

TOWN OF CALEDON
PLANNING
RECEIVED
May 13, 2026

**AMENDMENT NO. [REDACTED]
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA**

DRAFT

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2026-

A By-law to adopt Amendment No. 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. 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 day of , 2026.

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 the following text that constitutes Amendment No. [REDACTED] of the Official Plan for the Town of Caledon.

DRAFT

AMENDMENT NO.

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A – THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to extend detailed land use designations and policies for the lands bounded by Healey Road to the north, Centreville Creek Road to the east, Mayfield Road to the south and Innis Lake Road to the west. The Amendment amends Part H: Site-Specific Policies and Secondary Plans of the Future Caledon Official Plan for the Town of Caledon to include the lands as part of the Innis Lake Secondary Plan and to apply land use designations and policies that are consistent with those established within the former Official Plan of the Region of Peel.

Location:

The lands subject to this Amendment are bounded by Healey Road to the north, Centreville Creek Road to the east, Mayfield Road to the south and Innis Lake Road to the west and comprise an area approximately 410 hectares (1,013 acres).

Basis:

Participating landowners within the Innis Lake Secondary Plan, have requested an amendment to the Future Caledon Official Plan to establish detailed land use designations and policies for the lands bounded by Healey Road to the north, Centreville Creek Road to the east, Mayfield Road to the south and Innis Lake Road to the west.

The lands subject to this Amendment have recently been brought into the urban growth boundary. An amendment to the Future Caledon Official Plan, through the preparation and approval of a secondary plan, is required to determine detailed land use designations prior to any development occurring on these lands.

Various technical studies have been prepared and submitted as part of the Official Plan Amendment application. The proposed amendment designates the Subject Lands to “Neighbourhood Area”, “Urban Corridor”, “Neighbourhood Centre”, and “Natural Features and Areas”.

The lands subject to the Amendment are contiguous to the built-out and developing areas to the south and east, representing a logical extension of urban development in the area and facilitates the contribution of housing to the Town’s growth targets within the 2051 timeframe.

PART B – THE AMENDMENT

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

Details of the Amendment:

The Future Caledon Official Plan is amended as follows:

1. By adding Schedule XX to designate the lands with detailed land use designations as shown in Schedule A to this Amendment
2. By adding Schedule XX to indicate the phasing of the lands within the Innis Lake Secondary Plan, as shown in Schedule B to this Amendment
3. By amending Part H to include a section regarding the Innis Lake Secondary Plan as follows
4. By amending Schedule B1 to refine the Natural Heritage System, as shown in Schedule C to this Amendment
5. By amending Schedule B3a to refine the Natural Heritage System, as shown in Schedule D to this Amendment
6. By amending Schedule C1 to refine the collector road network, as shown in Schedule E to this Amendment
7. By amending Schedule C4 to refine the collector road network, as shown in Schedule F to this Amendment
8. By amending Schedule D1 to refine the Natural Heritage System, as shown in Schedule G to this Amendment
9. By amending Schedule F1 to refine the collector road network, as shown in Schedule H to this Amendment
10. By amending Schedule B-5 of the Peel Official Plan to refine the Natural Heritage System, as shown in Schedule I to this Amendment
11. By amending Schedule C-1 of the Peel Official Plan to refine the Natural Heritage System, as shown in Schedule J to this Amendment
12. By adding Schedule XX to illustrate Land Use Compatibility within the Innis Lake Secondary Plan, as shown in Schedule K to this Amendment

Implementation and Interpretation

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

35 **INNIS LAKE SECONDARY PLAN**

35.1 Introduction

35.1.1 Purpose

The Innis Lake Secondary Plan (Innis Lake SP) governs the development of land in the Innis Lake area, as shown on Schedule A Innis Lake Secondary Plan Land Use and Transportation Plan.

The Secondary Plan establishes a detailed planning framework to facilitate the ongoing development and planning of a complete community that is sensitive and connected to natural areas, 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. planning, 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.

35.1.2 Location

The Innis Lake Secondary Plan comprises an area of approximately 410 hectares (1,013 acres) including lands with existing natural heritage features.

The Innis Lake Secondary Plan is bounded by Healey Road to the north, Innis Lake Road to the west, Mayfield Road to the south and Centreville Creek Road to the east.

35.1.3 Goal and Objectives

The Secondary Plan helps to achieve the goals and objectives stated in the Official Plan for the Town of Caledon.

35.1.3.1 Goal

The Secondary Plan area will develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented, while being sensitive and connected to natural areas. It will include a mix of uses that support a strong local economy with a range of commercial opportunities, promote sustainability and protect heritage resources. The Secondary Plan provides a framework to achieve fundamental principles of good planning and exceptional urban design.

35.1.3.2 Objectives

In support of the Goal for the Innis Lake Secondary Plan, as described in Section 35.1.3.1, growth and development in the Secondary Plan shall achieve the following objectives:

- a) An Environmentally and Culturally Sensitive Community - a community that includes a Natural Heritage System (NHS) and a network of open spaces and recreational areas within the Secondary Plan which is sensitive and interconnected to provide additional recreational opportunities, while also conserving any cultural heritage resources.
- b) A Complete Community - a community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and community uses.
- c) A Connected Community - a community that provides a multi-modal transportation network of complete streets and an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system.
- d) A Well-Serviced and Transit-Supportive Community - a walkable community that provides easy access to transit and active transportation, as well as to shopping, recreation, and institutional uses.
- e) A Sustainable and Attractive Community - a community that promotes sustainability through compact design, energy efficiency, environmental protection and climate resilience, and that offers high-quality public and private spaces with design standards that create attractive and vibrant places

35.1.4 Community Design Elements

The Innis Lake Community Design Guidelines provide guidance for the preparation and the review of development applications including draft plans of subdivision and zoning bylaw amendments. Implementation of this Secondary Plan must demonstrate regard for these guidelines. The Secondary Plan structure works with the guidelines to achieve the following guiding principles for the Secondary Plan Area:

- a) Create a vibrant and compact community: Promote development that provides a balanced mix of land uses with a diverse range of housing forms, community facilities, services, and transportation options.
- b) Protect and enhance the existing natural features and environmental resources: Maintain and protect the existing natural heritage system, with views and visual connections from open spaces provided where possible.
- c) Provide access and visibility to surrounding natural areas: will contribute to enhanced livability and a linked natural heritage and open space system, while maintaining the integrity of all environmental systems.
- d) Establish Urban Corridors and a vibrant Neighbourhood Centre to strengthen community identity: Support a mix of neighbourhood-oriented uses that build character while integrating multiple modes of transportation
- e) Integrate active and passive parks and open spaces: Provide a robust system of parks and open spaces for all ages and abilities, that encourage passive and active allseason use, promote unique experiences and educational opportunities, and incorporate natural features
- f) Provide transit supportive densities to foster sustainable development: Integrate higher density land uses along transit corridors to optimize accessibility, promote efficient mobility options, and create vibrant, walkable neighbourhoods that enhance transit ridership and reduce car dependency.
- g) Create pedestrian friendly public realm and streetscapes: Deliver a compact street network that encourages walking connections through a comfortable pedestrian scale and actively reduces vehicular speeds by using a strong built form-to-street relationship to create a sense of enclosure.
- h) Design high-quality, attractive built form: Encourage a high standard of design that reflects the existing heritage character of the Town, creates a sense of place, and contributes to civic pride
- i)

35.2 Managing Growth and Change

35.2.1 Community Area Structure

35.2.1.1 The Innis Lake Secondary Plan Area represents an Urban Area on Schedule B1 (Town Structure) which contains planned Urban Corridors. A

Neighbourhood Centre is planned at the intersection of Centreville Creek Road and Mayfield Road. Natural Features and Areas are also elements present within the Innis Lake Secondary Plan Area.

35.2.1.2 The Innis Lake Secondary Plan includes New Community Area on Figure F2b (Preliminary Community Structure Plan). Structural Elements of the Preliminary Community Structure Plan for the Innis Lake Planning Area include:

- i) Urban Corridors;
- ii) Neighbourhood Centre;
- iii) Community Park;
- iv) Part IV Designated Heritage Property;
- v) Natural Features and Areas;
- vi) Supporting Features and Areas; and,
- vii) Permanent and Intermittent Streams.

34.2.2 Growth Management

34.2.2.1 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.

35.2.2.2 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 35.1. Development in the Secondary Plan shall occur in a manner generally consistent with the estimated population and employment targets shown in Table 35.1 below.

Table 35.1 Innis Lake Area Population and Employment Estimated Targets (OPA)

Population ⁽¹⁾	22,460
Population-related jobs	1,750
Employment Area jobs	0
Total	24,200
Land area (hectares) ⁽²⁾	333
Density (combined population and jobs per hectare)	73

(1) Inclusive of the Census undercount.

(2) Net of Natural Heritage System and Existing Cemetery

Development in Phase 1 of the Secondary Plan shall occur in a manner generally consistent with the estimated population and employment targets shown in Table 35.2 below.

Table 35.2 Innis Lake Area – Phase 1 Population and Employment Estimated Targets (OPA)

Population ⁽¹⁾	9,062
Population-related jobs	640
Employment Area jobs	0
Total	9,700
Land area (hectares) ⁽²⁾	120
Density (combined population and jobs per hectare)	80

(1) Inclusive of the Census undercount.

