

Part H, Chapter 41: Healey Gore Secondary Plan

41.1	Introduction.....	H41-3
------	-------------------	-------

Managing Growth and Change

41.1.6 – 41.1.10 (Growth Management Related Policies)	H41-4 - 5
---	-----------

General Policies

41.2	Climate Change	H41-7
41.3	Cultural Heritage	H41-9
41.4	Urban Design	H41-10
41.5	Health Assessment.....	H41-10
41.6	Transportation and Mobility	H41-11
41.7	Infrastructure	H41-17

Natural Environment System, Parks and Open Space

41.8	Natural Environment System.....	H41-24
41.9	Parks and Open Space	H41-29

Urban System Land Uses

41.10	Community Area Land Use Designations and Policies.....	H41-30
-------	--	--------

Implementation

41.11	Schedules	H41-31
41.12	Tertiary Plans	H41-31
41.13	Draft Plans of Subdivision and Zoning By-law Amendments.....	H41-32
41.14	Parkland Requirement	H41-32
41.15	Phasing and Financial Responsibility	H41-33

Schedule

H41a	Healey Gore Community Structure and Land Use
------	--

This page intentionally left blank.

41. HEALEY GORE SECONDARY PLAN

41.1 Introduction

41.1.1 Purpose

The Healey Gore Secondary Plan (Secondary Plan) establishes a detailed planning framework to facilitate the *development* of a new community. The Secondary Plan will govern the *development* and redevelopment of the lands in the Secondary Plan Area as shown on Schedule H41a – Healey Gore Community Structure and Land Use.

The Healey Gore Secondary Plan Area 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 neighbourhood park and open space uses. Healey Gore Secondary Plan area 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 land use development pattern that balances all interests.

41.1.2 Location

As illustrated on Schedule H41a, the Healey Gore Secondary Plan Area comprises an area of approximately 40 hectares (99 acres) and is located at the southeast corner of Healey Road and The Gore Road. The Secondary Plan is generally located north of the Greenbelt Plan Area and Planned Highway 413 and is surrounded by existing agricultural lands and a designated New Community Area to the east and north of the property.

In addition to the policies in Parts A through G of the Future Caledon Official Plan, the policies of this Chapter apply specifically to the Healey Gore Secondary Plan Area as identified on Schedule H41a.

41.1.3 Vision

The Healey Gore Secondary Plan will create a well-connected, compact new community. The Secondary Plan Area will offer a range of housing opportunities and

access to greenspace. The Healey Gore Secondary Plan will be designed to achieve excellence in community design and will strive to integrate a high-quality *public realm*.

41.1.4 Objectives

Provide a wide range and mix of housing types, densities, sizes and tenures, which will provide families and individuals options throughout the community.

- a) Prioritize high-quality design of the public realm and built form that fosters a strong identity and sense of place for the community.
- b) Create a well-connected and walkable community with accessible amenities and open spaces.
- c) Provide for residential uses, as well as park(s), that will support the community and surrounding area accommodating future growth in Caledon.
- d) Foster the creation of a sustainable community through compact and resilient community design, built form and transportation networks.
- e) Implement an integrated Natural Environment System that protects, restores, or enhances the natural and water-based environments within the Healey Gore Secondary Plan Area, including lands designated as *Natural Features and Areas*, while ensuring proposed land uses complement the Natural Heritage system.

41.1.5 Relationship to Parent Official Plan

- a) The policies of the Healey Gore Secondary Plan must be read in their entirety, together with the relevant policies and mapping of the Future Caledon Official Plan, as contained in Parts A to G.
- b) The Healey Gore 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 Healey Gore Secondary Plan, the Secondary Plan will prevail.

Managing Growth and Change

41.1.6 Community Structure

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) Urban Corridor along Healey Road to accommodate medium density residential housing types;
- b) Neighbourhood Area occupying the majority of the Secondary Plan Area, intended to accommodate a wide range of ground-related housing types and densities;
- c) Natural Features and Areas to be protected and, where possible, restored and enhanced;
- d) A neighbourhood park located central to the Secondary Plan Area, providing a focal point for the community;
- e) Stormwater infrastructure to support the development; and,
- f) A conceptual road network.

