

Part H, Chapter 38: Mount Hope West Secondary Plan

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38. MOUNT HOPE WEST SECONDARY PLAN

38.1 Introduction

38.1.1 Purpose

The Mount Hope West Secondary Plan (Secondary Plan) establishes a detailed planning framework to facilitate the *development* of a new residential community. The Secondary Plan will govern the *development* and redevelopment of lands in the Secondary Plan Area as shown on Schedule H38a – Mount Hope West Community Structure and Land Use.

Mount Hope West is being planned as part of the New Community Area, accommodating growth to 2051. The Secondary Plan Area has been designed as a new residential community, accommodating a range of housing options alongside a mix of commercial and community uses. Mount Hope West will be planned as a compact, well-connected community with a high-quality *public realm*, providing residents and visitors access to the opportunities and choices required to lead rewarding lives.

The Secondary Plan Area has been planned and designed through a comprehensive and multi-disciplinary process. Community design, sustainability, natural heritage, transportation, stormwater management, and water and wastewater servicing have all been integrated into the Secondary Plan to achieve a favourable land use development pattern that balances all interests.

38.1.2 Location

As illustrated on Schedule H38a, the Mount Hope West Secondary Plan Area is generally located west of Mount Hope Road, north of Columbia Way, and are surrounded by lands within the Greenbelt to the west and north.

In addition to the policies in Parts A through G of this Official Plan, the policies of this chapter apply specifically to the Mount Hope West Secondary Plan Area as identified on Schedule H38a.

38.1.3 Vision

The Mount Hope West Secondary Plan will create a well-connected, compact and *complete community*. The Secondary Plan Area will offer a range of housing opportunities, commercial and access to greenspace. Mount Hope West will be designed to achieve excellence in community design and will strive to integrate a

high-quality *public realm*.

38.1.4 Objectives

- 38.1.4.1 Provide a wide range and mix of housing types, densities, sizes and tenures, which may include affordable housing, which will provide families and individuals options throughout the community.
- 38.1.4.2 Prioritize high-quality design of the *public realm* and built form that fosters a strong identity and sense of place for the community.
- 38.1.4.3 Create a well-connected and walkable community with accessible amenities and open spaces.
- 38.1.4.4 Protect or improve lands designated Natural Features and Areas and ensure proposed land uses complement the Natural Environment System.
- 38.1.4.5 Provide for residential and commercial uses, as well as park(s), that will support the community and surrounding area accommodating future growth in Caledon.
- 38.1.4.6 Foster the creation of a *sustainable* community through compact and resilient community design, built form and transportation networks.
- 38.1.4.7 Align with the Resilient Caledon Plan targets to assist the Town in achieving net zero emissions by 2050 and be more resilient to the impacts of climate change where feasible.
- 38.1.4.8 Implement an integrated Natural Environment System that protects, restores or enhances the overall natural and water-based environments within the Mount Hope West Secondary Plan Area.

38.1.5 Relationship to Parent Official Plan

- 38.1.5.1 The policies of the Mount Hope West 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.
- 38.1.5.2 The Mount Hope West 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 Mount Hope West Secondary Plan, the Secondary Plan will prevail.

38.2 Managing Growth and Change

38.2.1 Community Structure

38.2.1.1 The community structure of the Secondary Plan is based on Schedule B1, Town Structure, and Figure F2, Preliminary Community Structure, which provides a comprehensive foundation for secondary planning and development in the Urban System. In conformity with the Town Structure, the structural elements within the Secondary Plan include:

- a) A parkette located central to the Secondary Plan Area, providing a focal point for the community;
- b) A conceptual road network which is envisioned to connect the established community to south to the future Secondary Plan Area to the east;
- c) Neighbourhood Areas occupying the majority of the Secondary Plan Area, which are intended to accommodate a wide range of ground-related housing types and densities, as well as commercial uses, alongside parks, and stormwater infrastructure to support the development of a new residential community; and,
- d) Natural Features and Areas to be protected and, where possible, restored and enhanced.

38.2.2 Growth Management

38.2.2.1 The growth management strategy for the Secondary Plan has been configured to ensure that the *development* of the Mount Hope West area occurs in an efficient, timely and cost-effective manner.

38.2.2.2 The Secondary Plan Area is planned to generate approximately 900 new residential units with a population of 2,800 by 2051.

38.2.2.3 The Secondary Plan Area is planned to generate approximately 130 new jobs in the commercial use within the Neighbourhood Areas.

38.2.2.4 The Mount Hope West Secondary Plan Area is planned to achieve a density target of 98 people and jobs per hectare. The Town and the Region of Peel will ensure compliance with the population and employment targets.

38.2.3 Housing

38.2.3.1 In accordance with Chapter 9, Housing, of the Official Plan, Mount Hope West is

planned to comprise a range and mix of housing types, heights, densities and sizes.

38.2.3.2 The Secondary Plan Area is planned to comprise of single, semi-detached dwelling units, townhouse, and multiplex dwellings within the Neighbourhood Area designation.

38.2.4 Affordable Housing

38.2.4.1 Development will be consistent with policies of Chapter 9, Housing, and will contribute to the housing targets in Policy 9.2.6.

38.2.4.2 Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices.

38.2.4.3 New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.

38.2.4.4 The Town may consider support and incentives for affordable housing in accordance with Section 29.3, Support and Incentives for Affordable Housing. Reduction or deferral of Development Charges will be done in consultation with the Region. The Town will also encourage the Region to consider financial incentives for affordable housing.

