



Part H, Chapter 37: Inglewood Secondary Plan

37.1 Introduction.....H37-3

General Policies

37.2 Transportation and MobilityH37-5
37.3 InfrastructureH37-5

Natural Environment System, Parks and Open Space

37.4 Parks, Open Spaces, and Public RealmH37-6

Land Use Designations

37.5 General.....H37-6
37.6 Villages and Hamlets DesignationH37-6
37.7 Special Study Area.....H37-9

Schedules

H37a Inglewood Community Structure
H37b Inglewood Natural Environment System
H37c Inglewood Natural and Supporting Features and Areas

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37. INGLEWOOD SECONDARY PLAN

37.1 Introduction

The Inglewood *settlement area*, as identified on Schedule H37a, is home to approximately 1,000 residents, living primarily in detached dwellings. They are served by a variety of local commercial uses and community facilities, including an arena, library/community centre, fire hall and parks and open space.

Located on the gently sloping south face of the Niagara Escarpment, and within the Credit River valley, the Inglewood derives many of its unique characteristics from this dramatic natural setting. The community functions as a significant recreational node, being at the junction of several major trail systems, including the Caledon Trailway, the Bruce Trail and the Trans-Canada Trail. The Credit River also provides many recreation and tourism opportunities.

Inglewood is also within the Niagara Escarpment Plan Area. In that Plan, the Village of Inglewood is identified as a Minor Urban Centre, as also shown on Schedule B3b, Land Use Designations - Niagara Escarpment Plan. Other designations from the Niagara Escarpment Plan are shown on Schedule H37b, Inglewood Natural and Supporting Features and Areas.

37.1.1 Purpose

The Inglewood Secondary Plan sets out the land use planning framework for lands within the Inglewood settlement boundary as identified on Schedule H37a. Further to the policies of Future Caledon, this secondary plan provides policies on land use designations, parks and open space, mobility, and servicing and infrastructure to guide the *development* of this community.

37.1.2 Location

This secondary plan applies to the Inglewood *settlement area*, as identified on Schedule H37a, Inglewood - Land Use. It includes the historic Village of Inglewood, which is focused on McLaughlin Road north of Old Baseline Road, as well as surrounding developed areas.

37.1.3 Vision

The Inglewood Secondary Plan intends to protect established Village character, landscape and natural and *cultural heritage resources*, while ensuring new *development* enhances the features that are important for this community. New *development* should provide for a variety of housing types and be well integrated with the existing community.

37.1.4 Objectives

The objectives of this secondary plan are to:

- a) allow for moderate growth within the community that is *compatible* with the character of the existing Village.
- b) provide for a range of housing types and tenures, that is *compatible* with the character of the existing Village.
- c) identify and protect, as appropriate, cultural heritage and *archaeological resources*, including heritage buildings, existing historic farm clusters and hedgerows, and *significant* landscape features and views.
- d) provide for a system of open spaces, trails and pedestrian walkways that connect the Village and the Caledon Trailway.
- e) provide wastewater servicing by municipal system or private communal systems, if feasible, rather than individual on-site systems.

37.1.5 Relationship to Parent Official Plan

- a) The policies of the Inglewood Secondary Plan must be read in their entirety, together with the relevant policies and mapping of the Future Caledon Official Plan, as contained in Parts A to G.
- b) The Inglewood Secondary Plan provides additional direction for *development* and decision-making specific to the secondary plan area. In the case of a conflict between a policy in Part A to G and the Inglewood Secondary Plan, the secondary plan will prevail.

