

Part H, Chapter 39: Tullamore North West Secondary Plan

39.1	Introduction.....	H39-3
39.2	Managing Growth and Change	H39-4

General Policies

39.3	Climate Change	H39-5
39.4	Cultural Heritage	H39-6
39.5	Built Heritage Resources and Cultural Heritage Landscapes	H39-6
39.6	Urban Design	H39-7
39.7	Transportation and Mobility	H39-7
39.8	Infrastructure.....	H39-11
39.9	Municipal Water and Wastewater Services	H39-11
39.10	Stormwater Management	H39-11

Natural Environment System, Parks and Open Space

39.11	Natural Environment System	H39-15
39.12	Parks.....	H39-19

Urban System Land Uses

39.13	Employment Area Land Use Designations and Policies	H39-19
-------	--	--------

Land Use Compatibility

39.13.6 - 39.13.11	(Land Use Compatibility Related Policies)	H39-20 - 21
--------------------	---	-------------

Implementation

39.14	Mapping	H39-21
39.15	Development Applications.....	H39-22
39.16	Phasing and Community-wide Development Staging	H39-26
39.17	Cost Sharing.....	H39-28
39.18	Land Acquisition and Dedication	H39-29

Schedule

H39a Tullamore North West Land Use

39. TULLAMORE NORTH WEST SECONDARY PLAN

39.1 Introduction

39.1.1 Purpose

The Tullamore North West Secondary Plan governs the *development* and redevelopment of lands within the Tullamore North West area, as identified on Schedule H39 – Tullamore North West Secondary Plan Land Use Plan.

The Tullamore North West Secondary Plan sets out a planning framework for *development* within the Tullamore North West area. This Plan contains policies regarding future land uses as well as policy direction with regard to transportation, servicing, cost-sharing, phasing, environmental, urban design principles, and implementation.

The purpose of this secondary plan is to establish a comprehensive land use and policy framework to guide the orderly and sustainable *development* of the Tullamore North West *Employment area*. It identifies and supports the planned function of both the Prestige Employment and General Employment land use designations, while also protecting and enhancing Natural Features and Areas.

The secondary plan has been developed to facilitate a connected, efficient, and economically competitive *employment area* that accommodates a broad range of employment uses. It provides policy direction related to land use, mobility, *infrastructure*, servicing, and implementation, and it supports the integration of land use planning with long-term transportation planning, including protection for the future Highway 413 Transportation Corridor.

39.1.2 Location

The Tullamore North West Secondary Plan area encompasses approximately 165.7 hectares (409.53 acres) in the Town of Caledon. The secondary plan area is bounded by Torbram Road to the west, Old School Road to the north, Airport Road to the east, and the existing Tullamore Secondary Plan area, which includes employment lands approved by a Minister Zoning Order (“MZO”) to the south, as shown on Schedule H39.

39.1.3 Vision

The Tullamore North West Secondary Plan will reinforce and strengthen Tullamore as a centre for business and economic growth in Caledon, providing for a mix of industrial, and supporting business, and office uses within Prestige *Employment area* and General *Employment area* designations. *Development* of the Tullamore North West Area will be

essential in achieving Caledon's employment forecasts and contributing to complete communities.

39.1.4 Objectives

The objectives for the secondary plan area are as follows:

- a) Support the Town's objective to achieve a minimum Town-wide density of 26 jobs per hectare within *employment areas*";
- b) Provide for a mix of prestige and general employment uses that contribute and provide variety to the Town's employment base;
- c) Recognize accessibility of the secondary plan area afforded by its location near Mayfield Road and the Highway 413 Transportation Corridor;
- d) Promote high quality site design, streetscape and built form;
- e) Ensure services, including the necessary sanitary, *stormwater* and water services, are in place and operative prior to or concurrent with *development*;
- f) Design a *stormwater* management system that protects features and functions of the *natural heritage system* and water resource system; and;
- g) Protect and enhance features within the Natural Environmental System.

39.1.5 Relationship to Parent Official Plan

- a) The policies of the Tullamore North West Secondary Plan must be read in their entirety, together with the relevant policies and mapping of the Future Caledon Official Plan (this Plan), as contained in Parts A to G.
- b) The Tullamore North 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 Parts A to G and the Tullamore North West Secondary Plan, the secondary plan will prevail.

39.2 Managing Growth and Change

39.2.1 Growth Management

- a) 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.

- b) To ensure conformity with the Town's growth management objectives, the secondary plan has been planned to achieve a minimum employment density of 26 jobs per hectare.

39.2.2 Employment-generating Uses

- a) The Tullamore North West Secondary Plan provides for *Prestige Employment area* and *General Employment area*. The *Prestige Employment area* designation applies to lands adjacent to Torbram Road.

General Policies

39.3 Climate Change

- 39.3.1 Where feasible, installation of *infrastructure* to support the use of alternative fueled vehicles including charging stations for electric vehicles and stations for biofuel will be considered.

- 39.3.2 All new *development* will have regard for the implementation metrics and achieve 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. The Town will use the *development* approvals process and other implementation tools, such as Site Plan Control, to encourage new industrial *development* that includes sustainable design features which, among other objectives, reduce greenhouse gas emissions and enhance energy efficiency of buildings and transportation.

- 39.3.3 In addition to having regard to the minimum requirements in the Green *Development Standards*, the Town will encourage the following measures for industrial *development*:

- a) Installation of solar photovoltaic or other building-integrated solar or other renewable energy technologies;
- b) Use of low carbon heating and cooling technologies such as air or ground source heat pumps;
- c) Provision of electric vehicle supply equipment (charging stations) or other low carbon transportation *infrastructure* for employee and/or fleet vehicles;
- d) Capture and reuse of waste heat energy and installation of energy storage systems;

- e) Improved resilience of buildings, operations and human resources to extreme weather impacts due to climate change;
- f) Reduce urban heat island effect through cool paving and roof materials, and green *infrastructure* techniques; and;
- g) Rooftop rainwater capture and reuse through green or blue roof technology.