38.2.4.5 Additional residential units (ARUs) and multiplexes will be permitted in designations that permit residential uses, in accordance with the Zoning By-law. Applicants are encouraged, where feasible, to provide rough-ins for ARUs to provide it as an option for purchasers as part of pre-construction sales.

38.2.4.6 To increase the Town's housing supply and provide for more affordable housing options, multiplexes and non-market housing may be permitted within any designation that permits residential uses within the Secondary Plan Area.

38.2.4.7 Landowners may meet the Town's affordable housing targets through measures such as land dedication, joint ventures with non-profits, dedicated seniors housing, ARUs, and/or dedicated affordable rental housing.

38.2.4.8 Reduction of parking requirements for ARUs may be considered if the proposed unit is deemed, to have close access to transit.

38.2.5 Non-residential Employment-generating Uses

38.2.5.1 Community Area

- 38.2.5.1.1 Within the Secondary Plan, permitted uses will include those in accordance with Section 22.7.2 of the Official Plan.
- 38.2.5.1.2 Lands designated Neighbourhood Area are to provide service and commercial uses that support the local area.
- 38.2.5.1.3 Retail and commercial developments should incorporate urban design strategies such as multi-story configurations, minimal setbacks, and structured or underground parking to maximize land use and support future intensification.
- 38.2.5.1.4 Buildings along Columbia Way should feature active frontages to create a pedestrian-friendly streetscape. Blank walls facing the public realm are discouraged, and ground-floor uses should be designed to activate the space, minimizing residential uses on the ground floor.
- 38.2.5.1.5 Loading areas should be located behind or within buildings and screened from public view with design elements that align with the building's aesthetic. Shared loading spaces should be considered for developments with multiple small businesses

General Policies

38.3 Climate Change

- 38.3.1 Energy and Climate Change Mitigation
- 38.3.2 Climate change will be mitigated through the reduction of greenhouse gas (GHG) emissions from buildings, transportation and solid waste and other appropriate measures to achieve requirements of the Ontario Building Code.
- 38.3.3 New development will advance the recommendations outlined in the Mount Hope West Secondary Plan Area Community Energy and Emissions Reduction Plan and may include measures such as:
 - a) installation of heat pumps for space heating, including ground source, air source, and/or hybrid options as an alternative to fossil fuel-based HVAC equipment;
 - b) low carbon domestic hot water such as wastewater heat recovery, air source heat pump hot water heaters, or solar water heaters;

- c) implementation of solar PV on all viable rooftop areas, and other renewable energy systems where appropriate;
- d) opportunities for community-scale energy systems including district energy fueled by geo-exchange, low carbon cogeneration facilities, district solar or sewage waste heat recovery;
- e) enhanced energy efficiency in building design through strategies such as building envelope improvements, high performance windows and insulation, and energy efficient mechanical equipment to meet the targets outlined in the Town's Green Development Standards, and,
- f) reduced greenhouse gas emissions from transportation through complete and compact community design, active transportation infrastructure and amenities, and provision of electric vehicle charging infrastructure at homes, workplaces and commercial centres.

38.3.4 Within the Plan Area, a majority of the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and be solar-ready considering building orientation, structural capacity, and electrical infrastructure.

38.3.5 Through site planning and building design, the applicant will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported, and renewable energy generation will be a supported land use where appropriate.

38.3.6 The Town and applicant will work with Hydro One and other utilities, to promote energy systems and electrical infrastructure that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation, including vehicle charging infrastructure on public and private sites.

38.3.7 Water Efficiency

38.3.7.1 New development in the Plan Area will take steps to reduce potable water consumption through consideration of measures such as efficient water fixtures and rainwater harvesting and reuse.

38.3.7.2 New development in the Plan Area will consider the installation of rainwater harvesting and recirculation/reuse systems on all new residential buildings for outdoor irrigation and outdoor water use.

38.3.8 Climate Adaptation

38.3.8.1 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.

38.3.8.2 The applicant shall submit a Climate Adaptation Plan and should advance the recommendations to improve climate resilience at each development stage. This will include, at minimum:

- a) avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, to minimize potential long-term impacts to assets and populations;
- b) reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
- c) adapting storm drainage systems and using green infrastructure/Low Impact Development strategies where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
- d) maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;
- e) reducing reliance on increasingly constrained potable water resources, and enhancing opportunities for local food production;
- f) improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and,
- g) improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors, in particular flooding and high wind.

38.3.9 Green Development Standards

38.3.9.1 All new development will implement metrics and achieve the performance targets outlined in the Town's Green Development Standards, as amended from time to time, to reduce greenhouse gas emissions and adapt to extreme

weather in accordance with the Ontario Building Code and provincial policy. The Town will use the development approvals process to encourage all new development include sustainable design features which, among other objectives, reduce greenhouse gas emissions and enhance energy efficiency from buildings and transportation.

38.4 Cultural Heritage

38.4.1 Conservation of *cultural heritage resources* in the Secondary Plan will be undertaken in accordance with Chapter 6, Cultural Heritage, and the following additional policies, which will prevail in the case of a conflict.

38.4.2 Archaeology

38.4.2.1 A Stage 1-2 Archaeological Assessment of the Secondary Plan Area determined that a portion of the subject lands required further assessment.