41.1.7 Growth Management

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

- a) The Secondary Plan Area is planned to generate approximately 835 new residential units with a population of approximately 2,950 by 2051.
- b) The Healey Gore Secondary Plan Area is planned to achieve a density target of 74 people and jobs per hectare. The Town and the Region of Peel will ensure compliance with the population and employment targets.

41.1.8 Housing

- a) In accordance with Chapter 9, Housing, of the Official Plan, the Healey Gore Secondary Plan is planned to comprise of a range and mix of housing types, heights, densities and sizes.
- b) The Secondary Plan Area is planned to be comprised of single and semi-detached dwelling units and townhouse dwellings within the Neighbourhood Area designation. The Urban Corridor will be planned to accommodate a mix of uses and building types in a more compact built form.

- c) To increase the Town's housing supply and provide affordable housing options, *multiplexes* and non-market housing may be permitted within any designation that permits residential uses.

41.1.9 Affordable Housing

- a) *Development* will be consistent with policies of Chapter 9, Housing, and will contribute to the housing targets in Policy 9.2.6.
- b) 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.
- c) New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- d) 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.
- e) Additional residential units (ARUs) and multiplexes will be permitted in designations that permit residential uses, in accordance with the Town of Caledon Zoning Bylaw. Applicants are encouraged, where feasible, to provide rough-ins for ARUs to provide an option for purchasers as part of pre-construction sales.
- f) 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.
- g) 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.
- h) Reduction of parking requirements for ARUs may be considered if the proposed unit is deemed to have close access to transit.

41.1.10 Non-residential Employment-generating Uses

- a) Within the Secondary Plan area, permitted non-residential uses will include those in accordance with Sections 22.5 and 22.7.2 of the Official Plan.
- b) Mixed use *development* is encouraged within the Urban Corridor along Healey Road.

General Policies

41.2 Climate Change

41.2.1 Energy Efficiency and Climate Change Mitigation

- a) 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.
- b) New *development* will advance the recommendations outlined in the Healey Gore Community Energy and Emissions Reduction Plan and may include measures such as:
 - i. 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;
 - ii. low carbon domestic hot water such as wastewater heat recovery, air source heat pump hot water heaters, or solar water heaters;
 - iii. implementation of solar PV on all viable rooftop areas, and other renewable energy systems where appropriate;
 - iv. opportunities for community-scale energy systems including district energy fueled by geo-exchange, low carbon cogeneration facilities, district solar or sewage waste heat recovery;
 - v. 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;
 - vi. 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; and,

- vii. Available roof areas 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.
- c) 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.
- d) 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.

41.2.2 Water Efficiency

- a) New *development* in the Secondary Plan Area will take steps to reduce potable water consumption through consideration of measures such as efficient water fixtures and rainwater harvesting and reuse.
- b) New *development* in the Secondary 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.

41.2.3 Climate Adaptation

- a) New *development* in the Secondary Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.
- b) 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:
 - i. avoiding *development* and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as valley systems, steep slopes and floodplains, to minimize potential long-term impacts to people and property;

- ii. reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
- iii. adapting stormwater systems and using green infrastructure/Low Impact Development strategies to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
- iv. maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;
- v. reducing reliance on increasingly constrained potable water resources, and enhancing opportunities for local food production;
- vi. improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and,
- vii. improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors, in particular flooding and high wind.

41.2.4 Green Development Standards

- a) 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* to include sustainable design features which, among other objectives, reduce greenhouse gas emissions from buildings and transportation.