39.4 Cultural Heritage

- 39.4.1 Conservation of heritage resources will be consistent with the provisions of this Official Plan. The secondary plan area includes areas that may have potential for undiscovered archaeological resources. Prior to final approval of new *development* or redevelopment, a detailed archaeological assessment will be conducted according to the Provincial Standards and Guidelines for Consultant Archaeologists, 2011, or as amended, and to the satisfaction of the Town.
- 39.4.2 Conservation of cultural heritage resources in the secondary plan area will be undertaken in accordance with the Future Caledon Official Plan and the following specific policies
- 39.4.3 Prior to final approval of new *development* or redevelopment, detailed documentation of identified built heritage features will be provided by a qualified professional, and opportunities for retention and reuse of features of architectural and historical merit will be identified.

39.5 Built Heritage Resources and Cultural Heritage Landscapes

- 39.5.1 Built heritage resources and/or cultural heritage landscapes within the secondary plan area that at the time of approval of this secondary plan are municipally known as:
 - 12620 Airport Road
- 39.5.2 A heritage impact assessment, prepared in accordance with the Future Caledon Official Plan policies and the Town of Caledon's terms of reference for such studies, may be required as part of any *development* application for the lands that are adjacent to the properties identified in Policy 6.2.4 and on Figure C3 of the Future Caledon Official Plan depending on the proximity of the lands subject to the *development* application to the heritage resource. The determination for the requirement of such a study will be made at the time of pre-application review for the proposed *development* application.
- 39.5.3 Implementation of the recommendations, including any mitigative measures, of a Heritage Impact Assessment will occur through the approval of *development* applications, including draft plans of subdivision and/or site plans.

- 39.5.4 Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance requirements may be required as part of *development* applications where an identified built heritage resource is intended to be retained.

39.6 Urban Design

- 39.6.1 An Urban Design Brief may be required as part of all subsequent *development* applications to demonstrate that the *development* has regard to the Town-Wide Design Guidelines.
- 39.6.2 Buildings and streetscapes are encouraged to be designed to provide for quality settings through the treatment of features, forms, massing, scale, site layout, orientation and landscaping.
- 39.6.3 Lands adjacent to residential designated areas will be developed in a compatible manner, locating parking, loading and storage areas away from residential uses, and utilizing such provisions as landscaping, berming, site design and on-site open space and landscaping features, where necessary, to ensure compatibility with adjacent residential designated areas.
- 39.6.4 Lands adjacent to industrial uses will be developed to enhance and be compatible with adjacent road patterns, land uses, landscaping/street streetscape and site design.
- 39.6.5 Parking, loading and storage areas should be screened from public streets through such design elements as landscaping, berming, site design and on-site open space.
- 39.6.6 Building frontage and siting should be oriented to address major roads, and existing and future arterial roads. Buildings within the Prestige *Employment area* designation will be located close to the street edge in attractively landscaped settings. Generally, loading bays within the Prestige *Employment area* designation will be oriented away from these major roads to minimize their visual impact.
- 39.6.7 Where feasible, lighting will be designed to minimize impacts on adjacent areas, and the natural environment.
- 39.6.8 Where feasible, through a site-specific site plan application, outdoor amenity areas will be designed to include seating and weather protection.
- 39.6.9 All *developments* should conform to Section 23.7.4 *Development* policies of the Future Caledon Official Plan.

39.7 Transportation and Mobility

- 39.7.1 Roads in the secondary plan area are intended to develop and function in accordance with the guidelines and classifications outlined in the Future Caledon Official Plan, including Chapter 11, and the Multi-Modal Transportation Master Plan (MMTMP) and

its Addendum.

- 39.7.2 The alignment of the north-south collector road and east-west collector road within the Secondary Plan Area, as shown on Schedule H39 may be adjusted through the subdivision approval processes, without an amendment to this Plan and to the satisfaction of staff, taking into account such matters as the preservation of environmental features, *stormwater* management requirements, heritage resources, the provision of full urban services, emergency services, detailed land use relationships and street pattern.
- 39.7.3 Pedestrian and cycling routes throughout the Secondary Plan Area will be planned in accordance with the Official Plan and designed to be safe, accessible and viable alternatives for short trips that would otherwise be made using a single occupant vehicle.
- 39.7.4 The Town will plan and protect for a continuous and fine-grain public road network, providing connections in both east–west and north–south directions, if determined to be required through a Transportation Impact Study, to support the establishment of a complete street network that accommodates all road users, including vehicles, transit, pedestrians, and cyclists, and supports a connected and accessible urban structure.
- 39.7.5 The Town will require as a condition of any new *development* or redevelopment that sufficient lands be, at no cost to the municipality, conveyed, free and clear of encumbrances, to the Region of Peel or the Town, as identified in Town’s Future Caledon Official Plan, and the Region of Peel Official Plan.
- 39.7.6 *Development* applications will demonstrate that sufficient lands are being provided to accommodate road grading, streetscape elements (e.g., street trees, street lighting, seating and signage), *low impact development* and *stormwater* practices to achieve Consolidated Linear *Infrastructure* Environmental Compliance Approval requirements, active transportation facilities, medians, and on-street parking, in accordance with transportation studies and road cross-section designs prepared to the satisfaction of the Town and Region of Peel.
- 39.7.7 The Town may require additional lands at intersections to provide for exclusive turning lanes, daylight triangles, right-of-way transitions, utilities, physical medians and sight lines. Such additional rights-of-way requirements will be kept to the minimum and will be determined during the *development* application stage, and will become part of the required rights-of-way.
- 39.7.8 The implementation of the street rights of way and intersections will consider enhanced traffic safety measures to protect the well-being of pedestrians and cyclists.
- 39.7.9 A phasing plan, to the satisfaction of the Town and the Region of Peel, may be required as part of future *development* applications to demonstrate how the proposed

development will be coordinated with adjacent and surrounding lands to ensure logical and efficient access to the existing and planned public road network under both interim and full build-out conditions. Where feasible, and determined through a Transportation Impact Study, the ultimate road network and associated *infrastructure* required for full build-out should be constructed as part of the initial phases of *development* to support long-term connectivity and minimize construction in accordance with Town standards. Minor collector roads will provide a mid-block ROW of 23.5 metres to support the Town's current standard cross-section, as may be updated from time to time. Major collector roads will be designed with a mid-block ROW of 26.0 metres. Where feasible, direct access will be minimized on higher-order roads, including arterial and major collector roads, and will be directed toward and consolidated on lower-order roads, subject to appropriate spacing, safety, and design considerations. *Development* will prioritize access from the planned internal road network wherever feasible. Access to Airport Road will be determined in accordance with the in-effect Region of Peel Controlled Access Bylaw or equivalent document, including any subsequent amendments, to the satisfaction of the Region of Peel.