38.4.2.2 Stage 3 and 4 Archaeological Assessments, where required, will be completed as a Condition of Draft Approval, to the satisfaction of the Town.

38.4.3 Built Heritage Resources and Cultural Heritage Landscapes

38.4.3.1 Heritage conservation measures may be required to achieve placemaking and contribute to the community's identity including, but not limited to:

- a) acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
- b) the installation of interpretive plaques, public art and other forms of commemoration;
- c) the integration of *cultural heritage landscape* features into public parkland, public roadways or other public facilities where feasible; and,
- d) the commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places

38.5 Urban Design

38.5.1 Design of the public and private realm, including streetscapes, parks, built form and site planning, in the Secondary Plan Area will be in accordance with Chapter 7,

Design, and Section 27.3, Implementing Design Excellence, and guided by the Secondary Plan Community Design Guidelines, subject to the policies in this Plan.

- 38.5.2 Development will occur in accordance with the Town-Wide Design Guidelines and the applicable Secondary Plan Community Design Guidelines to ensure the Town's vision for New Community Area development is reflected and a distinct sense of place is fostered within the Mount Hope West Secondary Plan.
- 38.5.3 Notwithstanding Section 7.2.5 of the Official Plan, window streets and rear lotting are discouraged where possible, unless there is a significant grade difference or topographic constraints.
- 38.5.4 Where rear lotting is permitted, enhanced landscape buffering, privacy treatments, fencing, pedestrian lighting and/or upgraded rear building elevations are required to mitigate visual and functional impacts and ensure a safe and comfortable pedestrian environment.
- 38.5.5 Residential block lengths should be limited to 200 metres with appropriate mid-block connections and vista blocks to promote permeability and walkability within the community.

38.6 Health Assessment

- 38.6.1 All *development* applications in the Secondary Plan shall require, as part of a complete application, the completion of a Health Assessment as described in the Region of Peel Official Plan. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, to the satisfaction of the Region of Peel.
- 38.6.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan.

38.7 Transportation and Mobility

- 38.7.1 Transportation *infrastructure* in the Secondary Plan Area will be developed as *multi-modal transportation corridors* that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle, and pedestrian movement and connectivity. The overall and integrated transportation system in the Secondary Plan Area will be planned and designed in accordance with Chapter 11, Transportation.

- 38.7.2 Development within the Secondary Plan Area will implement the recommendations of the Town approved Transportation Impact Study.
- 38.7.3 The final Transportation Impact Study in support of the Secondary Plan, will include, but is not limited to:
- a) Transportation capacity analysis and modelling identifying:
 - i) internal road, intersection, and lane configurations and traffic controls required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan; and,
 - ii) external boundary road, intersection, and lane configurations and traffic control improvements required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan.
 - b) a Transportation Demand Management Plan;
 - c) a Transit Plan identifying proposed transit routes and stops to provide access to transit within 400 metres throughout the entire Secondary Plan community;
 - d) a Pedestrian and Cycling Plan, identifying cycling and pedestrian infrastructure and connectivity throughout the Secondary Plan, and along the Boundary Road network;
 - e) a Traffic Safety and Calming Plan; and,
 - f) an assessment of land requirements needed to accommodate the planned transportation infrastructure and improvements.
- 38.7.4 Additional transportation studies in support of future draft plans of subdivision within the Secondary Plan Area will be required to include, but not limited to:
- a) Traffic modelling and operational analysis of under two scenarios:
 - i) Full build-out of the draft plan of subdivision and adjacent subdivisions that are approved and under construction, identifying any external transportation improvements required to support the ultimate development; and,
 - ii) Interim conditions, identifying the transportation improvements, treatments, and connections required to support each development phase, including where roads and pedestrian connections terminate at the edge of

adjacent undeveloped lands or future phases.

- b) A phasing and staging plan for transportation infrastructure, consistent with the timelines and development horizons, that outlines how the transportation network will evolve with each phase of development
- c) Consideration of interim conditions for boundary roads (e.g., Mount Hope Road, Columbia Way), including whether full build-out elements such as widening, signalization, or intersection improvements are required at early stages or can be delivered through a phased approach.
- d) Coordination with and reference to the Town-approved Transportation Impact Study to ensure consistency in transportation planning across the Secondary Plan Area.

38.7.5 Roads

- 38.7.5.1 Roads in the Secondary Plan Area are generally intended to develop and function in accordance with the guidelines and classifications outlined in the Official 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.
- 38.7.5.2 Schedule H38a illustrates a conceptual road network including a centralized road extending into the Secondary Plan Area from the existing established neighbourhood to the south.
- 38.7.5.3 Other implementation and design details with respect to the conceptual road network in the Secondary Plan Area, as may be suggested by the final Transportation Impact Study, the respective municipal class environmental assessments if necessary and Community Design Guidelines, will be considered in the preparation of the Draft Plan of Subdivision.
- 38.7.5.4 Minor adjustments to the location of the conceptual local road network as shown on Schedule H38a will be permitted without requiring an amendment to this Plan, provided the goals and objectives of the Secondary Plan are maintained.
- 38.7.5.5 Prior to the registration of a Plan of Subdivision, the construction of required roads and related improvements identified in the Transportation Impact Study will be completed, as necessary, or otherwise secured through a subdivision agreement to the satisfaction of the Town.

38.7.5.6 Traffic calming measures beyond those considered within the Transportation Impact Study or a site-specific Transportation Impact Study, may be considered during the detailed design or Site Plan Approval stage.

