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**TOWN OF CALEDON
PLANNING
RECEIVED**
February 20th, 2026

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

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2025- [REDACTED]

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. [REDACTED] 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 _____, 2025.

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.

AMENDMENT NO. [REDACTED]

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 Old School Road to the north, Torbram Road to the east, Mayfield Road to the south and west of Bramalea 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 Mayfield Tullamore 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 legally described as Part of Lots 17-22, Concessions 4-5, Town of Caledon, Regional Municipality of Peel and comprise an area approximately 609 hectares (1,505 acres). The lands bounded by Old School Road to the north, Torbram Road to the east, Mayfield Road to the south and west of Bramalea Road to the west.

Basis:

The Mayfield Tullamore Landowners Group has requested an amendment to the Future Caledon Official Plan for to establish detailed land use designations and policies for the lands bounded by Old School Road to the north, Torbram Road to the east, Mayfield Road to the south and west of Bramalea 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.

- i. 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”, “Natural Features and Areas” and “Open Space”.

The applications have been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on October 21, 2025. Planning staff have reviewed this application and is of the opinion that the proposed amendment is consistent with the Provincial Planning Statement, 2024, 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. [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 Mayfield Tullamore Secondary Plan, as shown in Schedule B to this Amendment
3. By amending Part H to include a section regarding the Mayfield Tullamore Secondary Plan as follows
4. By amending Schedule B1 to add a Neighbourhood Centre to the lands, as shown in Schedule C to this Amendment
5. By amending Schedule B2 to add a Neighbourhood Centre to the lands, as shown in Schedule D to this Amendment
6. By amending Schedule B3a to refine the Natural Heritage System, as shown in Schedule E to this Amendment
7. By amending Schedule B4 to re-designate certain lands to Rural Lands, as shown in Schedule F to this Amendment
8. By amending Schedule C1 to refine the collector road network, as shown in Schedule G to this Amendment
9. By amending Schedule C4 to refine the collector road network, as shown in Schedule H to this Amendment
10. By amending Schedule D1 to refine the Natural Heritage System, as shown in Schedule I to this Amendment
11. By amending Schedule D8 to revise the location of a Community Park, as shown in Schedule J to this Amendment
12. By amending Schedule E1 to re-designate certain lands to Rural Lands, as shown in Schedule L to this Amendment
13. By amending Schedule F1 to add a Neighbourhood Centre, and refine the collector road network, as shown in Schedule M to this Amendment
14. By amending Schedule F2a to add a Neighborhood Centre, revise the location of a Community Park and refine the collector road network, as shown in Schedule N to this Amendment
15. By adding Schedule XX to indicate the areas where land use compatibility measures need to be reviewed, as shown in Schedule O to this Amendment.

****See enclosed Mayfield Tullamore Secondary Plan***

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MAYFIELD TULLAMORE SECONDARY PLAN

35.1

Introduction

35.1.1

Purpose

The Mayfield Tullamore Secondary Plan (Mayfield Tullamore SP) governs the development of land in the Mayfield Tullamore area, as shown on Schedule A Mayfield Tullamore 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 Mayfield Tullamore Secondary Plan comprises an area of approximately 609 hectares (1,505 acres) including lands within the Greenbelt and, existing natural heritage features.

The Mayfield Tullamore Secondary Plan is bounded by Old School Road to the north, Torbram Road to the east, Mayfield Road to the south and west of Bramalea Road to the west, and is legally described as Part of Lots 17-22, Concessions 4-5, Town of Caledon, Regional Municipality of Peel.

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 and employment opportunities, promote sustainability and protect

heritage resources. The Secondary Plan provides a framework to achieve fundamental principles of good planning and urban design.

35.1.3.2

Objectives

In support of the Goal for the Mayfield Tullamore 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. Recreational opportunities within and connected to the Greenbelt should be realized. Cultural heritage resources will be conserved.
- 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 Mayfield Tullamore 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 Community Design Elements:

- a) Neighbourhood Centres composed of commercial activity and higher-density residential and mixed-use development. Urban Corridors along key arterial roads that will have a mix of uses with higher-density residential built-forms. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood.
- b) A range of retail commercial opportunities throughout the Secondary Plan area, including options which maximize walkability for residents;
- c) A range and mix of parks and public open spaces providing neighbourhood recreation opportunities and focal points to promote walkability and establish a strong community identity and neighbourhood sense of place;
- d) A range and mix of housing options, primarily grade-related, will be provided within the Neighbourhood Areas to promote inclusiveness and create dynamic streetscapes;
- e) An active transportation corridor will generally run within the Greenbelt lands. It will create a safe, central trail that provides residents with an attractive, off-road active transportation option throughout the Secondary Plan.
- f) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,
- g) A complete active transportation system that provides both on- and off-road active transportation facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas, and the Greenbelt.
- h) A transit-supportive community structure that integrates higher-density mixed-use areas, key destinations, and neighbourhood nodes with the ability to support a future public transit network. The land use and street pattern will support frequent, accessible, and efficient transit service, promoting sustainable mobility and reducing reliance on private vehicles.

35.2

Managing Growth and Change

35.2.1

Community Area Structure

35.2.1.1

The Mayfield Tullamore Secondary Plan Area is an Urban Area on Schedule B1 (Town Structure) and is bounded by planned Urban Corridors. Neighbourhood Centres are planned at the intersection of

Torbram Road and Old School Road, Bramalea Road and Old School Road, and Bramalea Road and Mayfield Road. Natural Features and Areas are also elements present within the Mayfield Tullamore Secondary Plan Area designated within the Natural Heritage System.

35.2.1.2

The Mayfield Tullamore Secondary Plan includes a New Community Area on Schedule F2a (Preliminary Community Structure Plan). Structural Elements of the Preliminary Community Structure Plan for the Mayfield Tullamore Planning Area include:

- ii. Neighbourhood Areas;
- iii. Urban Corridors;
- iv. Neighbourhood Centres;
- v. Community Park;
- vi. Natural Features and Areas;
- vii. Supporting Features and Areas;
- viii. Permanent and Intermittent Streams;
- ix. Potential Linkages; and,
- x. Potential Enhancement Areas

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 consistent with the estimated population and employment targets shown in Table 35.1 below.

Table 35.1 Mayfield Tullamore Area Population and Employment Estimated Targets (OPA)

Population ⁽¹⁾	25,400
Population-related jobs	2,000
Employment Area jobs	0
Total	27,400
Land area (hectares) ⁽²⁾	392
Density (combined population and jobs per hectare)	70

(1) Inclusive of the Census undercount.

(2) Net of Greenbelt Plan Area, Natural Features and Areas

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35.2.3 Housing

35.2.3.1 The Mayfield Tullamore 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 The Mayfield Tullamore SP establishes targets for housing in accordance with Section 35.2.2, and they are applied across the entire Secondary Plan. A target of 25% of all new residential units should be planned as attainable or affordable housing, assisted housing, or higher-density townhouses (including stacked townhouses and stacked back-to-back townhouses), apartments, or additional residential units.

35.2.3.3 To contribute to the delivery of attainable/affordable and rental housing, additional dwelling units are encouraged in single-detached, semi-detached, and townhouse units. A minimum of 20% of single detached, semi-detached, and townhouse units shall 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 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 permit 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.

35.2.3.7 As part of the Tertiary Plan process, 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. The Tertiary Plan shall achieve the overall housing mix, density, and population targets established in this Secondary Plan, consistent with Policies 21.4.3 (j) and 21.4.3 (k) of the Future Caledon Official Plan.

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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 by reducing greenhouse gas emissions from buildings, transportation, and solid waste where possible. The use of natural gas will be discouraged in the Plan Area, and efforts will be made to minimize its use.

35.3.1.1.2 As part of all development within the Plan Area, pathways to reduce greenhouse gas emissions will be studied and implemented where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.

35.3.1.1.3 Development will be encouraged to approach energy efficiency and low-carbon development cost-effectively through improved energy efficiency in the 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 higher-density residential housing and mixed-use developments will be encouraged to use high-albedo/light-coloured cool roof materials and/or green roofs, and to be solar-ready, where feasible, considering space and structural requirements.

35.3.1.1.5 New developments in the Plan Area will consider plans and building designs that maximize solar gain and construction practices that facilitate future solar installations (i.e., solar-ready), per the Town of Caledon Green Development Standard.

35.3.1.1.6 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 strategies to support Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, 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 sections 5.3 and 5.4 of the Future Caledon OP.

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- 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 Mayfield Tullamore 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 draft plan registration.
- 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.
- 35.3.3 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, and 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. Development proposals within the Plan area shall be consistent with the urban design guidelines of the Town and the Community Design Guidelines for this Secondary Plan.
- 35.3.3.3 Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads is not permitted.
- 35.3.3.4 Residential development adjacent to arterial roads should be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Where appropriate, development applications should propose 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" or as determined through the Tertiary Plans, shall be subject to the policies of this subsection.
- 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 Area designation shall be developed generally in accordance with the Neighbourhood Area development policies under Section 35.4.2 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 35.4.3 of this Secondary Plan.
- e) Public service facilities located within the Neighbourhood Centre designation shall be developed generally in accordance with the Neighbourhood Centre development policies under Section 35.4.4 of this Secondary Plan.

35.3.4.1 Schools

35.3.4.1.1 School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

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.

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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

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

35.3.4.1.4

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.

35.3.4.1.5

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.

35.3.4.1.6

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.

35.3.4.1.7

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.

35.3.4.1.8

New elementary school sites shall have frontage on a Collector Road with a minimum right-of-way width of 22 metres or a minimum paved roadway of 10 metres.