41.3 Cultural Heritage

- 41.3.1 Conservation of *cultural heritage resources* in the Secondary Plan Area will be undertaken in accordance with Chapter 6, Cultural Heritage, and the following additional policies, which will prevail in the case of a conflict.
- 41.3.2 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; and,
- c) the commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

41.4 Urban Design

- 41.4.1 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.
- 41.4.2 Development will occur in accordance with the Council-approved Comprehensive 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 Healey Gore Secondary Plan.
- 41.4.3 Residential block lengths should be limited to 200 metres with appropriate midblock connections and vista blocks to promote permeability and walkability within the community.
- 41.4.4 Residential *development* adjacent to arterial roads will be designed in such a manner that acoustical fencing and reverse frontages are not required. Dual frontage, and rear-lane housing, flankage lots, with berms and landscaping adjacent to these roads will be preferred. Window streets are generally discouraged.
- 41.4.5 Buildings located in visually prominent locations in the community such as at neighbourhood gateways, corner lots, park and open space adjacent lots, community edge lots, window lots, elbow lots and view terminus lots will be considered as priority lots and will be subject to enhanced design to emphasize the quality and character of the community.

41.5 Health Assessment

- 41.5.1 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.

- 41.5.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan.

41.6 Transportation and Mobility

- 41.6.1 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.

- 41.6.2 *Development* within the Secondary Plan Area will implement the recommendations of the Transportation Impact Study to the satisfaction of the Town.

- 41.6.3 Prior to Draft Plan approval, 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, 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.

- 41.6.4 Additional transportation studies in support of draft plan(s) 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., Healey Road, The Gore Road), 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 Transportation Impact Study approved by the Town, to ensure consistency in transportation planning across the Secondary Plan Area.
- e) An Access Management Plan, developed in coordination with Region and the Town, to manage and optimize access to the road network while maintaining safety and operational efficiency.
- f) Traffic calming measures shall be incorporated into the design of local and collector roads within the Secondary Plan Area, to the satisfaction of the Town and, where applicable, the Region, to support safe operating speeds and improve pedestrian and cyclist safety.

41.6.5 Roads

- a) 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.
- b) The final alignment of the proposed collector road must ensure a seamless connection with the planned road network in the adjacent Bolton West Secondary Plan. The conceptual alignment shown on Schedule H41a is subject to refinement. Modifications to this alignment to achieve proper network coordination with the Bolton West Secondary Plan, and to address any related natural heritage determinations, will be permitted without requiring an amendment to this Plan.
- c) Direct access shall be minimized on higher-order roads, including arterial and major collector roads, and shall be directed toward and consolidated on lower-

order roads, subject to appropriate spacing, safety, and design considerations. *Development* shall prioritize access from the planned internal road network wherever feasible.

- d) 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.
- e) Minor adjustments to the location of the conceptual road network as shown on Schedule H41a will be permitted without requiring an amendment to this Plan, provided the goals and objectives of the Secondary Plan are maintained.
- f) 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.
- g) Traffic calming measures beyond those considered within the Transportation Impact Study or a site-specific Transportation Impact Study, may be considered during detailed design.

41.6.6 Road Rights-of-Way

- a) 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 H41a, as well as any additional lands identified through the Transportation Impact Study required to accommodate:
 - i. grading;
 - ii. intersection geometry (i.e. medians, turning lanes, and storage tapers, etc.);
 - iii. traffic control devices and related appurtenances (i.e. signal poles, controllers, active-transportation facilities), appurtenances;
 - iv. streetscape elements (e.g., street trees, street lighting, seating, signage), bike lanes;
 - v. dedicated transit facilities (e.g., bus bays, transit shelters);

- vi. low impact development features needed to meet the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA) to the Town's satisfaction; and,
 - vii. on-street parking.
- b) The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles.
 - c) The right-of-way widths for roadways as identified in Schedule H41a shall be 23.5 metres. All other local roads shall be constructed to an 18 metre right-of-way width.
 - d) 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 draft plan approval.
 - e) Sidewalks will be provided on both sides of 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.

41.6.7 Public Transit

- a) 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.
- b) A Transit Plan shall be submitted in support of *development* applications to the satisfaction of the Town. The Transit Plan shall identify proposed transit routes and transit stop locations and demonstrate how transit service can be provided to ensure that all lands within the Secondary Plan Area are within 400 metres of a transit stop.
- c) 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:

- i. 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;
- ii. road widths along planned transit routes that can safely accommodate transit vehicles;
- iii. related pedestrian and/or cycling routes that provide direct access to transit routes and stops; and,
- iv. adequate property to accommodate transit infrastructure and related appurtenances.