38.7.6 Road Rights-of-Way

38.7.6.1 The Town will require as a condition of approval of any new *development* or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Town, to provide the road right-of-way width established by the Official Plan and Schedule H38a, as well as any additional lands identified through the Transportation Impact Study, or Feasibility Study, required to accommodate:

- a) grading;
- b) intersection geometry (i.e. medians, turning lanes, and storage tapers, etc.);
- c) traffic control devices and related appurtenances (i.e. signal poles, controllers, active-transportation facilities), appurtenances;
- d) streetscape elements (e.g., street trees, street lighting, seating, signage), bike lanes;
- e) dedicated transit facilities (e.g., bus bays, transit shelters);
- f) low impact development features needed to meet the Town's Consolidated Linear Infrastructure Environmental Compliance Approval; and,
- g) on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles.

38.7.6.2 The right-of-way widths for roadways as identified in Schedule H38a shall be 23.5 metres. All other local roads shall be constructed to an 18 metre right-of-way width.

38.7.6.3 Notwithstanding Policy 11.3.15, in accordance with Policy 11.3.16, the Town may accept reduced daylight triangles where it has been demonstrated to the satisfaction of the Town and/or Region that appropriate sight lines and the necessary appurtenances and infrastructure can be accommodated within these reduced daylight triangles. This shall be determined prior to any draft plan approval.

38.7.6.4 Sidewalks will be provided on both sides of all public roads, except where it can be demonstrated to the Town, at its sole discretion, through detailed design that

physical or environmental constraints make a two-side treatment impractical and an equivalent accessible connection can be achieved, or where it conflicts with other priorities of the Town.

38.7.7 Public Transit

38.7.7.1 In accordance with Schedule C1 of the Official Plan and any future public transit network developed by the Town, the roads bordering the Secondary Plan Area will be planned to accommodate future local transit routes and allow for transit stops as required.

38.7.7.2 To encourage transit throughout the Secondary Plan Area as a viable option, a transit service plan is required to demonstrate that *development* plans will be designed with specific regard for the safe, convenient and efficient use of public transit. In particular, *development* will consider planning for:

- a) sufficient transit service routes throughout the Secondary Plan and external boundary road network to provide transit access within 400m of the majority of residences and businesses to the satisfaction of the Town;
- b) road widths along planned transit routes that can safely accommodate transit vehicles;
- c) related pedestrian and/or cycling routes that provide direct access to transit routes and stops; and,
- d) adequate property to accommodate transit infrastructure and related appurtenances.

38.7.8 Pedestrian and Cycling Network

38.7.8.1 The intent of the pedestrian and cycling network in the Secondary Plan is to provide a safe, well connected, and convenient alternative for trips that would otherwise be made using a vehicle.

38.7.8.2 Key objectives of the pedestrian and cycling network in the Secondary Plan are to provide:

- a) a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly, and active neighbourhoods;
- b) safe, attractive, and convenient connections between and within key destinations in the Secondary Plan; and,

- c) continuous pedestrian and cycling connections with broader existing and future planned active transportation networks in the Town of Caledon, Region of Peel, and York Region.

38.7.8.3 Pedestrian and cycling routes throughout the Secondary Plan Area will be planned in accordance with Section 11.4, Active Transportation, and designed to be safe, accessible and viable alternatives for short trips that would otherwise be made using a single occupant vehicle.

38.7.8.4 Within the Transportation Impact Study, a Pedestrian, Cycling and Trail Network Plan illustrating sidewalks, on-road cycling facilities, multi-use paths and off-road trails, and showing their continuity to external networks, will be prepared to the satisfaction of the Town, which will be provided separately as part of supporting materials, prior to registration of draft plans of subdivisions or approval of site plan applications.

38.7.9 Recreational Trail Network

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

38.7.9.2 Recreational and multi-use trails may be provided within the natural environment system and open space elements including parks, and where appropriate, as determined by the approved Local Subwatershed Study or any Addendums thereto, as referenced in Section 38.9.3.

38.7.9.3 The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town and Provincial accessibility standards.

38.7.9.4 Where the recreational trail network relies on the public road right-of-way to create connections between trails, the sidewalk width will be increased along the connecting route, within established rights-of-way, unless otherwise directed by the Town.

38.7.10 Parking

38.7.10.1 Permanent, large areas of surface parking should be avoided and can be permitted only when it is demonstrated that there is no other alternative to the satisfaction of the Town. In the event there is no alternative to large areas of surface parking, an enhanced landscaping design may be used to mitigate the impact on the streetscape.

- 38.7.10.2 Where a *development* application, supported by a detailed Parking Justification Study, is able to demonstrate a reduced need for parking, alternatives to the parking standards contained in the Town's comprehensive zoning by-law will be considered.
- 38.7.10.3 Where loading and parking areas are proposed within proximity to a street frontage or interface, enhanced landscaping may be required to mitigate the visual impact of parking on the streetscape.
- 38.7.10.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.
- 38.7.11 Electric Vehicle Infrastructure
 - 38.7.11.1 Electric vehicle-ready parking spaces is encouraged as set out by the Town of Caledon Green Development Standards.
 - 38.7.11.2 The Town may consider allocating parts of streets, such as curbside space, during various times and in various locations according to the context, for uses such as Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging stations.
- 38.7.12 Transportation Demand Management
 - 38.7.12.1 The Transportation Impact Study will include the overall Transportation Demand Management strategy for the Secondary Plan. A Transportation Demand Management Plan will be required through the approval of site plan applications, outlining strategies, incentives, programs, and infrastructure that will reduce dependency on single passenger automobile trips.
 - 38.7.12.2 The Town may permit reduced parking standards for *developments* which demonstrate through a Transportation Demand Management plan and implementation strategy that a reduction in parking standards is appropriate.
 - 38.7.12.3 The Town may establish specific requirements in its zoning by-law for maximum parking standards, shared parking, bicycle parking, carpool parking, and end-of-trip facilities, such as bike racks, showers and bicycle storage, to promote a variety of modes of transportation.