- 39.7.10 The Town may require access to lands to accommodate road grading and intersection improvements including but not limited to exclusive turn lanes, traffic controls and related appurtenances, active transportation transitions and daylight triangles.
- 39.7.11 Sidewalks will be provided on both sides of all public roads, except as otherwise determined by the Town at its sole discretion or where it can be demonstrated to the Town satisfaction through detailed design that physical or environmental constraints make a two-side treatment impractical or that an equivalent accessible connection can be achieved.
- 39.7.12 All public and private roads within the Secondary Plan Area will be located to avoid encroachments into Natural Features and Areas. Where it has been demonstrated that encroachments into Natural Features and Areas cannot be avoided, to the satisfaction of the Town and the applicable Conservation Authority, all such encroachments must be minimized to the greatest possible extent. All roads will be designed to eliminate, minimize and/or mitigate impacts on the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valley land crossings, as appropriate.
- 39.7.13 Consistent with the objectives of this Official Plan and the Active Transportation Master Plan, the Town will require an active transportation *infrastructure* within the road network that will link the lands within and outside of the Secondary Plan Area.
- 39.7.14 The roads within the Secondary Plan Area will be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, to be determined through the Municipal Class Environmental Assessment Process, as required.

- 39.7.15 In accordance with the Official Plan and any future public transit network developed by the Town, the Arterial Roads bordering the Secondary Plan Area will be planned to accommodate future local transit routes and allow for transit stops as required.
- 39.7.16 The Town encourages private off-street surface parking lots to be designed to minimize negative aesthetic and environmental impacts.
- 39.7.17 *Development* will identify ecologically appropriate locations for valley land and stream corridor crossings that will minimize and mitigate environmental impacts to natural features and functions, to ensure a well-connected Secondary Plan Area can be achieved.
- 39.7.18 The Town will encourage the efficient movement of goods within and through the Secondary Plan Area by designing roads and driveways to accommodate large vehicles, where appropriate.
- 39.7.19 Access will be limited on Arterial Roads, as per the Future Caledon Official Plan which includes Old School Road and Torbram Road. Collector Roads will permit direct access(es) provided the spacing follows industry best practice. The majority of the Secondary Plan Area will obtain access from the proposed Collector Road Network. Where this is not feasible, shared access agreements (or local roads) will be established as recommended by industry standards.
- 39.7.20 Businesses and organizations in the Secondary Plan Area are encouraged to establish a Transportation Demand Management Plan.
- 39.7.21 Ministry of Transportation
- a) The following policies apply to all *development* applications and approvals within the Secondary Plan Area:
 - i) Where the subject lands may be of interest to the Ministry of Transportation (MTO), the Town will seek written confirmation from MTO regarding its interest in the lands and any requirements related to the proposed *development*.
 - ii) Where MTO advises that the subject lands are of interest to MTO, the Town will consider any comments or requirements provided by MTO in its review of the application.
 - iii) If there is any uncertainty as to whether the subject lands are of interest to MTO, the Town will seek written confirmation from MTO prior to proceeding with the review of the application.

39.8 Infrastructure

- 39.8.1 All *development* in the Secondary Plan Area will be serviced by full municipal water and sanitary sewers, municipal roads, hydro, fiber optic trenches and other utilities.

39.9 Municipal Water and Wastewater Services

- 39.9.1 All new *development* in the Secondary Plan Area will be connected to Region of Peel's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the Master Environmental Servicing Plan / Report (MESP (MESR)), *Development* Sequencing and Staging Plan (DSSP), and Functional Servicing Plan, in consultation with, and to the satisfaction of, Region of Peel.
- 39.9.2 The detailed design and installation of water and/or wastewater *infrastructure* in the Secondary Plan will be undertaken in an ecologically and fiscally responsible manner
- 39.9.3 When designing and installing water and/or wastewater *infrastructure* in the Secondary Plan Area, the opportunity for adjacent existing un-serviced or partially serviced *development* to connect to the municipal system will be provided.

39.10 Stormwater Management

- 39.10.1 The *stormwater* management and water resource system for lands within the Secondary Plan Area will be planned and implemented in accordance with the MESP (MESR), an *Environmental impact study*, and a Functional Servicing Report prepared as part of a *development* application, in consultation with the applicable Conservation Authority, the Town, and other relevant agencies, and in conformity with Section 12.5 of the Future Caledon Official Plan.
- a) The Functional Servicing Report will be updated to address all lands within the Secondary Plan Area, as determined by Town staff through future *development* applications and demonstrate how the proposed *stormwater* management system integrates with *subwatershed* objectives and meets downstream system performance requirements.
 - b) The ultimate size, configuration, and location of *stormwater* management facilities may be refined through subsequent updates to the MESP (MESR) and through detailed design at the plan of subdivision stage, to the satisfaction of the Town and the applicable Conservation Authority. Any such refinements will maintain consistency with the overall water resource system strategy and applicable environmental objectives.
- 39.10.2 Notwithstanding the *development* limits and setbacks established through the applicable zoning by-law for the lands legally described as Part Lot 21, Concession 6 (EHS), the detailed design and layout of *development* within those lands will be subject

to refinement through the completion and approval of the Tullamore Northwest Master Environmental Study Plan (MESP (MESR)), Functional Servicing Report (FSR), and supporting detailed design studies.