(2) Net of Natural Heritage System and Existing Cemetery

- 35.2.2.3 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 Guidelines, the Transportation Impact Study, and the community-wide Phasing Plan for each phase of the Secondary Plan shall be approved to the satisfaction of the Town and Region.
- 35.2.2.4 The planning and development of the Innis Lake Secondary Plan will occur on a phased basis corresponding to the Phasing Areas as identified on Schedule B
- 35.2.3 Housing
- 35.2.3.1 The Innis Lake SP shall provide for a housing mix to meet the life-cycle needs of the population in the Secondary Plan in accordance with Section 35.2.3.3. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure.
- 35.2.3.2 Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices.
- 35.2.3.3 To contribute to the delivery of attainable/affordable and rental housing additional dwelling units are encouraged in single-detached and semi-detached and townhouse units. A minimum of 10% of single detached, semi-detached units shall be encouraged to provide the ability to accommodate an additional dwelling unit (e.g. rough-ins or lot sizing to accommodate garden suites) during the initial development of the community and in compliance with the Town's standards and requirements for additional dwelling units. The specific form and implementation of additional dwelling units shall be determined at the time of zoning and draft

plan approval, in accordance with the Town's applicable zoning standards and guidelines for accessory residential units.

35.2.3.4 Requirements for on-site and on-street parking (including reduced or alternative parking standards to require one parking spot per residential unit, including the primary unit and to permit on street parking) and minimum yards/setbacks for access to dwelling units will be established through the implementing zoning in order to ensure additional residential units can be permitted as-of-right.

35.2.3.5 Additional residential units will be considered affordable rental residential units under this Secondary Plan.

35.2.3.6 Notwithstanding the policies for each designation that permits residential uses, 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.

35.2.3.7 Phase 1 of the Innis Lake SP area shall be designed to achieve the following general housing mix measure across the entire Phase 1 area:

- Detached and Semi-Detached: 50%
- Secondary Units: 5%
- Street Townhouses: 25-%
- Back-to-back/Stacked Townhouses: 15%
- Apartment Units: 5%

35.2.3.8 As part of the Tertiary Plan process for the Phase 2 Lands, the plan shall include a breakdown of the anticipated range and mix of housing units, net residential density, and projected population yield by residential designation. This analysis shall demonstrate how the Tertiary Plan contributes to achieving the overall housing mix, density, and population targets established in this Secondary Plan, consistent with Policies 21.4.3 j) and k) of the Future Caledon Official Plan.

35.3 General Policies

35.3.1 Climate Change

35.3.1.1 Energy & Climate Change Mitigation

35.3.1.1.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of natural gas will be discouraged in the Plan Area and efforts made to minimize its use.

35.3.1.1.2 As part of all development within the Plan Area, pathways to achieve net zero carbon emissions and net zero annual energy usage encouraged where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.

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- 35.3.1.1.3 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps and hybrid heating systems
- 35.3.1.1.4 Within the Plan Area, the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and to be solar-ready considering space and structural requirements, where feasible.
- 35.3.1.1.5 Through site planning and building design, opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development, will be considered.
- 35.3.1.1.6 New development in the Plan Area will consider plans and building designs that maximize solar gain and building construction in a manner that facilitates future solar installations (i.e., solar ready).
- 35.3.1.1.7 The Town and applicant will work with Hydro One, the Independent Electricity System Operator (IESO) and non-regulated utilities to promote energy systems that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation.
- 35.3.1.2 Climate Adaptation
- 35.3.1.2.1 New development in the Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.
- 35.3.1.2.2 The Climate Adaptation Plan identifies the strategies in support of Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, which are to be considered at each development stage.
- 35.3.1.2.3 New development in the Plan Area will consider measures to improve climate resilience in the review of a development application in accordance with available Town standards, including the following:
- a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;
 - b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
 - c) Adapting storm drainage systems where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
 - d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;

- e) Reducing reliance on increasingly constrained potable water resources;
- 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.

35.3.2 Cultural Heritage

- a) Conservation of cultural heritage resources in the Plan Area will be undertaken in accordance with Section 6 of the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail.

35.3.2.1 Archaeology

- a) The Innis Lake Stage 1 Archaeological Assessment has been completed for the Secondary Plan Area. Stage 2, and any subsequent stages identified in the Stage 2 assessment, are required for all lands proposed for development in the Plan Area prior to final development approvals.

35.3.2.2 Built Heritage Resources

- a) Preparation of a Heritage Impact Assessment (HIA), prepared in accordance with Official Plan policies and to the satisfaction of the Town of Caledon, is required as part of any proposed development application or major site or building alteration on or adjacent to significant cultural heritage resources and/or cultural heritage resources designated under the Ontario Heritage Act, in accordance with Section 6.5 of this Plan. Any mitigative measures, as specified in the HIA and/or by Town of Caledon Heritage staff, will be undertaken to the satisfaction of the Town.

35.3.2.3 Integration of Cultural Heritage Resources

- a) In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance with Official Plan policies.
- b) Cultural heritage resources will be provided with an appropriate lot size to ensure that their heritage attributes can be conserved and there is sufficient space for their adaptive re-use, including space for future additions and landscaping.
- c) The contextual landscape of cultural heritage resources should be conserved, including orientation of buildings and structures, viewsheds, mature vegetation, and landscape features.
- d) A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance of a cultural heritage resource will be required as part of a development application where a cultural heritage resource is to be retained and integrated.

- e) Additional heritage conservation measures may be required to achieve placemaking and contribute to the community's identity including, but not limited to:
 - i. 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;
 - ii. The installation of interpretive plaques, public art and other forms of commemoration;
 - iii. The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,
 - iv. Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

35.3.3 Urban Design

35.3.3.1 The Plan Area will be designed in accordance with Section 7 of the Official Plan to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security. High design standards will apply equally at the level of individual sites as well as at the level of new subdivisions, and to the community in its entirety.

35.3.3.2 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:

- a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and applicable Secondary Plan Community Design Guidelines.
- b) The extent to which development is compatible in built form and architectural form and forms a cohesive and unified cluster of buildings which are compatible with each other.
- c) The street facades of publicly accessible buildings will be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.
- d) Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting monotonous façades.
- e) Built form along arterial and collector roads within the Plan Area will be thoughtfully designed to offer a range of configurations, allowing a seamless integration with low-rise or taller buildings within the same block. The creation of a dynamic streetscape is encouraged as it adds visual interest, avoiding the monotony often associated with uniform massing.

35.3.3.3 Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads are not permitted. Direct driveway

access to collector roads shall be permitted if demonstrated there is no other viable options.

35.3.3.4 Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Preference will be given to developments which use dual frontage, rear-lane housing, flankage lots, service roads, berms and landscaping adjacent to these roads.

35.3.3.5 Buildings located in visually prominent locations in the community such as at neighbourhood gateways, corner lots, park and open space adjacent lots, community edge lots, window lots, elbow lots and view terminus lots will be considered as priority lots and will be subject to more detailed design to emphasize the quality and character of the community. The Community Design Guidelines shall identify the design treatment for such priority lots and will indicate the implementation process associated with these Guidelines.

35.3.4 Public Service Facilities

- a) Development of Public Service Facilities such as parks, community centres, and schools, where identified on Schedule A shall be subject to the policies of this subsection:
 - i. Neighbourhood Centre
 - ii. Urban Corridor
 - iii. Neighbourhood Area
- b) Public service facilities are identified symbolically on Schedule A to this Plan. Generally, the location and number of public service facilities shown on Schedule A may change without amendment to the Plan provided it is demonstrated through subsequent Tertiary Plans and/or Draft Plan of Subdivisions that the facilities ultimately proposed within the Plan Area are adequate and appropriate to serve the Plan Area, to the satisfaction of the governing authority, as applicable.
- c) Public service facilities located within the Neighbourhood Centre designation shall be developed generally in accordance with the Neighbourhood Centre development policies under Section 22.4.4 of the Official Plan and the policies of this Secondary Plan.
- d) Public service facilities located within the Urban Corridor designation shall be developed generally in accordance with the Urban Corridor development policies under Section 22.5.3 of the Official Plan and policies of this Secondary Plan.
- e) Public service facilities located within the Neighbourhood Area designation shall be developed generally in accordance with the Neighbourhood Area development policies under Section 22.7.3 of the Official Plan and policies of this Secondary Plan.

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35.3.4.1 Schools

35.3.4.1.1 Five publicly funded school sites are identified on Schedule A of this Secondary Plan, as follows:

- Three Public Elementary Schools
- One Public Secondary School
- One Catholic Elementary School

35.3.4.1.2 It is strongly encouraged that compact schools and school sites be achieved where possible through multi-storey buildings, joint use of buildings, parking areas, and open space, the use of adjacent roads for visitor parking, and other means to reduce land requirements. Schools should be designed for optimal efficiency through more compact urban forms with multiple level schools integrated with other facilities and uses, where appropriate.

35.3.4.1.3 It is recognized that the location of schools on Schedule “A” is conceptual and is intended to identify general potential locations for these facilities. The Tertiary Plan and/or draft plan of subdivision process shall further define the number, size and locations of schools without amendment to this Official Plan. School sites may be relocated to the satisfaction of the School Boards without requiring an amendment to the Town’s Official Plan, as amended.

35.3.4.1.4 In the event that all or part of a school site is not required by a School Board, the Town shall have first right of refusal to acquire all or part of a surplus school site for appropriate park or community facilities uses, following a review of the impact that the loss of the school site would have on community structure and pattern of land use. The subdivision or other agreements will establish the conditions for the acquisition of such sites.

35.3.4.1.5 Where elementary school sites not required by the School Boards or the Town, the underlying land use designation shall apply without further amendment to this Plan.

35.3.4.1.6 School sites are encouraged be developed in conjunction with parks in a campus setting to facilitate joint use, shared parking and achieve economies of scale.