38.8 Infrastructure

38.8.1 Functional Servicing Report and Stormwater Management Study

38.8.1.1 A Functional Servicing and Stormwater Management Report (FSRSWM) will be completed to the satisfaction of the Town and other applicable agencies, including Region of Peel and the Toronto and Region Conservation Authority, and submitted to address all lands within the Secondary Plan Area. The FSRSWM will implement the management recommendations, targets and criteria outlined in the approved Local Subwatershed Study. Approval of the FSRSWM will be required prior to the registration of the first draft plan of subdivision, draft plan of condominium or site plan approval within the Secondary Plan Area. The Local Subwatershed Study and FSRSWM may be combined at the discretion of the Town.

38.8.2 Municipal Water and Wastewater Services

38.8.2.1 All new *development* in the Secondary Plan will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the FSRSWM, to the satisfaction of the Region of Peel.

38.8.2.2 When designing and installing water and/or wastewater *infrastructure* in the Secondary Plan, the opportunity for adjacent existing un-serviced or partially serviced *development* to connect to the municipal system will be provided.

38.8.3 Stormwater Management and Low Impact Development

38.8.3.1 Stormwater management facilities servicing the Plan Area will be designed in accordance with the FSRSWM, in conjunction with the Toronto and Region Conservation Authority, the Town and other government agencies, as applicable.

38.8.3.2 The FSRSWM will implement the management strategy, targets and criteria outlined in the approved Mount Hope West Local Subwatershed Study.

38.8.3.3 The location of stormwater management facilities is conceptually identified on Schedule H38a. The final location and configuration of these facilities will be determined as part of the FSRSWM and will be guided by the findings and management recommendations of the approved Mount Hope West Local Subwatershed Study.

38.8.3.4 The location of the stormwater management facilities, including green infrastructure and Low Impact Development practices, are to be more specifically delineated in detailed engineering design drawings in accordance with the FSRSWM, and site -

specific Environmental Impact Studies, or equivalent, to the satisfaction of the Town and agency partners.

38.8.3.5 Adjustments to the number, location and configuration of the stormwater management facilities will be permitted without requiring an amendment to this Plan.

38.8.3.6 At the detailed design stage, the submission of the following plans and reports will be required to determine the impact of stormwater management on the proposed development. All reports will be prepared in accordance with the approved Mount Hope West Local Subwatershed Study, the applicable FSRSWM, Town of Caledon Engineering Standards, and the Toronto and Region Conservation Authority's Stormwater Management Criteria:

- a) Detailed Stormwater Management Report and Plan(s);
- b) Erosion and Sediment Control Plan(s);
- c) Servicing Plan(s);
- d) Grading Plan(s);
- e) Geotechnical Report(s);
- f) Hydrogeological Report(s); and,
- g) other technical reports as deemed necessary.

38.8.3.7 The Stormwater Management Report and Plan, as outlined in Policy 38.8.3.6a) will incorporate a variety of stormwater management practices, including Low Impact Development (LID) techniques, to protect water quality, maintain baseflow and temperature, and support ecological integrity. Wherever possible, stormwater infrastructure required under the Consolidated Linear Infrastructure (CLI) Environmental Compliance Approval (ECA) will be located on public lands to ensure access for maintenance. If such infrastructure must be located on private property, appropriate legal instruments, as approved by the Town, must be in place to ensure long-term maintenance.

38.8.3.8 To ensure compliance with the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA), stormwater management practices required to meet regulatory and design objectives may be accommodated within the public right-of-way. Where such accommodation necessitates additional right-of-way

width beyond the standard road cross-section, applicants shall be required to provide the necessary widening as a condition of development approval. The design and implementation of these features shall be coordinated with the Town to ensure alignment with CLI-ECA requirements and to maintain overall functionality of the transportation and servicing network.

- 38.8.3.9 Stormwater management facilities will be designed and located to accommodate the ultimate future widening of Town and Region roads adjacent to the subject lands at their planned elevations, if known, or existing elevations, where feasible. For developments adjacent to an existing Town and Region road, the design of storm sewer systems and stormwater management ponds shall accommodate flows from the roads, where feasible.
- 38.8.3.10 The stormwater management system should consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and extreme precipitation events, in accordance with the approved Mount Hope West Local Subwatershed Study, the Climate Adaptation Plan, Town standards, and industry best management practices.
- 38.8.3.11 In considering options for stormwater management, the following policies will apply:
 - 38.8.3.11.1 Location of stormwater management facilities will promote gravity drainage and suitable coverage for services. Where feasible, there will be a preference for at source controls and low impact development practices, which are compatible with the objectives of this Plan.
 - 38.8.3.11.2 Stormwater will be considered as a resource and not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Secondary Plan Area using rainwater harvesting or other methods.
 - 38.8.3.11.3 Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Natural Environment System.
 - 38.8.3.11.4 Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system in accordance with the approved Mount Hope West Local Subwatershed Study.
 - 38.8.3.11.5 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.
 - 38.8.3.11.6 Stormwater management facilities will be designed to minimize the impact of

maintenance costs to the Town.