- 39.10.3 Where the approved MESP (MESR), FSR, or subsequent technical analysis identifies the need for modifications to *stormwater* management *infrastructure* or servicing requirements, the internal site layout will be adjusted as necessary to accommodate such requirements, including the size and configuration of *stormwater* management facility blocks and related *infrastructure*, to the satisfaction of the Town and applicable agencies.
- 39.10.4 *Development* may proceed using interim *stormwater* management solutions, subject to the satisfaction of Town, 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 controls in accordance with applicable standards, the Towns CLI ECA and must not preclude or hinder the implementation of the ultimate *stormwater* solution, in accordance with a Functional Servicing Plan, as part of a *development* application.
- 39.10.5 Landowners utilizing interim *stormwater* solutions will 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 will be submitted and approved at the time of *development* approval, including timing, method, and cost responsibilities, to the satisfaction of the Town, relevant agencies and the applicable Conservation Authority
- 39.10.6 All lands that derive benefit from the ultimate *stormwater* management solution will be required to contribute equitably to the cost of its planning, design, construction, and implementation. Cost-sharing obligations will 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, will require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities.
- 39.10.7 Where an applicant for *development* under a site plan control application is unable to obtain direct access to a required *stormwater* servicing outlet from their own property, the applicant will be required to secure access through legally binding easement agreements with adjacent or nearby property owners, subject to the satisfaction of the Town and Applicable Conservation Authority, should the site abut a Conservation Authority Regulated Area.
 - a) The Town will require, as a condition of site plan approval, that evidence of such easement agreements be provided prior to final approval.

39.10.8 Adjustments to the number, location and configuration of the *stormwater* management facilities will be permitted without requiring an amendment to this Plan but they have to demonstrate that this adjustment will still achieve and comply with TRCA's *stormwater* management criteria.

39.10.9 Prior to rezoning, draft plan and/or site approval, whichever comes first, the submission of the following plans and reports will be required to determine the impact of *stormwater* management on the proposed *development*.

- i) Detailed *Stormwater* Management Report and Plan(s);
- ii) Erosion and Sediment Control Plan(s);
- iii) Servicing Plan(s);
- iv) Grading Plan(s);
- v) Geotechnical Report(s);
- vi) Hydrogeological Report(s); and,
- vii) Other technical reports as deemed necessary.

39.10.10 In considering options for *stormwater* management, the following policies will apply:

- a) 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.
- b) *Stormwater* will be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Secondary Plan using rainwater harvesting or other methods;

39.10.11 Best management practices, including *low impact development* techniques and measures will be incorporated into the *stormwater* management system in accordance with the recommendations of the MESP (MESR), or determined through a site-specific Functional Servicing and *Stormwater* Management Report and Plan.

- a) *Stormwater* management facilities will be designed to minimize the impact of maintenance costs to the Town

39.10.12 *Low Impact Development* and Green *Infrastructure*

- a) *Development* in the Secondary Plan Area will have regard for *low impact*

development (LID) techniques to manage *stormwater* close to its source and support groundwater recharge, reduce runoff volume, improve water quality, and mitigate climate impacts.

- b) Implementation of LID will have regard to:
 - i) The Town of Caledon Green *Development* Standards
 - ii) Guidance from the Conservation Authority and Region of Peel
- c) LID measures:
 - i) Bioswales and vegetated filter strips;
 - ii) Permeable pavements and surfaces;
 - iii) Green roofs and blue roofs;
 - iv) Rain gardens and infiltration trenches
 - v) On-site rainwater harvesting and reuse systems

39.10.13 *Stormwater* management and water resource systems can be provided by way of an underground storage tank or rooftop storage, in accordance with Town standards and based on standard industry practices.

39.10.14 Site-specific Functional Servicing Reports will demonstrate how LID practices will be integrated into the overall *stormwater* strategy and evaluate pre- and post-*development* water balances.

39.10.15 All LID systems will be designed with long-term operation and maintenance in mind, with details secured through site plan agreements or other implementation tools.

39.10.16 Where *stormwater* management facilities within the Secondary Plan Area are required, through the approved Master Environmental Study Plan (MESP (MESR)), Functional Servicing Report (FSR), or subsequent technical analysis, to provide control for major or extreme storm events, including the Regional Storm, such facilities will be designed and implemented in a manner that ensures long-term public safety and protection of downstream systems.

39.10.17 Where a *stormwater* management facility provides system-wide benefits, including Regional Storm control or protection of downstream natural heritage features and *infrastructure*, the Town may require that such facilities be conveyed into public ownership or be subject to an easement or other legal arrangement in favour of the Town to permit access for inspection, monitoring, maintenance, and emergency works.

39.10.18 The responsibility for the day-to-day operation and maintenance of the facility may remain with the property owner, however the Town will have the right, but not the obligation, to enter the lands to undertake works necessary to address flooding, erosion, water quality, or system performance concerns where it is determined that such intervention is required to protect public health, safety, *infrastructure*, or the natural environment.

39.10.19 Any costs incurred by the Town in undertaking such works may be recovered from the property owner through *development* agreements, maintenance agreements, property taxes, or other cost recovery mechanisms available to the Town.

Natural Environment System, Parks and Open Space

39.11 Natural Environment System

39.11.1 The Tullamore North West Natural Environment System will be protected, restored and enhanced in accordance with Chapter 13, Natural Environment System, and Chapter 16, *Natural Hazards*.

