Escarpment Plan designations and boundaries shown on this map are approximate and subject to confirmation through site inspection and the application of the "Interpretation of Boundaries" section of the Niagara Escarpment Plan. The Niagara Escarpment Plan maps are approved at 1:50,000 scale and that is the scale at which this data should be interpreted. Reference must be made to the approved Niagara Escarpment Plan and amendments for complete and up-to-date information. This map is not a legal document and may contain errors or omissions.

Base Data Source: Town of Caledon

© Queen's Printer for Ontario, 2001.

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





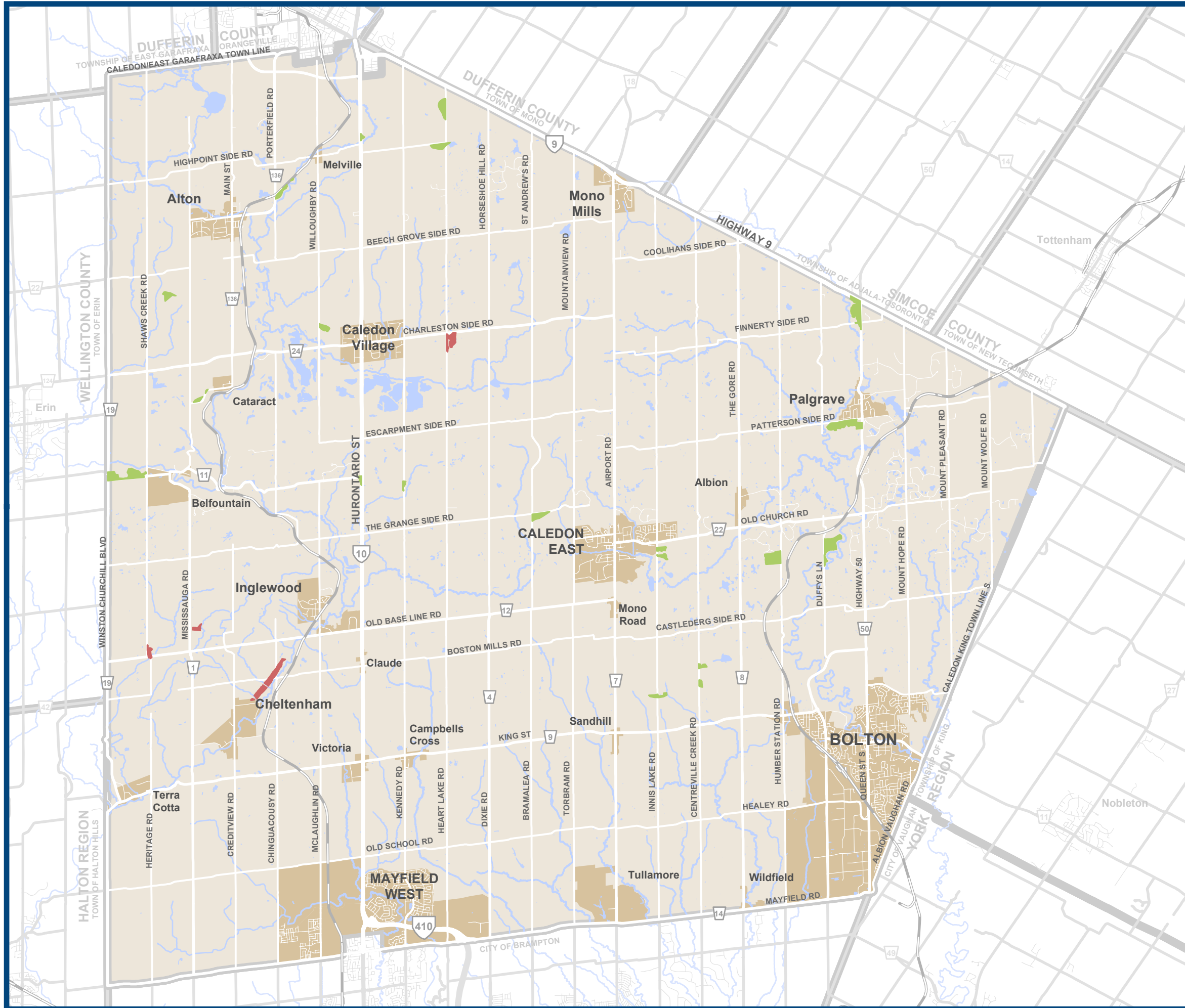


# Appendix II

## 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





# Appendix III COMMUNITY IMPROVEMENT PLAN AREAS

- Community Improvement Plan Project Area
- Settlement Area
- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