- 38.8.3.12 Conventional stormwater management facilities will be designed in compliance with the Town's Development Standards Manual, Town's Consolidated Linear Infrastructure Compliance Approval and applicable provincial and applicable Toronto and Region Conservation Authority guidelines, including the Province of Ontario Stormwater Planning and Design Manual (2003). In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA/CVC Low Impact Development Stormwater Management Planning and Design Guide.
- 38.8.3.13 Stormwater management facilities will be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.
- 38.8.3.14 Policies in this section that apply to permanent stormwater management facilities, will also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the Town and the Toronto and Region Conservation Authority, as necessary.
- 38.8.3.15 Development may proceed using interim stormwater management solutions, subject to the satisfaction of Town and the Toronto and Region Conservation Authority, where the ultimate stormwater management infrastructure identified in the Secondary Plan has not yet been constructed or is not yet operational. Interim solutions must be designed to provide adequate quantity and quality control in accordance with applicable standards and must not preclude or hinder the implementation of the ultimate stormwater solution.
- 38.8.3.16 All lands that derive benefit from the ultimate stormwater management solution shall be required to contribute equitably to the cost of its planning, design, construction, implementation and monitoring. Cost-sharing obligations shall be secured through development agreements, cost-sharing agreements, or other financial mechanisms acceptable to the Town, and may be implemented through conditions of draft plan approval or site plan control. If the Town approves the use of temporary stormwater facilities, the subdivision agreement or site plan agreement, as applicable, shall require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities.
- 38.8.3.17 Landowners utilizing interim stormwater solutions shall be responsible for

decommissioning and restoring the lands affected by such systems once the ultimate stormwater solution is in place and operational. A decommissioning and transition plan shall be submitted and approved at the time of development approval, including timing, method, and cost responsibilities, to the satisfaction of the Town and relevant agencies.

38.8.3.18 Public Utilities and Telecommunications

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

38.8.3.20 Public utility and telecommunications *infrastructure* that are proposed in the Natural Features and Areas designation are subject to Section 38.10, Natural Environment System.

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

38.8.3.22 Prior to the registration of a plan of subdivision or final approval of a site plan application in the Secondary Plan, public utility and telecommunication providers will confirm if such services can be provided to support the proposed *development*, and will determine appropriate locations for large utility equipment or utility cluster sites.

38.8.3.23 The Town recognizes that broadband fibre-optic cable service is the new essential utility to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high speed community-based internet service that is available to all residents and businesses. When developing their lands, developers in the Secondary Plan will include fibre-optic cable running along each local road and to each building (e.g., industrial, commercial, institutional, and/or residential) for residents and businesses in the Secondary Plan to access high-speed internet services.

38.8.3.24 Noise, Vibration and Light Impacts

38.8.3.25 New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town.

- 38.8.3.26 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.
- 38.8.3.27 Environmental noise and vibration impact assessments will be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.
- 38.8.3.28 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report will review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 38.8.3.29 The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 38.8.3.30 The use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Plan Area. A range of alternatives such as rear-lane dwellings, single loaded roadways or window streets will be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street and community neighbourhoods.
- 38.8.3.31 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 development.
- 38.8.3.32 Road Noise Impacts
- 38.8.3.32.1 Development applications in the Plan Area which are likely to be adversely affected by excessive roadway noise levels will be required to complete an environmental noise and vibration impact analysis.
- 38.8.3.33 Stationary Noise Impacts
- 38.8.3.33.1 From a noise perspective, non-residential developments are not expected to pose any significant constraints to the existing or future surrounding development of these areas if appropriate attenuation measures are installed around roof top mechanical units, garbage compactors and loading/unloading operations.

38.8.3.33.2 To the greatest extent practical, the design the non-residential developments in the Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels compliant with adjacent residential or other sensitive land use areas as provided for in current policies and guidelines of the Ministry of the Environment, Conservation and Parks.

38.8.3.34 Lighting and Light Impacts

38.8.3.34.1 Lighting in the Plan Area will be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Plan Area.

38.8.3.34.2 Warning clauses will be included in any offers of purchase and sale with respect to possible impacts of light on residential areas from surrounding arterial roads.

Natural Environment System, Parks and Open Space

38.9 Natural Environment System

38.9.1 The Mount Hope West Natural Environment System will be protected, restored and enhanced in accordance with Chapter 13, Natural Environment System, and Chapter 16, Natural Hazards.

38.9.2 General Policies

38.9.2.1 The Mount Hope West Local Subwatershed Study will be completed to the satisfaction of the Town and other applicable agencies, including the Toronto and Region Conservation Authority, and shall address all lands within the Secondary Plan Area. Approval of the Local Subwatershed Study will be required prior to the registration of the first draft plan of subdivision, draft plan of condominium or site plan approval within the Secondary Plan Area.

38.9.2.1.1 The final location and configuration of watercourses will be determined as part of the Local Subwatershed Study.

38.9.2.1.2 Based on the results of the Local Subwatershed Study, modifications to feature alignment and channel design may be considered in order to find land use efficiencies.