39.11.2 Natural Features and Areas

- a) Lands designated as Natural Features and Areas on Schedule H39 reflect the preliminary natural feature boundaries determined through the Preliminary Master Environmental Servicing Plan (MESP (MESR)). Lands designated Natural Features and Areas will be managed in accordance with the policies of this Official Plan as well as the following specific policies.
- b) Outside of the participating lands, and where detailed *subwatershed* and environmental studies have not yet been completed, the *natural heritage system* will be conservatively identified and designated as Natural Features and Areas (NFA). Final limits, classifications and management of natural features on non-participating lands will be determined through future MESP (MESR) updates, site-specific EISs and other supporting environmental studies as required by the Town of Conservation Authority. Until such time, *development* within or adjacent to these areas will be restricted to protect ecological and hydrologic functions.
- c) The limits of natural heritage features including but not limited to wetlands, *woodlands*, stream corridors (both watercourses and Headwater Drainage Features (HDF's)), Significant Wildlife Habitat (SWH), *natural hazards*, and their buffers/setbacks within the Secondary Plan Area are established through the recommendations of the MESP (MESR) and site-specific EISs and form the basis for the Natural Features and Areas (NFA) designation. *Development* and *site alteration*

will not be permitted within this designation except as in accordance with the MESP (MESR) through *development* applications including MESP update or addenda, site-specific EISs, rezoning, site plans and the policies of this Plan.

- d) Valley corridors, watercourses, including top of bank, associated slopes, erosion hazards, stable top of slope, erosion access allowance and required buffers will be protected as hazardous lands. *Development* and *site alteration* will not be permitted within hazardous lands except in accordance with Provincial policy, Conservation Authority regulations, and technical guidelines, to the satisfaction of the applicable Conservation Authority.
- e) Site-specific *development* approvals must be supported by site-specific Environmental Impact Studies (EIS) prepared to the Town's satisfaction. The EISs must be consistent with and demonstrate how the recommendations of the MESP (MESR) will be implemented.
- f) The precise limits of Natural Features and Areas will be established through detailed geotechnical, slope stability, erosion hazard and fluvial geomorphology assessments completed to the satisfaction of the applicable Conservation Authority and the Town of Caledon.
- g) Adjacent land use *development* will minimize any impacts to the natural features and functions within the Natural Features and Areas designation through appropriate buffers as established through the MESP (MESR) and site-specific EISs.
- h) Notwithstanding approval of this Secondary Plan, the limits and configuration of natural heritage features, natural areas, and associated buffers within the lands legally described as Part Lot 21, Concession 6 (EHS) will not be finalized until the Tullamore North West MESP (MESR) is completed and approved and may be refined through the site specific EISs. Final confirmation of natural heritage features within these lands will be informed by the system-wide environmental, hydrologic, and servicing framework established through the approved MESP (MESR). Any subsequent or updated MESP (MESR) work undertaken to address non-participating lands or unresolved system-wide matters will apply beyond these lands and will not alter the requirement for MESP (MESR) confirmation prior to finalizing natural heritage limits on this site.
- i) Site-specific EISs may include additions, deletions or refinements to the limits of the Natural Features and Areas designation in conformity with the policies of this Secondary Plan, the Future Caledon Official Plan and recommendations of the MESP (MESR), to the satisfaction of the Town.

- j) Lands designated Natural Features and Areas will be zoned in a restrictive zoning designation to protect them from *development* and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the MESP (MESR) and site-specific EISs.
- k) 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.
- l) The final buffer width and permitted uses within the Natural Features and Areas and hazard buffers, LIDs, or essential *infrastructure*, should be determined based on the recommendations of the MESP (MESR) and EIS, and/or any subsequent site-specific analysis through the *development* approval process, to the satisfaction of the Town.
- m) Minor grading may be permitted within buffers, as long as it is demonstrated that there will be no negative impact on environmental features and their functions, to the satisfaction of the Town and applicable Conservation Authority.
- n) Adjustments to the boundaries of the Natural Features and Areas designation, including buffers, may be considered, without requiring an amendment to this Secondary Plan, subject to the MESP (MESR), EIS, and any other site-specific technical studies and approval by the Town and applicable agencies.
- o) A Headwater Drainage Feature (HDF) Assessment and Feature Based Water Balance Assessment may be required for every subsequent *development* application within the Secondary Plan, as determined by Town staff. These studies will need to address the location of wetlands and watercourses and clearly identify which HDFs are watercourses under the Conservation Authority Act definition to the satisfaction of the TRCA and the Town of Caledon.
- p) Through *development* applications within the Tullamore North West Secondary Plan, a plan will be required to clearly identify all applicable groundwater fed natural features.
- q) Watercourses will remain as an open channel system, and no enclosure or piping of the watercourse will be permitted except for approved *infrastructure* crossings as per TRCA policy.
- r) Any proposed realignment or removal of a watercourse and/or headwater drainage feature (HDF) will be demonstrated to be feasible and will maintain existing floodplain functions, including flood conveyance, flood storage, and

erosion stability, to the satisfaction of the Town of Caledon and the applicable Conservation Authority. Where it has been determined that they can be moved, realigned or removed, *development* will be permitted to occur in keeping with the underlying land use designation without the need for an amendment to this Secondary Plan.

- s) The proponent will undertake any additional hydrologic and erosion assessments, including exceedance analysis where required, to demonstrate that the proposed *development* will not result in adverse impacts to the receiving watercourse system.

39.11.3 Permitted Uses

- a) In addition to the *development* and *site alteration* uses permitted in Policy 13.3.3 of the Future Caledon Official Plan, the following additional uses will be permitted, where appropriate, within the Natural Features and Areas designation within this Secondary Plan Area.
 - i) Limited essential *infrastructure*, including roads and municipal services, crossings, outfalls and low-impact *development* measures subject to the Town and applicable Conservation Authority approval;

39.11.4 *Development* Policies

- a) The Natural Features and Areas designation includes buffers that are an essential component of the overall Natural Features and Areas that are required to protect natural features and their ecological functions by mitigating the impacts of proposed *development* or *site alterations*. Buffer widths will be determined through the MESP (MESR), an *Environmental impact study*, or similar study, provided these studies are accepted by the Town, and applicable Conservation Authority. The final buffer will:
 - i) Consider adjacent land uses, and the sensitivity and significance of the protected features and their ecological functions. Consideration will also be given to additional mitigation opportunities, such as fencing
 - ii) In conjunction with other potential mitigative measures, avoid negative impacts on protected features and their ecological functions; and
 - iii) Conform with the relevant goals, objectives, and policies of the Natural Features and Areas in the Future Caledon Official Plan, 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.