41.6.8 Pedestrian and Cycling Network

- a) The intent of the pedestrian and cycling network in the Secondary Plan Area is to provide a safe, well connected, and convenient alternative for trips that would otherwise be made using a vehicle.
- b) Key objectives of the pedestrian and cycling network in the Secondary Plan Area are to provide:
 - i. a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly, and active neighbourhoods;
 - ii. safe, attractive, and convenient connections between and within key destinations in the Secondary Plan Area; and,
 - iii. 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.
- c) 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.
- d) 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.

41.6.9 Recreation Trail Network

- a) Recreational trails related to the natural environment and open space systems in the Secondary Plan Area and beyond will be considered, where possible, part of the pedestrian and cycling network.
- b) Recreational and multi-use trails may be provided within the natural environment system and open space elements including parks and adjacent to stormwater management ponds, and where appropriate, as determined by the approved Master Environmental Servicing Plan (MESP) and/or Local Subwatershed Study (LSS) or any Addendums thereto, as referenced in Section 41.11.3.
- c) The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town and Provincial accessibility standards.
- d) 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.

41.6.10 Transportation Demand Management

- a) 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 *development* application(s), outlining strategies, incentives, programs, and infrastructure that will reduce dependency on single passenger automobile trips.

41.6.11 Northwest GTA Transmission Corridor

- a) A portion of the Narrowed Area of Interest for the Northwest GTA Transmission Corridor extends into the Healey Gore Secondary Plan lands. The Narrowed Area of Interest was identified as an outcome of the Northwest GTA Transmission Corridor Identification Study, undertaken by the Ontario Ministry of Energy and Mines and the Independent Electricity System Operator to identify an appropriate corridor of land for use by future electricity transmission infrastructure.
- b) The lands within the Narrowed Area of Interest are intended to host future electricity transmission infrastructure. Accordingly, no *development* approval shall

be provided for lands within the Narrowed Area of Interest, until such time as those lands are either removed from the Narrowed Area of Interest, or the Ministry of Energy and Mines provides direct approval.

41.7 Infrastructure

41.7.1 Functional Servicing and Stormwater Management Report

- a) A Functional Servicing and Stormwater Management Report (FSR/SWM) will be completed to the satisfaction of the Town and other applicable agencies, including Region of Peel and the Toronto and Region Conservation Authority (TRCA), and submitted to address all lands within the Secondary Plan Area. The FSR/SWM will implement the management recommendations, targets and criteria outlined in the approved Bolton West Subwatershed Study and the approach outlined in the Master Environmental Servicing Plan (MESP) and/or Local Subwatershed Study (LSS). Approval of the FSR/SWM Report 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.

41.7.2 Municipal Water and Wastewater Services

- a) 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 FSR/SWM, to the satisfaction of the Region of Peel.
- b) 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.

41.7.3 Stormwater Management and Low Impact Development

- a) Stormwater management facilities servicing the Plan Area will be designed in accordance with the Functional Servicing and Stormwater Management Report (FSR/SWM) and the Community Design Guidelines, in conjunction with the applicable Conservation Authorities, the Town and other government agencies, as applicable.
- b) The Master Environmental Servicing Plan (MESP) and/or Local Subwatershed Study (LSS) will implement the management strategy, targets and criteria outlined in the approved Bolton West Subwatershed Study.