38.9.2.1.3 The delineation of the Natural Environment System will be finalized prior to registration of the Draft Plan of Subdivision.

38.9.2.1.4 Permitted uses and activities in the Natural Features and Areas designation will be limited to:

- a) forest, fish and wildlife management;
- b) limited essential infrastructure including road and municipal services crossings, outfalls, and low impact development measures subject to the Town's and Toronto and Region Conservation Authority approval;
- c) natural heritage feature or area restoration and enhancement works;
- d) channel relocation and lowering; wetland and/or woodland restoration and enhancement works;
- e) passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and,
- f) site alteration to accommodate the above uses; and existing uses, buildings or structures.

38.9.2.2 Illumination of parking, park, or other adjacent facilities will be directed away from the Natural Environment System.

38.9.3 Natural Features and Areas

38.9.3.1 Lands designated Natural Features and Areas are shown conceptually on Schedule H38a.

38.9.3.2 Schedule H38a – Natural Features and Areas conceptually delineates the Natural Heritage Features, and Buffers.

38.9.3.3 Compensation Areas and Enhancement Areas will be provided within the Secondary Plan or on adjacent lands in accordance with the approved Local Subwatershed Study to the satisfaction of the Town and the Toronto and Region Conservation Authority.

38.9.3.4 The Natural Features and Areas lands that are not owned by the Town or the Toronto and Region Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to the Town.

38.9.3.5 The Natural Features and Areas designation boundaries shown conceptually on Schedule H38a are subject to change without requiring an amendment to this Secondary Plan and will be finalized through approval of the Local Subwatershed Study and/or site-specific Environmental Impact Studies by the Town.

- 38.9.3.6 Active transportation linkages through the Natural Features and Areas designation may be permitted in limited circumstances where it has been demonstrated to the Town's satisfaction that there will be minimal adverse impacts to the functions of the Natural Environment System.
- 38.9.3.7 Natural Features and Areas identified conceptually on Schedule H38a that have not been confirmed in the field through the Local Subwatershed Study and/or site-specific Environmental Impact Studies due to non-participating land ownership require further study to determine appropriate management of the features in alignment with those studies.
- 38.9.3.8 Where Natural Heritage Features on lands that did not participate in the Local Subwatershed Study are located in proximity to participating lands, further study (a site-specific Environmental Impact Study) is required to determine the extent of required buffers on the participating lands.
- 38.9.4 Natural Hazards
 - 38.9.4.1 The location of hazardous lands, which form part of the Natural Features and Areas designation, are conceptually identified on Schedule H38a. Hazardous lands include property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.
 - 38.9.4.2 The location of hazardous lands is subject to refinement without requiring an amendment to this Secondary Plan and will be finalized through the approval of the Local Subwatershed Study and/or site-specific studies. Where hazardous lands have not been delineated through the Local Subwatershed Study and/or site-specific studies as the result of non-participating land ownership, further study shall be required to confirm and define the limits of such lands.
 - 38.9.4.3 Technical work required to finalize the location of hazardous lands shall be completed in accordance with Provincial and TRCA standards and procedures, to the satisfaction of the Town and TRCA.
 - 38.9.4.4 Hazardous lands are subject to Chapter 16 of the Future Caledon Official Plan and TRCA policies.
 - 38.9.4.5 Hazardous lands that are not owned by the Town or the TRCA will be gratuitously conveyed, free and clear of encumbrances, to the Town.

38.10 Parks and Open Space

38.10.1 Parkland Requirement

38.10.1.1 As identified on Schedule H38a, the Secondary Plan Area will be serviced by a single centralized Parkette. The development of parks within the Secondary Plan Area will be in accordance with Chapter 14, Parks and Open Space.

38.10.1.2 The proposed location of the park in the Secondary Plan Area has been shown to illustrate an appropriate and walkable distribution to serve all residential areas of the plan.

38.10.1.3 Minor adjustments to the location and size of the new park will be permitted without requiring an amendment to this Plan, provided that:

- a) The overall objectives of the Secondary Plan (complete, walkable community) are maintained;
- b) There is an appropriate distribution to serve the residential areas of the Secondary Plan Area; and
- c) The alteration in size or location does not significantly reduce the functionality of the park block and the amount of land proposed for municipal parks in the Secondary Plan Area based on legislated requirements.

38.10.2 Parkette

38.10.2.1.1 A Parkette is centrally located with the Neighbourhood Area. Development of an Parkette be in accordance with Policy 14.5.2 of the Official Plan and the Mount Hope West Community Design Guidelines.

Urban System Land Uses

38.11 Community Area Land Use Designations and Policies

38.11.1 Neighbourhood Area

- a) The Neighbourhood Area designation applies to the majority of the Secondary Plan Area and is intended to accommodate a wide range of ground related housing types and densities, parks and other institutional uses needed to support the development of a complete community.
- b) The lands designated Neighbourhood Area will be developed generally in

accordance with Section 22.7, Neighbourhood Area Designation, except as modified by the following policy:

- i) Permitted residential uses include a full range of ground-related housing including single detached dwellings, semi-detached dwellings, street and laneway townhouses, back-to-back townhouses, multiplexes, and low-rise apartments.
- ii) Residential uses within the Neighbourhood Area designation will comprise predominantly ground-oriented housing such as detached, semi-detached, and all forms of townhouse dwellings, generally up to 3 storeys in height.
- iii) Stacked Townhouse and multiplex dwellings up to 4 storeys in height are permitted within the Neighbourhood Area designation.
- iv) Apartment and Mixed-Use buildings up to 6 storeys in height are permitted within the Neighbourhood Area designation.
- v) Neighborhood scale retail, commercial uses are encouraged to be accommodated within stand alone or mixed use buildings or on mixed use sites. Mitigation measures like berming, landscape buffer, will be in place where it is adjacent to low density residential uses. Places of worship will not be permitted in the Neighbourhood Area designation.