- b) The Natural Features and Areas designation boundaries shown conceptually on Schedule H39 will be refined and finalized through the approval of the Master Environmental Servicing Plan and/or site-specific Environmental Impact Studies by the Town and applicable agencies. They may be updated from time to time through studies in support of subsequent applications. The final boundaries will include any unmapped natural features and areas, or supporting features as well as all required restoration compensation and *enhancement areas*. Appropriate management direction for these features will also be determined through these studies.

39.12 Parks

- 39.12.1 Payment of money in lieu of conveyance of parkland will be required, according to the sections 9 (a) and 19 (a) of the Town of Caledon's Parkland Conveyance By-law 2025-087 or the equivalent in-effect document, prior to issuance of any building permits within the Tullamore North West Secondary Plan Area.
- 39.12.2 Cash-in-lieu of parkland is required at an equivalent market value of 2% of the total land area. To determine the current market value of the *development* land, the Owner will be required to obtain and furnish the Town with a comprehensive narrative appraisal report.
- 39.12.3 The appraisal needs to be prepared by a certified professional appraiser of real estate who is designated as an Accredited Appraiser by the Appraisal Institute of Canada (AIC), and who is a member in good standing of the AIC, at no expense to the Town. All appraisals must comply with the current Canadian Uniform Standards of Professional Appraisal Practice (CUSPAP) as adopted by the Appraisal Institute of Canada.
- 39.12.4 Appraisal report is valid for up to six months from the issuance of the building permit to ensure the appraised value reflects current market rates. The Town will not accept reports that are outdated.

Urban System Land Uses

39.13 Employment Area Land Use Designations and Policies

- 39.13.1 *Development* on lands containing both the Prestige *Employment area* and General *Employment area* will be planned in an integrated manner. The Zoning By-law may further permit buildings and site functions to extend across designation boundaries

where the overall *development* maintains conformity with the intent of this Plan.

39.13.2 The Zoning By-law will allow for the range of uses implementing the policies of the Prestige *Employment area* and General *Employment area* land use designations.

39.13.3 Retail uses will be permitted in accordance with policies of Section 23.2 of the Future Caledon Official Plan.

39.13.4 Prestige *Employment area* Designation

- a) *Development* on lands designated Prestige *Employment area* will be permitted in accordance with the policies of Section 23.7, Prestige *Employment area* Designation, of this Official Plan, except that large-scale warehousing will be permitted, subject to enhanced urban design landscaping and built-form requirements to maintain a high-quality *employment area* character.
- b) In addition, cold storage warehouses, accessory open storage or sales area, and accessory outside display or sales area are also permitted.

39.13.5 General *Employment area* Designation

- a) *Development* on lands designated General *Employment area* will be permitted in accordance with the policies of Section 23.8, General *Employment area* Designation, of this Official Plan. For clarity, large-scale warehousing facilities, distribution centres, and goods movement and logistics facilities are permitted uses. However, standalone trailer parking and trailer storage areas not *accessory* to a permitted use will not be permitted.
- b) Cold Storage Warehouse; Accessory Open Storage or Sales Area; Accessory Outside Display or Sales Area; are permitted.

Land Use Compatibility

39.13.6 The policies of Section 8.3, Land Use Compatibility, of the Future Caledon Official Plan will apply where sensitive land uses are proposed.

39.13.7 *Development* will be designed and located to ensure compatibility between sensitive land uses that generate emissions including noise, odour, dust, light, or vibration. New *development* will demonstrate that adverse impacts are minimized or mitigated to achieve integration and coexistence over time.

39.13.8 Where employment uses are proposed adjacent to or in proximity of existing or future residential uses, the following studies may be required as part of a complete

application in accordance with an approved Terms of Reference to ensure compatibility:

- a) Noise and Vibration Assessment;
- b) Odour Assessment;
- c) Dust Assessment; and
- d) Air Quality Assessment.

39.13.9 All *development* will have regard for the Ministry of the Environment, Conservation and Parks D-series Guidelines, or their successors, which may require minimum separation distances for new *development* adjacent to existing employment uses.

39.13.10 *Development* will conform with applicable land use compatibility assessment and implement required mitigation measures to the satisfaction of the Town and appropriate approval authorities. Subject to the results of each appropriate study and mitigation measures, the full range of employment uses within the Prestige Industrial designation is not guaranteed.

39.13.11 Where employment uses are located adjacent to existing or future residential uses, an appropriate transition will be provided through measures such as:

- a) Building orientation, massing and setbacks;
- b) Landscape buffers, fencing and berms;
- c) Site design features, including the strategic placement of loading areas and truck/trailer parking and noise attenuation; and
- d) The integration of roads, open spaces and mid-block connections as functional buffers.

Implementation

39.14 Mapping

39.14.1 Minor variations in land use boundaries and street patterns will not require an amendment to this Secondary Plan providing that the intent of the Plan is maintained. Land use boundary change as a result of an approved *Environmental impact study* or natural hazard assessment will not require an amendment to this Plan, but may require an amendment to the Zoning By-law. An Amendment to the Zoning By-law to reflect a

revision to the boundaries of Natural Features and Areas will be deemed to comply with this Plan.