35.3.4.2

Emergency Response Facilities

35.3.4.2.1

Emergency response services (e.g., ambulance, fire, police) required to serve the Mayfield Tullamore SP will be encouraged to locate in shared facilities.

35.3.4.2.2

Notwithstanding any other policies of this Official Plan, emergency response facilities are permitted in any land use designation other than the Natural Features and Areas designations and shall be designed and developed in a manner that is compatible with the surrounding neighbourhood.

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- 35.3.4.2.3 One (1) fire station has been conceptually identified in Schedule “A”. It is recognized that the location of the fire station on Schedule “A” is conceptual and is intended to identify a general potential location for this facility. The Tertiary Plan and/or draft plan of subdivision process shall further define the size and location of the fire station without amendment to this Official Plan
- 35.3.4.2.4 Any additional emergency response service facilities shall be identified through the Tertiary Plan process.
- 35.3.4.3 Parks
- 35.3.4.3.1 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 maximum number 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.
- 35.3.4.3.2 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. Parkland may be located within the Greenbelt Plan only in areas outside of Natural Features and Areas designation, which contain the Key Natural Heritage and Hydrologic Features and their associated Minimum Vegetative Protection Zones.
- 35.3.4.3.3 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.
- 35.3.4.3.4 A Community Park has been identified conceptually on Schedule “A” and is located within lands subject to the Greenbelt Plan. The Community Park is situated on tableland and outside of the Natural Features and Areas designation, including Key Natural Heritage and Hydrologic Features and their associated Minimum Vegetative Protection Zones, and is intended to be developed in accordance with the policies of this Secondary Plan and the Greenbelt Plan to accommodate active and passive recreational uses.
- 35.3.4.3.5 Generally, Neighbourhood Parks will be between 1.0 and 4.0 hectares, configured to provide a range of outdoor recreation facilities. Neighbourhood 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

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that Neighbourhood Parks have frontage along a minimum of one public street.

- 35.3.4.3.6 Where appropriate, parkettes, village squares, privately owned public spaces (POPS), and encumbered parkland, which are generally less than one hectare in size, will be accepted as parkland dedication to the satisfaction of the Town.
- 35.3.4.3.7 Underground stormwater management facilities are permitted within parks, where parkland credit may be given for such stratified parks. The amount of parkland dedication will be determined through the development approval process.
- 35.3.4.4 Community Centre
- 35.3.4.4.1 One (1) community centre has been conceptually identified in Schedule A, which should generally accommodate an approximately 5.0 hectare facility. This facility is planned to serve the residents of the Mayfield Tullamore SP.
- 35.3.4.4.2 It is recognized that the location of the community centre on Schedule “A” is conceptual and is intended to identify a general potential location for this facility. The Tertiary Plan and/or draft plan of subdivision process shall further define the size and location of the community centre without amendment to this Official Plan
- 35.3.4.4.3 The Town shall acquire this parcel, with the acquisition of this facility funded through Development Charges.
- 35.3.4.4.4 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.
- 35.3.4.4.5 Notwithstanding any other policies of this Secondary Plan, the community centre may be located on lands within the Greenbelt Plan Area, provided such lands are located outside Natural Features and Areas, which contain the key natural heritage features, key hydrologic features, and their minimum vegetation protection zones. For greater certainty, the community centre is a permitted community infrastructure use within the Greenbelt Plan Area in accordance with Section 4.2.1 of the Greenbelt Plan, subject to all applicable environmental protection and design requirements.
- 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

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 Mayfield Tullamore 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 As determined through the Tertiary Plan, 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.

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- 35.3.6.4 Prior to registration of a plan of subdivision or approval of a site plan application, the following must be satisfied:
- a) 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;
 - b) 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,
 - c) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation, are satisfied.
 - d) Confirmation of good standing with the Mayfield Tullamore Landowners Group's Trustee that all cost-sharing obligations for the sharing of community and hard infrastructure, and any other costs 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);
 - e) Natural Heritage System and,
 - f) Affordable housing site(s), as applicable.
- 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.

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35.3.7.4 The Town shall impose a condition on any development approval that prior to the 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 Town will require a letter from the Trustee of the Secondary Plan landowners' Cost Sharing Group confirming 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.

35.3.8.1 Roads

35.3.8.1.1 Roads in the Secondary Plan are intended to be developed and operate in accordance with the guidelines and classifications outlined in 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 necessary to ensure the overall functioning of the transportation, water, and wastewater systems and 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, are 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. 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 their 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

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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.

35.3.8.2.3 The following right-of-way widths are required for roads within the Secondary Plan area:

- a) Major Collector Roads – 26 metres;
- b) Minor Collector Roads – 23.5 metres; and
- c) Local Roads – 18 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 and are contained in a cross-section approved by the Town.

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.

35.3.8.3.3 Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cycling access to transit routes and transit stops.

35.3.8.4 Pedestrian and Cycling Network

35.3.8.4.1 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.

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35.3.8.4.2 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.

35.3.8.5 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 are permitted in all land use designations. Trails shall be located so as to minimize any impact on natural features and, where possible, be adjacent to and connect 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 developments 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 unserviced 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 Mayfield Tullamore Environmental Impact Study, Master Environmental Servicing Plan, 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, having regard for 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 on 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 the development approval process.
- 35.3.9.2.3 Stormwater management facilities proposed to be located in the Provincial Greenbelt Plan Area shall be designed and constructed in accordance with Section 12.5.13 of the Official Plan.

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- 35.3.9.2.4 In considering options for stormwater management, the following policies shall apply:
- a) Stormwater shall be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the 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.
- 35.3.9.2.5 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.
- 35.3.9.2.6 Underground stormwater management facilities can be permitted subject to meeting the Town's Stormwater Management Design Guidelines.
- 35.3.9.2.7 Stormwater management facilities shall be designed to facilitate maintenance and provide a reasonable level of safety, both in their stormwater management function and in relation to potential public use of the pond area. Additional safety provisions may be required in areas where an increased level of public access is anticipated.
- 35.3.9.2.8 Through additional technical analysis completed in support of the Tertiary Plan, the number of, location of, and required size of the stormwater management facilities will be determined, which shall include LID measures and demonstrate CLI-ECA compliance. This analysis must demonstrate an appropriate strategy to mitigate any adverse impacts to downstream properties associated with stormwater discharge, to the satisfaction of the Town, in consultation with the TRCA.
- 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

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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 introduced in the Secondary Plan, it shall be located underground and 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 under the Secondary Plan, public utility and telecommunications providers shall confirm whether 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

35.3.10.1 This Secondary Plan recognizes that residential and institutional uses are sensitive to noise, vibration, odour, dust or other emissions, particulates or contaminants from industrial, transportation and utility sources. Schedule O identifies sensitive uses that are generally located within 300 metres of existing or planned employment areas. On lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of existing or planned employment uses, in accordance with provincial guidelines.

Prior to development approvals, proponents shall be required to undertake the necessary land use compatibility studies and implement, as a condition of approval, appropriate mitigation and abatement measures in accordance with the Ministry of the Environment, Conservation and Parks guidelines and the Peel Region Land Use Compatibility Guidelines. The potential for air and noise impacts associated with new facilities will be addressed through applicable provincial permitting and review tools, including Environmental Compliance Approvals, Environmental Activity and Sector Registry requirements, or Environmental Assessments.

35.3.10.2 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.

35.3.10.3 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. Landscaping, site and

building design shall be used to mitigate the impact on the streetscape.

35.3.10.4 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 Mayfield Tullamore 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 for community area development in the Secondary Plan. The following five (5) designations are shown on Schedule A to this Plan:

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

35.4.1.2 Direct vehicular access from residential homes onto collector roads shall be minimized in the Secondary Plan to the greatest extent possible. 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.

35.4.1.3 This Secondary Plan establishes an appropriate range of permitted uses for each land-use designation to provide 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. However, given that community lands can and should intensify over time, the full range of housing types should be permitted in the zoning of properties in accordance with the permitted uses in the corresponding designation of this secondary plan.

35.4.1.4 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

- a) 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 are complementary to 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, tenures and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;
- c) ensure new residential areas permit a mix of complementary 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 four storeys; however, up to eight storeys may be

allowed at intersections of collector or arterial roads, subject to a Compatibility Analysis.

- b) Notwithstanding the height limitations, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where appropriate.
- c) Streets within Neighbourhood Areas will be generally designed based on a modified grid pattern. Deviations and permission for crescent and cul-de-sacs will be considered in relation 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 and connections to them will be planned to encourage active transportation as a viable option for recreation and commuting.
- 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.

35.4.3 Urban Corridor

Lands designated as Urban Corridors connect neighbourhoods. They are mixed-use, mid-rise areas that support high-quality urban living environments. They are 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 the Corridors and surrounding neighbourhoods. These corridors are intended to play a significant role in enabling compact, land-efficient development, providing more affordable housing, and supporting transit. These corridors are anticipated to be approximately 80-100 metres in depth from the arterial road. They will be characterized by a mixture of primarily high-intensity 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 transitions 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, they 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) To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.
- h) Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.
- i) Transit-oriented development and transit-supportive public space design will be a high priority within Urban Corridors in close proximity to transit stops.
- j) Mixed-use and non-residential 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. One Neighbourhood Centre, at the northwest corner of Mayfield Road and Bramalea Road, is already delineated through this Secondary Plan, as shown in Schedule A. The delineation of all remaining Neighbourhood Centres will be confirmed and may be refined through the Tertiary Plan process. 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 residents and workers' 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 medium and higher-density 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 for residential uses is three 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 to achieve a transition to lands designated Neighbourhood Area.
- d) The minimum amount of non-residential gross floor area to be provided in each Neighbourhood Centre is:
 - a. Old School Road/Bramalea Road: 8,000m²
 - b. Bramalea Road/Mayfield Road: 21,000m²
 - c. Old School Road/Torbram Road: 6,000m²
- e) 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.
- f) 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.
- g) 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.
- h) Transit-oriented forms of development and transit-supportive public space design near transit stops will be of a high priority for development within Neighbourhood Centres.
- i) 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 as Natural Features and Areas provide a functional, connected natural heritage system that protects and enhances key natural heritage features and areas within 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) recreation uses;
- e) active trails;
- f) minor development and minor site alteration;
- g) low-impact development measures
- h) natural heritage feature or area restoration and enhancement works
- i) channel relocation and lowering
- j) wetland and/or woodland restoration and enhancement works
- k) existing uses, buildings, or structures;
- l) expansions or alterations to existing buildings or structures;
- m) accessory, uses, buildings, or structures; and,
- n) 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 its 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.