Implementation

38.12 Schedules

- 38.12.1 The land uses shown on Schedule H38a are schematic and may be refined to the satisfaction of the Town, in consultation with the Region of Peel and the Toronto and Region Conservation Authority, as appropriate, through the draft plan of subdivision or site plan approval processes, taking into account such matters as the protection of natural features and areas, the conservation of *cultural heritage resources*, *stormwater* management requirements, the provision of full urban services, detailed land use relationships and street patterns.
- 38.12.2 Minor adjustments to land use designation boundaries and street patterns shown on Schedule H38a will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- 38.12.3 Minor adjustments to land use designation boundaries and the location of streets as

shown on Schedule H38a may be permitted through the draft plan of subdivision process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

38.13 Draft Plans of Subdivision and Zoning By-law Amendments

38.13.1 Technical studies and submission materials required in support of implementing draft plans of subdivision and Zoning By-law Amendments will be prepared in accordance with Chapter 27, Development Application Requirements.

38.13.2 Prior to the registration of the first draft plan of subdivision, draft plan of condominium or approval of site plan approval, the following reports, studies and plans will be completed to the satisfaction of the Town, Region of Peel, and Toronto and Region Conservation Authority:

- a) Local Subwatershed Study, or equivalent;
- b) Functional Servicing and Stormwater Management Report (FSRSWM);
- c) Community Design Guidelines;
- d) Architectural Control Guidelines (as applicable);
- e) Transportation Impact Study;
- f) Stage 2 (minimum) Archaeological Assessment;
- g) Climate Change Adaption Plan;
- h) Cultural Heritage Impact Assessment; and,
- i) Fiscal Impact Study.

38.13.3 *Development* in the Secondary Plan Area will be consistent with the recommended mitigation measures contained in the reports, studies, and plans listed in policy 38.13.2 above.

38.13.4 Non-participating landowners will be required to complete site-specific studies where lands have not been investigated through the studies listed in policy 38.13.2 above.

38.13.5 At any time throughout the *development* application process, new supporting studies may be required to support *development*, or may be removed if deemed unnecessary, and any approval will be based on the latest reports and studies.

38.13.6 Prior to the registration of each draft plan of subdivision:

- a) All requirements of the Town, Region of Peel, and Toronto and Region Conservation Authority, including technical and/or supporting studies, will be satisfied; and,
- b) Utility providers will confirm that appropriate facilities and services can be accommodated.

38.14 Parkland Requirement

38.14.1 Parkland dedication will be calculated from the total land area at 5% of the total area of residential land or 1 hectare per 600 net residential units, whichever is higher, and/or 2% of the total area for land for commercial or industrial purposes.

38.14.2 Town Staff will be calculating Parkland Dedication requirements for all of the land within a *development* application per the Town's Parkland Conveyance By-law 2025-087

38.15 Phasing and Financial Responsibility

38.15.1 All new development within the Secondary Plan Area will proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision, including potential interim servicing strategies to the satisfaction of the Region of Peel.

38.15.2 Development in the Secondary Plan Area may proceed using an interim servicing solution, subject to the satisfaction of the Region of Peel. Prior to registration of a subdivision or approval of a site plan, where the ultimate servicing infrastructure identified in the Secondary Plan has not yet been constructed or is not yet operational. Interim solutions can be designed to provide sufficient servicing to the satisfaction of the Region of Peel and must not preclude or hinder the implementation of the ultimate solution based on outcomes of the Water and Wastewater Master Plan to support growth in the 2051 New Urban Area.

38.15.3 Private front-end construction of water and waste water services to accommodate development ahead of the Region's planned implementation may be considered as part of development applications in consultation with and to the satisfaction of the

Region of Peel.

- 38.15.4 Approval of development applications will be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works will be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Town.
- 38.15.5 Approval of development applications will also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works will be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Town.
- 38.15.6 Certain collector / multi-modal roads and their associated transportation-related infrastructure are required as necessary, as development progresses throughout the Secondary Plan Area.
- 38.15.7 Land Acquisition and Dedication
- 38.15.7.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Secondary Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 38.15.7.2 The Town requires a Phase I Environmental Site Assessment (ESA) for any lands to be conveyed for municipal roads, stormwater management facilities, parkland, open space,. If the Phase I ESA recommends further investigation, the Owner must complete a Phase II ESA and provide a Record of Site Condition for all conveyance lands if required by the Phase II ESA. Environmental clearance is the Owner's responsibility and must follow the assessment requirements established by the Province of Ontario.
- 38.15.8 Finance and Agreements
- 38.15.8.1 Prior to approval of the first plan of subdivision or site plan in the Secondary Plan Area, the landowners may be required to enter into any agreements deemed necessary by the Town or have made other satisfactory arrangements for the

provision of funds and/or services, associated with the Fiscal Impact Study.

- 38.15.8.2 The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Secondary Plan Area in an orderly, timely and cost effective manner.