39.15 Development Applications

- 39.15.1 The land use pattern shown on Schedule H39 is conceptual and may be adjusted in the plan of subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, *stormwater* management requirements, heritage resources, and the provision of full municipal services, emergency services, detailed land use relationships and street patterns.
- 39.15.2 A Tertiary Plan will be required for all lands within the Secondary Plan area, to the satisfaction of the municipality. The Tertiary Plan will provide detailed direction on land use, transportation, and servicing, in accordance with Policy 21.4.3 of this Plan and will conform to the policies of this Secondary Plan.
- 39.15.3 This Secondary Plan will be implemented through plans of subdivision, official plan amendments, zoning by-law amendments, site plan approval, and supporting technical studies.
- 39.15.4 Coordinated planning will be achieved through the progressive refinement of the area-wide framework as *development* proceeds and additional landowners participate, toward confirming a comprehensive road network, servicing strategy, and *natural heritage system*.
- 39.15.5 Prior to the approval of any subsequent *development* application, the following studies will be completed prior to, or in association with, *development* applications within the Plan Area, to the satisfaction of the Town, in consultation with the Region of Peel and the applicable Conservation Authority:
 - a) An update to the Master Environmental Servicing Plan (MESP (MESR));
 - i) MESP (MESR) will be updated to comprehensively address *natural heritage systems*, servicing requirements, and *subwatershed* conditions across those lands. Site-specific studies will not be relied upon as a substitute for an updated area-wide MESP (MESR). *Development* of such lands requires consistency with the updated MESP (MESR) to the satisfaction of the Town.
 - b) A Final Community-Wide Functional Servicing and *Stormwater* Management Report, to be prepared in consultation with the Region of Peel and the Applicable Conservation Authority and approved by the Town, the Region of Peel and relevant agency partners. The Final Functional Servicing Plan will expand upon the Initial Functional Servicing Plan prepared by Crozier Consulting Engineers (February

2026) and include, where applicable, the following:

- i) Confirmation of the servicing network configuration and routing for water and wastewater servicing for both the Plan Area and any required connections to lands external to the Plan Area;
 - ii) Consideration and integration of the management recommendations arising from the feature-based water balance analysis and the enhanced corridor, where applicable;
 - iii) Site grading plans;
 - iv) A *stormwater* management plan that addresses the recommendations of the updated MESP (MESR) and conforms with the Town's Consolidated Linear *Infrastructure* Environmental Compliance Approval. This plan will address matters including water quantity, water quality, erosion control, and water balance, and will incorporate sustainable best management practices for erosion and sediment control throughout all phases of *development*, as appropriate;
 - v) Interim *stormwater* pond conditions, if required; and
 - vi) An overall site water balance strategy;
- c) Preliminary design of the internal collector road alignments, including consideration of preliminary servicing requirements and confirmation of conformity with applicable environmental policies;
- d) A Community-Wide *Development* Staging and Sequencing and Phasing Plan identifying the logical sequencing of *development* within the Secondary Plan Area, including the implementation of the internal collector road network and any required external improvements. The Phasing Plan will demonstrate how transportation and servicing *infrastructure* will be provided to support each phase of *development* and confirm that adequate *infrastructure* capacity is available or will be provided in accordance with Town and Regional requirements. *Development* will proceed in a manner that does not outpace the availability of required transportation and servicing *infrastructure*, to the satisfaction of the Town and the Region of Peel;
- e) A Community-wide Transportation Study in support of the Secondary Plan, will include, but not be limited to, the following:
- i) A transportation capacity analysis and modelling to identify:

- Internal road, intersection, and lane configurations, as well as traffic control measures required to support full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan; and
- External boundary road, intersection, and lane configurations, including necessary traffic control improvements, to support full build-out of the Secondary Plan Area.

- ii) A *Transportation Demand Management* (TDM) Plan;
- iii) A Transit Plan identifying proposed transit routes and stop locations to ensure access to transit within 400 metres throughout the Secondary Plan Area;
- iv) A Pedestrian and Cycling Plan identifying active transportation *infrastructure* and connectivity within the Secondary Plan Area and along the boundary road network;
- v) A Traffic Safety and Calming Plan;
- vi) An assessment of land requirements needed to accommodate the planned transportation *infrastructure* and improvements; and
- vii) An Access Management Plan, developed in coordination with the Region and the Town, to manage and optimize access to the road network while maintaining safety and operational efficiency.

39.15.6 All *development* applications will demonstrate, to the satisfaction of the Town, that the proposed *development*:

- a) integrates with the planned internal collector road network and servicing strategy;
- b) is supported by a phasing plan, if required by the Town of Caledon; and
- c) does not preclude, sterilize, or otherwise hinder the timing, alignment, or functionality of the planned internal collector road network, the delivery of required municipal servicing *infrastructure*, or the future *development* of adjacent lands.

39.15.7 All *Development* applications in the Plan Area will require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy *Development* Assessment, in consultation with the Region.

- 39.15.8 Notwithstanding Policy 39.15.5, the lands municipally known as 0 Airport Road (legally described as Part Lot 21, Concession 6 (EHS)) can be given Site Plan Approval in advance of completion of the listed studies
- 39.15.9 New public roads and public *stormwater* management facilities will be established through plans of subdivision. While *development* is expected to proceed primarily by plan of subdivision, blocks within a registered plan may be further re-subdivided, where necessary, to accommodate the requirements of individual industrial users. Notwithstanding the above, Site Plan applications without a Draft Plan of Subdivision may be considered at the discretion of the Town where it is demonstrated, to the satisfaction of the Town, that no public *infrastructure* is required. Further, the Town may permit *development* to proceed in advance of the planned internal collector road network or servicing strategy, provided it is demonstrated, to the satisfaction of the Town, that the proposed *development* can function independently without reliance on the planned network or *infrastructure* the *development* will not result in adverse impacts on adjacent or surrounding lands; and the *development* will not preclude, constrain, or compromise the future implementation of the planned internal collector road network, servicing strategy, or other planned *infrastructure*.
- 39.15.10 Prior to *development* proceeding on the participating lands, a refined Tullamore Northwest Master Environmental Study Plan (MESP (MESR)), together with a Functional Servicing Report (FSR), will be provided to demonstrate consistency with the proposed *development* concept. The refined MESP (MESR) will be advanced to a level sufficient to support *development* of the participating lands, recognizing that full area-wide resolution is not yet possible due to the limited number of participating landowners.
- 39.15.11 Where non-participating or additional lands within the Secondary Plan area advance toward *development*, the Tullamore Northwest MESP (MESR) will be updated to comprehensively address *natural heritage systems*, servicing requirements, and *subwatershed* conditions across those lands. Site-specific studies will not be relied upon as a substitute for an updated area-wide MESP (MESR). *Development* of such lands require consistency with the updated MESP (MESR) to the satisfaction of the Town.
- 39.15.12 Technical studies and submission materials required in support of implementing draft plans of subdivision, Zoning By-law Amendments and Site Plan Applications will be prepared in accordance with Chapter 27, *Development* Application Requirements.
- 39.15.13 A Phasing Plan may be required by the Town and will be prepared by individual landowners in the Secondary Plan Area and submitted in support of site-specific

development applications (e.g., draft plan of subdivision, condominium, or site plan approval).