35.3.4.1.7 New school sites in the Plan Area shall be dual zoned to permit schools and residential land uses. Development applications for lands containing school sites shall include an alternative development concept plan demonstrating how the school block may be developed for appropriate residential uses should the school site not be required by the relevant School Board.

35.3.4.2 Parks

35.3.4.2.1 Public parkland shall be provided in accordance with the provisions of the Planning Act in the context of the Town’s Recreation and Parks Master Plan. In general, the location and size of parks should ensure that the

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maximal amount of residents have recreation opportunities within walking distance throughout the secondary plan. Where appropriate, parks should be planned to be adjacent to schools and/or environmental areas/trails to create points of interest that encourage active transportation within the community.

35.3.4.2.2 Parks are conceptually shown on Schedule “A”. The location, size and configuration of the identified park sites will be further defined through the Tertiary Plan and/or plan of subdivision process.

35.3.4.2.3 Generally, Community Parks will be between 4.0 and 10.0 hectares, configured to provide a range of outdoor recreation facilities. Community parks may be developed in conjunction with school sites or other community facilities in a campus setting to facilitate joint use and achieve economies of scale. It is encouraged that Community Parks have frontage along a minimum of two public streets.

35.3.4.2.4 Generally, Neighbourhood Parks will be between 1.0 and 2.0 hectares, configured to provide a range of outdoor recreation facilities. Community parks may be developed in conjunction with school sites or other community facilities in a campus setting to facilitate joint use and achieve economies of scale. It is encouraged that Neighbourhood Parks have frontage along a minimum of one public street.

35.3.4.2.5 Where appropriate, parkettes, village squares, privately owned public spaces (POPS), and encumbered parkland may be considered for parkland dedication to the satisfaction of the Town.

Underground stormwater management facilities are permitted within parks, where parkland credit will be given for such stratified parks. The amount of parkland dedication will be determined through development approval process.

35.3.5 Finance

35.3.5.1 Prior to approval 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 as a condition of approval for the provision of funds or the provision of services or both associated with the Fiscal Impact Study.

35.3.5.2 The Town, the Region of Peel and/or other government agency may consider 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.

35.3.6 Community-Wide Phasing Plan

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- 35.3.6.1 The community-wide Phasing Plan shall be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Secondary Plan.
- 35.3.6.2 Development in the Innis Lake SP shall proceed in phases, shown on Schedule “B”. The Phases should proceed in accordance with the extension of water and wastewater servicing infrastructure, beginning with Phase 1. Refinements to the sequencing of development may be considered through the review of subsequent development applications, in consideration of the timely provision of infrastructure and services and shall not require an amendment to this Plan.
- 35.3.6.3 Each phase of development shall be sequenced to ensure:
- a) There is availability and efficient use of public infrastructure and services;
 - b) Development proceeds in a manner that is supportive of transit services;
 - c) Services and required infrastructure are provided in a fiscally responsible manner consistent with the objective of this Secondary Plan, in accordance with the Region’s Water and Wastewater Master Plan, the Development Charges Background Study and all applicable legislation and which does not impose a financial burden on the Town or the Region beyond that planned for and approved by Council;
 - d) The progression of development will follow a logical sequence to ensure the creation of a complete community, minimizing the extent to which future residents are exposed to construction; and,
 - e) There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan.
- 35.3.6.4 Prior to the approval of any development applications, the following must be satisfied:
- a) Prior to proceeding with development beyond Phase 1, a minimum of 75% of the gross developable area of participating lands (those lands party to the Towns financial and landowner cost sharing agreements) in Phase 1 shall have draft plan or site plan approval;
 - b) Regional municipal water and wastewater services are available to be extended to the lands in the future Phase and adequate local water and wastewater servicing capacity has been confirmed by the Region;
 - c) Satisfactory arrangements have been made with the Town to ensure the early delivery of projected Public Service Facilities, off-street trails and components of the active transportation network and transit facilities to support growth; and,
 - d) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation are satisfied.
 - e) Confirmation of good standing with the Innis Lake Landowners Group’s Trustee that all cost sharing obligations for sharing of

community and hard infrastructure and any other cost related to development have been satisfied.

35.3.6.5 The community-wide Phasing Plan shall describe 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) Public transit service (e.g. potential transit routing and the location of the transit hub and transit stops);
- c) Schools;
- d) Community facilities (e.g. public parks, pathways and trail network, and recreation facilities); and,
- e) Natural Heritage System

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

35.3.7.1 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.

35.3.7.2 The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, the cost to acquire community land for public service facilities (e.g. schools, parks, collector and arterial roads), and hard infrastructure costs (e.g. sewerage, water, and other utilities) to implement this Plan in the Secondary Plan.

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

35.3.7.4 Prior to the draft approval or registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any development 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.

35.3.8 Transportation and Mobility

- a) 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.
- b) Development within the Secondary Plan Area shall implement the recommendations of the Innis Lake Transportation Study.
- c) Transportation studies in support of future Draft Plans of Subdivision within the Secondary Plan Area shall include:

- i) Traffic modelling and operational analysis of the Draft Plan of Subdivision under two scenarios:
 - Assuming the Draft Plan of Subdivision and neighbouring subdivisions that are approved and under construction are fully constructed. This study should identify what external transportation improvements are required to accommodate the development; and,
 - In cases where the Draft Plan of Subdivision is large and will be constructed in phases; identification of major phases and confirmation they can be accommodated by the evolving transportation network.
- ii)
- d) A Transportation Demand Management (TDM) plan shall be completed as part of a Site Plan application;
- e) Roads within the Secondary Plan Area should be designed to create a modified grid network that will be linked to the existing Arterial Road and future Local Road network to promote walkability, active transportation and future transit.
- f) Schedule A illustrates a Conceptual Collector Road Network including two major collector roads and five minor collector roads connecting to the boundary roads of the Secondary Plan Area. Adjustments to the location of the Conceptual Collector Road Network as shown on Schedule A shall be permitted without requiring an amendment to this Plan, provided the goals and objectives of the Secondary Plan are maintained.
- g) Development applications shall demonstrate that sufficient lands are conveyed to allow for the provision of sidewalks, bike lanes, medians, on-street parking and low-impact development measures. The Town may also require additional lands at intersections to provide for exclusive turning lanes, as well as daylight triangles. Additional requirements will be determined through Draft plans of Subdivision.
- h) In accordance with Schedule C4 of the Official Plan and any future public transit network developed by the Town, the Arterial Roads bordering the Secondary Plan Area shall be planned to accommodate future local transit routes and allow for transit stops as required.
- i) To encourage transit throughout the Secondary Plan Area along Collector Roads as a viable option, development plans shall be designed with specific regard for the safe, convenient and efficient use of public transit. In particular, development shall consider planning for:
 - i) Collector and Local Road patterns and related pedestrian and/or cycling routes that provide direct access to transit routes and stops; and

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- ii) The provision of future transit stops within walking distance from residents.

35.3.8.1 Roads

35.3.8.1.1 Roads in the Secondary Plan are intended to develop and function in accordance with the guidelines and classifications outlined under Section 11 of this Plan. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.

35.3.8.1.2 The collector road network is identified on Schedule “A”. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure the appropriate overall functioning of the transportation system and water and wastewater system to support the planned development of the area.

35.3.8.1.3 Implementation of the road system through the Tertiary Plan process that results in adjustments and realignments of the conceptual road locations will not require an amendment to this Official Plan provided that the Goals and Objectives of the Secondary Plan, as described in Section 35.1.3, is maintained. However, any proposed addition of collector roads that intersect a Regional road, will require an amendment to this Official Plan.

35.3.8.1.4 Collector and local roads and crossings of the Natural Features and Areas will be located to avoid and/or minimize encroachment into or fragmentation of the Natural Features and Areas, where possible. 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 Features and Areas and its components.

35.3.8.2 Road Rights-of-Way

35.3.8.2.1 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.

35.3.8.2.2 Development applications shall demonstrate that sufficient lands are being provided to accommodate streetscape elements (street trees, street lighting, seating and signage), low impact development, bike lanes, medians and on-street parking, in accordance with transportation studies and road cross-section designs prepared to the satisfaction of the Town. 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.

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- 35.3.8.2.3 The following right-of-way widths shall apply within the Secondary Plan area, subject to confirmation through the Tertiary Plan or detailed engineering design to the satisfaction of the Town:
- a) Major Collector Roads – 26 metres;
 - b) Minor Collector Roads – 22-23.5 metres;
 - c) Local Roads – 18 metres;
 - d) Local Window Street – 16 metres; and,
 - e) Public Laneway – 8 metres.
- 35.3.8.2.4 Right-of-way widths shall be sufficient to accommodate the full range of required elements, including vehicular lanes, active transportation facilities, utilities, stormwater infrastructure, and landscaped boulevards. Minor refinements to right-of-way widths may be permitted through detailed design, provided the overall function of the roadway classification is maintained and the streetscape objectives of this Plan are achieved
- 35.3.8.3 Public Transit
- 35.3.8.3.1 In order for public transit to be adopted as a reasonable and desirable travel option in the Secondary Plan, transit service must 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.
- 35.3.8.3.2 Collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays.
- 35.3.8.3.3 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.
- 35.3.8.4 Transportation Demand Management
- 35.3.8.4.1 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.
- 35.3.8.4.2 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.
- 35.3.8.5 Pedestrian and Cycling Network

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35.3.8.5.1 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.

35.3.8.5.2 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;

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.

35.3.8.6 Recreational Trail Network

35.3.8.6.1 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.

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

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

35.3.8.7 Sidewalks

35.3.8.7.1 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.