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 are 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 essential component of 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 Master Environmental Servicing Plan, 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 the 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 measures, 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) The Natural Features and Areas designation boundaries shown conceptually on Schedule A will be finalized through the approval of the Final Local Subwatershed Study and/or site-specific Environmental Impact Studies by the Town and applicable agencies.
 - d) Natural Features and Areas identified conceptually on Schedule A that have not been fully confirmed in the field through the Local Subwatershed Study shall be subject to further study. Where features have not been verified in the field or are considered candidate features in the Local Subwatershed Study, they will require further study before the approval of a plan of subdivision, draft plan of condominium, or site plan approval. These studies will determine the appropriate management and refinement of the features in alignment with the Local Subwatershed Study, unless otherwise agreed to by the Town and the Conservation Authority.
 - e) 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.
 - f) The Natural Features and Area shall not form part of the parkland dedication to the Plan Area.
 - g) 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.
 - h) The natural feature identified on Schedule A reflects a conceptual realigned channel. Prior to draft approval of all affected subdivisions the location and design of this corridor will be refined and confirmed through technical studies, as part of the Tertiary Plan and/or plan of subdivision, to the satisfaction of the Town of Caledon, in consultation with all relevant agencies.
 - i) With the exception of infrastructure that requires floodplain location for functional or operational purposes, all

development within this Secondary Plan shall be located outside of the Regulatory Floodplain. Should updated modelling, completed as part of the Tertiary Plan or in support of draft plans of subdivision (incorporating updates by the Town of Caledon or TRCA), determine that the floodplain is located in areas identified for development, and feasible mitigation measures are not available, those areas shall be removed from development and shall be added to Natural Features and Areas without the need for amendment to this Plan. Should updated floodplain modelling result in lands being removed from the floodplain, thereby removing lands from the Natural Features and Areas designation, minor adjustments in the specific land use designations may be considered through the Tertiary Plan without amendment to this Secondary Plan, provided the intent of the Secondary Plan is maintained.

- j) As recommended in the Region of Peel Scoped Subwatershed Study, the MESP shall identify Permeable Landscape Zones (PLZ) on the applicable corridors within this Secondary Plan. The MESP shall also identify uses that are permitted within the PLZ, in accordance with the Region of Peel Scoped Subwatershed Study. All related PLZ recommendations in the MESP shall be implemented through the Tertiary Plan and/or plans of subdivision.
- k) Headwater drainage features within this Secondary Plan, including those that are mapped on Schedules D1 and D2a, are subject to Headwater Drainage Feature Assessments. Management recommendations and mitigation strategies will be determined through the Tertiary Plan process, and will ensure proper drainage downstream of the Secondary Plan area to the satisfaction of the Town of Caledon. Where the functions of these features can be maintained, they can be moved or removed, and development will be permitted to occur on these lands in keeping with the underlying land use designations without the need for an amendment to this Plan.
- l) Linkage function within the Natural Environment System will be provided from the southerly woodland feature to the south of the plan area, in accordance with the approved MESP, and may be provided through stormwater management facilities, trails, parks, and/or other compatible land uses to the satisfaction of the Town of Caledon.

35.4.6

Open Space

Lands designated as Open Space Area, as shown on Schedule A, shall be subject to the following policies.

- a) Permitted uses within the Open Space Area include all types of parks, community centres and sports complexes, trails, stormwater management facilities, and active and passive

recreational uses. These uses are permitted within the Greenbelt area provided that the use is located outside any natural heritage feature and its associated boundary, in accordance with the Greenbelt Plan.

- b) The open space system shall be visible and accessible to the public, where compatible with the Town's ecosystem objectives and policies.
- c) Linkages, where appropriate, can be provided within road allowances, and may include dedicated pedestrian/bicycle paths, extra Right-of-Way widths, enhanced boulevard widths, landscaping, and signage.
- d) In general, the Town shall seek to bring lands designated Open Space Area on Schedule A into public ownership through the planning approvals process or other mechanisms as appropriate. However, these lands may remain in some form of private ownership provided acceptable provisions are made to establish the internal trail network and allow for appropriate public access and use.

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 Mayfield Tullamore SP.

35.5.2

Where there is a conflict or inconsistency between the policies in the Official Plan and the Secondary Plan, the policies of the Secondary Plan shall prevail.

35.5.3

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 without amendment to this Secondary Plan, provided the intent of the Secondary Plan is maintained.

35.5.4

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.

35.5.5

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.

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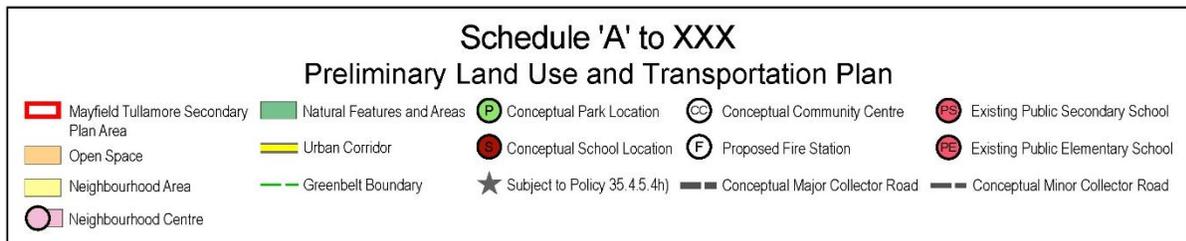
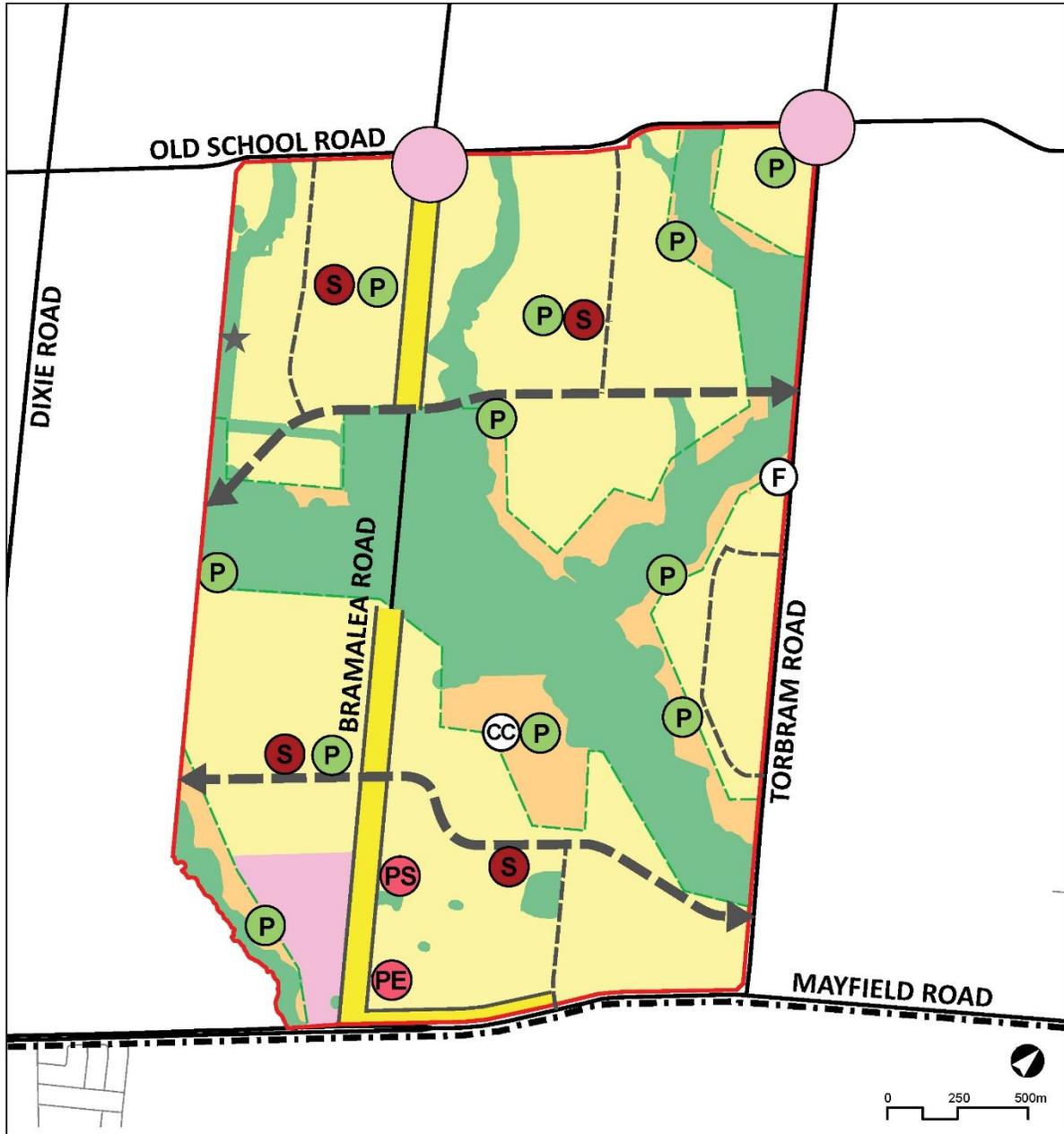
- 35.5.6 At any time throughout the development application process, new supporting studies may be required to support development, and any approval will be based on the latest reports and studies.
- 35.5.7 Prior to the draft plan of subdivision approval within the Secondary Plan area, the Mayfield Tullamore Subwatershed Study, Master Environmental Servicing Plan and Transportation Impact Study shall be completed to the satisfaction of the Town and all relevant agencies. All development applications shall reflect and implement the recommendations of these studies Refinements to land use designations and boundaries to implement the findings and conclusions of these studies shall not require an amendment to this Secondary Plan.
- 35.5.8 Notwithstanding Policy 35.5.7, the lands municipally known as 0, 12552 and 12580 Torbram Road (legally described as Part of Lots 19, 20 and 21, Concession 5, East of Hurontario Street, Town of Caledon) can be given draft plan of subdivision approval in advance of completion of the Mayfield Tullamore Local Subwatershed Study and Transportation Impact Study. Such approval shall be subject to a condition that no sales occur until the required studies have been completed to the satisfaction of the Town and applicable agencies, and the draft plan of subdivision has been revised, where necessary, to reflect the findings and recommendations of those studies.
- 35.5.8 Tertiary Plan (Community Block Plan)
- 35.5.8.1 A Tertiary Plan will be prepared by the Landowners for the Secondary Plan, which provides for a more detailed level of planning and is to be endorsed by Council.
- 35.5.8.2 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.
- 35.5.8.3 The Tertiary Plan is intended to implement the Secondary Plan and provide greater detail to inform development. The Tertiary Plan will be prepared to the satisfaction of the Town in consultation with applicable agencies. It 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