General Policies

37.2 Transportation and Mobility

- 37.2.1 Interconnections between the internal road network of the existing community and the Neighbourhood Areas, as shown conceptually on Schedule H37a, are to be established through the detailed design of each site.
- 37.2.2 Additional connections between the internal road networks of the Neighbourhood Areas identified on Schedule H37a, and McLaughlin Road, as shown conceptually on Schedule H37a, are to be encouraged, subject to engineering and safety considerations.
- 37.2.3 Direct driveway access onto McLaughlin Road from lands within the settlement boundary may be considered, only where access to other existing or planned roads is infeasible, subject to engineering and safety considerations.
- 37.2.4 The Town will aim to improve on-street parking within the mixed-use area, and to provide additional on-street or communal parking areas as opportunities arise to serve both the mixed-use area and the Caledon Trailway.
- 37.2.5 Notwithstanding Section 11.7, where existing site constraints limit the potential for onsite parking for new mixed-use developments, the Town may consider alternative mechanisms for providing parking for the *development*, such as cash-in-lieu contributions, subject to the provisions of this Plan and the zoning by-law. Any reduction of existing on-street parking will be strongly discouraged.
- 37.2.6 The Town may explore opportunities to establish community gateway features at the north and south end of the Village, as shown conceptually on Schedule H37a, in cooperation with developers, residents and local service groups.
- 37.2.7 The Town may explore opportunities to provide alternate emergency vehicle access into Inglewood in case flooding blocks the existing road system into the community.

37.3 Infrastructure

- 37.3.1 *Infrastructure* will be permitted in conformity with Chapter 12 of this Plan and applicable master plans, servicing strategies, policies, by-laws and guidelines of the Town and Region of Peel.
- 37.3.2 All new development will be planned to avoid unjustified and/or uneconomical expansion of this *infrastructure* and/or the provision of municipal water and sewer services.

37.3.3 The Town should complete a Stormwater and Drainage Study, or equivalent, for the Inglewood Settlement Area to assess existing conditions and inform long-term capital planning.

37.3.4 Development within the Neighbourhood Areas identified on Schedule H37a, will be serviced by municipal or private communal water and wastewater services in accordance with the Town and Region of Peel requirements.

Natural Environment System, Parks and Open Space

37.4 Parks, Open Spaces, and Public Realm

37.4.1 New trails within the community will be developed primarily on lands designated Parks and Open Space Area, but may also be located along roads, and will be connected, as appropriate, to the external trail system.

37.4.2 The detailed design and construction standards for the Trans Canada Trail Link, as shown on Schedule H37a, shall be determined and implemented through the review and approval of adjacent developments, to the satisfaction of the Town.

37.4.3 Stormwater management facilities and *infrastructure* will be permitted within lands designated Parks and Open Space Area, provided such facilities and infrastructure are built in accordance with the policies of this Plan, and other Town and Region of Peel plans and standards.

Land Use Designations

37.5 General

37.5.1 Lands designated Natural Features and Areas, Supporting Features and Areas, and Parks and Open Space on Schedule H37a, Schedule H37b and Schedule H37c will be developed in accordance with Chapter 13 and Chapter 14 of the Official Plan.

37.5.2 Any *development* in Natural Features and Areas that is designated Escarpment Natural Area on Schedule B3b will conform with Escarpment Natural Area policies contained in the Niagara Escarpment Plan.

37.6 Villages and Hamlets Designation

37.6.1 Lands designated Villages and Hamlets will be developed in accordance with Chapter 18 of the Official Plan. Five Neighbourhood Areas identified A-E, as noted on Schedule H37b, have been identified to provide further detail regarding *development* in these

areas.

37.6.2 *Development* proponents will be required to carry out studies and investigations as deemed necessary by the Town and other relevant agencies. The specific scope and extent of studies will be determined through pre-consultation between the proponent and relevant agencies.

37.6.3 New *development* should provide the appearance of frontage onto McLaughlin Road, where feasible, through such measures as architectural design, site layout and landscaping.

37.6.4 Area A

Notwithstanding the policies of Chapter 18, the following policies will apply to Area A, as identified on Schedule H37a:

- a) A maximum of 48 residential lots may be permitted. Lots may be serviced by individual septic systems, subject to appropriate environmental controls, to the satisfaction of the Town of Caledon.
- b) A mix of lot sizes will be required, with a minimum lot size of 0.48 hectares.
- c) The internal road system within Area A will connect with adjacent developments and McLaughlin Road, as shown conceptually on Schedule H37a.
- d) The retention of the existing heritage farm houses, structures and hedgerows within Areas A and B is strongly encouraged and will be promoted through the review and approval of draft plans of subdivision for new *development*.