35.3.8.8 Parking

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

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

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- 35.3.8.8.3 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.
- 35.3.9 Municipal Services, Public Utilities & Telecommunications
- 35.3.9.1 Municipal Water and Wastewater Services
- 35.3.9.1.1 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 Master Environmental Servicing Plan and in consultation with, and to the satisfaction of, Peel Region.
- 35.3.9.1.2 The detailed design and installation of water and/or wastewater infrastructure in the Secondary Plan shall be undertaken in an ecologically and fiscally responsible manner.
- 35.3.9.3 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.
- 35.3.9.2 Stormwater Management Facilities
- 35.3.9.2.1 Stormwater management facilities in the Secondary Plan shall be developed in accordance with the Innis Lake Local Subwatershed Study, Region of Peel Stormwater Design Criteria and in consultation with the appropriate Conservation Authority and other government agencies, as applicable.
- 35.3.9.2.2 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.
 - d) The potential to deliver stormwater detention in tanks through the use of strata public parks, where parkland credit will be given for such parks, to be determined through development approval process.
- 35.3.9.2.3 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 Features and Areas 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 Features and Areas, 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.
- 35.3.9.2.4 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.
- 35.3.9.2.5 Underground stormwater management facilities can be permitted subject to meeting the Town's Stormwater Management Design Guidelines.
- 35.3.9.2.6 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.
- 35.3.9.3 Public Utilities and Telecommunications
- 35.3.9.3.1 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.
- 35.3.9.3.2 Public utility and telecommunications infrastructure that are proposed in the Natural Features and Areas designation are subject to Section 13.3 of this Plan.
- 35.3.9.3.3 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.
- 35.3.9.3.4 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.
- 35.3.10 Land Use Compatibility

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- 35.3.10.1 New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town.
- 35.3.10.2 Where required, environmental noise and vibration 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. 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.
- 35.3.10.3 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.
- 35.3.10.4 Reverse lotting shall be permitted where the applicant 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.
- 35.3.10.5 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads provided that such fences are designed to be integrated with the surrounding residential development.

35.4 Land Use Policies

- a) The applicable land use policies of this Official Plan, together with the additional policies in this section, shall apply to the lands in the Innis Lake Secondary Plan in accordance with the land use designations on Schedule "A" Land Use and Transportation Plan.

35.4.1 General Policies

35.4.1.1 This section establishes specific policies with respect to community area development in the Secondary Plan. The following four (4) designations are shown on Schedule A to this Plan:

- a) Neighbourhood Area;
b) Urban Corridor;
c) Neighbourhood Centre; and
d) Natural Features and Areas.

35.4.1.2 Where there is a conflict between the policies in the Official Plan and the Secondary Plan, the policies of the Secondary Plan will apply.

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35.4.1.3 Direct vehicular access from residential homes onto collector roads is not encouraged but can be considered if demonstrated there are no other viable options. Where direct access from residential homes is proposed onto 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.

35.4.1.4 This Secondary Plan establishes an appropriate range of permitted uses for each land use designation to allow flexibility and avoid unnecessary official plan amendments. The Zoning By-law will determine the specific uses permitted, within the broader range, based on each site's context and all of the applicable policies of the Secondary Plan.

35.4.1.5 Where high density housing abuts low density housing within the Neighbourhood Area designation, site design considerations will be undertaken to ensure there is compatibility with the lower density uses.

35.4.2 Neighbourhood Area

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

35.4.2.1 Objectives

35.4.2.1.1 The planning objectives for the Neighbourhood Area designation are as follows:

- a) provide for new housing opportunities to meet the Town's projected housing needs;
- b) provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;
- c) ensure new residential areas permit a mix of complimentary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,
- d) guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability.

35.4.2.1.2 Permitted Uses

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

35.4.2.1.3

Development Policies

- a) The maximum permitted height within Neighbourhood Areas will be 4 storeys, however up to 8 storeys may be permitted at intersections of collector or arterial roads, subject to a Compatibility Analysis.
- b) Notwithstanding this restriction, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where appropriate.
- c) Streets within Neighbourhood Areas will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns.
- d) Elementary schools and other institutional uses will be encouraged to be co-located with parks, trails and other community uses in the development of integrated community hubs.
- e) Pedestrian and multi-use trails provide access to and through parks and where appropriate, the Natural Environment System. Trails will be planned to help encourage active transportation as a viable means of both recreation and transportation.
- f) Walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features. Access to trails will also be integrated into development proposals to provide connections to the proposed off-road trail system and access to natural heritage features.
- g) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.
- h) Neighbourhood Areas will be designed with a high priority placed on the pedestrian, cycling and transit experience within neighbourhoods, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
- i) On sites adjacent to arterial roads, transit-oriented forms of development in close proximity to transit stops and transit-supportive public space design will be of high priority for development.
- j) The location and orientation of buildings are required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Caledon.

- k) Block lengths should generally range between 200 and 250 metres and in special circumstances, where block lengths exceed 250 metres, a through-block pedestrian walkway should be provided.
- l) Public or private laneways are permitted in strategic locations adjacent to arterial and collector roads to provide a street-oriented built-form presence with a continuous rhythm of building frontages and front yard landscaping while eliminating the need for front yard driveways.
- m) The primary façade of all buildings in Neighbourhood Areas will relate directly to the street and be sited generally parallel to it, creating a well-balanced, human-scale street and building relationship, which encourages pedestrian activity.
- n) Where building elevations are visible from adjacent streets and open spaces, a variety of massing be achieved through alternative façade treatments, roof lines, emphasis, building projections, materials, colours and certain architectural styles.

35.4.3

Urban Corridor

Lands designated Urban Corridor connect neighbourhoods and are mixed-use, mid-rise communities themselves that support quality urban living environments connected to transit services and cycling infrastructure. Urban Corridors will provide a range and mix of activities that meet the needs of residents living within Corridors and also within surrounding neighbourhoods. These corridors are intended to play a major role in providing opportunities for compact forms of development that use land efficiently, provide opportunities for more affordable forms of housing and are transit-supportive. These corridors will be characterized by a mixture of primarily higher density forms of development, including retail and service commercial uses, offices and residential uses, as well as community facilities.

35.4.3.1

Objectives

The planning objectives for the Urban Corridor designation are as follows:

- a) facilitate more mid-rise forms of development that can allow for more attainable and affordable housing, support commercial uses and create opportunities for residents to age in place;
- b) provide a broad range of neighbourhood-oriented uses, within single-use buildings or mixed-use buildings, providing the community access to daily needs within a convenient walking or cycling trip;
- c) establish a quality built form that will provide for attractive neighbourhood streetscapes that contribute to neighbourhood vibrancy, character and identity;
- d) create appropriate transition and connections to neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership; and,
- e) create street environments that prioritize pedestrians, cyclists and transit users.

35.4.3.2 Permitted Uses

- a) Residential uses.
- b) long term care homes and retirement homes;
- c) public service facilities that are integral to a neighbourhood including but not limited to places of worship, day cares, libraries, schools, community centres and public recreation facilities; and,
- d) A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted.

35.4.3.3 Development Policies

The planned built form characteristics for this designation encourage the development of a wide variety of building forms, generally mid-rise in height, but with higher buildings depending on location. All buildings are intended to have a strong street presence. On this basis, below are the design and built form criteria that will be applied in the Urban Corridors:

- a) Single and semi-detached dwellings may be permitted however cannot front an arterial or collector road;
- b) The maximum permitted height is 12 storeys. Notwithstanding this restriction, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where required.
- c) Greater setbacks and step-backs for buildings will be required adjacent to lands designated Neighbourhood Area to achieve transition and compatibility from taller buildings to low density buildings
- d) Buildings with active frontages (e.g. entrances and openings) should be located on or close to the street line and massed at intersections to establish a strong street edge.
- e) The development of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.
- f) All development is encouraged to provide parking within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor,
- g) An enhanced landscaped street edge treatment should be considered.
- h) To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.
- i) Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.
- j) Transit-oriented development and transit-supportive public space design will be a high priority within Urban Corridors in close proximity to transit stops.
- k) Buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large

windows, accented main entryways and other elements that enhance the pedestrian environment.

35.4.4 Neighbourhood Centre

The Neighbourhood Centre designation is intended to be applied to the lands conceptually shown as Neighbourhood Centre on Schedule A. Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. Development within Neighbourhood Centres may take the form of mid-rise or high-rise buildings that provide a mix of uses or individual buildings for residential, commercial, office and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling infrastructure.

35.4.4.1 Objectives

The planning objectives for the Neighbourhood Centre designation are as follows:

- a) Provide a range of housing options including attainable and affordable housing, to support commercial uses and create opportunities for neighbourhood residents to age in place;
- b) provide a broad range of neighbourhood-oriented uses, within single or mixed-use buildings, allowing the community to access daily needs within a convenient walking or cycling trip;
- c) establish a quality built form that will provide a focal point for neighbourhoods and contribute to their vibrancy, character and identity;
- d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership;
- e) build a strong identity for each Neighbourhood Centre through placemaking features, including interesting architecture, public art, greenery, and heritage representation that creates a sense of belonging;
- f) provide a range of commercial and service experiences that serve local needs and draw customers from the wider market catchment, with particular focus on creating spaces for independent small businesses;
- g) create a comprehensive, separate, attractive and well-designed network for walking and cycling that allows people to easily get around within the Neighbourhood Centre; and,
- h) directing higher densities and uses towards transit stops in a manner that maximizes opportunities for walking, cycling, and transit ridership, while reducing dependency on the car.