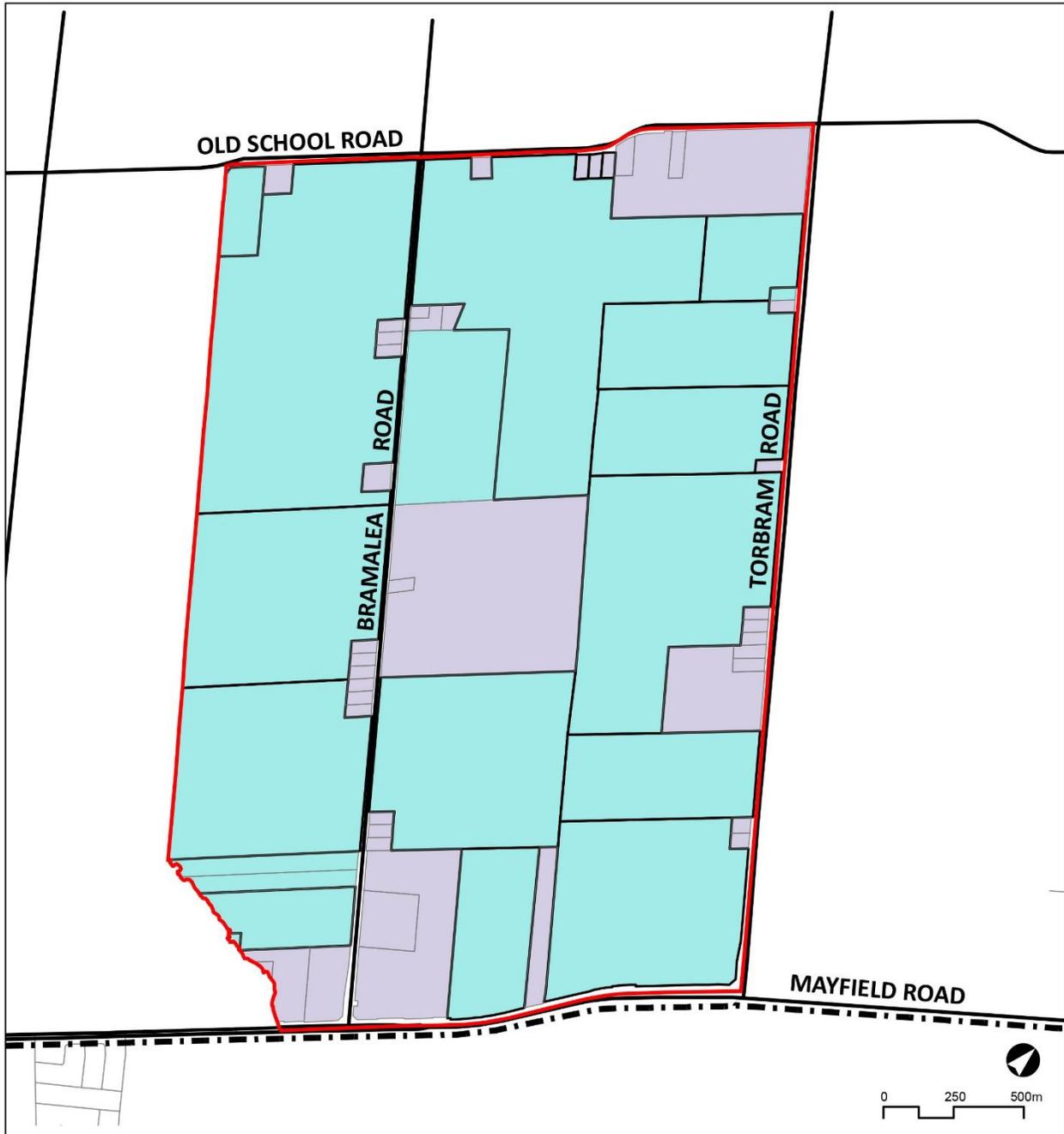
Secondary Plan and Mayfield Tullamore Secondary Plan Community Design Guidelines are achieved.

35.5.8.4

The submission requirements for the Tertiary Plan shall include:

- a) Master Environmental Servicing Plan (MESP) that addresses Local Subwatershed Study requirements to the satisfaction of the Town, including but not limited to the following components: Floodplain Hydrology and Hydraulics, Geotechnical, Hydrogeological Assessment, Water Balance and Feature-Based Water Balance Assessment, Terrestrial and Aquatic Environmental Impact Study, Noise Impact Study, Slope Stability Assessment, Monitoring Plan and Fluvial Geomorphology
- 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