37.6.5 Area B

Notwithstanding the policies of Chapter 18, the following policies will apply to Area B:

- a) Permitted uses may include institutional uses including a hospice facility.
- b) A mix of lot sizes, generally ranging from 0.5 to 1.2 hectare may be permitted, subject to servicing requirements, to the satisfaction of the Town and Region of Peel.
- c) Access to individual lots will be through internal roads.

37.6.6 Area C

Notwithstanding the policies of Chapter 18, the following policies will apply to Area C:

- a) The gross density for Area C will not exceed an overall average density of 7.7 units per gross hectare.
 - i. Gross density is based on the land area that is proposed to be developed for residential uses, inclusive of local right-of-ways, parks, school sites and Open Space Policy Areas, and exclusive of Environmental Policy Areas and road widening requirements along McLaughlin Road.
- b) A mix of lot sizes, generally ranging from 0.06 to 0.25 hectares will be required.
- c) Prior to *development* being approved in this Area, the proponent will be required to demonstrate that the proposal does not prejudice the potential *development* of the lands designated Special Study Area to the west of the site, as shown on Schedule H37a.
- d) The internal road system within Area C will connect with adjacent developments as shown conceptually on Schedule H37a.
- e) Alternative forms of housing may be considered within Area C subject to sitespecific considerations such as *compatibility* with adjacent uses and *compatibility* with Village character.

37.6.7 Area D

Notwithstanding the policies of Chapter 18, the following policies will apply to Area D:

- a) This area will have an average lot size of 1.0 hectare.
- b) Access to individual lots will be through internal roads.

37.6.8 Area E

- a) Notwithstanding policy 18.3.1, automotive related uses will not be permitted in Area E.
- b) Adequate off-street parking and loading spaces are to be provided for all commercial uses.

- c) In general, parking should be located to the side or rear of commercial buildings unless this is not practical due to site constraints.
- d) Impacts on adjacent residential uses should be avoided or mitigated to the greatest extent feasible, to the satisfaction of the Town of Caledon.
- e) Establishment of new uses should generally occur through the sensitive re-use and adaptation of any existing heritage structures. *Significant* heritage and architectural features should be preserved wherever feasible.
- f) New structures and buildings should be compatible with the heritage character of the area, and architectural drawings may be required as part of the site plan approval process.
- g) All reasonable efforts should be made to preserve existing vegetation and mature trees, and additional landscaping/*buffering* may be required in accordance with Chapter 7.

37.6.9 Notwithstanding the provisions of Chapter 13 regarding permitted uses within Natural Features and Areas, and the provisions of Chapter 18 regarding Villages and Hamlets, the lands described as West Half lot 1, Concession 1, known municipally as 104 Maple Avenue, may be used for the purposes of an athletic club having an approximate gross floor area of 750 m².

37.6.10 Notwithstanding the provisions of Chapter 13 regarding permitted uses within Natural Features and Areas, and the provisions of Chapter 18 regarding Villages and Hamlets, the lands described as Part lot 1, Concession 2, known municipally as 15562 McLaughlin Road may be used for Industrial uses, as permitted in the implementing zoning.

37.7 Special Study Area

37.7.1 Prior to any *development* being approved on the lands identified as Special Study Area on Schedule H37a, the proponent will carry out all studies deemed necessary by the Town, the Niagara Escarpment Commission, the Region of Peel and the Conservation Authority, in order to determine what residential *development* potential, if any, exists on the site. In general, the studies will address planning considerations, environmental protection, water and wastewater servicing, stormwater management, engineering requirements and site access. The exact scope and content of these studies will be determined through pre-consultation between the proponent and the agencies noted

above. An Official Plan Amendment and Zoning By-law Amendment will be required prior to any *development*.