35.4.4.2 Permitted Uses

- a) Residential uses, excluding Detached and semi-detached dwellings
- b) long-term care homes and retirement homes;

- c) public service facilities that are integral to a neighbourhood including but not limited to places of worship, day cares, libraries, schools, community centres and public recreation facilities; and,
- d) A broad range of retail, mixed-use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses

35.4.4.3 Development Policies

- a) The minimum permitted height is 3 storeys.
- b) The maximum permitted height is 20 storeys. Notwithstanding this restriction, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where required.
- c) Greater setbacks and step-backs for buildings will be required adjacent to lands designated Neighbourhood Area.
- d) Any future redevelopment of a site with existing non-residential uses should generally retain an equivalent amount of non-residential gross floor area as part of the redevelopment.
- e) Surface parking lots for mixed-use buildings will be limited in area with the required parking encouraged to be provided in underground or above-ground structures.
- f) Neighbourhood Centres will be designed with a high priority placed on the pedestrian, cycling and transit experience, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
- g) Transit-oriented forms of development and transit-supportive public space design in close proximity to transit stops will be of a high priority for development within Neighbourhood Centres.
- h) The location and orientation of buildings will be required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life.

35.4.5 Natural Features and Areas

Lands designated Natural Features and Areas provide for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Plan Area reflecting the design principle of achieving net ecological gain.

The Natural Features and Areas designation includes the following:

- a) Provincially Significant Wetlands;
- a) woodlands meeting one or more of the criteria for Core Area woodland on Table 1 of the Region of Peel Official Plan;
- b) significant valleylands
- c) Environmentally Sensitive or Significant Areas;
- d) Provincial Life Science Areas of Natural and Scientific Interest;
- e) the Escarpment Natural Area designation of the Niagara Escarpment Plan; and,

- f) valley and stream corridors meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 of the Region of Peel Official Plan.

35.4.5.1 Permitted Uses

Development and site alteration within the Natural Features and Areas designation is not permitted except for:

- a) forest, fish and wildlife management;
- b) conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;
- c) essential infrastructure exempted including stormwater outlets and areas for grading;
- d) roads;
- e) passive recreation uses;
- f) active trails;
- g) minor development and minor site alteration;
- h) low impact development measures
- i) natural heritage feature or area restoration and enhancement works
- j) channel relocation and lowering
- k) wetland and/or woodland restoration and enhancement works
- l) existing uses, buildings or structures;
- m) expansions or alterations to existing buildings or structures;
- n) accessory, uses, buildings, or structures; and,
- o) a new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on May 23, 2014. A new dwelling built after May 23, 2014 in accordance with this policy will be deemed to be an existing building or structure for the purposes of subsections g) and h) above.

35.4.5.2 Where a development or site alteration approval for any of the uses permitted in accordance with Policy 35.4.5.1 is proposed within the Natural Features and Areas designation, the development and site alteration will only be permitted if it has been demonstrated to the satisfaction of the Town, that there will be no negative impacts on the natural feature or their ecological function, and that:

- a) there is no reasonable alternative location outside of the Natural Feature and Areas designation and the use, development or site alteration is directed away from the Natural Feature and Areas designation to the greatest extent possible;
- b) if avoidance is not possible, the impact to the feature is minimized;
- c) any impact to the feature or its function is mitigated through restoration or enhancement to the greatest extent possible; and,
- d) where ecosystem compensation is determined to be appropriate and feasible, including for essential infrastructure, it may be considered in accordance with Town ecosystem compensation guidelines and applicable Conservation Authority requirements.

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35.4.5.3 Policies 35.4.5.1 and 35.4.5.2 do not apply to certain key natural heritage features and key hydrologic features subject to a Provincial plan where development and site alteration is not permitted, nor to Provincially Significant Wetlands.

35.4.5.4 Development Policies

- a) A proposal for new development or site alteration adjacent to a feature in the Natural Features and Areas designation will require an environmental impact study and/or hydrologic evaluation to determine that there will be no negative impacts on the feature, ecological function and/or hydrologic function.
- b) The Natural Features and Areas designation includes buffers that are an important component to the overall Natural Features and Areas and are required to protect Key Features and ecological functions by mitigating the impacts of proposed development or site alteration. Buffer widths will be determined through a Local Subwatershed Study, an Environmental Impact Study and/or equivalent study, provided that these studies are accepted by the Town, in consultation with any other appropriate agencies. The final buffers will:
 - i. Consider adjacent land uses, and sensitivity and significance of the Key Features, watercourses and their ecological functions. Consideration shall also be given to additional mitigation opportunities such as fencing.
 - ii. In conjunction with other potential mitigative measure, avoid negative impacts on Key Features and their ecological functions; and
 - iii. Conform with the relevant goals, objectives and policies of the Natural Features and Areas in the Secondary Plan, Regional Official Plan and relevant Provincial legislation, regulations and policies to the satisfaction of the Town, in consultation with any other appropriate agencies including the Conservation Authority where it relates to regulated areas.
- c) Minor adjustments to the location and configuration of the Natural Features and Areas in the Secondary Plan may be considered to reflect the differences in scale and level of detail available through the preparation of the Local Subwatershed Study and site-specific Environmental Impact Study or for natural heritage feature or area restoration and enhancement work, channel relocation and lowering, and wetland/woodlands restoration and enhancement works. Adjustments to the location and configuration of the Natural Features and Area in the Secondary Plan shall be permitted without requiring an amendment to this Plan provided that:
 - i. The Goal of the Plan is maintained;
 - ii. The intent of the overall Natural Feature and Area is maintained; and
 - iii. The adjustment shall not adversely impact the ecological or hydrologic functions of the Natural Heritage System.

- d) The Natural Features and Area shall not form part of the parkland dedication to the Plan Area.
- e) Grading is permitted within the vegetation protection zone, as long as it can be demonstrated that there is no negative impact on environmental features, to the satisfaction of the Town.

35.5 Implementation and Interpretation

35.5.1 Further to, and in accordance with, Section 25 of this Official Plan, the following provisions of this Secondary Plan regarding implementation and interpretation shall apply with regard to the Innis Lake SP.

35.5.2 Locations, boundaries or limits described in text or indicated on Schedule “A” are intended to be approximate only. Minor adjustments in the land use pattern and the location of proposed specific land use designations or facilities may be considered through the Tertiary Plans and/or Draft Plans of Subdivisions without amendment to this Secondary Plan provided the intent of the Secondary Plan is maintained.

35.5.3 Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, provided that such variations respond to unique conditions or context of a site and are supported through a Planning Opinion Report and/or Urban Design Brief to the satisfaction of the Town.

35.5.4 Symbols for parks and schools, where identified, are conceptual and intended to show the approximate location of these elements on Schedule “A”. Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses a collector or arterial road or the Natural Features and Areas designation.

35.5.5 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.

35.5.6 Phase 2 Tertiary Plan (Community Block Plan)

35.5.6.1 A Tertiary Plan will be prepared for the Phase 2 lands, by the Participating Landowners in Phase 2 of the Secondary Plan, which provide for a more detailed level of planning and are to be endorsed by Council.

35.5.6.2 The submission of development applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the Town deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the Town to make informed decisions on planning applications consistent with the Secondary Plan, and where feedback and requirements from external agencies, such as the Region of Peel, TRCA, and others as applicable, have been addressed to the Town’s satisfaction.