- c) The number, location and configuration of stormwater management facilities is conceptually identified in Schedule H41a. The final number, location and configuration of these facilities will be determined as part of the FSR/SWM report and will be guided by the findings and management recommendations of the approved MESP and/or LSS prior to Draft Plan Approval, to the satisfaction of the Town and the TRCA. Adjustments to the number, location and configuration of the stormwater management facilities will be permitted without requiring an amendment to this Plan.
- d) 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 Stormwater Management Report and site-specific Environmental Impact Studies, or equivalent, to the satisfaction of the Town and agency partners.
- e) As part of the MESP and/or LSS, an assessment of erosion potential and wetland water balance will be based on a calibrated and validated continuous simulation hydrologic model, developed using observed local weather, water surface elevation, and streamflow data. To establish appropriate targets, the model must simulate long-term climate conditions and capture key hydrologic processes, using data recommended for use by the Town / TRCA. The results of this modeling will be used to develop erosion criteria by comparing them against established erosion thresholds. This will help mitigate the impacts of *development* on instream erosion, support flow duration analyses, and ensure the preservation of wetland hydrologic functions under post-*development* conditions.
- f) At the detailed design stage, the submission of the following plans and reports will be required. All reports will be prepared in accordance with the approved Bolton West Subwatershed Study, MESP and/or LSS, the applicable FSR/SWM, Town of Caledon Engineering Standards, and the Toronto and Region Conservation Authority's Stormwater Management Criteria:
 - 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.

Should lands advance through a site-specific *development* application, including a Draft Plan of Subdivision or Site Plan application, that were not studied in the MESP and/or LSS and the applicable FSR/SWM, the applicant/landowner must submit an addendum to these studies related to those lands.

- g) The stormwater management report and plan, as outlined in Policy 41.7.3.f(i) 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 Environmental Compliance Approval (CLI-ECA) will be located within the rights-of-way and may be placed below parks provided that the function of the parks is not impacted. 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.
- h) To ensure compliance with the Town's CLI-ECA, stormwater management practices required to meet regulatory and design objectives shall 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.
- i) 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 Regional road, the design of storm sewer systems and stormwater management ponds shall accommodate flows from the roads, where feasible.
- j) The stormwater management system will 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 Bolton West Subwatershed Study, MESP and/or LSS, the Climate Adaptation Plan, Town standards, and industry best management practices.

- k) In considering options for stormwater management, the following policies will apply:
 - i. 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.
 - ii. Stormwater will be considered 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.
 - iii. Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Natural Environment System.
 - iv. 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.
- l) 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, references should be made to the TRCA/CVC Low Impact Development Stormwater Management Planning and Design Guide.
- m) 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 to the Town's satisfaction.
- n) 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 TRCA, as necessary.

- o) *Development* may proceed using interim stormwater management solutions, to the satisfaction of Town and the TRCA, 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.
- p) 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, where applicable. 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.
- q) 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.
- r) Where updated hydrologic and hydraulic models result in revised stormwater management, floodplain, or environmental planning targets, these updates will be deemed to form part of the technical basis for *development* review, and *development* applications will be evaluated accordingly.
- s) Nothing in this policy will prevent the Town or the Conservation Authority from applying the updated targets to approved *developments* through conditions of draft approval, where such updates are necessary to protect public safety, natural heritage systems, or infrastructure.
- t) Stormwater management strategies shall maintain existing drainage patterns and subwatershed boundaries to the extent feasible.
- u) Significant drainage diversion or redistribution between catchments shall only be permitted where supported by comprehensive hydrologic and hydraulic modeling

demonstrating no adverse impacts to downstream systems, including wetlands, watercourses, flooding hazards, erosion hazards, or water balance, to the satisfaction of the TRCA.

- v) Stormwater management facilities shall be located outside of valley corridors, stream corridors, watercourses, hazardous lands, erosion hazards, wetlands, and other TRCA regulated natural features unless no reasonable alternative exists outside of such features and it has been demonstrated to the satisfaction of the TRCA that the proposal will maintain natural hazard and hydraulic function.

41.7.4 Public Utilities and Telecommunications

- a) 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.
- b) Public utility and telecommunications infrastructure that are proposed in the *Natural Features and Areas* designation are subject to Section 41.10, Natural Environment System.
- c) 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.
- d) 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.
- e) 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.

41.7.5 Noise, Vibration and Light Impacts

- a) New *development* in the Secondary 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.
- b) 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.
- c) 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.
- d) 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.
- e) The developer will implement all the measures that are recommended in the approved environmental Noise and Vibration Feasibility Study.
- f) 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.
- g) Road and Noise Impacts
 - i. *Development* applications in the Secondary 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.

h) Lighting and Light Impacts

- i. Lighting in the Secondary 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 Secondary Plan Area.
- ii. 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

41.8 Natural Environment System

41.8.1 The Healey Gore Natural Environment System will be protected, restored and enhanced in accordance with Chapter 13, Natural Environment System, and Chapter 16, Natural Hazards.