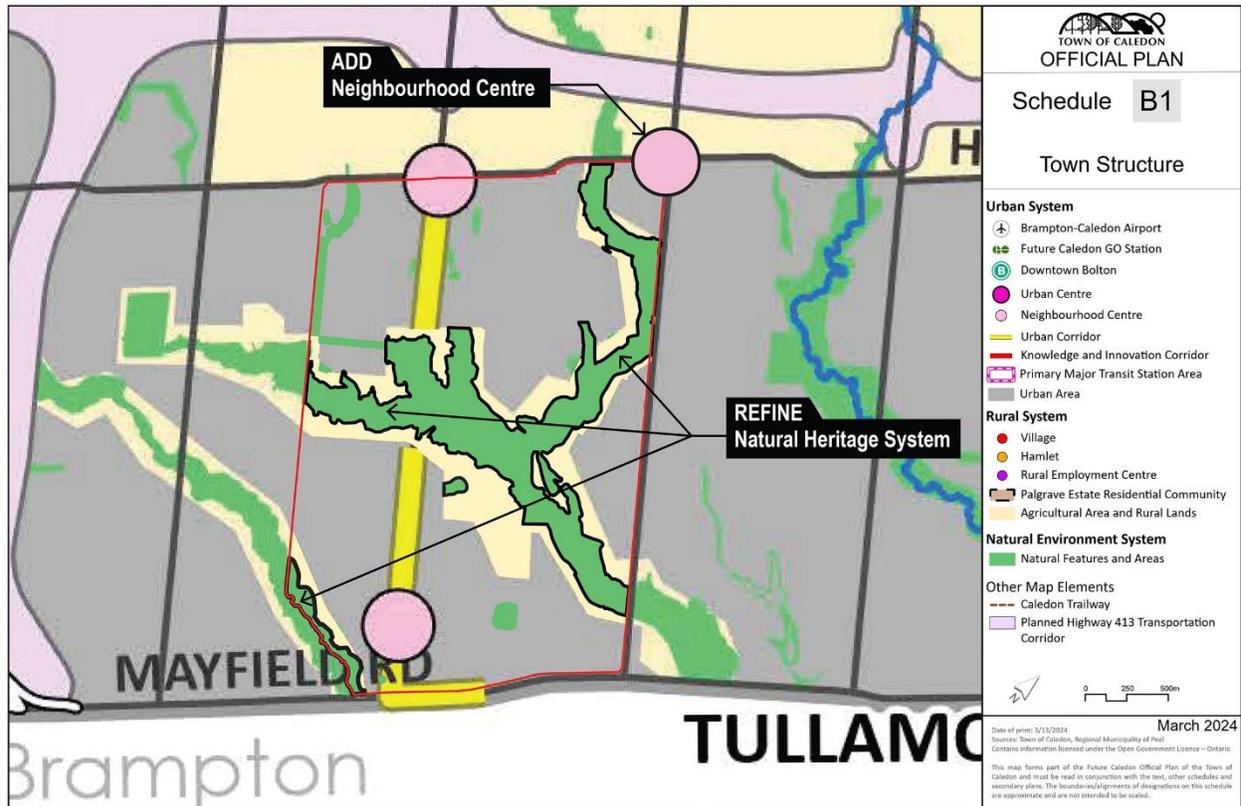




Schedule 'B' to XXX
Phasing Plan

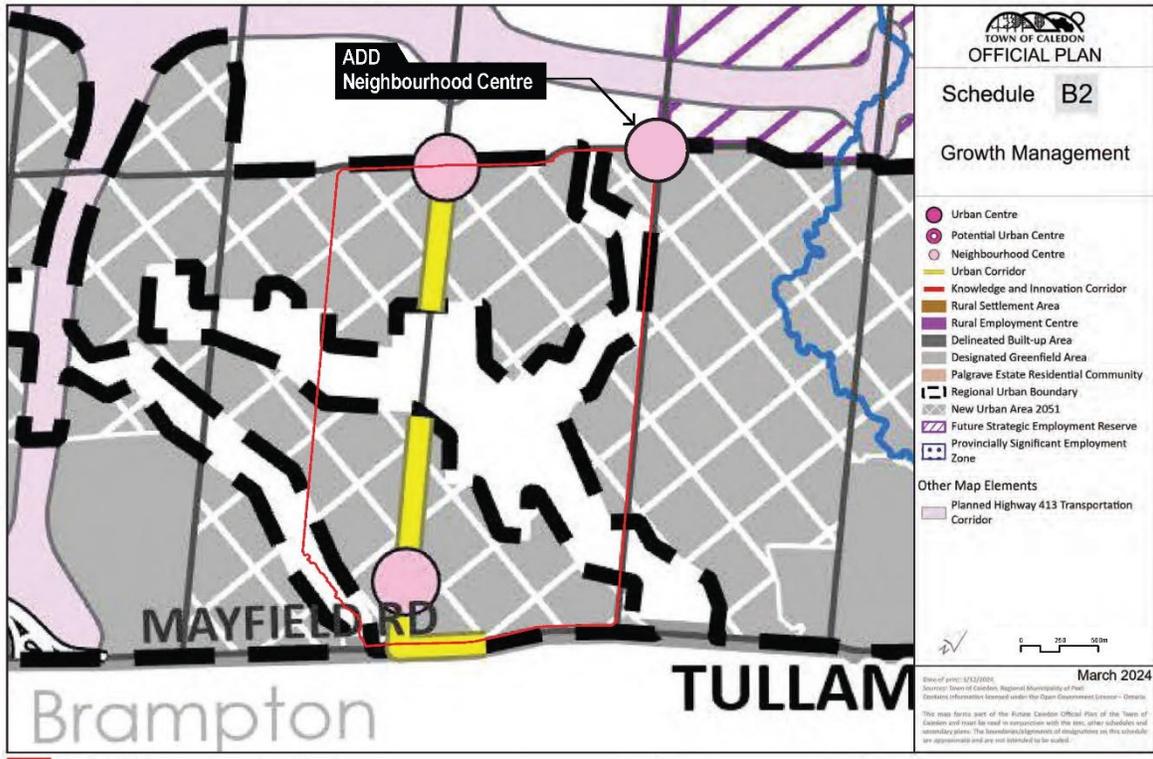
-  Lands Subject to this Amendment
-  Phase 1
-  Phase 2