**FUTURE
CALEDON**

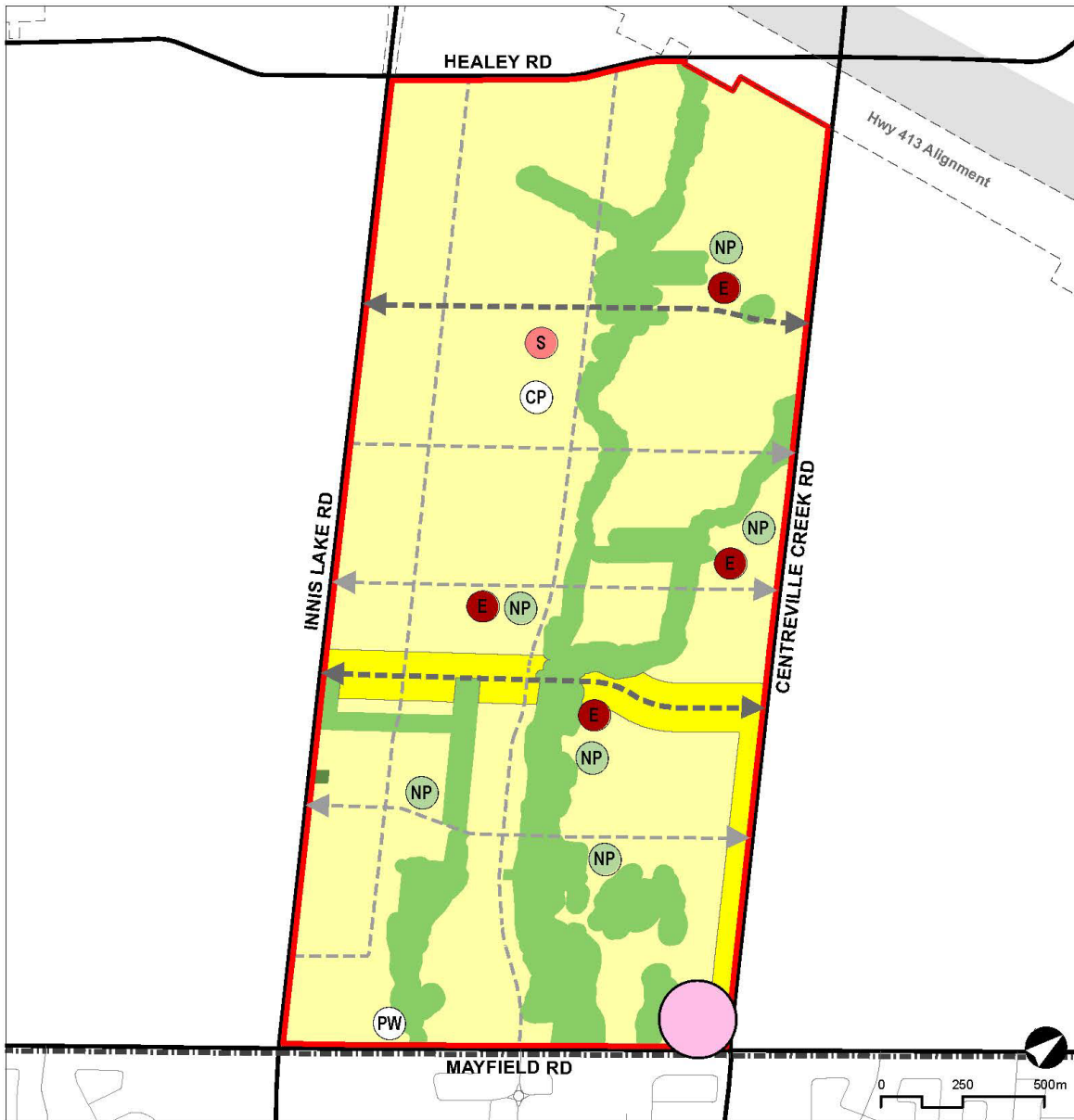
35.5.6.3

The Tertiary Plan is intended to implement Phase 2 of the Secondary Plan and provide more detail than the Secondary Plan to inform development. The Tertiary Plan will be prepared to the satisfaction of the Town in consultation with applicable agencies and will demonstrate how development will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the Regional and local road networks (including the active transportation facilities within them), parks and open space, linkages, and staging, to the satisfaction of the Town. The Tertiary Plan will provide a framework for coordinating development that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Innis Lake Secondary Plan Community Design Guidelines are achieved.

35.5.6.4

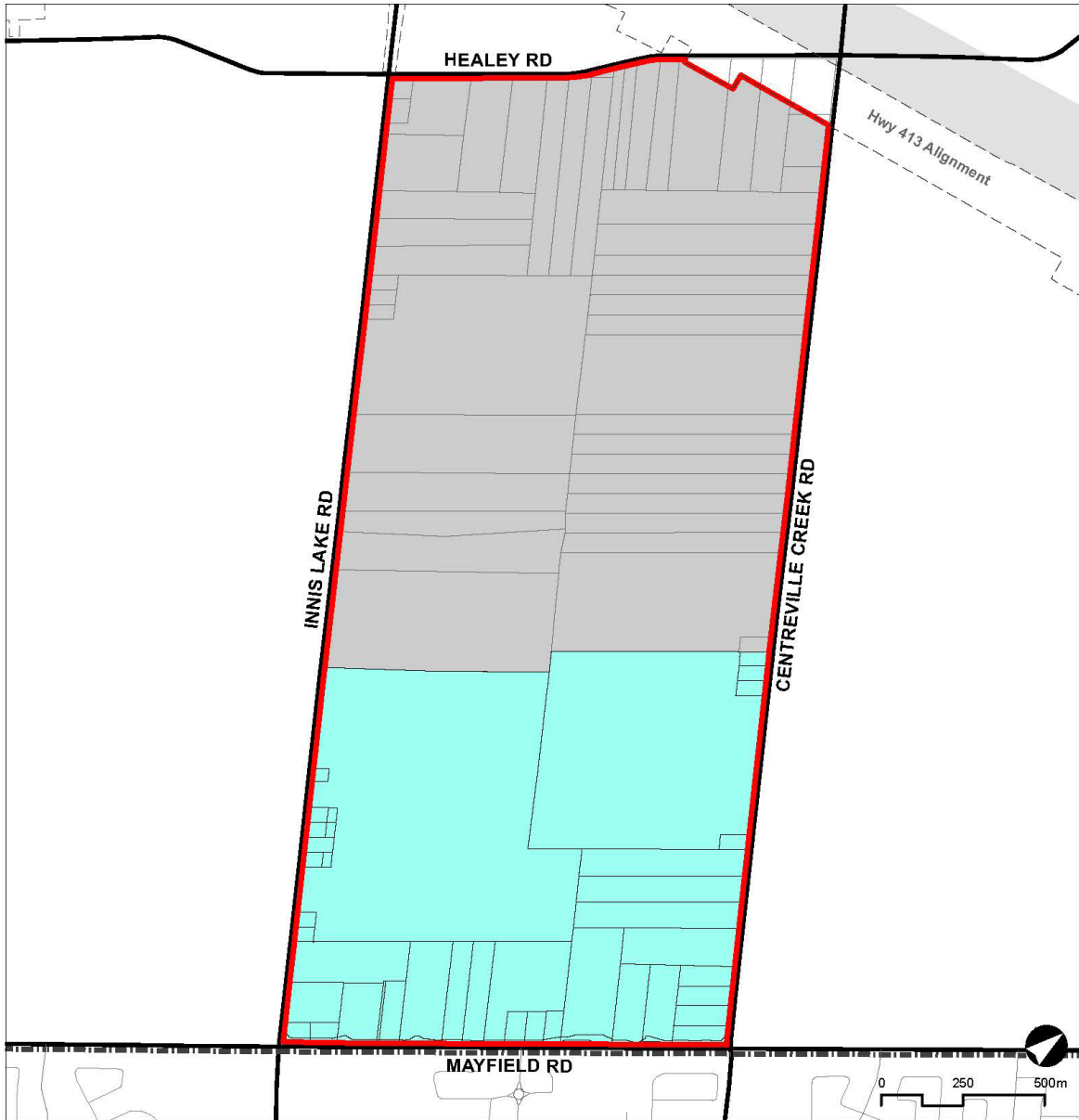
The submission requirements for the Phase 2 Tertiary Plan shall include:

- a) Local Subwatershed Study Addendum, or equivalent study (including Geotechnical Report, Hydrogeological Assessment, Environmental Impact Study, Noise Impact Study and Slope Stability Assessment)
- b) Tertiary Plan Report and Concept
- c) Urban Design Plan
- d) Traffic Impact Assessment
- e) Cultural Heritage Assessment
- f) Community Services & Facilities Study
- g) Housing Assessment



Schedule 'A' to XXX
Preliminary Land Use and Transportation Plan

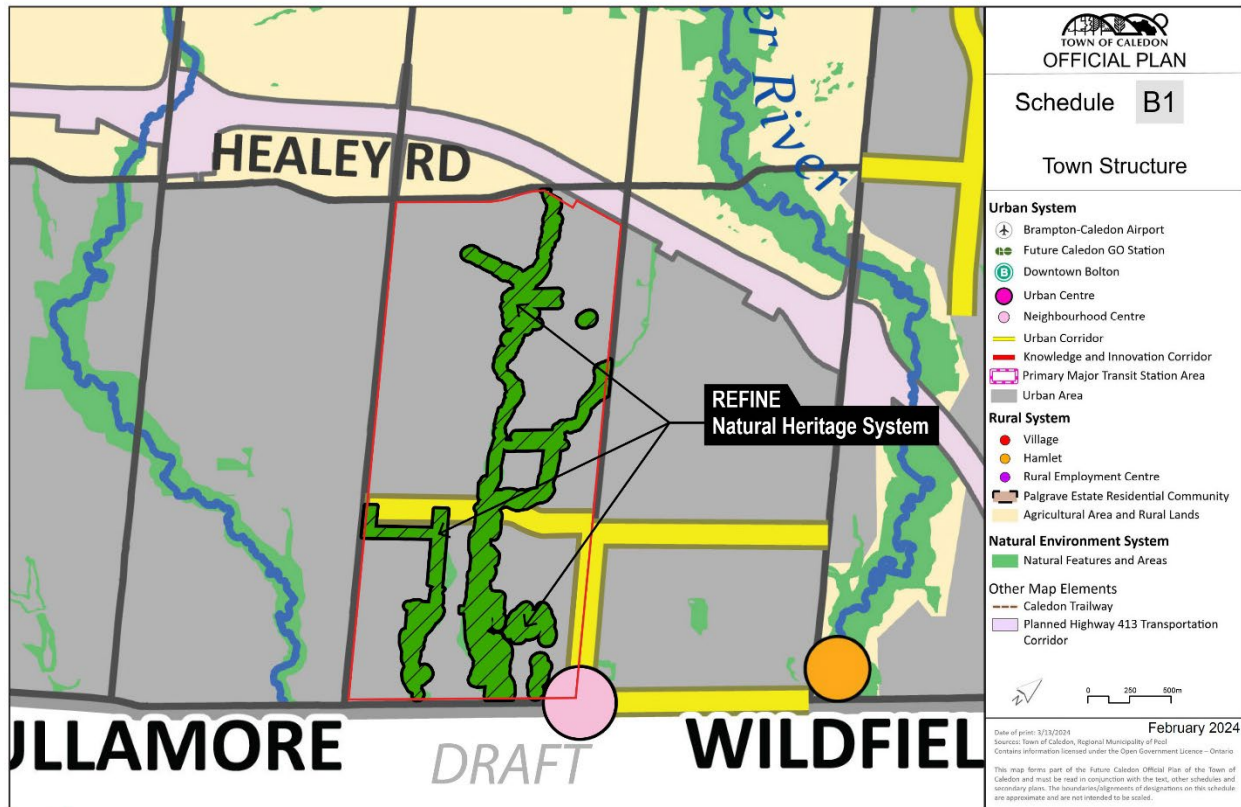
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|---|----------------------------|--|---------------------------------|
| Innis Lake Secondary Plan Area | Neighbourhood Area | Conceptual Community Park Location | Neighbourhood Centre |
| Municipal Boundary | Natural Features and Areas | Conceptual Neighbourhood Park Location | Urban Corridor |
| Future Hwy 413 Road Alignment | Cemetery | Conceptual Secondary School Location | Conceptual Major Collector Road |
| Northwest GTA Transmission Corridor - Narrowed Area of Interest | Place of Worship | Conceptual Elementary School Location | Conceptual Minor Collector Road |