41.8.2 General Policies

- a) The Master Environmental Servicing Plan (MESP) and/or Local Subwatershed Study (LSS) will be completed to the satisfaction of the Town and other applicable agencies, including the Toronto and Region Conservation Authority (TRCA), and shall address all lands within the Secondary Plan Area. The MESP and/or LSS will be completed to the satisfaction of the Town and applicable agencies prior to the draft approval of the first draft plan of subdivision, draft plan of condominium or site plan within the Secondary Plan Area.
- b) The MESP and/or LSS shall establish the final location, configuration, and function of all watercourses, valley corridors, stream corridors, stormwater management infrastructure, and the natural system, and shall define the limits of *development* based on flood hazards, erosion hazards, slope stability, and natural environment system constraints.
- c) All *development* shall conform to the recommendations, requirements, and the limits established through the approved MESP and/or LSS. No *development* shall proceed where the proposed use, grading, infrastructure, or stormwater management approach is not consistent with, or does not implement, the approved MESP and/or LSS.

- d) The MESP and/or LSS shall be completed in accordance with an approved Terms of Reference (TOR) and shall include, but not be limited to, the following:
 - i. Establishment of watercourse alignments and confirmation of whether features are to be retained, modified, realigned, or restored;
 - ii. Delineation of valley corridors, stream corridors, flood hazards, erosion hazards, stable top of bank, hazardous lands, and required buffers;
 - iii. Demonstration of regulatory storm conveyance and flood storage compensation for any proposed modifications;
 - iv. Assessment of drainage redistribution, including increases in contributing drainage area, supported by hydrologic and hydraulic modelling;
 - v. Evaluation of impacts to downstream systems, including wetlands, with consideration for flow timing, water quantity, water quality, and water balance;
 - vi. Identification and evaluation of stormwater management infrastructure and associated constraints;
 - vii. Completion of wetland water balance analysis supported by monitoring sufficient to calibrate and validate the assessment; and
 - viii. Will implement the recommendations of the Bolton West Local Subwatershed Study
- e) The appropriate management of watercourses and Headwater Drainage Features (HDFs) will be determined as part of the MESP and/or LSS.
- f) The final location, configuration, and design of all watercourses, stream corridors, and valley corridors shall be determined through the approved MESP and/or LSS based on detailed hydrologic and hydraulic analysis and shall maintain or enhance natural hydrologic function, flood conveyance, erosion control, and environmental function, to the satisfaction of the TRCA.
- g) Modifications to watercourse alignment, including realignment, relocation, channel alteration, or reconfiguration, may only be permitted where supported by the approved MESP and/or LSS and where it has been demonstrated through detailed hydrologic and hydraulic analysis that:
 - i. The watercourse can safely convey the Regulatory Storm or 100-Year storm

event, whichever is greater;

- ii. Existing flood storage capacity and hydrologic function will be maintained or enhanced;
- iii. A cut-and-fill balance analysis demonstrates no net loss of flood storage;
- iv. There will be no adverse impacts to upstream or downstream flooding, erosion, wetlands, or other TRCA regulated natural features; and,
- v. All reasonable alternatives, including retention of existing features, have been evaluated.

Modifications shall not be undertaken solely to achieve land use efficiencies and must be acceptable to the TRCA.