Schedule 'C' to XXX



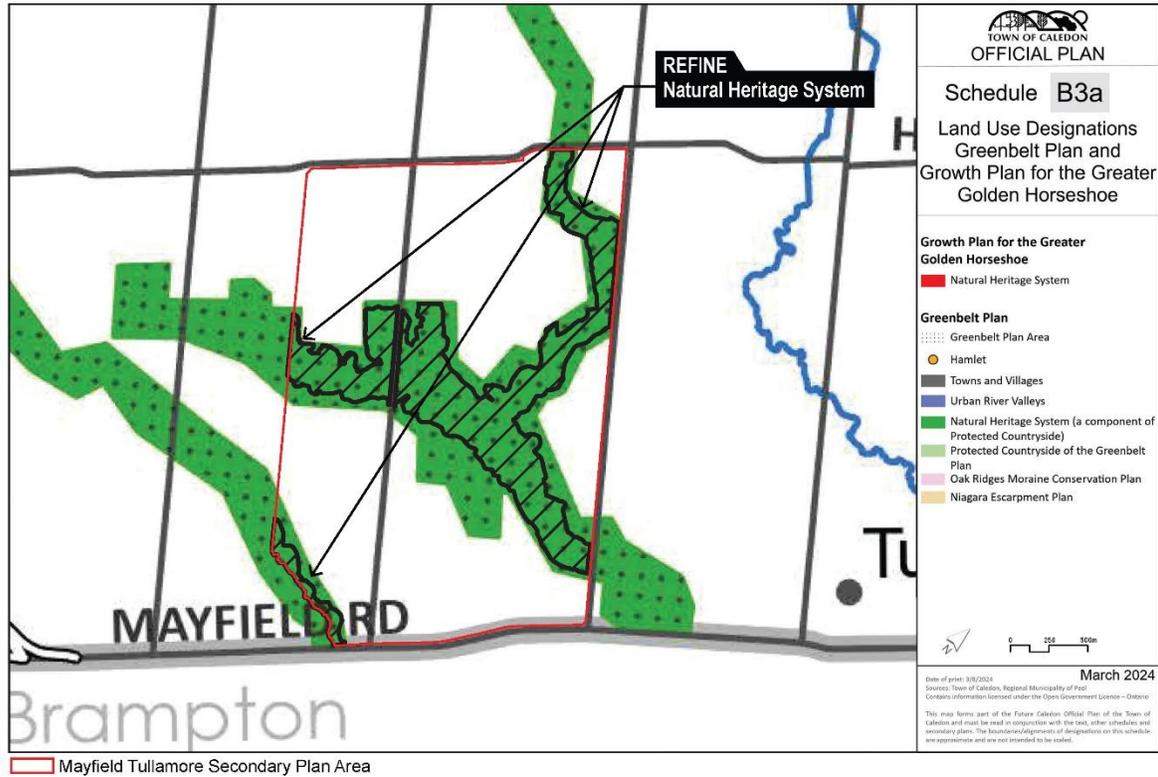
Mayfield Tullamore Secondary Plan Area

Schedule 'D' to XXX

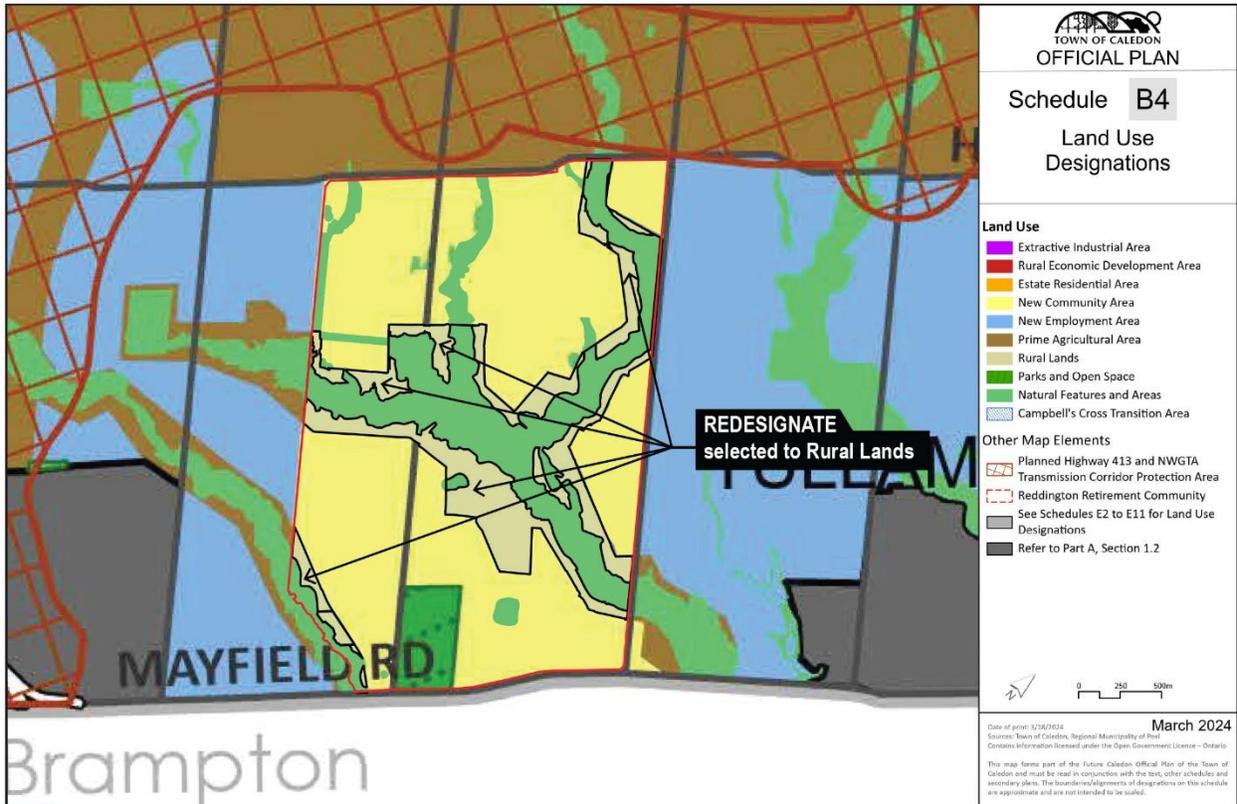


Mayfield Tullamore Secondary Plan Area

Schedule 'E' to XXX



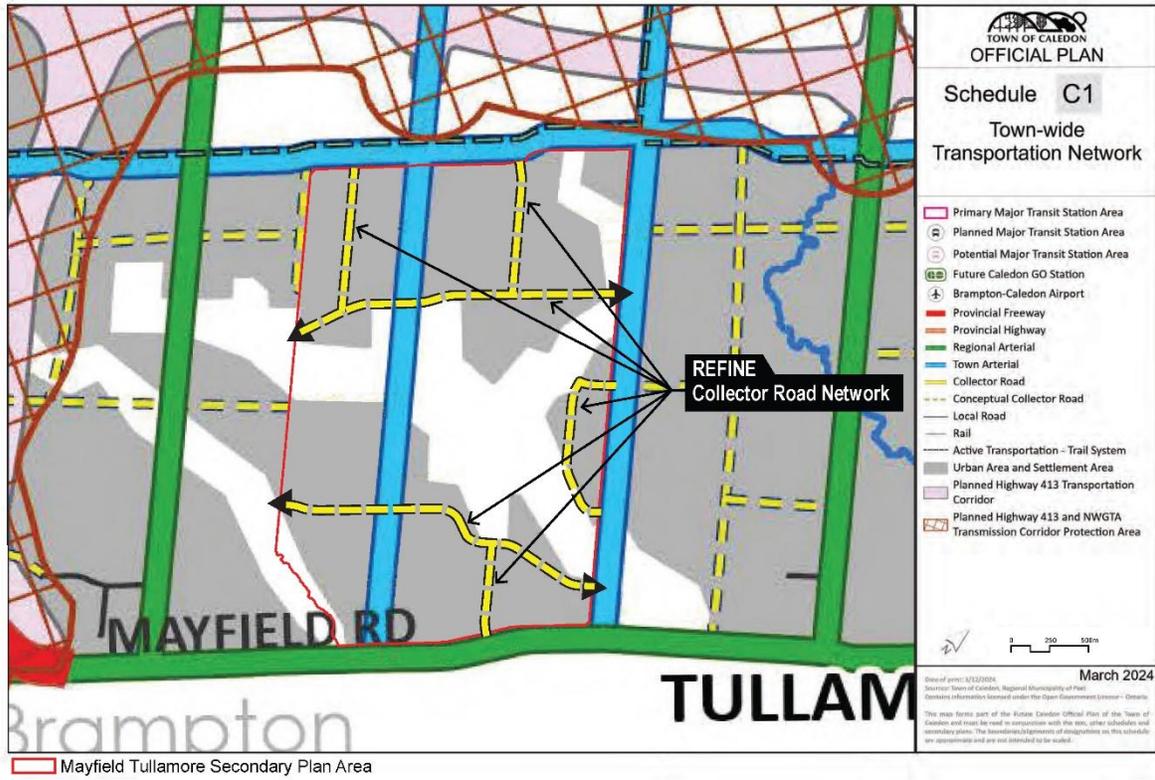
Schedule 'F' to XXX



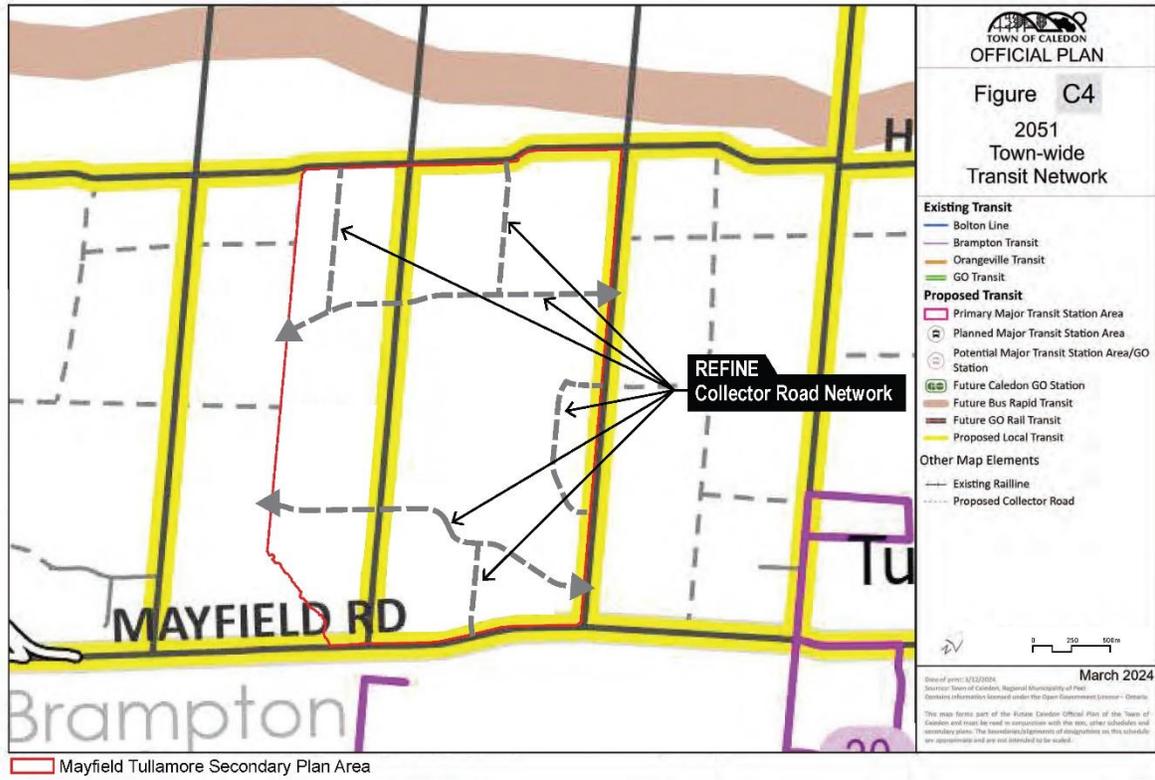
Mayfield Tullamore Secondary Plan Area

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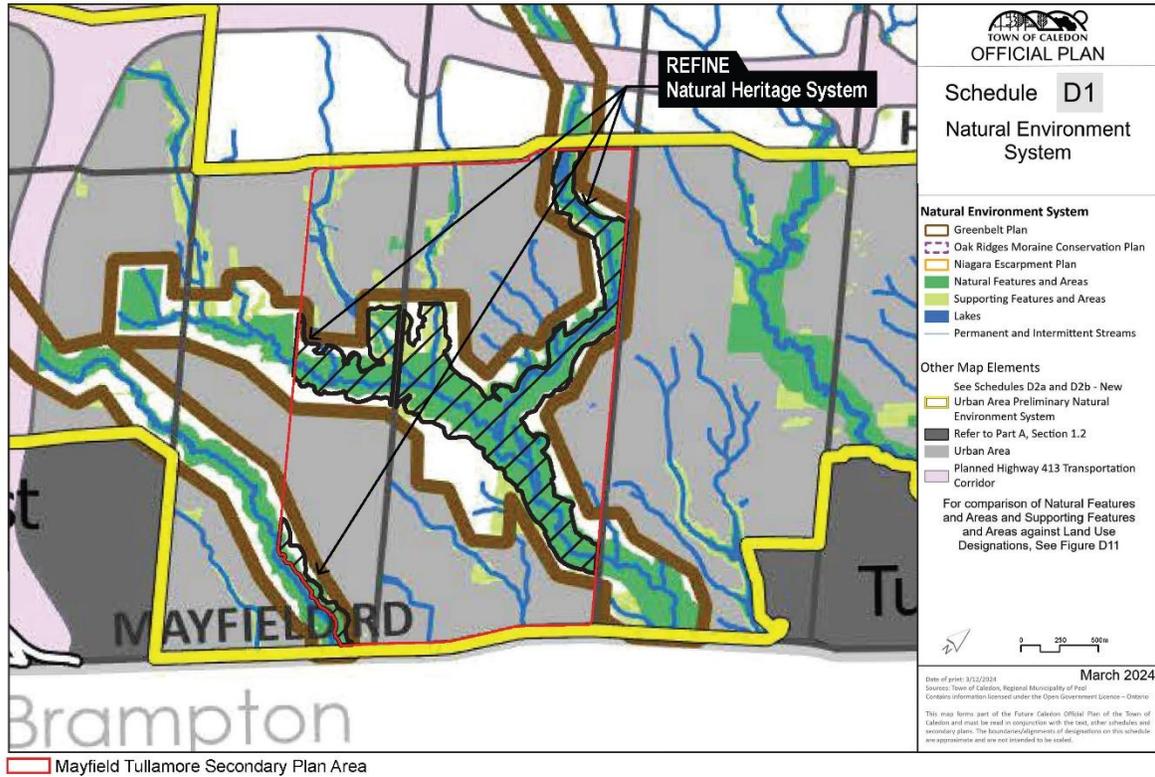
Schedule 'G' to XXX