Schedule 'B' to XXX
Phasing Plan

- | | |
|---|---|
|  Lands Subject to this Amendment |  Phase 1 |
|  Future Hwy 413 Road Alignment |  Phase 2 |
|  Northwest GTA Transmission Corridor - Narrowed Area of Interest | |

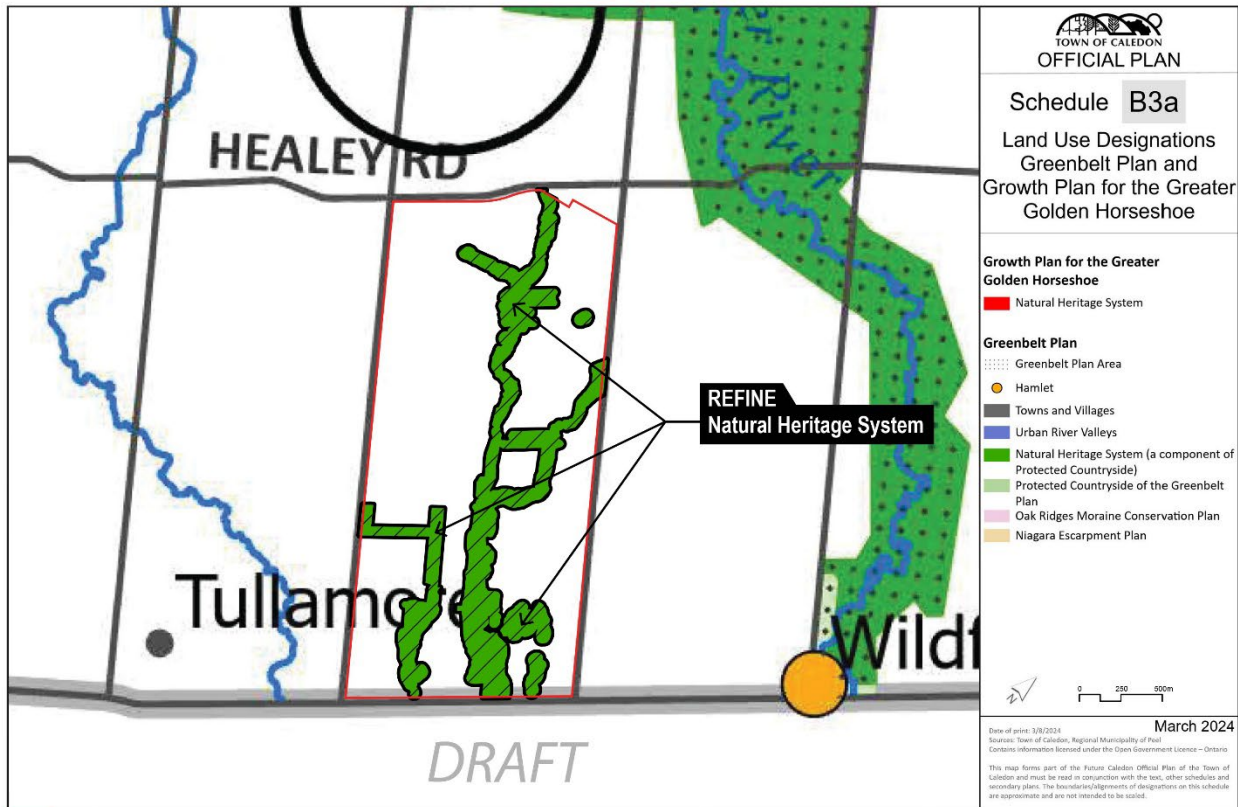
Schedule 'C' to XXX



Innis Lake Secondary Plan Area

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Schedule 'D' to XXX



Innis Lake Secondary Plan Area

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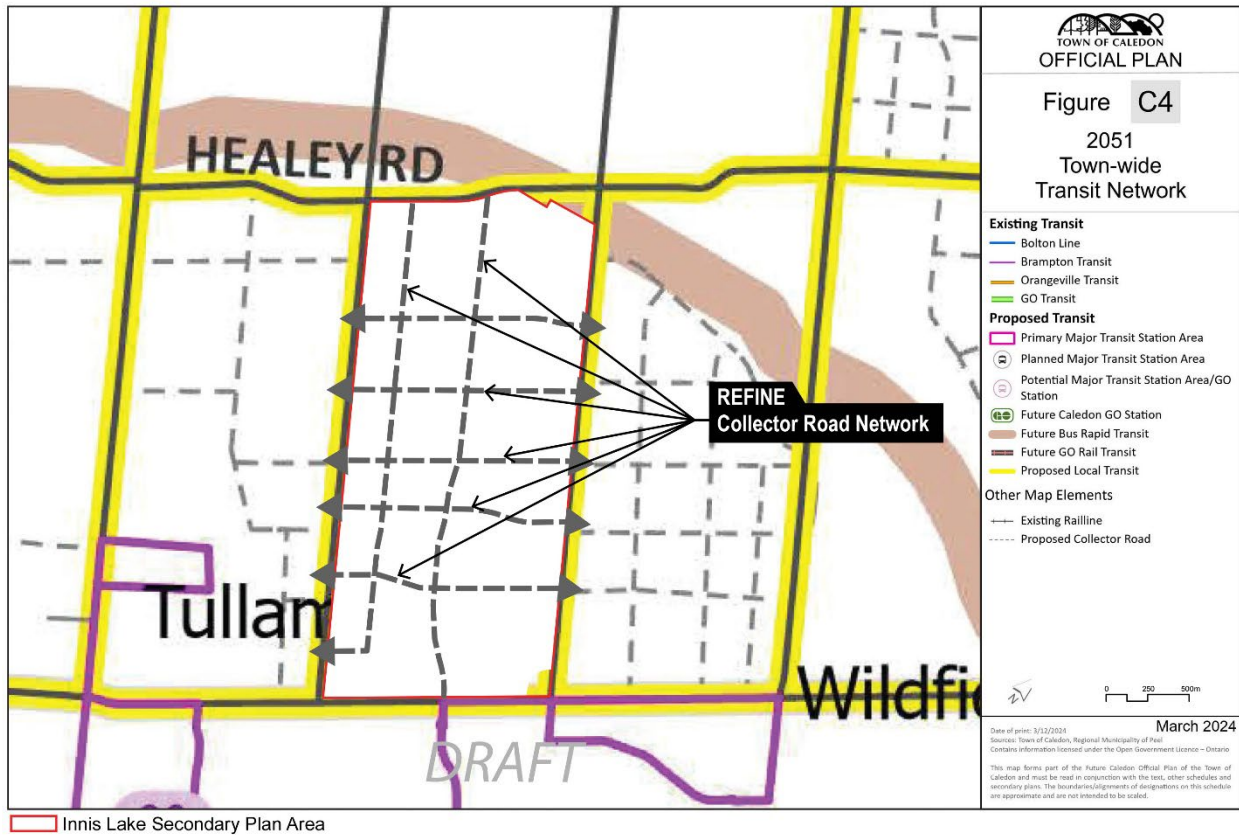
Schedule 'E' to XXX



Innis Lake Secondary Plan Area

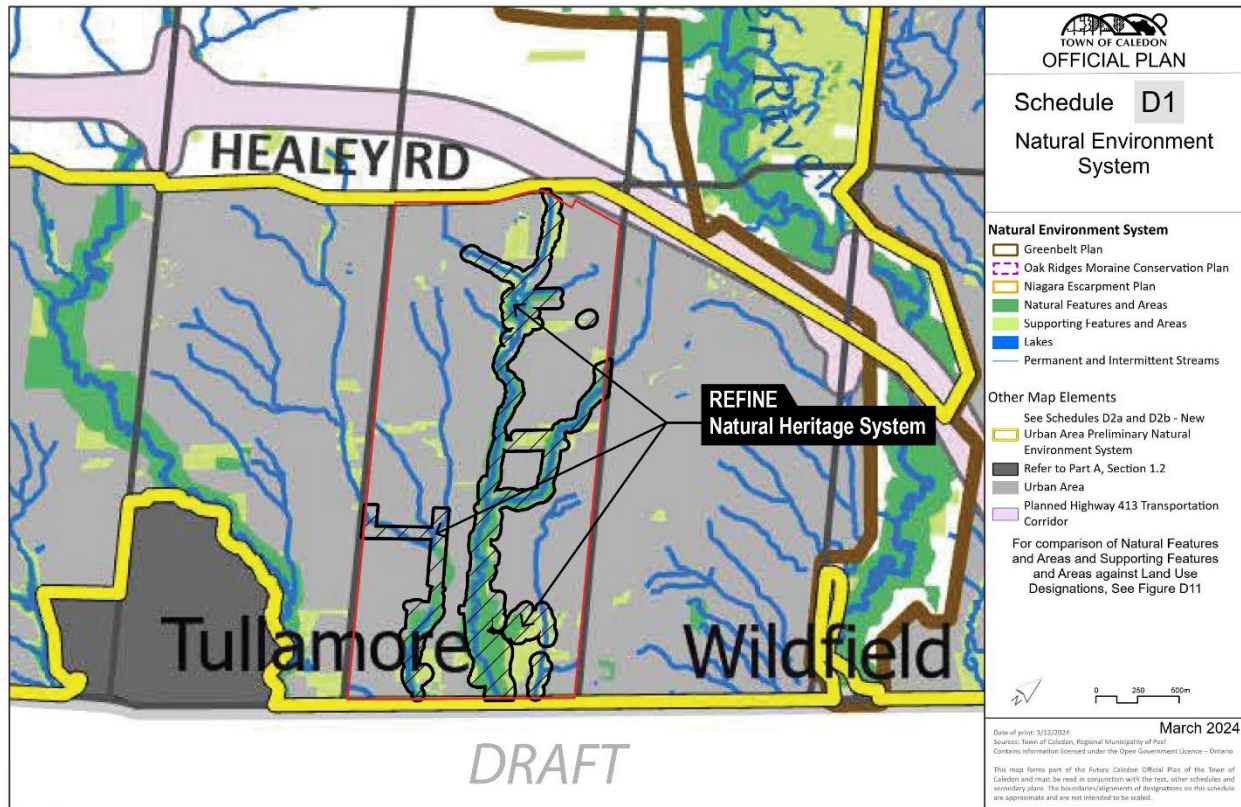
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Schedule 'F' to XXX