39.15.14 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

39.16 Phasing and Community-Wide Development Staging

39.16.1 Prior to, or concurrent with, the approval of any draft plan of subdivision, condominium, site plan, or other significant *development* application within the Secondary Plan area, the Town will require the preparation of a comprehensive community-wide *Development* Staging and Sequencing Plan (DSSP), to the satisfaction of the Town, Region of Peel and applicable agencies.

39.16.2 *Development* within the Secondary Plan Area will proceed in a comprehensive and coordinated manner to ensure the orderly planning, design, and implementation of the planned internal collector road network and associated municipal servicing *infrastructure*, in accordance with the approved Phasing Plan and to the satisfaction of the Town and the Region of Peel.

39.16.3 Landowners within the Secondary Plan Area will work collaboratively in the planning, design, and construction of the internal collector road network and supporting municipal *infrastructure* to facilitate the efficient and coordinated *development* of lands.

39.16.4 Proposed Phasing of the Secondary Plan is to be coordinated and staged with the Region's Capital Water and Wastewater Master Plan. A community-wide DSSP is required and is to be aligned and coordinated in accordance with a servicing solution satisfactory to the Region. The staging and sequencing plan must ensure orderly, fiscally responsible and efficient progression of *development* that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans. Policies are required within the OPA Policy document reflecting this requirement to the Satisfaction of the Town and Region of Peel.

39.16.5 Prior to, or concurrent with, the first draft plan of subdivision application or the first site plan application in the area, a Community-Wide DSSP for the applicable Phasing Area will be approved by the Town and the Region of Peel.

39.16.6 The Applicant or Phase Area landowners will prepare and update the Community-Wide DSSP for submission with plans of subdivision, to the satisfaction of the Town staff and the Region of Peel. The DSSP will establish phases of *development* of the lands and will

provide for the staging of construction of public *infrastructure* and services in relation to phases of *development*, if applicable. The phasing plan will take into account the responsibility for construction of the public *infrastructure* and services and will be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval.

39.16.7 Community-Wide DSSPs will be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Secondary Plan Area.

39.16.8 Community-Wide DSSPs will describe the staging and sequencing of the following components required for *development* to occur in the Tertiary Plan Area 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) Arrangements for the provision of a vehicular connection and access;
- c) Public transit service;
- d) Community facilities (e.g. pathways and trail network); and
- e) Environmental Policy Area;

39.16.9 All new *development* within the Tertiary 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.

39.16.10 Private front-end construction of water and wastewater 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.

39.16.11 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 Municipality.

39.16.12 Community-Wide DSSPs may recognize that certain collector / multi-modal roads and their associated transportation-related *infrastructure*, as suggested in Schedule H39 of this Plan, are required as necessary, as *development* progresses throughout the

Secondary Plan Area.

39.16.13 Community-Wide DSSPs will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule H39 will be permitted without amendment to this Secondary Plan or to the Community-Wide DSSP.

39.16.14 Community-Wide DSSPs, including water and wastewater services *infrastructure*, will be prepared, in consultation with the Region of Peel, Conservation Authorities, School Boards and inter-regional, intra-regional and local transit service providers.

39.17 Cost Sharing

39.17.1 A Cost Sharing Agreement for the Secondary Plan Area will be established to ensure orderly, timely and coordinated *development* in the Secondary Plan Area and that the costs associated with such *development* are fairly and equitably distributed amongst all landowners in the Secondary Plan Area.

39.17.2 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. collector and arterial roads), and hard *infrastructure* costs (e.g. sewerage, water, and other utilities) to implement this Plan in the Secondary Plan.

39.17.3 All landowners within the Secondary Plan Area will not be entitled to *development* approvals under the provisions of this Secondary Plan until such time as they have joined a Cost Sharing Agreement as participating landowners or have otherwise entered into an agreement to finalize their approvals and participate in the delivery of *infrastructure* as required. Prior to approval for any *development* within the Secondary Plan Area, the Town will require a certificate from the Landowners Group cost-sharing trustee confirming that the *development* proponent is in good standing with the Landowners Group.

39.17.4 Any landowner proceeding ahead of the delivery of cost shared services or *infrastructure* will have clauses within their *development* agreements agreeing that they will maintain good standing with the landowners group to the satisfaction of the Town.

39.17.5 The Town will encourage landowners to cooperate to provide required municipal services, however, the Town may, if necessary, take a more active role in advancing the

construction of required services.

- 39.17.6 In the case of a secondary planning process undertaken by a Landowner Group, the costs associated with the supporting studies and the preparation of a secondary plan will be shared equitably among benefitting landowners of the landowner group on a proportional basis. Benefitting landowners who choose not to participate in the preparation of a secondary plan but later decide to develop their lands will be required to make a financial contribution to the costs of preparing the secondary plan based on their proportional share.

39.18 Land Acquisition and Dedication

- 39.18.1 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.
- 39.18.2 Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands to the Town or the appropriate Conservation Authority. The environmental clearance will be paid for by the owner and based on the appropriate level of site assessment as established by Ministry of the Environment, Conservation and Parks.

This page intentionally left blank.