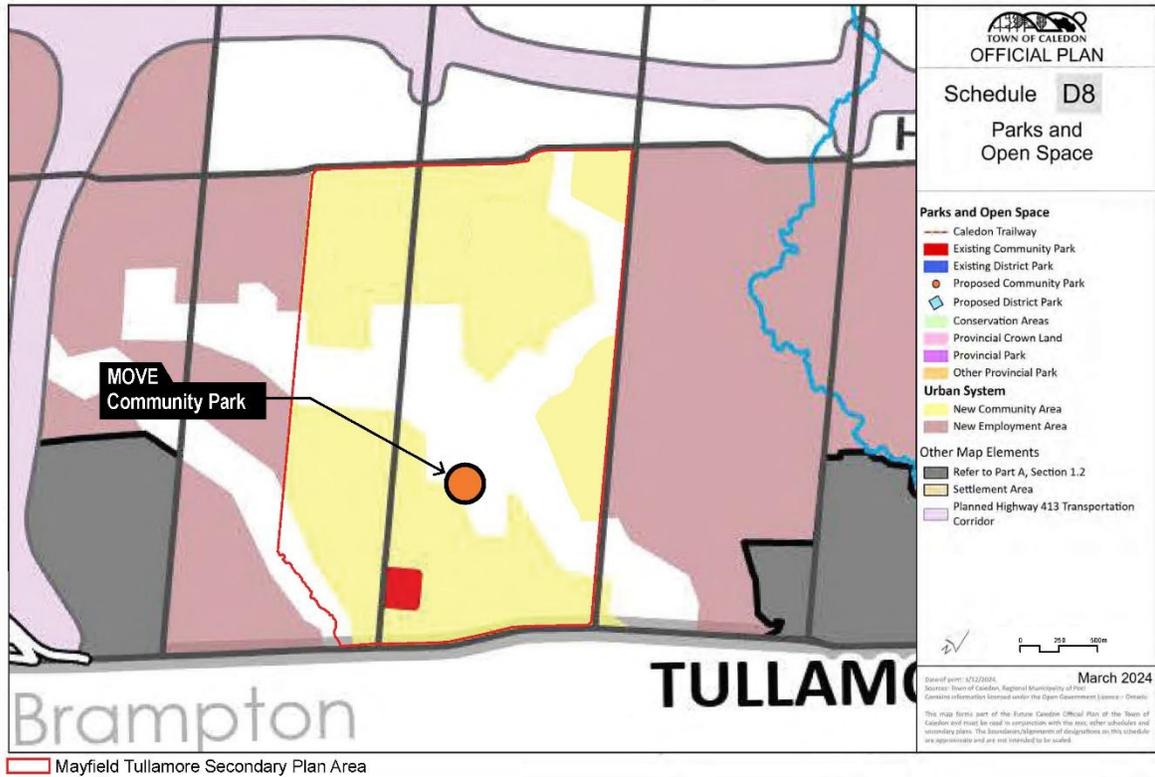
Schedule 'H' to XXX



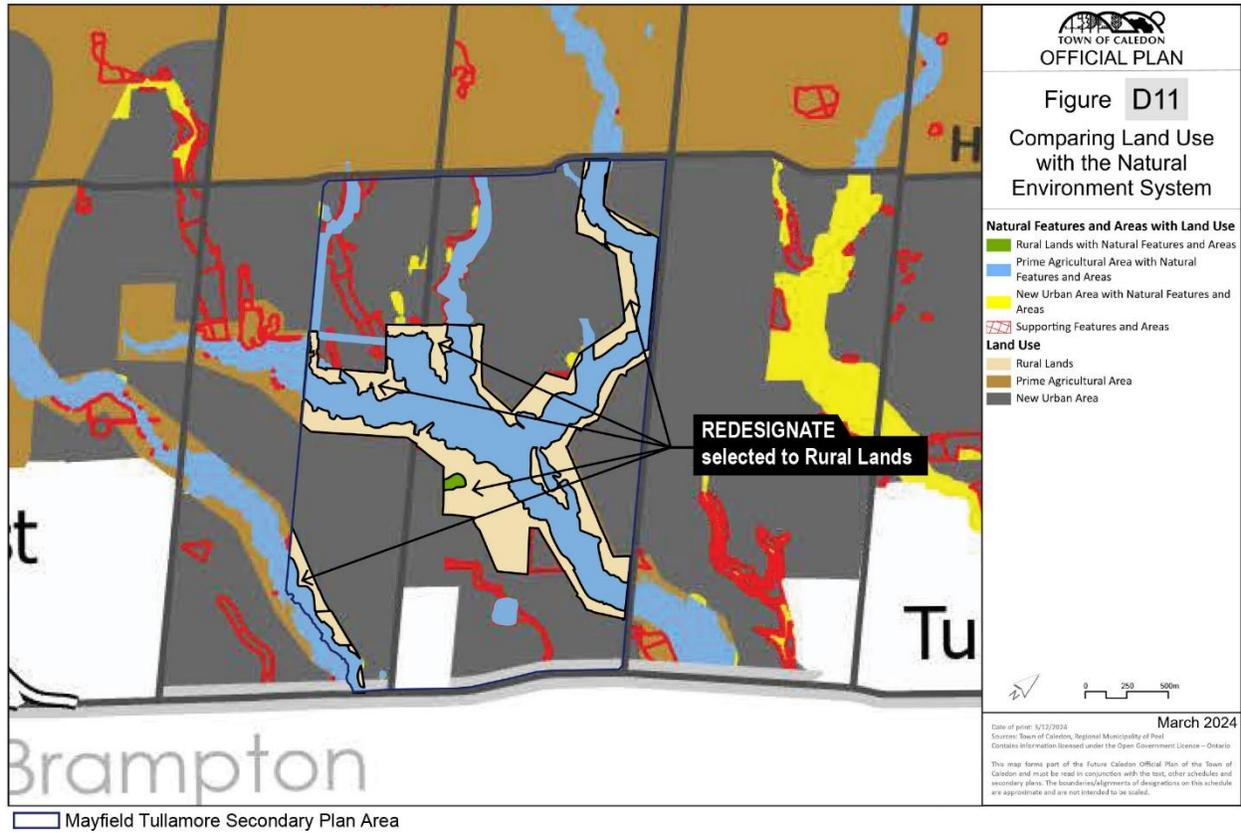
Schedule 'I' to XXX



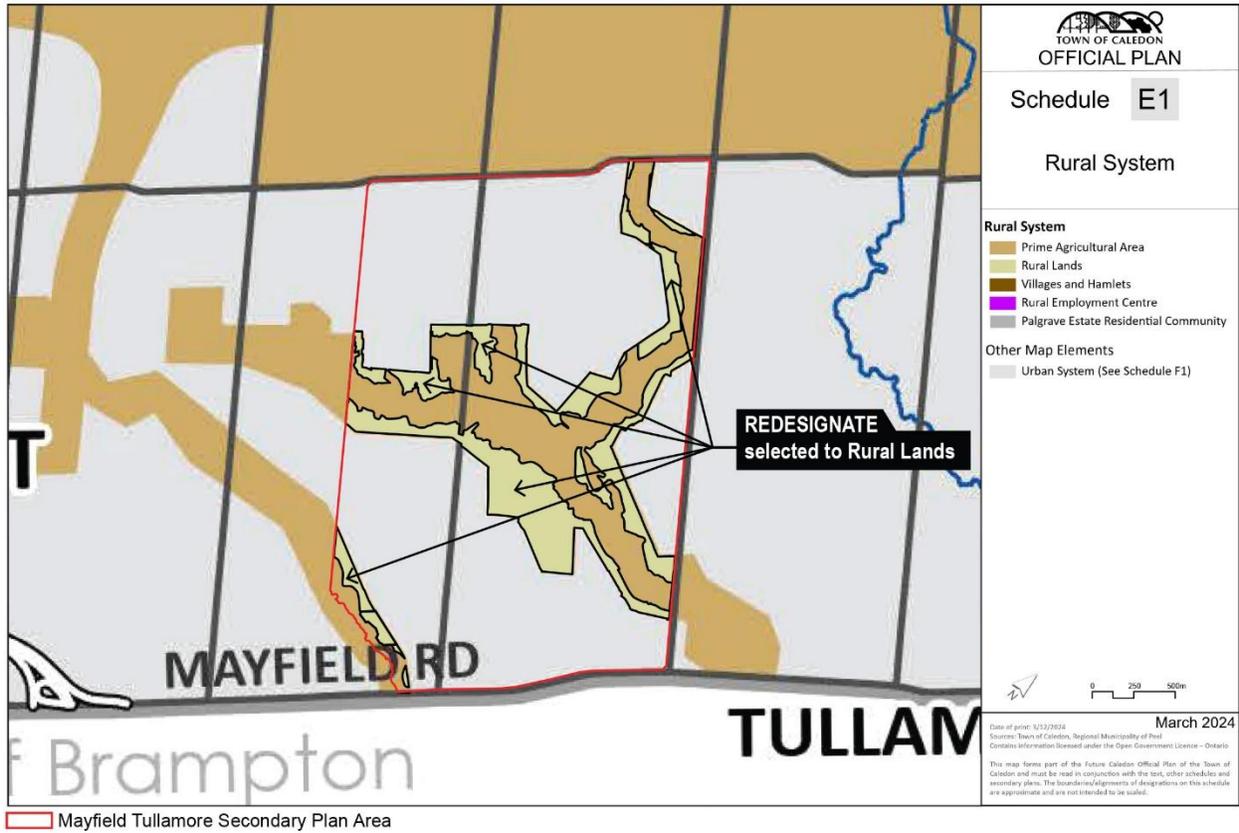
Schedule 'J' to XXX

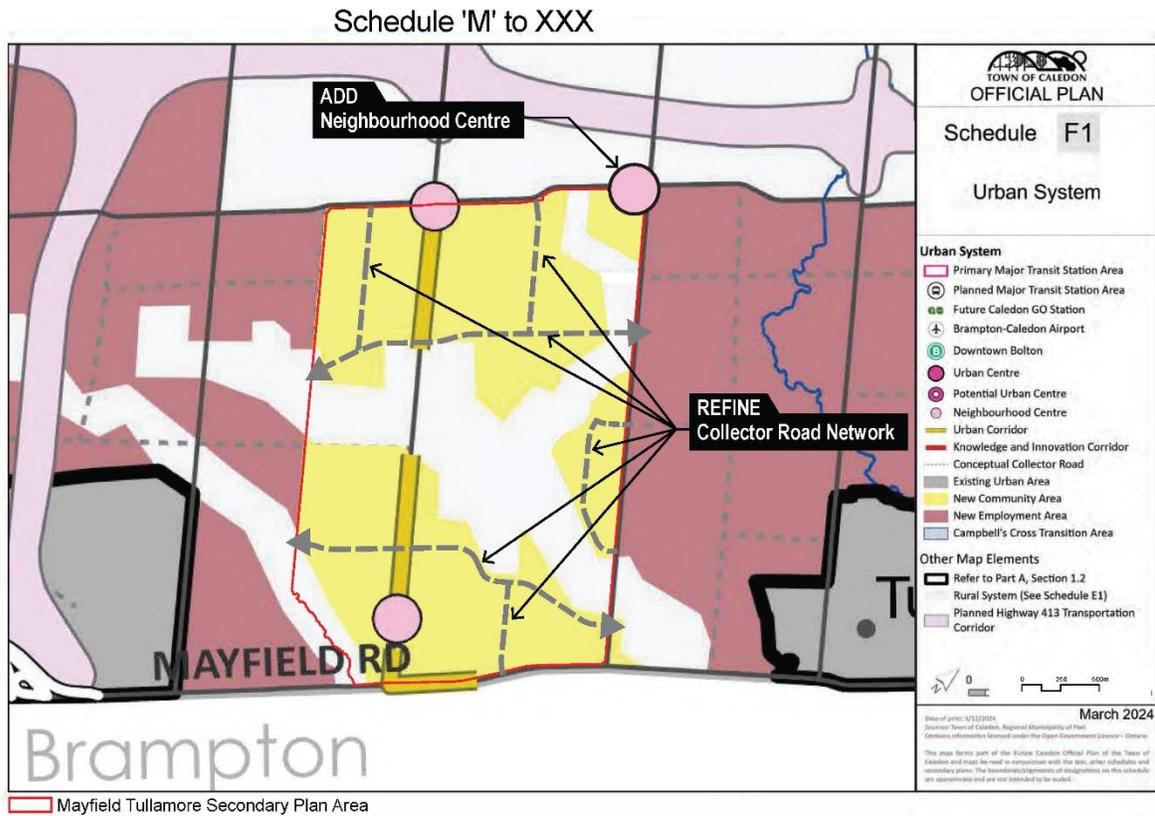


Schedule 'K' to XXX