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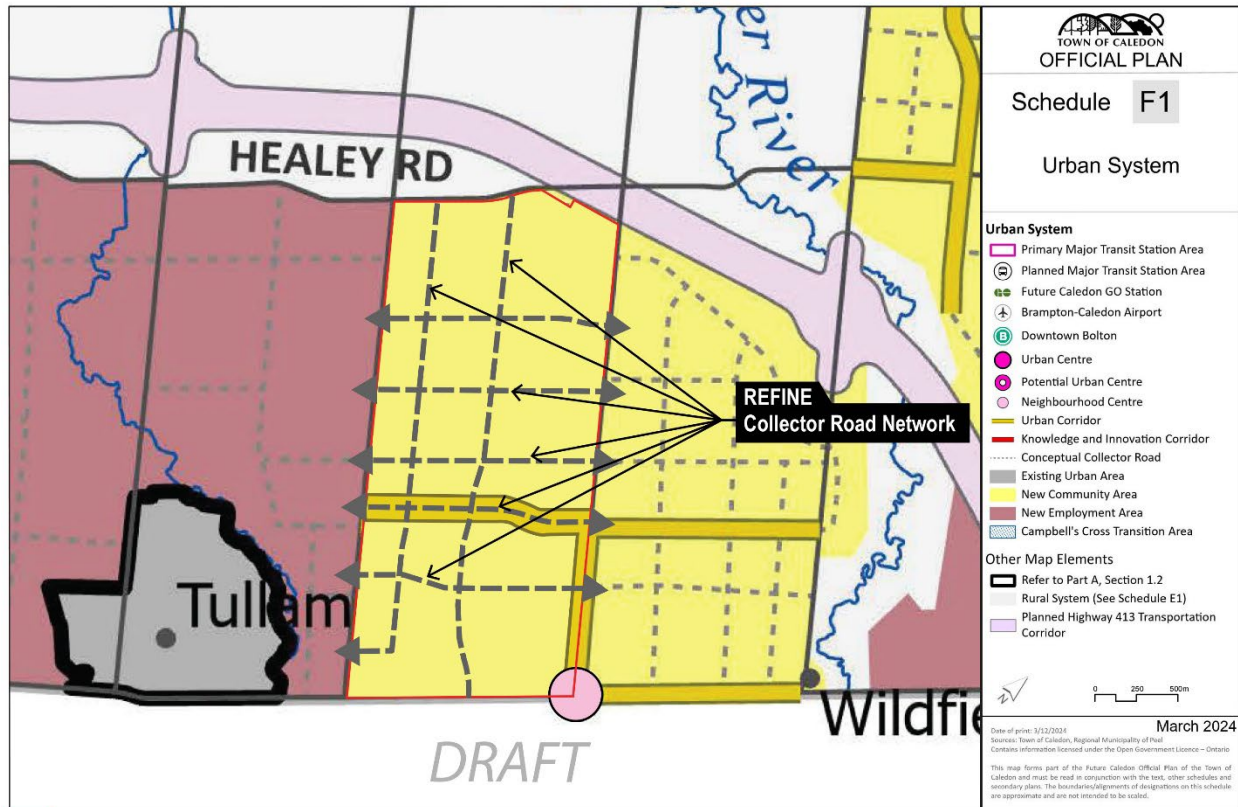
Schedule 'G' to XXX



Innis Lake Secondary Plan Area

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Schedule 'H' to XXX



Innis Lake Secondary Plan Area

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Schedule 'I' to XXX



 Innis Lake Secondary Plan Area

Official **Plan**
GREENBELT PLAN AREA
LAND USE
DESIGNATIONS
SCHEDULE B-5
 April 2022
 As modified by the Province on November 4, 2022

Legend

- Greenbelt Area*
- Protected Countryside
- Natural Heritage System
- Village
- Industrial-Commercial Centre
- Hamlet
- Urban River Valley
- Urban System within Greenbelt
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area Outside the Greenbelt

Growth Plan

- Natural Heritage System for the Growth Plan

* As identified in Ontario Regulation 59/05, as amended.

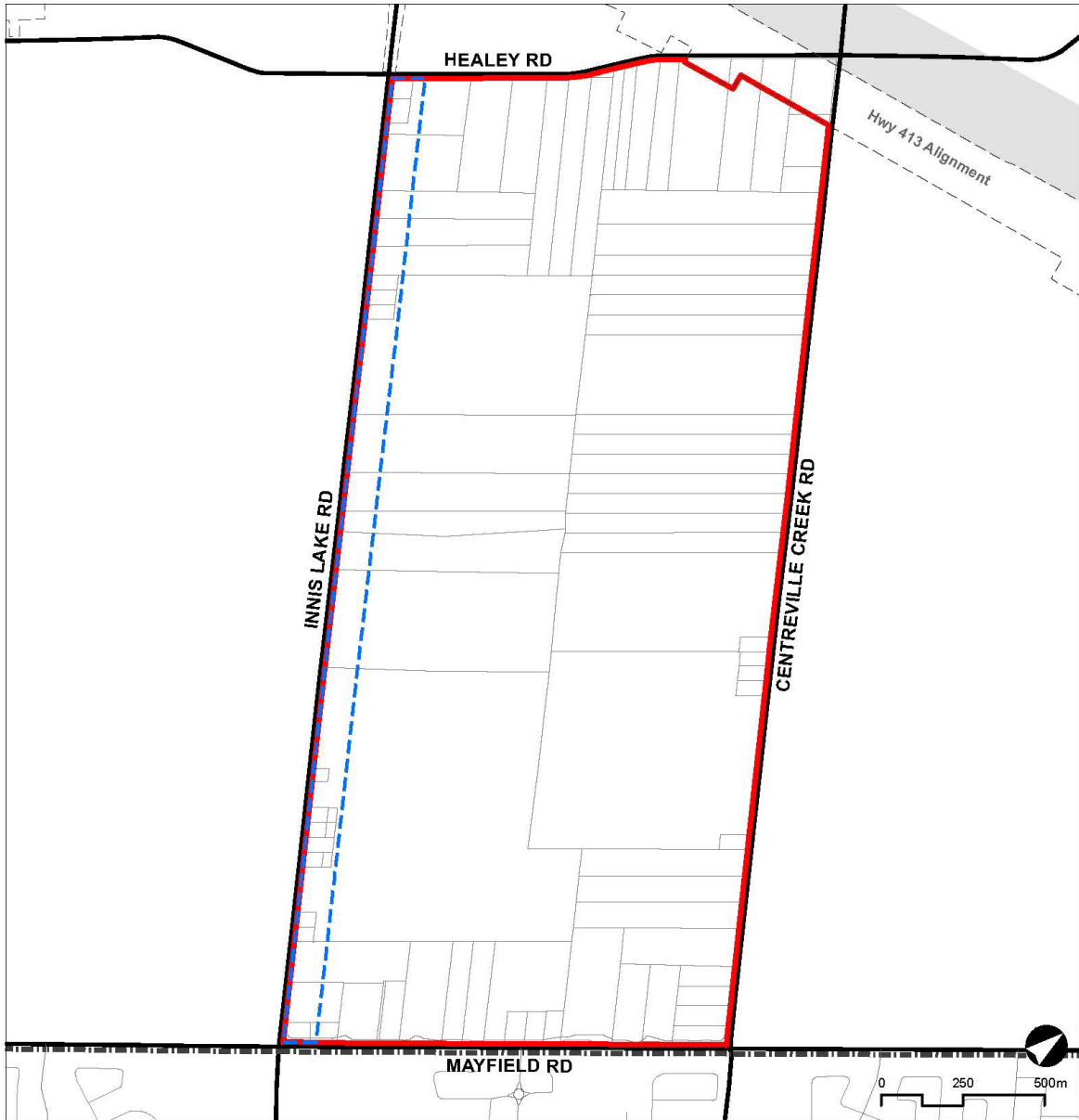
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.





Region of Peel
working with you

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Schedule 'K' to XXX
Land Use Compatibility

-  Lands Subject to this Amendment
-  Land Use Compatibility Area
-  Future Hwy 413 Road Alignment
-  Northwest GTA Transmission Corridor - Narrowed Area of Interest