- h) The limits of the Natural Environment System including *Natural Features and Areas*, their associated Vegetation Protection Zone (VPZ) buffers and any associated Natural Heritage compensation or restoration areas shall be finalized prior to approval of the first draft plan of subdivision through the approved MESP and/or LSS to the satisfaction of the Town. The final limits shall be implemented through all subsequent planning and *development* approvals.
- i) The need for additional hydrogeological drilling for confirmation of dewatering impacts will be assessed prior to draft plan of subdivision approval.
- j) The final Natural Environment System will be appropriately zoned to protect it from *development* and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the approved MESP and/or LSS.
- k) Permitted uses and activities in the *Natural Features and Areas* designation will be limited to:
 - i. forest, fish and wildlife management;
 - ii. limited essential infrastructure including road and municipal services crossings, stormwater management ponds, outfalls, and low impact *development* measures subject to the Town's and Toronto and Region Conservation Authority approval;
 - iii. natural heritage feature or area restoration and enhancement works;

- iv. channel relocation and lowering;
 - v. passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and,
 - vi. site alteration to accommodate the above uses; and existing uses, buildings or structures.
-
- l) Illumination of parking, park, or other adjacent facilities will be minimized and directed downward and/or away from features or boundaries of the Natural Environment System.
 - m) Valley corridors, including top of bank, associated slopes, erosion hazards, stable top of slope, erosion access allowance and required buffers, shall be protected as hazardous lands.
 - n) *Development* and site alteration shall not be permitted within hazardous lands except in accordance with Provincial policy, Conservation Authorities Act (CA Act) and associated regulations, and technical guidelines, to the satisfaction of TRCA.
 - o) The precise limits of hazardous lands shall be established through detailed geotechnical, slope stability, erosion hazard, and fluvial geomorphology assessments completed to the satisfaction of TRCA.
 - p) A minimum 10 m buffer shall be provided from the greater of the verified top of bank, stable top of slope, erosion hazard limit, meander belt width, watercourse limit, wetland limit, or other TRCA regulated natural feature limit, as applicable, unless determined otherwise through the MESP and/or LSS or supporting technical studies to the satisfaction of the Town.
 - q) The removal, burial, abandonment, or piping of existing watercourses, including those with defined bed and banks, shall not be permitted unless it has been demonstrated to the satisfaction of the TRCA that:
 - i. There will be no negative impacts to hydrologic or natural function, including flow timing, flow volume, water quality, and groundwater contributions;
 - ii. There will be no adverse impacts to downstream systems, including wetlands;

- iii. There will be no increase in flooding and erosion risk; and,
- iv. All reasonable alternatives, including retention and natural channel realignment, have been fully evaluated and determined not feasible.

In absence of such demonstration, existing watercourses shall be retained and protected.

- r) Notwithstanding any other policy of this Secondary Plan, no development, site alteration, infrastructure, stormwater management works, or modifications to watercourses, stream corridors, or valley corridors shall be permitted unless it has been demonstrated to the satisfaction of TRCA that:
 - I. The proposal satisfies all applicable requirements under the *CA Act* and associated regulations; and,
 - II. Flooding and erosion hazards will not be created or exacerbated.

41.8.3 Natural Features and Areas

- a) Lands designated Natural Features and Areas are shown conceptually on Schedule H41a.
- b) Compensation Areas and Enhancement Areas, if required, will be provided within the Secondary Plan Area in accordance with the approved MESP and/or LSS and/or site-specific Environmental Impact Studies to the satisfaction of the Town and the TRCA.
- c) The *Natural Features and Areas* lands that are not owned by the Town or the TRCA will be gratuitously conveyed, free and clear of encumbrances, to the Town.
- d) The *Natural Features and Areas* designation boundaries shown conceptually on Schedule H41a are subject to change without requiring an amendment to this Secondary Plan and will be finalized through approval of the MESP and/or LSS and/or site-specific Environmental Impact Studies by the Town.
- e) 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.
- f) Hazardous lands that are not owned by the Town or the TRCA will be gratuitously conveyed, free and clear of encumbrances, to the Town.

41.8.4 Greenbelt Plan Natural Heritage System

- a) As it pertains to the lands within the Greenbelt Plan Area, and prior to registration of the first draft plan, the policies of Section 13.5 of the Future Caledon Official Plan will be shown to be satisfied or in conformity through the approved MESP and/or LSS and/or site-specific Environmental Impact Studies and Draft Plan of Subdivision to the satisfaction of the Town.