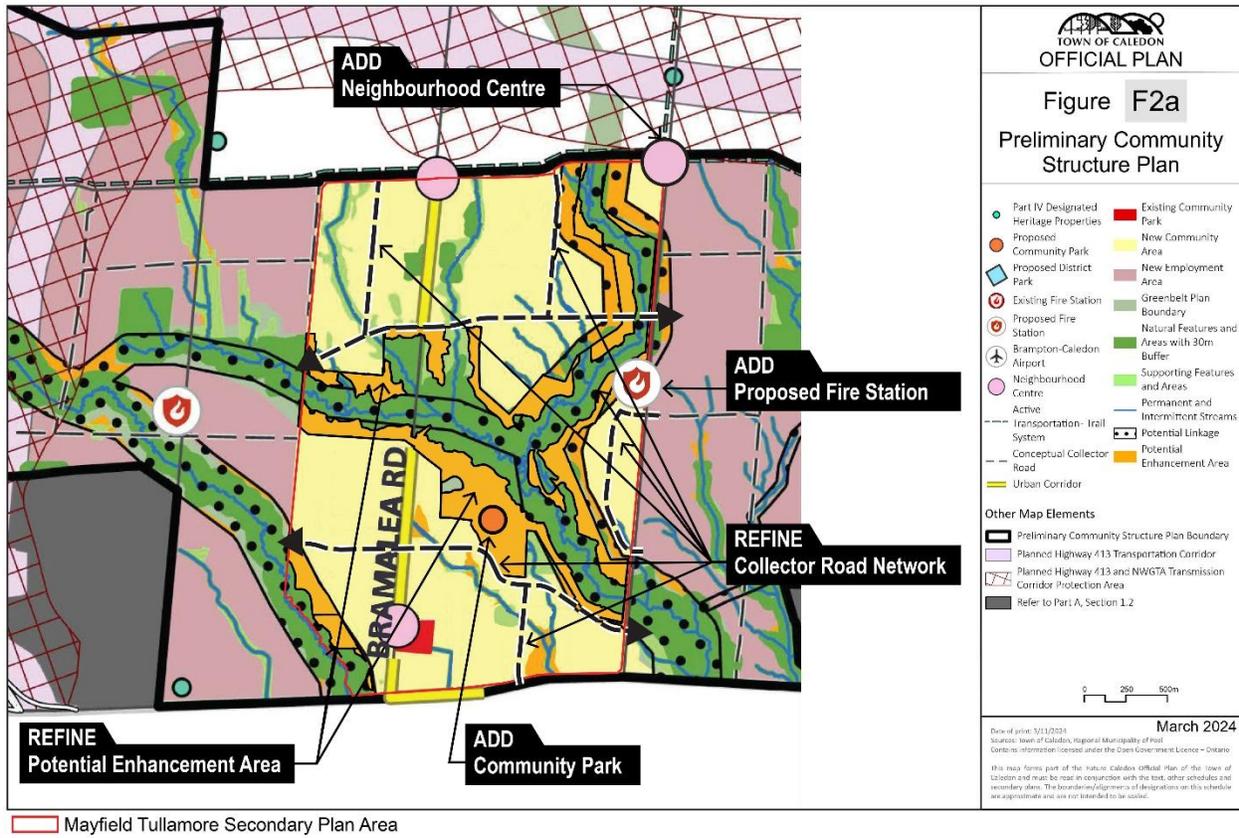


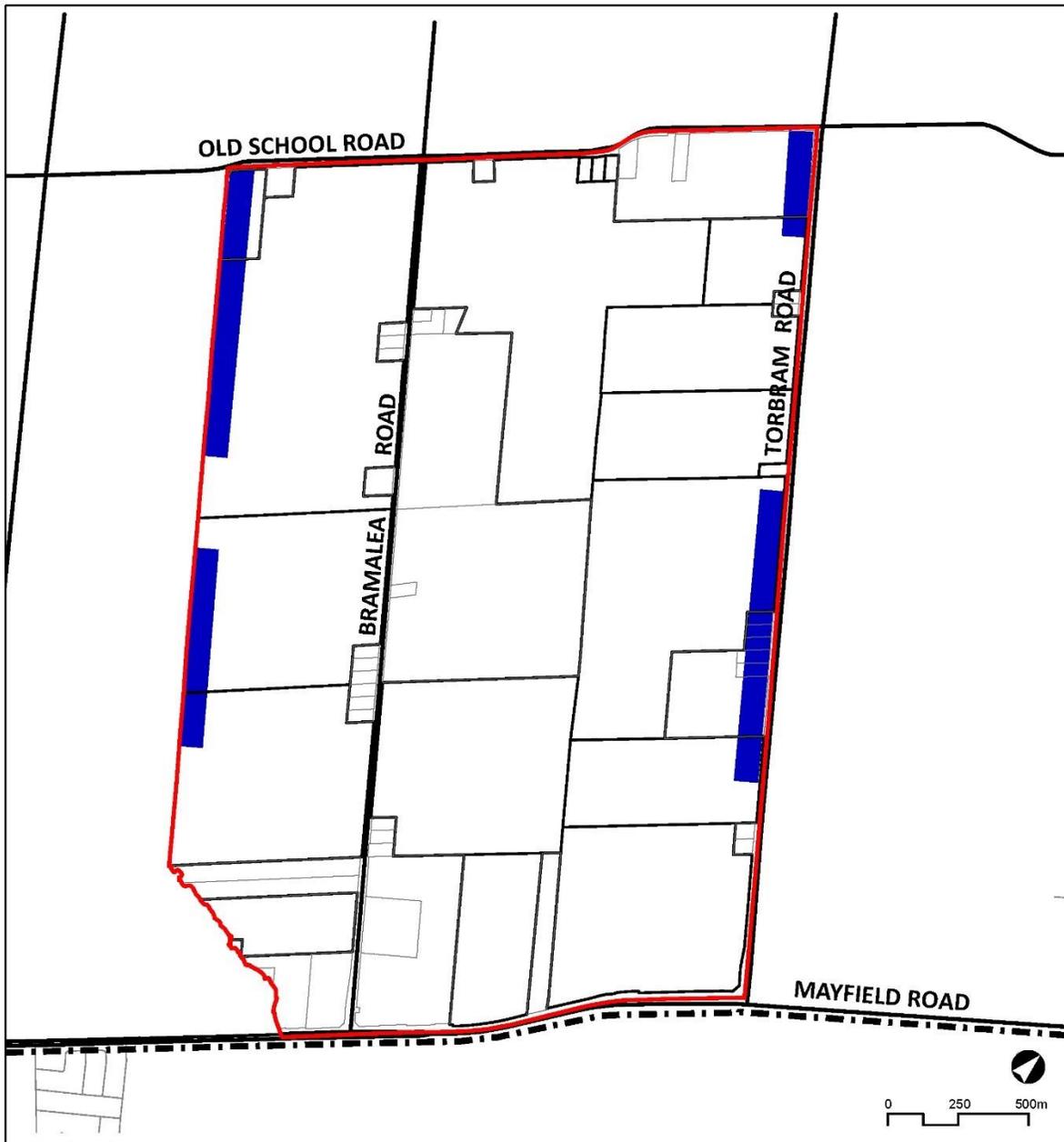
Schedule 'L' to XXX





Schedule 'N' to XXX





Schedule 'O' to XXX
Land Use Compatibility

 Lands Subject to this Amendment  Land Use Compatibility Area