41.9 Parks and Open Space

41.9.1 Parkland Requirement

- a) As identified on Schedule H41a, the Secondary Plan Area will be serviced by a single centralized neighbourhood park. The *development* of parks within the Secondary Plan Area will be in accordance with Chapter 14, Parks and Open Space of the Town of Caledon Official Plan.
- b) Minor adjustments to the location and size of the new park will be permitted without requiring an amendment to this Plan, provided that:
 - i. The overall objectives of the Secondary Plan (complete, walkable community) are maintained;
 - ii. There is an appropriate distribution to serve the residential areas of the Secondary Plan Area; and,
 - iii. 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.
- c) *Development* of a neighbourhood park be in accordance with Policy 14.5 of the Official Plan and the Healey Gore Community Design Guidelines.

41.9.2 Neighbourhood Parks

- a) Neighbourhood Parks are intended to provide active and passive recreational opportunities for residents generally within a 400-metre radius. Neighbourhood Parks will contain a mix of passive areas, small to medium scale sports facilities, playground facilities structure, shade structures and seating areas.
- b) Neighbourhood Parks will be subject to the following policies:

- i. Neighbourhood Parks will generally have a minimum area between 1.0 to 2.0 hectares;
 - ii. Neighbourhood Parks are located centrally to the population (4,000 – 5,000 people) they serve;
 - iii. Neighbourhood Parks are required to have public road access and encouraged to have two road frontages;
 - iv. Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme.
- c) The owner shall be responsible for delivery of the parkland in base park condition and the construction of all park facilities in Healey Gore Development, unless otherwise agreed to by the Town and the Owner.

Urban System Land Uses

41.10 Community Area Land Use Designations and Policies

41.10.1 Urban Corridors

- a) The lands designated Urban Corridor will be developed in accordance with Section 22.5, Urban Corridor Designation, except as modified by the following policy:
 - i. The lands designated Urban Corridor along Healey Road are permitted to accommodate medium density residential housing types.
 - ii. Ground-related medium density residential uses, including street townhouses, are permitted to be located throughout the Urban Corridor.

41.10.2 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 uses needed to support the *development* of a compact 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.

Implementation

41.11 Schedules

- 41.11.1 The land uses shown on Schedule H41a 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 (TRCA), 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.
- 41.11.2 Minor adjustments to land use designation boundaries and street patterns shown on Schedule H41a will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- 41.11.3 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule H41a 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.

41.12 Tertiary Plan(s)

- 41.12.1 A Tertiary Plan is not required for the Healy Gore Secondary Plan Area.

41.13 Draft Plans of Subdivision and Zoning By-law Amendments

- 41.13.1 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*.
- 41.13.2 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 TRCA:
- a) Master Environmental Servicing Plan (MESP) and/or Local Subwatershed Study (LSS), or equivalent;
 - b) Functional Servicing and Stormwater Management Report (FSR/SWM);
 - 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.
- 41.13.3 *Development* in the Secondary Plan Area will be consistent with the recommended mitigation measures contained in the reports, studies, and plans listed in policy 41.13.2 above.
- 41.13.4 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.

41.14 Parkland Requirement

- 41.14.1 Parkland dedication will be calculated at 5% of the total area of the land or 1 hectare per 600 net residential units, whichever is higher.
- 41.14.2 Town Staff will be calculating Parkland Dedication requirements for all of the land included in the plan pursuant to Section 51.1 of the *Planning Act*.

41.14.3 All parkland generated from this Secondary Plan will be provided in the community as land dedication.

41.14.4 The Town, in its sole discretion, may accept encumbered lands toward parkland dedication at a 50% credit per the Town's Parkland Conveyance Bylaw 2025-087.

41.15 Phasing and Financial Responsibility

41.15.1 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.

41.15.2 *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.

41.15.3 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 of Peel.

41.15.4 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, where applicable. Phasing of the *development*, based on the completion of the external road works, may be required by the Town.

41.15.5 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.

41.15.6 Certain collector / multi-modal roads and their associated transportation related infrastructure are required as necessary, as development progresses throughout the Secondary Plan Area.

41.15.7 Land Acquisition and Dedication

- a) 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.
- b) 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.

41.15.8 Finance and Agreements

- a) 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.
- b) 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.